



Staff Report for Council Meeting

Date of Meeting: February 24, 2021

Report Number: SRPI.21.020

Department: Planning and Infrastructure

Division: Development Planning

Subject: SRPI.21.020 – Request for Approval - Zoning By-law Amendment Application – Yongehurst Developments (8-10), (12), and (14) Inc. – City File D02-17043 (Related City File D06-19035)

Owner:

Yongehurst Developments (8-10), (12) and (14) Inc.
181 Eglinton Avenue East, Suite 204
Toronto, Ontario
M4P 1J4

Agent:

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

Location:

Legal Description: Part of Lots 11 and 12, Registered Plan 1923
Municipal Addresses: 8, 10, 12, and 14 Yongehurst Road

Purpose:

A request for approval concerning a Zoning By-law Amendment application to permit a high density residential development on the subject lands.

Recommendations:

- a) That the Zoning By-law Amendment application submitted by Yongehurst Developments (8-10), (12) and (14) Inc. for the lands known as Part of Lots 11 and 12, Plan 1923 (Municipal Addresses: 8, 10, 12, and 14 Yongehurst Road), City File D02-17043, be approved subject to the following:
 - (i) that the subject lands be rezoned from “Third Density Residential (R3) Zone” to “Multiple Residential Ten Special (RM10-S-196) Zone”

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under By-law 2523 as amended, inclusive of the site specific development standards as outlined in Staff Report SRPI.21.020;

- (ii) that the subject lands be designated as a “Class 4 Area” as defined by the Ontario Ministry of Environment, Conservation and Parks in its “Environmental Noise Guideline: Stationary and Transportation Noise Sources – Approval and Planning Publication NPC-300”;**
- (iii) that the draft amending Zoning By-law as set out in Appendix ‘B’ be brought forward to a regular meeting of Council for consideration and enactment;**
- b) that Council direct City staff to accept a one-time financial contribution of \$20,000.00 from the applicant as compensation to satisfy the ‘best efforts’ requirements of the *Source Protection Plan* under the *Clean Water Act, 2006*;**
- c) that the one-time financial contribution of \$20,000.00 be directed to the Mill Pond Environmental Assessment project, specifically associated with works related to groundwater infiltration and recharge;**
- d) that the authority to assign servicing allocation to 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; and,**
- e) that pursuant to Section 34(17) of the *Planning Act*, Council deem that no further notice be required with respect to any necessary modifications to the draft amending Zoning By-law to implement the proposed development on the subject lands.**

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 Infrastructure Department

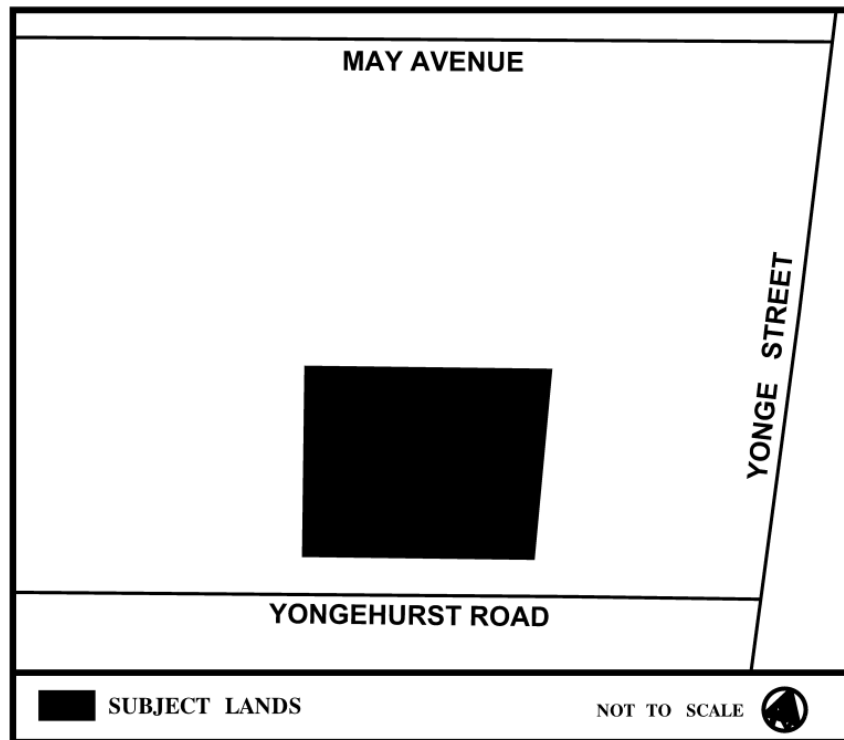
Approved by: Mary-Anne Dempster, City Manager

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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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 application was considered at a statutory Council Public Meeting on May 23, 2018 wherein Council received Staff Report SRPRS.18.072 for information purposes and directed that all comments be referred back to staff for consideration (refer to Appendix A). No significant issues or concerns were raised at the meeting by the public or by Council. However, the adjacent landowner provided written correspondence citing concerns that the proposal was premature. The correspondence noted that this development should be designed comprehensively with the abutting lands to deal with common issues, ensuring the orderly development of the area. This matter is addressed later in this report

The applicant has made very minor revisions to its original proposal to address comments received from circulated departments and external agencies. Minor technical matters remain to be resolved which shall be addressed as part of the finalization of the associated Site Plan application. Accordingly, the purpose of this report is to seek Council's approval of the applicant's revised Zoning By-law Amendment application.

Summary Analysis:

Site Location and Adjacent Uses

The subject lands are located on the north side of Yongehurst Road, west of Yonge Street and are comprised of four lots of record and having a frontage of approximately 60 metres (196.85 feet) along Yongehurst Road and a total lot area of 0.3149 hectares (0.778 acres) (refer to Maps 1 and 2). The lands currently support two single detached dwellings which are to be demolished to facilitate the proposed development. The lands abut vacant lands to the east, a service station with associated car wash and accessory buildings to the north, vacant residential lands and an urbanized tributary of the Don River to the west and Yongehurst Road to the south.

Development Proposal

The applicant is seeking Council's approval of its revised Zoning By-law Amendment application to permit a 9-storey high density residential development at a density of 2.48 FSI on its land holdings (refer to Maps 5-7). A total of 88 apartment dwelling units are proposed and 128 resident parking spaces are to be provided within two levels of underground parking. The following is a summary outlining the relevant statistics of the applicant's revised development proposal based on the most recent plans and drawings submitted to the City (refer to Maps 5-7):

| | |
|--|--|
| Lot Area: | 0.3149 hectares (0.778 acres) |
| Total Gross Floor Area (GFA): | 7,811.89 square metres (84,086.48 square feet) |
| Density (FSI): | 2.48 |
| Total Dwelling Units: | 88 |
| Building Height: | 9 storeys (35.4 metres) (116.14 feet) |
| Lot Coverage: | 36.98% |
| Amenity Space (indoor and outdoor): | 171.3 square metres (1,843.86 square feet) |
| Total Vehicle Parking: | 141(128 residential below grade) (13 visitor at grade) |
| Total Bicycle Spaces: | 29 (13 resident spaces) (16 visitor spaces) |

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A related Site Plan application (City File D06-19035) has been submitted in conjunction with the subject Zoning By-law Amendment application to facilitate the proposed development. City staff continue to work with the applicant to finalize the remaining Site Plan matters and the remaining matters are not anticipated to impact the structure or contents of the proposed Zoning By-law.

Planning Analysis:

City of Richmond Hill Official Plan

The subject lands are designated **Regional Mixed Use Corridor** and **Neighbourhood** in accordance with Schedule A2 – Land Use of the City of Richmond Hill's Official Plan (the "Plan") (refer to Map 3). In the context of this application, **Section 7.1 (6)** of the Plan states that the boundary of the land use designations are general in nature, except where they coincide with features or transportation infrastructure. Adjustments to the location of the boundaries does not require an amendment to the Plan. In this regard, the extent of the **Regional Mixed Use Corridor** designation will be defined by the alignment of the future north-south extension of Addison Street, as identified on **Schedule A8** of the Plan. As such, the subject lands are considered to be entirely within the **Regional Mixed Use Corridor** and the subject application has been evaluated accordingly.

In accordance with the preceding, the **Regional Mixed Use Corridor** designation permits mixed-use, pedestrian-friendly, transit-oriented development such as high density residential uses as proposed by the subject application. Further, in accordance with **Section 4.6.1.6** of the Plan, a maximum building height of 15 storeys, a maximum base building height of four storeys, and a maximum density of 2.5 Floor Space Index (FSI) is permitted. The applicant's development proposal is consistent with the height and density provisions of the Plan which contemplates a nine storey building with a four storey podium having a density of 2.48 FSI.

Further to the above, **Section 4.6.1.12** of the Plan requires that development shall provide a transition to the abutting **Neighbourhood** designation, subject to the angular plane policies in **Section 3.4.1.55** of the Plan. As noted above, the proposed alignment of the future Addison Street extension will include the subject lands as well as the abutting properties within the **Regional Mixed Use Corridor** designation and therefore, the required transition to the closest **Neighbourhood** designation are those lands which shall be west of the future Addison Street extension. As the height of the proposed development does not exceed the angular plane provisions of the Plan, Planning staff is of the opinion the proposed development shall provide an appropriate transition to the **Neighbourhood** designation and conforms with the applicable policies of the Plan.

Zoning

The lands are zoned **Third Density Residential (R3) Zone** under Zoning By-law 2523, as amended (refer to Map 4) which permits single family detached dwellings and associated uses thereto, but does not permit the high density residential development as proposed by the subject application. Accordingly, the applicant is seeking to rezone

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the subject lands to a site specific **Residential Multiple 10 Special (RM10-S) Zone** under By-law 2523, as amended, with site-specific development standards to facilitate the proposed high density residential building. As there is no parent **(RM10-S) Zone** category in By-law 2523, outlined below are the proposed site specific development standards as requested by the applicant:

| Development Standard | Proposed Development |
|---|--|
| Minimum Lot Frontage: | 60 metres (196.85 feet) |
| Minimum Lot Area: | 0.30 hectares (0.74 acres) |
| Maximum Lot Coverage: | 40% |
| Minimum Front Yard: | 4.5 metres (14.76 feet) |
| Minimum Interior Side Yard: | 5.1 metres (16.73 feet) |
| Minimum East Interior Side Yard to the portion of the building above the fourth storey: | 11.3 metres (37.07 feet) |
| Minimum Rear Yard: | 19.3 metres (63.32 feet) |
| Maximum Building Height: | 9 storeys or 37.5 metres (123.03 feet) |
| Maximum Floor Space Index: | 2.50 FSI |
| Minimum Indoor Amenity Gross Floor Area; | 90 square metres (295.28 square feet) |
| Parking: | 141 spaces |
| Resident: | 128 spaces |
| Visitor: | 13 spaces |
| Loading Space: | 1 |

Staff have reviewed the applicant's development proposal and are satisfied that the proposed site-specific zoning provisions are appropriate for the orderly development of the lands for the following principle reasons:

- the proposed side yard and rear yard setbacks shall provide sufficient operational access to the loading area, access to the garbage removal area and adequate area to include planters and landscaping to provide enhanced privacy screening between the abutting service station and the subject lands as well as the abutting properties; and,
- the proposed parking supply is considered to be consistent with the Rapid Transit Corridors parking rates presented within the *Richmond Hill 2010 Parking Strategy – Final Draft Report* based on the fact that the proposed development is within 400 metres of a Viva rapid transit stop on Yonge Street.

On the basis of the preceding, Planning staff are satisfied the proposed zoning of the subject lands is appropriate as it implements the applicable policies of the Plan. Furthermore, the site specific zoning for the proposed development is generally in keeping with development standards applicable to high density residential development along the Yonge Street corridor. Accordingly, staff recommends that the applicant's Zoning By-law Amendment application be approved.

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Noise

The Ministry of Environment, Conservation and Parks (“MOECP”) has released noise criteria guidelines known as “**Environmental Noise Guideline: Stationary and Transportation Noise Sources – Approval and Planning (NPC-300)**” to be for land use approvals by municipalities. One of the goals of the guidelines is to resolve conflicts between stationary noise sources, such as industrial or commercial activity, and noise sensitive land uses, such as residential uses. As the approval authority under the *Planning Act*, the municipality may formally recognize and declare a site as a “Class 4 Area”, which will allow municipalities to promote intensification in areas of existing stationary noise sources that have higher sound level limits than Class 1, 2 and 3 Areas, typically associated with residential areas. Should the Class 4 Area not be granted, there is no other flexibility to allow a development to proceed without addressing the exceedances of the sound limits of the NPC-300 Guidelines.

In the case of the subject lands, the main stationary noise source affecting the proposed development is the abutting service station and car wash facility to the northeast of the property. Guideline NPC-300 defines a Class 4 Area as an area or specific site that would otherwise be defined as Class 1 or 2 Area and which:

- is an area intended for development with new noise sensitive land uses that are not yet built;
- is in proximity to existing, lawfully established stationary sources; and,
- has formal confirmation of the Class 4 Area designation from the land use planning authority, which is determined during the land use planning process.

It should be noted that areas with existing noise sensitive land uses cannot be classified as Class 4 Areas. The Class 4 Area designation increases the sound level limits, therefore requiring less noise mitigation. For outdoor points of reception, the difference between Class 1 (which would apply to the subject proposal) and Class 4 is 5 dBA from 7:00 am to 11:00 pm. There are no sound level limits for outdoor points of reception during the night. For indoor points of reception (the inside of windows in noise sensitive spaces), the difference between Class 1 and Class 4 is 10 dBA at all times of the day.

Guideline NPC-300 identifies a number of considerations to apply to a proposed Class 4 Area designation and associated new noise sensitive land uses, including the following:

- submission of a satisfactory Noise Impact Assessment which includes noise measures as required by NPC-300;
- appropriate notification to prospective purchasers that the dwelling is located in a Class 4 Area, which may include, but is not limited to, agreements for noise mitigation (registered on title) and appropriate warning clauses in future agreements of purchase and sale;
- providing a copy of the approved Noise Impact Assessment and Class 4 Area designation confirmation to the surrounding owners of the stationary noise sources; and,

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- once a site is designated as a Class 4 Area, it would remain as such, subject to the continuing presence of the stationary noise sources.

In consideration of the preceding, the applicant has submitted an addendum to the Stationary Noise Assessment by Valcoustics Canada Ltd. dated February 1, 2021 which assesses the impact of the stationary noise source on the subject development. This assessment recommends that the subject lands be designated a Class 4 Area based on the following:

- the excess noise levels over the normally applied Class 1 sound level limit is considered minor;
- in keeping with the design of the site, the building cannot be set back farther from the stationary noise source, and there are no practical measures that can be used to mitigate the exceedances;
- the source of the noise point source is anticipated to be redeveloped in the future, as it is located within the City's **Regional Mixed Use Corridor** and once the gas station and car wash cease to exist, the minor excesses would no longer be present; and,
- the Class 4 classification was specifically designed for this type of situation where there is a new site in proximity to an existing stationary noise source, where the introduction of a residential use contains no practical or feasible ways to mitigate the noise.

Development Engineering staff has reviewed the applicant's revised noise assessment and request for designation of the subject lands to Class 4 Area and supports the request on the basis of the following:

- a number of noise attenuation measures including an acoustical noise barrier and other physical mitigation measures such as silencers, vestibules and doors were determined to be insufficient to mitigate the noise levels to comply with a Class 1 Area;
- if the site were to remain as a Class 1 Area, the upper floors would exceed the MOECP noise criteria and the building would require a significant redesign which may result in the inability to develop this site;
- air conditioning will be mandatory for the building so that windows can remain closed to protect the indoor acoustical environment for the residents;
- warning clauses will be included in all offers of Purchase and Sale, lease/rental agreements and condominium declarations for all units in within the building; and,
- the applicant is proposing a 2.5 metre high (8.2 feet) and 67 metre (219.82 feet) long noise barrier along the north property line to further improve the acoustical requirements for the future residents of the building.

Based on the preceding, staff recommends that Council approve the Class 4 Area designation of the subject lands. The recommended noise measures will be secured in the future Site Plan Agreement for the development which shall include the aforementioned measures, namely the provision of a 2.5 metre (8.2 feet) high acoustical

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barrier along the north property limit, the provision of air conditioning and the inclusion of appropriate warning clauses in all future agreements of Purchase and Sale and/or lease agreements, and including the condominium declaration to ensure that the development complies with Guideline NPC-300.

Clean Water Act and the Source Protection Plan

The *Source Protection Plan (SPP)* under the *Clean Water Act, 2006*, contains a set of policies to ensure that existing and future activities on lands located within the *SPP* area will not become a significant threat to potable drinking water sources. Developed for the Credit Valley, Toronto and Region and the Central Lake Ontario Conservation Areas (CTC), the *SPP* took effect on December 31, 2015 and its first amendment took effect on March 25, 2019. For more information with respect to the *SPP* and its amendments, please refer to staff report SRPRS.18.119.

In summary, the *SPP* contains specific policies to ensure that the quality and quantity of municipal drinking water sources are protected and that all threats to these sources (existing and future) are mitigated to the greatest extent possible. One of the policies that is applicable to the City of Richmond Hill is the identification of vulnerable areas which are referred to as Wellhead Protection Areas – Q2 (WHPA-Q2) in accordance with technical guidelines developed by the Ministry of the Environment.

WHPA-Q2 areas are locations which have been identified to help manage activities that may reduce groundwater recharge to an existing aquifer. In this regard, certain types of applications within the WHPA-Q2 Recharge Area One (REC-1) are subject to the applicable policies to implement best management practices with the goal to maintain predevelopment groundwater recharge. This includes the requirement to submit a site specific Water Balance Assessment to demonstrate how the proposed development can mitigate any related impacts and the reduction in groundwater infiltration.

After its enactment, a number of technical and implementation challenges were identified by municipalities and other source protection authorities. It was determined that on-site infiltration measures were not always possible and often considered too stringent to meet when municipalities were trying to balance the *SPP* policies with Provincial and Regional growth targets. In response, the proposed amendments introduced in 2019 brought the policies in alignment with other applicable policy documents (i.e. the *Oak Ridges Moraine Conservation Plan*).

The amendments also introduced the creation of an area located south of existing municipal wellheads, identified as the “downgradient line” within the WHPA-Q2 area. It was determined lands south of this line would have very minimal impact on any existing municipal wells within adjacent municipalities (note: the City of Richmond Hill does not have any municipal wells), but would still be required to undertake a Water Balance Assessment and demonstrate ‘best efforts’ to meet infiltration targets. This amendment provided municipalities with the flexibility to maintain the intent of the *SPP* policies to ensure that the protection of municipal water sources, while greatly improving the ability to implement the *SPP* in growth areas.

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The *SPP* provides flexibility for applicants to demonstrate ‘best efforts’ with respect to meeting water balance requirements pursuant to the *Clean Water Act*. The options include:

1. the establishment of compensating recharge opportunities on the development site within the WHPA-Q2 area. Should this not be technically feasible, the applicant has the option to satisfy ‘best efforts’ through options 2 or 3 below;
2. the provision of compensating recharge opportunities on another site within the WHPA-Q2 area where it is not feasible to provide pre-development recharge within the development site; or,
3. the provision of financial compensation to implement recharge opportunities elsewhere.

With respect to financial compensation, in circumstances where it has been determined that all reasonable efforts have been made but infiltration targets cannot be achieved on site and no other lands are available, then financial compensation may be considered. Staff note that to date, the TRCA has not implemented an offsite compensation protocol.

With respect to the subject development application, TRCA has determined that the proposed development does not sufficiently meet the water balance requirements for groundwater recharge and infiltration due to the design and technical requirements. As a result, the applicant was encouraged to investigate other opportunities to demonstrate their best efforts to satisfy the *SPP* policies, to the satisfaction of the City. In this regard, due to the design of the proposed building, the applicant has advised that they cannot meet the water balance requirements on-site and that they do not have any alternative land holdings in which infiltration infrastructure can be implemented.

As an option, the TRCA and the Region recommended financial compensation as the last option to meet their water balance requirements. While compensation may occur within the same WHPA-Q2 area, through discussions with the TRCA, the City’s Water Resources Section and Development Planning staff, it was determined that funds required to compensate for lost infiltration opportunities within Richmond Hill should contribute to the funding of infiltration projects within the City. In this regard, City staff reviewed various capital projects currently being undertaken where opportunities for a groundwater infiltration project may be undertaken.

In consultation with the City’s Water Resources Section, it was determined that the City’s Mill Pond Park Stormwater Management Rehabilitation project could provide an opportunity for the applicant to satisfy the requirements as noted above. While the project was on hold to coordinate with the planned revitalization of the Mill Pond Park, the project has now been initiated through funds allocated as part of the Stormwater Management Ten Year Capital Plan (refer to staff report SREIS.15.006). A consultant has been retained to undertake the background works required to prepare the Municipal Class Environmental Assessment (EA). Once the EA has been completed and approved, the City will move forward with detailed design works and construction.

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The Mill Pond Park Stormwater Management Rehabilitation project is intended to remove accumulated sediment, provide opportunities to rehabilitate, and provide opportunities to implement quantity and quality controls and enhancements for the Mill Pond in accordance with **Policy 3.1.9.2.14** of the Plan, including the evaluation and consideration of infrastructure options to promote groundwater recharge. This includes the installation of low impact development (LID) infrastructure to promote groundwater infiltration.

Staff calculated the initial construction costs of a bioretention facility to infiltrate groundwater to be approximately \$20,000.00 which would form part of the infrastructure improvements being undertaken as a Schedule B Environmental Assessment.

The applicant has agreed to provide \$20,000.00 towards the implementation of infiltration infrastructure as part of the Mill Pond EA project in satisfaction of the applicant's required 'best efforts' and the intent of the *SPP* policies. Based on the preceding, as municipalities are the final approval authority with respect to the *SPP*, staff are satisfied that the applicant has demonstrated 'best efforts' in achieving the intent of the *SPP* policies for groundwater recharge, and recommends Council direct staff to accept and direct the funds to the Mill Pond Park Stormwater Management Rehabilitation project.

Public Comments:

As noted previously, concerns regarding the subject development were raised through a written submission of objection from the land owner to the west related to the need for comprehensive development of the area through a master plan involving all landowners in the immediate vicinity. Specifically, the landowner wanted to ensure that the proposed development and the future alignment of Addison Road did not preclude the development of adjacent lands, including their land holdings.

To address this concern, the applicant provided a concept plan for the area inclusive of the lands bounded by Yonge Street to the east, May Avenue to the west, Yongehurst Road to the south and the future proposed Addison Street extension. The concept plan illustrated that notwithstanding the future Addison Street extension would be subject to a Municipal Class Environmental Assessment (which has yet to be completed), the location of the future road would not impact the subject lands or the neighbouring lands to be included within the **Regional Mixed Use Corridor**. Furthermore, the proposed concept plan demonstrated that for the lands east of the future Addison Street extension, the abutting lands would be able to gain vehicular access to the future road, and as such, would not preclude the future development of the abutting properties.

City Department and External Agency Comments:

Comments received through the circulation of the applicant's Zoning By-law Amendment application from City departments and external agencies have been satisfactorily addressed. City departments and external agencies have no further comments or objections in principle with respect to the subject Zoning By-law Amendment application. Technical comments provided through the review of this

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application will be addressed through the Site Plan review and approval process. Staff do not anticipate the finalization of the Site Plan will have any impact on the zoning of the property.

Development Planning Division

Planning staff has completed a review of the applicant's revised development proposal and recommends that Council approve the subject Zoning By-law Amendment application on the basis of the following:

- the proposed high density residential development conforms with the **Regional Mixed Use Corridor** policies of the Plan;
- the proposed zone category and site specific development standards to facilitate the proposed development are considered appropriate as they shall achieve high quality built form and design within the **Regional Mixed Use Corridor**;
- appropriate consideration has been provided for the future Addison Road extension;
- the proposed development complies with the height transition policies to the **Neighbourhood** designation located to the west of the future alignment of the Addison Road extension; and,
- the applicant has satisfactorily addressed the comments raised through the circulation of the application and concerns raised at the Council Public Meeting as it relates to the subject Zoning By-law Amendment application. The applicant will be required to address the outstanding comments identified through the related Site Plan approval process.

Interim Growth Management Strategy

The applicant has submitted a Sustainability Performance Metrics Tool for consideration by the City as part of the review and approval of its related Site Plan application. The applicant's Sustainability Performance Metrics submission appears to achieve a point score of 46 but remains under review by City staff. The applicant's commitments to the Sustainability Performance Metrics submission will be secured through a future Site Plan agreement as part of the related Site Plan application.

Financial/Staffing/Other Implications:

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

Relationship to the Strategic Plan:

The applicant's development proposal aligns with **Goal Two – Better Choice in Richmond Hill** by expanding the housing options available within the City, as well as **Goal Four – Wise Management of Resources in Richmond Hill** by utilizing available land responsibly.

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Conclusion:

The applicant is seeking Council's approval of its Zoning By-law Amendment application to permit the construction of a high density residential development on its land holdings. Staff has completed a comprehensive review and evaluation of the applicant's development proposal and is of the opinion that it conforms with the applicable policies of the Plan and represents good planning. On the basis of the preceding, staff recommends that Council approve the subject Zoning By-law Amendment application, subject to the 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.

- Map 1: Aerial Photograph
- Map 2: Neighbourhood Context
- Map 3: Official Plan Designation
- Map 4: Existing Zoning
- Map 5: Proposed Site Plan
- Map 6: Proposed East and West Elevations
- Map 7: Proposed North and South Elevations
- Appendix A – Extract from Council Public Meeting C#16-18 held May 23, 2018
- Appendix B – Draft Zoning By-law 19-21 and Schedule 'A'

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Report Approval Details

| | |
|----------------------|--|
| Document Title: | Request for Approval –Zoning By-law Amendment - 8-14 Yongehurst Road.docx |
| Attachments: | <ul style="list-style-type: none">- Map 1 - Aerial Photo.pdf- Map 2 - Neighbourhood Context.pdf- Map 3 - Official Plan Designation.pdf- Map 4 - Existing Zoning.pdf- Map 5 - Proposed Site Plan.pdf- MAP 6 - PROPOSED EAST and WEST ELEVATIONS.pdf- MAP 7 - PROPOSED NORTH and SOUTH ELEVATIONS.pdf- Appendix A Extract from CPM C16-18.pdf- Appendix B Draft Zoning By-law and Schedule 'A'.pdf |
| Final Approval Date: | Feb 10, 2021 |

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

Gus Galanis - Feb 5, 2021 - 12:14 PM

Kelvin Kwan - Feb 5, 2021 - 1:37 PM

MaryAnne Dempster - Feb 10, 2021 - 10:45 AM