



## Staff Report for Council Meeting

Date of Meeting: December 8, 2021

Report Number: SRPI.21.115

Department: Planning and Infrastructure

Division: Development Planning

**Subject: SRPI.21.115 – Request for Approval – Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Applications – 1430518 Ontario Inc.– City Files D01-18008, D02-16036 and D03-20003 (Related File D06-16091)**

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### Owner:

1430518 Ontario Limited  
30 Wertheim Court, Suite 9  
Richmond Hill, Ontario  
L4B 1B9

### Agent:

Bousfields Inc.  
3 Church Street, Suite 200  
Toronto, Ontario  
M5E 1M2

### Location:

Legal Description: Part of Lot 26, Concession 2, E.Y.S.  
Municipal Address: 0 Elgin Mills Road East

### Purpose:

A request for approval concerning revised Official Plan Amendment, Zoning By-law Amendment and draft Plan of Subdivision applications to facilitate the construction of a high density, mixed use residential/commercial development on the subject lands.

### Recommendations:

- a) That the revised Official Plan Amendment, Zoning By-law Amendment and draft Plan of Subdivision applications submitted by 1430518 Ontario Limited for lands known as Part of Lot 26, Concession 2, E.Y.S. (Municipal

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**Address: 0 Elgin Mills Road East), City Files D01-18008, D02-16036 and D03-20003, be approved in principle, subject to the following:**

- (i) that the North Leslie Secondary Plan be amended to include site specific policies to increase the permitted building height and to revise the limits of the Natural Heritage System on the subject lands as outlined in Staff Report SRPI.21.115, and that the draft Official Plan Amendment attached as Appendix “C” be finalized and forwarded to a future meeting of Council for consideration and adoption;**
- (ii) that the subject lands be rezoned from Rural Residential Four (RR4) Zone under By-law 2325-68, as amended, to Neighbourhood Commercial (C1) Zone and Environmental Protection Two (EPA2) 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.21.115;**
- (iii) that prior to forwarding the amending Zoning By-law to Council for consideration and enactment, the following take place:**
  - (a) that the draft Zoning By-law attached as Appendix “D” be finalized and updated to address the comments in Staff Report SRPI.21.115 to the satisfaction of the Commissioner of Planning and Infrastructure, including appropriate formatting, development standards and negotiated community benefits pursuant to Section 37 of the *Planning Act*;**
  - (b) that the applicant’s Site Plan application (City File D06-16091) be substantially completed to the satisfaction of the Commissioner of Planning and Infrastructure;**
  - (c) that confirmation be received that the applicant has registered restrictions over the subject lands under Section 118 of the *Land Titles Act*;**
- (iv) 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 Zoning By-law to implement the proposed development on the subject lands;**
- (v) that the Plan of Subdivision as depicted on Map 8 to Staff Report SRPI.21.115 be draft approved subject to the conditions set out in Appendix “E”;**

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- (vi) 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 105-20, as amended;**
- b) That Council authorize the Commissioner of Planning and Infrastructure to negotiate a Section 37 Community Benefits Package based on the revised development proposal as described in Staff Report SRPI.21.115, to be incorporated into the implementing Zoning By-law Amendment for the proposed development, to the satisfaction of the Commissioner of Planning and Infrastructure;**
- c) That upon the recommendation of the Commissioner of Planning and Infrastructure, the Mayor and City Clerk be authorized to execute any agreements necessary to secure a Section 37 Community Benefits Package;**
- d) That staff report back to Council in the event there are challenges with finalizing the draft Zoning By-law, including a Section 37 Community Benefits Package; and,**
- e) That all comments concerning the applicant's related Site Plan Application (City File D06-16091) be referred back to staff.**

### **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

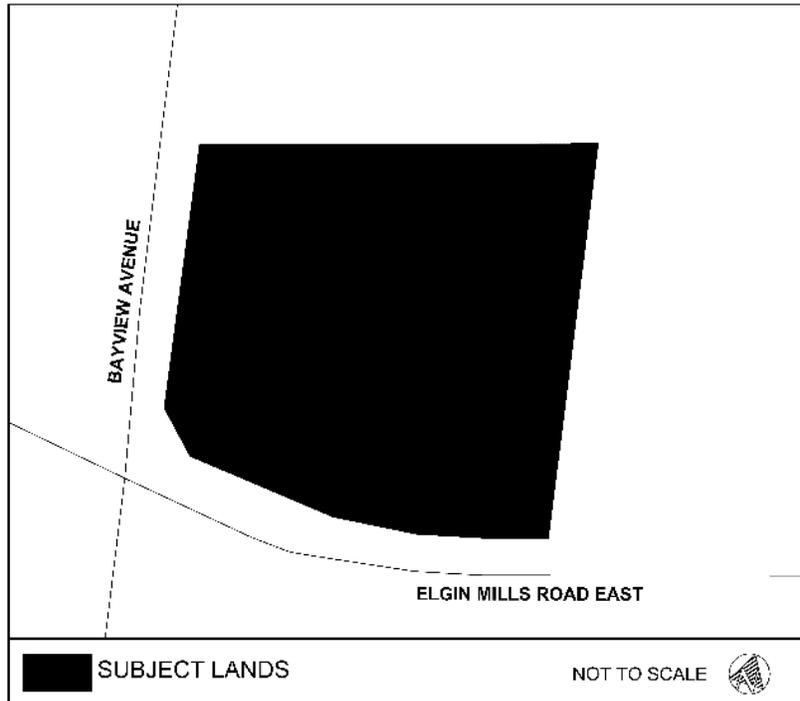
**Approved by:** Mary-Anne Dempster, City Manager

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.

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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, Zoning By-law Amendment, draft Plan of Subdivision and Site Plan applications were received by the City in 2016, 2018 and 2020 to permit various forms of a mixed use residential/commercial development on the applicant's landholdings. Council Public Meetings were held on June 19, 2019 and June 17, 2020 to consider a high-rise, mixed use residential/commercial development on the lands. In this regard, Council received Staff Reports SRPRS.19.111 and SRPRS.20.089 for information purposes and directed that all comments be referred back to staff (refer to Appendices "A" and "B"). A number of comments and concerns were raised at both meetings by members of Council and the public, which are addressed later in this report.

Since the original applications were filed, the applicant made formal re-submissions in December 2020 and August 2021, incorporating several revisions to the applications and overall development proposal including the following (refer to Maps 5 to 11):

- modifications to the unit types and unit distribution within the development;
- a reduction in the total number of dwelling units from 473 to 400;
- adjustments to the architectural design of the proposed townhouses and apartment buildings, in addition to revisions to the height distribution of the proposed apartment buildings from 9 and 14 storeys to 6, 8 and 14 storeys;
- an increase to the Floor Area Ratio (FAR) from 1.98 to 2.0;
- a decrease in the total number of parking spaces from 718 to 701;
- adjustments to the private street network and surface parking areas;
- a reduction in the gross commercial floor area from 1,412.8 square metres (15,207.25 square feet) to 1,259.04 square metres (13,552.19 square feet); and,
- refinements to the development limits based on a regularization of the required 30-metre buffer to an adjacent Provincially Significant Wetland.

The applicant is currently proposing a mixed use residential/commercial development comprised of 344 apartment dwelling units, 56 townhouse dwelling units and 1,259.04 square metres (13,552.19 square feet) of ground-related commercial floor space on the subject lands.

All significant comments and issues raised by circulated City departments and external agencies have now been satisfactorily addressed by the applicant, while the remaining technical and implementation matters will be dealt with as part of refining the draft instruments, fulfilling conditions of draft plan approval, and finalizing the Site Plan approval process. In this regard, the purpose of this report is to seek Council's approval in principle of the applicant's revised Official Plan Amendment, Zoning By-law Amendment and draft Plan of Subdivision applications, and to seek comments from Council respecting the applicant's related Site Plan application.

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### Summary Analysis:

#### Site Location and Adjacent Uses

The subject lands are located at the northeast corner of Bayview Avenue and Elgin Mills Road East and have a total lot area of 4.07 hectares (10.06 acres). The lands are currently vacant and have been used primarily for agricultural purposes. The northeast portion of the property contains a Provincially Significant Wetland and the natural heritage system associated with a tributary of the Rouge River (refer to Map 1).

Adjacent land uses include a place of worship (Richmond Hill Hindu Temple) and the Rouge River tributary to the north, agricultural lands which are approved for a medium density residential development (City File D03-16001) and the Rouge River tributary to the east, Bayview Avenue and existing commercial uses to the west, and Elgin Mills Road East and lands which are approved for residential development to the south (City File D03-15004).

#### Revised Development Proposal

The applicant is seeking Council's approval to construct a high-rise, mixed use residential/commercial development on the subject lands, in addition to the creation of blocks for development, open space, daylighting triangle and road widening purposes (refer to Maps 6, 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:

- **Total Lot Area:** **4.07 hectares (10.06 acres)**
  - **Mixed Use Block:** **1.282 hectares (3.17 acres)**
  - **Townhouse Block:** **1.083 hectares (2.68 acres)**
  - **Open Space Block:** **1.662 hectares (4.11 acres)**
  - **Daylighting Triangles:** **0.005 hectares (0.01 acres)**
  - **Road Widening Block:** **0.040 hectares (0.10 acres)**
- **Total Number of Units:** **400**
  - **Street Townhouses:** **35**
  - **Rear Lane Townhouses:** **13**
  - **Block Townhouses:** **8**
  - **Apartment Dwelling Units:** **344**
- **Total Gross Floor Area:** **47,399.68 square metres <sup>(1)</sup>  
(510,205.91 square feet)**
  - **Residential Floor Space:** **46,140.64 square metres <sup>(1)</sup>  
(496,653.72 square feet)**
  - **Commercial Floor Space:** **1,259.04 square metres <sup>(1)</sup>  
(13,552.19 square feet)**
- **Proposed Floor Area Ratio (FAR):** **2.00 <sup>(1)</sup>**
- **Proposed Height (Apartments):** **14 storeys or  
57.08 metres (187.27 feet) <sup>(2)</sup>**

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- **Proposed Height (Townhouses):** 3 storeys or 13.3 metres (43.64 feet)
- **Indoor Amenity Space:** 564.14 square metres (6,072.35 square feet)
- **Parking Spaces:** 701
  - **Residents:** 549
  - **Retail:** 52
  - **Visitor:** 100 (incl. 12 barrier free spaces)
- **Loading Spaces:** 3
- **Bicycle Parking Spaces:** 311

- (1) The calculation of Gross Floor Area (GFA) and Floor Area Ratio (FAR) is based upon an amended definition of “*Gross Floor Area*” proposed by the applicant, which includes additional exemptions compared to the definition of GFA in By-law 55-15 and the North Leslie Secondary Plan.
- (2) The proposed building height is reflective of the total height of the proposed apartment buildings. It is noted that the applicant has requested that mechanical penthouses be exempted from the definition of “*Storey*”.

## 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* (PPS, 2020), the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan, 2020), the *Regional Official Plan* (ROP, 2010) and the City’s *Official Plan* (the “Plan”). Staff notes that the City’s in-force Plan is consistent with the PPS, and conforms with 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 were both updated in 2020. In this regard, both York Region and the City are currently conducting Municipal Comprehensive Reviews (MCRs) to update their Official Plans as necessary to align with more recent Provincial planning direction. Outlined below is a more detailed discussion of the applicant’s development proposal relative to the ROP and the City’s Official Plan.

## York Region Official Plan

The subject lands are designated **Urban Area** and **Regional Greenlands System** in accordance with Map 1 - Regional Structure of the ROP. The **Urban Area** policies permit a full range and mix of urban uses, which would permit the applicant’s high density, mixed use commercial/residential development. The northeast portion of the property is located within the **Regional Greenlands System**, which serves to identify, protect and enhance Natural Heritage Features and provide an opportunity for passive recreation systems. Development and site alteration are prohibited within the **Regional Greenlands System** and the applicable policies require that any development located within 120 metres of a **Regional Greenlands System** provide sufficient environmental studies to measure impacts on nearby Natural Heritage Features. The applicant has submitted an Environmental Impact Statement, which has been reviewed and is to the

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satisfaction of City and Regional staff. Furthermore, York Region has confirmed that in accordance with **Policy 8.3.8**, the proposed Official Plan Amendment is of local significance and is exempt from Regional approval as no Regional interests are adversely affected.

### City of Richmond Hill Official Plan

The subject lands are designated **Neighbourhood Commercial** and **Natural Heritage System** on Schedule “A” - Land Use Plan of the North Leslie Secondary Plan (refer to Map 2). The **Neighbourhood Commercial** designation permits a range of commercial and residential uses in a mixed use format, including personal service shops, restaurants, retail stores, offices and financial institutions, in addition to various forms of townhouses and low-rise to mid-rise apartment buildings at a maximum building height of 10 storeys and a density range of between 1.0 and 2.0 Floor Area Ratio (FAR). Furthermore, the subject lands and the adjacent lands designated **Neighbourhood Commercial** are to be planned comprehensively as one development and with joint accesses.

The **Natural Heritage System** designation lands are to be set aside for environmental protection and conveyed to the City or other public agency. The boundaries of these lands are to be established through the submission of a site-specific Environmental Impact Statement (EIS) in accordance with the Natural Heritage System policies outlined in **Section 9.5.2.2** of the Secondary Plan. The lands are also to be placed in an appropriate environmentally protective zoning category, and permitted uses in the **Natural Heritage System** include conservation uses, trails and necessary infrastructure.

### Revised Official Plan Amendment Application

The applicant has submitted a revised Official Plan Amendment application that proposes to increase the permitted building height within the **Neighbourhood Commercial** designation and to refine the **Natural Heritage System** designation limits to facilitate its development proposal on the subject lands. The applicant’s draft Official Plan Amendment is included as Appendix “C” to this report.

The first component of the revised Official Plan Amendment application proposes to increase the permitted building height from 10 to 14 storeys on the subject lands. In this regard, the **Neighbourhood Commercial** designation policies permit a maximum building height of 10 storeys and a maximum Floor Area Ratio (FAR) of 2.0. While the overall development proposal conforms with the maximum permitted density, the applicant is proposing two apartment buildings with 6, 8 and 14 storey components.

In terms of planning justification, the bulk of the proposed height and density within the development proposal has been directed towards the intersection of Bayview Avenue and Elgin Mills Road East, being two major Regional arterial streets that act as physical buffers to existing development to the west and south. In this regard, there is an existing commercial development on the west side of Bayview Avenue and vacant lands

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approved for two 6 storey apartment buildings and townhouses on the south side of Elgin Mills Road East. Lands located at the southwest corner of Bayview Avenue and Elgin Mills Road East contain a City Park (Beverly Acres Parkette), which will provide a further buffer between the proposed development and existing low density residential uses to the southwest.

The revised development proposal accommodates a transition of building heights and a change in built form closest to the abutting properties to the north and east, transitioning from 14, 8 and 6 storey apartment elements to 3 storey townhouses closest to the adjacent properties which include vacant land and a place of worship (Richmond Hill Hindu Temple) to the north, and an approved townhouse development to the east. In this regard, the development proposal provides appropriate stepping of building heights and transition in accordance with the intent of **Section 9.6.2.3.g** in the Secondary Plan, while adhering to standard requirements such as a 45 degree angular view plane from adjacent properties, a tower separation distance of up to approximately 37 metres (121.39 feet) and tower floor plates of approximately 750 square metres (8,072.93 square feet) to maximize sky views, minimize any shadow or overlook impacts and reduce the overall massing of the development. It is also noted that the nearest **Low Density Residential** designation as per the Secondary Plan is located approximately 200 metres (656.17 feet) to the northeast of the proposed towers, and is buffered by the proposed townhouses and existing Natural Heritage System lands being conveyed to the City. Lastly, the proposed four storey increase in building height is appropriate given the locational characteristics of the site at the intersection of two major arterial streets and the policy context which already contemplates medium to high density residential uses.

The second component of the revised Official Plan Amendment application proposes to amend the Natural Heritage System (NHS) policies in order to “regularize” the required buffer and boundary between Block 2 (Townhouses) and Block 3 (Open Space) on the applicant’s draft Plan of Subdivision (refer to Map 8). In this regard, the policies of the Secondary Plan define the limits of the NHS as being the environmental feature (e.g. wetland) plus a minimum buffer of 30 metres. Based on the staked limits of a Provincially Significant Wetland conducted by the TRCA and the Ministry of Natural Resources and Forestry (MNRF) in 2013, the boundary of the NHS results in an irregularly shaped development block with several pinch points that impact the design of the applicant’s development proposal.

The applicant has submitted an Environmental Impact Study (EIS) to justify a regularization of the NHS buffer, resulting in a minimum buffer of approximately 27 metres (88.58 feet). As compensation for the reduced buffer, the applicant is proposing to protect additional lands by increasing the required buffer in other areas to between 32.25 metres (105.81 feet) and 40.28 metres (132.15 feet), resulting in an average buffer of approximately 31.45 metres (103.18 feet) and a net gain of approximately 8 square metres (86.1 square feet) of additional land being protected from development and conveyed to the City. Based on the submitted EIS addendum, both the TRCA and

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the City’s Park and Natural Heritage Planning staff have no concerns with a reduced buffer to the wetland as the proposed pinch points into the wetland buffer are minimal and will not result in any adverse impacts. The applicant’s draft Official Plan Amendment document will need to be updated to properly capture the regularized NHS buffer by specifically identifying the revised minimum buffer to the wetland feature.

On the basis of the preceding, staff is of the opinion that the revised Official Plan Amendment application is consistent with the PPS, and conforms with the Growth Plan and the ROP. Further, the proposal has appropriate regard for and is consistent with the principles and broader policy direction in the North Leslie Secondary Plan and represents good planning.

### Revised Zoning By-law Amendment Application

The applicant has submitted a revised Zoning By-law Amendment application that proposes to rezone the subject lands from **Rural Residential Four (RR4) Zone** under By-law 2325-68, as amended, to **Neighbourhood Commercial (C1) Zone** and **Environmental Protection Two (EPA2) Zone** under By-law 55-15, as amended, with various site specific exceptions to facilitate its high density, mixed use residential/commercial development proposal (refer to Appendix “D”). Outlined below is a comparison of the proposed development standards relative to those of the associated parent zone category, with requested site specific exceptions in bold:

Development Standard	C1 Zone - Mixed Use Apartment Dwellings	Proposed Standard
Minimum Lot Frontage	20.0 metres (65.62 feet)	Complies
Minimum Lot Area	0.2 hectares (0.49 acres)	Complies
Maximum Floor Area Ratio	200%	Complies
Minimum Required Front Yard	6.0 metres (19.69 feet)	<b>3.0 metres (9.84 feet)</b>
Minimum Required Side Yard	6.0 metres (19.69 feet)	<b>3.0 metres (9.84 feet)</b>
Minimum Required Flankage Yard	6.0 metres (19.69 feet)	<b>3.0 metres (9.84 feet)</b>
Minimum Required Rear Yard	6.0 metres (19.69 feet)	<b>1.5 metres (4.92 feet)</b>
Maximum Height	10 storeys	<b>14 storeys</b>
Parking Standards – Apartment Dwellings	1.5 parking spaces per dwelling unit of which 0.25 parking spaces per dwelling unit shall be for visitor parking	<b>Bachelor: 1.0 space/unit</b> <b>1 Bedroom: 1.1 space/unit</b> 2 Bedroom: 1.35 space/unit 3 Bedroom: 1.67 space/unit Visitor: Complies
Parking Standards – Shopping Centre	4.3 parking spaces per 100 square metres of GLFA	Complies

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Development Standard	C1 Zone - Street Townhouse Dwelling (RWS2 Zone Standards)	Proposed Standard
Minimum Lot Frontage (Interior Lot)	6.0 metres (19.69 feet)	Complies
Minimum Lot Frontage (Corner Lot)	8.4 metres (27.56 feet)	<b>6.27 metres (20.57 feet)</b>
Minimum Lot Area (Interior Lot)	150.0 square metres (1,614.59 square feet)	<b>Blocks A, B, C, K: 112.63 square metres (1,212.34 square feet) to 144.2 square metres (1,552.16 square feet)</b> All other Blocks - Complies
Minimum Lot Area (Corner Lot)	170.0 square metres (1,829.86 square feet)	<b>Blocks A, C, K: 112.63 square metres (1,212.34 square feet) to 154.21 square metres (1,659.9 square feet)</b>
Maximum Lot Coverage	60%	<b>Blocks A, B, K, L: 65.8% to 66.4%</b> All other Blocks - Complies
Minimum Required Front Yard	3.0 metres (9.84 feet)	Complies
Minimum Required Side Yard	1.2 metres (3.94 feet)	<b>Nil to 0.6 metres (1.97 feet)</b>
Minimum Required Flankage Yard	2.4 metres (7.87 feet)	<b>Block A: Nil</b> <b>Block C: 0.78 metres (2.56 feet)</b> <b>Block K: 0.6 metres (1.97 feet)</b>
Minimum Required Rear Yard	7.0 metres (22.97 feet)	<b>Block A: 1.9 metres (6.23 feet)</b> <b>Block B: 2.8 metres (9.19 feet)</b> <b>Block C: 4.3 metres (14.11 feet)</b> <b>Blocks D to I: 6.2 metres (20.34 feet)</b> <b>Block J: 5.5 metres (18.04 feet)</b> Block K: 10.1 metres (33.14 feet) (1) <b>Blocks L and M: 1.4 metres (4.59 feet)</b>
Maximum Height	3.5 storeys	Complies
Parking Standards	2 parking spaces per dwelling unit	Complies

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- (1) The proposed Minimum Rear Yard Setback for Block K is measured from the rear wall of the proposed townhouse block to the western lot line abutting Bayview Avenue. This setback does not account for a private lane that is proposed between Block K and the west lot line, which does not serve as rear yard amenity for the dwelling units in Block K. The rear yard setback for Block K measured from the rear wall of the proposed block to the Parcel of Tied Land (POTL) is approximately 1.1 metres (3.61 feet).

The following is an overview and evaluation of the main site specific development standards being sought by the applicant, including the need for any additional clarity and the identification of outstanding concerns that will need to be addressed as part of finalizing the Site Plan approval process and amending Zoning By-law:

- The applicant is proposing to amend the definition of “*gross floor area*” to be generally consistent with the City’s most recent parent Zoning By-law, being the Yonge and Bernard Key Development Area Secondary Plan Zoning By-law (By-law 111-17). Specifically, the revised definition would exclude a number of components from the definition of “*gross floor area*” which would otherwise contribute towards the overall density calculation, including basements, mechanical penthouses, loading areas, parking structures, garages, elevator shafts, spaces open to below, stairwells, mechanical or electrical rooms, and elevator shafts. Staff has no concerns with the request given that it is generally consistent with the approach taken in By-law 111-17 and serves to help the City achieve its population and employment projections.
- The applicant is proposing to amend the definitions of “*established grade*”, “*street*” and “*lot*”. Staff will continue to review the appropriateness of this request as revised definitions may not be required to implement the applicant’s development proposal and should be avoided to the extent possible to maintain consistency in implementation and interpretation of the Zoning By-law throughout the North Leslie Planning Area.
- The applicant is proposing to classify all townhouses in the subject development as “*street townhouse dwellings*” for ease of interpretation, however, Blocks “A”, “B” and “K” appear to meet the definition of “*rear lane townhouse dwellings*” while Blocks “L” and “M” appear to meet the definition of “*block townhouse dwellings*”. As the various townhouse typologies are subject to different development standards such as minimum yards and maximum lot coverage, staff will continue to work with the applicant and Zoning staff to clarify the proposed unit types and to capture appropriate development standards in the final amending Zoning By-law.
- The applicant is proposing to include a Schedule “C” within its draft Zoning By-law which includes a visual representation of the location and setbacks of all common element condominium townhouse blocks. Given the complexity of the draft Zoning By-law and the variability of setbacks within the development proposal, staff are recommending the adoption of a less prescriptive method of implementing development standards that affords a greater degree of flexibility to respond to any

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required revisions as details of the proposal are finalized, including the Parcel of Tied Land (POTL) limits. In this regard, staff will continue to work with the applicant towards finalizing the content and structure of the amending Zoning By-law.

- The applicant is proposing an exception to reduce the minimum required rear yard from 6.0 metres (19.69 feet) to 1.5 metres (4.92 feet) within the proposed Mixed Use Block (Block 1); however, the need for this relief is unclear based on the submitted Site Plan. Additional clarification is required from the applicant.
- The applicant is proposing to include a provision which stipulates that limiting distance will be measured a minimum of 1.5 metres (4.92 feet) beyond the rear property line of townhouse Block C. In this regard, limiting distance requirements are regulated through the Ontario Building Code (OBC) and serve to limit the area of unprotected openings in an exposed building face adjacent to property lines or between buildings on the same property. In this case, the applicant is requesting that the limiting distance be measured from within the environmental lands that are to be conveyed to the City rather than the property line, which serves to allow the proposed townhouses to be closer to the rear property line than would otherwise be permitted by the OBC. Staff does not support the inclusion of a limiting distance provision in the amending Zoning By-law as these are building/construction requirements regulated through the OBC. Furthermore, any future consideration of measuring the limiting distance from beyond the property line will require Council authorization for the City to enter into a Limiting Distance Agreement with the applicant pursuant to the OBC, which must be registered on title and include any and all provisions deemed appropriate by the City including indemnification.
- The applicant has requested an exception that stipulates mechanical penthouses or rooftop enclosures projecting up to 6.0 metres (19.68 feet) in height shall not be considered a “storey” in relation to the proposed maximum building height of 14 storeys. Staff supports this request as it is standard practice within the City to exempt mechanical penthouses within high-rise projects from being regarded as a storey given that they typically only occupy a certain percentage of the rooftop and are not living space. Matters related to appropriate size and screening will be addressed as part of the Site Plan approval process.
- The applicant has requested an allowance for a ground floor height of up to 7.5 metres (24.60 feet) to be considered a single storey by definition, whereas By-law 55-15 considers any portion of a storey greater than 4.5 metres (14.76 feet) in height to be an additional storey. Staff supports this request as it is standard practice within the City to allow increased height for the ground floor of mixed use, high-rise projects in order to accommodate component such as commercial/retail space needs, grade-related residential units within the base of a building, private indoor amenity spaces, lobbies, loading and waste disposal areas.

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- The applicant is proposing revised parking rates of 1.0 spaces per unit for bachelor units, 1.1 spaces per unit for one bedroom units, 1.35 spaces per unit for two bedroom units, 1.67 spaces per unit for three bedroom units and 0.25 spaces per unit for visitor parking within the proposed development, whereas By-law 55-15 applies a uniform rate of 1.5 parking spaces per dwelling unit (of which 0.25 spaces are to be dedicated for visitor parking). Furthermore, the applicant is proposing that up to 10% of the parking spaces within the development may be dedicated to compact cars, which will necessitate the inclusion of related parking stall standards in the amending Zoning By-law. Lastly, minimum bicycle parking rates will need to be captured in the by-law as part of implementing the applicant's overall Transportation Demand Management (TDM) strategy. The City's Transportation Engineering Section has assessed the applicant's Parking Study and is of the opinion that the proposed parking rates are appropriate and are more reflective of the anticipated parking demand than the current uniform parking rate in the by-law.
- The applicant is proposing an exception to permit the outdoor storage of goods, whereas By-law 55-15 specifically prohibits "*the outdoor storage of goods, material, machinery or equipment*". This prohibition is consistent with the Neighbourhood Commercial policies in the Secondary Plan which stipulate that "*no open storage of goods, materials, machinery or equipment is permitted*" (**Policy 9.6.3.3 e.**). Staff are unable to support the request as submitted, but will work with the applicant refine the scope of the provision in light of the Neighbourhood Commercial policies which also stipulate that "*an outdoor sales area associated with and subordinate to a primary retail use may be permitted subject to appropriate development standards*".
- The applicant is proposing an exception to permit residential uses on the ground floor of a building containing both residential and commercial uses, whereas By-law 55-15 stipulates that "*In a building containing both commercial and residential uses...no dwelling units shall be permitted on the ground floor...*". The intent of this provision is to encourage commercial uses on the ground floor of mixed use developments and to minimize the potential for compatibility, noise and nuisance issues between residential and non-residential uses in close proximity to one another. In this regard, the applicant is proposing to incorporate townhouse dwelling units within the base of the easterly portion of Building "B". The closest dwelling unit is approximately 10.0 metres (32.81 feet) from the nearest wall of a commercial unit and approximately 21.0 metres (68.90 feet) from the nearest front entrance to a commercial unit. On this basis, staff supports the request as there will be sufficient separation distance between the ground floor commercial and residential uses within the development. In order to maintain the intent of the Secondary Plan and Zoning By-law, staff is recommending that ground floor residential uses be restricted to Building "B" only.

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- The applicant is proposing to implement a series of general “housekeeping” revisions to By-law 55-15, first adopted on July 11, 2016 through the passage of By-law 82-16. These amendments serve to better accommodate the various housing forms envisioned by the Secondary Plan, provide for more consistent streetscapes within the residential lands, correct redundancies in the existing document, and provide more flexibility in housing design to assist landowners in achieving the minimum density requirements of the Secondary Plan. As these revisions have been included in all relevant Zoning By-law Amendments for approved developments within the North Leslie West community, staff recommends that the applicant's Zoning By-law Amendment include the same general “housekeeping” amendments to By-law 55-15.

Given all of the above, staff supports the revised Zoning By-law Amendment application in principle, subject to satisfactorily addressing the identified comments and concerns. The final form of the by-law will be forwarded to Council for passage at such time as the applicant finalizes the Site Plan approval process.

### **Revised Draft Plan of Subdivision Application**

The applicant has submitted a revised draft Plan of Subdivision application that seeks approval to create blocks to be comprised of apartment, townhouse and commercial uses, in addition to blocks for open space, road widening and daylighting triangle purposes on the subject lands (refer to Map 8). The following is an overview of the various components of the submitted draft plan:

- Block 1 is a Mixed Use Block that is proposed to be developed with two apartment buildings containing approximately 344 dwelling units and ground floor commercial uses, in addition to two townhouse blocks containing 8 dwelling units. Block 1 is proposed to gain access from a private lane to the north and east located within Block 2. The underground parking structure is proposed to be located entirely within Block 1;
- Block 2 is a Townhouse Block that is proposed to be developed with 48 common element condominium townhouses. Block 2 is proposed to include a private lane that will provide vehicular access to the proposed apartment buildings and townhouses from Bayview Avenue and Elgin Mills Road East, in addition to interconnections with the adjacent lands to the north and east;
- Block 3 is an Open Space Block that is intended for natural heritage system protection as it contains a Provincially Significant Wetland. The boundary of the Open Space Block has been refined to the satisfaction of the TRCA and Park and Natural Heritage Planning staff, and will be conveyed to the City as a condition of approval; and,
- Blocks 4 to 8 are Daylighting and Road Widening Blocks along Bayview Avenue and Elgin Mills Road East that are to be conveyed to York Region.

Subject to the conditions of draft approval contained in Appendix “E” attached hereto, staff is of the opinion that the revised draft Plan of Subdivision application conforms with

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the North Leslie Secondary Plan and has appropriate regard for the criteria under Section 51(24) of the *Planning Act*.

### Revised Site Plan Application

The applicant has submitted a revised Site Plan application to facilitate development within Blocks 1 and 2 of its draft Plan of Subdivision. The proposed Site Plan is comprised of two apartment buildings up to 14 storeys in height with a total of 344 dwelling units and ground related commercial space, in addition to 56 townhouse dwelling units (refer to Maps 6, 9 to 11). The site is designed around a series of private streets and driveways connected to Bayview Avenue and Elgin Mills Road East, all of which provide access to the various townhouse blocks and the loading areas, surface parking, underground parking, commercial uses, central plaza and residential entrances associated with the high-rise buildings. Opportunities for driveway interconnections to the adjacent lands to the north and east are being accommodated to ensure that the area is planned comprehensively as one development with joint accesses. The proposed development includes two levels of underground parking, and common elements include private roads, a central plaza, visitor parking, a playground, pedestrian walkways, loading spaces, and a connection to the Natural Heritage System to the northeast.

The Site Plan application remains under review as a number of technical and design matters will need to be addressed prior to approval. The following comments must be addressed as part of a Site Plan application re-submission:

- the applicant must address detailed comments from the Development Engineering Division respecting the submitted Functional Servicing Report, Grading Plan, Servicing Plan, Erosion and Sediment Control Plan, Transportation Mobility Study and Stormwater Management Report;
- the submitted townhouse Elevation Plans must be updated to include architectural features and/or windows that articulate and distinguish the façades of end units with walls exposed to private or public streets in order to address Urban Design Guideline considerations;
- there are several blocks of townhouses that propose minimal or nil side yard setbacks to the future POTL limits, which presents potential drainage, access, maintenance and OBC issues that will need to be satisfactorily addressed by the applicant. Furthermore, minimal or nil side yard setbacks have implications on the ability to address the requested enhancements to the façades of end units. In this regard, there appears to be an opportunity to increase side yard setbacks by consolidating several blocks of townhouses into 8-unit blocks rather than 4-unit blocks;
- the latest Site Plan incorporates a laneway and parallel visitor parking spaces between Bayview Avenue and townhouse Block “K”, which has historically been identified as landscaping in previous versions of the proposal. It is staff’s understanding that the design was revised in order to accommodate additional visitor parking, however, there are resulting streetscaping impacts given the lack of

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on-site landscaping and the amount of additional paved surface adjacent to the boulevard of a major arterial street such as Bayview Avenue. In this regard, staff recommends that the proposal be revised to remove the laneway and associated surface parking in favour of a landscape buffer along Bayview Avenue, and that townhouse Block “K” be brought closer to the street. In the event the identified visitor parking is necessary, the applicant is encouraged to explore opportunities to relocate the spaces as on-street parking along the rear laneway;

- a Servicing Agreement between the applicant and adjacent landowners will be required to facilitate the extension/construction of a sanitary sewer to service the subject development and adjacent lands;
- a municipal easement may be required over the proposed sanitary, storm and/or water supply services through the site in order to facilitate servicing connections to the future development blocks/Condominiums;
- private reciprocal easements will be required for shared access between future development blocks/Condominiums within the site, as well as to adjacent lands to the north and east as required in the Secondary Plan;
- a Phasing and Construction Management Plan will be required to demonstrate the proposed construction activities and construction traffic;
- the applicant must address how the proposed Low Impact Development (LID) measures achieve 5 mm water retention on site;
- exhaust airshafts must be located a minimum distance from any openable windows, doors and air intake vents in accordance with the Ontario Building Code;
- the applicant must provide a minimum of 30 cubic metres of soil volume per planted tree to meet City standards; and,
- the applicant is required to address comments from the Development Engineering Division and Park and Natural Heritage Planning Section pertaining to the submitted Sustainability Metrics.

Staff will continue to work with the applicant to satisfactorily address the technical and design related comments in order to finalize the Site Plan approval process. Once the applicant has satisfactorily addressed the comments and the Site Plan is in a position to be finalized, the corresponding amending Zoning By-law will be finalized and brought forward to Council for enactment.

### **Council and Public Comments:**

The following is an overview of and response to the main comments provided by members of Council and the public in written submissions and at the Council Public Meetings held on June 19, 2019 and June 17, 2020:

- **Height and Viewshed Impacts on the Hindu Temple**  
Concerns were raised in relation to the impacts of the high rise towers on the visibility of the Richmond Hill Hindu Temple as a local landmark within the community. In response, the applicant has prepared a View Corridor Study to analyze the impacts of the proposed development on views of the Temple from the

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surrounding area and on the Temple lands. The Study identifies that existing views of the Temple will largely be maintained from the north and west, with the greatest impact on visibility being from the south. While it is recognized that the proposed towers will be visible from the Temple lands and will obstruct some existing views of the Temple from adjacent lands, the visual impact of the proposed 14 storey buildings will not be appreciably greater than the visual impact of 10 storey buildings that are already permitted in the Secondary Plan. Furthermore, it is acknowledged that the historical views of the Temple have already begun to change as construction continues within the North Leslie Planning Area, including ground related development to the north and two 10 storey apartment buildings to the east (1000 Elgin Mills Road East). Lastly, it is important to note that the Secondary Plan does not include any policy direction or guidelines respecting the preservation of or acceptable impacts on views to places of worship, although the proposed towers have been placed in a location and designed (e.g. separation distances, floor plate sizes) in such a manner as to maximize views through the site to the extent possible.

- **Safety and Security Concerns**

Concerns were raised by devotees of the Temple in regards to safety and security on the Temple lands. In this regard, the applicant has updated its Landscaping Plans to include a 1.2 metre high chain link fence along the northern shared property line from the Bayview Avenue right-of-way to the northern limits of townhouse Blocks J and K, and along the entire length of the NHS block being conveyed to the City. Furthermore, the City's Park and Natural Heritage Planning Section has requested a draft plan condition requiring the proposed chain link fence to be 1.5 metres in height where the NHS abuts private lands.

- **Signalized Intersection**

Comments were raised by devotees of the Temple requesting the installation of a signalized intersection at the driveway entrance to the Temple lands along Bayview Avenue. York Region staff has confirmed that a signalized intersection is not currently warranted in this location based on traffic volumes, and thus the costs associated with the design and construction of a signalized intersection would need to be borne by the City. Staff understand that some discussions took place in the past between the applicant and members of the Temple respecting the potential of a signalized intersection in this location, as a Section 37 community benefit given the requested increase in building height. In this regard, the applicant has confirmed that they may be willing to make a financial contribution towards a signalized intersection, but being off-site works they are not prepared to complete a preliminary design or be responsible for its construction. As a result, the City would ultimately be responsible to advance a future capital project for its design and construction. In the absence of a preliminary intersection design and consultations with York Region, it is unknown at this time what the order of magnitude cost would be, whether the intersection would be fully funded through a

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potential Section 37 contribution, what the timing of construction would look like, and in the event of a budget shortfall what the additional funding source would be. Additional direction is required in this regard.

- **Environmental Impacts**

Concerns were raised with respect to the impacts of the proposed development on existing Natural Heritage Features and the surrounding environment. In this regard, the applicant has submitted an Environmental Impact Study (EIS) and a Feature Based Water Balance Report to assess the potential impacts of the proposed development on the existing Provincially Significant Wetland and watercourse on the subject lands. The EIS has recommended that all NHS features be protected and that a minimum (regularized) buffer of 30 metres be implemented, all of which is to the satisfaction of City staff and the TRCA. At this time, the submitted Feature Based Water Balance Report remains under review by the TRCA, and the submission of a Risk Assessment to supplement the Feature Based Water Balance Report has been requested. The applicant is working with the TRCA to ensure that all remaining matters pertaining to protection of the wetland are satisfactorily addressed prior to finalization of the Site Plan approval process.

- **Hydrogeological Considerations**

A concern was raised in regards to the potential hydrogeological impacts of the proposed development given that the North Leslie area generally contains a high water table and geotechnical issues. The proposed development is comprised of two levels of underground parking, and the applicant has submitted revised Hydrogeological and Geotechnical reports in support of the proposal. The City has retained a peer review consultant for the North Leslie Secondary Plan area and hydrogeological and geotechnical considerations have been adequately addressed for the purposes of the justifying the approval of Official Plan and Zoning By-law Amendment applications. The applicant is required to submit a final design for the underfloor drainage, to prepare an option for connecting depressurizing wells to the drainage system, and to implement an appropriate monitoring system for consideration by City staff and the TRCA as part of finalizing the Site Plan approval process.

- **Lack of Commercial Space**

A concern was raised with respect to the lack of commercial uses as part of the proposed development. In this regard, the development proposal currently accommodates 1,259.04 square metres (13,552.19 square feet) of ground-related commercial floor space, which is supported by a Commercial Viability Study that assessed existing and future commercial needs to 2031 within a two kilometre radius of the subject lands. The Study determined that the current and projected population within the study area will have sufficient commercial floor space to meet expected demands; however, there are deficiencies within the study area for

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certain types of commercial uses such as convenience and specialty food stores, restaurants and personal care services, all of which will be permitted and have an opportunity to locate within the commercial floor space on the subject lands.

- **Lack of Greenspace**

A concern was raised with respect to the lack of greenspace within the proposed development. In this regard, the proposed development will be dedicating 1.662 hectares (4.11 acres) of NHS lands to the City for long term preservation, which is more than 40% of the total area of the subject lands. Furthermore, the proposed development will be incorporating opportunities for greenspace including trees and/or landscaping along the private lanes and Regional roads, within the central plaza and children's play area, and as part of the planned outdoor amenity areas and green roofs on the 8<sup>th</sup> floor of each apartment building.

- **Shadow Impacts on Adjacent lands**

A concern was raised with respect to the shadow impacts of the proposed development. A Shadow Impact Study was prepared by the applicant which demonstrates limited shadow impacts on abutting lands to the east in the evening hours after 6 p.m. during the Spring and Fall equinox and after 4 p.m. during the Winter solstice. The proposed towers will also result in shadow impacts to residential lots on the south side of Leno Mills Drive prior to 10 a.m. during the Winter solstice. Urban Design staff has reviewed the submitted Shadow Impact Study and has no concerns with the shadow impacts of the proposed development. In this regard, the proposed development maintains adequate sunlight to surrounding developments though all four seasons, in accordance with **Section 3.4.1.43** of the Official Plan.

- **Proposed Density**

A concern was raised with respect to the proposed density of the development. In this regard, the Secondary Plan provides for a maximum Floor Area Ratio (FAR) of 2.0 on lands designated **Neighbourhood Commercial**, which the subject proposal conforms with.

- **Design of the Townhouses**

Concerns were raised with respect to the design of the proposed townhouse blocks. In this regard, the overall architectural design of the project has undergone a significant change in direction. The design of the townhouses has been altered at the top of the structure, where the upper level has been broken up to provide additional rooftop amenity and stairway access. The windows along the front elevation of the townhouses have also been re-designed to provide a greater balance between window and brick elements. The City's Urban Design Section continues to review the design of the townhouse dwellings as part of the Site Plan approval process, and further revisions have been requested to incorporate

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window treatments along the side elevations of townhouses which have prominent exposure to private and public streets.

- **Noise Impacts**

Concerns were raised by members of the Richmond Hill Hindu Temple that appropriate noise mitigation measures must be taken into consideration in regards to the various events and festivals being held at the Temple. In this regard, the applicant has submitted a Noise Report that addresses both the stationary noise sources and occasional festivals on the Temple property. The Noise Report recommends various building upgrades to the townhouse blocks and the installation of air conditioning units for noise abatement. Furthermore, warning clauses will be included in the Purchase and Sale Agreements in regards to the stationary and periodic noise sources that occur at the Temple lands to the north.

- **Traffic and Parking Concerns**

Concerns were raised with respect to the increased volume of traffic and parking demands that would be generated by the proposed development and its impacts on adjacent properties.

In regards to the parking concerns, a combination of both at-grade parking and two levels of underground parking are proposed within the development, accommodating a total supply of 701 parking spaces including parking for both apartment and townhouse dwelling units, commercial uses and visitor parking. A revised Parking Study and further addendums were submitted by the applicant in support of the proposed parking supply, which has been reviewed and accepted by the City's Transportation Engineering Section.

With respect to traffic, a Transportation Mobility Study and further addendums to same were submitted by the applicant to address current and future traffic volumes, site access, on-site circulation for traffic and loading spaces, parking and Transportation Demand Management (TDM) measures. The City's Transportation Engineering Section has reviewed the supporting documents and found them to be acceptable. City staff has no concerns with the levels of traffic identified in the Study that are expected to occur between the subject lands and the adjacent residential development to the east, all of which are to have access to a future signalized intersection at Elgin Mills Road East. It is noted that the Transportation Mobility Study does not include expected traffic volumes that occur during large scale festivals and events at the Richmond Hill Hindu Temple to the north. In this respect, the City's Transportation Engineering staff have noted that the proposed development is largely residential in nature, which will not exacerbate traffic for festivals that occur on the weekends or off-peak times.

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### **City Department and External Agency Comments:**

All City Departments and external agencies have indicated no objections to the Official Plan Amendment and Zoning By-law Amendment applications in principle, and conditions of draft Plan of Subdivision approval have been provided by 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 "E".

The following is a brief overview of the comments received from circulated City departments and external agencies that will need to be addressed as part of finalizing the Plan of Subdivision and/or Site Plan approval processes.

#### **Development Engineering Division**

The City's Development Engineering Division notes that the subject lands are not currently serviced and the construction of external municipal sanitary sewers on Elgin Mills Road East will be required. The applicant is currently coordinating with adjacent landowners to facilitate cost sharing and construction of the sanitary sewers through a future Servicing Agreement. Furthermore, staff notes that municipal servicing will be required through the subject lands in order to facilitate servicing for each future Condominium block. Staff will require a revised Site Plan submission to determine appropriate placement of municipal infrastructure in relation to the proposed townhouse dwelling units and private streets on the lands. The applicant will be required to address comments in regards to functional servicing, stormwater management control, grading, lighting and hydrogeology through the Site Plan application process.

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

The City's Park and Natural Heritage Planning Section is satisfied with the limits of the Natural Heritage System and regularized buffer. Staff has provided comments to be considered as part of the Site Plan application.

#### **Regional Municipality of York**

The Regional Municipality of York has no objections to the applicant's Official Plan Amendment and Zoning By-law Amendment applications and has provided general comments pertaining to vehicular access, traffic, boulevard treatment and servicing allocation. Access to Bayview Avenue will be restricted to left in/right in/right out movements and access to Elgin Mills Road East will be restricted to right in/right out movements. As a result, York Region has requested the installation of a centre median along Elgin Mills Road East to prevent left turn movements. The Region has also requested an updated Transportation Study to assess remaining comments regarding traffic access from the site during AM and PM peak periods to Bayview Avenue, an assessment of collision history along Bayview Avenue and a demonstration of adequate pavement markings on Bayview to reflect the future left turn movement to the site. A multi-use path will be constructed to the Region's standards along Bayview Avenue and Elgin Mills Road East. Technical details pertaining to the development are to be

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addressed as part of the Site Plan application, and York Region has requested to be a party to the future Site Plan Agreement.

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

The Toronto and Region Conservation Authority has indicated that further information and analysis is required in regards to the applicant's Feature Based Water Balance and addressing potential impacts to the Provincially Significant Wetland located in the northeast quadrant of the site. The TRCA has requested the completion of a Risk Assessment to determine any anticipated impacts on the wetland. As a significant portion of the site is regulated by the TRCA, a permit pursuant to Ontario Regulation 166/06 will be required for any site alteration and grading works within the regulated area. Furthermore, all relevant conditions of draft approval of the TRCA are required to be satisfied prior to the issuance of a TRCA permit.

### **Development Planning Division**

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

- the format and content of the draft Official Plan Amendment will need to be finalized prior to adoption by Council;
- it is recommended that the draft amending Zoning By-law be finalized and forwarded to Council for enactment following the negotiation of a Section 37 Community Benefits Package, substantial completion of the Site Plan approval process, and registration of Section 118 restrictions to address the proposed common element condominium tenure of various townhouse blocks and the need for reciprocal access and servicing easements to be implemented between the various development blocks;
- the applicant will be required to submit draft Plan of Condominium, Part Lot Control Exemption and Private Street Naming applications to facilitate the intended form and tenure of the proposed development; and,
- the applicant will be required to submit an updated Sustainability Performance Metrics Tool in support of the Site Plan application.

### **Section 37 Community Benefits Package:**

Section 37 of the *Planning Act* provides municipalities with the means to secure community benefits where a proposal exceeds the permitted height and/or density provisions of its Official Plan. Based on the revised development proposal outlined in this report, the applicant is proposing increases in building height beyond the applicable policies of the Secondary Plan. As such, it is recommended that Council direct staff to continue to work with the applicant to negotiate an appropriate Section 37 Community Benefits Package in consideration of its revised development proposal.

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### **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 recommendations of this report are aligned with Council's climate change considerations as the development proposal will connect the subject lands to a future City trail system, thereby contributing to climate change mitigation by encouraging zero-emission modes of transportation. Furthermore, the proposed development will incorporate LED or photocell light fixtures on all exterior lights and proposes to incorporate a green roof on both apartment buildings, which will help conserve energy within the development and reduce the urban heat island effect.

### **Conclusion:**

The applicant is seeking Council's approval of its revised Official Plan Amendment, Zoning By-law Amendment and draft Plan of Subdivision applications to permit a high density, mixed use residential/commercial development consisting of 344 apartment dwelling units and 56 townhouse dwellings on the subject lands.

Staff is of the opinion that the proposed development is consistent with the PPS, conforms with the Growth Plan and the York Region Official Plan, is consistent with the principles and broader policy direction for this area in both the 2010 Official Plan and the North Leslie Secondary Plan, and represents good planning. Furthermore, the draft Plan of Subdivision has appropriate regard for the criteria described under Subsection 51(24) of the *Planning Act*. Staff will continue to work collaboratively with the applicant to address the technical matters outlined in this report as well as determine an appropriate Section 37 Community Benefits Package that will be acceptable to the City. On the basis of the preceding, staff recommends that Council approves the subject applications in principle, in accordance with the conditions and directions outlined in this report.

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### 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#28-19 held June 19, 2019
- Appendix “B”, Extract from Council Public Meeting C#25-20 held June 17, 2020
- Appendix “C”, Applicant’s Draft Official Plan Amendment
- Appendix “D”, Applicant’s Draft Zoning By-law Amendment
- Appendix “E”, Schedule of Draft Plan of Subdivision Conditions
- Map 1, Aerial Photograph
- Map 2, North Leslie Secondary Plan – Schedule “A”
- Map 3, North Leslie (West) Overall Concept Plan
- Map 4, Existing Zoning
- Map 5, Original Site Plan (2018)
- Map 6, Revised Site Plan (2021)
- Map 7, Original Draft Plan of Subdivision (2020)
- Map 8, Revised Draft Plan of Subdivision (2021)
- Map 9, Proposed Elevations – Apartment Buildings
- Map 10, Proposed Elevations – Townhouse Units
- Map 11, Proposed Renderings

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### Report Approval Details

Document Title:	SRPI.21.115 - Request for Approval - 0 Elgin Mills Road East.docx
Attachments:	<ul style="list-style-type: none"><li>- SRPI.21.115 - Appendix A - C28-19 Council Extracts.doc</li><li>- SRPI.21.115 - Appendix B - C25-20 Council Extracts.docx</li><li>- SRPI.21.115 - Appendix C - Draft OPA.docx</li><li>- SRPI.21.115 - Appendix D - Draft ZBA.docx</li><li>- SRPI.21.115 - Appendix E- Schedule of Draft Plan Conditions.docx</li><li>- SRPI.21.115 - Map 1 - Aerial Photograph.docx</li><li>- SRPI.21.115 - Map 2 - North Leslie Secondary Plan– Schedule “A” Land Use.docx</li><li>- SRPI.21.115 - Map 3 - North Leslie (West) Overall Concept Plan.docx</li><li>- SRPI.21.115 - Map 4 - Existing Zoning.docx</li><li>- SRPI.21.115 - Map 5 - Original Site Plan (2018).docx</li><li>- SRPI.21.115 - Map 6 - Revised Site Plan (2021).docx</li><li>- SRPI.21.115 - Map 7 - Original Draft Plan of Subdivision (2020).docx</li><li>- SRPI.21.115 - Map 8 - Revised Draft Plan of Subdivision (2021).docx</li><li>- SRPI.21.115 - Map 9 - Proposed Elevations - Apartment Buildings.docx</li><li>- SRPI.21.115 - Map 10 - Proposed Elevations - Townhouse Buildings.docx</li><li>- SRPI.21.115 - Map 11 - Proposed Renderings.docx</li></ul>
Final Approval Date:	Nov 25, 2021

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

**Gus Galanis - Nov 22, 2021 - 12:38 PM**

**Kelvin Kwan - Nov 22, 2021 - 3:12 PM**

**MaryAnne Dempster - Nov 25, 2021 - 9:12 AM**