



Staff Report for Council Meeting

Date of Meeting: February 8, 2023

Report Number: SRPI.23.001

Department: Planning and Infrastructure

Division: Development Planning

Subject: SRPI.23.001 – Request for Direction – Official Plan Amendment and Zoning By-law Amendment Applications – Leslie Elgin Developments Inc. – City Files D01-21008 and D02-21016

Owner:

Leslie Elgin Developments Inc.
600 Applewood Crescent
Vaughan, ON L4K 4B4

Agent:

Malone Given Parsons Ltd.
140 Renfrew Drive, Suite 201
Markham, ON L3R 6B3

Location:

Legal Description: Block 51, Plan 65M-4668
Municipal Address: 0 John Birchall Road

Purpose:

A request for direction concerning proposed Official Plan Amendment and Zoning By-law Amendment applications to permit the construction of a high-rise, high density residential development on the subject lands.

Recommendations:

- a) That the Ontario Land Tribunal be advised that Council does not support the Official Plan Amendment and Zoning By-law Amendment applications submitted by Leslie Elgin Developments Inc. for lands known as Block 51, Plan 65M-4668 (Municipal Address: 0 John Birchall Road), City Files D01-21008 and D02-21016, for the primary reasons outlined in Staff Report SRPI.23.001;

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- b) That appropriate City staff and/or external consultants be directed to appear at the Ontario Land Tribunal in support of Council's position concerning the subject applications and appeals; and,
- c) That City staff and the applicant continue discussions towards a potential resolution of the outstanding appeals and the submission of a revised development proposal that is supportable and represents good planning on the subject lands.

Contact Person:

Gus Galanis, Director of Development Planning, phone number 905-771-2465

Report Approval:

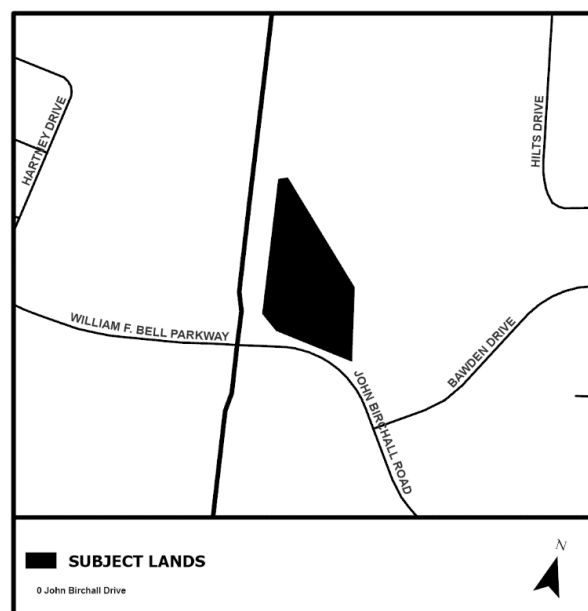
Submitted by: Kelvin Kwan, Commissioner of Planning and Infrastructure

Approved by: Darlene Joslin, City Manager

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

Location Map:

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



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Background:

The subject Official Plan Amendment and Zoning By-law Amendment applications were originally considered at a statutory Council Public Meeting held on December 1, 2021 wherein Council received Staff Report SRPI.21.114 for information purposes and directed that all comments be referred back to staff for consideration (refer to Appendix “A”). A significant number of comments and concerns respecting the applicant’s development proposal have been raised by members of Council and the public since the submission of these development applications, including at a Neighbourhood Residents Meeting, at the statutory Council Public Meeting and through written correspondence filed with the City. The main issues raised relate to land use compatibility, building heights, density, traffic congestion and pedestrian safety, lack of infrastructure and public service facilities, inadequate public transit and on-site parking, shadowing and privacy implications, and impacts to the natural environment.

On June 28, 2022, the applicant appealed its Official Plan and Zoning By-law Amendment applications to the Ontario Land Tribunal (OLT) pursuant to Sections 22(7) and 34(11) of the *Planning Act* on the basis that Council did not make a decision on the applications within the statutory timeframes afforded under the *Planning Act*. The first Case Management Conference (CMC) was held on September 26, 2022, where the OLT confirmed Parties and Participants to the appeals, and scheduled a 12-day hearing on the merits to commence October 17, 2023. A second CMC has been scheduled on February 13, 2023 to review and approve a Procedural Order, including an Issues List.

The applicant has not filed a revised proposal or development applications in response to the comments and concerns raised by Council, internal departments, external agencies or members of the public. Accordingly, the purpose of this report is to seek Council’s direction with respect to the applicant’s original development proposal and to direct appropriate City staff and any necessary external consultants to appear at the OLT in support of Council’s position concerning the subject applications.

Summary Analysis:

Site Location and Adjacent Uses

The subject lands are located on the northeast corner of Leslie Street and John Birchall Road within the North Leslie Secondary Plan Area (refer to Map 1). The lands are currently vacant and have a total lot area of 0.94 hectares (2.32 acres) with frontage on both Leslie Street and John Birchall Road. The lands abut Natural Heritage System lands owned by the City to the north and east, Leslie Street to the west and John Birchall Road to the south. Land uses beyond the subject lands include a home sales pavilion to the south, a designated heritage home (John Hilts House) and a recently constructed low and medium density residential community to the east, vacant land and a home sales office to the west, and Richmond Green Library and Richmond Green Secondary School to the southwest.

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Development Proposal

The applicant is seeking the Ontario Land Tribunal's approval of its proposed Official Plan and Zoning By-law Amendment applications to permit the construction of a high density residential development on its landholdings (refer to Maps 5 and 6). The proposed development is to be comprised of two apartment buildings of 27 and 31 storeys in height connected by a four storey podium, with a total of 617 apartment dwelling units and 33 townhouse dwelling units (within the base podium). Vehicular access is proposed from both John Birchall Road (full move access) and Leslie Street (right-in/right-out access), along with two levels of underground parking and four partial levels of above grade parking.

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

- **Total Lot Area:** 0.94 hectares (2.32 acres)
- **Total Gross Floor Area:** 54,616.0 square metres (587,881.7 square feet)
- **Number of Storeys:**
 - **Tower 1:** 31 (includes 4 storey podium)
 - **Tower 2:** 27 (includes 4 storey podium)
 - **Townhouses:** 2
- **Number of Dwelling Units:** 650
 - **Apartments:** 617
 - **Townhouses:** 33
- **Floor Area Ratio (FAR):** 5.82
- **Total Parking:**
 - **Residents:** 650
 - **Visitors:** 90
- **Amenity Space:**
 - **Indoor:** 818.0 square metres (8,805.0 square feet)
 - **Outdoor/Rooftop:** 5,644.0 square metres (60,752.0 square feet)

In order to facilitate and implement the proposed high density residential development, the applicant has filed an Official Plan Amendment application that seeks to increase the permitted building height from 10 to 31 storeys and the permitted Floor Area Ratio (FAR) from 2.0 to 5.9 within the current **Medium/High Density Residential** designation on the subject lands. Furthermore, the applicant has filed a Zoning By-law Amendment application that seeks to implement site specific exceptions within the current **Multiple Residential Ten (RM10) Zone** as follows:

- to increase the permitted building height from 10 to 31 storeys;
- to increase the permitted Floor Area Ratio (FAR) from 2.0 to 5.9;
- to establish John Birchall Road as the front lot line, Leslie Street as the flankage lot line, and the remaining lot line as a side lot line; and,

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- to reduce and refine the parking requirements from 1.5 parking spaces per dwelling unit (of which 0.25 parking spaces per dwelling unit shall be for visitor parking) to 1.1 parking spaces per dwelling unit plus 0.14 visitor parking spaces per dwelling unit.

Policy and Planning Analysis:

Provincial Policy Statement

The *Planning Act* requires that decisions on planning matters by City Council and the Ontario Land Tribunal be consistent with the *Provincial Policy Statement* (PPS, 2020). The PPS provides overarching policy direction on matters of Provincial interest related to land use planning and development, and recognizes that municipal Official Plans are the most important vehicle for implementation of the PPS and for achieving comprehensive, integrated and long-term planning. The City's in-force 2010 Official Plan is consistent with the PPS that was in force at the time of its approval, and the City is currently undertaking a Municipal Comprehensive Review (MCR) to update its Official Plan as necessary to align with the more recent Provincial planning policy direction and updates to the PPS in 2020.

Broadly speaking, the PPS sets out various policies and themes aimed at providing for appropriate development while protecting resources of Provincial interest, public health and safety, and the quality of the natural and built environment. Below are excerpts of various PPS policies of particular relevance to the consideration and evaluation of the applicant's development proposal.

Under the theme of **Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns**, Section 1.1 of the PPS provides, among others policies, the following direction:

- Healthy, liveable and safe communities are sustained by...*“promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs”*, in addition to *“ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs”* (Section 1.1.1).
- Land use patterns within Settlement Areas shall be based on densities and a mix of land uses which...*“b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion”* and *“f) are transit-supportive, where transit is planned, exists or may be developed”* (Section 1.1.3.2).
- *“Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be*

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accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.” (Section 1.1.3.3).

Under the theme of **Coordination**, Section 1.2 of the PPS provides, among other policies, the following direction:

- A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including...*“a) managing and/or promoting growth and development that is integrated with infrastructure planning; d) infrastructure, multimodal transportation systems, public service facilities and waste management systems; g) population, housing and employment projections, based on regional market areas; and h) addressing housing needs in accordance with provincial policy statements such as the Policy Statement: Service Manager Housing and Homelessness Plans.” (Section 1.2.1).*

Under the theme of **Housing**, Section 1.4 of the PPS provides, among other policies, the following direction:

- Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by... *“c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations...” (Section 1.4.3).*

Under the theme of **Infrastructure and Public Service Facilities**, Section 1.6 of the PPS provides, among other policies, the following direction:

- *“Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are: a) financially viable over their life cycle, which may be demonstrated through asset management planning; and b) available to meet current and projected needs.” (Section 1.6.1).*
- *“Before consideration is given to developing new infrastructure and public service facilities: a) the use of existing infrastructure and public service facilities should be*

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optimized; and b) opportunities for adaptive re-use should be considered, wherever feasible.” (Section 1.6.3).

- *“Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.” (Section 1.6.7.2).*
- *“A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.” (Section 1.6.7.4).*

The overarching theme of the PPS in relation to managing development and achieving efficient land use patterns revolves around comprehensive and coordinated planning to ensure that, for example, housing and intensification are located in areas appropriately served and supported by existing or planned infrastructure and public transit.

The subject lands are located within a Settlement Area and designated growth area that has been comprehensively planned to allow a maximum building height of 10 storeys and a maximum density of 2.0 FAR within the applicable Medium/High Density Residential land use designation of the NLSP. As directed by the PPS, the City’s 2010 OP and OPA 18.3 identify and designate a significant amount of land throughout the City to implement the housing and intensification policies of the PPS by focusing the greatest levels of density in areas served or planned to be served by higher order transit. In this regard, the City’s structure and hierarchy of intensification include various Centres and Corridors which will offer transit levels commensurate with the existing or planned levels of intensification.

The scale and intensity of development being proposed on the subject lands is consistent with the building heights and densities being planned, approved and constructed in the Richmond Hill Centre and Key Development Areas, where transit investments have largely been focused with the implementation of bus rapid transit along Yonge Street and Highway 7, and where key transit investments will continue to be focused in conjunction with the Yonge subway extension. The subject lands are located within a designated greenfield area that is not targeted for significant levels of intensification and is not currently served or planned to be served by higher order transit. Given both the physical and broader policy context, staff is of the opinion that the proposed development is not consistent with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The *Planning Act* requires that decisions on planning matters by City Council and the Ontario Land Tribunal conform with (or not conflict with) the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan, 2020). The Growth Plan provides overarching policy direction to accommodate and manage long-term growth in the Greater Golden Horseshoe and recognizes that municipal Official Plans are the most important vehicle for successful implementation of the Growth Plan. The City’s in-force 2010 Official Plan

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is consistent with the Growth Plan that was in force at the time of its approval, and the City is currently undertaking a Municipal Comprehensive Review (MCR) to update its Official Plan as necessary to align with the more recent Provincial planning policy direction and updates to the Growth Plan in 2020.

Broadly speaking, the Growth Plan promotes intensification of existing built-up areas, with a specific focus on strategic growth areas such as urban growth centres and major transit station areas to focus on and take advantage of significant transit infrastructure investments that support building compact, transit-supportive and complete communities. Below are excerpts of various Growth Plan policies of particular relevance to the consideration and evaluation of the applicant's development proposal.

Under the theme of **Managing Growth**, Section 2.2.1 of the Growth Plan provides, among other policies, the following direction:

- Forecasted growth to the horizon of this Plan will be allocated based on the following:

“a) the vast majority of growth will be directed to Settlement Areas that:

- i. have a delineated built boundary;*
- ii. have existing or planned municipal water and wastewater systems; and*
- iii. can support the achievement of complete communities;”*

and,

“c) within Settlement Areas, growth will be focused in:

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
- iv. areas with existing or planned public service facilities;...”* (Section 2.2.1.2).

- Upper and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

“a) establish a hierarchy of Settlement Areas, and of areas within Settlement Areas, in accordance with policy 2.2.1.2;

b) be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;

c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;

d) support the environmental and agricultural protection and conservation objectives of this Plan; and

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- e) *be implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities.” (Section 2.2.1.3).*

Under the theme of **Housing**, Section 2.2.6 of the Growth Plan provides, among other policies, the following direction:

- Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- “a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*
 - ii. establishing targets for affordable ownership housing and rental housing;”*

and

- e) *“implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.” (Section 2.2.6.1).*

Under the theme of **Designated Greenfield Area**, Section 2.2.7 of the Growth Plan provides, among other policies, the following direction:

- The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

- “a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare; ...” (Section 2.2.7.2).*

Under the theme of **Integrated Planning**, Section 3.2.1 of the Growth Plan provides, among other policies, the following direction:

- *“Infrastructure planning, land use planning, and infrastructure investment will be coordinated to implement this Plan.” (Section 3.2.1.1)*
- *“Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve:*

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- a) *leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;*
 - b) *providing sufficient infrastructure capacity in strategic growth areas;*
 - c) *identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and*
 - d) *considering the impacts of a changing climate.” (Section 3.2.1.2).*
- *“Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in strategic growth areas. Priority will be given to infrastructure investments made by the Province that support the policies and schedules of this Plan.” (Section 3.2.1.3).*

Under the theme of **Transportation - General**, Section 3.2.2 of the Growth Plan provides, among other policies, the following direction:

- *“Transportation system planning, land use planning, and transportation investment will be coordinated to implement this Plan.” (Section 3.2.2.1).*

Under the theme of **Moving People**, Section 3.2.3 of the Growth Plan provides, among other policies, the following direction:

- *“Public transit will be the first priority for transportation infrastructure planning and major transportation investments.” (Section 3.2.3.1).*
- *“All decisions on transit planning and investment will be made according to the following criteria:*
 - a) *aligning with, and supporting, the priorities identified in Schedule 5;*
 - b) *prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;*
 - c) *increasing the capacity of existing transit systems to support strategic growth areas;*
 - d) *expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;*
 - e) *facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;*
 - f) *increasing the modal share of transit; and*
 - g) *contributing towards the provincial greenhouse gas emissions reduction targets.” (Section 3.2.3.2).*

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The overarching theme of the Growth Plan in relation to managing growth and promoting intensification revolves around comprehensive and coordinated planning to ensure that, for example, housing and intensification are located in areas appropriately served and supported by existing or planned infrastructure and public transit.

The subject lands are not located within any of the primary areas targeted by the Growth Plan for significant growth and intensification, being within delineated built-up areas, strategic growth areas (e.g. urban growth centres, major transit station areas) or areas where higher order transit exists or is planned. In this regard, the subject lands are located within a designated greenfield area that has yet to be fully built out, and that has been comprehensively planned to accommodate a population of approximately 19,300 people and employment of approximately 3,200.

As directed by the Growth Plan, the City's 2010 OP and OPA 18.3 identify and designate a significant amount of land throughout the City to implement the housing and intensification policies of the Growth Plan by focusing the greatest levels of density in areas served or planned to be served by higher order transit. In this regard, the City's structure and hierarchy of intensification include various Centres and Corridors which will offer transit levels commensurate with the existing or planned levels of intensification.

The scale and intensity of development being proposed on the subject lands is consistent with the building heights and densities being planned, approved and constructed in the Richmond Hill Centre and Key Development Areas, where transit investments have largely been focused with the implementation of bus rapid transit along Yonge Street and Highway 7, and where key transit investments will continue to be focused with the Yonge subway extension. The subject lands are located within a designated greenfield area that is not targeted for significant levels of intensification and that is not currently served or planned to be served by higher order transit. Given both the physical and broader policy context, staff is of the opinion that the proposed development does not conform with the Growth Plan.

York Region Official Plan

The subject lands are designated **Urban Area** in accordance with Map 1 (Regional Structure) of York Region's 2010 Official Plan (ROP), being the in-force ROP at the time the subject applications were submitted to the City. Furthermore, the subject lands are located on a section of Leslie Street that is identified as an **Existing and Proposed Cycling Network** on Map 10 (Regional Cycling Network) and a **Regional Transit Priority Network** on Map 11 (Transit Network) of the ROP.

Lands located within the **Urban Area** are intended to support a wide range and mix of urban uses to accommodate a significant portion of planned growth within the Region. Furthermore, **Section 5.3** of the ROP prescribes an urban structure policy framework that focuses intensification within built-up areas and directs the highest density and scale of development to Regional Centres and Regional Corridors in support of

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existing/planned transit services in order to achieve an appropriate transition of built form to adjacent areas. The subject lands are located within a designated greenfield area and are not targeted for significant levels of density or intensification, and **Policy 8.4.19** recognizes in-force Secondary Plans such as the North Leslie Secondary Plan and deems those plans to conform with the ROP.

It is recognized that York Region Council adopted a new Regional Official Plan in June 2022, which was subsequently approved with modifications by the Minister of Municipal Affairs and Housing in November of 2022. The 2022 ROP implements and is aligned with the most recent updates to the Provincial Policy Statement and Growth Plan, and serves to guide land use planning and development within York Region to 2051. The 2022 ROP is not fundamentally different in terms of the applicable policy framework within this area of the City, and effectively reconfirms the status of the subject lands in the context of a comprehensive and coordinated approach to accommodating growth and intensification.

In this regard, the subject lands are located within an **Urban Area** in accordance with Map 1 (Regional Structure), are designated **Community Area** on Map 1A (Land Use Designations), and are identified as **Designated Greenfield Area** on Map 1B (Urban System Overlays). Furthermore, although the lands are identified as being on a section of Leslie Street that will accommodate **Dedicated and Separated Cycling Facilities** on Map 9A (Regional Road Cycling Network) and a **Region-Wide Trail Network** on Map 9B (Regional Trail Network), neither Leslie Street or Elgin Mills Road East in this area are identified as existing or future **Rapid Transit Corridors**, nor are the subject lands in close proximity to any existing or future **Subway** or **Go Rail Stations** on Map 10 (Rapid Transit Network). In summary, the subject lands are not located on or in close proximity to any existing or planned higher order transit, which is focused within Regional Centres, Regional Corridors and Major Transit Station Areas (MTSAs).

Below are excerpts of various 2010 ROP policies of particular relevance to the consideration and evaluation of the applicant's development proposal.

Under the theme of **Housing Our Residents**, Section 3.5 of the ROP provides, among other policies, the following direction:

- *“That a minimum 25 per cent of new housing units across the Region be affordable, be distributed within each local municipality and should be coordinated across applicable local planning areas including secondary plan and block plan areas. A portion of these units should be accessible for people with disabilities. Affordable housing units should include a mix and range of types, lot sizes, unit sizes and tenures to provide opportunity for all household types, including larger families, seniors, and residents with special needs.” (Policy 3.5.6).*

Under the theme of **Forecasting and Phasing Growth**, Section 5.1 of the ROP provides, among other policies, the following direction:

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- *“To require local municipalities to prepare detailed sequencing plans within each secondary plan that provide for an orderly and efficient progression of development to the next sequence, and are supported by water, wastewater, and transportation infrastructure, and the provision of human services.” (Policy 5.1.9).*

Under the theme of **Sustainable Cities, Sustainable Communities**, Section 5.2 of the ROP provides, among other policies, the following direction:

- *“To employ the highest standard of urban design, which:
a) provides pedestrian scale, safety, comfort, accessibility and connectivity;
b) complements the character of existing areas and fosters each community’s unique sense of place;
c) promotes sustainable and attractive buildings that minimize energy use;
d) promotes landscaping, public spaces and streetscapes;
e) ensures compatibility with and transition to surrounding land uses;
f) emphasizes walkability and accessibility through strategic building placement and orientation;
g) follows the York Region Transit-Oriented Development Guidelines; and,
h) creates well-defined, centrally-located urban public spaces.” (Policy 5.2.8)*
- *“To require that the designated greenfield area achieve an average minimum density that is not less than 50 residents and jobs per hectare combined in the developable area.” (Policy 5.2.14).*

Under the theme of **Intensification**, Section 5.3 of the ROP provides, among other policies, the following direction:

- *“That local municipalities shall complete and adopt their own intensification strategies based on the York Region 2031 Intensification Strategy and on the Region’s Intensification Guide. The local municipal intensification strategies, developed in cooperation with the Region, shall:
a) plan to meet and/or exceed intensification targets identified in Table 2.
b) identify the role for each of the following:
i. Regional Centres and Corridors;
ii. GO Transit train stations and bus terminals, and subway stations;
iii. Local Centres and Corridors;
iv. Other major streets;
v. Local infill; and,
vi. Secondary suites.
c) identify and map intensification areas and provide targets for each area;
d) identify appropriate density ranges for intensification areas that support the Intensification Matrix Framework;
e) incorporate employment opportunities into intensification areas;
f) plan for a range and mix of housing, taking into account affordable housing needs; and,*

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- g) *identify implementation policies and strategies to prioritize, phase in and achieve local municipal intensification targets.” (Policy 5.3.3).*
- *“That intensification areas be planned and designed to achieve an appropriate transition of built form to adjacent areas.” (Policy 5.3.6).*
- *“That retail, commercial, office, and institutional structures shall be well designed, street-oriented and pedestrian scaled, and shall include, wherever appropriate as determined by the local municipality, mixed-use, multi-storey buildings, and public meeting spaces in order to support the planned urban structure and density targets of this Plan.” (Policy 5.3.10).*

Under the theme of **Regional Centres and Corridors**, Section 5.4 of the ROP provides, among other policies, the following direction:

- *“That the Regional Centres and Corridors, as shown on Map 1, serve a critical role as the primary locations for the most intensive and greatest mix of development within the Region.” (Policy 5.4.1).*
- *“To recognize and support a hierarchy within the system of Regional Centres and Corridors, in keeping with the York Region 2031 Intensification Strategy, wherein Regional Centres are focal points for the highest densities and mix of uses.” (Policy 5.4.2).*
- *“To recognize that the Regional Centres and Corridors form part of a larger regional system of urban growth centres and intensification corridors, which are vital to the long term prosperity and identity of communities within the Greater Toronto and Hamilton Area.” (Policy 5.4.3).*

As previously indicated, the 2022 ROP was approved with modifications by the Minister of Municipal Affairs and Housing in November 2022. Below is a general overview of the policy direction as outlined within the 2022 ROP that is of particular relevance to the consideration and evaluation of the applicant's development proposal.

Under the theme of **Integrated Growth Management**, Section 2.2 of the 2022 ROP provides, among other policies, the following direction:

- *“That development shall be prioritized in locations with existing Regional infrastructure capacity.” (Policy 2.2.11).*

Under the theme of **Supporting Complete Communities**, Section 2.3 of the 2022 ROP provides, among other policies, the following direction:

- *“That retail, commercial, office, and institutional structures shall be designed in a compact form including multi-storey, mixed use buildings, where appropriate and be pedestrian oriented and transit-supportive.” (Policy 2.3.11).*

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- *“To provide for a mix and range of housing options suitable for all ages, household sizes and abilities, in partnership with local municipalities, senior levels of government, the development industry, community partners and other stakeholders including:
 - a) Affordable housing to address need throughout the income spectrum, including market and community housing;
 - b) Emergency and transitional housing;
 - c) Co-housing; group, rooming, and special needs housing; and
 - d) Purpose-built rental housing.” (Policy 2.3.39).*
- *“That a minimum 25% of new housing outside of Regional Centres and major transit station areas be affordable in each local municipality.” (Policy 2.3.40)*

Under the theme of **The Urban System**, Section 4.1 of the 2022 ROP provides, among other policies, the following direction:

- *“That the forecasts in Table 1 be used as the basis for planning and development primarily within the Urban System in accordance with the following per Section 2.2 of the Plan:
 - a) Strategic growth areas will attract the majority of development and contain a mix of uses, with densities (highest to lowest) based on the following hierarchy:
 - i. Regional Centres
 - ii. Subway station major transit station areas
 - iii. Other major transit station areas
 - iv. Regional Corridors outside of major transit station areas
 - v. Local centres and corridors;
 - b) The built-up area, outside of strategic growth areas, with small scale intensification and infill based on the local context;” (Policy 4.1.3).*

Under the theme of **Community Areas**, Section 4.2 of the 2022 ROP provides, among other policies, the following direction:

- *“That Community Areas shall contain a wide range and mix of housing types, sizes, tenures that include options that are affordable to residents at all stages of life. To require that local municipal official plans implement this mix and range of housing consistent with other Regional forecasts, intensification and density targets and the objectives of the Plan.” (Policy 4.2.2)*

Under the theme of **Intensification**, Section 4.4 of the 2022 ROP provides, among other policies, the following direction:

- *“That intensification be directed in accordance with the Regional hierarchy outlined in policy 4.4.2 to utilize land efficiently and sustainably that is commensurate with available hard and soft services and existing infrastructure, while having regard for the local context.” (Policy 4.4.1).*

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- *“That strategic growth areas be the primary locations for concentrations of high density and mixed-use development in York Region.” (Policy 4.4.3).*
- *“To prioritize intensification in strategic growth areas and establish a scale of development that reflects the Regional intensification hierarchy as set out in policy 4.1.3 of the Plan as implemented through local official plans.” (Policy 4.4.4).*
- *“That the majority of residential intensification shall be directed to locations which provide access to human, educational and social services, retail, employment, arts, culture, parks, recreational facilities and transit within a 15 minute walk and in a manner that is consistent with the policies in Section 2.3 the Plan.” (Policy 4.4.7).*
- *“That local municipalities shall develop local municipal intensification hierarchies and identify minimum density and height targets for strategic growth areas in a manner that is consistent with the Regional intensification hierarchy.” (Policy 4.4.11).*

The ROP provides an overarching policy vision that establishes a Regional intensification framework and stipulates principles and objectives to guide the form and location of development across the Region, which are to be refined through local planning policy. In this regard, the ROP provides direction on such matters as the appropriate areas for growth and density, urban design and compatibility, and the provision of a range of housing types to meet the needs of residents, including affordable housing targets, among other objectives. The 2022 ROP carries forward many of the objectives established within the ROP, including but not limited to focusing growth in accordance with the intensification framework as outlined for the Region.

The proposed development contemplates a FAR of 5.9, which is generally aligned with densities envisioned within the **Richmond Hill Centre** designation, which is identified as a Regional Centre. Regional Centres are intended to accommodate the highest density and scale of development within the Region as set out in the intensification framework established within the ROP. As indicated in the above sections of this report, the subject lands are located within a designated greenfield area that is not targeted for significant levels of intensification and that is not currently served or planned to be served by higher order transit. Given both the physical and broader policy context, staff is of the opinion that the submitted Official Plan Amendment application does not conform with the ROP.

City of Richmond Hill Official Plan and North Leslie Secondary Plan

The subject lands are designated **Medium/High Density Residential** on Schedule “A” - Land Use Plan of the North Leslie Secondary Plan (“NLSP”), and permitted uses include various forms of townhouses and low-rise to mid-rise apartment buildings at a maximum building height of 10 storeys and at a maximum density or Floor Area Ratio (FAR) of 2.0 (refer to Map 3). Mixed use developments including retail, office and personal service uses are also permitted on lands with frontage on arterial streets such

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as Leslie Street and major collector roads such as John Birchall Road. The applicant is proposing to amend the **Medium/High Density Residential** policies of the NLSP to increase the permitted building height to 31 storeys and to increase the permitted density to a Floor Area Ratio (FAR) of 5.9 in order to facilitate the construction of a high-rise residential development on the subject lands.

The NLSP was approved by the then Ontario Municipal Board (OMB) prior to the adoption and approval of the City's 2010 Official Plan (OP), and was incorporated as a stand-alone Secondary Plan to carry forward the previous OMB approvals and to provide more detailed policies for the North Leslie Planning Area. **Section 5.1.4** of the OP provides that consideration and approval of development applications within the NLSP area shall be assessed on the basis of conformity with the NLSP, save and except in the case of Official Plan Amendment applications where the policies of the OP shall also apply. As such, the subject Official Plan Amendment application is to be evaluated on the basis of whether the proposal maintains the intent of the vision, guiding principles and policies of both the OP and the NLSP.

In accordance with **Section 3.1.3**, the OP establishes an urban structure framework to depict and guide the physical make-up of the City over the long-term planning horizon, and includes centres and corridors, neighbourhoods, employment lands and the Greenway System. The majority of the City's population growth and intensification is to be accommodated within a network of centres and corridors supported by existing or planned higher order public transit, in accordance with the following intensification hierarchy:

- Richmond Hill Centre
- Key Development Areas and Regional Corridors
- Local Centres
- Local Development Areas and Local Corridors
- Neighbourhood Infill
- Secondary Suites

The Centres and Corridors are intended to accommodate the highest densities and widest range of uses within the City, and development in general shall be at an appropriate scale and intensity to ensure built form transition to the surrounding areas. The subject lands are located within a designated greenfield area and fall within a Neighbourhood Infill category as part of the City's intensification hierarchy. Pursuant to **Section 3.1.3.2** of the OP, *"the addition of new or expansion of existing centres and corridors is not anticipated and shall only be initiated by the City through a municipal comprehensive review"*. In this regard, the City recently consulted with the public, key agencies and stakeholders as part of its ongoing OP Update process, and no changes to the status of the subject lands in the context of the City's urban structure framework or intensification hierarchy were implemented through the City's adoption of OPA 18.3 on June 27, 2022 and its subsequent approval by York Region on September 9, 2022.

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Staff has undertaken a comprehensive review of the applicant's development proposal and has identified a number of significant concerns from a planning, policy and design perspective. To this end, staff finds that the applicant's development proposal cannot be supported for the following principal reasons:

- **Urban Structure and Intensification Hierarchy**

Section 3.1.3 of the OP sets out an urban structure framework and intensification hierarchy to appropriately manage growth in the City pursuant to Provincial and Regional planning policies, and directs a majority of population growth and the highest densities to the City's identified Centres and Corridors in consideration of existing, approved and planned infrastructure including higher order transit. In this regard, the subject lands are within a designated greenfield area which has yet to be fully built out, and are not located on a Regional Rapid Transit Corridor or within the boundaries of a Major Transit Station Area (MTSA) as currently approved in the 2022 ROP.

- **Built Form, Building Height and Density**

The **Medium/High Density Residential** designation in the NLSP permits street townhouses, stacked townhouses, back-to-back townhouses, and low-rise to mid-rise apartment buildings at a maximum building height of 10 storeys and a maximum density or Floor Area Ratio (FAR) of 2.0 on the subject lands. Furthermore, **Section 9.4.4 (b)** of the NLSP requires that the design, orientation and intensity of new developments recognize existing land uses, while **Section 3.1.3.5** of the OP provides that where high-rise development is permitted and appropriate, development shall be accommodated at an appropriate scale and intensity, and include a built form transitioning to the surrounding areas.

The NLSP predates the City's adoption of an urban structure and intensification hierarchy contained in the 2010 OP, and the allowance for low-rise to mid-rise apartment buildings at strategic locations in North Leslie served to provide an opportunity to accommodate a range and mix of housing types at an appropriate scale and intensity befitting a Settlement Area expansion/greenfield development area.

The NLSP does not contemplate high-rise built forms or the exceptional heights and densities being proposed by the subject development, while the urban structure framework of the OP clearly directs high-rise, high density forms of development to Centres and Corridors where there is existing or planned higher order transit. The applicant's proposal to construct a high-rise residential development at this scale with a maximum building height of 31 storeys and an FAR of 5.9 is a significant departure from the applicable and emerging policy direction, and is not justified by relevant Provincial, Regional or Local planning policies.

- **Mix of Uses**

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Section 9.6.2.3 of the NLSP supports mixed use developments including retail, office, personal service and residential uses within one building in the **Medium/High Density Residential** designation on lands with frontage on Leslie Street and John Birchall Road. The applicant's development proposal is entirely residential in nature with the ground floor being comprised of two-storey townhouses wrapping the base podium. No rationale has been provided for not accommodating a greater mix of uses as encouraged by the policies of the OP and NLSP, as well as Provincial policies.

Given the context of the subject lands and the significant density increase being sought by the applicant, it is appropriate to include retail, office, commercial or community uses at grade to foster an animated, pedestrian-oriented street. Furthermore, the inclusion of non-residential uses along the Leslie Street and/or John Birchall Road frontages would complement planned development within the adjacent **Neighbourhood Commercial** designation and the existing retail power centre (Elgin Mills Crossing) to the south.

- **Floorplates**

Section 3.4.1.59 of the OP stipulates that *“High-rise residential buildings shall generally have a slender floorplate above the podium of approximately 750 square metres to adequately limit shadow and wind impacts and loss of skyview”*. Maximum floor plate sizes are part of a broader suite of design policies within **Section 3.4.1** of the OP that apply to high-rise developments and that serve to ensure built form compatibility, suitable massing and design, and a transition of building heights with adjacent low and medium density residential forms of development.

The applicant's development proposal includes two towers of 27 and 31 storeys in height with floor plate sizes of approximately 800 square metres. No rationale has been provided for exceeding the typical floor plate size requirements in the OP. Given the significant building height increases being sought by the applicant, it is appropriate to minimize floor plate sizes as a means of limiting the massing of the towers on the streetscape and adjacent low and medium density residential uses from a compatibility, shadow, view, light and privacy perspective.

- **Housing Affordability**

Section 3.1.5.3 of the OP stipulates that *“A minimum of 25% of new housing units within the Settlement Area shall be affordable and should be coordinated across the Town including secondary plan and tertiary plan areas. A portion of these units should be designed to be accessible for people with disabilities. Affordable housing units should include a mix and range of types, lot sizes, unit sizes, functions and tenures to provide opportunity for all household types across the Town including larger families, seniors and residents with special needs”*.

Section 7.2 of the OP defines “affordable” with respect to ownership housing as the least expensive of: “a) housing for which the purchase price results in annual

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accommodation costs not exceeding 30% of gross annual household income for low- and moderate-income households; or b) housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area". In the case of ownership housing, "low and moderate-income households" is defined as "households with incomes in the lowest 60% of the income distribution for the regional market area".

The applicant has not provided any information to demonstrate how the proposed development will incorporate affordable housing as prescribed by the OP.

Furthermore, although the current proposal includes 50 three-bedroom or family-sized units, no minimum requirements or provisions are included in the applicant's draft Zoning By-law to ensure or enforce their implementation.

- **Parking**

The City's Transportation and Traffic Section has identified concerns and information gaps with respect to the justification and analysis provided by the applicant in support of the proposed reduced parking rates for this development. In this regard, Zoning By-law 55-15 currently requires the provision of 975 parking spaces (including 50 visitor parking spaces) in support of the proposed development, being a rate of 1.5 parking spaces per dwelling unit (of which 0.25 parking spaces per dwelling unit shall be for visitor parking). The applicant is requesting reduced parking rates that would require the provision of 806 parking spaces (including 91 visitor parking spaces); however, the current development proposal only appears to accommodate a total of 740 parking spaces. In this regard, a Parking Study is required to justify the significant on-site parking deficiency, including proxy site data for comparable developments, market driven sales data, and both hard and soft TDM measures.

- **Precedent and Cumulative Impact**

The North Leslie Secondary Plan Area was comprehensively planned to accommodate a range of land uses, housing types and densities, including low-rise to mid-rise apartment buildings at a maximum building height of 10 storeys and a maximum FAR of 2.0 in select locations, being predominantly at the intersections of arterial and/or major collector streets. To date, development in the NLSP area has largely been approved and/or constructed in accordance with the broader policy direction. In terms of apartment built forms, two development proposals have been approved by Council, one being at the northeast corner of Bayview Avenue and Elgin Mills Road East (Mansouri Living) and the other at 1000 Elgin Mills Road East (Sequoia Grove Homes). Although both development proposals were approved with relatively small increases in permitted building height from 10 to 14 storeys, both development proposals also conformed with the maximum allowable density or FAR of 2.0. In this regard, there is no precedent for significant increases in building height or density within the NLSP area, as contemplated by the applicant.

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Given that these sections of Leslie Street and Elgin Mills Road East are not identified as intensification corridors in the ROP, Regional staff have raised concerns about the applicant's site specific proposal to increase permitted building heights and densities in terms of comprehensive planning, precedence and the cumulative impacts from a water and wastewater planning perspective. City staff shares those concerns in light of the fact that the scale of development being proposed is not aligned with the City's structure or existing/planned transit infrastructure.

Furthermore, although any future site specific applications for increased building height and/or density elsewhere would need to be assessed on their own planning merits, staff notes that the subject lands are not unique in terms of their land use designation and/or locational attributes. In this regard, the vacant lands immediately to the west are also designated **Medium/High Density Residential** in the NLSP, while the lands immediately to the south are owned by the applicant and designated **Neighbourhood Commercial** with identical built-form permissions for medium/high density residential uses. While not afforded the same land use permissions, the existing retail power centre (Elgin Mills Crossing) to the south also represents a significant landholding that may redevelop over time.

Given the existing policy framework in the NLSP and the emerging policy direction in both OPA 18.3 and the 2022 ROP, staff is of the opinion that approval of the subject applications would significantly challenge the City's ability to defend and enforce its approved policy framework should similar development proposals come forward elsewhere in North Leslie.

On the basis of the foregoing, staff is of the opinion that the scale and intensity of the applicant's development proposal is not aligned with the overall planning policy framework for this area of the City and is not supported by existing or planned public transit levels. Furthermore, the proposal is not appropriate from a contextual perspective and does not represent good planning.

Council and Public Comments:

The following is a summary of the main comments and areas of concern raised by members of Council and the public at a Neighbourhood Residents Meeting held on November 18, 2021 and the Council Public Meeting held on December 1, 2021, in addition to various pieces of written correspondence received regarding the applicant's development proposal:

- the appropriateness and compatibility of the proposed building height, density and built form in this location;
- increased traffic congestion, safety concerns and parking implications;
- the adequacy of existing community services, infrastructure and public transit to accommodate the proposed development;
- loss of privacy and shadow impacts on the adjacent residential neighbourhoods;
- impacts to the natural environment; and,

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- the establishment of precedent.

The applicant has not submitted a revised development proposal that addresses or responds to the various comments and concerns raised throughout the processing of these applications.

City Department and External Agency Comments:

The following is a summary of the comments received from City departments and external agencies respecting the applicant's development proposal and the associated studies and reports submitted in support of same.

Urban Design Section

The City's Urban Design Section has advised that based on the policies in the City's Official Plan and the City-wide Urban Design Guidelines, and given that the subject lands are not identified as being located within an intensification area or on a transit corridor, staff does support the intensity of development being proposed for this site in relation to building heights, density and built-form.

Transportation and Traffic Section

The City's Transportation and Traffic Section has provided a number of comments with respect to the submitted design, traffic, parking, transportation demand management (TDM) and noise impacts (refer to Appendix "B"). Although some of the comments can be addressed as part of the submission, review and approval of a future Site Plan application, a number of comments and concerns have been raised as part of the subject Official Plan and Zoning By-law Amendment applications that require the submission of an updated Transportation Impact Study that addresses, among other matters, the following:

- the timing for key transportation infrastructure improvements, that provides further justification with respect to trip redistributions and auto-trip reductions, and that includes a safety assessment for the proposed vehicular access on John Birchall Road given its proximity to the existing signalized intersection at Leslie Street;
- the inclusion of higher bicycle parking rates given the proposed vehicular parking deficiency; and,
- the submission of a Parking Study to justify the significant on-site parking deficiency, including proxy site data for comparable developments, market driven sales data, and both hard and soft TDM measures.

As previously noted, the current parking rates in Zoning By-law 55-15 require the provision of 975 parking spaces (including 50 visitor parking spaces) in support of the proposed development, being a rate of 1.5 parking spaces per dwelling unit (of which 0.25 parking spaces per dwelling unit shall be for visitor parking). The applicant is

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requesting reduced parking rates that would require the provision of 806 parking spaces (including 91 visitor parking spaces); however, the current development proposal only appears to accommodate a total of 740 parking spaces.

Building Services Division - Zoning Section

The City's Zoning Section has identified discrepancies between the requested parking rates and the proposed supply. In this regard, the current parking rates in Zoning By-law 55-15 require the provision of 975 parking spaces (including 50 visitor parking spaces), while the requested parking rates in the applicant's draft by-law would require the provision of 806 parking spaces (including 91 visitor parking spaces). Notwithstanding the existing and proposed rates, the applicant's development proposal only accommodates a total of 740 parking spaces.

Development Engineering Division

The City's Development Engineering Division has identified further requirements concerning the assessment of on-site storm water management, sanitary capacity, the provision of water for secondary emergency fire supply based on the heights of the buildings as well as technical comments regarding geotechnical and hydrogeological conditions on the site that would be required to be addressed during a more detailed phase of the review.

Park and Natural Heritage Planning Section

The City's Park and Natural Heritage Planning Section recommends that the City accept cash-in-lieu of parkland dedication at the Building Permit stage given that the subject lands are located within walking distance to existing parks, and notes that the applicant is proposing to create a drainage swale within the abutting City-owned lands to channel stormwater runoff from the subject lands to the adjacent valley. In this regard, the City will need secure a Restoration/Landscape Plan for these works as part of a future Site Plan application/Agreement.

Community Services Department

The City's Community Services Department - Public Works Operations Division has advised that the submission of a Waste Management Plan will be required and supplementary information must be provided to demonstrate compliance with the City's waste collection vehicle maneuvering requirements and the provision of a minimum of 2 loading spaces within the development given its scale. The applicant will be required to demonstrate this through the submission of a future Site Plan application to the satisfaction of Community Services Waste Management staff.

Regional Municipality of York

The Regional Municipality of York has identified that the Regional Official Plan ("ROP") prescribes an urban structure focused on a system of Regional Centres and Regional Corridors that are intended to accommodate the highest concentration of intensification,

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and raised the importance of development outside of these areas being subordinate in height and density to those typically intended for the Regional Centres and Regional Corridors (refer to Appendix “C”). Given that Leslie Street is not identified as an intensification corridor in the ROP, Regional staff have raised concerns about the applicant’s site specific proposal to increase permitted building heights and densities in terms of comprehensive planning, precedence and the cumulative impacts from a water and wastewater planning perspective. Technical comments have also been provided with respect to transportation, servicing, source water protection, geotechnical and hydrogeological considerations. Lastly, Regional staff has encouraged the applicant to revise its development proposal to better reflect the role and function of the immediate area and the intent of the in-force North Leslie Secondary Plan.

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) has provided a number of comments to be addressed as part of the submission, review and approval of a future Site Plan application, related to matters including stormwater management, flood plain delineation, water balance, and dewatering (refer to Appendix “D”).

Other City Department and External Agency Comments

Comments have also been received from the City’s Community Services Department – Public Works Operations, Building Division – Zoning Section, Financial Services Division, in addition to the York Region District School Board, the York Catholic District School Board, Canada Post, Enbridge Gas Inc. and Rogers. These City departments and external agencies have indicated no objections to the applicant’s development proposal and/or have provided technical comments to be addressed as part of the finalization of instruments or at the Site Plan approval stage.

Financial/Staffing/Other Implications:

The recommendations of this report will have financial, staffing or other implications as the applications have been appealed to the Ontario Land Tribunal (OLT) and there will be a further draw on staff and financial resources to attend the proceedings. While these will be accommodated within existing budgets, it is anticipated that external consulting services may be needed to defend the City’s position on these appeals.

Relationship to Council’s Strategic Priorities 2020-2022:

The recommendations of this report do not have any direct implications with respect to Council’s Strategic Priorities. In this regard, the proposed development does not align with the overall planning vision for the North Leslie Secondary Plan or the Official Plan.

Climate Change Considerations:

The recommendations of this report do not have any direct Climate Change Considerations. In this regard, the proposed development does not align with the overall planning vision for the North Leslie Secondary Plan or the Official Plan.

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Conclusion:

The applicant is seeking approval of its Official Plan Amendment and Zoning By-law Amendment applications in order to permit the construction of a high-rise, high density residential development on its land holdings. For the principal reasons outlined in this report, staff is of the opinion that the subject applications do not represent good planning and cannot be supported. Accordingly, staff recommends that the Ontario Land Tribunal be advised that Council does not support the applicant's Official Plan and Zoning By-law Amendment applications, and that appropriate staff and any necessary external consultants be directed to appear at the OLT in support of Council's position on this matter.

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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#49-21 held December 1, 2021
- Appendix “B”, Memorandum from the Transportation and Traffic Section dated January 18, 2021
- Appendix “C”, Letter from York Region dated December 10, 2021
- Appendix “D”, Letter from the Toronto and Region Conservation Authority dated March 3, 2022
- Map 1, Aerial Photograph
- Map 2, Existing Zoning
- Map 3, North Leslie Secondary Plan – Schedule ‘A’ – Land Use
- Map 4, North Leslie (East) Block Plan
- Map 5, Proposed Concept Site Plan
- Map 6, Proposed Elevations

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Report Approval Details

Document Title:	SRPI.23.001 .docx
Attachments:	<ul style="list-style-type: none">- SRPI.23.001 - Map 1 - Aerial Photograph.docx- SRPI.23.001 - Map 2 - Existing Zoning.docx- SRPI.23.001 - Map 3 - North Leslie Secondary Plan – Schedule ‘A’ – Land Use.docx- SRPI.23.001 - Map 4 - North Leslie (East) Block Plan.docx- SRPI.23.001 - Map 5 - Proposed Concept Site Plan.docx- SRPI.23.001 - Map 6 - Proposed Elevations.docx- SRPI.23.001 - Appendix A - Extract from Council Public Meeting.pdf- SRPI.23.001 - Appendix B - Memorandum from the Transportation and Traffic Section.pdf- SRPI.23.001 - Appendix C - Letter from York Region dated December 10, 2021.pdf- SRPI.23.001 - Appendix D - Letter from the TRCA dated March 3, 2022.pdf
Final Approval Date:	Jan 23, 2023

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

Gus Galanis - Jan 19, 2023 - 10:40 AM

Kelvin Kwan - Jan 23, 2023 - 2:25 PM

Darlene Joslin - Jan 23, 2023 - 3:30 PM