



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

**Date of Meeting:** June 20, 2023

**Report Number:** SRPI.23.066

**Department:** Planning and Infrastructure

**Division:** Policy Planning

**Subject:** **SRPI.23.066 - Request for Comments - OPA 18.5  
Yonge and Carrville / 16th Avenue Key  
Development Area (City File MOPA-22-0001)**

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### **Purpose:**

The purpose of this report is to request comments concerning a municipality initiated Official Plan Amendment (OPA 18.5) for the Yonge and Carrville/16<sup>th</sup> Avenue Key Development Area (refer to Appendix A), as part of the City Plan Update process.

### **Recommendation:**

- a) That Staff Report SRPI.23.066 respecting the municipality initiated amendment to the City's Official Plan (OPA 18.5) for the Yonge and Carrville/16<sup>th</sup> Avenue Key Development Area (refer to Appendix A, City File MOPA-22-0001) be received for information purposes only, and that all comments be referred back to staff.

### **Contact Person:**

Chun Chu, Senior Planner, phone number 905-771-5493

Brian DeFreitas, Acting Manager of Policy, phone number 905-771-5431

### **Report Approval:**

**Submitted by:** Kelvin Kwan, Commissioner of Planning and Infrastructure

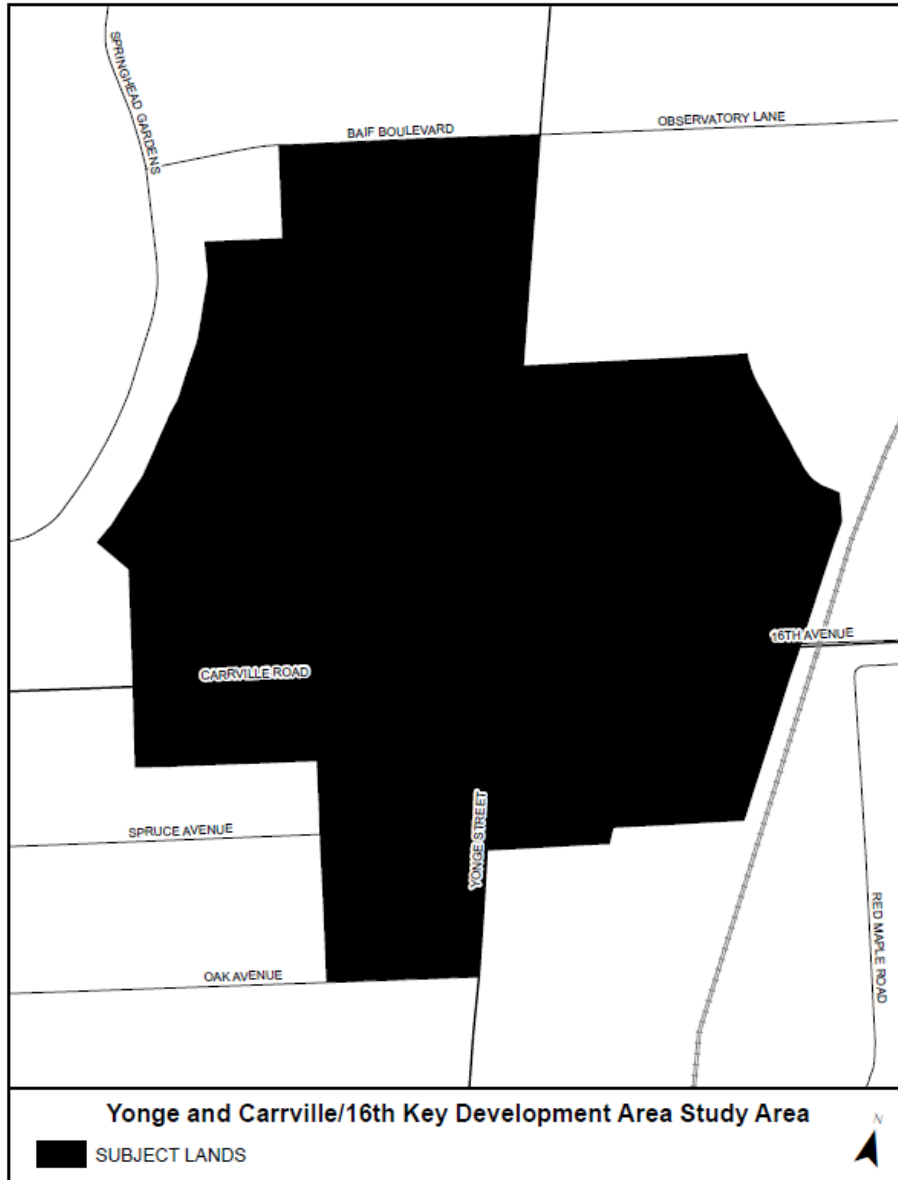
**Approved by:** Darlene Joslin, City Manager

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.

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### Location Map:

Below is a map displaying the lands subject to Official Plan Amendment 18.5 (“OPA 18.5”). Should you require an alternative format, please call the contact person listed in this document.



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### Proposal:

The purpose of OPA 18.5 is to provide detailed planning policies and schedules related to the Yonge Street and Carrville/16th Avenue Key Development Area (KDA) as part of the City Plan Official Plan Update process. This OPA, as drafted, aims to address matters that are important to the long-term planning of this area, including the vision for the area, permitted land uses, design elements, public realm, mix of land use, density of development, and recommended adjustments to the boundary of the KDA in order to conform with the 2022 York Region Official Plan (ROP) and Provincial policies. OPA 18.5 is drafted to implement City Plan Key Directions endorsed by Council in February 2022, and support the City's [Investment Attraction Strategy](#), [Affordable Housing Strategy](#) and [Parks Plan which have been approved by Council](#), and the [Transportation Master Plan](#) which is currently in process. The OPA is also intended to support economic development, investment and job creation in the City through its policies regarding non-residential development. Additionally, the amendment incorporates policy direction from the ROP to implement requirements regarding Protected Major Transit Station Areas.

### Background Information:

OPA 18.5 for the Yonge and Carrville/16<sup>th</sup> Ave KDA has been developed in tandem with three other centre-specific OPAs: OPA 18.6 Village Local Centre (see SRPI.23.067), OPA 18.7 Newkirk Local Centre (see SRPI.23.068), and OPA 18.8 Oak Ridges Local Centre (see SRPI.23.069). These four centre-specific OPAs are preliminary drafts that are being brought forward to Council concurrently for information and input from stakeholders, prescribed bodies and the general public. Together they form the series of Batch 2 amendments to the City's Official Plan Update<sup>1</sup>. These OPAs stem from the Key Directions Report which recommended that, after the City establishes its City Structure (which occurred through the adoption of OPA 18.3 City Vision and Structure in the fall of 2022), several area-specific OPAs would be undertaken comprehensively as a part of the overall OP Update.

The comprehensive planning process for the Yonge and Carrville/16<sup>th</sup> Avenue KDA began in 2015. At the time, the City undertook a series of studies and public consultation to understand the local context and long-term vision for the KDA. The Key Directions Report (and staff report [SRPRS.19.53](#)) recommended that OPA 18.5 build on this earlier work and bring to completion the secondary planning process for this centre.

The Yonge and Carrville/16<sup>th</sup> KDA is envisioned to be the second most intensified area in the City, following the Richmond Hill Centre. The KDA is presently served by the Bus Rapidway Transit and local transit routes, but over the long-term, as noted in [OPA 18.3](#), there is a strong desire for a future GO Transit station and TTC subway station to locate within this KDA. The proposed OPA recognizes the significant investment in existing and proposed infrastructure for this centre, and hence, it seeks to optimize the

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<sup>1</sup> For more details regarding the City's Official Plan Update, including copies of past staff reports, please see the city's webpage: [www.RichmondHill.ca/OPUpdate](http://www.RichmondHill.ca/OPUpdate).

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development of housing and employment, while providing for a high quality public realm and access to amenities.

### **Impetus for the Proposed Official Plan Amendment:**

#### **Key Directions Report**

OPA 18.5 as drafted implements several important key directions that are outlined in the Key Directions Report which are applicable to the Yonge and Carrville/16<sup>th</sup> Avenue KDA:

- Build on the 2018 draft Secondary Plan.
- Re-delineate the boundary of the KDA.
- Connect to the David Dunlap Observatory, the German Mills Creek and the Bridgeview Park.
- Protect lands that can support future Yonge Subway and/or GO Transit stations.
- Ensure that the long term build out of this area is not precluded by a potential temporary subway train storage and maintenance facility, should it be necessary to locate one within this area.

#### **The Four Pillars of the Official Plan Update**

As described in the Key Directions Report, policy and mapping updates to the City's Official Plan are to be undertaken to address the four pillars of the update process. The four pillars include: Growing our Economy, Design Excellence, Green and Sustainable, and Protect and Enhance. These pillars are explained in Section 1.3 of the [Key Directions Report](#). OPA 18.5 responds to the Council endorsed four pillars of the Official Plan Update as noted below:

##### **Pillar 1: Growing Our Economy**

The OPA supports the local economy by retaining and expanding the existing commercial, office, and community uses in the KDA, while continuing to reinforce this area as a centre of commerce. The OPA also provides flexibility for interim retail and commercial uses, and at the same time, facilitate the orderly long-term development of the area.

##### **Pillar 2: Design Excellence**

OPA 18.5 addresses the Design Excellence pillar by providing an enhanced public realm that connects the four quadrants of the KDA together into a cohesive centre. The OPA contemplates that this KDA will be well served by new streets, bicycle facilities, and multi-use trail, along with a potential future GO Transit and/or TTC subway station(s). The OPA also directs for attractive, inviting public spaces that include: parks and open space, a gateway, as well as a market promenade.

##### **Pillar 3: Green and Sustainable**

OPA 18.5 advances the City's goals in reducing greenhouse gas emissions by promoting transit supportive and compact development. It also supports complete

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communities by integrating a mix of uses that provide for amenities and services within a 15-minute walk or 5-minute bike ride. Additionally, the OPA proposes to connect the KDA with the nearby German Mills Creek and associated valleylands by creating trails and an open vista along the future street located adjacent to these natural heritage features and functions (i.e., the Greenway System).

### **Pillar 4: Protect and Enhance**

OPA 18.5 addresses the Protect and Enhance pillar by recognizing that the KDA presently plays an important role in the City and Region as a commercial hub. Accordingly, the draft OPA supports the continued operation of Hillcrest Mall over the long-term, and requires the provision of retail and commercial uses through new development or redevelopment. The OPA also recognizes the proximity of the KDA to a national historic landmark in the City - the David Dunlap Observatory. To that end, the OPA proposes to connect the KDA to the David Dunlap Observatory and Park through a bridge crossing and multi-use trails. Lastly, the OPA supports this pillar by improving housing and community through permissions for a range of housing types that contribute to a diversified housing supply.

## **Proposed OPA Intent and Rationale:**

### **OPA Structure**

OPA 18.5 will add two new schedules and update policies in Chapter 4 (Land Use Policies) of Part 1 of the Official Plan. This is a different approach compared to the 2018 draft Secondary Plan for this KDA, which at the time, had envisioned the secondary plan to be a separate chapter in Part 2 of the Official Plan. This new OPA format is recommended by the Key Directions Report, whereby all relevant policies applicable to the KDA would be placed in the Part 1 Official Plan. This would effectively reduce duplication and cross-referencing of Official Plan policies, and hence eliminate the use of multiple documents while improving readability. Consequently, matters that are specific to the KDA are detailed in Chapter 4 of the Official Plan. All other matters that are not unique to this KDA, but which may apply to many areas in the City including the KDA, will continue to be addressed by the Part 1 Official Plan. For instance, the KDA will rely on the policies of Chapter 3 of the Official Plan to address matters such as: phasing of development, affordable housing, and sustainable design.

The following summarizes draft OPA 18.5 by themes. More details and the rationale for the proposed policies are found in the OPA within Appendix A of this staff report.

### **Vision**

The vision for the Yonge Street and Carrville/16th Avenue KDA is a community that is walkable, sustainable, green and vibrant, with a people friendly and shopping focus. This vision was developed through public workshops and surveys.

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### Land Use

The predominant use of land in the Yonge Street and Carrville/16th Avenue KDA is for mixed-use, transit-oriented development. The City's Official Plan currently allows for a broad range and mix of land uses in the KDA. These permissions are proposed to be carried forward via OPA 18.5.

### Mix of Uses

OPA 18.5 as drafted aims to create a live-work community by setting a target of 7 residents to 3 jobs for the KDA. Moreover, the OPA requires that non-residential gross floor area (GFA) in the centre represent at a minimum, 15% of the total new GFA over the long-term. To help achieve these two targets, the OPA requires existing non-residential GFA to be maintained or expanded. In addition, several new policies are introduced to require retail, commercial, or community uses at grade and in certain cases, above floors within podiums of buildings. Lastly, OPA 18.5 encourages office development along arterial streets and in areas near the potential future transit stations to maximize access to transit and connectivity.

### Height and Density

OPA 18.5 provides policy direction and several built form parameters that will shape built form in the KDA over the long term; these include: minimum building heights of 3 storeys, maximum base building heights of 6 storeys, and maximum streetwall heights of 4 storeys along the market promenade. The maximum height of any tower building will vary. Based on analysis and conceptual modelling conducted by staff, the tallest buildings in the KDA would be directed to the intersection of Yonge Street and Carrville/16<sup>th</sup> Avenue, with proposed building heights of approximately 55 storeys.

It is noted that the maximum building heights in the KDA are not prescribed in a schedule, instead, the maximum heights are informed by a combination of site density and the application of 45 degree angular plane (if the building abuts a low density development in the Neighbourhood designation), as well as other urban design and built form requirements. Overall, the building heights in the KDA will generally be lower than those in the Richmond Hill Centre Secondary Plan, and they reflect the KDA as the second densest area in the City Structure.

### Public Realm (Streets and Active Transportation)

OPA 18.5 proposes a network of new streets and active transportation, including a multi-use trail that parallels the Canadian National Railway and German Mills Creek. Schedule C2 of the draft OPA conceptually identifies this network - the precise location of these streets and trails are intended to be implemented more precisely through the development application and approvals process.

For the street network, the OPA proposes connections across the four quadrants of the KDA in order to create a cohesive centre. One such vital connection is the market promenade that runs east-west across the northern quadrants. The OPA proposes an

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enhanced streetscape for this corridor and a multi-modal crossing on Yonge Street over the long-term. The schedule of the OPA also highlights a proposed new north-south road that is intended to be the limit of the Greenway System, and at the same time, create an open vista to the German Mills Creek and its associated features and functions. Lastly, integrating this KDA within the City's larger transportation network is also crucial, and hence, the draft OPA requires development to provide connections to adjacent Neighbourhoods.

### **Public Realm (Parks and Urban Open Space)**

OPA 18.5 proposes a network of parks and urban open spaces that link pedestrians and cyclists across the KDA, starting with a new urban square and a new neighbourhood park in the northern quadrants of the KDA. In the southern quadrants, the OPA proposes the expansion of Spruce Avenue Park and William Duncan Park, along with the creation of a new linear park near the railway corridor. Beyond the KDA, OPA 18.5 connects the KDA to the David Dunlap Observatory and Park through a bridge crossing with complementary wayfinding elements and public art.

### **Public Transit**

OPA 18.5 recognizes the potential for higher order transit services to be located within the KDA, including the potential for a future GO Transit and TTC subway station. Accordingly, the OPA proposes policies that protect for public easements and lands for these two potential future transit stations. Additionally, to encourage transit ridership and complete the "last mile" to final destinations, the OPA prioritizes connections from developments to the Bus Rapidway Transit and to the potential future GO/TTC transit stations.

### **Interim Development**

OPA 18.5 proposes permissions for interim uses that are limited to non-permanent structures or buildings. These proposed policies would provide flexibility for landowners to adapt to market conditions and to add/change retail and commercial space as needed. The interim use permissions would also allow for a temporary train storage facility for the TTC to be located in the southeast quadrant of the KDA in order to serve the Yonge North Subway Extension to High Tech Station. Such facility would be exempt from the minimum height and density policies set out in the Official Plan. Once this storage facility ceases operations, OPA 18.5 advocates for the replacement of this facility with a future GO Transit station.

### **Boundary Adjustments**

OPA 18.5 proposes minor adjustments to the boundary of the KDA. In particular, the OPA proposes to expand the KDA boundary northerly to Baif Boulevard and southerly to Oak Avenue. The rationale for proposing a boundary expansion is based on three criteria: Firstly, the candidate lands must have development / redevelopment potential to help the centre meet its minimum density target. Secondly, the candidate lands are able to contribute to the centre as focal points and destination areas with a mix of uses. And

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lastly, the boundary should follow a logical, physical limit that can separate the centre from other areas in the City – these may include linear facilities such as a railway or a street, or the outer limit of the Greenway System. This is generally consistent with existing Official Plan policies that speak to defining features and boundaries found on schedules that form part of the OP. The proposed expansion areas to the KDA, as shown on Schedule 1 of the draft OPA, meet all of the aforementioned criteria.

### Technical Amendments

OPA 18.5 contains a number of technical amendments that supplement the proposed policies for this KDA. These proposed technical amendments are listed below:

- Section 4.4 policies of the Part 1 OP specific to the Yonge and Bernard Key Development Area are proposed to be moved to a new sub-section 4.4.3 specific to the Yonge and Bernard KDA. It should be noted that in a future amendment to the Official Plan, the Yonge and Bernard KDA Secondary Plan will be updated with minor edits to reflect the changes to policy numbers in Section 4.4 of the Part 1 OP.
- Chapter 5.1 of the Part 1 OP is proposed to be amended to reflect the completion of the secondary planning processes for both the Yonge and Bernard KDA (since it is presently documented as Chapter 12 to the Official Plan) and the Yonge and Carrville/16<sup>th</sup> Avenue (since the proposed draft of OPA 18.5 would fulfill the OP requirements to prepare a Secondary Plan for this area).
- Schedule A2 Land Use to the OP is proposed to be modified by expanding the KDA designation, which in turn, amends the newly added candidate lands from their previous land use designations to a proposed KDA designation, as shown on Schedule 1 of the OPA.
- Schedule A3 Settlement Area to the OP is proposed to be modified by identifying three of York Region's Protected Major Transit Station Areas (PMTSAs) that apply to lands within the KDA designation (see below for a further discussions regarding PMTSAs).
- Schedule A8 Street Classification to the OP is proposed to be updated to reflect new streets proposed for the KDA, as shown on Schedule C2 Yonge Street and Carrville/16<sup>th</sup> Avenue KDA Public Realm to OPA 18.5.

### Background Research and Context:

The preparation of OPA 18.5 included background research with consideration to current and past development applications and concept plans, data on various matters (e.g., MTSAs, employment, housing, built form), and site visits. It also involved a 3D modelling and density analysis to understand how built form in the KDA could be shaped over the long term. OPA 18.5 is informed by other inputs, such as past reports related to the 2018 draft Yonge and Carrville/16<sup>th</sup> Avenue KDA Secondary Plan. In addition, the findings from several other City initiatives related to the Official Plan Update such as the Parks Plan, the emerging Transportation Master Plan, and the



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updating of the Urban Master Environmental Servicing Plan have informed the development of the OPA. Other pertinent information that has shaped the proposed policies are the Key Directions Report and the public consultation and engagement undertaken to date.

### **Provincial Legislation and Policy Considerations:**

The following summarizes how OPA 18.5 is informed by provincial legislation and policies. More details are provided in Section 1.3 (Basis) of the OPA, which is appended as Appendix A to this staff report.

#### **Planning Act**

The *Planning Act* authorizes municipalities to identify and delineate the boundary of Protected Major Transit Station Areas (PMTSAs), and to identify land uses, as well as the minimum and/or maximum density and/or heights of buildings or structures on lands within PMTSAs identified by upper tier municipalities (i.e., York Region). Accordingly, OPA 18.5 identifies the KDA as an intensification area covered by three PMTSAs, which have been delineated and approved by the Province in the Region of York's 2022 Official Plan.

#### **Provincial Policy Statement, 2020 (PPS)**

OPA 18.5 is drafted to implement the PPS by permitting compact, mixed-use development that support livable and resilient communities. In addition, the proposed OPA directs growth to centres and corridors by planning for this KDA to be the second densest location in the City.

#### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020**

OPA 18.5 is drafted to implement the Growth Plan by creating complete communities that feature a diverse mix of land uses, including residential and employment uses, and having access to local amenities and public services. The OPA also directs growth to priority transit corridors and promotes transit supportive development, which implements the policy direction set out under the Growth Plan.

### **Regional Policy Considerations:**

#### **Region of York Official Plan, 2022**

York Region's 2022 Official Plan (ROP) identified 17 Major Transit Station Areas in Richmond Hill, all of which are Protected Major Transit Station Areas (PMTSA) in accordance with the *Planning Act*. The purpose of PMTSAs and the process of identifying them, as well as the City's input into that Regional process is documented in [Staff Report SRPRS.20.004](#).

The approved policies of the ROP require local municipalities to plan for these areas with a minimum density of development that is transit supportive and in a contextually appropriate manner. The majority of the KDA is located within the 16<sup>th</sup>-Carrville PMTSA.

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However, the northern and southern ends of the KDA also extend into parts of the adjoining PMTSAs that are served by the Weldrick Road and Bantry-Scott Bus Rapid Transit stations respectively. Therefore, the KDA is subject to three PMTSAs as delineated by the ROP. Accordingly, OPA 18.5 proposes a minimum prescribed density of 300 residents and jobs per hectare, which reflect the minimum density prescribed for the 16<sup>th</sup>-Carrville PMTSA. The OPA further proposes land use permissions and built form that help to achieve and exceed the prescribed minimum density over the long-term. For the remainder of the lands located outside of the KDA but within portions of the adjoining PMTSAs, a subsequent amendment to the Official Plan will provide the land use designations and permissions for these areas, along with other PMTSAs located across the City.

### **Local Policy Context and Considerations:**

OPA 18.5 also draws from Policy 7.1(2) of the Official Plan wherein it states that all relevant policies of the Official Plan must be considered when reviewing and evaluating changes to land use, including an amendment to the Official Plan. The focus of OPA 18.5 is to supplement or amend existing policies of the Official Plan as it relates to the Yonge and Carrville/16<sup>th</sup> Avenue KDA to reflect modern approaches to city building and good planning principles. Future decisions regarding development in this area will rely not only on policies provided in this OPA, but also on all other relevant policies within Part 1 of the Official Plan. Therefore, when assessing the appropriateness of OPA 18.5 in guiding development within this KDA, it is important to be mindful that the balance of Official Plan policies regarding City Vision, City Building, Implementation and Interpretation, must also be considered and applied as necessary.

### **Public Consultation:**

In addition to the consultation during Phase 1 and Phase 2 of the OP Update process, an extensive stakeholder and community engagement program was used during Phase 3 to raise interest and awareness and to help shape the City's vision and goals for the future. The Phase 3 engagement involved public workshops, an online survey, and landowners meetings, and additional engagement via email. LURA Consulting summarized this feedback and prepared the Phase 3 Batch 2: What We Heard – Employment and Intensification Areas Engagement Summary Report. This report summarizes feedback received on employment, Major Transit Station Areas and Corridors, the four growth centres – Yonge Street and Carrville Road/16<sup>th</sup> Avenue Key Development Area, Village Local Centre, Newkirk Local Centre, Oak Ridges Local Centre, as well as housekeeping matters. The details of the consultation and key messages received respecting the KDA are outlined below.

### **Workshop**

On November 15, 2022, a public virtual workshop was held to confirm with the public the vision for the KDA, and to discuss the land uses and public realm needed for this centre. Participants shared their insights and personal experiences about the centre,

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and engaged in interactive discussions on how this area can be further developed to address the community's current and future needs.

### Online Survey

On October 27 to November 30 2022, a public online survey was launched to gather feedback from the public about the vision for the KDA and what policies are needed to support office jobs.

### Stakeholder and Landowner Meetings

Stakeholder meetings with prescribed agencies (Metrolinx, Toronto and Region Conservation Authority, York Region, School Boards and Alectra) took place in October 2022. Likewise, a landowner meeting was held on November 15, 2022 to collect feedback from landowners in the KDA. Similar to the public workshop, an overview of the key directions for the area was provided and opportunities were given for participants to provide additional input. Focused follow-up meetings took place in March and April 2023 to discuss elements of the proposed policy directions for the KDA.

### Key Feedback Received

The comments and feedback from surveys and workshop related to planning for this KDA are synthesized in two main “what we heard” reports: [Phase 2: What We Heard – Centre-Specific Workshops Engagement Summary Report – July 2021](#) and [Phase 3 Batch 2: What We Heard – Employment and Intensification Areas Engagement Summary Report](#).

Key messages received to date on the KDA are summarized below:

- General support for the proposed vision statement
- Desire for a mix of building types
- Desire to maintain the area as a shopping destination
- Need for affordable housing and affordable spaces for businesses
- Desire for community space and more parks
- Need for reduced traffic congestion and more pedestrian and cycling connections
- Desire to protect the dark sky in support of the David Dunlap Observatory
- Distinguishing features in the area are: Hillcrest Mall, German Mills Creek, and David Dunlap Observatory and Park

### Draft OPA for Public Comment

An Official Plan Update Committee meeting was held on May 2, 2023 to provide a high level overview of the proposed OPA 18.5 for the Yonge and Carville/16<sup>th</sup> Avenue KDA. The draft OPA 18.5 was posted to the City's website on May 11, 2023 for public review and comments. An in-person Open House was held on June 7, 2023 to allow members of the public to view information boards about each of the centre-specific OPAs, learn about the Comprehensive Zoning By-law project and speak to staff directly.

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City staff will continue to monitor and analyze feedback received on the amendment over the summer and will provide a full summary of the comments heard in a subsequent report to Council. Any comments received up until June 20, 2023, which coincides with today's Council Public Meeting associated with this OPA, will be synthesized in a forthcoming What We Heard Report.

### Notification

OPA 18.5 is being developed in accordance with Section 17 and 26 of the *Planning Act*. The *Planning Act* requires public consultation on the proposed amendments to be conducted through at least one public meeting with a minimum of 37-days notice issued beforehand. Accordingly, notice for today's public meeting was issued on May 11, 2023 through the City's website, social media, and the Liberal newspaper, and re-issued on May 18, 2023 (see Appendix B).

### Next Steps:

Staff will collect comments and analyze all feedback received. Following this, staff will return to Council with a final draft of the OPA to be considered for adoption in the fall of 2023. After Council Adoption, the City will seek approval of the amendment from York Region as the approval authority.

### Financial/Staffing/Other Implications:

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

### Relationship to Council's Strategic Priorities 2020-2022:

Updating the Official Plan is identified as a Council Priority. The proposed OPA 18.5 supports all four of Council's Strategic Priorities by directing the majority of growth to strategic growth areas, such as this Key Development Area. The proposed OPA also helps to create a strong sense of belonging by diversifying housing choice and enhancing the public realm in this KDA. With regards to getting around the City, the proposed OPA provides for a fine-grained street network, along with facilities for active transportation and transit expansion. Lastly, the proposed OPA promotes fiscal responsibility by coordinating the secondary planning process with infrastructure planning through the Parks Plan, the Transportation Master Plan, and other important City initiatives.

### Conclusion:

The purpose of this report is to request comments concerning a municipally-initiated Official Plan Amendment (OPA 18.5) to the City's Official Plan (refer to Appendix A). OPA 18.5 as drafted implements the Key Directions endorsed by Council in February 2022, and supports the City's Investment Attraction Strategy, Affordable Housing Strategy, and other City initiatives. The OPA is also intended to foster economic development and spur job creation in the City. Finally, the OPA proposes to implement

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provincial and regional directions as it relates to building complete communities and implementing PMTSAs. This report has been structured for information purposes only, with a recommendation that all comments be referred back to staff for consideration.

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

The following attached documents may include scanned images of appendices, 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 – Draft Official Plan Amendment 18.5 – Yonge and Carrville/16<sup>th</sup> Avenue Key Development Area
- Appendix B – Notice of Council Public Meeting issued on May 11<sup>th</sup> and 18<sup>th</sup>, 2023 in the Liberal

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### Report Approval Details

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|----------------------|--|
| Document Title:      | SRPI.23.066 Request for Comments - OPA 18.5 Yonge and Carrville or 16th Ave KDA.docx   |
| Attachments:         | - Appendix A-OPA 18.5 Yonge and Carrville and 16th Ave KDA-AODA.pdf<br>- Appendix B-OPA 18.5 Yonge and Carrville and 16th Ave KDA-AODA.pdf |
| Final Approval Date: | Jun 1, 2023  |

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

**Maria Flores - May 31, 2023 - 9:15 AM**

**Kelvin Kwan - May 31, 2023 - 1:52 PM**

**Darlene Joslin - Jun 1, 2023 - 9:46 AM**