

SPECIAL COMMITTEE OF THE WHOLE – AUGUST 31, 2010

YONGE STEELES CORRIDOR SECONDARY PLAN RESPONSE TO PUBLIC, GOVERNMENT AND AGENCY SUBMISSIONS FILE 12.5.12.4 WARD 5

Recommendation

The Commissioner of Planning recommends:

1. The draft Yonge Steeles Corridor Secondary Plan (May, 2010) be revised in accordance with the recommendations set out in Attachment No. 1 to this report.
2. The revised version of the Yonge Steeles Corridor Secondary Plan proceed to Council for adoption at the Council meeting of September 7, 2010 as part of Volume 2 of the new Official Plan; and that the plan reflect the changes approved by Committee of the Whole at this meeting.

Contribution to Sustainability

Consistent with *Green Directions Vaughan*, the City's Community Sustainability and Environmental Master Plan, the Secondary Plan will meet the Region of York's complete communities policies and the intensification requirements under the Places to Grow Plan, while following key sustainability initiatives outlined by Green Directions, as listed below:

- Goals 1 & 5: To demonstrate leadership through green building and urban design policies;
- Goal 2: To ensure sustainable development and redevelopment;
- Goal 2: To protect green space and the countryside by establishing a Natural Heritage Network and limiting urban expansion;
- Goal 3: To ensure that Vaughan is a city that is easy to get around with low environmental impact;
- Goal 4: Mixed-use communities in the Vaughan Metropolitan Centre and other Primary and Local Centres, together with an emphasis on design excellence to foster vibrant communities; and,
- Goals 5 & 6: An overall vision and policy structure that supports the implementation of Green Directions Vaughan.

Economic Impact

The new Official Plan which, includes the Yonge Steeles Corridor Secondary Plan establishes the planning framework for development throughout the City to 2031. The Official Plan will have a positive impact on the City of Vaughan in terms of managing growth and fostering employment opportunities while fulfilling the City's obligations to conform to Provincial policies and meet Regionally imposed targets for residential and employment growth.

Communications Plan

Public notices for the statutory Open House on April 12, 2010 and the statutory Public Hearing on June 14, 2010 were mailed to landowners within the Yonge Steeles Corridor Secondary Plan area and all residents within 150 metres of its boundary. Notices were posted on various online web pages including the City of Vaughan website, Vaughan Tomorrow, City Page Online and the Planning Department Notice of Public Hearing(s) webpage. Notices were published in various local Vaughan newspapers including the Vaughan Weekly, Vaughan Liberal, and Vaughan Citizen. The notice of tonight's meeting was mailed to those requesting notification, posted on the Vaughan Tomorrow, Clerk's Department meeting agenda, and on the City Page websites.

Purpose

The purpose of this report is to report on the recommended revisions to the Yonge Steeles Corridor Secondary Plan (May 2010) following the review of the comments received during, and at the June 14, 2010 Public Hearing.

Background – Analysis and Options

Location

The lands subject to the draft Secondary Plan are generally located along the west side of Yonge Street (between Steeles Avenue West and one lot depth north of Longbridge Road), and on the north side of Steeles Avenue West (between Yonge Street and Palm Gate Boulevard), as shown on Attachments No. 2 and No. 3.

City of Vaughan Official Plan

The City of Vaughan Official Plan will be produced in two volumes. Volume 1 will contain policies that will be generally applicable throughout Vaughan. Volume 2 will include a consolidation of approved site and area-specific policies and secondary plans, including the Yonge Steeles Corridor Secondary Plan. This Public Hearing deals with the policies specific to the Yonge Steeles Corridor Secondary Plan

The draft Official Plan (Volume 1) contains current policy planning initiatives (e.g. sustainability and natural heritage policies) that conform to recent Provincial and Regional land use policy directions and are intended to apply to all lands within the City of Vaughan. The existing secondary plans and site and area specific amendments that form Volume 2 of the Official Plan, are intended to be read and applied together with Volume 1. In the event of a conflict between the two Volumes, the policies in the Volume 2 documents will prevail. Therefore, if both Volumes 1 and 2 include a policy relating to the same issue and they conflict, the Volume 2 policy will prevail. However, if there is a policy in Volume 1 relating to an issue that is not included in Volume 2, then the policy in Volume 1 will apply to the lands subject to Volume 2.

The draft Yonge Steeles Corridor Secondary Plan introduces a set of land use designations applicable to the Secondary Plan area as shown on Attachments No. 4, and No. 5. The Secondary Plan also includes maps that illustrate mandatory retail frontage areas, the parks and publicly accessible open spaces, conceptual street pattern and a block map on the lands subject to the plan.

Zoning

The zoning provisions of By-law 1-88 will remain in effect until they are updated or replaced by zoning consistent with the City's Official Plan, including this Secondary Plan. With approval of the Official Plan, it is anticipated that preparation of a new zoning by-law will be commenced to bring

the City's zoning provisions into the conformity with this the new Official Plan. A budget and work schedule to include the zoning review into the 2012 budget will be prepared for consideration by Council next year.

Secondary Plan Review Process and Community Consultation

The Yonge Steeles Corridor Secondary Plan is the result of an extensive public engagement and consultation process. The process incorporated three public workshops, an open house and statutory public hearing, with a full range of stakeholders including residents, landowners, developers and their agents. Consultation also included other City Departments, project status updates to the Official Plan Review Committee, and consultation with public agencies such as the School Boards, Region of York, and the Toronto and Region Conservation Authority. In addition to the consultation which occurred at the City Official Plan Open Houses of May 28, and November 18, 2009 the following meetings and workshops were held:

- June 5, 2008: Public Open House introducing the project and team members;
- September 16, 2008: Public Meeting to present the results of the SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis;
- November 4, 2008: Public Design Charette Workshop;
- March 12, 2010: Public Consultation with land owners to discuss the Royal Palm Drive extension east of Hilda Ave;
- March 30, 2009: Public Meeting/Open House to provide a project status update;
- March 2, 2010: Public Information Meeting to gather public input on the Background Report (February 2010);
- April 12, 2010: Statutory Public Open House to provide an overview of the draft Yonge Steeles Secondary Plan; and,
- June 14, 2010: Statutory Public Hearing.

Policy Context

i) Provincial Policy

The Provincial Policy Statement (PPS) came into effect on March 1, 2005 and establishes the policy foundation for regulating development and land uses in Ontario. The PPS supports efficient land use, a mix of housing types and densities, residential intensification, transit-supportive land use patterns and the protection of cultural heritage. It also encourages growth in built up areas and identifies transit corridors as key areas for intensification and redevelopment.

The Growth Plan for the Greater Golden Horseshoe (2006) ("the Growth Plan") sets growth targets to guide planning and growth management across the region and emphasizes intensification of already built-up areas; conservation of natural heritage areas; and multiple modes of safe and efficient transportation. The Growth Plan provides a vision and guiding principals on how land and public investments are to be developed and managed. Some of the key principals include:

- promote and build compact and vibrant neighbourhoods;
- efficient use of existing and new infrastructure to support growth in a compact form;

- recognize the diversity of communities and provide for different approaches to managing growth; and,
- promote collaboration among all sectors including government, private and non-profit and community members to achieve the vision.

ii) Regional Policy

The York Region Official Plan has been updated to recognize recent Regional initiatives and to bring it into conformity with Provincial policies. The Regional Official Plan provides a framework for coordinated and detailed planning affecting municipalities in the Region of York. The Regional Official Plan must also conform to the Provincial policies articulated in the Growth Plan. The policy initiatives focus strongly on sustainability and the intensification of already built up areas. Some of the key polices that relate to Vaughan include:

- The overall intensification target of minimum 40% residential intensification in built up areas;
- Growth must be concentrated along Yonge Street as this area is designated as a Regional Corridor in the York Region Official Plan;
- Local municipalities are required to complete a comprehensive secondary plan for areas designated Regional Corridors;
- Transit-supportive densities are required via intensification along the designated Regional Corridors of Highway 7 and Yonge Street; and,
- The Yonge Street subway extension between Steeles Avenue West and Highway 407 is identified in the York Region Transit Network Map.

iii) City of Vaughan Official Plan

The Thornhill Vaughan Community Plan (OPA 210) is the current policy document applicable to the Yonge Street Corridor Secondary Plan area, providing detailed land use designations and policies for the broader Thornhill community. OPA 210 is proposed to be superseded by the policies in the new Official Plan (Volume 1) and the Yonge Steeles Corridor Secondary Plan. The Thornhill/Yonge Street Corridor Plan (OPA 669) establishes the land use and urban design framework to guide the physical renewal and evolution of the Yonge Street corridor to a more mixed-use, pedestrian and transit supportive main street, while recognizing the historic character of Thornhill. OPA 669 will form part of Volume 2 of the new Official Plan.

iv) Town of Markham Official Plan and the Markham Yonge Street Study

The Town of Markham Official Plan was consolidated in July of 2005, including secondary plans that provide direction for land use planning. Lands to the east of the Yonge Street Corridor Secondary Plan area, are generally designated for commercial, urban residential and institutional uses by Markham's official plan. Lands designated as urban residential are intended to be used primarily for housing with accessory complementary uses.

In 2008, the Town completed the Markham Yonge + Steeles Corridor Study which provides a policy regime that permits mixed-use development at transit supportive densities along Yonge Street, and providing transition to stable existing residential communities. Policies provide for: an average density of 2.5 Floor Space Index (FSI); an additional 1.0 FSI for commercial buildings or commercial floor space within existing mixed residential/commercial buildings (maximum density

for a mixed-use building is 3.5 FSI); a maximum 1.5 FSI closest to established low density neighbourhoods; and, a required minimum of 1.0 FSI on all development sites.

v) City of Toronto Official Plan

The land use designations on the south side of Steeles Avenue West in the City of Toronto provide for Apartment Neighbourhoods and Mixed-Use areas adjacent to the Yonge/Steeles intersection. Further west, surrounding Palm Gate Boulevard, lands are designated as Neighbourhoods for low density residential use of the area. Yonge Street is designated as an Avenue in the City of Toronto Official Plan, which is an area identified to absorb growth through incremental development. The City intends to carry out Avenue Studies to develop a framework for change that is tailored to the particular circumstance of each Avenue.

Council Direction

The Statutory Public Hearing was held on June 14, 2010 for the purpose of obtaining public input and comment on the draft Yonge Steeles Corridor Secondary Plan. A total of sixteen deputations, written submissions and aerial map were received. The following Committee of the Whole recommendation was ratified by Council on June 29, 2010:

"1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 14, 2010, be approved;

Recommendation

The Commissioner of Planning recommends:

"THAT the Public Hearing Report for File 12.5.12.4 (Draft Yonge Steeles Corridor Secondary Plan) BE RECEIVED; and that any issues raised at the public meeting and comments submitted in writing be addressed by the Policy Planning Department in a future report to a special evening meeting of the Committee of the Whole scheduled for August 31, 2010."

This recommendation was ratified by Council on June 29, 2010. This report was prepared in response to the direction provided above.

Period for Accepting Comment

The draft Yonge Steeles Corridor Secondary Plan was made available for public comment on May 25, 2010 in advance of the statutory public hearing. Staff has continued to accept submissions up to final drafting of this report (August 12, 2010). Responses and recommendations have been prepared, which are reflected in Attachment No. 1.

It is recognized that some issues may not be resolved to the satisfaction of some respondents upon the City's approval of the Official Plan. This may result in appeals which may ultimately have to proceed to the Ontario Municipal Board for adjudication. Post-approval negotiations may proceed during the York Region review process, with the opportunity for modifications prior to, and during, any Ontario Municipal Board proceeding.

Submissions Review

Several objectives were used as the basis for analyzing the submissions made by landowners, public agencies, the development industry, residents and interest groups regarding the proposed Secondary Plans. In particular, to ensure that the new Official Plan principles were maintained, that senior level policy direction was conformed to (e.g. Regional Official Plan, Places to Grow), and that sound planning principles were adhered to. In addition, meetings were held with a number of respondents to clarify issues and discuss potential solutions.

The submissions, ranging from comments to suggested amendments to the proposed Secondary Plans, were each considered on their own merit and recommendations made on appropriate responses and actions. In addition, Staff has identified areas where changes should be made to the Secondary Plan policies, and it is also anticipated that further City-initiated changes will need to be considered prior to Regional approval.

As a tool for the efficient and thorough review of submissions, a matrix was established to set out the content of the submissions and the recommended responses to each of the five proposed Secondary Plans. The summary matrices form the basis of an Attachment to each of the five Committee of the Whole reports on this August 31, 2010 agenda, and present information in tabular form as follows:

PART A: An index of correspondence for Part B identifying each response by item number, correspondence date, name and subject/location.

PART B: A summary of the response/concerns/requests and staff comments and the related recommended policy and mapping changes.

The summaries in PART B contain the following:

- The Item Number related to the number in the Part A Correspondence Index
- The Submission Date and respondent identification
- The correspondence content, as summarized by Staff
- Staff comment on the submission
- Staff recommendation on the submission

The following approach was applied in the application of each of the summaries:

- Each submission was evaluated on its own merits, and provided with a response
- Multiple submissions pertaining to one property(s) or issue(s), from a person, firm or agent, could be combined to provide a single response
- Submissions pertaining to one property or issue, from more than one person, firm or agent, could be combined or have a single response.

The summary will form part of the public record of comments received on each of the focus areas, and will be forwarded to the Region of York in accordance with the approval process under the Planning Act.

Submissions Received

Approximately 25 written submissions have been received in respect of the Yonge Steeles Corridor Secondary Plan. The majority of the respondents identified concerns about how the policies and land use designations affect specific properties. Specifically, policies in regards to parkland dedication, conveyance of proposed local streets and the proposed land use, height and density designations and phasing of development related to City infrastructure improvements. Other correspondence pertains to general policy issues from the public and comments have been received from various government bodies and public agencies.

Key Policy Areas – Overview of Recommendations

Many of the responses received address key policy areas that are fundamental to the plan. Each response is treated individually in Attachment No. 1. However, a number of the important policy issues are identified below along with an overview of staff's recommended approach.

Approach to Proposed Parkland Dedication Policies

The draft Yonge Steeles Corridor Secondary Plan delineates a parks and publically accessible open space system in Attachment No. 6 that will serve the expected growing community and as an additional amenity and transitional buffer area for the existing stable low-rise residential areas. Parkland within the Yonge Steeles Corridor Secondary Plan is required to be dedicated in accordance with Section 7.3.3.2 of Volume 1 of the Official Plan, which utilizes the standard parkland conveyance provision of the Planning Act: all new residential development is required to convey parkland at the rate of 5% of the total gross land area or one hectare of parkland per 300 dwelling units, or in combination, whichever is greatest. Cash-in-lieu of parkland dedication, or a combination cash-in-lieu and parkland may also be considered. A rate of 2% is applied for non-residential and cash-in-lieu may also be considered where appropriate. Concern has been expressed by certain landowners that these standards are excessive and will be detrimental to the development of the area. The plan represents approximately half of the parkland that could be dedicated through the realization of the planned density. Cash-in-lieu of parkland dedication will be used to purchase parkland on those properties which are providing more than the parkland dedication generated by the development. The remarks from many of the land owners has emphasized the onerous nature of providing the parkland. However, the park system, when achieved will be a major asset within the immediate community and overall area; helping to ensure high land values as a result of an attractive and desirable community setting for both the existing and new communities. The connected character of the parks system supports both passive and active recreation as well as provides a linked path system throughout the community. Staff recommends no changes to the proposed parkland dedication policies which are consistent with the standards used by other municipalities in the GTA, the standards the City currently uses and it is consistent with the policies set out in draft Official Plan (Volume 1).

Approach to Land Use, Height, Density and Phasing Policies

The proposed land use designations, density, height and urban design policies along the Yonge Street Corridor for the North and South Study Areas as shown on Attachment No. 4, and No. 5 are consistent with the findings in the background study and meet the Growth Plan targets established by the Province and the Region of York.

The densities and heights along Yonge Street in the North Study area are considerably lower than those proposed for the South Study area or for those densities proposed for the Langstaff Gateway area east of Yonge Street in the Town of Markham. This is due to the relatively shallow lot depths on Yonge Street and their adjacency to a stable low-rise residential community, Sensitivity to this condition was a key concern identified during the community consultation.

Residential properties on Dorian Place which “back lot” onto Yonge Street in the North Study area were not considered for intensification due to multiple small lots and their stable residential nature. However, a number of residents on Dorian Place have requested that their properties be redesignated to permit a mix of uses and higher densities and heights. Staff is willing to examine this request and is recommending that a further review including appropriate community consultation be undertaken in the near future.

The plan is transit supportive with a road pattern that allows for permeability and improves access to Yonge Street and Steeles Avenue West. The street network in the South Area has been designed to connect with the more fine-grained block structure in the Town of Markham and with the City of Toronto. These community connections will form an integral part of the overall street system to accommodate not only vehicular use, but also facilitate pedestrian and cycling movement. Staff recommend no changes to the proposed land use, height and density as the overall review and the planning framework for the plan has been undertaken through an extensive public consultation process. The height and density regime is based on the greatest heights and densities being located at the corner of Yonge and Steeles, the intersection of two arterial streets and at a future rapid transit stop. The intention is to develop a location that

signifies the importance of the site as a gateway to Vaughan and Markham. Heights and densities transition downward as the distance from the Yonge Street and Steeles Avenue intersection increases and as development is located closer to the existing stable residential areas.

The proposed Plan provides a substantial development potential in the area. The background study concludes that ultimately, future growth can be sufficiently accommodated. However, sufficient mechanisms should be in place to ensure that municipal services and transit/transportation infrastructure capacity is properly coordinated to meet future development. The Engineering Department has advised that specific municipal and transit/transportation related infrastructure improvements (or triggers) required to support build-out of the Secondary Plan Area will be identified and provided through the development application approvals process. All servicing and transit/transportation infrastructure required to support the initial phases of development and the ultimate build-out of the Plan will be coordinated with the final conclusions and recommendations of the City's on-going servicing and transportation related master plans. Therefore, Staff recommends that the policies in Section 8.6 Phasing of Development be amended by deleting the Section 8.6 and replacing it with the following:

"8.6 Phasing of Development

Specific municipal and transit/transportation related infrastructure improvements (or triggers) required to support build-out of the Secondary Plan Area will be identified and provided through the development application approvals process. All servicing and transit/transportation infrastructure required to support the initial phases of development and the ultimate build-out of the Plan will be coordinated with the final conclusions and recommendations of the City's on-going servicing and transportation related master plans."

The Local Street Network

The proposed street network as shown on Attachment No. 7 identifies a mid-block street located between the CN Railway and Meadowview Avenue and opposite Grandview Avenue. The Town of Markham has requested that the proposed street network be modified to align with the recently approved Liberty development on the east side of Yonge Street south of the CN Railway. Staff supports this request and recommends that the mid-block street located between the CN Railway and Meadowview Avenue be relocated to the north abutting the rail line. The recommended street network changes are shown on Attachment No. 7.

Requirements for Road Conveyance for Proposed Local Streets

The proposed local street pattern shown in Attachment No. 7 is a vital component that provides access and circulation within the Yonge Steeles Corridor Secondary Plan area. The exact number and location of the local streets will be refined through the development application process. In Section 5.3 New Local Streets – Location and Section 8.2 Plans of Subdivision the policies require the property owner to convey lands for local streets without compensation. The City continues to emphasize the importance of these connecting streets and the vital role they play to create permeability and improve access to Yonge Street and to Steeles Avenue. This local street system also helps to disperse traffic and increase property frontage. In order to secure the proposed local streets, staff recommends that the road conveyance policies be modified to permit landowners to transfer development density taken from the land area conveyed for a proposed local street to the developable portion of a property, with the exception of land conveyances along easterly extension of Royal Palm Gate Drive to Yonge Street that have already been acquired or would have been acquired under the policies of OPA 210. Staff recommends that Section 5.3 New Local Streets – Location be amended to include the following:

“This policy shall not apply to the easterly extensions of Royal Palm Drive that have already been acquired or would have been acquired under the policies of OPA 210. The density associated with the conveyance of a new street may be transferred to the balance of the property on which the new street is situated. The maximum height may be increased to accommodate the additional density, where appropriate.”

Requirements for Mandatory Retail Frontages

It is an important objective of this Plan that a mixed-use community be created with an appropriate live/work environment. The requirement for a mandatory retail presence on the ground floor will create a strong synergy between retail uses and an active pedestrian environment. The Plan proposes mandatory retail on the first block at Yonge and Steeles and at Hilda and Steeles as shown on Attachment No. 8 and requires a minimum of approximately 60 percent of the frontage of each building to be used for retail purposes in these mandatory retail areas. Retail is permitted along the remaining Yonge Street and Steeles Avenue West frontages but it is not required by the Plan. In order to create the appropriate environment for retail there is a requirement in the Plan for a high (approximately 5 metre) ground floor to floor height which will make it possible for retail/commercial space to be accommodated as part of the initial development or as the area evolves.

The Town of Markham has also proposed a mandatory retail frontage in the approved Town of Markham Yonge + Steeles Corridor Study (2008) that extends from south of the CN Railway to Steeles Avenue along Yonge Street. Markham has requested that Vaughan's mandatory retail requirement be similar and extend the full length of Yonge Street south of the CN Railway. However, staff questions the ability of the market to support such a large percentage of continuous retail on Yonge Street.

In light of the Town of Markham's request and in light of the approved Liberty development on the east side of Yonge Street which provides for retail uses at grade in this block, it is considered appropriate to require retail on the opposite side of Yonge Street in this location. There is an existing bus stop and a proposed fully signalized traffic light at the north portion of the Liberty site, that would provide greater opportunity for a balanced retail, pedestrian accessible environment in this area. Therefore, staff recommends that Schedule 3 (South) be amended to include mandatory retail frontage along Yonge Street from the CN Railway to the proposed easterly extension of Pinewood Drive to Yonge Street.

Applicability of Draft Official Plan (Volume 1) Policies to Existing Secondary Plans and Site and Area Specific Amendments (Volume 2)

The draft Official Plan (Volume 1) contains current policy planning initiatives (e.g. sustainability and natural heritage policies) that conform to recent Provincial and Regional land use policy directions and are intended to apply to all lands within the City of Vaughan. The existing secondary plans and site and area specific amendments that form Volume 2 of the Official Plan are intended to be read and applied together with Volume 1 except where there is a conflict, in which case the policies in the Volume 2 documents will prevail. Therefore, if both Volumes 1 and 2 include a policy relating to the same issue and they conflict, the Volume 2 policy will prevail. However, if there is a policy in Volume 1 relating to an issue that is not included in Volume 2, then the policy in Volume 1 will apply to the lands subject to Volume 2.

Approach to the Transition Period: Post-Adoption – Pre-Approval

Direction to finalize the new Official Plan for adoption on September 7, 2010 was received at the July 28, 2010 Special Committee of the Whole meeting for Council. As well, a resolution specifying that that all applications for official plan and zoning by-law amendments, received between the adoption and final approval of the Plan by the Region of York, will be evaluated on

the basis of both the existing and new Official Plan policies. This will help to ensure that the integrity of the new plan is maintained during the transition period.

Staff Review – Amendments to Text and Mapping

On-going staff review of the Yonge Steeles Corridor Secondary Plan will continue up to its anticipated adoption by Council on September 7, 2010. This review will include work required to further public, City, and government and agency comments identified on Attachment 1 that may arise after this meeting. Also, changes addressing issues pertaining to the style and formatting of the document may be made as necessary.

The comments received from the City Departments, other governments and agencies as outlined on Attachment 1 have not received specific itemized recommendations in a manner similar to the external submissions. The "Recommendation" column makes reference to the "Issues" column of Attachment 1 to identify the recommended amendments to the plan. Leading up to the anticipated adoption of the Plan, further amendments (text and mapping) may be initiated which respond to Council direction from this Committee of the Whole Meeting.

In addition, the Schedules of Volume 1 of the Plan will be amended to reflect the Council approved Yonge Steeles Corridor Secondary Plan.

Relationship to Vaughan Vision 2020

The Yonge Steeles Corridor Secondary Plan is addressed under the objective "Plan and Manage Growth & Economic Vitality", including the following specific initiatives:

- Complete and implement the Growth Management Strategy (Vaughan Tomorrow); and,
- Conduct the 5-year comprehensive review of the Official Plan as part of the Growth Management Strategy 2031.

Regional Implications

The Yonge Steeles Corridor Secondary Plan has been prepared in consultation with Region of York staff and is in conformity with the Region's Official Plan. The Plan relies on the population and employment forecasts of the Regional Official Plan, which were adopted in December 2009. The Regional OP is currently awaiting approval by the Province. As the approval authority for the Vaughan Official Plan, this report will be forwarded to the Region on adoption of the plan by the City.

Next Steps

The changes to the May 2010 draft of the Yonge Steeles Corridor Secondary Plan recommended by Committee of the Whole, as a result of this report, will be forwarded to Council for their ratification on September 7, 2010. In the interim, the plan will be revised to incorporate these revisions. This will allow Council to consider the adoption of the Yonge Steeles Corridor Secondary Plan as part of Volume 2 of the new Official Plan at the September 7, 2010 meeting.

The Official Plan is composed of two volumes. Volume 1 will include the City-wide policies. The Public Hearing for Volume 1 was held on May 17, 2010 and was the subject of a follow-up Technical Report to a Special Committee of the Whole meeting on July 28, 2010. Volume 1 will be revised in accordance with the July 28, 2010 recommendations of Committee of the Whole and other amendments that may result from further consideration of Volume 1 on August 31, 2010. These recommendations will be on the September 7, 2010 Council meeting agenda for ratification; and the revised Volume 1 will also be available for adoption.

Volume 2 includes this Secondary Plan, which was presented at the June 14, 2010 Public Hearing. The technical reports on the other secondary plans forming Volume 2 to the Official Plan are also being considered at this Committee of the Whole (August 31, 2010) meeting. Subject to Council direction, they will also proceed to Council for adoption at its September 7, 2010 meeting. This will include the following plans: The Vaughan Metropolitan Centre; the Yonge Steeles Corridor, the Woodbridge Centre and the West Vaughan Employment Area.

Conclusion

The draft Yonge Steeles Corridor Secondary Plan was made available for public review on May 25, 2010. This was followed by a statutory Public Hearing on June 14, 2010. On June 14, Committee of the Whole received the depositions and written submissions from the Public Hearing and scheduled this Special Committee of the Whole meeting (August 31, 2010) to consider a report and recommendations having regard for the comments received. Staff has continued to address submissions received up to August 18, 2010.

Approximately 25 submissions were received from private citizens/landowners, development interests, interest groups and governments and public agencies. The submissions have been analyzed and where appropriate, recommendations have been developed to respond to the identified issues. These are set out in detail in Attachment No. 1. The approach taken to some of the key policy areas have also been highlighted above.

Each request for a change was considered on its merit taking into consideration the principles of the new Official Plan, the need to ensure continuing conformity with senior level policy direction (e.g. the Regional OP and the *Places to Grow* plan) and adherence to sound planning principles.

Therefore it is recommended that the draft Yonge Steeles Corridor Secondary Plan (May 2010) be modified in accordance with the recommendations contained in this report. It is further recommended that that staff proceed with the revisions to the plan incorporating the changes recommended herein; and that the revised plan proceed to Council for adoption at its September 7, 2010 meeting as part of Volume 2 of the new Official Plan.

Attachments

1. Summary Submissions, Staff Comments and Recommendations: Draft Yonge Steeles Corridor Secondary Plan, May 2010. (Part A and Part B)
2. Secondary Plan Area (South)
3. Secondary Plan Area (North)
4. Yonge Steeles Corridor Land Use Plan (South)
5. Yonge Steeles Corridor Land Use Plan (North)
6. Parks and Publicly Accessible Open Space Plan (South)
7. Proposed Local Streets Plan (South)
8. Mandatory Retail Frontages Plan (South)
9. Correspondence Pertaining to the Draft Yonge Steeles Corridor Secondary Plan, (Volume 2) May 2010 (Mayor and Members of Council ONLY)

Report prepared by:

Clement Chong, Acting Planner, ext. 8214

Respectfully submitted,

John Zipay
Commissioner of Planning

Diana Birchall
Director of Policy Planning

Attachment 1**PART A: Index of Correspondence for PART B****Yonge Steeles Corridor Secondary Plan****Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Date	Respondent	Subject/Location
14B	June 15, 2010	Land Law	8100 Yonge Street
14C	June 10, 2010	Land Law	8100 Yonge Street
18B	June 8, 2010	Miller Thomson LLP	92 Steeles Avenue West
35	June 8, 2010	KLM Planning Partners Inc.	7200 Yonge Street
54	June 7, 2010	Velta Mussellam	7934, 7946, 7994, 8000 Yonge Street and 39 Mill Street
95	May 21, 2010	Toronto and Region Conservation Authority (TRCA)	Yonge Steeles Corridor
112	June 8, 2010	KLM Planning Partners Inc.	72 Steeles Avenue West and 7040 Yonge Street
130	May 28, 2010	Dorian Place	9, 23, 18, 12, 34, 31, 5, 27, 15, 19 Dorian Place
130B	July 25, 2010	Dorian Place	9, 23, 18, 12, 34, 31, 5, 27, 15, 19 Dorian Place

Attachment 1**PART A: Index of Correspondence for PART B****Yonge Steeles Corridor Secondary Plan****Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations**

Item	Date	Respondent	Subject/Location
188C	June 25, 2010	City of Vaughan Parks Development, Department of Parks	Yonge Steeles Corridor
193	July 7, 2010	Matthews Planning & Management Ltd.	212, 222, 228, 238 Steeles Avenue West
220	June 10, 2010	York Region District School Board	8210 Yonge Street
221	July 10, 2010	Telast Properties and Tan-Mark Holdings	7080 Yonge Street
221B	June 18, 2010	Telast Properties and Tan-Mark Holdings	7080 Yonge Street
223	June 14, 2010	Bell Canada	Yonge Steeles Corridor
224	July 2, 2010	City Planning Division, City of Toronto	Yonge Steeles Corridor
225	July 6, 2010	Re/Max Performance Realty Inc., Brokerage	21, 23, 25, 27 Crestwood Road
225B	July 21, 2010	Re/Max Performance Realty Inc., Brokerage	21, 23, 25, 27 Crestwood Road

Attachment 1

PART A: Index of Correspondence for PART B

Yonge Steeles Corridor Secondary Plan

Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Date	Respondent	Subject/Location
226	June 27, 2010	Dorian Place	9 Dorian Place
227	July 13, 2010	Matthews Planning & Management Ltd.	88 Steeles Avenue West
236	June 1, 2010	Salz & Son Limited	100 Steeles Avenue West
237	June 14, 2010	Bousfields Inc.	Northwest corner of Yonge Street and Steeles Avenue
252	June 24, 2010	York Region District School Board	8210 Yonge Street
256	July 7, 2010	Town of Markham	Yonge Steeles Corridor

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
14B	<p>DATE: June 15, 2010</p> <p>RESPONDENT: Land Law</p> <p>FOR: Haulover Investments Ltd.</p> <p>LOCATION: 8100 Yonge Street</p>	<p>1) Suggests proposed secondary plan policies do not accomplish objective for Vaughan to encourage intensification. Letter provides excerpts from Hemson report to support comment. Also suggests that the parkland dedication policies will stifle intensification and should be similar to City of Toronto "cap rate".</p> <p>2) Disagrees that the north portion of the study area has limited development potential as it does not take into consideration the existing high-rise development on east side of Yonge as well as the natural buffers created by the valleys and golf courses to the west and south of the north study area and Highway 407.</p> <p>3) Proposed 1.5 FSI and 8 storeys in draft OP do not promote intensification. Request 16 storeys that decrease to 7 storeys towards rear of the property.</p>	<p>1) The plan is consistent with the Region of York Official Plan and the Provinces Places to Grow: The Growth Plan for the Golden Horseshoe. Intensification areas have been subject to a detailed planning study and proposes appropriate land uses, heights and densities. The City's parkland dedication rates are consistent with other area municipalities in the GTA; no changes to the policies are contemplated.</p> <p>2) and 3) An objective of the plan is to provide a transition in scale between higher density buildings and stable residential areas. The plan is sensitive to the abutting low-rise residential area and takes into consideration the available lot depth for lots fronting onto Yonge Street and Steeles Avenue in both the North and South Study Areas. The proposed land use designations, density, height and urban design policies along the Yonge Street Corridor for the North and South Study Areas are reflective of this and consistent with this objective.</p>	<p>1) No change is recommended.</p> <p>2) No change is recommended.</p> <p>3) No change is recommended.</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
14C	<p>DATE: June 10, 2010</p> <p>RESPONDENT: Land Law</p> <p>FOR: Haulover Investments Ltd.</p> <p>LOCATION: 8100 Yonge Street</p>	<p>1) Request that the City undertake a financial analysis that makes clear that lands designated for intensification will be able to redevelop and accommodate growth.</p> <p>2) Objects to proposed heights and density.</p> <p>3) Request that some of the lots at rear in north study area should be included as part of the intensification area. Letter provides a recommended boundary adjustment.</p> <p>4) Section 3.5 – Clarify meaning.</p> <p>5) Section 3.6.8 and 3.7.6 - Should have a maximum and not a minimum setback. Clarify why zero lot line buildings are not recommended.</p> <p>6) Heights and density on subject property too low, even without a suggested boundary adjustment to the west.</p> <p>7) Section 3.7.5 – The minimum ground floor height of 5m too high and should apply to a “space” in a building that actually fronts onto Yonge Street.</p> <p>8) Section 3.7.7 and Section 4.4 – Schedule 4 does not include north area</p>	<p>1) The City has prepared its City-wide Official Plan and a series of focus area Secondary Plans to meet the Growth Plan targets established by the Province and the Region of York. The City's Official Plan and Secondary Plans must implement the mandated targets assigned by the Province of Ontario through the Region of York. In addition to accommodating growth targets, the Plan attempts to balance building intensification with existing and proposed infrastructure.</p> <p>The City will continue to monitor the fiscal impact of the master plans over time. An Official Plan must be updated every five years, and the financial plan set out in the Development Charge background Study must be updated at least every five years.</p> <p>2), 3) and 6) An objective of the plan is to provide a transition in scale between higher density buildings and stable residential areas. The plan is sensitive to the abutting low-rise residential and takes into consideration the available lot depth of lots fronting onto Yonge Street and Steeles Avenue in both the North and South Study Areas. The proposed land use designations, density, height and urban design policies along the Yonge Street Corridor for the North and</p>	<p>1) No change is recommended.</p> <p>2), 3) and 6) No change is recommended.</p> <p>4) No change is recommended.</p> <p>5) No change is recommended.</p> <p>7) No change is recommended.</p> <p>8) No change is recommended.</p> <p>9) No change is recommended.</p> <p>10) No change is recommended.</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
		<p>therefore confirm if no parkland is required in north area and subject to only cash-in-lieu.</p> <p>9) Suggest pedestrian link that runs from Langstaff Park south to the north section of Parkway Ave and then to Riverside Park that can also serve as a buffer between the residential neighbourhood to the west and the intensification sites fronting Yonge Street.</p> <p>10) Recommend City provides a parkland dedication credit for the area of any land made available for this purpose.</p>	<p>South Study Areas are reflective of this and consistent with this objective.</p> <p>4) Section 3.5 refers to the proposed maximum heights and maximum densities shown on Schedule 2 (South) and Schedule 2 (North). The policy allows development up to a maximum height "or" a maximum density, whichever is achieved first. This policy allows for flexibility to create appropriate built form that is consistent with the intent of the plan.</p> <p>5) The proposed 3 metre setback provides a zone for street related activities that will support ground floor uses and the public sidewalk. For example, this is the zone where one might have an outside retail display or café. In a residential situation this zone becomes a transitional area between the public sidewalk and the private building.</p> <p>6) The proposed heights and density along the Yonge Street Corridor for the North and South Study Areas are consistent with the findings in the background study and meet the Growth Plan targets established by the Province and the Region of York. The height and density regime is based on the greatest heights and densities being located at the corner of Yonge and Steeles, the</p>	

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
			<p>intersection of two arterial streets and a rapid transit stop. The intention is to develop a site that signifies the importance of the site as gateway to Vaughan and Markham. Heights and densities transition down from this corner as development gets closer to the existing stable residential areas.</p> <p>7) A minimum ground floor height is recommended to ensure a consistent and generous ground floor height. The plan requires that a minimum ground floor of buildings shall be approximately 5 metres. Where ground floor residential uses are permitted this will allow for conversion in the future for commercial/retail or office uses.</p> <p>8) No new parkland has been determined to be necessary in the north area. In areas where parkland has not been identified in an OP, cash-in-lieu of parkland dedication will be required.</p> <p>9) A minimum 25 metres in width is required before it qualifies as a Park and it is not required as the plan has taken into consideration a transition in scale to the abutting low-rise residential uses.</p> <p>10) Any new parks must be conveyed to the City of Vaughan and held in public ownership in order to receive parkland</p>	

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
			<p>dedication credit. Otherwise parcels will be considered amenity/courtyard space. There is a possible opportunity to achieve greater densities and heights through section 37 bonusing provisions, if the City considers this a desirable community benefit.</p>	
<p>18B</p>	<p>DATE: June 08, 2010</p> <p>RESPONDENT: Miller Thomson LLP</p> <p>FOR: Roman Catholic Episcopal Corporation for the Diocese of Toronto</p> <p>LOCATION: 92 Steeles Avenue West, Vaughan</p>	<p>Concerned if the existing Church can still remain, expand or redevelop on its land.</p>	<p>The property is currently designated for institutional uses in OPA 210 and zoned M1 in Zoning By-law 1-88. The proponent may continue to develop under the provisions of the current by-law. Once the new Secondary Plan is in force, the proponent can take advantage of intensification opportunities where appropriate and the Church can remain on the property.</p>	<p>No change is recommended.</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
35	<p>DATE: June 08, 2010</p> <p>RESPONDENT: KLM Planning Partners Inc.</p> <p>FOR: Auto Complex Ltd.</p> <p>LOCATION: 7200 Yonge Street</p>	<p>1) Section 3.6.10 - Publicly accessible open space should be credited as part of the Parkland dedication required in this area.</p> <p>2) Section 3.9 – Concern the maximum 1.5 FSI is insufficient to develop the built form anticipated in the Secondary Plan.</p> <p>3) Section 4.1 and Section 4.4 - Concerned about the extent of parkland proposed on the site and will act to discourage the provision of higher density and intensification.</p> <p>4) Section 5.2 and Section 5.3 – Concern about the location and extent of new local streets proposed. Recommend the density associated with the conveyance of these streets be credited to the owner providing the lands.</p> <p>5) Section 6.2 – Concern that the City Wide Drainage/Stormwater management Master plan was primarily designed to deal with stormwater in a predominantly Greenfield situation. Concern is expressed that significant stormwater facilities will be introduced into the area and retrofit will be required.</p> <p>6) Section 8.1 – Concern about the requirement to convey or dedicate lands for construction of the local street</p>	<p>1) The purpose of the areas identified in Schedule 4 (South) as Publicly Accessible Open Space is to serve as connecting links and not parkland. Parkland dedication for these areas is not acceptable.</p> <p>2) The City's Official Plan and Secondary Plans must implement the mandated density targets assigned by the Region of York. The Yonge Steeles Corridor Secondary Plan resulted from a development framework prepared by the consultants, staff, and involved significant community consultation. The height and densities were developed based on factors such as proximity to rapid transit stations and major arterial streets as well as maintaining a comfortable transition to stable low-rise residential areas.</p> <p>3) A number of municipalities in the GTA utilize similar parkland dedication rates as the City of Vaughan. As the City's parkland dedication rates are consistent with other municipalities in the GTA, and in accordance with requirements of the Planning Act no changes to the policies are contemplated.</p> <p>4) Given that the plan calls for a number of new streets in order to provide for a fine-grained network to support medium</p>	<p>1) No change is recommended.</p> <p>2) No change is recommended.</p> <p>3) No change is recommended.</p> <p>4) That a policy be added to Section 5.3 New Local Streets – Location, be amended to include the following: "The density associated with the conveyance of a new street may be transferred to the balance of the property on which the new street is situated. The maximum height may be increased to accommodate the additional density, where appropriate. "This policy shall not apply to the easterly extensions of Royal Palm Drive that have already been acquired or would have been acquired under the policies of OPA 210.</p> <p>5) No change is recommended.</p> <p>6) Amend Section 8.1 to read "as a condition of approval."</p> <p>7) That Section 8.5 Development Plan, be amended to delete the words "policy 10.1.1.6." and replace with development concept and phasing plan as outlined in Volume 1.</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
		<p>network in advance of approval of development on the site.</p> <p>7) Section 8.5 – Request to clarify the intent of this section.</p>	<p>and high density intensification, it is appropriate in the Yonge Steeles Corridor Secondary Plan area to allow for the density associated with the conveyance of these streets to be transferred to the property(s) on which the street is situated.</p> <p>5) The stormwater management strategies will be analyzed and will be taken into consideration at the site plan stage. The Engineering Department will review and appropriately address, at a local and regional level, any stormwater issues.</p> <p>6) Staff have reviewed this issue and recommend that Section 8.1 be modified.</p> <p>7) Section 8.5 outlines policy requirements for Development Plans that will demonstrate how major developments will affect surrounding communities, services and infrastructures.</p>	

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
54	<p>DATE: June 07, 2010</p> <p>RESPONDENT: Velta Mussellam</p> <p>FOR: Thornhill Golf and Country Club (TGCC)</p> <p>LOCATION: 7934, 7946, 7994, 8000 Yonge Street and 39 Mill Street</p>	<p>1) In the opinion of the proponent, that the Yonge Street frontage of the Thornhill Golf and Country Club (TGCC) includes 7 acres of land designated as part of Thornhill Yonge Street Local Centre, provides an ideal location for the development densities prescribed by the York Region Official Plan. Further study should be given to this area.</p>	<p>1) This letter is further to Item 54 in the Special of Committee of the Whole Staff Report on July 28, 2010. The development of the property should be considered through the appropriate development applications.</p>	<p>1) No change is recommended.</p>
95	<p>DATE: May 21, 2010</p> <p>RESPONDENT: Toronto and Region Conservation Authority (TRCA)</p>	<p>1) Regarding Section 1.0 (Introduction) of the Plan, it is recommended to indicate that the more restrictive policy applies where there is a conflict between policies in Volume 1 and the Secondary Plan.</p> <p>2) Regarding Section 6.1 of the Secondary Plan and Section 9.1.3 of Chapter 9 of Volume 1, it is requested to further define the requirements of a Sustainable Development Report.</p> <p>3) More detail is recommended regarding on-site stormwater management measures.</p> <p>4) It is recommended that all</p>	<p>1) Section 10.2.1.6 of the Official Plan, Volume 1, includes the following "Where policies of Volume 1 of this Plan conflict with policies of Volume 2 of this Plan, the Volume 2 policies shall prevail."</p> <p>2) Policy 9.1.3.2 and Policy 9.1.3.3 provide sufficient direction to submit a Sustainable Development Report until such time as Green Development Standards or sustainable development guidelines are developed and tested as a framework for the Sustainable Development Report.</p> <p>3) Specific standards and recommendations from the TRCA</p>	<p>1) No change is recommended.</p> <p>2) No change is recommended.</p> <p>3) No change is recommended.</p> <p>4) That Section 8.5 Development Plan, be amended to delete the word "significant".</p> <p>5) No change is recommended.</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
		<p>developments, not just significant development, be subject to the policies of Section 8.5.</p> <p>5) Specific stormwater management criteria are recommended to be included as an appendix.</p>	<p>are encouraged, such as described in the Low Impact Development Stormwater Management Manual. The specific metrics recommended by TRCA in Point #5 of the TRCA letter have been incorporated into the Secondary Plan as Appendix B.</p> <p>4) Comment from respondent has been noted and agree with recommendation. All developments will be subject to policies in Section 8.5 in order to encourage orderly development and appropriate phasing plans are in place.</p> <p>5) Appendix B includes the specific criteria recommended by the TRCA.</p>	
<p>112</p>	<p>DATE: June 08, 2010</p> <p>RESPONDENT: KLM Planning Partners Inc.</p> <p>FOR: Humboldt Properties Ltd.</p> <p>LOCATION: 72 Steeles Avenue West and 7040</p>	<p>Comments for Volume 2:</p> <p>1) Section 3.3 Density - Request justification or amend policy to reduce quantum of office space.</p> <p>2) Section 3.6.10 - Publicly Accessible Open Space: Should be credited as part of the Parkland dedication required in this area.</p> <p>3) Section 4.1 Parks Location and 4.4 Parkland Conveyance - Request that there is a maximum area which would be</p>	<p>1) It is an important objective of this Plan that a mixed-use community be created with an appropriate live/work environment. The Plan proposes that on lands shown with maximum FSI of 5.0 that any development in excess of 3.5 FSI be used exclusively for office use. In areas where the FSI is shown as 3.5 any development in excess of 3.0 shall be used for office use. Staff recommend a change to this policy that would permit any development in excess of the permitted FSI to be used for non-residential uses including retail provided it is grade and street related.</p>	<p>1) That Section 3.3 be amended to permit any development in excess of the permitted FSI to be used for non-residential uses including retail provided it is grade and street related.</p> <p>2), 3), 5) No change is recommended.</p> <p>4) Refer to Recommendation under Item 35, 4).</p> <p>6) Amend Section 8.1 to read "as a condition of approval."</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
	Yonge Street	<p>taken from any one owner based on parcel size. This approach is used in the City of Toronto (see section 3.2.3 of the City of Toronto OP) and needs to be investigated for use in Vaughan.</p> <p>4) Section 5.2 and 5.3 New Local Streets - The density associated with the conveyance of these streets should be credited to the Owner providing the lands.</p> <p>5) Section 6.2 SWM - Concern there will be requirement to retrofit and introduce significant SWM facilities into area. Appendix B appears to contain criteria established by TRCA but cannot find associated policy references.</p> <p>6) Section 8.1 Infrastructure - Request revision to require as conditions of approval on dedicated lands for local street network.</p> <p>7) Section 8.5 Development Plan - Request clarification.</p>	<p>2) The areas identified in Schedule 4 (South) as Publicly Accessible Open Space serve as connections links and not as park space. As a result, a credit as part of the Parkland dedication for these areas will not be allowed.</p> <p>Any new parks must be conveyed to the City of Vaughan and held in public ownership in order to receive parkland dedication credit. Otherwise parcels will be considered amenity/courtyard space. There is a possible opportunity to achieve greater densities and heights through section 37 bonusing provisions, if the City considers this a desirable community benefit.</p> <p>3) A number of municipalities in the GTA utilize similar parkland dedication rates as the City of Vaughan. As the City's parkland dedication rates are consistent with other municipalities in the GTA, and in accordance with requirements of the Planning Act no changes to the policies are contemplated.</p> <p>4) Refer to Comment under Item 35, 4).</p> <p>5) When development goes through site plan control and reviewed by Engineering Department at a local and regional level, appropriate stormwater issues will be addresses. Multiple options will be</p>	<p>7) Refer to Recommendation under Item 35, 7).</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
			<p>analyzed and will be taken into consideration at the site plan stage.</p> <p>6) Staff have reviewed this issue and recommend that Section 8.1 be modified.</p> <p>7) Refer to Comment under Item 35, 7).</p>	
130	<p>DATE: May 28, 2010</p> <p>RESPONDENT: Dorian Place</p> <p>FOR: Joseph Marando & Theresa Marando, David & Katty Lundell, Cathy Addison, Kyoo Sung Choi & Sun Deuk Kim, Mariam Jongholi, Yangrok Oh & Youngsook Yoon</p> <p>LOCATION: 5, 9, 15, 19, 23, 27 Dorian Place</p>	<p>Owners wish to see subject properties designated for intensification consistent with planned development of the surrounding lands.</p>	<p>These low-rise residential properties back onto Yonge Street and front onto the cul-de-sac named Dorian Place. The lots were not contemplated for intensification in the Study due to multiple lots and their stable residential nature. However, a number of the residents appears to be interested in pursuing a redesignation. In order to determine if there is merit in this request further study should be undertaken to determine if a mixed-use, higher density designation within a residential area is warranted.</p>	<p>That further review be undertaken to determine if a higher density mixed-use designation is appropriate.</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
130B	<p>DATE: July 25, 2010</p> <p>RESPONDENT: Dorian Place</p> <p>FOR: Joseph Marando and Theresa Marando, Cathy Addison, Paul Kim, P. Benkiel, Mahvash Akbari, Ron Wilson, David Lundell and Katty Lundell, Kyoo Sung Choi and Sun Deuk Kim, Mariam Jongholi, Yangrok Oh and Youngsook Yoon</p> <p>LOCATION: 5, 9, 12, 15, 18, 19, 23, 27, 31, 34 Dorian Place</p>	<p>A number of Residents from Dorian Place would like their lands designated as having commercial re-development potential in the proposed Official Plan for the City of Vaughan Secondary Plan Volume 2, more specifically in the Yonge Steeles Corridor Secondary Plan.</p>	<p>Refer to Comment under Item 130.</p>	<p>Refer to Recommendation under Item 130.</p>
188C	<p>DATE: June 25, 2010</p> <p>RESPONDENT: City of Vaughan Parks</p>	<p>Request that all policies contained in Volume 1 of the Official Plan guide/inform the Yonge Steeles Corridor Secondary Plan relating to Parks and Open Spaces.</p>	<p>The comment has been noted. Where Volume 2 is silent, Volume 1 policies will apply.</p>	<p>No change is recommended.</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
	Development, Department of Parks			
193	<p>DATE: July 07, 2010</p> <p>RESPONDENT: Matthews Planning & Management Ltd.</p> <p>FOR: 1219414 Ontario Limited; 1132384 Ontario Limited; Everwin Holdings Inc.; 1211612 Ontario Limited; 1163919 Ontario Limited</p> <p>LOCATION: 212, 222, 228, 238 Steeles Avenue West</p>	<p>1) The proposed plan provides no mechanism or reference to a potential mechanism to equalize the parkland burden across the whole community nor between owners.</p> <p>2) Proposed density range from 1.5 FSI to 2.5 FSI is insufficient to achieve objectives of secondary plan nor sufficient to encourage re-development of the area.</p>	<p>1) It is an objective of the Plan to place parkland locations where it can best benefit the community. All properties will make parkland contributions at the same rate either through dedication of land or cash in lieu. Those property owners with small or no park areas will provide cash-in-lieu to purchase land from those owners with larger areas of parkland on their properties. Land will be purchased by the City at the time of application at the value of the underlying designation.</p> <p>2) The planning framework for the plan has gone through an extensive public consultation process. The proposed land use designations, density, height and urban design policies along the Yonge Street Corridor for the North and South Study Areas are consistent with the findings in the background study. The densities in the North area are lower than those in the South area, due to the shallower depth and smaller land parcels as well as the close proximity to an existing stable residential area. Sensitivity to this condition was a key concern identified as part of the study's</p>	<p>1) No change is recommended.</p> <p>2) No change is recommended.</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
			<p>community consultation. Overall, the Plan meets the Growth Plan targets established by the Province and the Region of York.</p>	
<p>220</p>	<p>DATE: June 10, 2010</p> <p>RESPONDENT: York Region District School Board</p> <p>LOCATION: 8210 Yonge Street</p>	<p>1) Request clarification on land use designation as draft Official Plan Schedule 13-T shows lands as 1 congruent Low-Rise Mixed Use, but the Secondary Plan shows Low-Rise mixed use at rear of property and Mid-Rise Mixed-Use on Yonge frontage. Has concerns regarding latter designation.</p> <p>2) Request for the site to retain its current development potential with a land use designation that is in agreement with adjacent parcels to the immediate North and South of property.</p>	<p>1) The Schedules in Volume 1 will be amended to reflect the final approved Yonge Steeles Corridor plan.</p> <p>2) The properties fronting onto Yonge Street abutting the subject lands to the north and south both have the same proposed Mid-Rise Mixed-Use designations which is compatible with the surrounding low-rise residential.</p>	<p>1) That Schedule 13-T in Volume 1 be revised in accordance with the final approved Yonge Steeles Corridor (North and South) Plan.</p> <p>2) No change is recommended.</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
221	<p>DATE: July 10, 2010</p> <p>RESPONDENT: Telast Properties and Tan-Mark Holdings</p> <p>FOR: Tel Matrundola</p> <p>LOCATION: 7080 Yonge Street</p>	<p>1) Requesting map illustrating how property will be effected by the proposed new road extension connecting the existing Royal Palm Drive, the new proposed parkland and specifically which properties will receive 5.0 FSI.</p> <p>2) Requesting a density of 5.0 FSI similar to property immediately adjacent to the south. Points out that property is within 5 minute walking distance from the Yonge-street and Steeles Avenue intersection.</p> <p>3) Concern that the proposed easterly extension of Royal Palm Drive will render land useless for development.</p> <p>4) Concern City places more emphasis on other areas such as VMC and not recognizing that the Yonge-Steeles location is equivalent or possibly even more significant for higher densities.</p>	<p>1) In order to assist landowners in understanding the impact of the Plan on their lands a map with existing properties and the proposed Plan should be provided.</p> <p>2) A comprehensive review has been completed and appropriate heights, densities and built form transitional scales have been accommodated. The height and density regime is based on the greatest heights and densities being located at the corner of Yonge and Steeles, the intersection of two arterial streets and a future rapid transit stop. The intention is to develop a site that signifies the importance of the site as gateway to Vaughan and Markham. Heights and densities transition down from this corner as development gets closer to the existing stable residential areas.</p> <p>3) The proposed local street pattern is an integral part of the Secondary Plan that creates access and circulation in support of public transit within the Yonge-Steeles area. It will provide permeability and access to development sites and improve the overall street system. Additional policy will be included to recognize that as future development proceeds minor street alignments are permitted provided the principle and overall street network is</p>	<p>1) That a map showing the existing properties lines and the proposed Plan be included as Appendix C in the Plan.</p> <p>2) No change is recommended.</p> <p>3) That Section 5.3 New Local Street – Location be amended to include the following: “The grid network is fundamental to the efficient functioning of the Corridor transportation network. Minor modifications to the alignment of the proposed local streets shown on Schedule 5 are permitted without amendment to this Plan, provided the principle of a grid network is maintained.”</p> <p>Refer to Recommendation Under Item 35, 4)</p> <p>4) No change is recommended.</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
			<p>still maintained. Furthermore, a new policy will be added to allow for the transfer of density associated with the conveyance of proposed local streets. Refer to Comment under Item 35, 4).</p> <p>4) Plans are area specific and look at densities in relation to its context. The context of Yonge Street and Steeles Avenue includes low-rise stable residential areas as well as the planning framework within the City of Toronto and the Town of Markham.</p>	
<p>221B</p>	<p>DATE: June 18, 2010</p> <p>RESPONDENT: Telast Properties and Tan-Mark Holdings</p> <p>FOR: Tel Matrundola</p> <p>LOCATION: 7080 Yonge Street</p>	<p>The respondent provided copies of previous correspondence sent to the City of Vaughan outlining issues pertaining to their property.</p> <p>1) Refer to Issues under Item 221.</p>	<p>1) Refer to Comments under Item 221.</p>	<p>1) Refer to Response under Item 221.</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
223	<p>DATE: June 14, 2010</p> <p>RESPONDENT: Bell Canada</p>	<p>Bell has submitted a letter requesting number of modifications to various sections within the Secondary Plan mainly regarding utilities and servicing infrastructure.</p>	<p>The comments from the respondent have been noted and staff concur with the recommendations. Amendments to the following Sections will be made:</p> <p>1) Section 5.4 – Request that the word “and” be deleted and the inclusion of “and utilities and services” to this section.</p> <p>2) Section 6.5 – Requesting the addition of a policy to Section to 6.0, Sustainability and Infrastructure Policies.</p> <p>3) Section 8.6.i) – The inclusion of “utility” to this section.</p>	<p>1) Section 5.4 be amended as follows: “5.4 Local Streets and Right-of-Way Proposed local streets shown on Schedule 5 shall be designed generally with a right-of-way in accordance with City engineering standards that includes on-street parking, a sidewalk on each side, and a row of street trees on either side of the pavement, and utilities and services”.</p> <p>2) The following policy be added to Section 6.0. “6.5 Utilities The City in consultation with utility providers shall facilitate adequate utility networks to serve the anticipated development. In particular, the City shall encourage that: i) Utilities be planned for and installed on a coordinated and integrated manner in order to be more efficient, cost effective and minimize disruption; ii) Appropriate locations for large utility equipment and cluster sites are considered and that consideration also be given to the locational requirements for larger infrastructure within public</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
				<p>rights of way, as well as easements on private property; and</p> <p>iii) Utility providers consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, buildings etc, when determining appropriate locations for large utility equipment and utility cluster sites.”</p> <p>3) Section 8.6.i) be amended as follows:</p> <p>“i) The development contributes to, or can be appropriately integrated within, the logical sequencing of all required sewer, water, stormwater, utility and transportation facilities.”</p>
224	<p>DATE: July 02, 2010</p> <p>RESPONDENT: City Planning Division, City of Toronto</p>	<p>The City of Toronto has provided the following comments:</p> <p>1) Concern with the impact future development may have on neighbouring municipal transportation and servicing infrastructure, including community facilities.</p> <p>2) Requesting that a phasing of development with transportation/transit improvements, storm and sanitary sewer servicing and other community services be provided.</p>	<p>1), 2) and 3) One of the main objectives of the plan is to provide an organized development framework for future intensified development in the area. Policy will be added to require future development to demonstrate how major developments will affect surrounding communities, services and infrastructures.</p> <p>4) and 6) Transit studies such as Metrolinx, the Toronto Transit Commission, York Region, and other studies from adjacent municipalities have been taken into consideration in the</p>	<p>1), 2) and 3) That the policies in Section 8.6 Phasing of Development be amended by deleted the section and replacing it with the following:</p> <p>"8.6 Phasing of Development</p> <p>Specific municipal and transit/transportation related infrastructure improvements (or triggers) required to support build-out of the Secondary Plan Area will be identified and provided through the development application approvals process. All servicing and transit/transportation</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
		<p>3) Appropriateness of proposed densities given the existing and proposed mode of Transportation infrastructure.</p> <p>Steeles Avenue West Secondary Plan – OPA 620</p> <p>4) Coordination with the transportation improvement priorities of the Metrolinx 15 and 25 year Plans for the Regional Rapid Transit and Highway Network, York Region, City of Toronto and other abutting municipalities is required. Further analysis of transportation impacts required to assure new development can be accommodated.</p> <p>5) Consistency with existing approved Secondary Plans. Seek assurance that although the density numbers have changed (“net” density in new OP versus “gross” density in OPA 620), the level of permitted GFA that is attainable on these blocks has not. Would like clarification on what appears to be changes to height permissions of draft OP and approved OPA 620.</p> <p>6) Consistency with the City of Toronto Official Plan, specifically along Steeles Avenue.</p>	<p>development of the plan.</p> <p>5) OPA 620 is an approved and in force Official Plan Amendment. It is proposed that OPA 620 be included in Volume 2 as an area-specific amendment maintaining all existing development approvals and policy requirements. The final approved version of OPA 620 will be reflected in Volume 2 heights and densities in Volume 1 will reflect the approved OPA.</p>	<p>infrastructure required to support initial phases of development and the ultimate build-out of the plan will be coordinated with the final conclusions and recommendations of the City's on-going servicing and transportation related master plans."</p> <p>4) and 6) No change is recommended.</p> <p>5) That Schedule 13-S in Volume 1 be amended to accurately depict the heights and density in accordance with OPA 620.</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
225	<p>DATE: July 06, 2010</p> <p>RESPONDENT: Re/Max Performance Realty Inc., Brokerage</p> <p>LOCATION: 21, 23, 25, 27 Crestwood Road</p>	<p>1) Request that 21, 23, 25 and 27 Crestwood Road should be of higher density at a minimum 5.0 FSI as it will devalue a multi-million dollar land assembly. The new road will act as the ring road and buffer. Refers to Yonge Street & Finch Avenue as example.</p> <p>2) Suggest a boardwalk and along the CN Lands to serve as pedestrian walkway and that the greenspace north of Pine Wood Drive be inserted at the northwest area along the CN Rail spur.</p>	<p>1) The height and density is based on the greatest heights and densities being located at the corner of Yonge and Steeles, the intersection of two arterial streets and a rapid transit stop. The intention is to develop a site that signifies the importance of the site as gateway to Vaughan and Markham. Heights and densities transition down from this corner as development gets closer to serve as a buffer to existing stable residential areas.</p> <p>2) The comment has been noted and the proposed boardwalk can be pursued at a future date.</p>	<p>1) No change is recommended.</p> <p>2) No change is recommended.</p>
225B	<p>DATE: July 21, 2010</p> <p>RESPONDENT: Re/Max Performance Realty Inc., Brokerage</p> <p>LOCATION: 21, 23, 25, 27 Crestwood</p>	<p>Follow up letter requesting staff address issues outlined in letter dated July 6, 2010.</p> <p>Refer to Issue under Item 225.</p>	<p>Refer to Comment under Item 225.</p>	<p>Refer to Recommendation under Item 225.</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
226	<p>DATE: June 27, 2010</p> <p>RESPONDENT: Dorian Place</p> <p>FOR: Joseph Marando Teresa Marando Carmine Marando</p> <p>LOCATION: 9 Dorian Place</p>	<p>1) Requesting that properties along Dorian Place backing onto Yonge Street be included as part of the planned redevelopment. The letter provides excerpts from the Markham Langstaff Gateway Urban Growth Centre plan and suggests the City of Vaughan should have regard for this planned centre when considering redevelopment along Yonge Street.</p>	<p>1) Refer to Comment under Item 130.</p>	<p>1) Refer to Recommendation under Item 130.</p>
227	<p>DATE: July 13, 2010</p> <p>RESPONDENT: Matthews Planning & Management Ltd.</p> <p>FOR: 1306497 Ontario Inc.</p> <p>LOCATION: 88 Steeles Avenue West</p>	<p>Generally supportive of the re-designation of the property for future High-Rise Mixed Use and Mid-Rise residential but has specific concerns about the overall OP.</p> <p>1) Density – The density proposed is insufficient to encourage redevelopment and achieve the envisioned intensification.</p> <p>2) Block Plan Limits – Request block plan line be revised to coincide with east property line. It appears the property is split between two proposed block plan areas and may face additional costs associated with completing 2 required block plans.</p> <p>3) Roads – Provides the following</p>	<p>1) The plan is consistent with the Region of York Official Plan and the Provinces Places to Grow: The Growth Plan for the Golden Horseshoe. Intensification areas have been subject to a detailed planning study and proposes appropriate land uses, heights and densities. The Plan is also generally consistent with the densities and heights proposed in the Town of Markham Yonge + Steeles Corridor Study (2008) for the east side of Yonge Street. The City of Toronto had expressed concerns about an earlier version of the Plan with higher heights and densities.</p> <p>2) A degree of flexibility has been provided in Section 8.4 that allows for partial blocks to be developed. Complete block development is “encouraged” and</p>	<p>1) No change is recommended.</p> <p>2) No change is recommended.</p> <p>3a) and b) No change is recommended.</p> <p>3c) Refer to Recommendation under Item 35, 4).</p> <p>3d) That Section 8.1 Infrastructure be amended as follows: Delete words “prior to” and replace with “as a condition of”.</p> <p>4) Refer to Recommendation under Item 35, 3).</p> <p>5) No change is recommended.</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
		<p>comments:</p> <p>a) Questions the need for the road connections to achieve goals of plan.</p> <p>b) Unclear if road can function as a full movement access in context of existing design proposals for enhancement transit facilities on Steeles Avenue.</p> <p>c) Compensation should be given to landowner for lands dedicated for public roads by way of increased density.</p> <p>d) Requirements for road dedication should be a condition of approval and not a pre-condition.</p> <p>4) Parkland Dedication – Request Policy 7.3.3 in Volume 1 be removed from the Official Plan as it is beyond the parkland requirements of the Planning Act</p> <p>5) Provides general comment that the plan does not adequately address the economics of redevelopment in this area. Suggests that the intensification vision for the Yonge-Steeles area is unlikely to be achieved without further reconsideration of the policy proposal to ensure that private implementation of the public policy objectives is encouraged rather than discouraged.</p>	<p>not “required”.</p> <p>3a) and b) The proposed local street pattern is an integral part of the Secondary Plan that creates access and circulation in support of public transit within the Yonge-Steeles area. It will also provide permeability and access to development sites and improve the overall street system within the area.</p> <p>c) Refer to Comment under Item 35, 4).</p> <p>d) The City concurs with the request.</p> <p>4) Refer to Comment under Item 35, 3).</p> <p>5) Comment Noted.</p>	

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
236	<p>DATE: June 01, 2010</p> <p>RESPONDENT: Salz & Son Limited</p> <p>FOR: Salz & Son Limited</p> <p>LOCATION: 100 Steeles Avenue West</p>	<p>1) Concern with the draft Plan that shows 2 proposed parks that will divide the property into separate undevelopable pieces.</p> <p>2) Concern with the draft Plan that shows 2 proposed roads that will divide the property into separate undevelopable pieces.</p>	<p>1) The proposed Parks & Publically Accessible Open Space System in the Plan has prepared through an extensive review by the consultants and the City. It is an objective of the Plan to place parkland locations where it can best benefit the community.</p> <p>2) Refer to Comment under Item 221, 3).</p>	<p>1) No change is recommended.</p> <p>2) Refer to Recommendation under Item 221, 3).</p>
237	<p>DATE: June 14, 2010</p> <p>RESPONDENT: Bousfields Inc.</p> <p>FOR: Donview Management Ltd.</p> <p>LOCATION: 0.88 ha parcel with frontage with frontage on Yonge Street and Steeles Avenue</p>	<p>1) Request that the parkland dedication formula be similar to the City of Toronto formula which applies a series of maximum caps on the percentage park dedications in a gradation related to site size.</p>	<p>1) Refer to Comment under Item 35, 3).</p>	<p>1) Refer to Recommendation under Item 35, 3).</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
252	<p>DATE: June 24, 2010</p> <p>RESPONDENT: York Region District School Board</p> <p>LOCATION: 8210 Yonge Street</p>	<p>1) Request for the site to retain its current development potential with a land use designation that is in agreement with adjacent parcels to the immediate North and South of property.</p>	<p>1) Refer to Comment under Item 220, 2).</p>	<p>1) Refer to Recommendation under Item 220, 2).</p>
256	<p>DATE: July 07, 2010</p> <p>RESPONDENT: Town of Markham</p>	<p>1) Schedule 3 (South) - Recommends Vaughan to consider extending the requirement for mandatory retail frontages from Yonge Street to CN line to keep in symmetry with the existing policies on the Markham side.</p> <p>2) Schedule 5 (South) – Recommend relocating the proposed local road shown in between CN Railway and Meadowview Avenue to intersect with the Liberty development in Markham. A fully signalized intersection is being proposed for Phase 1 of the Liberty development just south on the CN Railway.</p> <p>3) It was noted that there were some variations in the proposed heights and densities along Yonge Street that were not consistent with Markham plan. Request that a maximum podium height be included to allow for symmetrical street wall.</p>	<p>1) It is an important objective of this Plan that a mixed-use community be created with an appropriate live/work environment. The requirement for a mandatory retail presence on the ground floor will create a strong synergy between retail uses and an active pedestrian environment. The Plan proposes mandatory retail on the first block at Yonge and Steeles and at Hilda and Steeles and requires a minimum of approximately 60 percent of the frontage of each building to be used for retail purposes in these mandatory retail areas. Retail is permitted along the remaining Yonge Street and Steeles Avenue West frontages but it is not required by the Plan. In order to create the appropriate environment for retail there is a requirement in the Plan for a high (approximately 5 metre) ground floor to floor height which will make it possible for retail/commercial space to be</p>	<p>1) That Schedule 3 (South) be amended to include mandatory retail frontage along Yonge Street from the CN Railway to the proposed easterly extension of Pinewood Drive to Yonge Street.</p> <p>2) That Schedules 3 (South), Schedule 4 (South) and Schedule 5 (South) be amended to reflect the proposed alignment with the approved signalized intersection abutting the south side of the CN Railway.</p> <p>3) No change is recommended</p> <p>4) No change is recommended</p> <p>5) No change is recommended</p> <p>6) That Section 5.8 be modified to add "The potential for a bike route along the proposed pedestrian connection across the CNR track shall also be explored".</p>

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
		<p>4) Recommends the draft plan incorporate minimum separation distances between buildings and maximum floor plate standards to allow for more spaced out and slender tower development. Recommend policies similar to Markham's plan.</p> <p>5) The block size for the northwest corner of Yonge and Steeles should be further divided into 100m blocks to allow for more permeable pedestrian and cycling access.</p> <p>6) Section 5.8 should make reference to the proposed pedestrian connection across the CNR track that may have potential for future bike path.</p>	<p>accommodated as part of the initial development or as the area evolves.</p> <p>The Town of Markham has also proposed a mandatory retail frontage in the approved Town of Markham Yonge + Steeles Corridor Study (2008) that extends from south of the CN Railway to Steeles Avenue along Yonge Street. Markham has requested that Vaughan's mandatory retail requirement be similar and extend the full length of Yonge Street south of the CN Railway. However, staff questions the ability of the market to support such a large percentage of continuous retail on Yonge Street.</p> <p>In light of the Town of Markham's request and in light of the approved Liberty development on the east side of Yonge Street which provides for retail uses at grade in this block, it is considered appropriate to require retail on the opposite side of Yonge Street in this location. There is an existing bus stop and a proposed fully signalized traffic light at the north portion of the Liberty site, that would provide greater opportunity for a balanced retail, pedestrian accessible environment in this area.</p>	

Attachment 1

Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
			<p>2) A key objective of the plan is to align local streets with the adjacent street systems in the Town and Markham and the City of Toronto. The street system should be modified to align with the approved fully signalized intersection in Phase 1 of the Liberty development.</p> <p>3) It has been recognized that a variation in height, density and built form policies proposed on the Vaughan side and the Markham side along Yonge Street. Vaughan has conducted its own detailed focus area study that assigned appropriate heights, densities and built form polices based on the different context found on the west side of Yonge Street. The suggested maximum podium height of 8-10 storeys in Markham's plan is not suggested as it has the potential to create a "canyon effect" along Yonge Street. Vaughan continues to recommend that Markham's podium height be modified.</p> <p>4) Similar urban design standards exist in the draft Official Plan, Volume 1 in Policy 9.2.3 which has specific development criteria for High-Rise Buildings including minimum separation distances and maximum floor plate standards.</p> <p>5) Pedestrian access through</p>	

Attachment 1

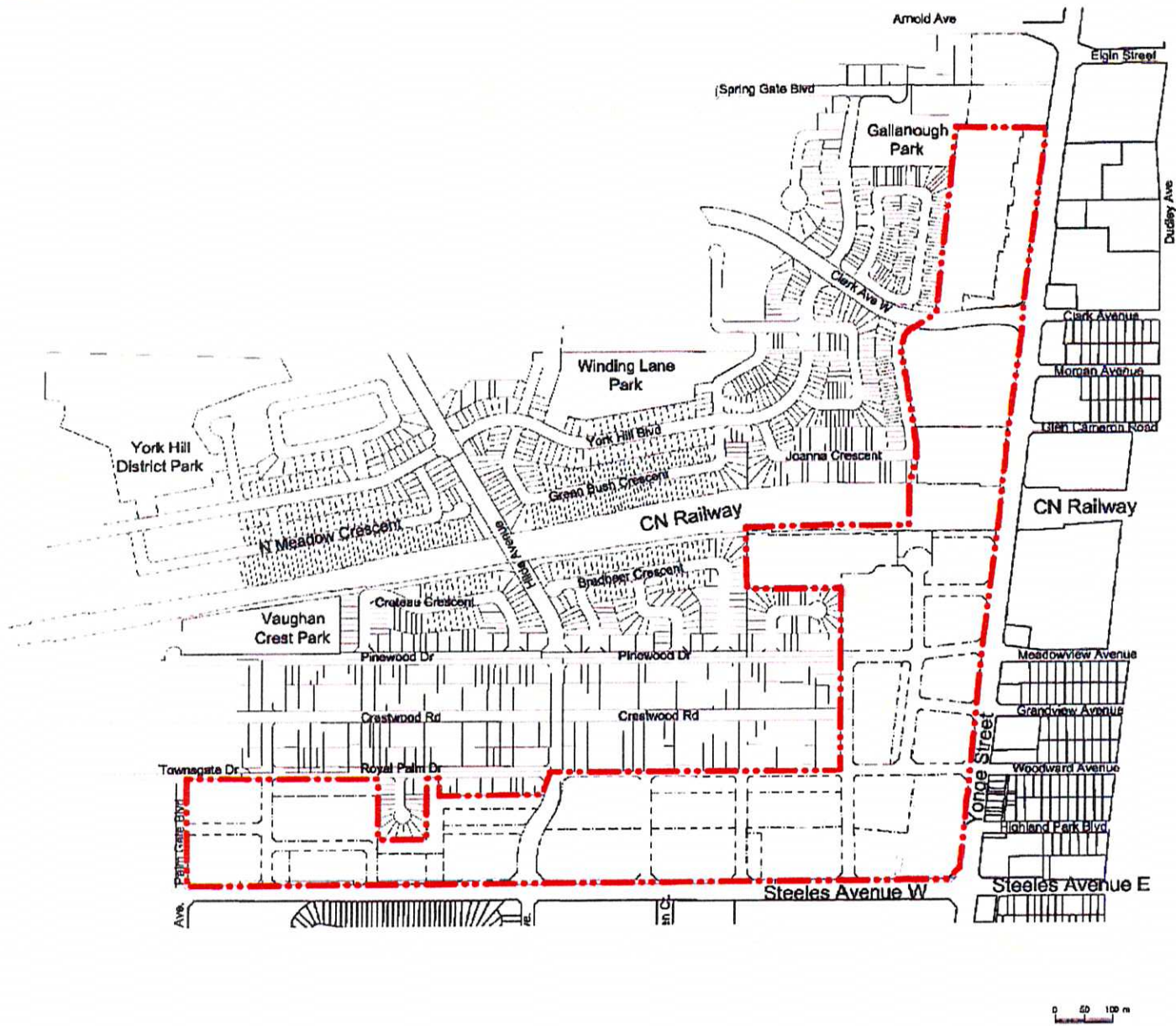
Yonge Steeles Corridor Secondary Plan

Part B: Summary of Respondents' Requests/Concerns and Staff Comments and Recommendations

Item	Submission	Issue	Comment	Recommendation
			<p>development blocks will be reviewed in greater detail and secured through the development application process in accordance with Policy 5.5 of the proposed Plan.</p> <p>6) Staff have reviewed the request and agree with the comment.</p>	

Yonge Steeles Corridor Secondary Plan SCHEDULE 1 (SOUTH) Secondary Plan Area

 Secondary Plan Boundary



May 2010



Yonge Steeles Corridor Secondary Plan



Policy Planning Department

Attachment


File: 12.5.12.4

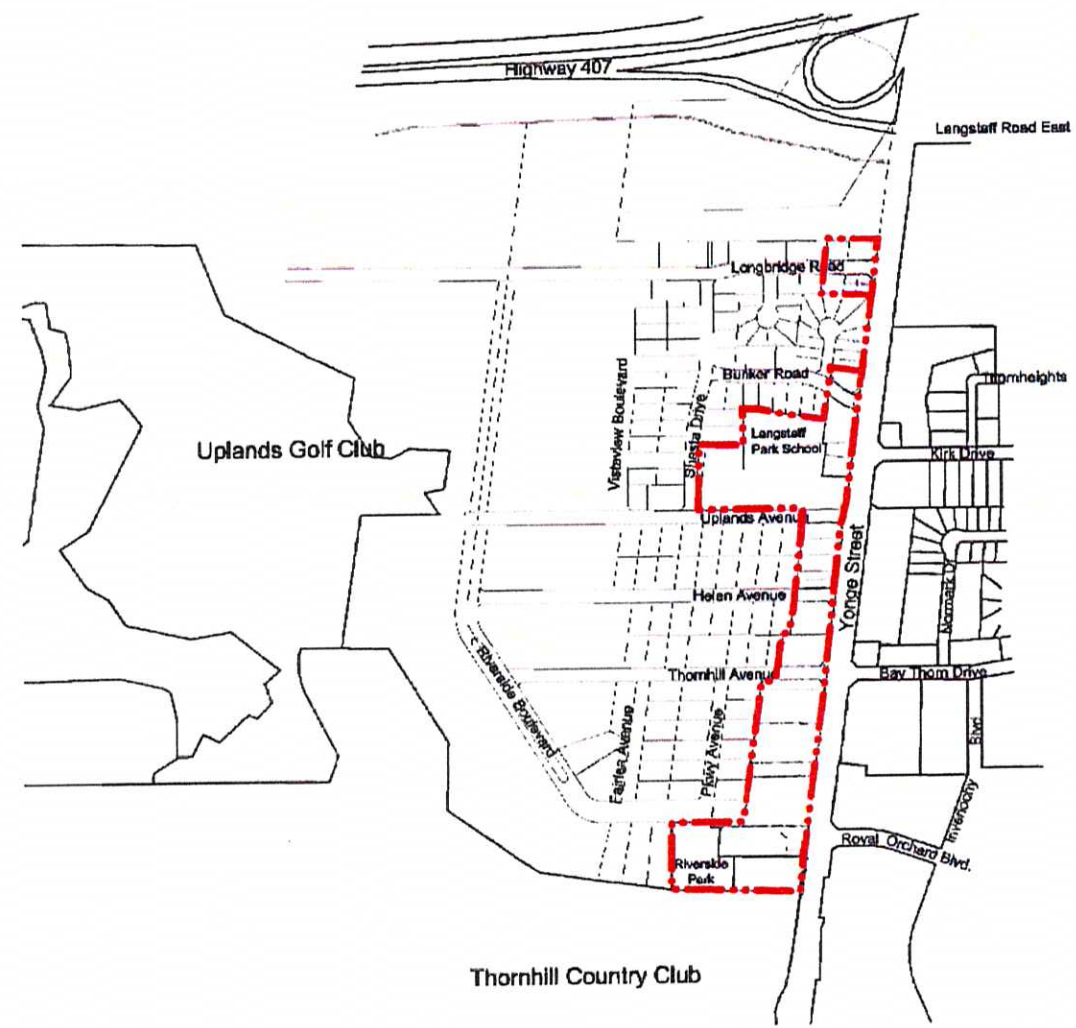
Date:
August 31, 2010

2

Applicant: Location: Part of Lots 26-29,
City of Vaughan Concession 1

Yonge Steeles Corridor Secondary Plan
SCHEDULE 1 (NORTH)
Secondary Plan Area

 Secondary Plan Boundary



May 2010



Yonge Steeles Corridor Secondary Plan



Policy Planning Department

Attachment

File: 12.5.12.4

Date:
August 31, 2010

3

Applicant: City of Vaughan
Location: Part of Lots 32-34,
Concession 1

N:\DFT\1 ATTACHMENTS\12\12.5.12.4.dwg

Yonge Steeles Corridor Secondary Plan
SCHEDULE 2 (SOUTH)
Land Use, Height & Density

- High-Rise Mixed Use
- Mid-Rise Mixed-Use
- Mid-Rise Residential
- Parks
- Secondary Plan Boundary



May 2010



Yonge Steeles Corridor Secondary Plan



Policy Planning Department

Attachment

File: 12.5.12.4

4

Date:
August 31, 2010

Applicant: City of Vaughan
Location: Part of Lots 26-29,
Concession 1

N:\DFT\1 ATTACHMENTS\12\12.5.12.4.dwg

Yonge Steeles Corridor Secondary Plan
SCHEDULE 2 (NORTH)
Land Use, Height & Density

- Low-Rise Mixed Use
- Mid-Rise Mixed-Use
- Low-Rise Residential
- Parks
- Secondary Plan Boundary



May 2010



Yonge Steeles Corridor Secondary Plan

Applicant: City of Vaughan
Location: Part of Lots 32-34,
Concession 1



Policy Planning Department





Attachment

File: 12.5.12.4

Date:
August 31, 2010

5

Yonge Steeles Corridor Secondary Plan
SCHEDULE 4 (SOUTH)
Parks & Publicly Accessible Open Space

-  Lands to be Conveyed to the City for Parks Purposes
-  Public Accessible Open Space
-  Proposed Pedestrian Connection
-  Secondary Plan Boundary



May 2010



Yonge Steeles Corridor Secondary Plan

Applicant: City of Vaughan
Location: Part of Lots 32-34,
Concession 1






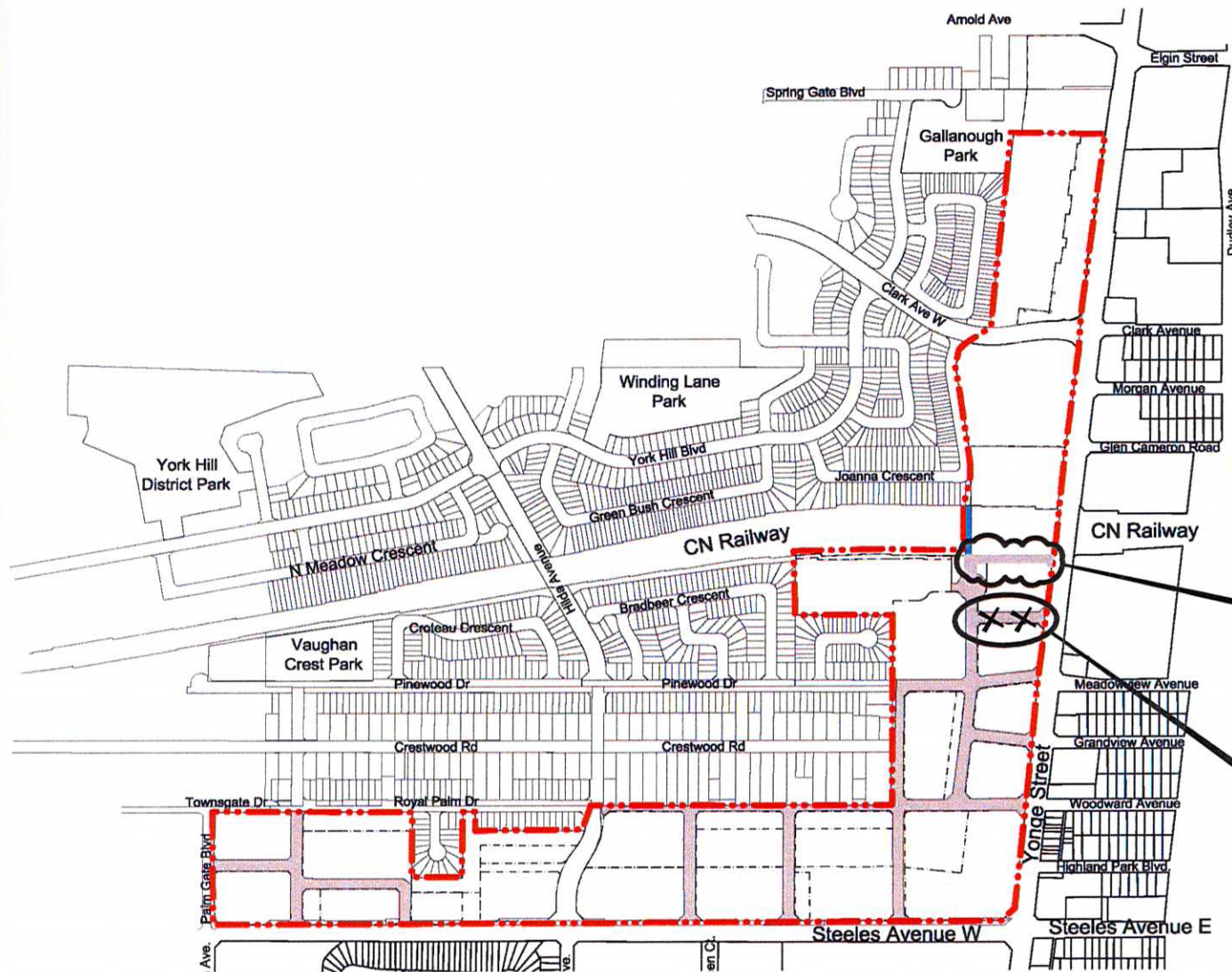
Attachment
File: 12.5.12.4
Date:
August 31, 2010

6

N:\DFT\1 ATTACHMENTS\12\12.5.12.4.dwg

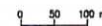
Yonge Steeles Corridor Secondary Plan
 SCHEDULE 5 (SOUTH)
Proposed Local Streets

-  Proposed Local Streets
-  Proposed Pedestrian Connection
-  Secondary Plan Boundary



RECOMMENDED LOCAL STREET REALIGNMENT WITH LIBERTY SITE

RECOMMENDED LOCAL STREET TO BE REMOVED



May 2010



Yonge Steeles Corridor Secondary Plan

Applicant: City of Vaughan
 Location: Part of Lots 32-34, Concession 1



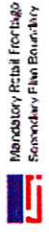
Policy Planning Department

Attachment

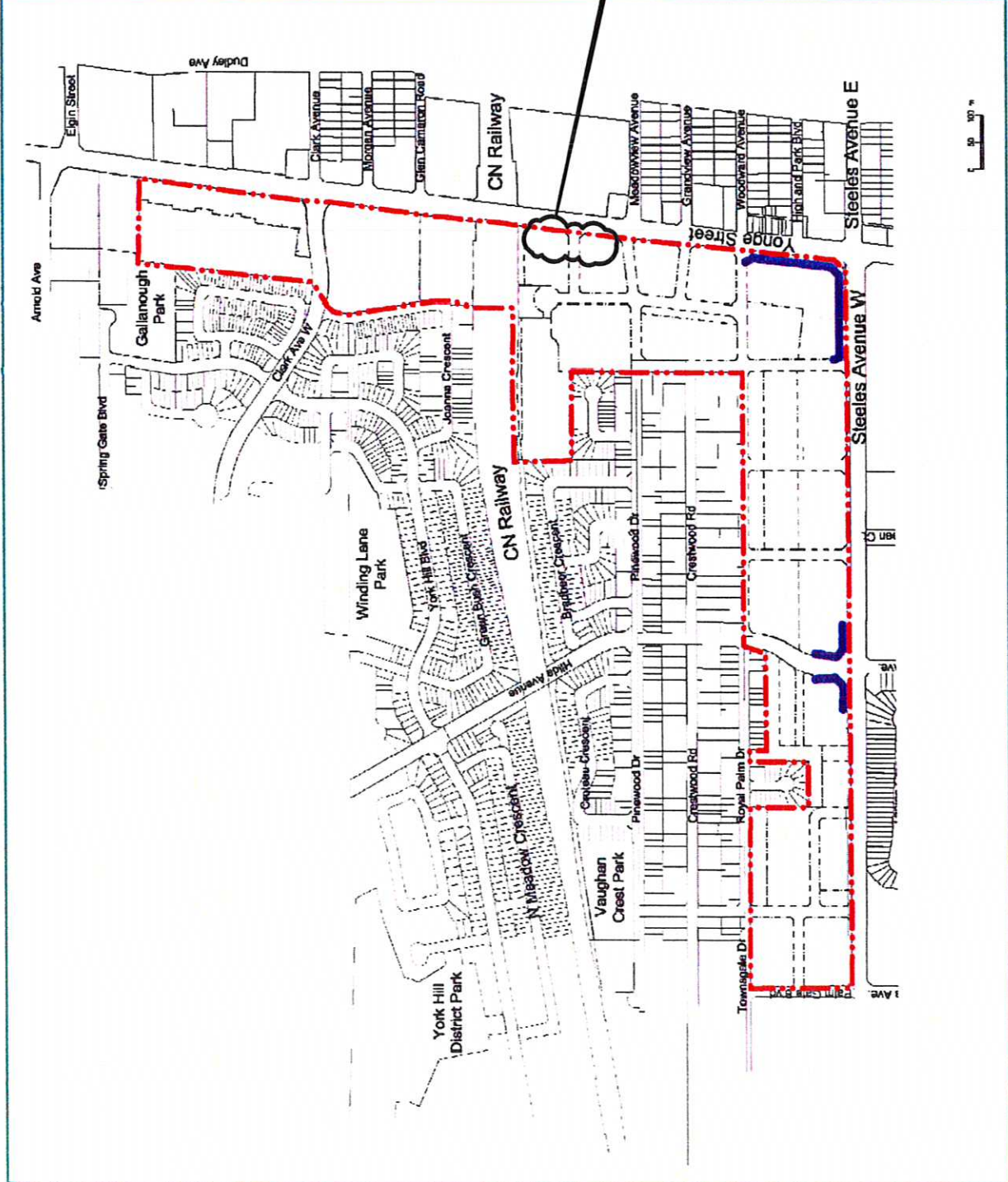
File: 12.5.12.4

Date: August 31, 2010

7



RECOMMENDED
 ADDITIONAL
 MANDATORY RETAIL
 FRONTAGE



**Yonge Steeles Corridor
 Secondary Plan**

Applicant: Part of Lots 26-29,
 City of Vaughan Concession 1



Policy Planning Department

N:\DFT\1 ATTACHMENTS\12\12.5.12.4.dwg