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Item #	14
Report No.	44 (cw)
Council - December 15/15	

# memorandum

**DATE:** DECEMBER 11, 2015

**TO:** MAYOR AND MEMBERS OF COUNCIL

**FROM:** JOHN MACKENZIE, DEPUTY CITY MANAGER,  
PLANNING & GROWTH MANAGEMENT

**SUBJECT:** COMMUNICATION - COUNCIL DECEMBER 15, 2015

**ITEM #14, REPORT #44 – COMMITTEE OF THE WHOLE – DECEMBER 1, 2015**

**MODIFICATIONS TO THE VAUGHAN OFFICIAL PLAN - 2010  
YONGE STEELES CORRIDOR SECONDARY PLAN (VOLUME 2) IN  
RESPONSE TO PUBLIC, GOVERNMENT AND AGENCY SUBMISSIONS  
FILE 25.5.12.4  
WARD 5**

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## Recommendation

1. That the revised Policies in Section 3.3 Density, 5.5 Pedestrian Amenity, 5.10 Local Streets Strata Parking forming Attachment 1 and a special policy for 7080 Yonge Street described in detail in this communication be approved as further modifications to the Yonge Steeles Corridor Secondary Plan.
2. That the Attachment 5 - Track Change Version: Yonge Steeles Corridor Secondary Plan (November 2015) of the Committee of the Whole on December 1, 2015 be replaced with Attachment 1 December 11, 2015;
3. That the Yonge Steeles Corridor Secondary Plan of Volume 2 of the Vaughan Official Plan – 2010 be forwarded to the Ontario Municipal Board and the Region of York as the City of Vaughan's recommended modifications.
4. That staff of the Economic Development & Culture and Policy Planning & Environmental Sustainability Departments, be directed to work with the Region and landowners to identify key components to a Community Improvement Plan under s.28 of the Planning Act with a focus on developing office incentives for the Yonge Steeles Corridor (South Area) once the Secondary Plan is approved taking into account the timing of the Yonge Subway Extension.

## Purpose

At the meeting of the Committee of the Whole on December 1, 2015, staff was directed as follows:

"In recognition of the issues raised in the November 30th correspondence from Weston Consulting on behalf of the owners of 7080 Yonge Street and the importance of encouraging redevelopment and a future intersection at this location be it resolved that staff review and report back on a site specific policy or policies to address the outstanding matters prior to Council."

The purpose of this communication is to respond to the above direction, to summarize some discussion on communications received at the December 1, 2015 Committee of the Whole meeting and to outline staff's recommended changes to the Yonge Steeles Corridor Secondary Plan and other measures to address stakeholder concerns including the initiation of work on the components of a Community Improvement Plan for lands within the Yonge Steeles Corridor Secondary Plan.

### **Background and Analysis**

Staff has reviewed the communication letters received on December 1, 2015 on the Yonge Steeles Corridor Secondary Plan modifications. Staff met with the landowners group and the Region on December 4<sup>th</sup> to discuss concerns. The general requests and concerns raised by the landowners and staff's recommendations in response are outlined below:

1) 7080 Yonge Street

The owners have requested that stratified parking be permitted underneath the proposed public road at the southern boundary of the property to allow for development that is in keeping with the high density mixed use vision. The landowner also raised concerns about the minimal non-residential gross floor area requirements outlined in Section 3.3 of the modified Secondary Plan. The owners have indicated that due to the subject property's size, location, limited frontage along Yonge Street and the proposed building massing for a proposed mixed use building at this location that it will be difficult to achieve the office component prescribed in the Secondary Plan.

The landowners have indicated that due to constraints such as the proposed road and land assembly difficulties (gas station to immediate north and Acura dealership to immediate south) a substantive built form of a size and scale to achieve the 10,000 square metre minimum office requirement is not achievable due to existing long-term uses, market realities and lot size considerations. Given the limited development size and building massing constraints on the property staff recommends a new site specific policy be added to the Yonge Steeles Corridor Secondary Plan as follows:

"8.9 Special Provisions for 7080 Yonge Street

- a) Notwithstanding the policies in Section 3.3 Density of this Secondary Plan, any development in excess of an FSI of 4.5 the minimum amount of non-residential floor space required shall be the equivalent of a minimum 0.3 FSI; and
- b) Notwithstanding the policies in Section 5.10.i) Local Streets Strata Parking of this Secondary Plan any development on the lands Municipally known as 7080 Yonge Street related to strata parking request shall be in a form of a mixed use building that contains substantial non-residential uses to be served by strata parking and which achieves the objective of a signalized intersection and public roadway at this location. The development proposal shall be accompanied by a development plan with technical studies justifying the need for strata parking to the satisfaction of the City."

2) 7040, 7054 Yonge Street and 72 Steeles Avenue West  
2 Steeles Avenue West  
7200 Yonge Street  
100 Steeles Avenue West

The landowners have raised concerns over York Region's population forecast numbers and the development phasing thresholds that were based on York Region's recently completed Yonge and Steeles Area Regional Transportation Study (November 2015).



In addition, the landowners are also seeking further discussion on the location and size of parks. The owners also request clarification on the Office Priority Area and the Publicly Accessible Private Open Spaces policies and the impact these designations and policies will have on the development potential for their properties.

The landowners also shared their concern that certain requirements related to Strata Parks and Local Streets, particularly the 10,000 square metre minimum office requirement, which are not appropriate for this Secondary Plan due to context which includes lot sizes, land assembly considerations and long-term uses which encumber key portions of the plan area. During a meeting with City and Region staff at the City of Vaughan offices, on December 4, 2015, the owners raised a concern of creating an equivalent policy framework between municipalities in the area considering the proximity of Toronto and Markham to this part of Vaughan.

#### Forecast and Development Phasing

Following the December 1, 2015 Committee of the Whole meeting, staff from York Region and the City has been in discussion with the landowners. York Region confirmed that the Yonge and Steeles Area Regional Transportation Study (November 2015) was based on the population forecasts used for the Yonge Steeles Corridor Secondary Plan which conform to the Region's Official Plan intensification targets for the area. At the meeting with landowners on December 4<sup>th</sup> at the City of Vaughan office, staff from the Region of York committed to providing more details to the owners on the study assumptions.

The Yonge Steeles Corridor Secondary Plan provides (4) sufficiently sized parks at regular intervals that will accommodate the needs of an intensifying urban centre. The landowners indicated that they have retained a parks expert and would like to hold further discussions with staff to discuss adjustments to the parks schedule of the plan.

#### Publicly Accessible Open Space

A key component of the plan is the integration and linkages to these parks. The landowners have requested that the Privately Accessible Open Space linkages shown in Schedule 4 be provided as part of the local street ROW. The intent of this policy is to ensure that publicly accessible linkages to the parks are incorporated into the overall development of the plan. These linkages are generally shown on Schedule 4. Further details of how the linkages will be integrated will be provided when a Development Plan is submitted as part of a development application. In consultation with the Engineering Department and the Parks Development Department staff recommends that the policies in Section 5.5 Pedestrian Amenity be amended to include "Publicly Accessible Open Spaces" as part of the design of new streets and buildings to provide greater flexibility on the integration of Privately Accessible Open Space linkages.

In Section 5.10 Local Streets Strata Parking, the requirement for office component of greater than 10,000 square metres was intended to allow for the development of a significant office component in proximity to the future planned subway station and as part of the Mobility Hub. This policy is also found in the Vaughan Metropolitan Centre (VMC) Secondary Plan. The Yonge and Steeles context is different than the VMC in that the lands in the VMC, particularly around the subway station, consist of larger property fabrics that are generally owned by individual landowners and is more business/employment orientated, with an objective to attract corporate and business offices. The ability to enable Strata parking to be considered within 300 metres of the planned station supports Mobility Hub objectives and the Office Priority Area. Taking into consideration the different context of the two Secondary Plans and the need to provide a balance of other non-residential uses in addition to office uses staff recommends that Section 5.10.i) Local Streets Strata Parking be modified to the following:

"The development proposal related to the strata parking include a substantial amount of non-residential uses, to be served by the strata parking and which achieve the Mobility Hub objective and other City building objectives of this Secondary Plan and shall be accompanied by a development plan with technical studies justifying the need for strata parking to the satisfaction of the City."

3) 88 Steeles Avenue West

The landowner has requested additional height of 6.0 FSI be extended to their property and raised concerns of the Low Rise Mixed Use designation at the rear of the lot. The landowner has suggested mid-rise at the rear of the property being more appropriate as per the earlier adopted plan. In the modified version of the Plan the connecting "linear park" on the subject lands was revised to Publically Accessible Open Space at the back portion of the property abutting the Royal Palm Drive extension to provide flexibility and linkages to the larger Parks in the Plan. To secure the development of non-residential uses at the Yonge Street and Steeles Avenue intersection, in particular a significant office presence at the area immediately adjacent to the future subway station, the density was adjusted to 6.0 FSI. The subject lands are currently designated for High-Rise Mixed Use with a maximum H:22 and D: 3.5 FSI at the front portion of the property and Mid-Rise Residential with a maximum H:5 and 1.5 FSI at the rear of the property. This is consistent with the Plan's vision for the greatest heights and density on the Yonge Street and Steeles Avenue intersection followed by a gradual step down from this intersection.

The landowner also raised concern over the proposed street network bisecting the landowner's property and questions the need for extension of Powell Road. Staff is concerned that the removal of a road in this location that has been deemed appropriate would limit the ability for comprehensive redevelopment of this area. Furthermore, the EA study for the subway has confirmed the general location of the road. Accordingly, staff is recommending that the proposed local street network depicted in Attachment 5 of the plan remain as is.

4) 8100 Yonge Street

The landowner has requested a boundary expansion to the study area and greater heights and density for the property. Staff has reviewed the request and is of the view that the current height and density is appropriate.

Additional Modification for Greater Clarity

- 1) In accordance to the previous Council Modification of April 8, 2014 a density adjustment to 6.0 FSI in Schedule 2 and the inclusion of an Office Priority policy was incorporated into the November 2015 track changes version of the Secondary Plan. As a result of this modification there is no longer an applicable area where an FSI of 5.0 is shown in Schedule 2 and therefore staff recommends that the following sentence in Section 3.3 Density be deleted:

"In the area where the maximum FSI is shown as 5.0, any development in excess of 3.5 FSI shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related".

- 2) In addition, the Plan attached as Attachment 1 also reflects corrections of minor grammatical and typographical errors.



## **Conclusion**

Staff is recommending that Council approve the recommended changes that reflect discussions with landowners and reviews related to correspondence received at the December 1, 2015 Committee of the Whole meeting. Staff recommends that the Yonge Steeles Corridor Secondary Plan of Volume 2 of the Official Plan – 2010 along with the revised policies in this communication be forwarded to the Ontario Municipal Board and the Region of York as the City of Vaughan's recommended modifications.

In addition, to address some of the concerns raised by landowners regarding the importance of incentivizing office development at this corner, particularly if further transit funding for the subway becomes available, staff is recommending staff be directed to work with the Region and landowners to identify key components for a Community Improvement Plan under s.28 of the *Planning Act* with a focus on developing office incentives for the Yonge Steeles Corridor (South Area) once the Secondary Plan is approved, taking into account the timing of the Yonge Subway Extension.

Respectfully submitted,



**JOHN MACKENZIE**  
Deputy City Manager  
Planning & Growth Management

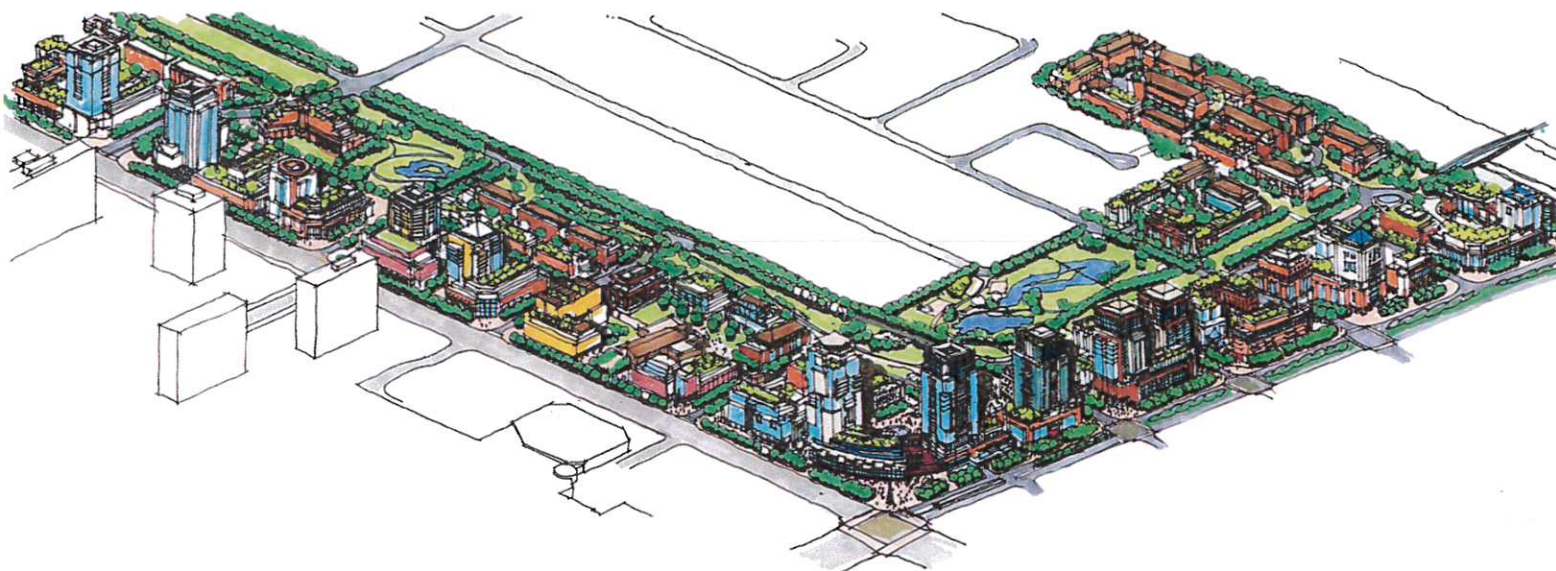
## **Attachment**

1. Track Change Version: Yonge Steeles Corridor Secondary Plan (December 11, 2015)

Copy To: Steve Kanellakos, City Manager  
Jeffrey A. Abrams, City Clerk  
Roy McQuillin, Director of Policy Planning and Environmental Sustainability



# Yonge Steeles Corridor Secondary Plan



## PREPARED BY:

Young + Wright / IBI Group Architects  
GHK International (Canada) Ltd.  
Dillon Consulting Ltd.



City of Vaughan

September  
2010 December 11,  
2015





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Appendix C (NORTH): Existing Property Parcels, Proposed Local Streets, Parks & Publicly Accessible Open Space



## PART A: PREAMBLE

### 1.0 PURPOSE

The purpose of this Secondary Plan is to provide a development framework for intensification of the Yonge/ Steeles corridor including the north side of Steeles Avenue West between Palm Gate Boulevard and Yonge Street and two segments along the west side of Yonge Street: 1) between Steeles Avenue West and Arnold Avenue; and 2) between the Thornhill Golf Course and Country Club lands and Highway 407, as shown on Schedule 1. The intent of this Secondary Plan is to implement planning policies to bring the area into conformity with the Province of Ontario's Growth Plan for the Greater Golden Horseshoe, the York Region Official Plan and the new City of Vaughan Official Plan. The policies contained in this Secondary Plan have been designed to address either the introduction of a Bus Rapid Transit service along Yonge Street or the extension of the Yonge subway to Highway 407.

### 2.0 SCOPE AND FOCUS

The Yonge/Steeles Corridor Secondary Plan Area is located in the south eastern corner of the City of Vaughan, bordered by the TownCity of Markham to the east and the City of Toronto to the south. The Study Area is divided into a North and South Area as shown on Schedule 1, separated by the Thornhill Heritage Conservation District and the Yonge Street Thornhill Secondary Plan, which is the subject of a recently completed Secondary Plan (OPA 669).

The North Area extends along Yonge Street from the northern edge of the Thornhill Golf and Country Club to Highway 407. It includes properties with direct frontage onto Yonge Street and the adjacent residential neighbourhood to the west, part of which is in the Heritage Conservation District.

The South Area is bisected by the CN Rail way line and comprises the properties fronting the Yonge Steeles intersection:

- Along Yonge Street, from Steeles Avenue West to the Thornhill Public School; and
- Along Steeles Avenue West, from Yonge Street to Palm Gate Boulevard.

The physical character, lot configurations and land uses vary greatly throughout the South Area, but generally reflect an emphasis on auto-orientated development. Built form is characterized for the most

part by one to three storey buildings as well as large surface parking lots throughout most of the area, with higher buildings located north of the CN rail line to Clark Avenue.

The Yonge/Steeles intersection is mostly characterized by low-rise, large format retail or auto-oriented uses. Commercial buildings are typically situated on large lots surrounded by surface parking along both the Yonge Street and Steeles Avenue West frontages.

North of the CN Rail line, the built form consists of predominantly high-rise residential buildings and some office uses. Adjacent to the rail line is a high-rise node with three apartment buildings. Further north is a five-storey commercial building and a mixed- use development with ground floor commercial and residential units above. A townhouse development is situated adjacent to the mixed-use site. The Thornhill Public School and Gallanough Park are located at Arnold Avenue, both with frontage on Yonge Street.

Properties in the North Area are anchored by the Thornhill Golf and Country Club at the south boundary. Street frontages along Yonge Street consist mainly of low rise commercial buildings south of Bunker Road. There is a shift to residential uses north of Bunker Road in the form of a low density residential subdivision development with reverse lot frontage adjacent to Yonge Street. A school site exists on the northwest corner of Uplands Avenue and Yonge Street, with road access via Uplands Avenue.

In both the North and South Areas, low density residential uses are located to the west of the properties fronting on Yonge Street and to the north of the properties fronting onto Steeles Avenue West. In the south, the lots fronting on Yonge Street and Steeles Avenue West are quite deep providing opportunities to create a transition zone from higher density development along these arterial roads to the lower density neighbourhoods to the west and north of the lot frontages along the arterials.

The south side of Steeles Avenue in the City of Toronto includes a range of land uses including the Centrepoint Mall which is situated on the southwest corner of Yonge Street and Steeles Avenue West. Further west, Hilda Avenue acts as a dividing line with high rise apartment buildings on the east side, and low rise dwellings on the west side to Bathurst Street.

Much of the east side of Yonge Street in the TownCity of Markham, is characterized by older street-related commercial, auto-oriented strip mall development and



large-scale retail uses with surface parking at the front. A new development has recently been **approved completed in by** the Town of Markham on the east side of Yonge Street, between the **CNR tracks** **CN Railway** and Meadowview Avenue. The approved development will consist of four residential towers, two of which will be **31thirty-one** storeys in height, comprising a total of 1200 units, as well as a **20twenty** storey office building and a three storey retail podium. A public park will be incorporated as part of the development adjacent to Meadowview Avenue.

North of Clark Avenue, the building fabric transitions to residential uses in mid-rise buildings. In the North Area, the east side of Yonge Street comprises mainly a mix of high-rise apartment buildings and strip commercial uses, with the Holy Cross Cemetery located just south of Highway 407.

### 3.0 POLICY CONTEXT

#### Provincial Policy Statement

The Provincial Policy Statement (PPS) came into effect on March 1, 2005 and establishes the policy foundation for regulating development and use of land in Ontario. Key directions include wisely managing change to promote efficient development and land use patterns.

The PPS was issued under Section 3 of the Planning Act and is intended to provide policy direction for land use matters, which are of Provincial interest. Planning Authorities are to be consistent with the Policy Statement when exercising any authority.

#### Growth Plan for the Greater Golden Horseshoe

**The** Places to Grow, the Growth Plan for the Greater Golden Horseshoe came into effect on June 16, 2006. Established under the Places to Grow Act (Bill 136), the Growth Plan guides land development, resource management and public investment decisions for all municipalities within the Greater Golden Horseshoe (GGH) and promotes the development of healthy, safe and balanced communities.

The Plan requires municipalities within the GGH to amend their policies to accommodate, by 2015, a minimum of 40 percent of all residential development on an annual basis within built up boundaries. Yonge Street is identified in the Growth Plan as an improved higher order transit corridor in the southern portion of the Study Area. In the northern portion of the Study Area, Yonge Street is identified as a corridor that is proposed for higher order transit to 2031. Major transit station areas along the Corridor are to be planned to

accommodate a range of transportation modes including walking, cycling, and commuting. These are defined as areas within an approximate 500 metre radius of any existing or planned higher order transit station.

#### Region of York Official Plan

The new Region of York Official Plan was adopted by Regional Council on December 16, 2009. The main policy initiative of the Plan is to promote City building, focusing on Regional Centres and Corridors and including innovation in urban design and green building. The overall intensification objective in the Plan is aligned with the Provincial Places to Grow Plan: a minimum of **40%** residential intensification within the built-up area.

Yonge Street between Steeles Avenue West and Highway 407 is identified as a Regional Corridor in the Plan. Local municipalities are required to identify the role of Regional Corridors in a comprehensive manner including the role and function of each Corridor segment. Boundaries of the Regional Corridors are to be designated by the local municipality based on reasonable and direct walking distances between the Regional Corridor street frontage and adjacent lands; contiguous parcels that are desirable and appropriate locations for intensification and mixed-use development; and compatibility with and transition to adjacent and/or adjoining lands.

Comprehensive Secondary Plans are to be prepared by local municipalities for key development areas along Regional Corridors and implemented in co-operation with the Region and related agencies.

Minimum densities for key development areas are to be established within Secondary Plans, consistent with a 3.5 Floor Space Index (FSI) per development block at, and adjacent to, the Steeles Station on the Yonge Subway Extension and a 2.5 FSI per development block, at, and adjacent to, the Clark and Royal Orchard Stations on the Yonge Subway Extension.

Key development areas, once established, will support an overall long term density target of 2.5 FSI for developable areas.

The Yonge Street Subway extension between Steeles Avenue West and Highway 407 is identified on Map 11, Transit Network of the Region of York Official Plan. Yonge Street is also identified on Map 10 as the location of a "Cycling Facility on Regional Roads and Right of Ways".



### Thornhill Vaughan Community Plan (OPA #210)

The Thornhill Vaughan Community Plan (Amendment #210 in the previous Official Plan, replaced in the current Plan), provides detailed land use permissions for the area bounded by Keele Street to Yonge Street and from Steeles Avenue to Highway 407. It was originally approved in 1987 and was modified and consolidated in 1997.

In the South Area, the majority of lands adjacent to Steeles Avenue West and Yonge Street, north to the CN Rail line are designated as General Commercial. Lands located north of the rail line on Yonge Street, are designated Medium Density Residential and Mixed Residential and Commercial.

In the North Area, the majority of lands fronting on Yonge Street are designated as General Commercial to Bunker Road and then transition to Low Density Residential up to Longbridge Road. There are also two school sites, one located at Uplands Avenue and another at Spring Gate Boulevard. Residential categories have been defined so that there is no overlap in the uses permitted or the density.

In Low Density Residential areas uses are intended for single family detached units with a net density not to exceed 22 units per hectare.

Medium Density Residential uses with a net density of 25 to 44 units per hectare, are identified along Yonge Street at Spring Gate Boulevard and just north of the rail line. Additional nodes are also located north of Clark Avenue and along Steeles Avenue, west of Hilda Avenue.

High Density Residential uses are located along Yonge Street, adjacent the rail line and permit apartment buildings with a net density of 124 units per hectare. Local Convenience Commercial uses are permitted without amendment. General Commercial uses are primarily located along the Steeles Avenue frontage and along Yonge Street to the CN Rail line.

Mixed Commercial Residential Areas are located on the north side of Clark Avenue. Permitted uses include residential uses, business and professional offices, retail facilities, and hotel and associated facilities with a net density not to exceed 60 units per hectare.

A number of site specific amendments that recognize existing uses such as car dealerships, commercial plazas, seniors housing and parking areas apply to the ~~n~~North and South Areas.

### OPA #669 Thornhill/Yonge Street Corridor Plan, 2006

In the fall of 2002, the ~~Town~~City of Markham and the City of Vaughan jointly initiated the Thornhill Yonge Street Study. The aim of the study was to establish a coherent urban design framework to guide the physical renewal and evolution of the Yonge Street Corridor from a post-war highway-oriented commercial corridor to a more mixed-use, pedestrian-supportive main street within the historic community of Thornhill.

The Plan was approved by Council in 2006. Land use recommendations to guide the renewal of the lands provide for a vibrant mixed-use area, with at-grade commercial along Yonge Street and residential above. Development is to be street-related to create a pedestrian-oriented main street character and heritage assets are to be protected. Residential intensification is to encourage and support a rapid transit corridor.

### Town of Markham Official Plan

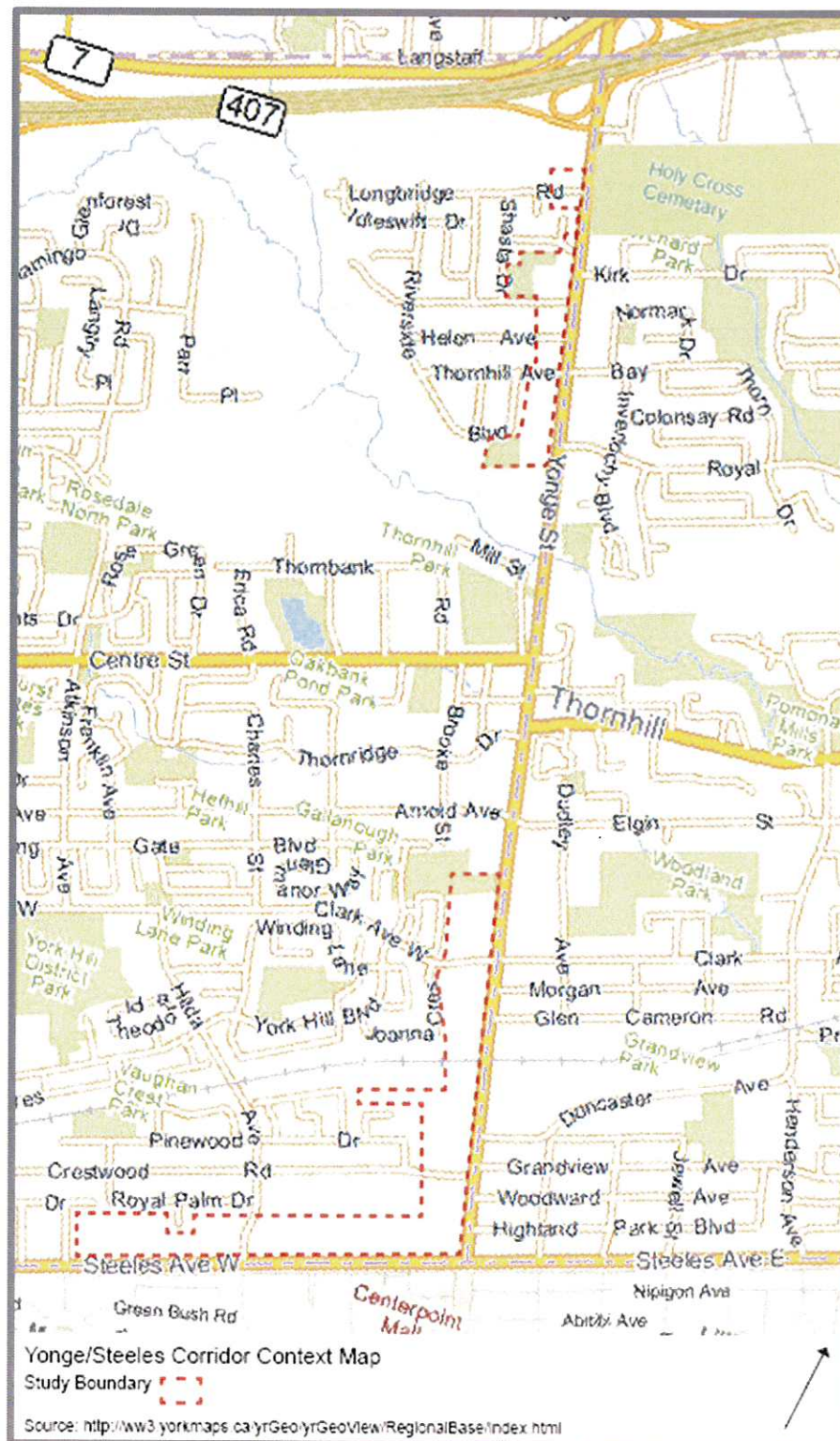
The Official Plan for the ~~Town~~City of Markham was consolidated in July of 2005 and, along with 28 Secondary Plans provides direction for land use planning. Official Plan designations that apply to the lands on the east side of Yonge Street between the Ladies Golf Club of Toronto to the south and the Holy Cross Cemetery to the north are described below.

Commercial - These areas are to serve as multi-use and multi-purpose focal points offering a diverse range of retail, service, community, institutional, and recreational uses serving the neighbourhoods nearby and are intended to accommodate office and medium to high density residential uses. Commercial lands are located from the Holy Cross Cemetery south to Bay Thorn Drive and around Royal Orchard Drive.

Urban Residential- Lands designated Urban Residential are to be used primarily for housing with limited allocations for complementary uses. Urban Residential uses apply just south of Bay Thorn Drive and south of Royal Orchard Boulevard.

Institutional (Cemetery)- The Holy Cross Cemetery lands are designated as Institutional (cemetery) permitting cemeteries, mausolea, columbaria, and crematoria in conjunction with a cemetery, along with chapels.

Lands north of the cemetery form part of the Langstaff Gateway Master Plan area.





### Markham Yonge Steeles Study

The **TownCity** of Markham completed a study of the Yonge and Steeles area in 2008, bounded by Yonge Street on the west, Dudley Avenue on the east, Steeles Avenue to the south and the Thornhill Heritage District to the north.

Overall principles identified during the study process include creating mixed-use infill development and varied building form; transition to stable residential neighbourhoods to the east and compatibility with the adjacent heritage district to the north; transit-supportive built form with highest densities adjacent to rapid transit stations along Yonge Street; balance between pedestrian and vehicular priorities and maintaining building continuity by removing site access from Yonge Street, Steeles Avenue and Dudley Avenue; creating a better parks and open space network; improving pedestrian amenity; designing complete streets; providing grade related uses; enhancing community services through redevelopment; strengthening the traditional streets and blocks pattern; and improving the environmental quality of the **TownCity**.

A proposed integrated open space system consists of a linear park and pedestrian connections on the eastern edge of the blocks adjacent to Dudley Avenue to serve as a buffer between redevelopment areas and existing low rise residential areas to the east.

Also included are two publicly-owned neighbourhood parks and a variety of privately owned but publicly accessible parkettes and squares.

The study also emphasized that both servicing and transportation capacity would require significant upgrades to accommodate redevelopment.

As of May 2010, the study recommendations had not yet been adopted as a Secondary Plan for the area.

### City of Toronto Official Plan

Land use designations on the south side of Steeles Avenue in the City of Toronto include Apartment Neighbourhoods and Mixed-use areas adjacent the Yonge/Steeles intersection. Further west surrounding Palm Gate Boulevard, lands are designated as Neighbourhoods reflecting the low density residential character of the area.

Mixed-use areas comprise a broad range of uses along avenues such as Steeles Avenue. These areas will absorb most of the growth in retail, office and services along with much of the new housing.

Yonge Street is also designated as an Avenue on Map2 of the Toronto Official Plan. Avenues are

identified as areas that will 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 circumstances of each Avenue.

## 4.0 STUDY PROCESS

The formulation of the Yonge/Steeles Corridor Secondary Plan policies consisted of a number of phases. At least one public meeting or open house was held during each phase of the process. In total, six public meetings and open houses were held during the study period between June 2008 and April 2010.

## PART B: THE PLAN

### 1.0 INTRODUCTION

The policies of this Secondary Plan shall apply to the lands shown on Schedule 1 attached.

Land use designations, densities and heights for the lands within the Yonge/Steeles Corridor Secondary Plan Area will be in accordance with Schedule 2 attached. The policies of Volume 1 of the Official Plan apply to ~~this Yonge/Steeles Corridor~~ Secondary Plan. Where there is a conflict between this Secondary Plan and Volume 1 of the Official Plan, the more restrictive one will apply. The Volume 2 policies shall prevail.

The policies of this Secondary Plan have been designed to address either the introduction of Bus Rapid Transit Service along Yonge Street on ~~of~~ the extension of the Yonge subway to Highway 407.

### 2.0 VISION AND PRINCIPLES

The overall development concept for the Secondary Plan Area is premised on the following principles:

- promoting well-designed intensification to maximize the use of existing and planned infrastructure including transit and servicing;
- protecting stable residential neighbourhoods;
- providing a wide range of housing choice for a diverse population;
- encouraging a mix of uses including employment and housing within walking distance of each other;
- conserving land; and
- minimizing the ecological footprint of the residential and working population.

These principles will be considered in the review of all development applications and capital projects.

Within the South Area building height and density will be focused on the Yonge Street and Steeles Avenue West intersection area within a five minute walk of the proposed transit station to reflect the transit priority of this intersection. Heights and densities will gradually decline as distance increases away from this intersection.

A transition strategy that minimizes impacts on the adjacent existing low-density residential areas includes consideration for: shadow impacts, access to sunlight,

wind conditions, sky views and overlook issues. To achieve this transition, areas between the lands fronting along Yonge Street and Steeles Avenue West and the existing low-rise residential areas are designated as Mid- Rise Residential and Parks.

The areas fronting along Yonge Street and Steeles Avenue West in the South Area will be designated High-Rise Mixed-Use and Mid-Rise Mixed-Use. All new developments within the High-Rise Mixed-Use and Mid- Rise Mixed-Use areas will be within a 45 degree angular plane as measured from the property line of the existing dwellings in the stable low-rise residential areas.

The overall residential density target for the Study Area is 2.5 FSI based on the York Regional Official Plan policy respecting Yonge Street as a Regional Corridor. The approach to the distribution of density is to reinforce higher densities and taller buildings along major street frontages (Yonge Street and Steeles Avenue West) and encourage office employment uses through additional density incentives at key locations. Retail will be mandated at key locations including the Yonge/Steeles intersection and the intersection of Hilda and Steeles Avenue West.

The North Area extends along Yonge Street from the northern edge of the Thornhill Golf and Country Club to south of Highway 407. Development potential is limited in this area by the relatively shallow blocks fronting onto Yonge Street, which are immediately adjacent to stable residential neighbourhoods to the west. The strip of land from just south of Thornhill Avenue to the utility corridor south of Highway 407 will be designated Mid-Rise Mixed- Use with a maximum height of eight storeys and transition policies for development immediately adjacent to existing low-rise neighbourhoods including adherence to a 45 degree angular plane.

The area just south of Thornhill Avenue will be designated Low-Rise Mixed-Use with a maximum height of five storeys. Important heritage assets are recognized and protected in this area under provisions of this Secondary Plan and the Thornhill Heritage District Conservation Plan.

In the South Area a new road network will divide the blocks fronting along Yonge Street and Steeles Avenue West into new blocks that provide regular opportunities to access Yonge Street and Steeles Avenue West from the lands to the rear of the Yonge Street and Steeles Avenue West frontages by foot, bicycle or motorized vehicle, while at the same time providing opportunities to disperse traffic onto Yonge Street and Steeles Avenue West. A key component of this street system is the extension of Royal Palm Drive from Hilda Avenue to Yonge Street. In addition to



providing a critical basis for organizing streets and blocks, this street extension will also provide the opportunity to sever deep lots fronting onto Crestwood Road and redevelop these lands with houses or townhouses along the new Royal Palm Drive frontages.

Generally block frontages along Yonge Street and Steeles Avenue West are approximately 200 metres in length. The road system has been designed to minimize traffic penetration into existing residential neighbourhoods to the north and west (see Schedule 5). Servicing access to buildings fronting onto Yonge Street and Steeles Avenue West will take place from the adjacent streets or service lanes, and not from the arterial streets.

Planned parks and open spaces will serve many functions including recreational amenity, pedestrian and cycling connections, and provision of adequate services to support a growing residential population. They also serve as a transition between existing low rise residential neighbourhoods and the new mid-to-high rise redevelopment proposed along the Yonge Street and Steeles Avenue West frontages. The recommended system of parks and open spaces will be integrated into the surrounding community to meet the needs of the existing and future population.

In both the North and South Areas, achieving pedestrian comfort and safety at street level will be key criteria for assessing the design of new buildings. Creating a desirable public and private realm that prioritizes spaces for pedestrians and cyclists, enhances the walkability of the neighbourhood, and creates a coherent character, is a prime objective. This will be achieved in part by new development that maximizes 'eyes on the street' for safety, aligns buildings to define a street wall and discourages single storey buildings along major street frontages through mandatory minimum building heights.

Animation of the public realm is supported by encouraging active uses at grade such as retail, service uses, lobby areas and entrances to buildings directly from the street, as well as minimum ground floor heights to support commercial uses.

Redevelopment of the lands within the Secondary Plan Area will occur incrementally over many years. Over time, individual development proposals will be assessed in the context of existing and anticipated development on adjacent properties to determine how they fit into the planned context and meet the objectives of this Secondary Plan. Assessment of development will include considerations such as:

- a phasing strategy for large development areas which provides for the equitable sharing

of the costs of public infrastructure among benefitting landowners;

- achieving parcel sizes that can support the high and mid-rise buildings anticipated along the Yonge Street and Steeles Avenue West frontages;
- provision of parkland and open space in accordance with the system described in this Plan;
- conveyance of lands to create the internal road network as described in this Plan;
- urban design objectives; and
- environmentally sustainable site and building design practices.

## 3.0 LAND USE DENSITY AND BUILT FORM

### 3.1 The Built Form

Development within the Secondary Plan Area will conform to policies contained in Sections 9.1.2 of the Official Plan.

### 3.2 Service access

In addition to the policies contained in Section 9.1.2.5 of the Official Plan regarding the location and organization of vehicle access and service areas to minimize impact on surrounding properties and the public realm, buildings in the Secondary Plan Area will be designed to provide vehicular access to individual sites from locations other than the Yonge Street or Steeles Avenue West frontages.

### 3.3 Density

Notwithstanding Section 9.2.1.5 of the Official Plan, the maximum density limits in the Secondary Plan Area shall not exceed the FSI indicated by the number following the letter D, as shown on Schedule 2.

In the area where the maximum FSI is shown as 5.0, any development in excess of a FSI of 3.5 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related. In the area where the maximum FSI is shown as 6.0, any development in excess of an FSI of 4.5 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related and office uses as prescribed in Policy 3.6.11 "Office Priority Area".

In the area where the FSI is shown as 3.5, any development in excess of a FSI of 3.0 shall be used



exclusively for non-residential uses, including retail uses provided the retail uses are grade related.

### 3.4 Permitted Height

Notwithstanding sSection 9.2.1.4 of the Official Plan, the height in storeys for buildings located in the Secondary Plan Area shall not exceed the number following the letter H, as shown on Schedule 2.

### 3.5 Density, Height and Built Form Policies to Prevail

Notwithstanding Sections 3.3 and 3.4 above, the use of the maximum FSI regulation to justify extra height, the use of the maximum height regulation to justify extra density, or the use of either of those regulations to deviate from the other built form policies will be deemed to meet neither the intent nor spirit of this

Secondary Plan and the Volume 1 of the Official Plan.

### 3.6 High-Rise Mixed-Use

#### 3.6.1 Character

New residential, office and/or mixed-use buildings within the High-Rise Mixed-Use area shown on Schedule 2 of the Secondary Plan Area will be designed with the highest possible quality and will reflect the importance of the Yonge/Steeles intersection as a transit hub and gateway into the City. Development will have a mix of uses and appropriate densities to support transit use and promote walking and cycling. The massing, density and height of buildings within this designation will be concentrated along the Yonge Street and Steeles Avenue West frontages in conformity with the built form policies of this Secondary Plan and the Official Plan. Buildings will be aligned along the street frontages with active uses which are predominantly retail uses at grade.

Within the Secondary Plan Area, densities and heights shall be highest at the Yonge/Steeles intersection. Subway entrances or transit stop shelters will be incorporated within the ground floor design of buildings at this intersection.

In recognition of its function as an important gateway into the City of Vaughan, buildings on the north west corner of Yonge Street and Steeles Avenue West, shall be designed to highlight their symbolic significance as urban anchors and focal points. These buildings shall frame the intersection and incorporate public art and design features to emphasize its visual prominence.

Areas located within approximately 600 to 700 metres of the transit hub, fronting on to Yonge Street and Steeles Avenue West are also intended to support existing and planned transit services. Densities will be lower, but still substantial, than at the intersection to reflect locations further from the intersection and the subway/bus station. Street-related buildings with ground floor uses that animate the street frontage will support a comfortable and active pedestrian environment.

New development shall be integrated with the parks and open space system shown on Schedule 4 and the proposed Local Street system shown on Schedule 5.

#### 3.6.2 Permitted Uses

Permitted uses in the High-Rise Mixed-Use designation shall be in accordance with Section 9.2.2.6 b) of the Official Plan, with the following exception:

- gas stations shall not be permitted.

#### 3.6.3 Mandatory Retail Uses

For buildings that front onto Yonge Street and Steeles Avenue West located within the areas identified as "Mandatory Retail Frontages" on Schedule 3, a minimum of approximately 60 percent of each building frontage shall be used for retail purposes.

#### 3.6.4 Office Uses

Notwithstanding Section 9.2.2.6 e) of the Official Plan, office uses shall be permitted throughout the High-Rise Mixed-Use designation without a limit on the number of square metres, provided the total permitted FSI and building height, as shown in Schedule 2 of the Secondary Plan Area, is not exceeded.

#### 3.6.5 Permitted Building Types

Permitted building types within the High-Rise Mixed-Use designation in this Plan shall be in accordance with Section 9.2.2.6 f) of the Official Plan, excluding gas stations.

The transition to existing Low-Rise Residential areas is addressed though the location of lands designated Mid-Rise Residential and Park, adjacent to the High-Rise Mixed-Use designation, as shown on Schedule 2 attached; therefore policies 9.2.3.5 c), and 9.2.3.6 c) of the Official Plan regarding development adjacent to High-Rise and Mid-Rise buildings shall not apply.

#### 3.6.6 Minimum Building Height

Notwithstanding Sections 9.2.3.5 and 9.2.3.6 of the Official Plan, buildings within the High-Rise Mixed-Use designation shall have a minimum height of 6six storeys along the Yonge Street and Steeles Avenue West frontages within the H30 zones s and Office



Priority Areas shown on Schedule 2 and 4four storeys along the H22 and H18 zones along the Yonge Street and Steeles Avenue West frontages. The minimum height shall be 2.5two and a half storeys for all other locations.

### 3.6.7 Minimum Ground Floor Height

In order to accommodate a variety of retail, service and office uses on the ground floors of all buildings fronting onto Yonge Street and Steeles Avenue West, the minimum floor to floor height of the ground floors of buildings in this designation shall be approximately 5 metres.

### 3.6.8 Setbacks

Buildings shall generally form a continuous street wall along Yonge Street and Steeles Avenue West. The minimum setback from a building to a lot line along Yonge Street and Steeles Avenue West shall be approximately 3 metres.

### 3.6.9 Railway Setback

Residential development within the High-Rise Mixed-Use area adjacent to the CNR tracks CN Railway shall be set back a minimum of 30 metres from the nearest portion of the railway right-of-way. In addition, further measures such as berms may be required as a result of ~~in~~ consultation with the railway company.

### 3.6.10 Publicly Accessible Open Space

New development shall incorporate publicly accessible open space corridors generally as shown on Schedule 4. In addition, pedestrian pathways will be incorporated into developments proposed for the corner of Yonge Street and Steeles Avenue West to provide access to open space and transit.

### 3.6.11 Office Priority Area

Within the are shown as "Office Priority Area" on Schedule 2 (South) Land Use, Height & Density, the following policies shall apply:

- i. The lands within the Office Priority Area, shown on Schedule 2 (South) shall be the subject of a comprehensive Development Plan, as set out in Policy 8.5;
- ii. The maximum Floor Space Index and Building Height shall be 6.0 and 30 stories respectively, as shown on Schedule 2 (South);

- iii. In accordance with Policy 3.3 the maximum FSI shall be 6.0 and any development in excess of 4.5 FSI shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related;
- iv. A minimum of 50 percent of the gross floor area devoted to Non-Residential Uses shall be located in a High-Rise or Mid-Rise building, devoted exclusively to office uses;
- v. Such office building shall be located and designed in accordance with the following criteria:
  - a. It will provide a high profile massing and architectural presence at the intersection of Yonge Street and Steeles Avenue as the primary non-residential focus of a mixed-use development;
  - b. The design of the building will provide for a direct connection to the planned Steeles Avenue Subway/Bus Station;
  - c. The nature of the integration of the office building component into the mixed use development will be confirmed through the Development Plan and implementing development review process. Such consideration will include the accommodation of required parking, the potential for a "PATH" system, the integration of retail uses and the provision of secondary accesses to the residential and non-residential (podium) uses.
- vi. Should the office building, including its portion of any podium structure, provide the gross floor area equivalent of 1.0 FSI, based on the approved Development Plan and implementing development application, then the maximum building height within the area of such Development Plan, may be increased from 30 stories to 35 stories. Such increase will be reflected in the implementing zoning by-law; and agreement under Section 37 of the Planning Act as may be required by the City

## 3.7 Mid-Rise Mixed-Use

### 3.7.1 Character

In the south Mid-Rise Mixed-Use area as shown on Schedule 2, redevelopment is expected to evolve at densities and building heights somewhat lower than in the areas located closer to the Yonge/Steeles



intersection, reflecting a more residential character while still supporting the importance of these sites along the Steeles Avenue West transit corridor.

Along Yonge Street, north of Clark Avenue West, densities and building heights on the lands designated Mid-Rise Mixed-Use will respect transition and adjacent to existing Low-Rise Residential neighbourhoods while reflecting the opportunities for intensification provided by proposed improved public transit.

In the Mid-Rise Mixed-Use designation in the North Area extending north along Yonge Street from just south of Thornhill Avenue to north of Longbridge Road, density and height will be focused along the Yonge Street frontage to take advantage of proposed improvements to public transit. Densities and heights will gradually taper down towards the properties to the west to ensure an appropriate transition to existing low density neighbourhoods.

Massing, density and height of development will be concentrated along the Steeles Avenue West and Yonge Street frontages and conform to the built form guidelines included in the Official Plan and in this Plan. Street-related buildings with active at-grade uses will support a comfortable and active pedestrian environment. New development shall be integrated with the parks and open space system shown on Schedule 4 and the proposed Local Street system shown on Schedule 5.

### 3.7.2 Permitted Uses

Permitted uses in the Mid-Rise Mixed-Use designation shall be in accordance with Section 9.2.2.4 b) of the Official Plan, with the following exception:

- gas stations shall not be permitted.

### 3.7.3 Permitted Building Types

Permitted building types within the Mid-Rise Mixed-Use area in this Plan shall be in accordance with Section 9.2.2.4 e) of the Official Plan, excluding gas stations.

### 3.7.4 Minimum Building Height

Notwithstanding Sections 9.2.3.5.b and 9.2.3.6.b of the Official Plan, buildings within the Mid-Rise Mixed-Use designation shall have a minimum height of four storeys along the Steeles Avenue West and Yonge Street frontages. The minimum height shall be three storeys for all other locations.

### 3.7.5 Minimum Ground Floor Height

In order to accommodate a variety of retail, service and office uses on the ground floors of all buildings

fronting onto Steeles Avenue West and Yonge Street, the minimum floor to floor height of the ground floor of buildings in this designation shall be approximately 5 metres.

### 3.7.6 Setbacks

Buildings shall generally form a continuous frontage along Yonge Street and Steeles Avenue West. The minimum setback from a building to a lot line along Yonge Street and Steeles Avenue West shall be approximately 3 metres.

### 3.7.7 Publicly Accessible Open Space

New development shall incorporate publicly accessible open space corridors generally as shown on Schedule 4.

## 3.8 Low-Rise Mixed-Use

### 3.8.1 Character

Redevelopment in this area shall respect existing heritage buildings while addressing shallow lot sizes and transition to existing, adjacent Low-Rise Residential neighbourhoods. New development shall enhance the Yonge Street frontage by creating an active pedestrian environment.

The massing, density and height shall be concentrated along the Yonge Street frontage and conform to the Built Form guidelines of this Secondary Plan and the Official Plan.

### 3.8.2 Permitted Uses

Permitted uses shall be in accordance with Section 9.2.2.2 b) of the Official Plan.

### 3.8.3 Permitted Building Types

Permitted building types shall be in accordance with Section 9.2.2.2 f) of the Official Plan.

### 3.8.4 Minimum Building Height

Notwithstanding Section 9.2.3.2.a) of the Official Plan, buildings in this designation shall have a minimum height of two storeys.

### 3.8.5 Minimum Ground Floor Height

In order to accommodate a variety of retail, service and office uses on the ground floors of buildings fronting onto Yonge Street, the minimum floor to floor height of the ground floor of buildings in this designation shall be approximately 5 metres.

### 3.8.6 Heritage Buildings

New development adjacent to designated heritage buildings shall be designed to respect the significant



built form features of the heritage buildings, through such measures as appropriate setbacks, stepbacks, landscaping and, where appropriate, protection of view corridors. Any development on, or adjacent to, a heritage property shall conform to the policies of the Thornhill Heritage District Conservation Plan.

### 3.8.7 Setbacks

Buildings shall generally form a continuous frontage along Yonge Street. The minimum setback from a building to a lot line along Yonge Street shall be approximately 3 metres.

## 3.9 Mid-Rise Residential

### 3.9.1 Character

This designation is intended to provide a transition from the higher densities and taller buildings along the Yonge Street and Steeles Avenue West frontages and the existing Low-Rise Residential neighbourhoods to the west and north. New development is expected to be in the form of townhouses, stacked townhouses and low-rise buildings which will not exceed five storeys in height. New development shall be integrated with the parks and open space system shown on Schedule 4 and the proposed Local Street system shown on Schedule 5.

### 3.9.2 Permitted Uses

Permitted uses shall be in accordance with Section 9.2.2.3 b) of the Official Plan.

### 3.9.3 Permitted Building Types

Permitted building types shall be in accordance with Section 9.2.2.3 c) of the Official Plan.

### 3.9.4 Minimum Building Height

Notwithstanding Sections 9.2.3.5, 9.2.3.1.a and 9.2.3.2.a of the Official Plan, buildings in this designation should have a minimum height of two storeys and a maximum height of five storeys in conformity with the built form guidelines outlined in this Plan and the Official Plan.

### 3.9.5 Setbacks

All buildings within the Mid-Rise Residential designation shall be set back approximately 3 metres from the front property line, unencumbered by building elements, including, but not limited to, stairs, porches columns etc.

## 3.10 Low Rise Residential

Policies contained in Section 9.2.2.1 of the Official Plan shall apply in the area designated as Low-Rise Residential on Schedule 2.

## 4.0 PARKS AND PUBLICLY ACCESSIBLE OPEN SPACE

### 4.1 Location

The delineation of Parks shown on Schedule 2 and Schedule 4 is approximate and adjustments to the boundaries will not require an amendment to this Secondary Plan provided the general intent of this Plan is maintained.

### 4.2 Linked System

Within the ~~Yonge-Steeles Corridor~~ Secondary Plan Area there will be a linked system of Parks and publicly accessible open space, generally as shown on Schedule 4.

### 4.3 Form and Design

The form and design of the Parks and publicly accessible open space, shown on Schedule 4 shall facilitate:

- visual links to Yonge street and Steeles Avenue West;
- a safe environment for users;
- accessibility to all demographic and cultural groups, including people with disabilities; and
- comfort and flexibility for users during all seasons of the year.

### 4.4 Parkland Conveyance

Parkland shall be conveyed in accordance with Official Plan policy 7.3.3.2. Lands to be conveyed for parks purposes shall be located generally in accordance with the lands shown as Parks on Schedule 4. Any parkland required to achieve the parkland system shown on Schedule 4, which is over and above the amount that can be secured through the parkland conveyance outlined in Section 7.3.3.2 of the Official Plan, will be subject to policies outlined in Sections 7.3.3.7 and 10.1.2.8 of the Official Plan.

### 4.5 Strata Park Provisions

- a) The City may permit parking or utilities under a park for a use adjacent to the open space, where the following have been demonstrated to the City's satisfaction:



- i. Due to extreme hydrological and/or geotechnical conditions, it is unreasonable to accommodate all of the required parking or utilities for the adjacent use under a building, on a private amenity space and/or on a local street;
  - ii. All of the required parking cannot be accommodated in an above and/or below ground structure without compromising the vision, principles and objectives of this plan; and
  - iii. The proposed underground parking will not materially or qualitatively compromise the intended purpose, function and character of the park.
- b) Parking generally will not be appropriate under existing local parks where trees are intended to grow to their full potential and above-grade elements of underground parking would significantly compromise the design and programming of the park. Underground parking will generally be more appropriate under parks in the South Area of this Secondary Plan that are designed predominantly for intense daily use and/or civic events and where mature trees and significant tree canopy are not envisioned;
- c) Where underground parking is appropriate, a strata title agreement to the satisfaction of the City, describing such matters as access, maintenance, liability and monetary contributions, shall be required. Vehicular ramps and other access shall be located within adjacent building wherever possible. Structures within parks associated with below grade uses, such as pedestrian entrances/exits, emergency access, and vents, where required, shall be integrated into the design of the open space. The area occupied by such structures shall not count towards parkland dedication. In addition, encumbered parkland will not receive equal credit and any parkland credit shall be valued to the satisfaction of the City.
- d) The appropriateness of any proposed strata park will be considered through the development application process, supported by a justification report submitted by the applicant. Should the park be approved such arrangements shall be reflected in an agreement(s) satisfactory to the City. Generally, the following principles will be given in the consideration of proposals for Strata Park Arrangements with the outcome reflected in the implementing agreement(s):
- i. Strata arrangement for parks shall only be considered where the parkland is provided at grade, is publically accessible, and meets all other requirements of its respective park classification as per Section 7.3.2 of the VOP 2010;
  - ii. The park, together with the air rights above it, shall be in public ownership as dedicated parkland;
  - iii. The City will retain sole and unencumbered control of the surface lands above the strata title, and operate the park as part of the City's public parkland network system;
  - iv. All surface strata to be conveyed to the City for use as public parkland should be free of all surface easements, structures and systems that would have a negative impact on the design, construction and use of the proposed public park facilities;
  - v. The parkland credits for a strata park will be based on a partial parkland credit formula which takes into account the potential additional costs of the development and maintenance of a strata park block, liabilities and the limited uses that are inherent with this type of land development;
  - vi. The strata park will be designed in a manner commensurate with the planned function of the park and be structurally designed to accommodate the required facilities and landscaping. Such matters will be addressed through the site plan review process; and
  - vii. The City shall develop implementation guidelines to further detail the required legal agreements and protocol for entering into Strata Park Arrangement; and may develop guidelines for any other matters related to strata parks as deemed appropriate

## 5.0 TRANSPORTATION AND CIRCULATION

### 5.1 Public Transit

The City will cooperate with York Region, the Toronto Transit Commission and other relevant agencies to plan and implement the introduction of rapid transit services along Yonge street through either a Bus



Rapid Transit Service or the extension of the Yonge Subway. Planning for new transit stops will be integrated with development proposals, wherever possible and appropriate, to provide for maximum ease of access for transit users from the adjacent neighbourhoods and transfers from one mode to another. Development on the north-west corner of Yonge Street and Steeles Avenue West will be designed to accommodate the possibility of integrating a major transit hub should a decision to proceed with the subway be made. The City will work with the Toronto Transit Commission, ~~and~~ the Region of York and other relevant agencies to improve transit service along Steeles Avenue, including the possibility of introducing Light Rail Transit (LRT) at some point in the future.

## 5.2 New Local Streets - Character

New local streets providing access to and circulation within the Yonge/Steeles Corridor Secondary Plan Area shall be developed to reflect a block system that provides permeability and improves access to Yonge Street and Steeles Avenue West as an integral part of the overall street system within the area. New local streets shall be landscaped in a manner which is attractive, provides amenity and will facilitate pedestrian and, where appropriate, cyclist movement.

## 5.3 New Local Streets - Location

The streets system within the Secondary Plan Area shall be generally in accordance with proposed local streets shown on Schedule 5. In particular, the extension of Royal Palm Drive between Hilda Avenue and Yonge Street represents a high priority for organizing the street system in the Secondary Plan Area that will establish a continuous east-west link for pedestrians, cyclists and vehicles north of Steeles Avenue West. The proposed local streets shown on Schedule 5 represent possible locations and will be established with more precision as development proceeds, through conveyances, in a manner that reinforces a grid like pattern of streets and blocks. The grid network is fundamental to the efficient functioning of the Corridor transportation network. Minor modifications to the alignment of the local streets shown on Schedule 5 will be permitted without amendment to this Plan, provided the principle of a grid network is maintained.

Private mid-block mews or laneways connecting to the local street network as shown on Schedule 5 serve development and support the establishment of an interconnected fine grain transportation network in this

Secondary Plan and will be encouraged. The mews and laneways will be achieved through development and shall be fully publically accessible via an easement and reciprocal access agreement. Their need, and their location, function and character, shall be determined during the preparation and review of the Development Plan as required in Section 8.5 of this Secondary Plan and shall be designed to the satisfaction of the City.

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.

## 5.4 Local Streets 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, a row of street trees on either side of the pavement, and utilities and services.

## 5.5 Pedestrian Amenity

Improved pedestrian amenity to transit services shall be reflected in the design of new streets and buildings, including consideration of safe and attractive weather protection, ~~and~~ publicly accessible walkways in appropriate locations and Publicly Accessible Open Spaces as generally shown on Schedule 4.

## 5.6 Pedestrian Connection

In order to provide improved access to the Thornhill Public School and to future transit services and/or parks, the City shall study the feasibility of providing amid-block pedestrian connection across the ~~CNR~~ tracksCN Railway approximately as shown on Schedule 5. Development on either side of the railway tracks in the vicinity of the proposed pedestrian connection shall be designed to accommodate the potential for the future construction of the pedestrian bridge.

## 5.7 Public Realm

Development along Yonge Street and Steeles Avenue West shall incorporate an attractive public realm, part of which may be located on private lands in order to provide a generous sidewalk and at least one row of street trees, with the possibility of adding an additional row of trees where feasible.



## 5.8 Bicycle Lanes

Future improvements to Hilda Avenue and Clark Avenue shall incorporate a dedicated bicycle lane in both directions. The potential of a bike route along the proposed pedestrian connections across the CNR Railway track, shall also be explored.

## 5.9 Travel Demand Management

Travel Demand Management (TDM) will be critical to achieving a balanced transportation system in the Secondary Plan Area, one that provides attractive alternatives to the automobile. The City shall work with the Region of York and transit agencies, and with developers and businesses in the Secondary Plan Area, to develop and implement measures that promote the use of transit, walking and cycling. Applications for development shall be required to include TDM plans prepared by a qualified consultant that describes facilities and programs intended to discourage single- occupancy vehicle trips, and promote transit use, cycling, car sharing and carpooling. New development shall conform to the Travel Demand Management policies of Section 4.3.3 of the Official Plan.

## 5.10 Local Streets Strata Parking

To support the Office Priority Area and planned Mobility Hub at the corner of Yonge Street and Steeles Avenue and within 300m of the planned subway station at this location the City may permit parking, including access to parking, under a new local street, mew, or laneway provided the intended purpose, function and character of the street/mews are not materially or qualitatively compromised, and subject to a strata title agreement and the following conditions:

- i. The development proposal related to the strata parking include a substantial amount of non-residential uses, to be served by strata parking and which achieve the Mobility Hub objective and other key objectives of City building of this Secondary Plan and shall be accompanied by a development plan with technical studies justifying the need for strata parking to the satisfaction of the City;
- ii. The strata title arrangement shall be based on City strata ownership of the public street over the privately owned underground structure;
- iii. Where a new street will entail the inclusion of significant sub-surface infrastructure, the strata title arrangement shall be limited to under the boulevards of the new street. If

there is no significant infrastructure required under the new local road/mews, the strata title arrangement may be permitted underneath the full road width; and

- iv. The strata title agreement shall address the mitigation strategies for risks associated with strata title arrangements (roads), including but not limited to required standards and provisions for the construction and maintenance of the subsurface structure, and liability issues, to the satisfaction of the City.

## 6.0 SUSTAINABILITY AND INFRASTRUCTURE

### 6.1 Sustainable Design

Buildings in the Secondary Plan Area will be designed to achieve the initiatives outlined in Section 9.1.3 of the Official Plan. In particular, all applications for development within the Secondary Plan Area shall:

- i. include a Sustainable Development Report in accordance with Section 9.1.3.3 of the Official Plan describing how the proposed development supports the Plan's objectives regarding sustainability, including, at a minimum, energy efficiency, water conservation, renewable energy use, heat island mitigation, storm water management and solid waste management;
- ii. use high-albedo surface materials and/or provide for shading for all non-roof surfaces including surface parking areas, where permitted; and
- iii. seek to maximize solar gain and natural light penetration to the interior of the building, while respecting the urban design policies of the Plan.

### 6.2 Stormwater Management

Stormwater management and practices relating to on-site measures and streetscape elements shall be designed to minimize stormwater run-off and shall be guided by the recommendations contained in the City-Wide Drainage/Storm Water Management Master Plan Class Environmental Assessment.

### 6.3 Water and Wastewater Services

Servicing infrastructure for water and wastewater shall be planned on a comprehensive basis and shall be guided by the recommendations contained in the City-



Wide Water/Wastewater Master Plan Class Environmental Assessment. Phasing of development shall be coordinated with the phasing of municipal services.

## 6.4 Hydro Lines

The City shall cooperate with Hydro One, PowerStream Inc. and individual developers and businesses to examine and implement options for burying existing aerial hydro lines within the Secondary Plan Area where practical and feasible.

## 6.5 Utility Corridors

The City, in consultation with utility providers, shall facilitate adequate utility networks to serve the anticipated development. In particular, the City shall encourage:

- i. utilities be planned for and installed in a co-ordinated 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 rights of way; and
- 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.

## 7.0 COMMUNITY SERVICES AND FACILITIES

### 7.1 Community Services Impact Statement

During the initial stages of redevelopment in the Secondary Plan Area, the provision of adequate community services and facilities, including schools, to serve the new residents of the Plan Area will be satisfied by drawing on existing facilities located outside the planning area. However, at some point in the future, as development proceeds, there may be a need for additional community services and facilities, depending on the nature and pace of development and the demographic characteristics of the new population.

In order to assess future needs, land owners proposing development, with more than 50 units or

5,000 m<sup>2</sup> of floor space (whichever is less) within the lands designated as High-Rise, Mid-Rise and Low-Rise Mixed-Use areas, shall prepare a Community Services Impact Statement for submission to the City, which shall include:

- i. a demographic and employment profile for the proposed development; and
- ii. an outline of the impact of the proposed development on the need for community services including:
  - schools;
  - daycare spaces;
  - libraries; and
  - recreation facilities.

### 7.2 Agency Coordination

The City will work with the School Boards, the Library Board and other community agencies to determine if additional services are required based on the Community Service Impact Statements and together with these agencies develop an implementation strategy to address any deficiencies in service provision.

### 7.3 Bonusing to Secure Community Services and Facilities

Within the ~~Yonge/Steeles Corridor~~ Secondary Plan Area, Council may enact Zoning Bylaws in accordance with Section ~~7.1.2.8~~ 10.1.2 and 10.1.2.9 of the Official Plan to secure nonprofit arts, cultural or institutional facilities identified through the process outlined in Section 7.3 of this Secondary Plan.

## 8.0 IMPLEMENTATION

### 8.1 Infrastructure

The City, at its discretion, may directly purchase or expropriate lands for planned infrastructure improvements, in order to provide for orderly development in the Secondary Plan Area. Where lands have been identified as required for the construction of the local road network, and where such lands are the subject of a development application, the dedication of such lands shall be required as a condition of approval of development on the site.

### 8.2 Plans of Subdivision

Where required to secure infrastructure improvements and/or conveyances of land for local roads or parks,



Plans of Subdivision shall be prepared to the City's satisfaction and shall include detailed Development Plans as described in Section 8.5 of this Secondary Plan.

### 8.3 Holding Provision

The City may, when enacting implementing zoning bylaws, apply a Holding Symbol "H" in accordance with Sections 10.1.2.5, 10.1.2.6 and 10.1.2.7 of the Official Plan, and in addition, specify the future uses of the lands that are considered premature as of the filing of the application for any one of the following reasons:

- i. A Development Plan has not been submitted in accordance with sSection 8.5 of this Secondary Plan;
- ii. Public infrastructure and community facilities, such as sanitary sewers, water supply, stormwater management facilities, parks, recreation facilities or schools are insufficient to serve the proposed development;
- iii. The transit and road network is insufficient to handle the transportation, traffic and access requirements of the proposed development;
- iv. Development relies on the consolidation of land ownership and/or finalization of an agreement among landowners regarding development and funding of infrastructure and services; and/or
- v. Technical studies are required on matters related to traffic, stormwater management, noise and vibration.

### 8.4 Development Blocks

Comprehensive assembly within the development blocks shown on Schedule 6 shall be encouraged. Council shall only consider development proposals that do not jeopardize the orderly development and provision of infrastructure, including parks and streets, within each block over the long term in accordance with Official Plan policy 10.1.1.11.

### 8.5 Development Plan

A detailed Development Plan shall be prepared by all development proponents within High-Rise, Mid-Rise, Low-Rise Mixed-Use and Mid-Rise Residential designations to establish the contextual relationship of the proposed development to existing and proposed development in the surrounding area in accordance with Official Plan policies 10.1.1.5, 10.1.1.6, 10.1.1.7, 10.1.1.8 and 10.1.1.9. In addition, such plans should include the following:

- i. A plan for providing a range of housing choices that reflect a variety of types, tenures, unit sizes to meet the needs of a range of residents, including affordable housing provision, in accordance with Regional Policies;
- ii. A Community Services Impact Statement in accordance with Section 7.1 of this Secondary Plan;
- iii. Pedestrian comfort considerations on the public realm through the submission of wind and sun/ shadow reports;
- iv. Light, view and privacy considerations for residents and workers; ~~and~~
- v. The provision of innovative on-site approaches to managing stormwater that include natural stormwater infiltration, recovery of stormwater and reuse through the use of storage facilities such as cisterns and low-impact development to achieve the criteria and requirements identified in Appendix B-1; and
- v-vi. A Monitoring and Development Plan in accordance with Section 8.6 of this Secondary Plan.

### 8.6 Monitoring and Phasing of Development

In order to coordinate development with the availability of improvements to the transportation system, development will be implemented in accordance with the following policies:

- i. These policies only apply to residential uses. No phasing measures are required for office or institutional uses and such development may proceed at any time in accordance with the policies of this Plan;
- ii. The Yonge Subway extension is the key transportation infrastructure investment required to permit the full buildout of the Secondary Plan area subject to the following:
  - Prior to having secured funding for the subway extension and the determination of a definitive construction timeline the maximum new residential population is limited to a population of 2,963; and



- After the funding and the construction timeline have been confirmed development to accommodate a further population of up to 7,457 people may proceed.
- iii. Each application for development will be assessed on a site by site basis. In the event that the cumulative development applications reach the pre-subway population limit, it will trigger a further infrastructure capacity review to ensure that the necessary transportation infrastructure is or will be in place to serve the redevelopment;
- iv. Should the subway extension (Line 1 – Yonge St) be delayed past 2021 this phasing plan will be reviewed;
- v. Reviews contemplated by iii. and iv. above shall take place in the context of jurisdictional cooperation involving the Region of York and the Cities of Vaughan, Markham and Toronto.
- vi. Additional capacity pre-subway will be established through consultation with an Implementation Team led by York Region, which will include The Cities of Vaughan, Markham and Toronto. It will review existing conditions at the time of the development applications to assess the impact and develop a strategy for continued residential growth prior to the confirmation of secured funding and confirmation of construction timing for the Line 1 Yonge Street subway extension and other rapid transit improvements conditions may imposed on such applications to ensure appropriate phasing measures are in place Development exceeding a total population of 10,420 will require an amendment to this Plan;
- vii. In processing and implementing the intended development applications the City will:
  - Provide for the development of any infrastructure that is within its jurisdiction, including the protection and implementation of the fine grain street network; and
  - In cooperation with York Region, secure a condition of development approval, TDM measures for implementation on a development by development basis for the purposes

of mitigating the traffic impacts of new 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 development 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 ongoing servicing and transportation related master plans.

## 8.7 Community Improvement Project Area

The South Yonge Steeles Corridor Secondary Plan Area, as delineated on Schedule 1 shall be designated as a Community Improvement Project Area to provide for improvements to the public realm and consider incentives for intensification.

**Approved by the Ontario Municipal Board March 26, 2014**

## 8.8 Special Provisions for Dorian Place

- a) Notwithstanding Policy 9.2.2.1 c). respecting uses permitted in "Low Rise Residential designation on the lands that comprise the Dorian Place subdivision, not Including 5 Dorian Place located at the northeast corner of Bunker Road and Dorian Place, as shown on Schedule 2 "Land Use, Height &Density" (North), only Detached Houses shall be permitted.
- b) Notwithstanding Policy 8.8 a) the Dorian Place lands, not Including 5 Dorian Place, may be developed In accordance with Schedule 2A "Land Use, Height &Density" (North) subject to satisfying the following criteria:
  - i. The assembly of all lands comprising the Dorian Place subdivision as shown on Schedule 2 (North) Land Use, Height & Density" to create a single development block (the Development Block) for the purposes of submitting complete development applications under the Planning Act necessary to effect the comprehensive development of the site (e.g. Zoning Amendment, Site Plan and Condominium approval);
  - ii. For the purposes of i. above "assembly- means the acquisition of the single



- Development Block by a single owner; or where there are multiple owners, entering into an agreement amongst the owners, to the satisfaction of the City, sufficient to enable the submission of development applications applying to the entire Development Block as a single entity;
- iii. Prior to the submission of any of the Implementing applications Identified in i. above, or as part of the Pre-Application Consultation (PAC) process, the applicant shall enter into discussions with the City to determine the appropriate disposition and ownership of public lands (future park and laneway and existing street allowance, including the process for proceeding with a Dorian Place road closure) and private lands for the purpose of their integration into the comprehensive plan; and
  - iv. The plan shall make provision, within the subject Development Block for a public laneway, as shown on Schedule 5 (North) "Proposed Local Streets" that will be free of encumbrances to allow for the future connection to Longbridge Road to the north and to provide access to the planned public park located on the west side of the Development Block.
- c) All Implementation measures identified in this Plan and the Vaughan Official Plan continue to apply including those respecting submission requirements and bonusing under Section 37 of the Planning Act;".
- d) The lot known municipally as 5 Dorian Place is designated Mid-Rise Mixed Use, with a maximum density of 1.5 FSI and a maximum building height of 5 storeys. It forms an individual development parcel and is shown on Schedule 2 as 5 Dorian Place. In recognition of the Low Rise Residential designation on the remainder of the lands that comprise the Dorian Place subdivision, the following measures will be applied to the development of 5 Dorian Place through the implementing zoning by-law and site plan approval in order to ensure continuing compatibility with the existing residential designation.
- i. An eating establishment will not be permitted, however a take-out eating establishment of 460 square feet maximum, with no internal seating, shall not be precluded by this policy;
  - ii. No outside storage will be permitted; and garbage will be stored internally between pick-ups;
  - iii. Garbage pick-up will only occur on weekdays between the hours of 7:00 am and 7:00pm;
  - iv. A minimum 1.5 m interior sideyard abutting the north property line shall be maintained;
  - v. A minimum 60 degree angular plane setback, adjacent to the north property line shall be provided. Starting at the second storey all storeys above the second shall be within the required angular plane setback, commencing at the minimum 1.5 m interior sideyard setback;
  - vi. At the time of consideration of the Implementing development applications, the following matters will be taken into consideration:
    - Providing alternative access to 5 Dorian Place from Bunker Road;
    - Window placement or treatment, for the purposes of minimizing overview on the adjacent residential area;
    - The location of pedestrian accesses into the building;
    - As the need for further controls on on-street parking as a result of the proposed development.
- e) If the remaining properties on Dorian Place develop for Mid-Rise Mixed Use development, as permitted in Policy 8.8 b), the compatibility measures identified in Policy 8.8 d) above shall cease to apply, effective on the date that the implementing zoning amendment comes into effect permitting the Mid-Rise Mixed Use development of the abutting Dorian Place Development Block.
- f) Should the lot known municipally as 5 Dorian Place not redevelop in accordance with the policies of this plan and single detached uses continue, the following policies shall apply to the development of the Dorian Place Development Block:
- i. No outside storage will be permitted; and garbage will be stored internally between pick-ups;
  - ii. Garbage pick-up will only occur on weekdays between the hours of 7:00 am and 7:00pm;



iii. A minimum 1.5 m interior side yard setback abutting the lot known municipally as 5 Dorian Place shall be maintained;

iv. At the time of consideration of the Implementing development applications, the following additional matters will be taken into consideration:

- Window placement or treatment along the portion of the building abutting the lot known municipally as 5 Dorian Place, for the purpose of appropriately limiting overview on the adjacent residential dwelling;
- The location of pedestrian accesses into the building;
- Surface parking shall not be permitted between a building and the property line abutting the lot known municipally as 5 Dorian Place.

g) The compatibility measures identified in Policy 8.8 f) of this plan shall cease to apply, effective on the date that the Implementing zoning amendment comes into effect permitting Mid-Rise Mixed Use development on the lot known municipally as 5 Dorian Place;

h) Should the owners of 5 Dorian Place and the remaining Dorian Place lands mutually agree that it is appropriate for the 5 Dorian Place property to be included in the Dorian Place Development Block, as established in Policy 8.8 b) of this plan, then the 5 Dorian Place parcel will be deemed to have the same maximum density and maximum height permissions as the lands in the Dorian Place Development Block located in the Mid-Rise Mixed Use areas as shown on Schedule 2A (North). Such density for 5 Dorian Place will be calculated on the basis of the "Maximum Total GFA" prescribed for the Dorian Place Development Block on Schedule 2A (North) divided by the area of the development parcel created from the Dorian Place Development Block as established through the development approval process to establish the Floor Space Index (FSI). The Floor Space Index (FSI) calculated for the Dorian Place Development parcel will be applied to the ultimate area of 5 Dorian Place development parcel to generate a Maximum Total GFA for the 5 Dorian Place parcel. The Maximum Total GFA for the combined parcels, composed of the Dorian Place Development Block and 5 Dorian Place will be the sum of the "Maximum Total GFA" prescribed on Schedule 2A (North) for the Dorian Place

Development Block and the total GFA for the 5 Dorian Place development parcel as calculated from the resulting Floor Space Index.

i) For greater clarity, the owner of the 5 Dorian Place lot is not obligated to participate in the broader Dorian Place Development Block; and the broader Dorian Place Development Block does not require the participation of the 5 Dorian Place lands to proceed with its development.

## 8.9 Special Provisions for 7080 Yonge Street

a) Notwithstanding the policies in Section 3.3 Density of this Secondary Plan, any development in excess of an FSI of 4.5 the minimum amount of non-residential floor space required shall be equivalent of a minimum 0.3 FSI; and

b) Notwithstanding the policies in Section 5.10.i. Local Streets Strata Parking of this Secondary Plan any development on the lands Municipally known as 7080 Yonge Street related to strata parking request shall be in a form of a mixed use building that contains non-residential uses to be served by the strata parking and which achieves the objective of a signalized intersection and public roadway at this location. The development proposal shall be accompanied by a development plan with technical studies justifying the need for strata parking to the satisfaction of the City.

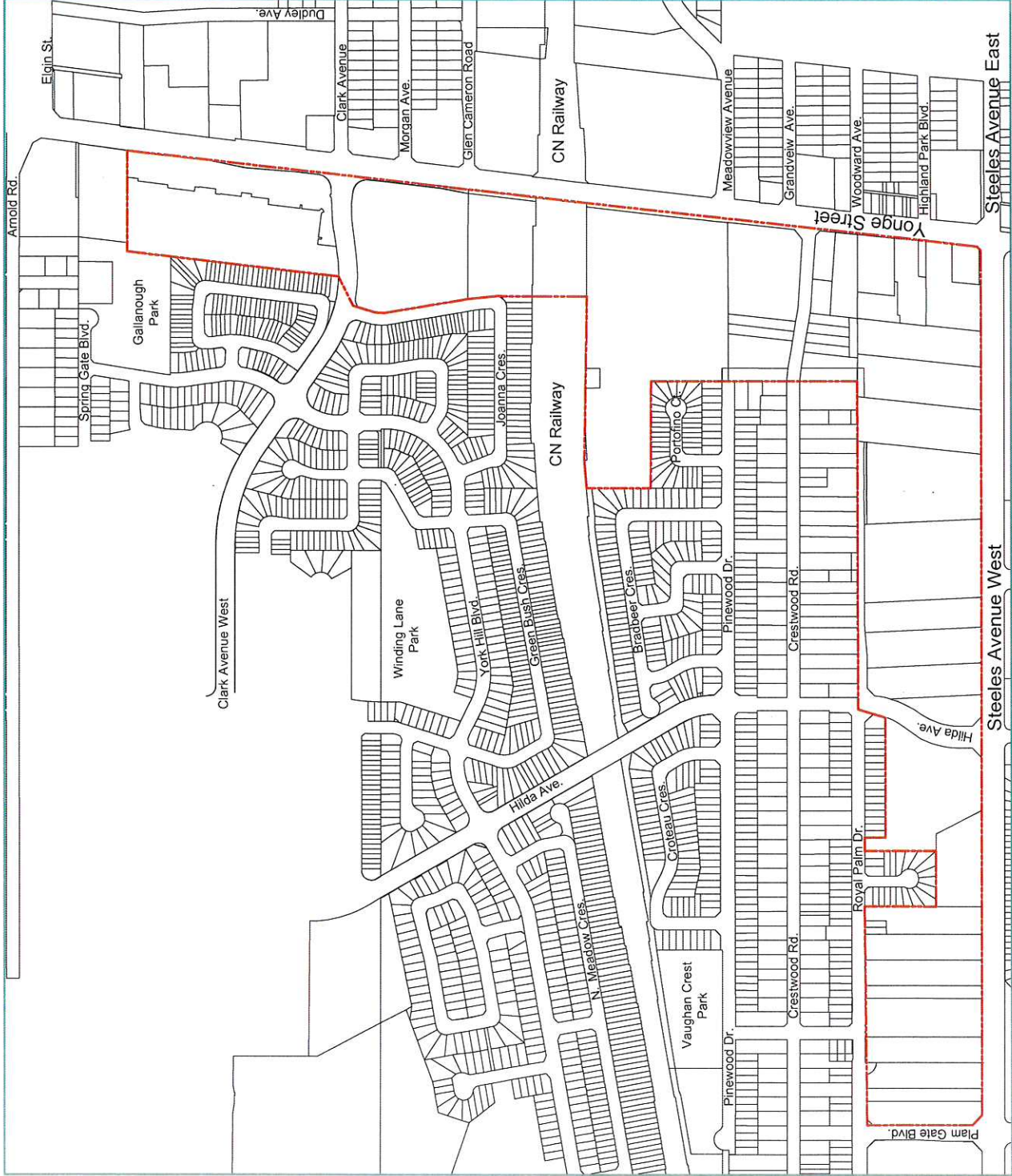
## 9.0 DEFINITIONS

### 9.1 Publicly Accessible Open Space:

Open space that is privately owned and maintained and, through an agreement with the City, is made available for use by the public.



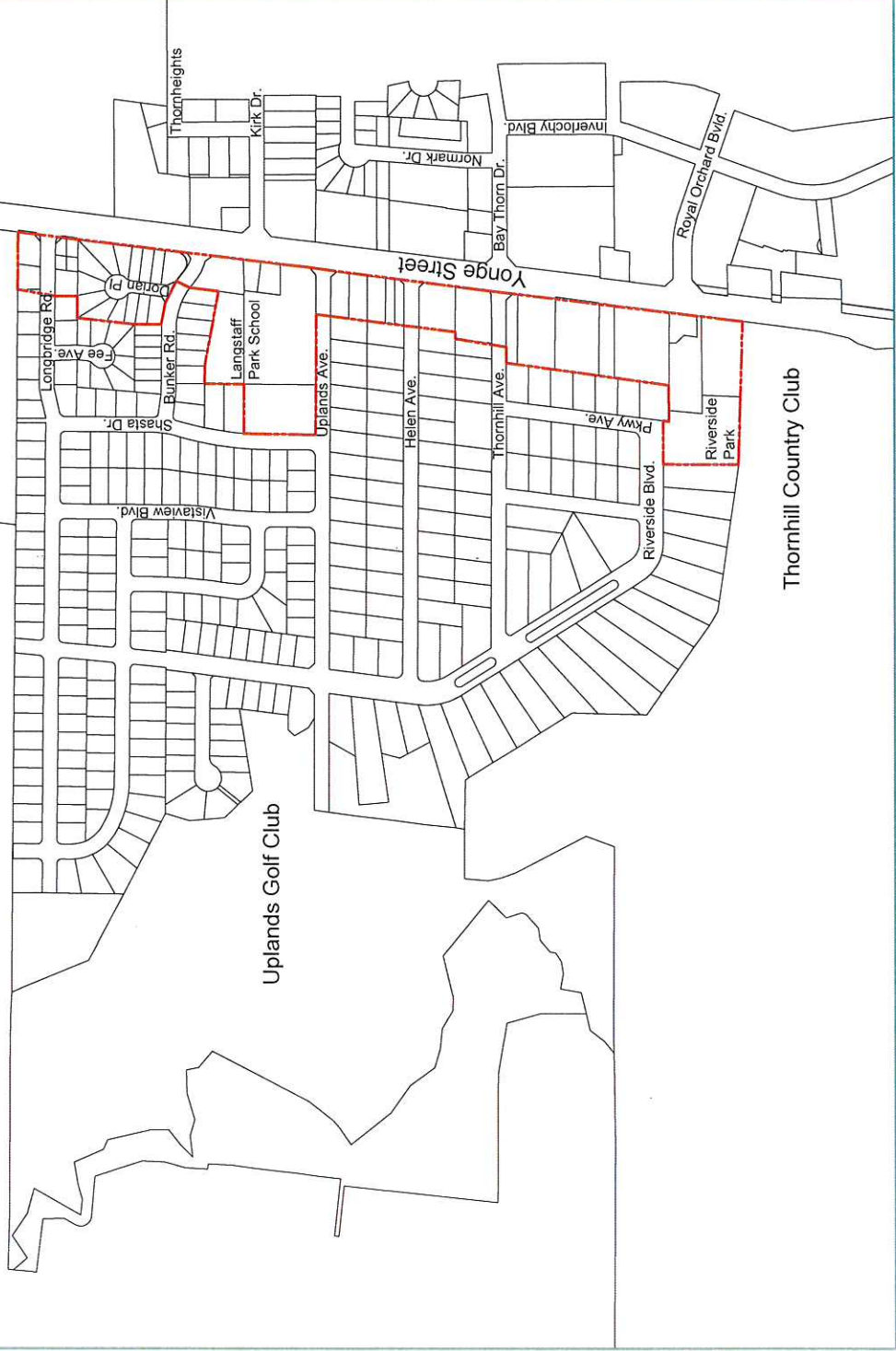
Secondary Plan Boundary

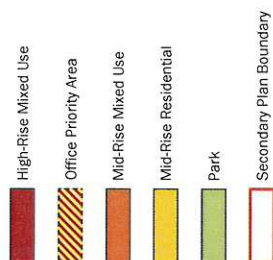




Highway 407

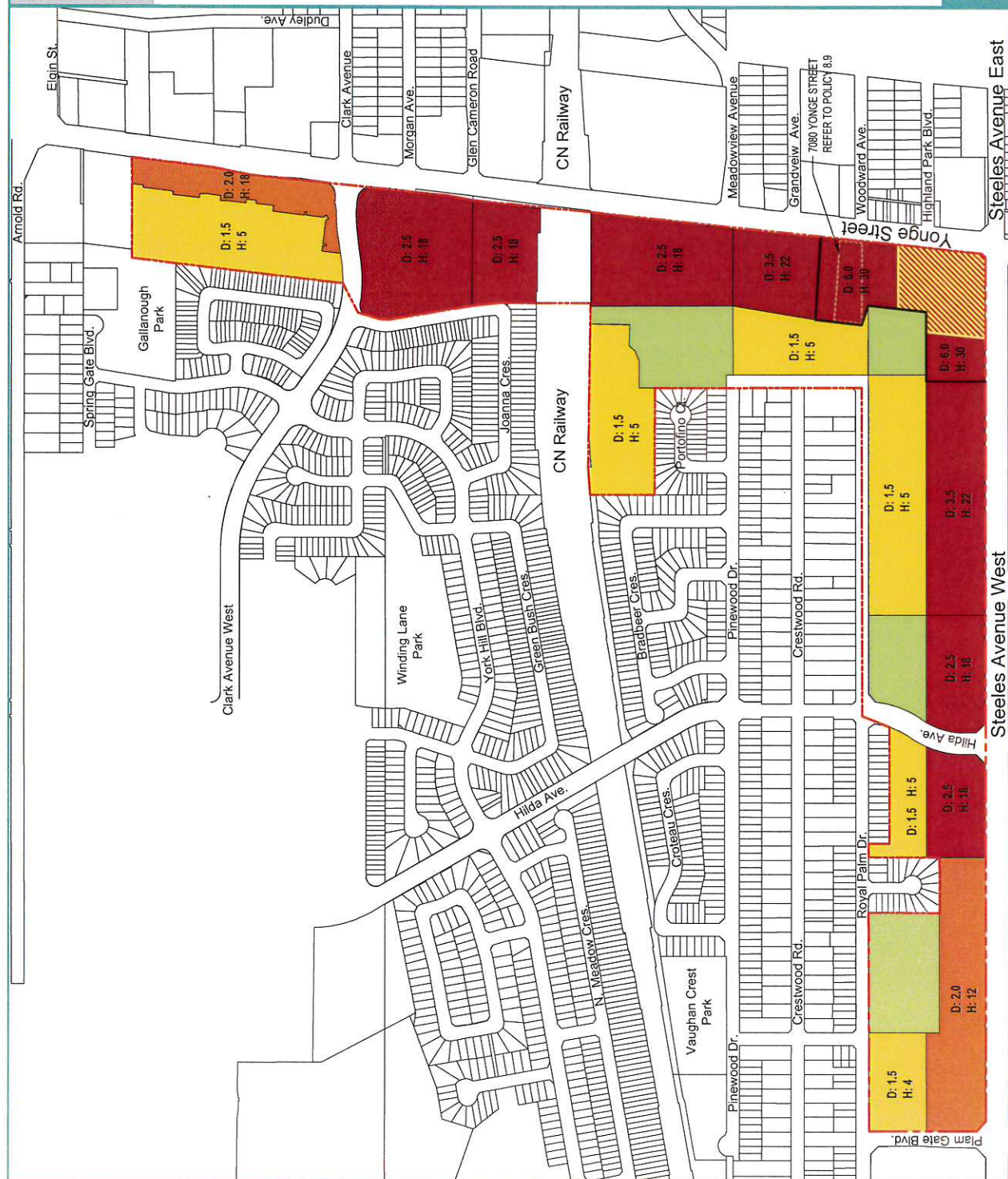
Secondary Plan Boundary





D: Density

H: Height





Highway 407

REFER TO SCHEDULE 2A  
(NORTH) AND POLICY 8.8

- Low-Rise Mixed Use
- Mid-Rise Mixed Use
- Low-Rise Residential
- Park
- Private Open Space
- Secondary Plan Boundary

D: Density

H: Height



December 2015



- Mid-Rise Mixed Use
- Park (Lands to be Conveyed for Park Purposes)
- Dorian Place Development Block, Subject to Policies in Section 8.8

D: Density

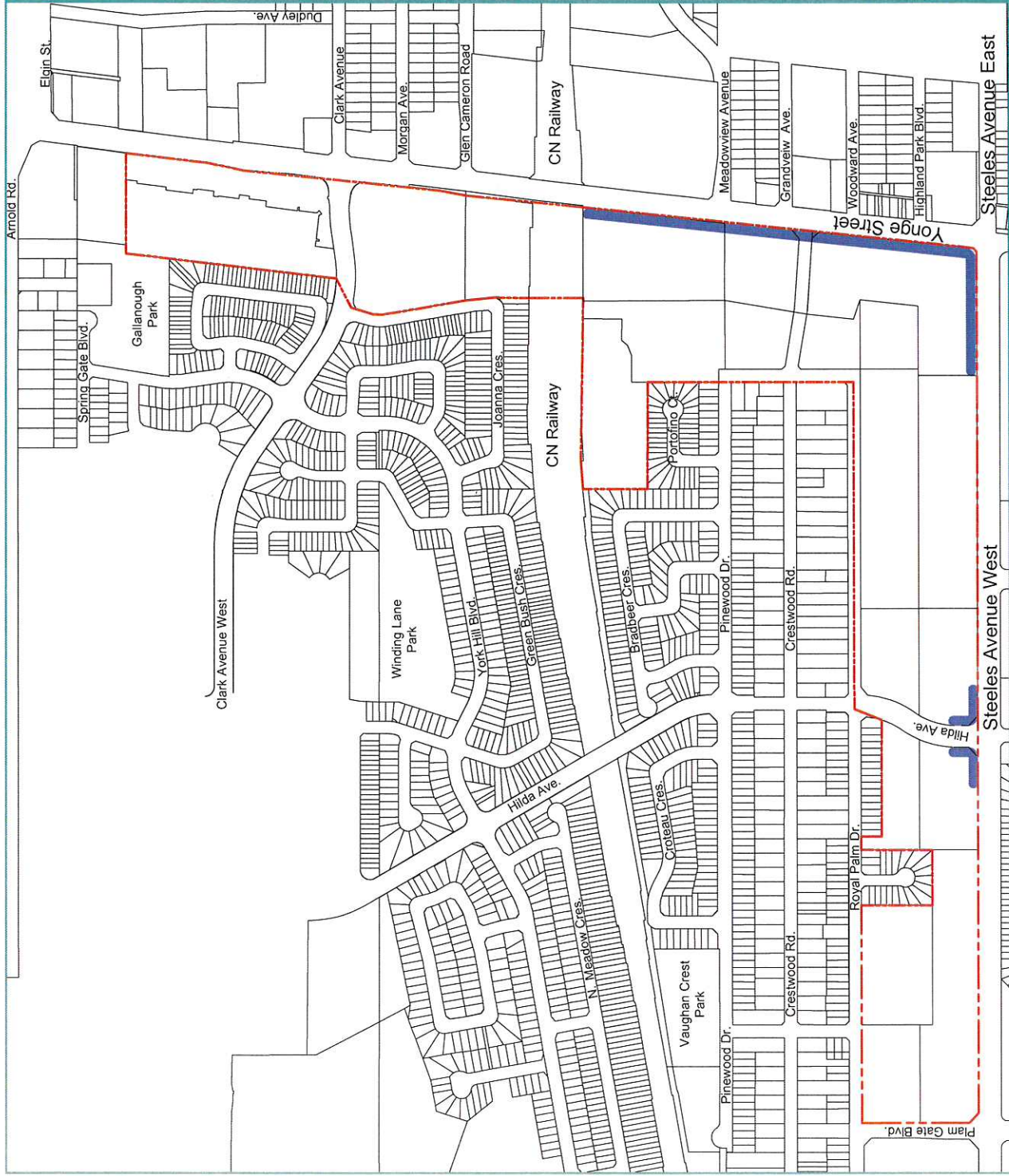
H: Height

GFA: Gross Floor Area








- Mandatory Retail Frontage
- Secondary Plan Boundary

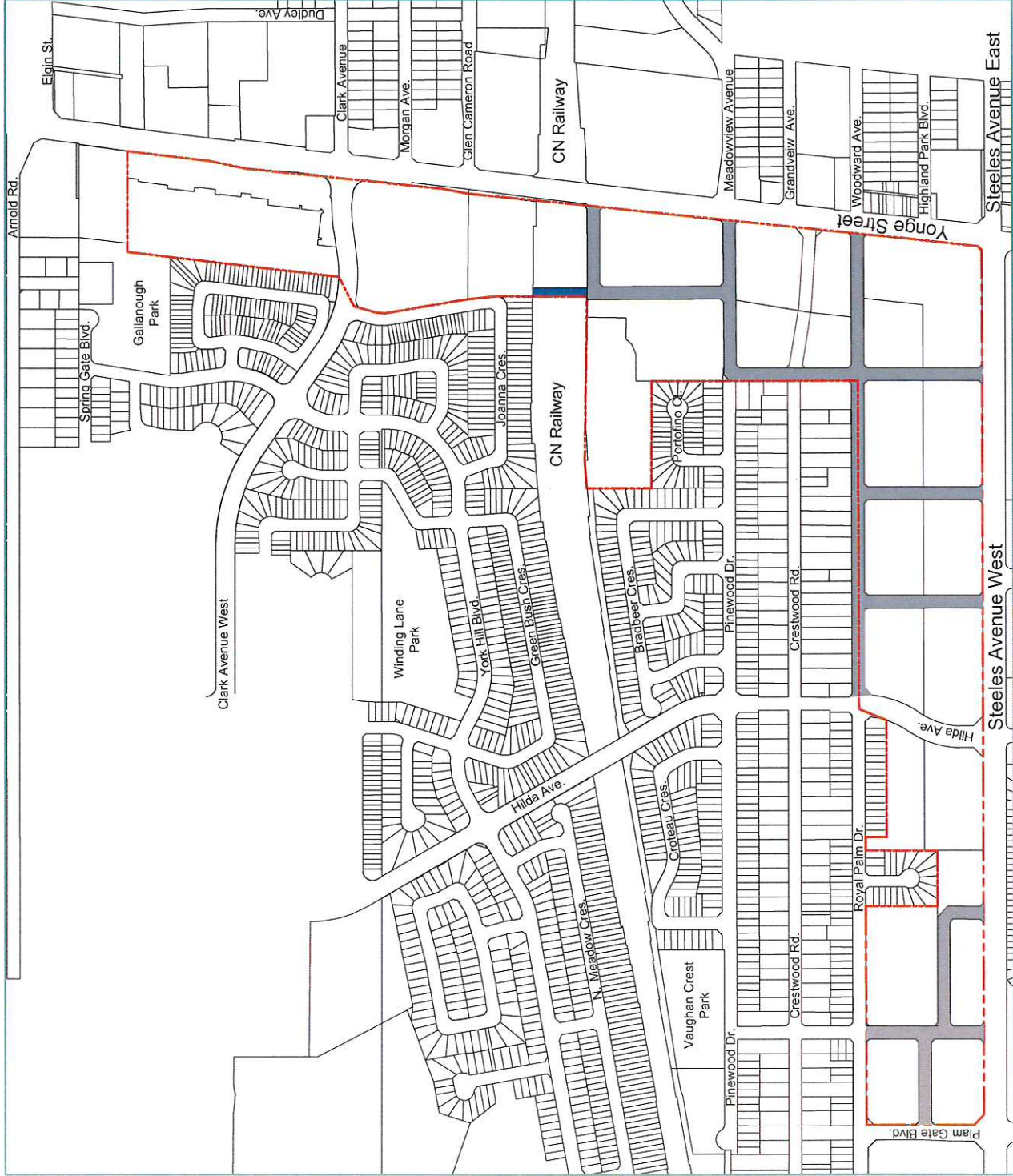


- Lands to be Conveyed to the City for Park Purposes
- Publicly Accessible Open Space
- Proposed Pedestrian Connection
- Secondary Plan Boundary

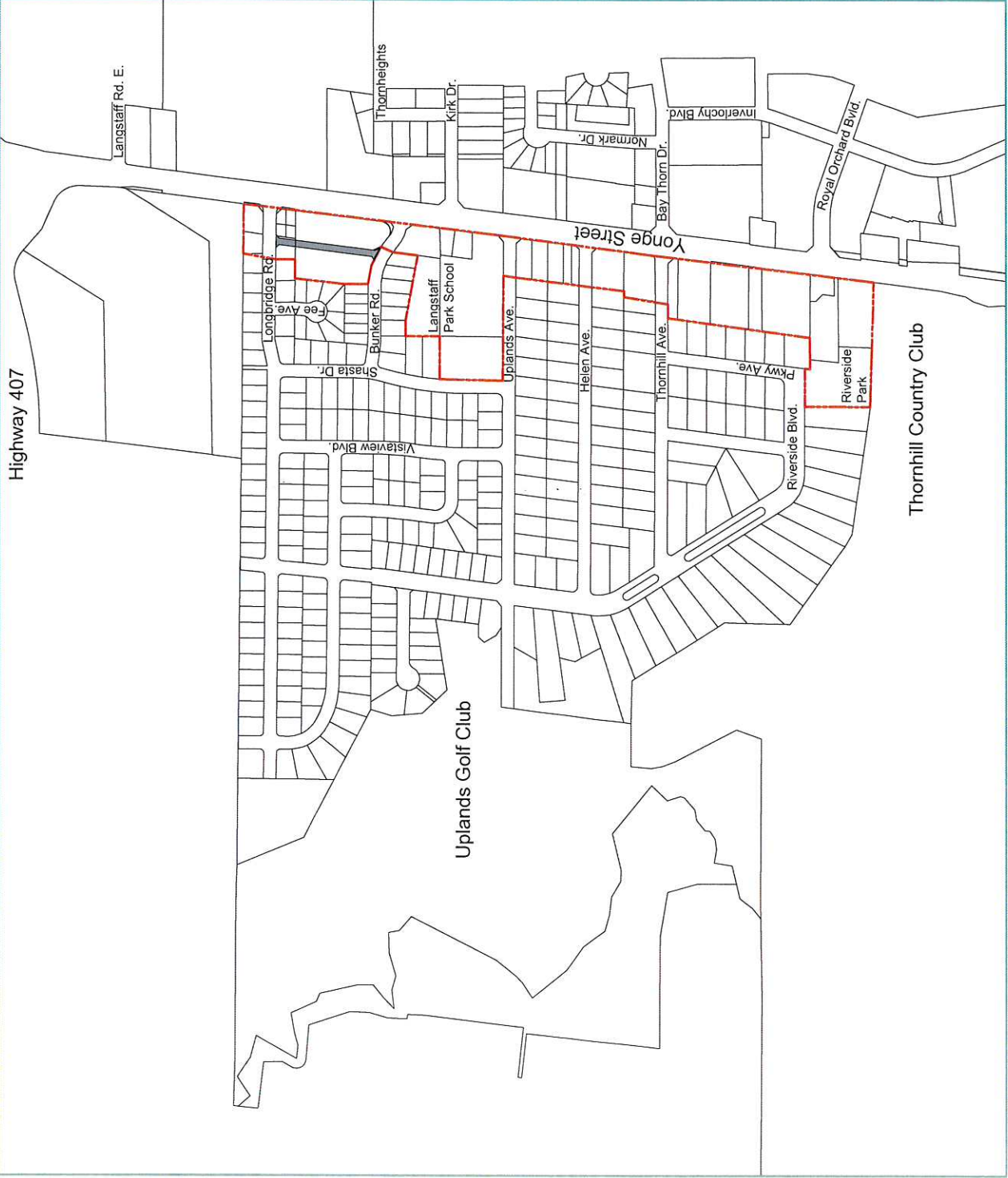




-  Proposed Local Street
-  Proposed Pedestrian Connection
-  Secondary Plan Boundary



Highway 407

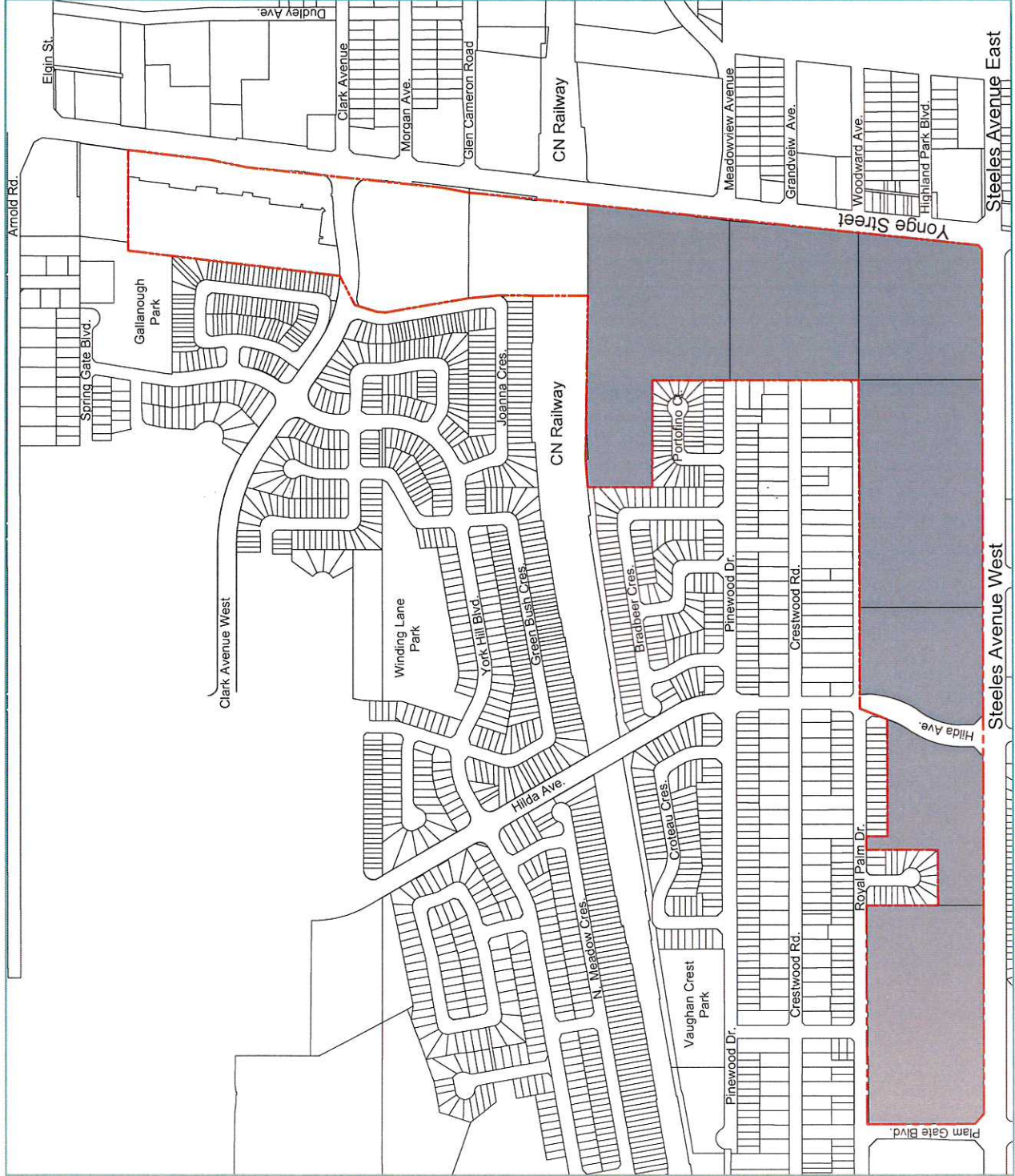


- Proposed Local Street
- Secondary Plan Boundary

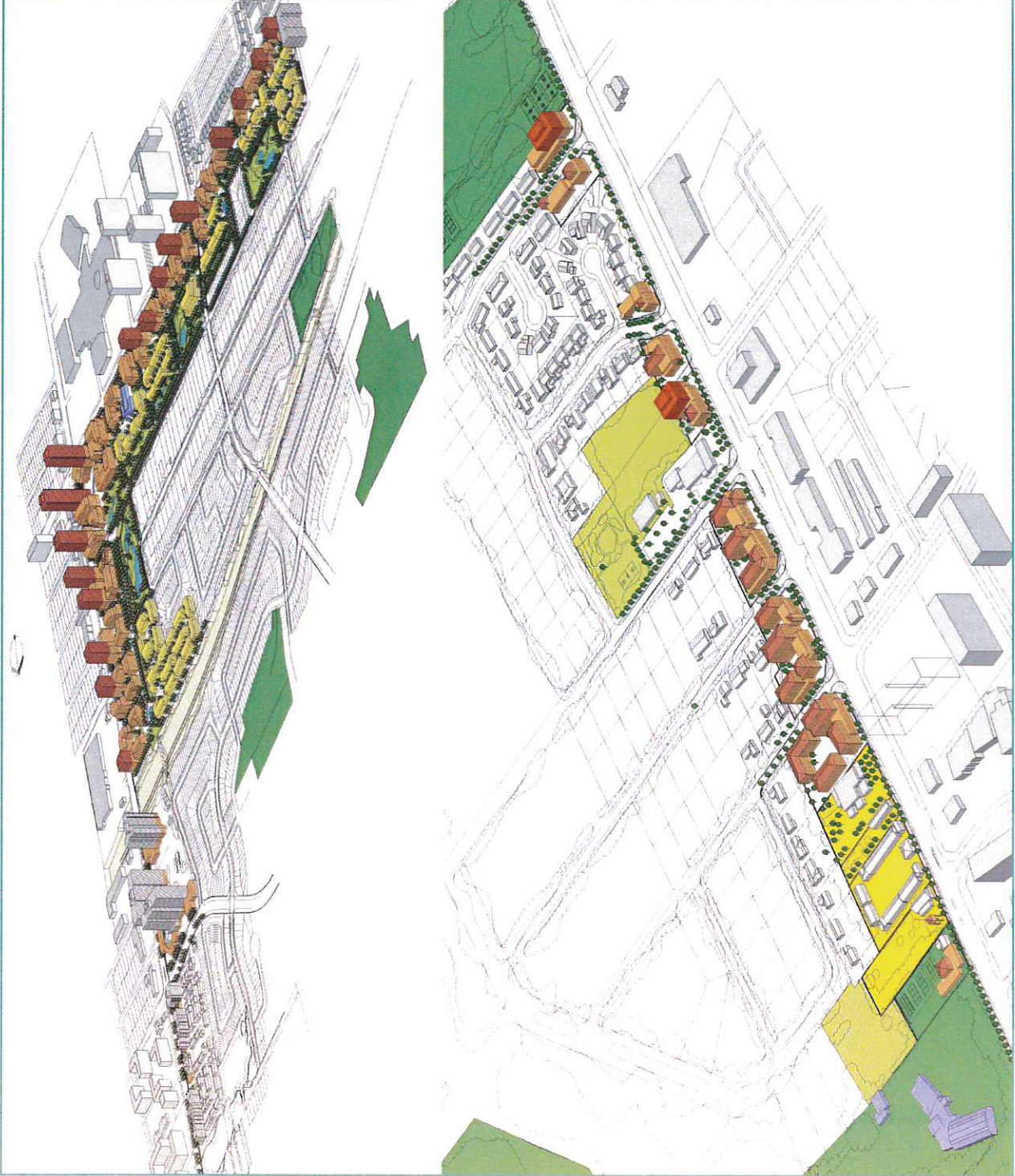


Proposed Development Blocks

Secondary Plan Boundary

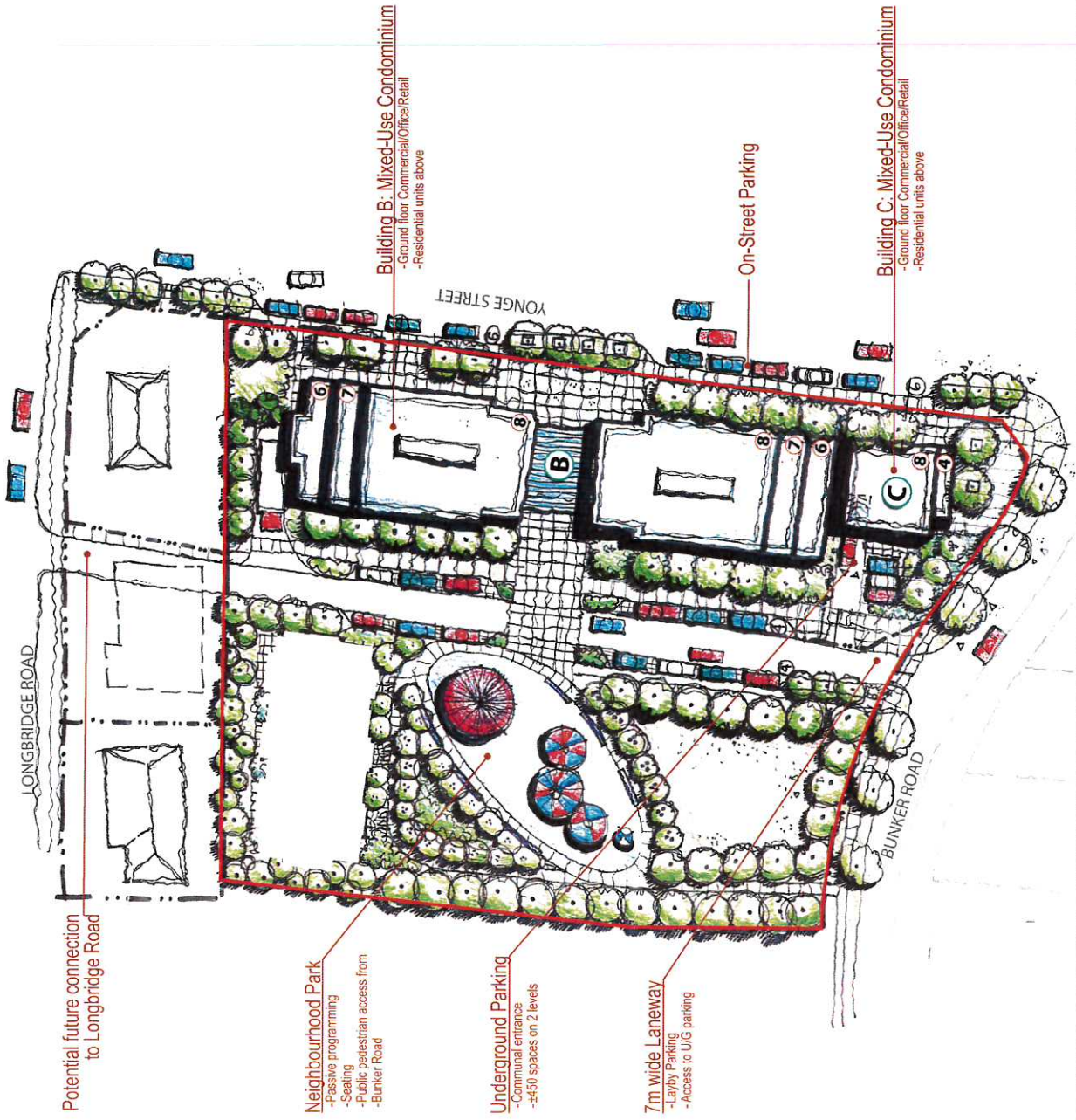








8 Number of Storeys



Quantity Control

- 2-100 Post to Pre-development for siles with drainage areas less than 5 hectares.
- Don River Unit Release Rates for drainage areas greater than 5 hectares.

Quality Control

- Enhanced Level (80 % Total Suspended Solid Removal).

Erosion Control





- For a 25 mm event, it must be released over 48 hours for siles greater than 5 hectares.

Water Balance

- Detain a rainfall depth of 5 mm from all impervious areas.





-  Park
-  Publicly Accessible Open Space
-  Proposed Local Street
-  Secondary Plan Boundary



Highway 407



- Park
- Publicly Accessible Open Space
- Proposed Local Street
- Secondary Plan Boundary