

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013**

Item 13, Report No. 52, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 10, 2013.

**13**

**YONGE STEELES CORRIDOR SECONDARY PLAN  
REPORT ON REQUEST FOR MODIFICATIONS AND  
STATUS UPDATE TO ADOPTED SECONDARY PLAN  
FOLLOW UP REPORT  
FILE 25.5.12.4  
WARD 5**

**The Committee of the Whole recommends:**

- 1) That this matter be referred to staff for a future report to include additional options ranging up to office-only development generally in the vicinity of the former Chapters site approximately 150m north and west of the intersection of Steeles Avenue and Yonge Street and including the properties at 7040 Yonge Street, 7028 -7038 Yonge Street, 2 Steeles Avenue West, and 30-66 Steeles Avenue West.**

**Recommendation**

The Commissioner of Planning recommends that:

1. The second paragraph of Subsection 3.3 "Density" of the Yonge Steeles Corridor Secondary Plan be deleted and replaced by the following:  
  
In the area where the maximum FSI is shown as 6.0, any development in excess of an FSI of 4.0 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related;
2. Item 18, Report No. 42 of the Committee of the Whole, adopted, as amended, by Council on October 29, 2013, forming Attachment 2 to this report, BE APPROVED subject to Recommendation 1 hereto; and
3. This report be forwarded to York Region for its information and action.

**Contribution to Sustainability**

Consistent with Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan, the Yonge Steeles Corridor Secondary Plan will conform to York Region's policies for complete communities through policies that provide for environmental protection, sustainable community design and development and economic vitality.

**Economic Impact**

The Yonge Steeles Corridor Secondary Plan was funded through the capital budgets PL-9009-07 for the Yonge Street Area Study and PL-9003-07 for the Vaughan Official Plan 2010.

**Communications Plan**

Notice of consideration of the originating October 15, 2013 Committee of the Whole Report was given at that time.

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#### **Purpose**

To report on concerns raised at the October 15, 2013 Committee of the Whole meeting. The following motion was approved by Committee and ratified by Council on October 29.

“That this matter be referred back to staff for a further report to a future Committee of the Whole meeting addressing the comments from Members of Council regarding additional options for the area.”

Of particular concern was ensuring that there would be a minimum amount of office space, especially in proximity to the Yonge Street and Steeles Avenue intersection, to promote the evolution of mixed use development.

#### **Background - Analysis and Options**

On October 15, 2013 Committee of the Whole considered the staff report on the Yonge Steeles Secondary Plan in respect of requested modifications and a status update on the adopted Plan. In the report it was recommended that a 1.0 FSI density increase, from 5.0 FSI to 6.0 FSI, be provided in the area surrounding the Yonge Street and Steeles Avenue intersection. The lands are adjacent to the planned Steeles Avenue subway station and bus terminal and represent an important gateway into the City of Vaughan and York Region. This is acknowledged by Metrolinx, which recognizes this area as Gateway Transportation Hub. The desire was expressed to ensure an integrated mix of uses at the corner of Yonge Street and Steeles Avenue.

The Yonge Steeles Secondary Plan does not require a minimum amount of office floor space in this area. Such a measure was included in the Vaughan Metropolitan Centre Plan to ensure that office uses are provided in the City's new downtown. In the Station Precinct, where office uses are required, “office uses shall occupy a minimum of 35% of the gross floor area on each development block, as defined. . .” and the Development Concept Reports shall explain how this target is to be achieved. While the Yonge Steeles Secondary Plan does not require office uses specifically, it does support mixed uses in the highest density areas around the Steeles Avenue gateway.

The adopted Secondary Plan provides policies to support high quality transit oriented mixed use development that encourages walking and cycling. They include:

- To create more active and animated street level development along Yonge Street and Steeles Avenue, policies were included that required mandatory retail frontages from the first development block at the corner of the Yonge Street and Steeles Avenue intersection, north along Yonge Street to the CN Railway, and at both corners at the Hilda Avenue and Steeles Avenue intersection.
- To ensure a sufficient non-residential presence it provides that where the maximum FSI is shown as 5.0 in the High-Rise Mixed-Use Area (northwest corner of the Yonge-Steeles intersection), any development in excess of an FSI of 3.5 shall be used for non-residential uses, including retail uses provided that the retail uses are grade related.

To reach the maximum development potential under this scenario, approximately 30% (i.e. 1.5/5.0) of the gross floor area would have to be devoted to non-residential uses. If the increase in density to 6.0 FSI is implemented in this area, then a modification will need to be made to the second paragraph of Subsection 3.3 “Density” to recognize the increase in FSI from 5.0 to 6.0.

To remain consistent with the original provision, the minimum non-residential density under the maximum development scenario will need to be raised. This will result in any development in excess of 4.0 FSI requiring the remainder, up to the maximum FSI of 6.0, to be devoted to non-

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#### **Item 13, CW Report No. 52 – Page 3**

residential uses, this would result in approximately 33% (i.e. 2.0/6.0) of the development being required to be devoted to non-residential uses.

Therefore, it is recommended that the second paragraph of Subsection 3.3 “Density” be deleted and be replaced by the following:

In the area where the maximum FSI is shown as 6.0, any development in excess of an FSI of 4.0 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related.

While not specifically requiring office uses, it is expected that a substantial proportion of the non-residential uses would be offices located in the podiums of the buildings. Such office uses would be consistent with the type of mixed-use development occurring along the Yonge Street Corridor to the north and south of this location. It is also noted that Policy 3.6.4 “Office Uses” of the Yonge Street Corridor Secondary Plan states that there are no limitations on the amount of office space in the High Rise Mixed Used area, provided the maximum heights and densities are maintained.

Therefore, staff are not recommending a specific requirement for office use in recognition of the requirement for non-residential uses. However, the proportion of non-residential uses provided for in the original policy should be maintained through the increase in maximum density to 6.0 FSI.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

The proposed modification to the Yonge Steeles Corridor Secondary Plan is consistent with the priorities set by Council in the Vaughan Vision 20/20 Plan, and in particular to the City’s commitment to “plan and manage growth and economic vitality”. The following specific initiatives are of particular relevance to the Yonge Steeles Secondary Plan:

- Support and coordinate land use planning for high capacity transit at strategic locations in the City; and
- Complete and implement the Growth Management Strategy (Vaughan Tomorrow)

#### **Regional Implications**

The Yonge Steeles Corridor Secondary Plan has been prepared pursuant to the policies of the Vaughan Official Plan 2010 and the new York Region Official Plan. This report and resulting Council minute will be forwarded to York Region for its further consideration as a modification to the Yonge Steeles Corridor Secondary Plan. It will be considered along with the recommendations contained in the October 15, 2013 Committee of the Whole report “Request for Modifications and Status Update to Adopted Secondary Plan”.

#### **Conclusion**

Unlike the Vaughan Metropolitan Centre Secondary Plan the Yonge Steeles Centre Secondary Plan does not specifically require office uses in the High Rise Mixed Use designation adjacent to the future Subway Station. However, the Yonge Steeles Secondary Plan does include policy to ensure that a broad mix of uses is developed at this prominent gateway corner. The Yonge Steeles Corridor Secondary Plan provides policies that require a minimum amount of non-residential development that would include commercial and office uses should the development exceed a threshold limit.

With the increase of density from 5.0 FSI to 6.0 FSI, there is the need to adjust the threshold to ensure that the original proportion of residential to non-residential density is maintained. (approximately two-thirds residential to one-third non-residential) Staff is satisfied that a

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significant proportion of the non-residential uses would be office space, located in the podiums of the High Rise Mixed Use buildings.

Therefore it recommended that the amended policy be approved and that this report and Council minute be forwarded to the Region of York for consideration in conjunction with the October 15, 2013 Committee of the Whole report “Request for Modifications and Status Update to Adopted Secondary Plan”.

**Attachments**

1. Proposed Density Adjustment Area
2. Extract from Council – October 29, 2013, Item 18, Report No 42 – Yonge Steeles Corridor Secondary Plan

**Report prepared by:**

Clement Chong, Acting Senior Planner, ext. 8214  
Roy McQuillin, Manager of Policy Planning, ext. 8211

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

## **COMMITTEE OF THE WHOLE NOVEMBER 26, 2013**

### **YONGE STEELES CORRIDOR SECONDARY PLAN REPORT ON REQUEST FOR MODIFICATIONS AND STATUS UPDATE TO ADOPTED SECONDARY PLAN FOLLOW UP REPORT FILE 25.5.12.4 WARD 5**

#### **Recommendation**

The Commissioner of Planning recommends that:

1. The second paragraph of Subsection 3.3 “Density” of the Yonge Steeles Corridor Secondary Plan be deleted and replaced by the following:  
  
In the area where the maximum FSI is shown as 6.0, any development in excess of an FSI of 4.0 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related;
2. Item 18, Report No. 42 of the Committee of the Whole, adopted, as amended, by Council on October 29, 2013, forming Attachment 2 to this report, BE APPROVED subject to Recommendation 1 hereto; and
3. This report be forwarded to York Region for its information and action.

#### **Contribution to Sustainability**

Consistent with Green Directions Vaughan, the City’s Community Sustainability and Environmental Master Plan, the Yonge Steeles Corridor Secondary Plan will conform to York Region’s policies for complete communities through policies that provide for environmental protection, sustainable community design and development and economic vitality.

#### **Economic Impact**

The Yonge Steeles Corridor Secondary Plan was funded through the capital budgets PL-9009-07 for the Yonge Street Area Study and PL-9003-07 for the Vaughan Official Plan 2010.

#### **Communications Plan**

Notice of consideration of the originating October 15, 2013 Committee of the Whole Report was given at that time.

#### **Purpose**

To report on concerns raised at the October 15, 2013 Committee of the Whole meeting. The following motion was approved by Committee and ratified by Council on October 29.

“That this matter be referred back to staff for a further report to a future Committee of the Whole meeting addressing the comments from Members of Council regarding additional options for the area.”

Of particular concern was ensuring that there would be a minimum amount of office space, especially in proximity to the Yonge Street and Steeles Avenue intersection, to promote the evolution of mixed use development.

## **Background - Analysis and Options**

On October 15, 2013 Committee of the Whole considered the staff report on the Yonge Steeles Secondary Plan in respect of requested modifications and a status update on the adopted Plan. In the report it was recommended that a 1.0 FSI density increase, from 5.0 FSI to 6.0 FSI, be provided in the area surrounding the Yonge Street and Steeles Avenue intersection. The lands are adjacent to the planned Steeles Avenue subway station and bus terminal and represent an important gateway into the City of Vaughan and York Region. This is acknowledged by Metrolinx, which recognizes this area as Gateway Transportation Hub. The desire was expressed to ensure an integrated mix of uses at the corner of Yonge Street and Steeles Avenue.

The Yonge Steeles Secondary Plan does not require a minimum amount of office floor space in this area. Such a measure was included in the Vaughan Metropolitan Centre Plan to ensure that office uses are provided in the City's new downtown. In the Station Precinct, where office uses are required, "office uses shall occupy a minimum of 35% of the gross floor area on each development block, as defined. . ." and the Development Concept Reports shall explain how this target is to be achieved. While the Yonge Steeles Secondary Plan does not require office uses specifically, it does support mixed uses in the highest density areas around the Steeles Avenue gateway.

The adopted Secondary Plan provides policies to support high quality transit oriented mixed use development that encourages walking and cycling. They include:

- To create more active and animated street level development along Yonge Street and Steeles Avenue, policies were included that required mandatory retail frontages from the first development block at the corner of the Yonge Street and Steeles Avenue intersection, north along Yonge Street to the CN Railway, and at both corners at the Hilda Avenue and Steeles Avenue intersection.
- To ensure a sufficient non-residential presence it provides that where the maximum FSI is shown as 5.0 in the High-Rise Mixed-Use Area (northwest corner of the Yonge-Steeles intersection), any development in excess of an FSI of 3.5 shall be used for non-residential uses, including retail uses provided that the retail uses are grade related.

To reach the maximum development potential under this scenario, approximately 30% (i.e. 1.5/5.0) of the gross floor area would have to be devoted to non-residential uses. If the increase in density to 6.0 FSI is implemented in this area, then a modification will need to be made to the second paragraph of Subsection 3.3 "Density" to recognize the increase in FSI from 5.0 to 6.0.

To remain consistent with the original provision, the minimum non-residential density under the maximum development scenario will need to be raised. This will result in any development in excess of 4.0 FSI requiring the remainder, up to the maximum FSI of 6.0, to be devoted to non-residential uses, this would result in approximately 33% (i.e. 2.0/6.0) of the development being required to be devoted to non-residential uses.

Therefore, it is recommended that the second paragraph of Subsection 3.3 "Density" be deleted and be replaced by the following:

In the area where the maximum FSI is shown as 6.0, any development in excess of an FSI of 4.0 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related.

While not specifically requiring office uses, it is expected that a substantial proportion of the non-residential uses would be offices located in the podiums of the buildings. Such office uses would be consistent with the type of mixed-use development occurring along the Yonge Street Corridor

to the north and south of this location. It is also noted that Policy 3.6.4 “Office Uses” of the Yonge Street Corridor Secondary Plan states that there are no limitations on the amount of office space in the High Rise Mixed Used area, provided the maximum heights and densities are maintained.

Therefore, staff are not recommending a specific requirement for office use in recognition of the requirement for non-residential uses. However, the proportion of non-residential uses provided for in the original policy should be maintained through the increase in maximum density to 6.0 FSI.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

The proposed modification to the Yonge Steeles Corridor Secondary Plan is consistent with the priorities set by Council in the Vaughan Vision 20/20 Plan, and in particular to the City’s commitment to “plan and manage growth and economic vitality”. The following specific initiatives are of particular relevance to the Yonge Steeles Secondary Plan:

- Support and coordinate land use planning for high capacity transit at strategic locations in the City; and
- Complete and implement the Growth Management Strategy (Vaughan Tomorrow)

#### **Regional Implications**

The Yonge Steeles Corridor Secondary Plan has been prepared pursuant to the policies of the Vaughan Official Plan 2010 and the new York Region Official Plan. This report and resulting Council minute will be forwarded to York Region for its further consideration as a modification to the Yonge Steeles Corridor Secondary Plan. It will be considered along with the recommendations contained in the October 15, 2013 Committee of the Whole report “Request for Modifications and Status Update to Adopted Secondary Plan”.

#### **Conclusion**

Unlike the Vaughan Metropolitan Centre Secondary Plan the Yonge Steeles Centre Secondary Plan does not specifically require office uses in the High Rise Mixed Use designation adjacent to the future Subway Station. However, the Yonge Steeles Secondary Plan does include policy to ensure that a broad mix of uses is developed at this prominent gateway corner. The Yonge Steeles Corridor Secondary Plan provides policies that require a minimum amount of non-residential development that would include commercial and office uses should the development exceed a threshold limit.

With the increase of density from 5.0 FSI to 6.0 FSI, there is the need to adjust the threshold to ensure that the original proportion of residential to non-residential density is maintained. (approximately two-thirds residential to one-third non-residential) Staff is satisfied that a significant proportion of the non-residential uses would be office space, located in the podiums of the High Rise Mixed Use buildings.

Therefore it is recommended that the amended policy be approved and that this report and Council minute be forwarded to the Region of York for consideration in conjunction with the October 15, 2013 Committee of the Whole report “Request for Modifications and Status Update to Adopted Secondary Plan”.

#### **Attachments**

1. Proposed Density Adjustment Area
2. Extract from Council – October 29, 2013, Item 18, Report No 42 – Yonge Steeles Corridor Secondary Plan

**Report prepared by:**

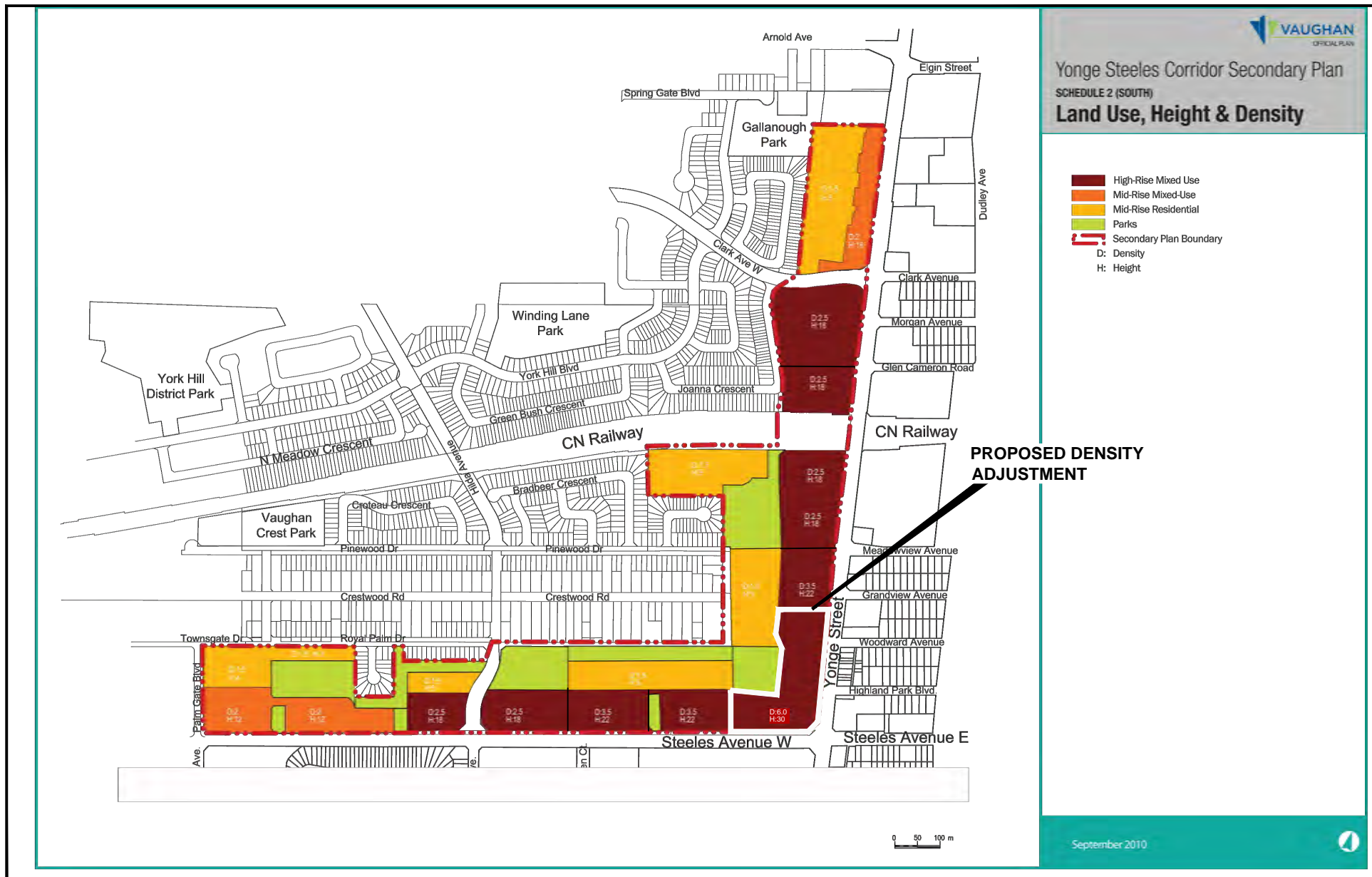
Clement Chong, Acting Senior Planner, ext. 8214  
Roy McQuillin, Manager of Policy Planning, ext. 8211

Respectfully submitted,

JOHN MACKENZIE  
Commissioner of Planning

/lm





# Yonge Street Corridor Secondary Plan - Schedule 2 (South) Proposed Density Adjustment

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

N:\DFT\1 ATTACHMENTS\25\25.5.12.4a.dwg



Policy Planning Department

Attachment

File: 25.5.12.4

Date:  
 November 11, 2013

1

**EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 29, 2013**

Item 18, Report No. 42, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 29, 2013, as follows:

***By approving the following:***

***That Communication C3 from Mr. Jeffrey E. Streisfield, Landlaw, dated October 15, 2013, be received.***

**18**

**YONGE STEELES CORRIDOR SECONDARY PLAN  
REPORT ON REQUEST FOR MODIFICATIONS AND  
STATUS UPDATE TO ADOPTED SECONDARY PLAN  
FILE: 25.5.12.4  
WARD 5**

**The Committee of the Whole recommends:**

- 1) That this matter be referred back to staff for a further report to a future Committee of the Whole meeting addressing the comments from Members of Council regarding additional options for the area;**
- 2) That the deputation of Mr. Guido Masutti, Riverview Avenue, Woodbridge, be received;**
- 3) That Communications C17 and C18, from Mr. Ryan Mino-Leahan, KLM Planning Partners Inc., Jardin Drive, Concord, dated October 15, 2013, be received; and**
- 4) That the coloured elevation drawings submitted by the applicant be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT York Region be requested to expedite the preparation of the "Yonge and Steeles Area Transportation Study" in order to inform any final modification requests by York Region in respect of the Yonge-Steeles Corridor Secondary Plan, leading to its ultimate consideration and approval by the Ontario Municipal Board;
2. THAT York Region be advised that the City supports modifications, to respond to stakeholder requests and ongoing studies by the City including an increase in density and density bonusing provisions on those properties designated High-Rise Mixed-Use located south of Crestwood Road to Steeles Avenue on Yonge Street and on Steeles Avenue to a point approximately 200 m west of Yonge Street, as shown on Attachment 6 to this report;
3. THAT York Region be requested to evaluate the implications of the following matters as they relate to density and phasing in the analyses being undertaken in the Yonge and Steeles Area Transportation Study:
  - a) The implications of the appeals against the Yonge Steeles Corridor Secondary Plan;
  - b) The density increase referenced in Recommendation 2 above; and
  - c) Recent approvals and landowner investments in uses (primarily car dealerships) that are of a lower density than envisioned in the Yonge Steeles Corridor Secondary Plan.

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### **EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 29, 2013**

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4. THAT City staff, in consultation with York Region, continue to negotiate with the appellants to work toward the resolution of the Ontario Municipal Board appeals;
5. THAT City staff report back to Council on settlement negotiations, on the results of the Yonge and Steeles Area Transportation Study and on any further modifications originating with the City/ York Region/parties to the Yonge Steeles Corridor Secondary Plan, as part of the effort to secure a timely Ontario Municipal Board approval; and
6. THAT this report be forwarded to York Region for its information and action.

#### **Contribution to Sustainability**

Consistent with Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan, the Yonge Steeles Corridor Secondary Plan will conform to York Region's policies for complete communities through policies that provide for environmental protection, sustainable community design, and economic vitality and growth. More specifically, the proposed Yonge Steeles Secondary Plan addresses the following goals outlined by Green Directions Vaughan:

- Goals 1 & 5: Demonstrates leadership through green building and urban design policies.
- Goal 2: Ensures sustainable development and redevelopment.
- Goal 2: To protect green space and the countryside by establishing a Natural Heritage Network and limiting urban expansion;
- Goal 3: Ensures that the Yonge Steeles Corridor area is easy to get around in with low environmental impact.
- Goal 4: Creates a vibrant community for citizens, businesses and visitors.
- Goal 5 & 6: Establishes overall vision and policy structure that supports the implementation of Green Directions Vaughan.

#### **Economic Impact**

The Vaughan Official Plan (VOP) 2010, which includes the Yonge Steeles Corridor Secondary Plan, establishes the planning framework for development throughout the City to 2031. The Official Plan, when approved and operational, will have a positive impact on the City of Vaughan in terms of encouraging and managing growth and fostering employment opportunities. It will also fulfill the City's obligations to conform to Provincial policies and meet regionally imposed targets for residential and employment intensification specific to Regional Corridors. The approval of the Yonge Corridor Steeles Secondary Plan will set the stage for desired transit investments including the Yonge Street Subway extension, which is expected to be a catalyst for redevelopment. The Yonge Steeles Corridor Secondary Plan review was funded through the capital budgets PL-9009-07 for the Yonge Street Area Study and PL-9003-07 for the Vaughan Official Plan 2010.

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#### **Communications Plan**

Notice of this meeting has been communicated by the following means:

- Posted on the [www.vaughan.ca](http://www.vaughan.ca) online calendar, City Page Online and City Update (corporate monthly e-newsletter);
- Posted to the City's social media sites, Facebook and Twitter;
- By Canada Post to all those requesting notification in respect of the Yonge Steeles Corridor Secondary Plan;
- By Canada Post to almost 1500 addresses on the Vaughan Tomorrow/Official Plan Review mailing list, updated to include the parties identified in the letters directed to the Region of York; and,
- To the Official Plan Review e-mail list.

#### **Purpose**

To report on appeals/modifications to the Yonge Steeles Corridor Secondary Plan and changes in circumstances since the adoption of the Secondary Plan for the purpose of requesting further actions by York Region and providing direction to staff in respect of modifications and further reporting.

#### **Background - Analysis and Options**

##### **Location**

The lands subject to the Yonge Steeles Corridor Secondary Plan are located along the west side of Yonge Street between Steeles Avenue West and Thornhill Public School and on the north side of Steeles Avenue West between Yonge Street and Palm Gate Boulevard in the south plan area; and between the Thornhill Golf and Country Club and Longbridge Road in the north plan area as shown on Attachments 1 and 2.

##### **Zoning**

The current zoning provisions of By-law 1-88 applicable to the Secondary Plan area will remain in effect until they are updated or replaced by zoning consistent with the Vaughan Official Plan 2010 and the Yonge Steeles Corridor Secondary Plan. The preparation of the new City zoning by-law is now in its initial stages.

##### **Status of the City of Vaughan Official Plan 2010 (VOP 2010)**

The Vaughan Official Plan 2010 applies to all lands in the City and has been produced in two volumes. Volume 1 introduces general policies applicable throughout the City. The Yonge Steeles Corridor Secondary Plan is included in Volume 2. It contains a number of Secondary Plans and site and area specific policies for areas that require more detailed policy treatments. Both Volumes 1 and 2 have been appealed to the Ontario Municipal Board. This report deals with the policies, appeals and modifications specific to the Yonge Steeles Secondary Plan. VOP 2010 received partial approval on July 23, 2013. Previously, the North-Kleinburg Nashville Secondary Plan was approved by the OMB. Resolution of the appeals against the balance of the Plan is underway.

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##### The Secondary Plan Review Process: The Initial Community, Government and Agency Consultation Process

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

- June 5, 2008: Public Open House introducing the project and team members;
- September 16, 2008: Public Meeting to present the results of the SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis;
- November 4, 2008: Public Design Charette;
- March 30, 2009: Public Meeting/Open House to provide a project status update;
- March 2, 2010: Public Information Meeting to gather public input on the Background Report (February 2010);
- March 12, 2010: Public Consultation with land owners to discuss the Royal Palm Drive extension east of Hilda Ave;
- April 12, 2010: Statutory Public Open House to provide an overview of the draft Yonge Steeles Corridor Secondary Plan;
- June 14, 2010: Statutory Public Hearing;
- August 31, 2010 – Special Committee of the Whole Meeting to consider responses to public; government and agency submissions, for incorporation into the Yonge Steeles Corridor Secondary Plan; and
- September 7, 2010 – Council adoption of the Yonge Steeles Corridor Secondary Plan.

##### The Policy Context

##### Regional Policy

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

- The overall intensification in built up areas;
- Growth must be concentrated along Yonge Street as this area is designated as a Regional Corridor in the York Region Official Plan;

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- Local municipalities are required to complete comprehensive secondary plans for areas designated Regional Corridors;
- Transit-supportive densities are required through intensification along the designated Regional Corridors of Highway 7 and Yonge Street which will be served by Rapid Transit; and,
- The Yonge Street subway extension between Steeles Avenue West and Highway 407 is identified in the York Region Transit Network Map and the Transit Project Assessment for the subway extension has been approved and is one of Metrolinx's priority "Big Move" projects.

#### Public Agency Comments Received Prior to the Adoption of the Plan

The draft Yonge Steeles Corridor Secondary Plan was made available for public comment on May 25, 2010, in advance of the statutory public hearing. Policy planning staff continued to accept submissions until August 12, 2010 until the final draft of the August 31, 2010 "Yonge Street Secondary Plan", Response to Public, Government and Agency Submissions report was completed. Approximately 25 written submissions were received and addressed in the report to the Special Committee of the Whole meeting. The respondents represented a cross-section of interests including ratepayers, landowners, development interests and their representatives, utilities, other public agencies and City departments. Staff provided analysis and recommendations on the modification requests. Those modification requests approved by Council were incorporated into the plan that was adopted by Council on September 7, 2010.

#### Overview of the Yonge Steeles Corridor Secondary Plan as Adopted

The Yonge Steeles Corridor Secondary Plan is divided into two plan areas, a North Plan Area and a South Plan Area, which are separated by the section of Yonge Street extending from Thornhill Public School to the Thornhill Golf and Country Club. The Secondary Plan provides the development framework for intensification and sets out the required transit oriented planning policies to support the introduction of rapid transit service from the Richmond Hill/Langstaff Gateway to Finch Avenue. It is projected to accommodate a residential population of 9,660 people and 4,500 new jobs in the South Plan Area and a population of 760 people and 800 new jobs in the North Plan Area at full build out. The two Plan Areas are described below:

##### South Plan Area

The South Plan Area provides the largest proportion of developable/redevelopable lands in the Secondary Plan area and recognizes the Yonge Street and Steeles Avenue intersection as a transit hub and gateway into the City. In Schedule 1, Urban Structure of the Vaughan Official Plan 2010 (Volume 1), the South Plan Area is identified as a Primary Centre. Given its significance as a gateway to the City and the urban hierarchy established in VOP 2010, the corner development block at the Yonge/Steeles intersection has been designated High-Rise Mixed Use with some of the greatest heights and densities in the City. Refer to Attachment 3 for Schedule 2, Land Use Designations (South). The maximum heights of 5.0 FSI and 30 storeys at the Yonge/Steeles corner are only exceeded by the Vaughan Metropolitan Centre (VMC).

The Secondary Plan also provides policies to support high quality transit oriented mixed use development that encourages walking and cycling. To create more active and animated street level development along Yonge Street and Steeles Avenue, policies for mandatory retail frontages were included for the areas from the first development block at the corner of Yonge/Steeles up Yonge Street to the CN Railway, and at both corners on Hilda Avenue and Steeles Avenue. As the urban built form is expected to develop along these two major arterial

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roads, the intensity of height, density and mixed-use characteristics are reduced as development steps back into the adjacent established, stable residential neighbourhoods. The transition strategy minimizes the impact on existing low-density residential areas and consider factors such as shadow impacts, access to sunlight, wind conditions, sky views and overlook issues. The transition strategy allows for a maximum development adjacent to low density residential uses at 5 storeys with maximum density of 1.5 FSI which also includes parks and private open spaces that serve as an added buffer, amenity area and important pedestrian connections.

A new internal local street network runs parallel to Yonge Street and Steeles Avenue and provides alternative and permeable connections for vehicular, bicycle and pedestrian traffic flow. Where feasible, the local street network in Vaughan will align with the existing streets in surrounding communities in Markham and Toronto to allow for more efficient movement across municipalities. A proposed pedestrian connection bridge across the CN Railway is also identified to create a stronger link to the South Plan Area communities that are currently divided by the CN Railway.

#### North Plan Area

The North Plan Area is the smaller component of the Secondary Plan area and provides for less development at lower heights and densities than the South Plan Area. Although located outside the Urban Centre designation on Scheduled 1, Urban Structure of the Vaughan Official Plan 2010 (Volume 1), it is part of the Regional Intensification Corridor Area. However, the development in the area is limited by several factors including the shallow lot depths of the properties that front onto Yonge Street; portions of the North Plan Area south of Helen Avenue are part of the existing Thornhill Heritage Conservation District; and the proximity of the existing stable residential uses west of Yonge Street. To provide an adequate buffer as a transition to adjacent residential uses, the maximum heights and densities in the North Plan Area were set between 5 to 8 storeys with a maximum density of 1.5 FSI. The Plan also includes built form policies that require sufficient setbacks and step down of heights. Refer to Attachment 4 for Schedule 2 Land Use Designations (North).

#### The Dorian Place Land Use Review

Dorian Place is a cul-de-sac located at the northwest corner of Bunker Road and Yonge Street in the North Plan Area. The Official Plan, as adopted, only identified one lot (5 Dorian Place) as being included in the Secondary Plan Area as a Mid-Rise Mixed Use area. The remaining lots on Dorian place were designated Low-Rise Residential as per Volume 1. During the review process for the draft VOP 2010 (Volume 2), the City received two letters dated May 28, 2010 and July 25, 2010 from residents of Dorian Place, most originating from landowners with properties backing onto Yonge Street. The letters requested that a modification be made to the Yonge Steeles Corridor Secondary Plan to redesignate their lands for commercial re-development. In the August 31, 2010 staff report for the “Yonge Steeles Corridor Secondary Plan – Response to Public, Government and Agency Submissions” staff provided comments and recommended “That further review be undertaken to determine if a higher density mixed-use designation is appropriate.”

On September 7, 2010 the Yonge Steeles Corridor Secondary Plan was adopted by Council without any further changes to the status of Dorian Place. However, Council directed as follows:

“That staff be instructed to conduct a study of Dorian Place in relationship to the issues raised by certain residents of that street regarding its designation under the Official Plan.”; and

“That any changes to the current designation determined by that study be dealt with through modifications at the York Region stage of review of this plan”.

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The Dorian Place Land Use Study was undertaken in 2011. The study concluded that there was merit in providing for a mix of uses and greater densities, heights as well as a public park in the Dorian Place subdivision. However, the study concluded that the maximum heights and densities should be consistent with the development limitations of the surrounding North Plan Area. The results proceeded to a Committee of the Whole Public Hearing meeting on September 4, 2012. The report included for consideration, a range of policies to implement the results of the land use study. On September 4, 2012 Committee of the Whole adopted the following recommendation, which was ratified by Council on September 25, 2012:

“That the Dorian Place draft Land Use Plan and policies be received and any issues identified by the public and Council be addressed in a comprehensive report to Committee of the Whole.”

Currently there are 2 appeal letters submitted to the OMB by property owners on Dorian Place. This will be discussed below in the section discussing Ontario Municipal Board appeals.

#### Modification Requests Not Subject to Current Appeals to the Ontario Municipal Board

Since the adoption of the Secondary Plan, several requested modifications remain pending a further land use study or review by staff. The following is a brief summary of the outstanding issues currently under review:

##### 7080 Yonge Street – Telast Properties & Tan-Mark Holdings

The proponent is requesting that the development block at the corner of Yonge Street and Steeles Avenue be designated for 7.0 FSI and that the same densities be extended north to include their property which is adjacent to the corner development block. There is also a concern that the proposed new local roads which includes the extension of Royal Palm Drive will result in the need to expropriate land that will leave remaining property undevelopable. The existing frontage is approximately 110ft in width.

##### City of Toronto – City Planning Division

The City of Toronto has requested further review of phasing policies in relation to the transportation provisions and the planned build out of the Yonge Street and Steeles Avenue area. There is concern that a disproportionate amount of development will proceed prior to the construction or commitment of funding for transportation improvements. Discussions with the cities of Vaughan, Markham and Toronto and York Region have taken place regarding policies for development phasing. York Region is undertaking a transportation study that will inform the preparation of phasing policies if required. If any phasing policies are required they are expected to be brought forward by York Region as a requested modification to the Plan at the OMB.

#### Ontario Municipal Board Appeals

The City has received seven appeals specific to the Yonge Steeles Corridor Secondary Plan and is currently in discussions with the appellants to scope and possibly resolve identified issues. As settlement negotiations are underway or may commence in the future, there is nothing to report in the way of agreements at this time. Staff will continue to work towards the resolution of the appeals, in consultation with York Region, and report to Council as required. A map showing the location of the 7 appeals forms Attachment 5: “Yonge Steeles Corridor Secondary Plan: Appellant Site Map”. The general nature of the appeals are outlined below.

- Appellant #38 - 7040 Yonge Holding Limited and 72 Steeles Holding Limited
- 7040, 7054 Yonge Street and 72 Steeles Avenue West



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- Appellant #39 - 2 Steeles Avenue W Ltd.
- 2 Steeles Avenue West
- Appellant #40 - Auto Complex Limited
- 7200 Yonge Street
- Appellant #51 - Salz & Sons Limited
- 100 Steeles Avenue West

Appellants #38, #39, #40 and #51 are appealing the policies related to the high-rise and mid-rise designations which include policies on land use, heights, densities and built form. The appellants are also appealing the policies related to Intensification Areas, phasing, parking cash in lieu and all policies related to parks and open space.

- Appellant #7 - Haulover Investment Ltd  
8100 Yonge Street

Appellant #7 is appealing the policies related to Intensification Areas, the mid-rise designation which include policies on land use, heights, densities and built form. The appellant is also appealing the policies related to phasing and parkland dedication.

- Appellant #42 - David and Katy Lundell  
5 Dorian Place

Appellant #42 is appealing the policies related to Intensification Areas, mid-rise designation which include policies on land use, heights, densities and built form. The appellant is also appealing the policies related to phasing and parkland dedication.

- Appellant #123 - Theresa Marando  
9 Dorian Place

Appellant #123 is appealing the policies related to mid-rise designation which include policies on land use, heights, densities and built form. The appellant has also submitted a letter of support from the landowners of Dorian Place at 6, 12, 15, 18, 22, 23, 26, 27, 30, 31, 34 Dorian Place.

Issues Related to the Yonge Steeles Corridor Area Emerging Since the Adoption of the Secondary Plan

**Development Phasing Policies**

Staff from the City of Vaughan has been working with York Region and the surrounding municipalities of Toronto, Markham and Richmond Hill to discuss strategies to coordinate the growth strategies across York Region and the City of Toronto. A common theme from ongoing discussions includes the implementation of development phasing policies as it relates to transportation planning. The prospect of the planned transportation investments has created redevelopment opportunities in the form of greater heights and densities in intensification areas like the Yonge Street Corridor. The focus is now on ensuring that any planned transportation infrastructure is in place or funded prior to permitting a partial or full build out of the respective plans. Since the adoption of the Yonge Steeles Corridor Secondary Plan, the following studies and plans have been completed, are ongoing, or will be initiated shortly; all of which have a potential impact on the policies in the Yonge Steeles Corridor Secondary Plan:

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Regional Official Plan Amendment (ROPA) 4

On June 23, 2011, York Region considered a staff report in respect of Regional Official Plan Amendment (ROPA) 4, which establishes policies for application through the local planning for the Richmond Hill/Langstaff Gateway Centre. ROPA 4 adds new policies to the Section 5.4 Regional Centre policies of the new York Region Official Plan (YROP) that take into consideration the emerging urban form, land use and transportation issues in the Richmond Hill/Langstaff Gateway Centre. The new policies are provided as follows:

28. That the development of the Richmond Hill/Langstaff Gateway Centre shall proceed according to comprehensive phasing and sequencing plans, as established in the Secondary Plans for the Centre, that include the following at each phase:
  - a. the specific amount of residential and non-residential development (e.g. number of residential units and gross floor area of non-residential uses);
  - b. a range and mix of uses including residential, office, retail, cultural and civic uses including human services;
  - c. the necessary services and infrastructure including community facilities, human services, streets and transit;
  - d. a mobility plan that identifies specific modal splits and Transportation Demand Management measures, such as parking restrictions and car-share programs, to achieve a high proportion of travel by modes other than single occupancy vehicles, and that specifically identifies transportation elements linking the Secondary Plan areas to provide for an integrated Regional Centre; and,
  - e. a monitoring program to be undertaken to the satisfaction of the Region, in collaboration with the Towns of Markham and Richmond Hill, to assess travel modes and the performance of the planning requirements, in order to inform the release of each phase or sequence of development.
29. That the infrastructure, servicing and land use planning requirements for each phase and sequence of development must be achieved, in order for development to occur in the subsequent phase.
30. That any amendments to the Richmond Hill/Langstaff Gateway Centre Secondary Plans will require Regional approval, and will be considered based on the planning and development vision for the Centre, and shall include an assessment of Provincial and all Regional interests such as cost and timing implications.
31. The provision of cross-boundary transportation facilities unifying the Regional Centre will be coordinated by the Region, in collaboration with the Towns of Markham and Richmond Hill.”

The new policies are consistent with one of the Shared Principles in section 5.0 Implementation of Community and Servicing Requirements of the York Region Official Plan, subsection 5.4 which states:

5.4 Phasing and staging of development within each precinct or neighbourhood will be tied to triggers related to infrastructure capacity, including community and social services and facilities, transportation, on-site energy generation (e.g. district energy), and water and waste water.

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The new policies are also consistent with section 5.4 Regional Centres of the York Region Official Plan which identifies one of the key objectives in subsection 5.4.20.f. as follows:

5.4.20.f. Sequencing of development that is coordinated with infrastructure availability, including transportation, water and wastewater, and human services

ROPA 4 recognizes the need for more comprehensive implementation strategies as the potential densities created by the Richmond Hill/Langstaff Gateway Regional Centres rely on the progression of planned transportation infrastructure. Development will be phased accordingly to ensure all the required transportation and servicing measures are in place prior to moving forward on subsequent phases. This precedent for phasing policies in a York Region Official Plan amendment establishes a template for more specific phasing policies in the Yonge Street Corridor.

#### City of Markham

#### Langstaff Gateway Secondary Plan

The Langstaff Gateway Secondary Plan (OPA 183) was adopted by the City of Markham Council on June 8, 2010 and approved with modifications by York Region on June 30, 2011. The Langstaff Gateway Secondary Plan guides and coordinates the redevelopment of approximately 47 hectares of existing and predominantly low density industrial uses located south of Highway 407 between Yonge Street to Bayview Avenue. The area is planned for a compact, sustainable, vibrant high density urban centre and at full build-out, will accommodate as many as 32,000 residents in 15,000 dwelling units and 15,000 jobs.

The Langstaff Gateway Secondary Plan is intended to be a complete and integrated community with a mix of office, retail, cultural, institutional, residential, open space and recreational uses that emphasizes transit and pedestrian-supportive built form to encourage non-auto modes of transportation. It will be served by a number of potential rapid transit lines, including the planned Yonge Subway Extension, the Viva Bus Rapid Transit System, and the 407 Transitway. Consistent with the policies of ROPA 4, development will be phased in three stages that are directly linked to the implementation of transit infrastructure. The threshold for development in each phase is shown in Table 1.

<b>Table 1 - Development Phasing Thresholds Langstaff Gateway Plan</b>					
<b>Phase</b>	<b>Max. Residential (Units)</b>	<b>Min. Retail and Service GFA (m2)</b>	<b>Min. Community Services GFA (m2)</b>	<b>Min. Office GFA(m2)</b>	<b>Min. Parks and Open Space (ha)</b>
1 - Pre-subway	5,000	21,600	6,100	33,600	4.83
2 - Subway	3,650	20,300	5,350	132,700	1.64
3 – 407 Transitway	6,514	24,400	1,775	126,555	0.5
TOTALS	15,164	66,300	13,225	292,855	6.97

In each of the three phases of the project, benchmarks have been developed that must be met before development can proceed to later phases. The use of phasing policies tied to transportation improvements has been part of active discussions by staff at the local and regional

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levels. Many of the recent redevelopment plans and studies by municipalities in York Region and in the City of Toronto are contingent on upgraded transportation infrastructure. The issue of implementing similar phasing policies has become an important discussion as traffic concerns grow while the timing of funding for transit improvements is uncertain.

#### Yonge Steeles Corridor Study (Markham)

The Yonge Street Corridor Study in Markham was completed September 2008 and was endorsed by Markham's Development Services Committee but is currently not Council approved. The study updates the Thornhill Secondary Plan which was approved in June 1997 and contains built form principles and guidelines on urban design, the public realm and environmental design. Most lands fronting onto Yonge Street within the Study Area are designated Community Amenity Area (commercial designation) with the exception of the High Density Housing designation of the existing apartment lands north of Clark Avenue. The remaining Study Area lands are a combination of residential designations. The study provides a policy regime that permits mixed-use development at transit supportive densities along Yonge Street, and provides for transition to the adjacent stable adjacent residential communities. The policies in the Plan provide for the following:

- an average density of 2.5 FSI;
- an additional 1.0 FSI for commercial buildings or commercial floor space within existing mixed residential/commercial buildings (maximum density for a mixed-use building is 3.5 FSI);
- a maximum 1.5 FSI closest to established low density neighbourhoods; and,
- a required minimum of 1.0 FSI on all development sites.

#### Recent Development in Markham

As part of its Official Plan Review, Markham is revising the Yonge Steeles Study. This process is currently underway and includes a Transportation Study. Recognizing recent trends, it is expected that densities resulting from this plan will be comparable to the Yonge Steeles Corridor Secondary Plan. Two recent approvals on Markham's side of Yonge Street are noted below.

#### Liberty "World on Yonge" OMB Approved Development

In May 2009, the property south of the CN Railway in the City of Markham known as Liberty "World on Yonge" received OMB approval to permit mixed-use high rise development with a density of approximately 3.5 FSI. The plan is currently approved for the following development:

- (1) 20 storey office and hotel building;
- (2) 31 storey residential towers on the Yonge Street frontage;
- (2) residential towers fronting Doncaster at 27 storeys and 18 storeys;
- approximately 665,000 square feet of retail space distributed at the base of the residential and hotel and office buildings and in a stand-alone 1 and 2-storey retail building at the north east corner of the site.

This development is nearing completion.

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##### Frangian Holdings OMB approved Development

In April 2013, the OMB approved the Official Plan and Zoning By-law Amendments at northeast corner of Yonge Street and Grandview Avenue by Frangian Holdings to permit a mixed use high rise development of approximately 3.5 FSI, including approximately 2.9 FSI for residential and 0.6 FSI for non-residential uses. Details of the proposal include the following:

- (1) 21 storey mixed use building (first 4 storeys will include retail/office uses on the first 2 storeys followed by 2 storeys of mixed live-work units and residential above);
- A park fronting on Grandview Avenue.

The City of Markham is currently awaiting the submission of site plans for review

Both the approved OMB development plans by Liberty “World on Yonge” and by Frangian Holdings are consistent with the recommendation set out in Markham’s Yonge Steeles Corridor Study.

##### City of Toronto Official Plan and the Yonge Street North Planning Study

The City of Toronto is currently conducting its own Yonge Street North Planning Study that encompasses the area defined by Steeles Avenue to the north, Finch Avenue to the south, Hilda Avenue to the west and Willowdale Avenue to the East. The purpose of the study is to determine the level of development that can be supported by the existing and improved transportation network and the planned higher order transit system.

The primary objective of the study is to provide a comprehensive set of planning tools to realize the vision for the area and respond to increasing development pressures. The project commenced in December 2011 and is currently at the draft stages in their development of preferred options. The study has reviewed and is taking into consideration the redevelopment and build out of potential proposals, based on OP designations set out in both the City of Vaughan Yonge Steeles Corridor Secondary Plan and City of Markham Yonge Steeles Corridor Study. The Yonge North Planning Study target date for completion is December 2013 or January 2014.

##### York Region’s Yonge and Steeles Area Transportation Study

In response to Vaughan’s adopted Secondary Plan, Markham’s initiation of its Official Plan Review and the City of Toronto’s Yonge Street North Planning Study, York Region is in the initial stages of the Yonge and Steeles Transportation Study. The purpose of the study is to conduct a larger transportation exercise, led by the Region and in partnership with Vaughan, Markham and Toronto to link to and expand upon the locally-led transportation studies. The study will provide a framework for transportation and land use planning goals for the multi-jurisdictional area and provide the basis for any transit-supportive and auto trip reduction policies in local secondary plans. The Region plans to develop a cohesive and integrated transportation plan for the area of Yonge Street and Steeles Avenue. (The “Yonge and Steeles Area”). In Metrolinx’s Big Move plan the Yonge and Steeles area is identified as a Gateway Hub in the Greater Toronto and Hamilton Area (GTHA), which is planned to integrate subway, rapid transit and local bus service. The planning and build-out of the Yonge and Steeles Area will emphasize a high transit modal split, and a compact and mixed-used urban form as a part of a congestion-management approach to transportation. The procurement process has been completed and the initiation of the project imminent. The study timeline provides for its completion in one year. The objectives of the study include:

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- A review of existing and available studies and their conclusions/recommendations (e.g., Regional TMP, Markham Yonge and Steeles Corridor Study, Vaughan's Yonge and Steeles Secondary Plan and supporting traffic analysis, Toronto's Yonge Street North Planning Study, etc.) to clearly identify gaps in assumptions and opportunities;
- The development of a complete, integrated and strategic transportation network plan that will accommodate and support the land use plans of each municipality, with a focus on non-auto modes and the appropriate transit modal split target consistent with the phased implementation of new transit infrastructure and services over time;
- The development of a comprehensive Transportation Demand Management (TDM) plan that includes infrastructure, policies and programs to reduce travel needs, reduce single-occupant vehicle use, promote transit use and active transportation. The Plan would also include a governance structure (guidance on who does what) specific to responsibilities/roles for coordination and implementation of the TDM plan; and
- Development of a comprehensive transportation infrastructure and equitable development phasing plan if necessary (e.g., establishing certain thresholds for Level of Service) including, policies and programs, ensuring that the pace of development matches the timing of the implementation of required transportation infrastructure (e.g., subway construction) and transit services;

#### Basis for the Recommendation

##### Consideration of Development Phasing

Since the adoption of VOP 2010 and the Yonge-Steeles Corridor Secondary Plan, increasing attention has been paid to development phasing, particularly as it is affected by the availability of road network capacity and the transit improvements required to support planned development. This is especially significant in the case of Intensification Areas, like the Yonge-Steeles Corridor, where future development is predicated on major transit improvements, like the subway extension. Specific phasing policies were not originally included in the Yonge Steeles Corridor Secondary Plan.

Generally, development phasing is achieved by identifying a series of triggers where incremental amounts of development are released once certain system improvements have taken place. Phasing allows development to occur as capacity becomes available in the broader system. In the case of the Yonge-Steeles Corridor, the ultimate improvement would be the subway extension to the Langstaff-Richmond Hill Gateway Regional Centre. The subway would allow for all of the planned development in the Yonge Steeles Corridor Secondary Plan area to proceed. The determination of the intervening levels of development is at question as the road network capacity on Yonge Street, particularly at the Yonge-Steeles intersection, is already challenged and there is minimal opportunity for improvements to the Regional level (York and Toronto) road network or the surface transit system.

The issue of phasing for intervening levels of development is difficult for the local municipalities to address from a policy perspective. The Provincial Growth Plan and York Region's Official Plan require that local municipalities plan for intensification. The Yonge-Steeles Corridor Secondary Plan is consistent with these policies. However, implementation of most of the transportation based phasing tools reside with the Region and/or the Province. The City can provide for supportive improvements to the internal road network to provide porosity and connectivity and can require Transportation Demand Measures. These policy measures are current components

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of VOP 2010 and the Yonge Steeles Corridor Secondary Plan. However, the timing and nature of the improvements to the Regional road network and the rapid transit network, sufficient to support all of the planned development, are the responsibility of others.

#### The Yonge Steeles Corridor Secondary Plan in the Broader Perspective

Yonge Street has the potential to become one of the GTA's major intensification corridors in the section extending from the Langstaff-Richmond Hill Gateway through the Yonge-Steeles intersection in Vaughan and Markham and south into the City of Toronto to Finch Avenue. The Region, by way of an amendment to its new Official Plan, has required the incorporation of phasing policies into the Markham and Richmond Hill Official Plans to limit development until such time as certain transit improvements are implemented. The Richmond Hill/Langstaff Gateway Centre is a Regional Centre and, like the Vaughan Metropolitan Centre, is expected to have among the highest densities in the Region.

Yonge Street, south of the Richmond Hill/Langstaff Gateway Centre, is shared by Markham and Vaughan. Vaughan, through the Yonge-Steeles Corridor Secondary Plan, has articulated its vision for the corridor. Markham is currently undertaking its Official Plan review and is preparing a secondary plan for the area south of the Elgin/Arnold intersection to Steeles Avenue. South of Steeles Avenue, the City of Toronto has also initiated a land use study, the Yonge Street North Planning Study, to determine the level of development that can be supported by the existing transportation network and the planned higher order transit improvements, i.e. the subway extension.

The development potential in the shared corridor is substantial. A recent precedent in Markham is the "Liberty on Yonge" development which has been built at a density of 3.5 FSI, with a maximum height of 31 storeys. Similar densities are currently envisioned by the Yonge Steeles Corridor Secondary Plan in Vaughan. (See Attachment 3 and Attachment 4).

#### York Region's Response: The Yonge Street Area Transportation Study

In recognition of the overall development potential and the inter-municipal issues involved, the Region has initiated a Yonge Street Area Transportation Study, in partnership with the cities of Markham, Vaughan and Toronto. Its objective is to develop a comprehensive and equitable transportation and development phasing plan, including policies and programs that would ensure that the pace of development matches the timing of the required transportation infrastructure.

This study is expected to start in the fourth quarter of 2013 and will take approximately one year to complete, i.e. Fall 2014. As the implications of the study for the Yonge-Steeles Corridor Secondary Plan are unknown, it is inappropriate to finalize the City's position on potential modifications related to phasing and transportation. However, the endorsement of the modified secondary plan at this point in time provides the opportunity to inform the Region of the City's position on a number of matters. The City endorsed modification will provide clarity on the City's position, which will need to be taken into consideration in the Region's Yonge Street Area Transportation Study.

#### Density Adjustments

One area warranting further consideration is the area south of Crestwood Road and east of Powell Road to Yonge Street on Steeles Avenue as shown on Attachment 6. Currently the Yonge Steeles Corridor Secondary Plan designates these lands High-Rise Mixed Use and Mid-Rise Residential. The maximum heights and densities peak in the High-Rise Mixed Use designation at the Yonge-Steeles intersection at 30 storeys and 5.0 FSI and decline to the north and east to maximum heights and densities of 22 storeys and 3.5 FSI. The Mid-Rise Residential

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designation maintains a maximum height of 5 storeys and a maximum density of 1.5 FSI, buffering the adjacent Low-Rise Residential neighbourhood to the west and north.

It is recommended that the High-Rise Mixed Use designation in this area be subject to a density increase of 1.0 FSI and a height increase of up to 5 storeys subject to bonusing under Section 37 of the Planning Act. This will bring the maximum height, with bonusing, to 35 storeys and the maximum density to 6.0 FSI. This is based on the following considerations:

- It is at the most prominent gateway intersection into the City of Vaughan and York Region and warrants a strong architectural presence;
- It will abut the future Steeles Avenue Subway Station and the associated bus terminal, constituting a critical component of a Gateway Hub, as defined by Metrolinx's "Big Move" plan;
- It will constitute one of the City's best opportunities for Transit Oriented Development;
- There are a number of existing users in the Yonge Steeles Corridor Secondary Plan South Area that have long life spans, principally automobile dealerships. Since their re-development is unlikely in the time horizon of the secondary plan, the application of the early available density to this location is appropriate; and
- The allocation of density to this location is also appropriate as an inducement to comprehensive re-development;

Therefore, this modification to the plan is recommended, as shown on Attachment 6.

**Settlement of the Appeals**

There are currently seven appeals against the Yonge Steeles Corridor Secondary Plan, which are shown on Attachment 5. In light of the number of appeals to the VOP 2010, and the scheduling of related pre-hearings, mediations and initial hearing dates it is unlikely that the Board will be able to address outstanding appeals related to the Yonge Steeles Corridor Secondary Plan until well into 2014. This will allow some time for the Region's Transportation Study to progress. However, it should be advanced as expeditiously as possible as the Plan is currently before the Board.

At this point, the appeals are at varying levels of refinement. However, there is merit in continuing and/or initiating settlement negotiations with the appellants. Continuing discussions would allow for the appeals to be scoped and potentially resolved. Continuing discussions would also allow for the implications of any transportation or density related appeals to be assessed through the Region's Yonge Steeles Area Transportation Study. Staff, in consultation with York Region, will continue the dialogue with the appellants.

**Recommendations and Next Steps**

Based on the above, staff are recommending the following measures to advance the approval process for the Yonge Steeles Corridor Secondary Plan Area:

- York Region be requested to expedite the preparation of the "Yonge and Steeles Area Transportation Study" in order to inform any final modification requests by York Region in respect of the Yonge-Steeles Corridor Secondary Plan, leading to its ultimate consideration and approval by the Ontario Municipal Board;



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- York Region be advised that the City supports modifications to respond to stakeholder requests and ongoing studies by the City, including an increase in density and density bonusing provisions on those properties designated High-Rise Mixed-Use, located south of Crestwood Road to Steeles Avenue on Yonge Street and on Steeles Avenue to a point approximately 200 m west of Yonge Street, as shown on Attachment 6 to this report;
- York Region be requested to evaluate the implications of the following matters as they relate to density and phasing in the analyses being undertaken in the Yonge and Steeles Area Transportation Study:
  - a) The implications of the appeals against the Yonge Steeles Corridor Secondary Plan;
  - b) The density increase referenced in Recommendation 2 above; and
  - c) Recent approvals and landowner investments in uses (primarily car dealerships) that are of a lower density than envisioned in the Yonge Steeles Secondary Plan.
- City staff, in consultation with York Region, continue to negotiate with the appellants to work toward resolution of Ontario Municipal Board appeals;
- City staff report back to Council on settlement negotiations, on the results of the Yonge and Steeles Area Transportation Study and on any further modifications originating with the City/York Region/parties to the Yonge Steeles Corridor Secondary Plan, as part of the effort to secure a timely Ontario Municipal Board approval; and
- This report be forwarded to York Region for its information and action.

This approach would allow for the Region's study to proceed, while recognizing the need for a timely resolution of the OMB appeals.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

The proposed Yonge Steeles Corridor Secondary Plan is consistent with the priorities set by Council in the Vaughan Vision 20/20 Plan, and in particular to the City's commitment to "plan and manage growth and economic vitality". The following specific initiatives are of particular relevance to the Yonge Steeles Secondary Plan:

- Support and coordinate land use planning for high capacity transit at strategic locations in the City;
- Complete and implement the Growth Management Strategy (Vaughan Tomorrow); and
- Conduct the 5 year review of the Official Plan as part of the Growth Management Strategy 2031.

#### **Regional Implications**

The proposed Yonge Steeles Corridor Secondary Plan has been prepared pursuant to the policy requirements and provisions of the Vaughan Official Plan 2010, and the new York Region Official Plan. Accordingly, it includes the minimum density requirements and targets for Regional Centres, urban design, phasing, and sustainability policies prescribed by the Regional Official Plan. The Yonge Steeles Corridor Secondary Plan supports key objectives of the York Region Official Plan (2010).

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**Conclusion**

York Region is initiating the “Yonge Steeles Area Transportation Study” The outcome of this study may affect the policies of the Yonge Steeles Corridor Secondary Plan especially in regard to development densities and phasing. As the implications of the study for the Yonge-Steeles Corridor Secondary Plan are unknown it is premature to finalize the City’s position on modifications. However, endorsing the modified Secondary Plan in its current form provides the opportunity to clarify the City’s position for the information of York Region. This will allow the City’s position to be taken into consideration in the Yonge Steeles Area Transportation Study.

Since the adoption of the Yonge Steeles Corridor Secondary Plan on September 7, 2010, a total of seven appeals have been received that are specific to the Secondary Plan. While the study is underway, staff will continue to work toward the resolution of the appeals.

It will be important for the Region to proceed expeditiously with the Yonge Steeles Area Transportation Study recognizing the outstanding appeals and the on-going OMB process. In order to advance the processing of the Yonge Steeles Corridor Secondary Plan toward OMB approval, a series of actions have been identified, which have been recommended for Council approval.

**Attachments**

1. Location Map (South)
2. Location Map (North)
3. Schedule 2 (South)
4. Schedule 2 (North)
5. Yonge Steeles Corridor Secondary Plan: Appellant Site Map
6. Proposed Density Adjustment

**Report prepared by:**

Clement Chong, Acting Senior Planner, ext. 8214  
Roy McQuillin, Manager of Policy Planning, ext. 8211

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

**Subject:**

FW: 8100 Yonge Street Response to City of Vaughan - Notice - Committee of the Whole Meeting, October 15 @ 1 p.m.  
- Yonge Steeles Corridor Secondary Plan

C	<u>3</u>
Item #	<u>18</u>
Report No.	<u>42 (cw)</u>
Council	<u>October 29/13</u>

**From:** Jeffrey Streisfield Land Law [mailto:jeffrey@landplanlaw.com]

**Sent:** Tuesday, October 15, 2013 12:11 PM

**To:** Magnifico, Rose

**Subject:** Fw: 8100 Yonge Street Response to City of Vaughan - Notice - Committee of the Whole Meeting, October 15 @ 1 p.m.  
- Yonge Steeles Corridor Secondary Plan

Please forward this to Committee.

Thank you.

**Jeffrey E Streisfield**, BA LLB MES  
Land Lawyer & Land Development Manager

**LAND LAW™**  
<http://landplanlaw.com>

tel: 416 460 2518

skype: Jeffrey\_Streisfield

Planning & Development Approvals  
Municipal & Environmental Law  
Boundary & Property Disputes  
Trials, Hearings, OMB and Court Appeals

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----- Forwarded Message -----

**From:** Jeffrey Streisfield Land Law <jeffrey@landplanlaw.com>

**To:** "Macri, Lori" <Lori.Macri@vaughan.ca>

**Cc:** "clement.chong@vaughan.ca" <clement.chong@vaughan.ca>; Michael Manett <mplanning@rogers.com>;

"alan.shefman@vaughan.ca" <alan.shefman@vaughan.ca>; Claudia Storto <Claudia.Storto@vaughan.ca>;

"John.Mackenzie@vaughan.ca" <John.Mackenzie@vaughan.ca>

**Sent:** Sunday, October 13, 2013 1:29:01 PM

**Subject:** Re: 8100 Yonge Street Response to City of Vaughan - Notice - Committee of the Whole Meeting, October 15 @ 1 p.m.  
- Yonge Steeles Corridor Secondary Plan

Dear Members of Council,

I represent the owner of 8100 Yonge Street, whose property is referred to in the Staff Report prepared for the Committee's consideration.

Prior to adoption of the Secondary Plan our client provided Staff and City Council with a site specific submission concerning its property which included a development concept plan that tested the proposed height and density policies proposed for the subject site. The submission makes clear that the City did not undertake a site specific evaluation of 8100 Yonge Street in order to arrive at the appropriate height and density for this property.

It is clear from the Staff Report now before Committee that Staff are recommending modifications to the adopted Secondary Plan, which is under appeal to the Board, at both the north and south ends of the Secondary Plan area. The proposed modifications include increasing height and density on some properties and providing height and density on others where none was originally contemplated and for other sites where it cannot be achieved.

This in our view demonstrates quite convincingly that Staff's original recommendation to Council regarding height and density prior to adoption of the Secondary Plan was flawed.

The suggestion in the Staff Report that 8100 Yonge Street has a shallow lot is in error. It remains one of the largest lots with double frontage in the north plan area located along the Regional Corridor with a 20-storey apartment building on the opposite site of Yonge Street and therefore has the greatest potential for intensification.

It is also our client's planner's observation (Mr. Manett, MCIP) that for example 8248 Yonge Street is proposed to redevelop in a manner that does not support the type of intensification identified in the adopted Secondary Plan. This density should be reassigned to a site that can accommodate it such as 8100 Yonge Street.

### **Staff should bring forward modifications for 8100 Yonge Street**

I would ask that Committee direct Staff to meet with the representatives of 8100 Yonge Street to further discuss and resolve appropriate modifications to the Secondary Plan related to the subject property and enter into settlement discussions in accordance with recommendation #4 of the Commissioner of Planning.

Please confirm that this communication has been official received by Committee and forms part of the public record.

I would ask for a copy of any decision taken by Committee and or Council in connection with this matter and to be kept informed of the City's involvement in the Region's transportation study for this corridor.

Thank you.

**Jeffrey E Streisfield**, BA LLB MES  
Land Lawyer & Land Development Manager

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<http://landplanlaw.com>

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skype: Jeffrey\_Streisfield

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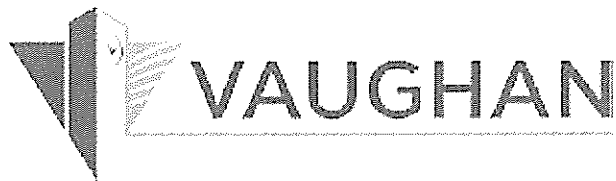
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**From:** "Macri, Lori" <[Lori.Macri@vaughan.ca](mailto:Lori.Macri@vaughan.ca)>

**To:** "Macri, Lori" <[Lori.Macri@vaughan.ca](mailto:Lori.Macri@vaughan.ca)>

**Sent:** Monday, October 7, 2013 11:18:05 AM

**Subject:** City of Vaughan - Notice - Committee of the Whole Meeting, October 15 @ 1 p.m. - Yonge Steeles Corridor Secondary Plan



**Notice - Committee of the Whole Meeting  
Yonge Steeles Corridor Secondary Plan  
Report on Request for Modifications and Status Update to Adopted Secondary Pla  
City of Vaughan Official Plan 2010 - Volume 2 - File 25.5.12.4**

**Date:** Tuesday October 15, 2013  
**Time:** 1:00 p.m.  
**Location:** Vaughan City Hall  
Council Chamber – Level 200  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

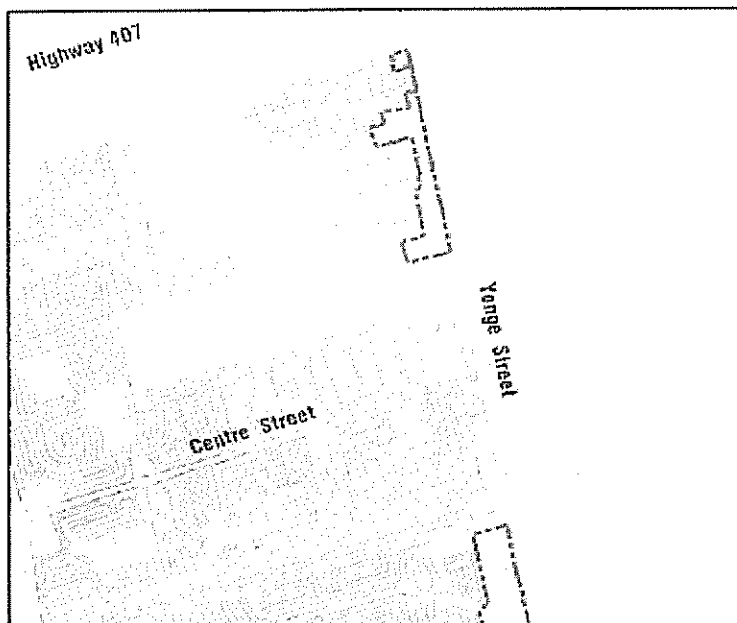
**THE YONGE STEELES CORRIDOR SECONDARY PLAN REQUEST FOR MODIFICATIONS AND STATUS UPD/  
ADOPTED SECONDARY PLAN**

On September 7, 2010 Vaughan Council adopted the City's new Official Plan. It was made up of Volume 1, which provides overall policy guidance to regulate the City's growth and development to 2031; and Volume 2, which provides more detailed policies for specific areas or sites and includes five new secondary plans, one of which is the Yonge Steeles Corridor Secondary Plan.

Council has previously considered modification requests to Volume 1 and to other secondary plans originating from government agencies, the public and other stakeholders. The purpose of this meeting is to provide Committee of the Whole with a report that updates the status of the adopted Yonge Steeles Corridor Secondary Plan and the related modification requests/Ontario Municipal Board appeals.

A copy of the staff report will be available for review at [http://www.vaughan.ca/council/minutes\\_agendas/Pages/default.aspx](http://www.vaughan.ca/council/minutes_agendas/Pages/default.aspx) at the end of day on Tuesday October 8, 2013.

Additional information may be obtained from Clement Chong, Acting Senior Policy Planner of the Policy Planning Department at (905) 832-8585, ext. 8214 or [clement.chong@vaughan.ca](mailto:clement.chong@vaughan.ca).



**Location Map – Yonge Steeles Corridor  
Secondary Plan Area Boundary  
(File # 25.5.12.4)**

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This e-mail, including any attachment(s), may be confidential and is intended solely for the attention and information of the named addressee(s). If you are not the intended recipient or have received this message in error, please notify me immediately by return e-mail and permanently delete the original transmission from your computer, including any attachment(s). Any unauthorized distribution, disclosure or copying of this message and attachment(s) by anyone other than the recipient is strictly prohibited.



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**klmplanning.com**

P-2407

October 15, 2013

(via E-mail)

City of Vaughan  
Clerks Department  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

**Attention: Mr. Jeffrey A. Abrams**

**Re: Committee of the Whole – October 15, 2013 – Item #18  
Modifications to the Yonge Steeles Corridor Secondary Plan  
City of Vaughan Official Plan - Volume 2  
Ms. Teresa Marando  
9 Dorian Place and on behalf of 6, 12, 15, 18, 22, 23, 26, 27, 30, 31, and 34 Dorian Place  
City of Vaughan**

---

c 17
Communication
CW: Oct 15 / 13
Item: 18

Dear Mr. Abrams,

We act on behalf of Ms. Teresa Marando, the owner of property located at 9 Dorian Place in the City of Vaughan. Ms. Teresa Marando has on behalf of the owners of the above-referenced properties appealed the City of Vaughan Official Plan and the Yonge Steeles Corridor Secondary Plan for the Region's failure to render a decision within 180 days of the adoption of the new Official Plan by Vaughan Council (Appeal #123).

This letter is in response to the City of Vaughan Planning Department Staff Report being considered at Committee of the Whole on October 15, 2013 dealing with modifications to the Yonge Steeles Corridor Secondary Plan. We have reviewed the report and wish to advise that we support City staff continuing to work with the above-referenced landowners to negotiate and resolve the outstanding appeals of the City of Vaughan Official Plan and the Yonge Steeles Corridor Secondary Plan.

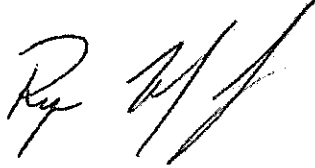
We look forward to working with staff over the next few months to resolve the appeals of the Official Plan.



We thank you for your attention to these matters.

Yours very truly,

**KLM PLANNING PARTNERS INC.**

A handwritten signature in black ink, appearing to read 'Ryan Mino-Leahan', written over a horizontal line.

Ryan Mino-Leahan, MCIP, RPP  
Associate/Senior Planner

Copy:           John Mackenzie, Commissioner of Planning  
                    Roy McQuillin, Manager of Policy Planning  
                    Client  
                    Christopher Tanzola, Overland LLP  
                    Daniel Artenosi, Overland LLP,

P-2199

October 15, 2013

(via E-mail)

City of Vaughan  
Clerks Department  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

**Attention: Mr. Jeffrey A. Abrams**

**Re: Committee of the Whole – October 15, 2013 – Item #18  
Modifications to the Yonge Steeles Corridor Secondary Plan  
City of Vaughan Official Plan - Volume 2  
Auto Complex Limited – 7200 Yonge Street  
2 Steeles Ave W. Ltd. – 2 Steeles Avenue West  
Salz & Son Limited – 100 Steeles Avenue West  
7040 Yonge Holdings Limited – 7040 Yonge Street  
& 72 Steeles Holdings Limited – 72 Steeles Holdings Limited  
City of Vaughan**

---

c 18
Communication
CW: Oct 15/13
Item: 18

Dear Mr. Abrams,

We act on behalf of Auto Complex Limited, 2 Steeles Ave W. Ltd., Salz & Son Limited, 7040 Yonge Holdings Limited, & 72 Steeles Holdings Limited; the owners of the above-referenced parcels of land located in the vicinity of Yonge Street and Steeles Avenue West in the City of Vaughan. These landowners have appealed the City of Vaughan Official Plan and the Yonge Steeles Corridor Secondary Plan for the Region's failure to render a decision within 180 days of the adoption of the new Official Plan by Vaughan Council.

This letter is in response to the City of Vaughan Planning Department Staff Report being considered at Committee of the Whole on October 15, 2013 dealing with modifications to the Yonge Steeles Corridor Secondary Plan and in particular with respect to the lands owned by Auto Complex Limited at 7200 Yonge Street. In reviewing the report, it appears that staff have made an assumption that the automobile dealerships in the Secondary Plan Area are unlikely to redevelop over the short term due to recent development approvals. This assumption is incorrect. In fact these properties are able to redevelop with very little difficulty as they typically occupy large parcels of land under single ownership with minimal building coverage, maximum open areas and relatively simple single storey commercial buildings. These areas have the potential to redevelop similar to any other property in the surrounding Plan Area.

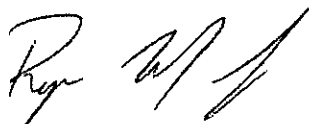
One of the bases for the appeal by Auto Complex is that the density and height provisions within the Secondary Plan are insufficient for this property. This is particularly the case given the prevailing densities and heights in the surrounding area, as recognized by staff in this report. As illustrated in the City Staff Report, the Ontario Municipal Board has approved two high-density developments in the City of Markham being the "World on Yonge" development and the "Frangian Holdings" developments. These developments are located directly across the street from Auto Complex and have established a recent precedent for a density of 3.5 FSI with a maximum height of 31 storeys. Furthermore, the Auto Complex lands are ideally located between two future Subway Stations as illustrated on Schedule 1 "Urban Structure" (attached). The location of these lands within walking distance of two future subways stations in addition to the existing barrier being the CN Railway provided along the north limit of the site lends this site for additional density and height to support the intensification objectives of the Yonge Steeles Corridor Secondary Plan.

We would therefore request that Committee consider modifying the secondary plan to provide for a similar density and height on the Auto Complex site in recognition of the precedent set on the east side of Yonge Street.

We thank you for your attention to these matters.

Yours very truly,

**KLM PLANNING PARTNERS INC.**



Ryan Mino-Leahan, MCIP, RPP  
Associate/Senior Planner

Copy: John Mackenzie, Commissioner of Planning  
Roy McQuillin, Manager of Policy Planning  
Clients  
Ira Kagan, Kagan Shastri LLP  
Patricia Foran, Aird & Berlis LLP

**COMMITTEE OF THE WHOLE    OCTOBER 15 2013**

**YONGE STEELES CORRIDOR SECONDARY PLAN  
REPORT ON REQUEST FOR MODIFICATIONS AND  
STATUS UPDATE TO ADOPTED SECONDARY PLAN  
FILE: 25.5.12.4  
WARD 5**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT York Region be requested to expedite the preparation of the “Yonge and Steeles Area Transportation Study” in order to inform any final modification requests by York Region in respect of the Yonge-Steeles Corridor Secondary Plan, leading to its ultimate consideration and approval by the Ontario Municipal Board;
2. THAT York Region be advised that the City supports modifications, to respond to stakeholder requests and ongoing studies by the City including an increase in density and density bonusing provisions on those properties designated High-Rise Mixed-Use located south of Crestwood Road to Steeles Avenue on Yonge Street and on Steeles Avenue to a point approximately 200 m west of Yonge Street, as shown on Attachment 6 to this report;
3. THAT York Region be requested to evaluate the implications of the following matters as they relate to density and phasing in the analyses being undertaken in the Yonge and Steeles Area Transportation Study:
  - a) The implications of the appeals against the Yonge Steeles Corridor Secondary Plan;
  - b) The density increase referenced in Recommendation 2 above; and
  - c) Recent approvals and landowner investments in uses (primarily car dealerships) that are of a lower density than envisioned in the Yonge Steeles Corridor Secondary Plan.
4. THAT City staff, in consultation with York Region, continue to negotiate with the appellants to work toward the resolution of the Ontario Municipal Board appeals;
5. THAT City staff report back to Council on settlement negotiations, on the results of the Yonge and Steeles Area Transportation Study and on any further modifications originating with the City/ York Region/parties to the Yonge Steeles Corridor Secondary Plan, as part of the effort to secure a timely Ontario Municipal Board approval; and
6. THAT this report be forwarded to York Region for its information and action.

**Contribution to Sustainability**

Consistent with Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan, the Yonge Steeles Corridor Secondary Plan will conform to York Region's policies for complete communities through policies that provide for environmental protection, sustainable community design, and economic vitality and growth. More specifically, the proposed Yonge Steeles Secondary Plan addresses the following goals outlined by Green Directions Vaughan:

- Goals 1 & 5: Demonstrates leadership through green building and urban design policies.
- Goal 2: Ensures sustainable development and redevelopment.
- Goal 2: To protect green space and the countryside by establishing a Natural Heritage Network and limiting urban expansion;
- Goal 3: Ensures that the Yonge Steeles Corridor area is easy to get around in with low environmental impact.
- Goal 4: Creates a vibrant community for citizens, businesses and visitors.
- Goal 5 & 6: Establishes overall vision and policy structure that supports the implementation of Green Directions Vaughan.

### **Economic Impact**

The Vaughan Official Plan (VOP) 2010, which includes the Yonge Steeles Corridor Secondary Plan, establishes the planning framework for development throughout the City to 2031. The Official Plan, when approved and operational, will have a positive impact on the City of Vaughan in terms of encouraging and managing growth and fostering employment opportunities. It will also fulfill the City's obligations to conform to Provincial policies and meet regionally imposed targets for residential and employment intensification specific to Regional Corridors. The approval of the Yonge Corridor Steeles Secondary Plan will set the stage for desired transit investments including the Yonge Street Subway extension, which is expected to be a catalyst for redevelopment. The Yonge Steeles Corridor Secondary Plan review was funded through the capital budgets PL-9009-07 for the Yonge Street Area Study and PL-9003-07 for the Vaughan Official Plan 2010.

### **Communications Plan**

Notice of this meeting has been communicated by the following means:

- Posted on the [www.vaughan.ca](http://www.vaughan.ca) online calendar, City Page Online and City Update (corporate monthly e-newsletter);
- Posted to the City's social media sites, Facebook and Twitter;
- By Canada Post to all those requesting notification in respect of the Yonge Steeles Corridor Secondary Plan;
- By Canada Post to almost 1500 addresses on the Vaughan Tomorrow/Official Plan Review mailing list, updated to include the parties identified in the letters directed to the Region of York; and,
- To the Official Plan Review e-mail list.

### **Purpose**

To report on appeals/modifications to the Yonge Steeles Corridor Secondary Plan and changes in circumstances since the adoption of the Secondary Plan for the purpose of requesting further actions by York Region and providing direction to staff in respect of modifications and further reporting.

### **Background - Analysis and Options**

#### **Location**

The lands subject to the Yonge Steeles Corridor Secondary Plan are located along the west side of Yonge Street between Steeles Avenue West and Thornhill Public School and on the north side of Steeles Avenue West between Yonge Street and Palm Gate Boulevard in the south plan area; and between the Thornhill Golf and Country Club and Longbridge Road in the north plan area as shown on Attachments 1 and 2.

## Zoning

The current zoning provisions of By-law 1-88 applicable to the Secondary Plan area will remain in effect until they are updated or replaced by zoning consistent with the Vaughan Official Plan 2010 and the Yonge Steeles Corridor Secondary Plan. The preparation of the new City zoning by-law is now in its initial stages.

## Status of the City of Vaughan Official Plan 2010 (VOP 2010)

The Vaughan Official Plan 2010 applies to all lands in the City and has been produced in two volumes. Volume 1 introduces general policies applicable throughout the City. The Yonge Steeles Corridor Secondary Plan is included in Volume 2. It contains a number of Secondary Plans and site and area specific policies for areas that require more detailed policy treatments. Both Volumes 1 and 2 have been appealed to the Ontario Municipal Board. This report deals with the policies, appeals and modifications specific to the Yonge Steeles Secondary Plan. VOP 2010 received partial approval on July 23, 2013. Previously, the North-Kleinburg Nashville Secondary Plan was approved by the OMB. Resolution of the appeals against the balance of the Plan is underway.

## The Secondary Plan Review Process: The Initial Community, Government and Agency Consultation Process

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

- June 5, 2008: Public Open House introducing the project and team members;
- September 16, 2008: Public Meeting to present the results of the SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis;
- November 4, 2008: Public Design Charette;
- March 30, 2009: Public Meeting/Open House to provide a project status update;
- March 2, 2010: Public Information Meeting to gather public input on the Background Report (February 2010);
- March 12, 2010: Public Consultation with land owners to discuss the Royal Palm Drive extension east of Hilda Ave;
- April 12, 2010: Statutory Public Open House to provide an overview of the draft Yonge Steeles Corridor Secondary Plan;
- June 14, 2010: Statutory Public Hearing;
- August 31, 2010 – Special Committee of the Whole Meeting to consider responses to public; government and agency submissions, for incorporation into the Yonge Steeles Corridor Secondary Plan; and
- September 7, 2010 – Council adoption of the Yonge Steeles Corridor Secondary Plan.

## The Policy Context

### Regional Policy

The York Region Official Plan has been updated to recognize recent Regional initiatives and to bring it into conformity with Provincial policies. The Regional Official Plan provides a framework

for coordinated and detailed planning affecting municipalities in York Region. The Regional Official Plan must also conform to the policies articulated in the Provincial Growth Plan (Places to Grow). The policy initiatives focus on sustainability and the intensification of already built up areas. Some of the key policies that relate to Vaughan include:

- The overall intensification in built up areas;
- Growth must be concentrated along Yonge Street as this area is designated as a Regional Corridor in the York Region Official Plan;
- Local municipalities are required to complete comprehensive secondary plans for areas designated Regional Corridors;
- Transit-supportive densities are required through intensification along the designated Regional Corridors of Highway 7 and Yonge Street which will be served by Rapid Transit; and,
- The Yonge Street subway extension between Steeles Avenue West and Highway 407 is identified in the York Region Transit Network Map and the Transit Project Assessment for the subway extension has been approved and is one of Metrolinx's priority "Big Move" projects.

#### Public Agency Comments Received Prior to the Adoption of the Plan

The draft Yonge Steeles Corridor Secondary Plan was made available for public comment on May 25, 2010, in advance of the statutory public hearing. Policy planning staff continued to accept submissions until August 12, 2010 until the final draft of the August 31, 2010 "Yonge Street Secondary Plan", Response to Public, Government and Agency Submissions report was completed. Approximately 25 written submissions were received and addressed in the report to the Special Committee of the Whole meeting. The respondents represented a cross-section of interests including ratepayers, landowners, development interests and their representatives, utilities, other public agencies and City departments. Staff provided analysis and recommendations on the modification requests. Those modification requests approved by Council were incorporated into the plan that was adopted by Council on September 7, 2010.

#### Overview of the Yonge Steeles Corridor Secondary Plan as Adopted

The Yonge Steeles Corridor Secondary Plan is divided into two plan areas, a North Plan Area and a South Plan Area, which are separated by the section of Yonge Street extending from Thornhill Public School to the Thornhill Golf and Country Club. The Secondary Plan provides the development framework for intensification and sets out the required transit oriented planning policies to support the introduction of rapid transit service from the Richmond Hill/Langstaff Gateway to Finch Avenue. It is projected to accommodate a residential population of 9,660 people and 4,500 new jobs in the South Plan Area and a population of 760 people and 800 new jobs in the North Plan Area at full build out. The two Plan Areas are described below:

##### **South Plan Area**

The South Plan Area provides the largest proportion of developable/redevelopable lands in the Secondary Plan area and recognizes the Yonge Street and Steeles Avenue intersection as a transit hub and gateway into the City. In Schedule 1, Urban Structure of the Vaughan Official Plan 2010 (Volume 1), the South Plan Area is identified as a Primary Centre. Given its significance as a gateway to the City and the urban hierarchy established in VOP 2010, the corner development block at the Yonge/Steeles intersection has been designated High-Rise Mixed Use with some of the greatest heights and densities in the City. Refer to Attachment 3 for Schedule 2, Land Use Designations (South). The maximum heights of 5.0 FSI and 30 storeys at the Yonge/Steeles corner are only exceeded by the Vaughan Metropolitan Centre (VMC).

The Secondary Plan also provides policies to support high quality transit oriented mixed use development that encourages walking and cycling. To create more active and animated street level development along Yonge Street and Steeles Avenue, policies for mandatory retail frontages were included for the areas from the first development block at the corner of Yonge/Steeles up Yonge Street to the CN Railway, and at both corners on Hilda Avenue and Steeles Avenue. As the urban built form is expected to develop along these two major arterial roads, the intensity of height, density and mixed-use characteristics are reduced as development steps back into the adjacent established, stable residential neighbourhoods. The transition strategy minimizes the impact on existing low-density residential areas and consider factors such as shadow impacts, access to sunlight, wind conditions, sky views and overlook issues. The transition strategy allows for a maximum development adjacent to low density residential uses at 5 storeys with maximum density of 1.5 FSI which also includes parks and private open spaces that serve as an added buffer, amenity area and important pedestrian connections.

A new internal local street network runs parallel to Yonge Street and Steeles Avenue and provides alternative and permeable connections for vehicular, bicycle and pedestrian traffic flow. Where feasible, the local street network in Vaughan will align with the existing streets in surrounding communities in Markham and Toronto to allow for more efficient movement across municipalities. A proposed pedestrian connection bridge across the CN Railway is also identified to create a stronger link to the South Plan Area communities that are currently divided by the CN Railway.

#### North Plan Area

The North Plan Area is the smaller component of the Secondary Plan area and provides for less development at lower heights and densities than the South Plan Area. Although located outside the Urban Centre designation on Scheduled 1, Urban Structure of the Vaughan Official Plan 2010 (Volume 1), it is part of the Regional Intensification Corridor Area. However, the development in the area is limited by several factors including the shallow lot depths of the properties that front onto Yonge Street; portions of the North Plan Area south of Helen Avenue are part of the existing Thornhill Heritage Conservation District; and the proximity of the existing stable residential uses west of Yonge Street. To provide an adequate buffer as a transition to adjacent residential uses, the maximum heights and densities in the North Plan Area were set between 5 to 8 storeys with a maximum density of 1.5 FSI. The Plan also includes built form policies that require sufficient setbacks and step down of heights. Refer to Attachment 4 for Schedule 2 Land Use Designations (North).

#### The Dorian Place Land Use Review

Dorian Place is a cul-de-sac located at the northwest corner of Bunker Road and Yonge Street in the North Plan Area. The Official Plan, as adopted, only identified one lot (5 Dorian Place) as being included in the Secondary Plan Area as a Mid-Rise Mixed Use area. The remaining lots on Dorian place were designated Low-Rise Residential as per Volume 1. During the review process for the draft VOP 2010 (Volume 2), the City received two letters dated May 28, 2010 and July 25, 2010 from residents of Dorian Place, most originating from landowners with properties backing onto Yonge Street. The letters requested that a modification be made to the Yonge Steeles Corridor Secondary Plan to redesignate their lands for commercial re-development. In the August 31, 2010 staff report for the "Yonge Steeles Corridor Secondary Plan – Response to Public, Government and Agency Submissions" staff provided comments and recommended "That further review be undertaken to determine if a higher density mixed-use designation is appropriate."

On September 7, 2010 the Yonge Steeles Corridor Secondary Plan was adopted by Council without any further changes to the status of Dorian Place. However, Council directed as follows:



“That staff be instructed to conduct a study of Dorian Place in relationship to the issues raised by certain residents of that street regarding its designation under the Official Plan.”; and

“That any changes to the current designation determined by that study be dealt with through modifications at the York Region stage of review of this plan”.

The Dorian Place Land Use Study was undertaken in 2011. The study concluded that there was merit in providing for a mix of uses and greater densities, heights as well as a public park in the Dorian Place subdivision. However, the study concluded that the maximum heights and densities should be consistent with the development limitations of the surrounding North Plan Area. The results proceeded to a Committee of the Whole Public Hearing meeting on September 4, 2012. The report included for consideration, a range of policies to implement the results of the land use study. On September 4, 2012 Committee of the Whole adopted the following recommendation, which was ratified by Council on September 25, 2012:

“That the Dorian Place draft Land Use Plan and policies be received and any issues identified by the public and Council be addressed in a comprehensive report to Committee of the Whole.”

Currently there are 2 appeal letters submitted to the OMB by property owners on Dorian Place. This will be discussed below in the section discussing Ontario Municipal Board appeals.

#### Modification Requests Not Subject to Current Appeals to the Ontario Municipal Board

Since the adoption of the Secondary Plan, several requested modifications remain pending a further land use study or review by staff. The following is a brief summary of the outstanding issues currently under review:

##### 7080 Yonge Street – Telast Properties & Tan-Mark Holdings

The proponent is requesting that the development block at the corner of Yonge Street and Steeles Avenue be designated for 7.0 FSI and that the same densities be extended north to include their property which is adjacent to the corner development block. There is also a concern that the proposed new local roads which includes the extension of Royal Palm Drive will result in the need to expropriate land that will leave remaining property undevelopable. The existing frontage is approximately 110ft in width.

##### City of Toronto – City Planning Division

The City of Toronto has requested further review of phasing policies in relation to the transportation provisions and the planned build out of the Yonge Street and Steeles Avenue area. There is concern that a disproportionate amount of development will proceed prior to the construction or commitment of funding for transportation improvements. Discussions with the cities of Vaughan, Markham and Toronto and York Region have taken place regarding policies for development phasing. York Region is undertaking a transportation study that will inform the preparation of phasing policies if required. If any phasing policies are required they are expected to be brought forward by York Region as a requested modification to the Plan at the OMB.

#### Ontario Municipal Board Appeals

The City has received seven appeals specific to the Yonge Steeles Corridor Secondary Plan and is currently in discussions with the appellants to scope and possibly resolve identified issues. As settlement negotiations are underway or may commence in the future, there is nothing to report in the way of agreements at this time. Staff will continue to work towards the resolution of the appeals, in consultation with York Region, and report to Council as required. A map showing the

location of the 7 appeals forms Attachment 5: "Yonge Steeles Corridor Secondary Plan: Appellant Site Map". The general nature of the appeals are outlined below.

- Appellant #38 - 7040 Yonge Holding Limited and 72 Steeles Holding Limited
- 7040, 7054 Yonge Street and 72 Steeles Avenue West
- Appellant #39 - 2 Steeles Avenue W Ltd.
- 2 Steeles Avenue West
- Appellant #40 - Auto Complex Limited
- 7200 Yonge Street
- Appellant #51 - Salz & Sons Limited
- 100 Steeles Avenue West

Appellants #38, #39, #40 and #51 are appealing the policies related to the high-rise and mid-rise designations which include policies on land use, heights, densities and built form. The appellants are also appealing the policies related to Intensification Areas, phasing, parking cash in lieu and all policies related to parks and open space.

- Appellant #7 - Haulover Investment Ltd  
8100 Yonge Street

Appellant #7 is appealing the policies related to Intensification Areas, the mid-rise designation which include policies on land use, heights, densities and built form. The appellant is also appealing the policies related to phasing and parkland dedication.

- Appellant #42 - David and Katy Lundell  
5 Dorian Place

Appellant #42 is appealing the policies related to Intensification Areas, mid-rise designation which include policies on land use, heights, densities and built form. The appellant is also appealing the policies related to phasing and parkland dedication.

- Appellant #123 - Theresa Marando  
9 Dorian Place

Appellant #123 is appealing the policies related to mid-rise designation which include policies on land use, heights, densities and built form. The appellant has also submitted a letter of support from the landowners of Dorian Place at 6, 12, 15, 18, 22, 23, 26, 27, 30, 31, 34 Dorian Place.

#### Issues Related to the Yonge Steeles Corridor Area Emerging Since the Adoption of the Secondary Plan

##### Development Phasing Policies

Staff from the City of Vaughan has been working with York Region and the surrounding municipalities of Toronto, Markham and Richmond Hill to discuss strategies to coordinate the growth strategies across York Region and the City of Toronto. A common theme from ongoing discussions includes the implementation of development phasing policies as it relates to transportation planning. The prospect of the planned transportation investments has created redevelopment opportunities in the form of greater heights and densities in intensification areas like the Yonge Street Corridor. The focus is now on ensuring that any planned transportation infrastructure is in place or funded prior to permitting a partial or full build out of the respective plans. Since the adoption of the Yonge Steeles Corridor Secondary Plan, the following studies and plans have been completed, are ongoing, or will be initiated shortly; all of which have a potential impact on the policies in the Yonge Steeles Corridor Secondary Plan:

#### Regional Official Plan Amendment (ROPA) 4

On June 23, 2011, York Region considered a staff report in respect of Regional Official Plan Amendment (ROPA) 4, which establishes policies for application through the local planning for the Richmond Hill/Langstaff Gateway Centre. ROPA 4 adds new policies to the Section 5.4 Regional Centre policies of the new York Region Official Plan (YROP) that take into consideration the emerging urban form, land use and transportation issues in the Richmond Hill/Langstaff Gateway Centre. The new policies are provided as follows:

28. That the development of the Richmond Hill/Langstaff Gateway Centre shall proceed according to comprehensive phasing and sequencing plans, as established in the Secondary Plans for the Centre, that include the following at each phase:
  - a. the specific amount of residential and non-residential development (e.g. number of residential units and gross floor area of non-residential uses);
  - b. a range and mix of uses including residential, office, retail, cultural and civic uses including human services;
  - c. the necessary services and infrastructure including community facilities, human services, streets and transit;
  - d. a mobility plan that identifies specific modal splits and Transportation Demand Management measures, such as parking restrictions and car-share programs, to achieve a high proportion of travel by modes other than single occupancy vehicles, and that specifically identifies transportation elements linking the Secondary Plan areas to provide for an integrated Regional Centre; and,
  - e. a monitoring program to be undertaken to the satisfaction of the Region, in collaboration with the Towns of Markham and Richmond Hill, to assess travel modes and the performance of the planning requirements, in order to inform the release of each phase or sequence of development.
29. That the infrastructure, servicing and land use planning requirements for each phase and sequence of development must be achieved, in order for development to occur in the subsequent phase.
30. That any amendments to the Richmond Hill/Langstaff Gateway Centre Secondary Plans will require Regional approval, and will be considered based on the planning and development vision for the Centre, and shall include an assessment of Provincial and all Regional interests such as cost and timing implications.
31. The provision of cross-boundary transportation facilities unifying the Regional Centre will be coordinated by the Region, in collaboration with the Towns of Markham and Richmond Hill."

The new policies are consistent with one of the Shared Principles in section 5.0 Implementation of Community and Servicing Requirements of the York Region Official Plan, subsection 5.4 which states:

5.4 Phasing and staging of development within each precinct or neighbourhood will be tied to triggers related to infrastructure capacity, including community and social services and facilities, transportation, on-site energy generation (e.g. district energy), and water and waste water.

The new policies are also consistent with section 5.4 Regional Centres of the York Region Official Plan which identifies one of the key objectives in subsection 5.4.20.f. as follows:

5.4.20.f. Sequencing of development that is coordinated with infrastructure availability, including transportation, water and wastewater, and human services

ROPA 4 recognizes the need for more comprehensive implementation strategies as the potential densities created by the Richmond Hill/Langstaff Gateway Regional Centres rely on the progression of planned transportation infrastructure. Development will be phased accordingly to ensure all the required transportation and servicing measures are in place prior to moving forward on subsequent phases. This precedent for phasing policies in a York Region Official Plan amendment establishes a template for more specific phasing policies in the Yonge Street Corridor.

#### City of Markham

#### Langstaff Gateway Secondary Plan

The Langstaff Gateway Secondary Plan (OPA 183) was adopted by the City of Markham Council on June 8, 2010 and approved with modifications by York Region on June 30, 2011. The Langstaff Gateway Secondary Plan guides and coordinates the redevelopment of approximately 47 hectares of existing and predominantly low density industrial uses located south of Highway 407 between Yonge Street to Bayview Avenue. The area is planned for a compact, sustainable, vibrant high density urban centre and at full build-out, will accommodate as many as 32,000 residents in 15,000 dwelling units and 15,000 jobs.

The Langstaff Gateway Secondary Plan is intended to be a complete and integrated community with a mix of office, retail, cultural, institutional, residential, open space and recreational uses that emphasizes transit and pedestrian-supportive built form to encourage non-auto modes of transportation. It will be served by a number of potential rapid transit lines, including the planned Yonge Subway Extension, the Viva Bus Rapid Transit System, and the 407 Transitway. Consistent with the policies of ROPA 4, development will be phased in three stages that are directly linked to the implementation of transit infrastructure. The threshold for development in each phase is shown in Table 1.

<b>Table 1 - Development Phasing Thresholds Langstaff Gateway Plan</b>					
<b>Phase</b>	<b>Max. Residential (Units)</b>	<b>Min. Retail and Service GFA (m2)</b>	<b>Min. Community Services GFA (m2)</b>	<b>Min. Office GFA(m2)</b>	<b>Min. Parks and Open Space (ha)</b>
1 - Pre-subway	5,000	21,600	6,100	33,600	4.83
2 - Subway	3,650	20,300	5,350	132,700	1.64
3 – 407 Transitway	6,514	24,400	1,775	126,555	0.5
<b>TOTALS</b>	<b>15,164</b>	<b>66,300</b>	<b>13,225</b>	<b>292,855</b>	<b>6.97</b>

In each of the three phases of the project, benchmarks have been developed that must be met before development can proceed to later phases. The use of phasing policies tied to transportation improvements has been part of active discussions by staff at the local and regional levels. Many of the recent redevelopment plans and studies by municipalities in York Region and in the City of Toronto are contingent on upgraded transportation infrastructure. The issue of implementing similar phasing policies has become an important discussion as traffic concerns grow while the timing of funding for transit improvements is uncertain.

### Yonge Steeles Corridor Study (Markham)

The Yonge Street Corridor Study in Markham was completed September 2008 and was endorsed by Markham's Development Services Committee but is currently not Council approved. The study updates the Thornhill Secondary Plan which was approved in June 1997 and contains built form principles and guidelines on urban design, the public realm and environmental design. Most lands fronting onto Yonge Street within the Study Area are designated Community Amenity Area (commercial designation) with the exception of the High Density Housing designation of the existing apartment lands north of Clark Avenue. The remaining Study Area lands are a combination of residential designations. The study provides a policy regime that permits mixed-use development at transit supportive densities along Yonge Street, and provides for transition to the adjacent stable adjacent residential communities. The policies in the Plan provide for the following:

- an average density of 2.5 FSI;
- an additional 1.0 FSI for commercial buildings or commercial floor space within existing mixed residential/commercial buildings (maximum density for a mixed-use building is 3.5 FSI);
- a maximum 1.5 FSI closest to established low density neighbourhoods; and,
- a required minimum of 1.0 FSI on all development sites.

### Recent Development in Markham

As part of its Official Plan Review, Markham is revising the Yonge Steeles Study. This process is currently underway and includes a Transportation Study. Recognizing recent trends, it is expected that densities resulting from this plan will be comparable to the Yonge Steeles Corridor Secondary Plan. Two recent approvals on Markham's side of Yonge Street are noted below.

#### Liberty "World on Yonge" OMB Approved Development

In May 2009, the property south of the CN Railway in the City of Markham known as Liberty "World on Yonge" received OMB approval to permit mixed-use high rise development with a density of approximately 3.5 FSI. The plan is currently approved for the following development:

- (1) 20 storey office and hotel building;
- (2) 31 storey residential towers on the Yonge Street frontage;
- (2) residential towers fronting Doncaster at 27 storeys and 18 storeys;
- approximately 665,000 square feet of retail space distributed at the base of the residential and hotel and office buildings and in a stand-alone 1 and 2-storey retail building at the north east corner of the site.

This development is nearing completion.

#### Frangian Holdings OMB approved Development

In April 2013, the OMB approved the Official Plan and Zoning By-law Amendments at northeast corner of Yonge Street and Grandview Avenue by Frangian Holdings to permit a mixed use high rise development of approximately 3.5 FSI, including approximately 2.9 FSI for residential and 0.6 FSI for non-residential uses. Details of the proposal include the following:

- (1) 21 storey mixed use building (first 4 storeys will include retail/office uses on the first 2 storeys followed by 2 storeys of mixed live-work units and residential above);
- A park fronting on Grandview Avenue.

The City of Markham is currently awaiting the submission of site plans for review

Both the approved OMB development plans by Liberty “World on Yonge” and by Frangian Holdings are consistent with the recommendation set out in Markham’s Yonge Steeles Corridor Study.

#### City of Toronto Official Plan and the Yonge Street North Planning Study

The City of Toronto is currently conducting its own Yonge Street North Planning Study that encompasses the area defined by Steeles Avenue to the north, Finch Avenue to the south, Hilda Avenue to the west and Willowdale Avenue to the East. The purpose of the study is to determine the level of development that can be supported by the existing and improved transportation network and the planned higher order transit system.

The primary objective of the study is to provide a comprehensive set of planning tools to realize the vision for the area and respond to increasing development pressures. The project commenced in December 2011 and is currently at the draft stages in their development of preferred options. The study has reviewed and is taking into consideration the redevelopment and build out of potential proposals, based on OP designations set out in both the City of Vaughan Yonge Steeles Corridor Secondary Plan and City of Markham Yonge Steeles Corridor Study. The Yonge North Planning Study target date for completion is December 2013 or January 2014.

#### York Region’s Yonge and Steeles Area Transportation Study

In response to Vaughan’s adopted Secondary Plan, Markham’s initiation of its Official Plan Review and the City of Toronto’s Yonge Street North Planning Study, York Region is in the initial stages of the Yonge and Steeles Transportation Study. The purpose of the study is to conduct a larger transportation exercise, led by the Region and in partnership with Vaughan, Markham and Toronto to link to and expand upon the locally-led transportation studies. The study will provide a framework for transportation and land use planning goals for the multi-jurisdictional area and provide the basis for any transit-supportive and auto trip reduction policies in local secondary plans. The Region plans to develop a cohesive and integrated transportation plan for the area of Yonge Street and Steeles Avenue. (The “Yonge and Steeles Area”). In Metrolinx’s Big Move plan the Yonge and Steeles area is identified as a Gateway Hub in the Greater Toronto and Hamilton Area (GTHA), which is planned to integrate subway, rapid transit and local bus service. The planning and build-out of the Yonge and Steeles Area will emphasize a high transit modal split, and a compact and mixed-used urban form as a part of a congestion-management approach to transportation. The procurement process has been completed and the initiation of the project imminent. The study timeline provides for its completion in one year. The objectives of the study include:

- A review of existing and available studies and their conclusions/recommendations (e.g., Regional TMP, Markham Yonge and Steeles Corridor Study, Vaughan’s Yonge and Steeles Secondary Plan and supporting traffic analysis, Toronto’s Yonge Street North Planning Study, etc.) to clearly identify gaps in assumptions and opportunities;
- The development of a complete, integrated and strategic transportation network plan that will accommodate and support the land use plans of each municipality, with a focus on non-auto modes and the appropriate transit modal split target consistent with the phased implementation of new transit infrastructure and services over time;
- The development of a comprehensive Transportation Demand Management (TDM) plan that includes infrastructure, policies and programs to reduce travel needs, reduce single-occupant vehicle use, promote transit use and active transportation. The Plan would also include a governance structure (guidance on who does what) specific to responsibilities/roles for coordination and implementation of the TDM plan; and

- Development of a comprehensive transportation infrastructure and equitable development phasing plan if necessary (e.g., establishing certain thresholds for Level of Service) including, policies and programs, ensuring that the pace of development matches the timing of the implementation of required transportation infrastructure (e.g., subway construction) and transit services;

### Basis for the Recommendation

#### Consideration of Development Phasing

Since the adoption of VOP 2010 and the Yonge-Steeles Corridor Secondary Plan, increasing attention has been paid to development phasing, particularly as it is affected by the availability of road network capacity and the transit improvements required to support planned development. This is especially significant in the case of Intensification Areas, like the Yonge-Steeles Corridor, where future development is predicated on major transit improvements, like the subway extension. Specific phasing policies were not originally included in the Yonge Steeles Corridor Secondary Plan.

Generally, development phasing is achieved by identifying a series of triggers where incremental amounts of development are released once certain system improvements have taken place. Phasing allows development to occur as capacity becomes available in the broader system. In the case of the Yonge-Steeles Corridor, the ultimate improvement would be the subway extension to the Langstaff-Richmond Hill Gateway Regional Centre. The subway would allow for all of the planned development in the Yonge Steeles Corridor Secondary Plan area to proceed. The determination of the intervening levels of development is at question as the road network capacity on Yonge Street, particularly at the Yonge-Steeles intersection, is already challenged and there is minimal opportunity for improvements to the Regional level (York and Toronto) road network or the surface transit system.

The issue of phasing for intervening levels of development is difficult for the local municipalities to address from a policy perspective. The Provincial Growth Plan and York Region's Official Plan require that local municipalities plan for intensification. The Yonge-Steeles Corridor Secondary Plan is consistent with these policies. However, implementation of most of the transportation based phasing tools reside with the Region and/or the Province. The City can provide for supportive improvements to the internal road network to provide porosity and connectivity and can require Transportation Demand Measures. These policy measures are current components of VOP 2010 and the Yonge Steeles Corridor Secondary Plan. However, the timing and nature of the improvements to the Regional road network and the rapid transit network, sufficient to support all of the planned development, are the responsibility of others.

#### The Yonge Steeles Corridor Secondary Plan in the Broader Perspective

Yonge Street has the potential to become one of the GTA's major intensification corridors in the section extending from the Langstaff-Richmond Hill Gateway through the Yonge-Steeles intersection in Vaughan and Markham and south into the City of Toronto to Finch Avenue. The Region, by way of an amendment to its new Official Plan, has required the incorporation of phasing policies into the Markham and Richmond Hill Official Plans to limit development until such time as certain transit improvements are implemented. The Richmond Hill/Langstaff Gateway Centre is a Regional Centre and, like the Vaughan Metropolitan Centre, is expected to have among the highest densities in the Region.

Yonge Street, south of the Richmond Hill/Langstaff Gateway Centre, is shared by Markham and Vaughan. Vaughan, through the Yonge-Steeles Corridor Secondary Plan, has articulated its vision for the corridor. Markham is currently undertaking its Official Plan review and is preparing a secondary plan for the area south of the Elgin/Arnold intersection to Steeles Avenue. South of

Steeles Avenue, the City of Toronto has also initiated a land use study, the Yonge Street North Planning Study, to determine the level of development that can be supported by the existing transportation network and the planned higher order transit improvements, i.e. the subway extension.

The development potential in the shared corridor is substantial. A recent precedent in Markham is the "Liberty on Yonge" development which has been built at a density of 3.5 FSI, with a maximum height of 31 storeys. Similar densities are currently envisioned by the Yonge Steeles Corridor Secondary Plan in Vaughan. (See Attachment 3 and Attachment 4).

#### York Region's Response: The Yonge Street Area Transportation Study

In recognition of the overall development potential and the inter-municipal issues involved, the Region has initiated a Yonge Street Area Transportation Study, in partnership with the cities of Markham, Vaughan and Toronto. Its objective is to develop a comprehensive and equitable transportation and development phasing plan, including policies and programs that would ensure that the pace of development matches the timing of the required transportation infrastructure.

This study is expected to start in the fourth quarter of 2013 and will take approximately one year to complete, i.e. Fall 2014. As the implications of the study for the Yonge-Steeles Corridor Secondary Plan are unknown, it is inappropriate to finalize the City's position on potential modifications related to phasing and transportation. However, the endorsement of the modified secondary plan at this point in time provides the opportunity to inform the Region of the City's position on a number of matters. The City endorsed modification will provide clarity on the City's position, which will need to be taken into consideration in the Region's Yonge Street Area Transportation Study.

#### Density Adjustments

One area warranting further consideration is the area south of Crestwood Road and east of Powell Road to Yonge Street on Steeles Avenue as shown on Attachment 6. Currently the Yonge Steeles Corridor Secondary Plan designates these lands High-Rise Mixed Use and Mid-Rise Residential. The maximum heights and densities peak in the High-Rise Mixed Use designation at the Yonge-Steeles intersection at 30 storeys and 5.0 FSI and decline to the north and east to maximum heights and densities of 22 storeys and 3.5 FSI. The Mid-Rise Residential designation maintains a maximum height of 5 storeys and a maximum density of 1.5 FSI, buffering the adjacent Low-Rise Residential neighbourhood to the west and north.

It is recommended that the High-Rise Mixed Use designation in this area be subject to a density increase of 1.0 FSI and a height increase of up to 5 storeys subject to bonusing under Section 37 of the Planning Act. This will bring the maximum height, with bonusing, to 35 storeys and the maximum density to 6.0 FSI. This is based on the following considerations:

- It is at the most prominent gateway intersection into the City of Vaughan and York Region and warrants a strong architectural presence;
- It will abut the future Steeles Avenue Subway Station and the associated bus terminal, constituting a critical component of a Gateway Hub, as defined by Metrolinx's "Big Move" plan;
- It will constitute one of the City's best opportunities for Transit Oriented Development;
- There are a number of existing users in the Yonge Steeles Corridor Secondary Plan South Area that have long life spans, principally automobile dealerships. Since their re-development is unlikely in the time horizon of the secondary plan, the application of the early available density to this location is appropriate; and



- The allocation of density to this location is also appropriate as an inducement to comprehensive re-development;

Therefore, this modification to the plan is recommended, as shown on Attachment 6.

#### Settlement of the Appeals

There are currently seven appeals against the Yonge Steeles Corridor Secondary Plan, which are shown on Attachment 5. In light of the number of appeals to the VOP 2010, and the scheduling of related pre-hearings, mediations and initial hearing dates it is unlikely that the Board will be able to address outstanding appeals related to the Yonge Steeles Corridor Secondary Plan until well into 2014. This will allow some time for the Region's Transportation Study to progress. However, it should be advanced as expeditiously as possible as the Plan is currently before the Board.

At this point, the appeals are at varying levels of refinement. However, there is merit in continuing and/or initiating settlement negotiations with the appellants. Continuing discussions would allow for the appeals to be scoped and potentially resolved. Continuing discussions would also allow for the implications of any transportation or density related appeals to be assessed through the Region's Yonge Steeles Area Transportation Study. Staff, in consultation with York Region, will continue the dialogue with the appellants.

#### Recommendations and Next Steps

Based on the above, staff are recommending the following measures to advance the approval process for the Yonge Steeles Corridor Secondary Plan Area:

- York Region be requested to expedite the preparation of the "Yonge and Steeles Area Transportation Study" in order to inform any final modification requests by York Region in respect of the Yonge-Steeles Corridor Secondary Plan, leading to its ultimate consideration and approval by the Ontario Municipal Board;
- York Region be advised that the City supports modifications to respond to stakeholder requests and ongoing studies by the City, including an increase in density and density bonusing provisions on those properties designated High-Rise Mixed-Use, located south of Crestwood Road to Steeles Avenue on Yonge Street and on Steeles Avenue to a point approximately 200 m west of Yonge Street, as shown on Attachment 6 to this report;
- York Region be requested to evaluate the implications of the following matters as they relate to density and phasing in the analyses being undertaken in the Yonge and Steeles Area Transportation Study:
  - a) The implications of the appeals against the Yonge Steeles Corridor Secondary Plan;
  - b) The density increase referenced in Recommendation 2 above; and
  - c) Recent approvals and landowner investments in uses (primarily car dealerships) that are of a lower density than envisioned in the Yonge Steeles Secondary Plan.
- City staff, in consultation with York Region, continue to negotiate with the appellants to work toward resolution of Ontario Municipal Board appeals;
- City staff report back to Council on settlement negotiations, on the results of the Yonge and Steeles Area Transportation Study and on any further modifications originating with the City/York Region/parties to the Yonge Steeles Corridor Secondary Plan, as part of the effort to secure a timely Ontario Municipal Board approval; and

- This report be forwarded to York Region for its information and action.

This approach would allow for the Region's study to proceed, while recognizing the need for a timely resolution of the OMB appeals.

### **Relationship to Vaughan Vision 2020/Strategic Plan**

The proposed Yonge Steeles Corridor Secondary Plan is consistent with the priorities set by Council in the Vaughan Vision 20/20 Plan, and in particular to the City's commitment to "plan and manage growth and economic vitality". The following specific initiatives are of particular relevance to the Yonge Steeles Secondary Plan:

- Support and coordinate land use planning for high capacity transit at strategic locations in the City;
- Complete and implement the Growth Management Strategy (Vaughan Tomorrow); and
- Conduct the 5 year review of the Official Plan as part of the Growth Management Strategy 2031.

### **Regional Implications**

The proposed Yonge Steeles Corridor Secondary Plan has been prepared pursuant to the policy requirements and provisions of the Vaughan Official Plan 2010, and the new York Region Official Plan. Accordingly, it includes the minimum density requirements and targets for Regional Centres, urban design, phasing, and sustainability policies prescribed by the Regional Official Plan. The Yonge Steeles Corridor Secondary Plan supports key objectives of the York Region Official Plan (2010).

### **Conclusion**

York Region is initiating the "Yonge Steeles Area Transportation Study" The outcome of this study may affect the policies of the Yonge Steeles Corridor Secondary Plan especially in regard to development densities and phasing. As the implications of the study for the Yonge-Steeles Corridor Secondary Plan are unknown it is premature to finalize the City's position on modifications. However, endorsing the modified Secondary Plan in its current form provides the opportunity to clarify the City's position for the information of York Region. This will allow the City's position to be taken into consideration in the Yonge Steeles Area Transportation Study.

Since the adoption of the Yonge Steeles Corridor Secondary Plan on September 7, 2010, a total of seven appeals have been received that are specific to the Secondary Plan. While the study is underway, staff will continue to work toward the resolution of the appeals.

It will be important for the Region to proceed expeditiously with the Yonge Steeles Area Transportation Study recognizing the outstanding appeals and the on-going OMB process. In order to advance the processing of the Yonge Steeles Corridor Secondary Plan toward OMB approval, a series of actions have been identified, which have been recommended for Council approval.

### **Attachments**

1. Location Map (South)
2. Location Map (North)
3. Schedule 2 (South)
4. Schedule 2 (North)
5. Yonge Steeles Corridor Secondary Plan: Appellant Site Map
6. Proposed Density Adjustment

**Report prepared by:**

Clement Chong, Acting Senior Planner, ext. 8214  
Roy McQuillin, Manager of Policy Planning, ext. 8211

Respectfully submitted,

JOHN MACKENZIE  
Commissioner of Planning

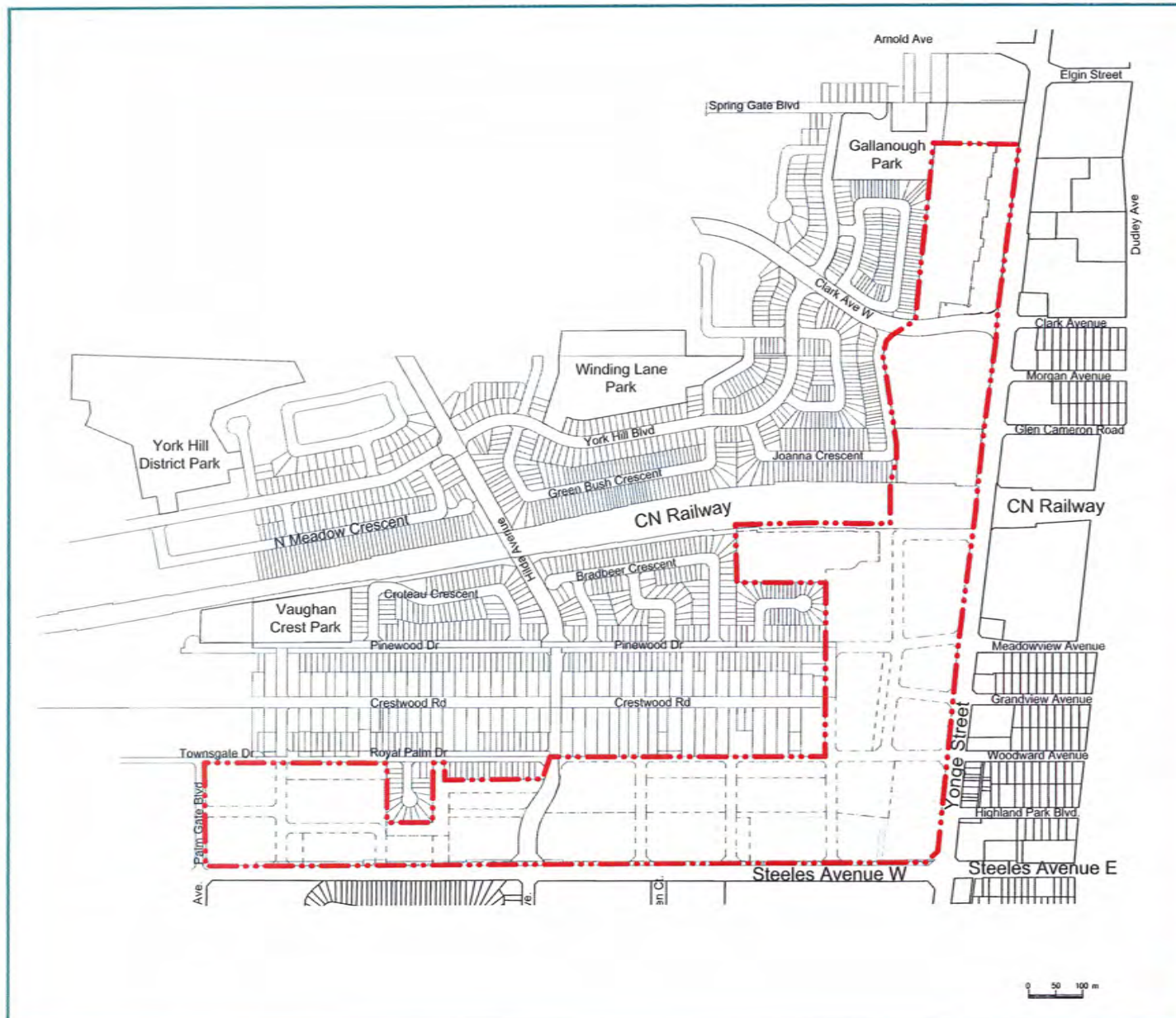
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# Yonge Steeles Corridor Secondary Plan

SCHEDULE 1 (SOUTH)

## Secondary Plan Area

 Secondary Plan Boundary



September 2010



## Yonge Street Corridor Secondary Plan - Location Map (South)

Location: Part of Lots 26 - 29,

Concession 1

Applicant: City of Vaughan



Policy Planning Department

## Attachment

File: 25.5.12.4

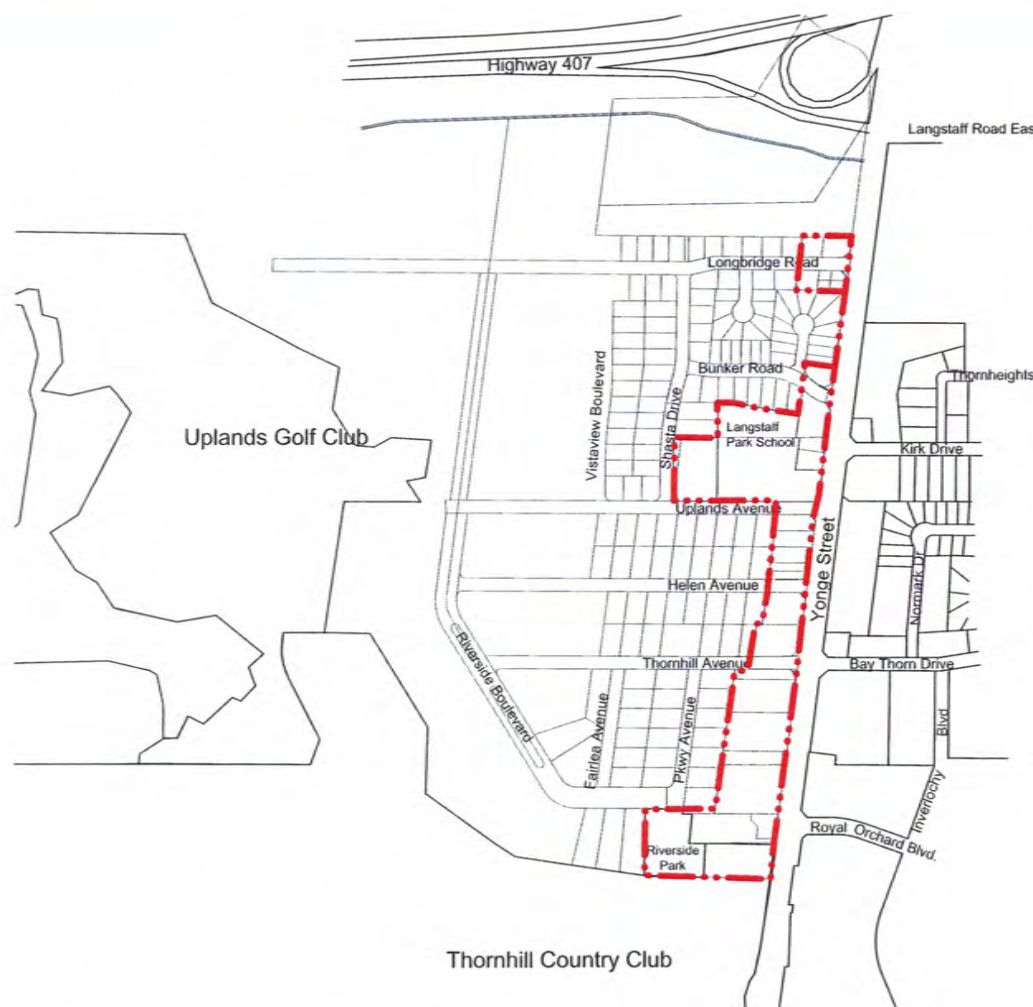
Date:  
October 2, 2013

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

 Secondary Plan Boundary



0 50 100 m

September 2010



## Yonge Street Corridor Secondary Plan - Location Map (North)

Location: Part of Lots 32 - 34,  
Concession 1

Applicant: City of Vaughan

N:\DFT\1 ATTACHMENTS\25\25.5.12.4q.dwg



Policy Planning Department

# Attachment

File: 25.5.12.4

Date:  
October 2, 2013

# 2

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

- High-Rise Mixed Use
- Mid-Rise Mixed-Use
- Mid-Rise Residential
- Parks
- Secondary Plan Boundary
- D: Density
- H: Height



September 2010



**Yonge Street Corridor Secondary Plan -  
Schedule 2 (South)  
Land Use, Height & Density**

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

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Policy Planning Department

**Attachment**

File: 25.5.12.4

Date:  
October 2, 2013

**3**



# Yonge Steeles Corridor Secondary Plan

SCHEDULE 2 (NORTH)

## Land Use, Height & Density

- Low-Rise Mixed Use
- Mid-Rise Mixed-Use
- Low-Rise Residential
- Parks
- Private Open Spaces
- Secondary Plan Boundary
- D: Density
- H: Height



0 50 100 m

September 2010



## Yonge Street Corridor Secondary Plan -

### Schedule 2 (North)

### Land Use, Height & Density

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

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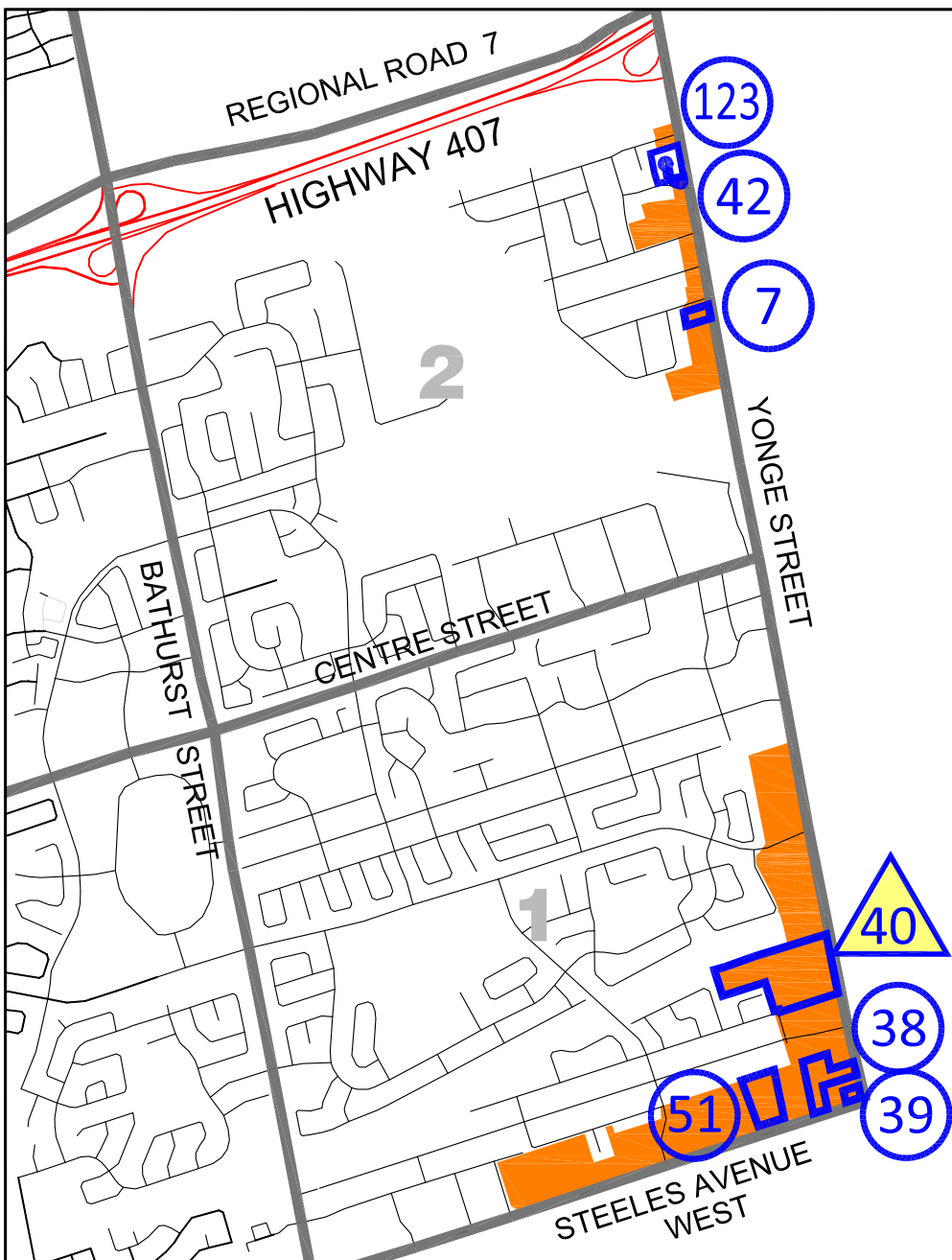
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## Attachment

File: 25.5.12.4

Date:  
October 2, 2013

4



# CITY OF VAUGHAN OFFICIAL PLAN 2010

## APPELLANT SITES YONGE-STEELES CORRIDOR SECONDARY PLAN

NO. APPELLANT	
7	HAULOVER INVESTMENTS LTD.
38	7040 YONGE HOLDINGS LTD., 72 STEELES HOLDING LTD.
39	2 STEELES AVENUE WEST LTD.
40	AUTO COMPLEX LIMITED
42	DAVID & KATTY LUNDELL
51	SALZ & SON LIMITED
123	TERESA MARANDO



INDICATES SITE WHERE  
DEVELOPMENT APPLICATION  
HAS BEEN RECEIVED

### Yonge Street Corridor Secondary Plan - Appellant Site Map

Location: Part of Lots 32 - 34,  
Concession 1

Applicant: City of Vaughan

N:\DFT\1 ATTACHMENTS\25\25.5.12.4a.dwg



Policy Planning Department

Attachment

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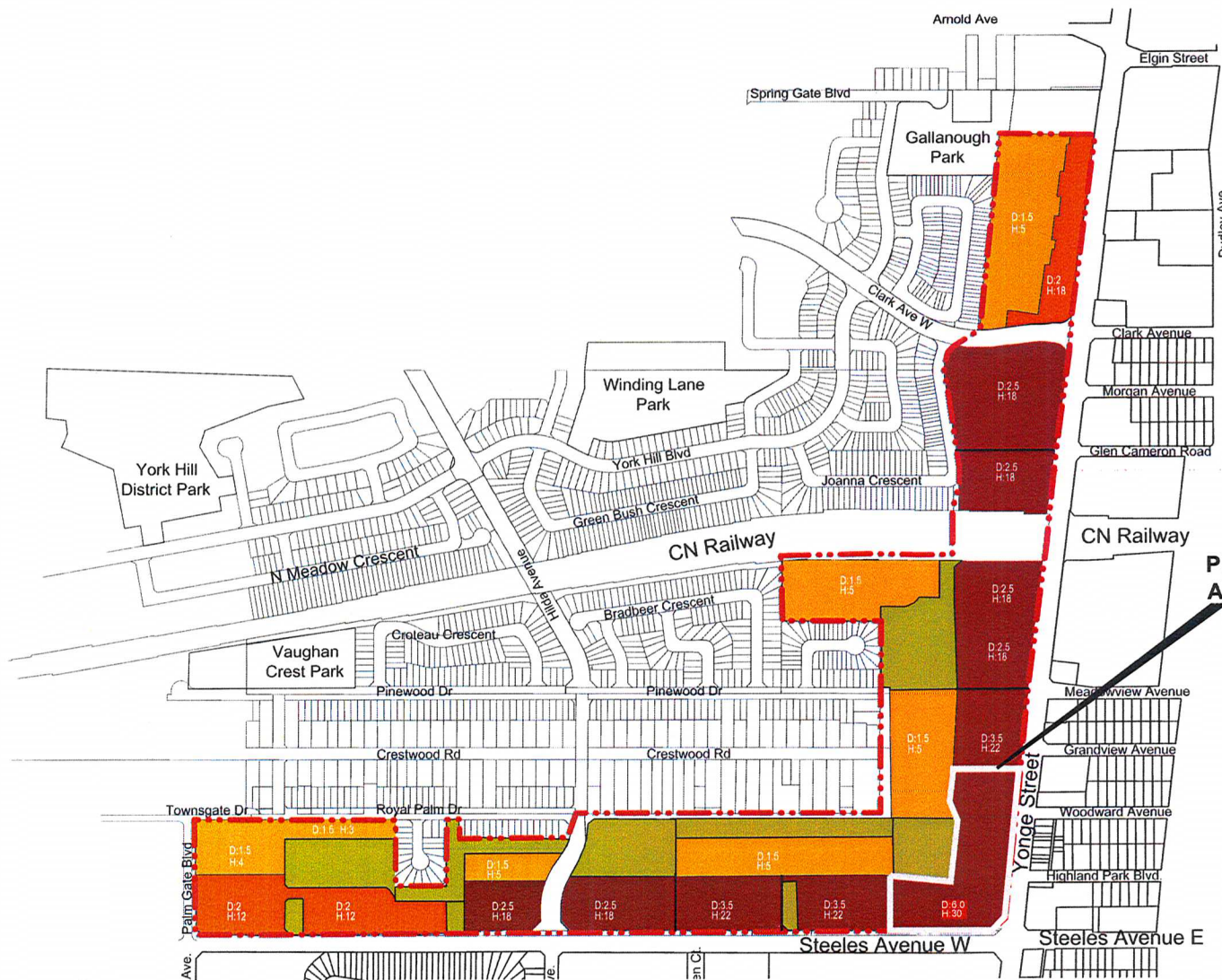
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October 2, 2013

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

- High-Rise Mixed Use
- Mid-Rise Mixed-Use
- Mid-Rise Residential
- Parks
- Secondary Plan Boundary
- D: Density
- H: Height



**PROPOSED DENSITY  
ADJUSTMENT**

September 2010



**Yonge Street Corridor Secondary Plan -  
Schedule 2 (South)  
Proposed Density Adjustment**

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



Policy Planning Department

**Attachment**

File: 25.5.12.4

Date:  
October 2, 2013

**6**