

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 15, 2015

Item 14, Report No. 44, of the Committee of the Whole which was adopted, as amended, by the Council of the City of Vaughan on December 15, 2015.

By approving the following in accordance with Communication C4 from the Deputy City Manager, Planning & Growth Management, dated December 11, 2015:

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

By approving the following in accordance with Communication C6 from the Deputy City Manager, Planning & Growth Management, dated December 15, 2015:

1. ***That the recommended policy in this communication be endorsed by Vaughan Council and be forwarded to the Region of York for consideration as a further modification to the Yonge Steeles Corridor Secondary Plan as follows:***

That the following policy be added to "Section 8.0 implementation" in the Yonge Steeles Corridor Secondary Plan:

"As a condition of approval of development in this Secondary Plan, the City shall require the implementation of appropriate and reasonable measures and development agreements, which may include front ending agreements and/or cost sharing agreements, to ensure that the development in the Secondary Plan is coordinated and that the required commitments of funds, lands and services are secured and/or in place. These measures and agreements shall ensure that the reasonable costs of the municipal and community infrastructure, land/or facilities are fairly and equitably shared without adverse impact on the City's financial capability. The measures and agreements permitted by the policy shall be only those which are permitted by law and are otherwise agreed to by the landowner(s) and the City"; and

By receiving the following Communications:

- C2. ***Ms. Johanna R. Shapira, Wood Bull LLP, Queen Street West, Toronto, dated December 9, 2015;***
- C5. ***Mr. Ryan Guetter, Weston Consulting, Millway Avenue, Vaughan, dated December 14, 2015; and***
- C7. ***Mr. Ryan Mino-Leahan, KLM Planning Partners Inc., Jardin Drive, Concord, dated December 14, 2015.***

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4. That City staff be authorized to make any additional changes to the text and schedules of this Plan, necessary to ensure consistency with the direction provided above; and that staff be authorized to work with the Region, to finalize the wording to effect the modifications reflected in this report.
5. That the Ontario Municipal Board and the Region of York be advised that the Council modifications approved in respect of the Yonge Steeles Corridor Secondary Plan, City of Vaughan Official Plan – 2010, Volume 2, meet the requirements of Section 26. (1) (a) (i), (ii) and (iii) of the Planning Act R.S.O.1990, Chapter p.13 as amended.

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 and growth. More specifically, the proposed Yonge Street Corridor Secondary Plan addresses the following goals outlined by the Green Directions Vaughan:

- Goals 1 & 5: Demonstrates leadership through green building and urban design policies;
- Goal 2: Ensures sustainable development and redevelopment;
- Goal 2: Protect green space and the countryside by establishing a Natural Heritage Network and limiting urban expansion
- Goal 3: Ensure 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;
- Goals 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 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 Steeles Corridor Secondary Plan will set the stage for desired transit investments including the Yonge Street Subway extension, which will 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 to the public by the following means:

- Posted on www.vaughan.ca online calendar, and City Page Online;
- Posted to the City's social media sites, Facebook and Twitter;

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- By Canada Post to almost 1500 addresses in 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 and obtain direction on further modifications to VOP 2010 (Volume 2) respecting the Yonge Steeles Corridor Secondary Plan. This report responds to modification requests originating from this process including discussions related to OMB appeals, and on-going staff analysis. The Council adopted report and recommended modifications will be forwarded to the Ontario Municipal Board and Region of York with the request that the modification be incorporated into the YSCSP as part of the Official Plan approval process.

Background – Analysis and Options

Executive Summary

This report is structured into sections which provide the following information:

- 1) Location and description of the study area and the land uses
- 2) Description of the current zoning provisions of the study area
- 3) Status of the City of Vaughan Official Plan
- 4) Yonge Steeles Corridor Initiation and Consultation Process
- 5) Public and Agency Comments Received Prior to the Adoption of the Plan
- 6) The Policy Context
- 7) Overview of the Yonge Steeles Corridor Secondary Plan as Adopted
- 8) Modification Requests Not Subject to Current Appeals to the Ontario Municipal Board
- 9) Previous Council Modifications – The Yonge Steeles Intersection
- 10) Other Issues
- 11) The Yonge Steeles Area Regional Transportation Study (2015)
- 12) The Study Identified a Number of Key Conclusions and Recommendations
- 13) Recommended Policy Response

1) Location

The Yonge Steeles Corridor Secondary Plan area is divided into two parts. The southerly part of the Plan area is 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. The northerly section of the plan area is located on the west side of Yonge Street between the Thornhill Golf and Country Club and Longbridge Road as shown on Attachment 1.

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 through the Comprehensive Zoning By-law Review or through privately initiated site specific amendments.

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3) Status of the City of Vaughan Official Plan

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. Volume 1 is now almost entirely approved, except for site specific appeals and several specific policies. This report deals with the policies, appeals and modifications specific to the Yonge Steeles Corridor Secondary Plan. Direction from Council on this matter will assist in advancing the settlement of the appeals against the YSCSP, which are now before the OMB.

4) Yonge Steeles Corridor Initiation and Consultation Process

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

- June 5, 2008: Public Open House introducing the project and team members;
- September 16, 2008: Public Meeting to present the results of the SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis;
- November 4, 2008: Public Design Charette;
- 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 landowners 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 SteelesCorridor Secondary Plan; and
- September 7, 2010 – Council adoption of the Yonge Steeles Corridor Secondary Plan.

5) Public and Agency Comments Received Prior to the Adoption of the Plan

The draft YSCSP was made available for public comment on May 25, 2010 in advance of the statutory public hearing and submissions were accepted until August 12, 2010. Submissions from approximately 20 different respondents were received and addressed in the response to the Special of Committee of the Whole meeting. Staff provided analysis and recommendations on the modification requests. Those approved by Council were incorporated into the plan that was adopted by Council on September 7, 2010.

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6) The Policy Context

The study area is subject to provincial, regional and municipal policy as follows:

a) Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) supports efficient land use, a mix of housing types and densities, residential intensification, public transit ridership, and the protection of cultural heritage. The PPS promotes development within settlement areas and away from sensitive resources. It encourages growth in built up areas by providing opportunity for mixed uses, housing and employment, parks and open spaces, transportation choices and pedestrian movement. Local centres are identified as key areas for intensification and redevelopment.

b) Places to Grow: The Provincial Growth Plan for the Greater Golden Horseshoe

Places to Grow provides a vision and growth plan for the Greater Golden Horseshoe in southern Ontario and is based on a set of principles for guiding decisions on how land is to be developed and public investments are to be managed. The Plan identifies the following principles:

- (i) Build compact vibrant neighbourhoods;
- (ii) Protect, conserve, enhance and wisely use valuable natural resources such as land, air and water for current and future generations;
- (iii) Optimize the use of existing and new infrastructure to support growth in a compact, efficient form;
- (iv) Provide for different approaches to managing growth that recognize the diversity of communities; and,
- (v) Promote collaboration among all sectors including government, private and nonprofit, and community members to achieve the vision.

c) The York Region Official Plan (ROP)

The Regional Official Plan provides a framework for coordinated and detailed planning of the local municipalities in York Region. The Regional Official Plan must also conform to the policies articulated in the Provincial Policy Statement and 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:

- (i) Directing intensification to built up areas;
- (ii) Growth must be concentrated along Yonge Street as this area is designated as one of many Regional Corridors in the York Region Official Plan which are planned to provide supporting rapid transit improvements;
- (iii) Local municipalities are required to complete comprehensive secondary plans for areas designated Regional Corridors;
- (iv) 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,

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- (v) 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. It continues to be one of Metrolinx's priorities in its "Big Move" plan.

d) The Vaughan Official Plan 2010 (VOP 2010)

The "vision for transformation" set out in the City's new Official Plan, is based on eight key principles; the following of which relate directly to the YSCSP.

- (i) Strong and Diverse Communities: The Official Plan seeks to maintain the stability of existing residential communities, direct well-designed, sensitive growth to strictly defined areas, and provide for a wide range of housing choices, community services and amenities within each community;
- (ii) A Diverse Economy: The Plan intends to build on Vaughan's economic success through policies which aim to diversify the local economy;
- (iii) Moving Around without a Car: The Official Plan focuses on planning and design policies that make walking, cycling and transit use realistic options for transportation;
- (iv) Design Excellence and Memorable Places: The Humber River Valley, the historic village cores, and the parks, are identifiable place-making features in Vaughan.
- (v) There is a focus on accommodating growth, in a manner that contributes to the overall beauty of each of these features;
- (vi) A Green and Sustainable City: The main principles of sustainable land-use planning relate to the protection of the natural environment and agricultural lands, and the ability for people to live in communities that minimize energy use, water consumption, and solid waste generation, and allow for alternative transportation choices;
- (vii) Directing Growth to Appropriate Locations: The City provides an appropriate balance by accommodating 45% of new residential growth through intensification. These areas are outlined through the "Where and How to Grow Report" prepared by Urban Strategies Inc. for the purpose of informing the Official Plan review; and

VOP 2010 designates the majority of the south plan area as a "Primary Centre" and the remainder as a "Regional Intensification Corridor". These areas are shown on Schedule 1 to VOP 2010, urban structure. The following policies apply directly to the Primary Centres and Regional Intensification Corridors.

- (i) Primary Centres will be locations for intensification accommodated in the form of predominantly mixed-use high- and mid-rise buildings, developed at an intensity supportive of transit.
- (ii) Primary Centres will accommodate a wide range of uses and will have tall buildings, as well as lower ones, to facilitate an appropriate transition to neighbouring areas.
- (iii) Primary Centres shall be planned to:
 - a. develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and affordable housing;

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- b. include a mix of non-residential uses including retail, office, institutional, community facilities, and human services intended to serve both the local population and the City as a whole, and attract activity throughout the day;
 - c. develop at densities supportive of planned public transit;
 - d. have a fine grain of streets suitable for pedestrians and cyclists, with appropriate internal links and links to the surrounding Community Areas which may take the form of sidewalks and/or greenways;
 - e. include well designed public open spaces that are either landscaped parks, or public plazas or both in a manner that is appropriate to the local context;
 - f. encourage a pedestrian-friendly built form by locating active uses at grade; and,
 - g. be designed and developed to implement appropriate transition of intensity and use to surrounding Community Areas, and/or separation from adjacent Employment Areas.
- (iv) Regional Intensification Corridors will link Regional centres both in Vaughan and beyond and are linear places of significant activity. They may accommodate mixed-use intensification or employment intensification.
 - (v) Regional Intensification Corridors are Regional Roads which have been identified for major higher-order transit investments, such as Viva Rapid Transit on Highway 7 and Yonge Street. Development on the lands fronting on to these roads will serve to support the transit investments by creating urban main streets connecting Regional Centers and other Intensification Areas in Vaughan and across York Region.
 - (vi) The Regional Intensification Corridors will also safely and comfortably accommodate pedestrians and cyclists along with motor vehicles.
 - (vii) The Regional Intensification Corridors will evolve over time, both for mixed-use and employment-related *intensification*.

7) Overview of the Yonge Steeles Corridor Secondary Plan as Adopted

The YSCSP 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 the Finch Avenue subway station. The overall Vision and Principles for the YSCSP include:

- (i) Promoting well-designed intensification to maximize the use of existing and planned infrastructure including transit and servicing.
- (ii) Protecting stable residential neighbourhoods.
- (iii) Providing a wide range of housing choice for a diverse population.
- (iv) Encouraging a mix of uses including employment and housing within walking distance of each other.
- (v) Conserving land.
- (vi) Minimizing the ecological footprint of the residential and working population.

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 policies governing the two Plan Areas are described below:

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a) 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 its role in 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 2 for Schedule 2, Land Use Heights & Density (South) as adopted by Council on September 7, 2010.

The maximum heights of 5.0 FSI and 30 storeys at the Yonge/Steeles corner are comparable to by the Vaughan Metropolitan Centre (VMC) which will also be served by a subway station. 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 and Steeles up Yonge Street to the CN Railway, and at both corners on Hilda Avenue and Steeles Avenue.

An urban built form is being planned along the frontage of these two major arterial roads. The intensity of the height/density and massing is 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 considers factors such as shadow impacts, access to sunlight, wind conditions, sky views and overlook issues. The transition strategy allows for a maximum development level adjacent to low-rise residential uses of 5 storeys with a maximum density of 1.5 FSI.

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. Such a link will be pursued as a condition of development approval.

b) North Plan Area

The North Plan Area is the smaller component of the Secondary Plan area and provides for less intense development at lower heights and densities than the South Plan Area. Although located outside the Primary Centre designation on Schedule 1, Urban Structure of VOP 2010 (Volume 1), it is part of the Regional Intensification Corridor Area. However, the development in the area is constrained 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 Thornhill Heritage Conservation District; and the proximity of the existing stable residential uses west of Yonge Street and the need to maintain compatibility. To provide an adequate transition to the 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 downs for building heights. Refer to Attachment 3 for Schedule 2 Land Use, Height & Density (North) as adopted by Council September 7, 2010.

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c) 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 on Dorian Place (5 Dorian Place – Appellant #42) as being included in the Secondary Plan Area. It was shown as a Mid-Rise Mixed Use area. The remaining lots on Dorian Place were outside of the YSCSP area and 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 YSCSP was adopted and Council directed staff 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.”

Two appeal letters were submitted to the OMB by property owners on Dorian Place as follows:

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

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

- Appellant #123 - Theresa Marando
9 Dorian Place

Appellant #123 appealed the policies related to the 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, and 34 Dorian Place.

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Staff worked with both Appellant #42 and Appellant #123 to resolve the appeals. On March 26, 2014, the YSCSP received partial approval by the OMB to add the Dorian Place cul de sac to the Secondary Plan (North Area) and allow for mid-rise mixed use development subject to site specific policies. The Board approved policies have been incorporated into the modified draft of the attached Secondary Plan (Refer to Attachment 5, Section 8.8 Special Policy Provisions for Dorian Place).

8) 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 requested 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 was also a concern that the proposed new local road, which includes the extension of Royal Palm Drive to Yonge Street, will result in the need to expropriate land which may leave the remaining property undevelopable. There is also a concern about the placement of a north south road which will impact lands at the rear portion of the property. The existing frontage is approximately 110ft in width. Staff have had ongoing discussions with this owner and a number of modifications are proposed in this report. Previously there was a change in density and land use policy for the Yonge Steeles intersection by way of Council modification. This is discussed later in the report under "Previous Council Modifications – The Yonge Steeles Intersection".

City of Toronto – City Planning Division

The City of Toronto requested further review of the phasing policies of the YSCSP in relation to the timing of transportation improvements and the planned build out of the Yonge Street and Steeles Avenue area. There was a concern that a disproportionate amount of development would proceed prior to the construction or commitment of funding to the transportation infrastructure required to support the planned level of development. Discussions with the Cities of Vaughan, Markham and Toronto and York Region have taken place regarding the need for phasing policies. York Region has undertaken a transportation study that informs the preparation of phasing policies. The study was the subject of a report to Regional Committee of the Whole on November 5, 2015. The study is discussed in more detail in the section entitled "The Yonge Steeles Area Regional Transportation Study" as set out below.

Ontario Municipal Board Appeals

There are currently six unresolved appeals specific to the Yonge Steeles Corridor Secondary Plan. Staff is currently in discussions with the appellants to scope and possibly resolve the identified issues. 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 six remaining appeals forms Attachment 4. The general nature of the appeals is outlined below.

The South Plan Area:

- 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 #133 – 1306497 Ontario Inc. (Sisley Honda)
88 Steeles Avenue West
- Appellant #51 - Salz & Sons Limited
100 Steeles Avenue West

Appellants #38, #39, #40, #51 and #133 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.

The North Plan Area:

- Appellant #7 - Haulover Investment Ltd
8100 Yonge Street

Appellant #7 is appealing the policies related to Intensification Areas, the mid-rise designation which includes policies on land use, heights, densities and built form. The appellant is also appealing the policies related to phasing and parkland dedication. The Appellant has submitted a concept plan, which is not consistent with the policies of YSCSP. No application has been submitted.

9) Previous Council Modifications – The Yonge Steeles Intersection

The landowners located in the northeast quadrant of the Yonge-Steeles intersection have maintained a continuing interest in obtaining modifications to the plan that would permit greater residential density in the vicinity of the intersection. Staff undertook an analysis and reported back to Council.

On October 15, 2013 Committee of the Whole considered a staff report on the Yonge Steeles Corridor Secondary Plan in respect of the requested modifications. 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 recommendation did not require a specific allocation of gross floor area to office uses. At the Committee meeting a desire was expressed to ensure an integrated mix of uses at the corner of Yonge Street and Steeles Avenue. This density was consistent with the Vaughan Metropolitan Centre Secondary Plan, which also prescribed a 6.0 FSI in districts immediately adjacent to a subway station.

As a result Committee of the Whole adopted the following motion, which was ratified by Council on October 29, 2013.

“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.”

A follow-up report was prepared for the November 26, 2013 Committee of the Whole meeting. At that time concern was raised over the need for a more substantial office presence at the corner of Yonge Street and Steeles Avenue. After consideration of further options the following motion was approved by Committee and ratified by Council on December 10, 2013.

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“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.”

On March 25, 2014 further modifications were recommended to secure the development of a significant office presence adjacent to the future subway station, with the inclusion of an “Office Priority Area”. The new policies supporting that designation provided for a minimum of 50% of the non-residential uses to be dedicated exclusively to office uses, in an office building, including its portion of any podium structure. Should a minimum target of 1.0 FSI, be met for the office building, then the maximum building height permitted within the entire Office Priority Area will increase from 30 stories to 35 stories, for all uses. The intent is to provide an incentive for a high profile architectural presence at the intersection of Yonge Street and Steeles Avenue.

The office building will be the primary non-residential focus of a mixed-use development serving not only the local community, but potentially businesses seeking office space at a major transportation gateway. The recommended modification to the YSCSP was approved by Council on April 8, 2014 (Refer to Attachment 5 Section 3.6.11 “Office Priority Area”). It has been incorporated into the updated YSCSP.

10) Other Issues

City staff has been working with the landowner interests/appellants in the south plan area to address a number of issues. Foremost of which has been the local street network and the size and distribution of parkland. These discussions have been with representatives of several of the appellants and the owners of 7080 Yonge Street. These are discussed below:

a) Site Specific Impacts of the Planned Road Network

City staff has been in ongoing discussions with multiple parties to resolve concerns related to the specific location and impact of the planned local streets on their lands. The existing policies of the Secondary Plan provide flexibility in the location of the proposed local street network as long as the general intent of the Plan is not compromised. If possible, proposed local streets will be positioned to be shared between adjacent landowners to minimize the impact on a single landowner. Furthermore, existing policy in the YSCSP also allows for density transfer from lands used the future local streets to the remaining development parcels.

As noted above, the owner of 7080 Yonge Street has expressed the concern that the planned Local Street running through the southern edge of this property will make the remaining lands undevelopable. The Plan identifies this east-west extension of Royal Palm Drive to Yonge Street as a critical component of the overall street network within the Secondary Plan area. It will link Royal Palm Drive to Woodward Avenue on the opposite side of Yonge Street in the City of Markham. This location will form one of the signalized intersections serving both Markham and Vaughan. Therefore it cannot be removed.

The location of the proposed extension has also been further reviewed and supported by the recently approved York Region Transportation Study (2015). The report concluded that the implementation of a fine grid local street network will not only serve automobiles but also provide accessible connections for pedestrians, bicycles, public transit and other modes of transportation.

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Staff is willing to consider a scenario where a shared road allowance between adjacent landowners is provided, subject to the resulting road meeting the City requirements for width of road allowance, geometrics and intersection location and design. This could be implemented over time through the development approval process. To proceed, there would need to be a level of agreement between the two affected landowners. Under this approach the owner of 7080 Yonge Street identified the need for strata parking under the proposed local streets in order to accommodate the required parking. Currently, only the Vaughan Metropolitan Centre Secondary Plan contains policies to enable strata parking. The VMCSPP and YSCSP are both unique Secondary Plans that are identified as intensification areas, supported by subway extensions, that function as gateways.

As a result, staff recommend that the YSCSP be modified to include policy to enable strata parking within the YSCSP under both local streets and parks. These areas will be subject to a strata title agreements with details and conditions set out in Section 4.5 and 5.10 of the modified YSCSP set out in Attachment 5. The addition of these policy does not imply an approval of strata parking. Each case will need to be evaluated on its own merits to the satisfaction of the City.

b) Other Road Network Issues: Crestwood Road and Access to Steeles Avenue

In response to other concerns identified by the landowners, the following measures are being proposed.

In the YSCSP (as adopted by Council on September 7, 2010), Crestwood Road was to be closed at Yonge Street. Alternatively Pinewood Drive and Royal Palm Drive would be extended to Yonge Street to allow for appropriate sized development blocks and spacing for the proposed local street network. Under this version the internal street network also provided for a mid-block system that included a north-south street connecting Pinewood Drive and Royal Palm Drive and an east-west street connecting from this new north-south street, which would continue to Yonge Street and at Grandview Avenue on the opposite side of Yonge Street in the City of Markham.

Crestwood Road does not have the potential to intersect with any existing roads on the opposite side of Yonge Street in the City of Markham. In consultation with the Region of York, the existing Crestwood Road will remain open with full movement access until such time as the extensions of Pinewood Drive or Royal Palm Drive are completed to Yonge Street as signalized intersections. Once the new east-west connections are established the Region of York will limit Crestwood Road to a right-in, right-out access only. In conjunction with this measure the local street, which would have connected the Pinewood Drive and Royal Palm Drive extensions, has been removed.

The proposed underground bus terminal servicing the Yonge subway extension is located under Steeles Avenue. As a result, the number of full movement accesses along Steeles Avenue will be limited. The approved subway Environmental Assessment identifies a landscape median, left turn lanes and a descending entry/exit ramp into the bus terminal along Steeles Avenue. This infrastructure extends from Yonge Street to the mid-point between Yonge Street and Hilda Avenue. The second entry/exit point is located near Dudley Avenue in the City of Markham. Consequently, proposed local street connections along Steeles Avenue within this area can only accommodate right-in, and right out access. Given the limited opportunities to provide full movement connections onto Steeles Avenue it is essential for the Secondary Plan to secure and optimize all possible signalized full-movement intersection locations.

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As a result, staff recommend that the YSCSP include a new policy to encourage mid-block local streets, mews and laneways that will provide additional connections to the existing and proposed local streets and enhance the fine grained street network set out by the YSCSP. This was further supported by the Yonge Steeles Area Regional Transportation Study (2015). The new policies have been incorporated in Section 5.3 “New Local Streets – Location” in the modified YSCSP that forms Attachment 5.

c) Parkland Distribution

City staff has been working with the representatives of Appellants #38, #39, #40 and #51, in the south plan area, to resolve the parkland issues related to park size and distribution. The landowners have also identified concerns with the proposed requirements for parkland dedication in the YSCSP that relies on policies from Section 7.3.3 Parkland Dedication of the VOP 2010 (Volume 1). Section 7.3.3 Parkland Dedication is under appeal, in its entirety, at the OMB and discussions are currently in progress.

Providing appropriately sized and distributed parkland is an important consideration for the Secondary Plan. This is a particular concern for the southern plan area due to the projected residential population of approximately 9,900 people.

Changes have been made to the parks plan, as originally adopted, to respond to the landowners' input. The effect has been to eliminate the connecting “linear park” system and to provide parks at regular intervals, of sufficient size and flexibility to accommodate the needs of an intensifying urban centre. In Attachment 5, Schedule 4 (South) “Parks & Publically Accessible Open Space” has been revised to show the location of the park areas. Linking these park areas and the community together are several “Publically Accessible Open Space” corridors which replace the linear parks.

In consultation with the Parks Development department, it is proposed that the most western park in the YSCSP south area be extended further to the north up to Royal Palm Drive. This will allow for greater visibility (community presence) and public access from Royal Palm Drive. It is also proposed that the smaller and narrow park areas fronting on Steeles Avenue and Royal Palm Drive, as well as behind the existing homes south of Royal Palm Drive be removed and be redesignated to “Publically Accessible Open Space”. This will allow for a continued connection to the parks and flexibility to better integrate these areas into future developments. (Refer to Attachment 5 – Schedule 4 (South) Parks & Publically Accessible Open Space).

While there is a continuing preference on behalf of the landowners for the park sizes to be reduced, there is still a need for appropriately sized urban parks to service the new population. A further refinement of the park sizes and locations may result from further discussion with the affected owners.

d) Remaining Issues for Resolution:

Parkland Dedication and Cash-in-lieu

The YSCSP references existing policies from Section 7.3.3 Parkland Dedication of the Official Plan (Volume 1) which is currently under appeal at the OMB. City staff is currently working with landowners to resolve the city wide appeals to this policy. The landowners currently appealing the parkland dedication policies in the YSCSP are also part of the City-wide appeal. Staff will continue discussions with these landowners on the remaining issues related to parks policies on a City-wide basis at the OMB.

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Building Heights and Density

Some landowners have concerns regarding the heights and densities in the YSCSP proposed for their properties. They note the newly constructed (OMB approved) World on Yonge development in the City of Markham, has greater heights and density than what is proposed in the YSCSP For their property, while being in a comparable location. The proposed YSCSP was completed prior to the OMB approval of World on Yonge in the City of Markham. Staff will continue to hold discussions with the landowners to determine if alternative heights and densities are warranted.

11) The Yonge Steeles Area Regional Transportation Study (2015)

Since 2013, Staff from the Cities of Vaughan, Markham and Toronto have been involved with the Region of York's Yonge and Steeles Area Regional Transportation Study. Concerns from stakeholders, including the City of Toronto, in relation to the transportation and phasing policies were reviewed through this process. The recommendation from the study includes development phasing and an infrastructure improvement strategy for a pre-subway and post subway population target.

Outcome of the Study

On November 5, 2015 the Region of York Committee of the Whole considered the Yonge and Steeles Area Regional Transportation Study. The purpose of the study was to coordinate the transportation-related improvements necessary to address the inter-jurisdictional transportation impacts of the significant growth that is anticipated for the Yonge-Steeles Area over the next 15-20 years. On November 19, 2015 the following Committee recommendation will be before Regional Council for endorsement.

"It is recommended that:

1. Council endorse the following recommendations of the Yonge and Steeles Area Regional Transportation Study:
 - a) The proposed residential development phasing for the pre-subway and post-subway scenarios in Table 1 of this report be included in the Cities of Markham and Vaughan secondary plans for the Yonge and Steeles Study Area, which include:
 - i. The total pre-subway new population development level be 3,562 for Markham and 2,963 for Vaughan.
 - ii. The post-subway new population development level be 5,660 for Markham and 7,457 for Vaughan.
 - b) The Region, through jurisdictional cooperation, work to implement transportation infrastructure, such as the Yonge Subway Extension, Steeles Avenue improvements, local fine grid road network and transportation demand management measures.
2. The Region form an Implementation Team with the Cities of Markham, Vaughan and Toronto and the Town of Richmond Hill to develop a strategy in the event the Yonge Subway Extension is delayed.

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3. The Regional Clerk circulate this report to Metrolinx and the Clerks of the Cities of Markham, Vaughan, and Toronto and the Town of Richmond Hill.”

12) The Study Identified a Number of Key Conclusions and Recommendations

The following emerged from the study in regard to the future of the Yonge-Steeles area.

- The Yonge Subway Extension is the most critical element as it plays a very important role in providing increased transit capacity for local residents and employees.
- The Yonge Subway Extension will help shape new development into more compact and walkable forms.
- Recognizes the need for phasing provisions in the absence of secured funding and definitive construction timelines for the Yonge Subway Extension
- Recommends a development threshold for a pre-subway and post-subway extension (refer to Table 1 below). Once a pre-subway population limit is reached it will trigger a further infrastructure capacity review to ensure the necessary level of transportation infrastructure is in place at the time of redevelopment.

Table 1 – Proposed Development Phasing (New Population)

	Net New Population		
	Pre-Subway	Post-Subway	Total
Vaughan ⁽¹⁾	2,963	7,457	10,420
Markham ⁽²⁾	3,562	5,660	9,222
Sub-total York Region	6,525	13,117	19,642
Toronto (North) ⁽³⁾	4,780	9,375	14,155
Toronto (South) ⁽³⁾	2,560	4,755	7,315
Sub-Total Toronto	7,340	14,130	21,470

Source: The Yonge and Steeles Area Regional Transportation Study (November 2015)

(1) Area is based Yonge-Steeles Corridor Secondary Plan

(2) Area is based on the Yonge-Steeles Corridor Transportation Study area (subset of Traffic Zones 1147 and 1148)

(3) Areas based on the Yonge Street North Planning Area

- No development phasing is recommended for office and institutional development to help reduce and balance the number of inbound and outbound trips made during peak periods to promote live-work opportunities.
- Should the Line 1 subway and other rapid transit improvements (Finch and Steeles) be delayed past 2021, this phasing would need to be revisited.
- Recognizes the need to protect for a fine grain road system to create a more integrated active transportation network and recommends to secure and implement the proposed street network found in the Plans.
- Recommends that a Transportation Demand Management (TDM) strategy be included as a condition for development approval to secure necessary TDM measures so as to deliver TDM programs for both existing and new development more effectively and efficiently in the area.

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- Recommends implementing measures through multi-jurisdictional integration and cooperation.
- Recommends that the respective approval authority be responsible to carry out the infrastructure improvements, programs and policy implementation in their respective jurisdictions. The following are some key recommendations of the Study which included requiring the appropriate authority to:
 - (i) Implement the infrastructure improvements and transportation demand management measures recommended in the study through jurisdictional integration and cooperation;
 - (ii) Adopt the proposed residential development phasing for the pre-subway and post-subway scenarios in Table 1. The growth scenario will be implemented through the local municipalities Official Plans as development phasing until subway construction funding is committed;
 - (iii) Deal with each individual application separately and on a site-by-site basis requiring each application to meet the non-auto modal split requirement (transit, walking and cycling) for this area and to provide access through a local fine grid road network;
 - (iv) Review the development phasing and infrastructure improvements strategy and policies when a residential development phasing target is reached and make adjustment to the plan collectively as necessary if there is no subway construction funding commitment.

13) Recommended Policy Response

Although inquiries have been received, staff are not in receipt of any mixed use or office redevelopment applications in the southern plan area. Therefore, the suggested phasing should not limit redevelopment efforts in the near term. The Phasing Policies which reflect the outcome of the Region's Transportation Study are set out in a new Section 8.6 "Monitoring and Phasing of Development" of the YSCSP, which forms Attachment 5.

The City of Vaughan has met with landowners including some appellants to discuss the findings of this Study. The proposed modifications reflect input received during these discussions.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

The actions recommended in this report will serve to further the implementation of the following Term of Council Priorities:

- Improve the Municipal Road Network;
- Continue to Develop Transit, Cycling and Pedestrian Options to get around the City;
- Update the Official Plan and Supporting Studies; and
- Attract Investment and Create Jobs.

Regional Implications

The Yonge Steeles Corridor Secondary Plan was prepared in consultation with Region of York staff and is in conformity with the Region's Official Plan. The Secondary Plan relies on the population and employment forecasts of the Regional Official Plan and takes into consideration recommendations from the Yonge and Steeles Area Regional Transportation

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Study (2015) that was recently completed in collaboration with the Cities of Vaughan, Markham and Toronto. This report and resulting Council minutes will be forwarded to York Region for its consideration in the preparation of its report on the Yonge Steeles Corridor Secondary Plan as part of Volume 2 of the VOP 2010.

Conclusion

With the completion of the Region's "Yonge and Steeles Area Regional Transportation Study (2015)" it is now appropriate to move forward with the approval of the YSCSP. Staff have had discussions with the appellants/landowners and have recommended a number of further modifications to the Plan, for Council's consideration, to address some of the identified issues and to incorporate policies to implement the findings of the aforementioned transportation study. These changes are reflected in the "track changes" version of the YSCSP, which forms Attachment 5 to this report.

It is recognized that all of the issues raised by the appellants/landowners may not be addressed by this version of the Plan. In addition, the resolution of some issues will need to await the outcome of appeals against Volume 1, such as those pertaining to parks dedication and cash-in-lieu of parkland policies. However, the recommended changes represent an improved platform that can form the basis for further negotiation which can take place as part of the OMB approval process. In addition, the new policy framework provides greater certainty for investment where no OMB appeals are present.

Therefore, in order to advance the approval of this strategically important Secondary Plan, it is recommended that the recommendations set out in this report be approved.

Attachments

1. Location Map (North Area and South Area)
2. Schedule 2 (South) Land Use, Height & Density (Council Adopted September 7, 2010)
3. Schedule 2 (North) Land Use, Height & Density (Council Adopted September 7, 2010)
4. Appellant Map
5. Track Change Version: Yonge Steeles Corridor Secondary Plan (November 2015)

Report prepared by:

Clement Chong, Planner, ext. 8214

Roy McQuillin, Director of Policy Planning and Environmental Sustainability, 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.)



MUNICIPAL, PLANNING & DEVELOPMENT LAW

9 December 2015

Sent via E-mail and Fax to 905-832-8535

Mayor and Members of Council
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

C	2
Item #	14
Report No.	44 (cw)
Council - December 15/15	

Dear Sirs and Mesdames :

**Re: Proposed Modifications to Vaughan Official Plan 2010 (Volume 2)
Yonge Steeles Corridor Secondary Plan - File 25.5.12.4
City Council - December 15, 2015**

We are solicitors for Morguard Investments Limited and Revenue Properties Company Limited, the owners of Centerpoint Mall, located at the southwest corner of Yonge Street and Steeles Avenue in the City of Toronto.

We respectfully request notice of Council's decision in regard to the above-noted matter. We also request notice, on an ongoing basis and as it becomes available, regarding any future modifications or changes to the Yonge Street Corridor Secondary Plan.

Notice may be sent to the following persons:

Ms. Johanna Shapira
Wood Bull LLP
65 Queen Street West, Suite 1400
Toronto, ON M5H 2M5
jshapira@woodbull.ca

Mr. Tony Volpentesta
Bousfields Inc.
3 Church Street, Suite 200
Toronto, ON M5E 1M2
tvolpentesta@bousfields.ca

Yours very truly,

Wood Bull LLP

For: Johanna R. Shapira

JRS

c. C. Chong
T. Volpentesta

Johanna R. Shapira Direct: (416) 203-5631 jshapira@woodbull.ca



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Council - December 15/15	

memorandum

DATE: DECEMBER 11, 2015

TO: MAYOR AND MEMBERS OF COUNCIL

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

SUBJECT: COMMUNICATION - COUNCIL DECEMBER 15, 2015

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

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

Recommendation

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

Purpose

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

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

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

Background and Analysis

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

1) 7080 Yonge Street

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

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

"8.9 Special Provisions for 7080 Yonge Street

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

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

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

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

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

Forecast and Development Phasing

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

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

Publicly Accessible Open Space

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

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

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

3) 88 Steeles Avenue West

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

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

4) 8100 Yonge Street

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

Additional Modification for Greater Clarity

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

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

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

Conclusion

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

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

Respectfully submitted,



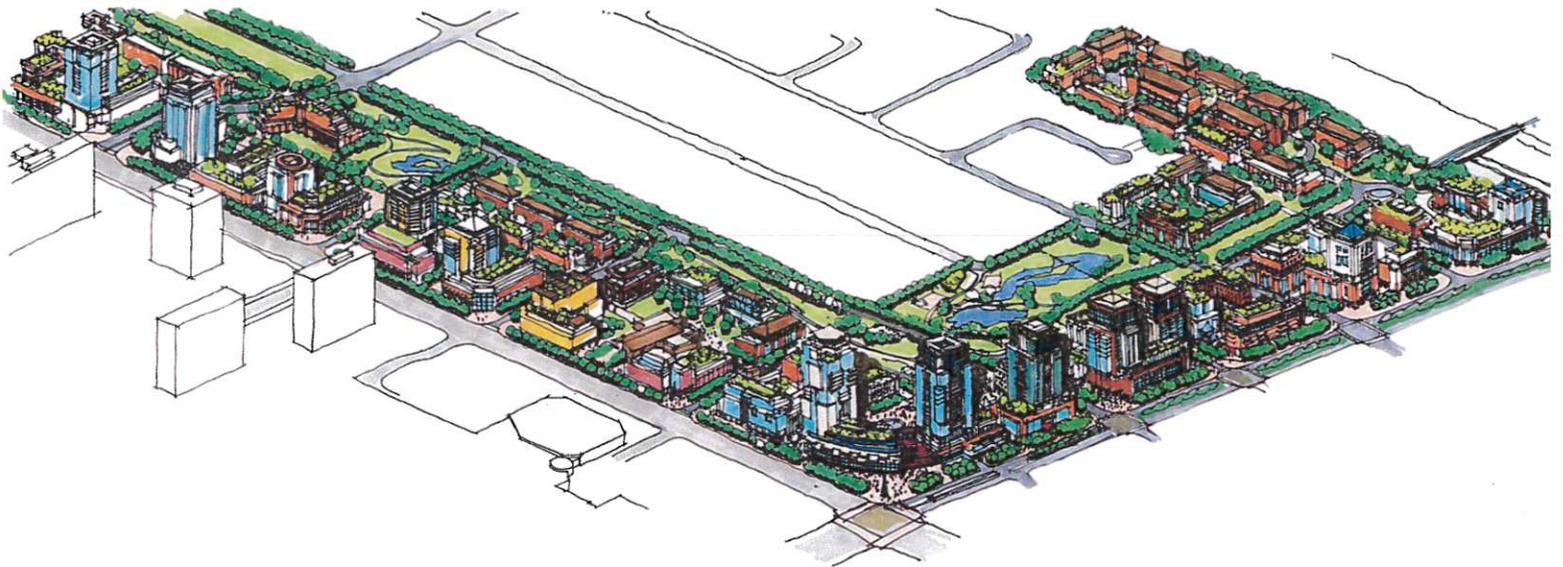
JOHN MACKENZIE
Deputy City Manager
Planning & Growth Management

Attachment

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

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

Yonge Steeles Corridor Secondary Plan



PREPARED BY:

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



City of Vaughan

September
2010 December 11,
2015

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

PART A: PREAMBLE

1.0 PURPOSE

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

2.0 SCOPE AND FOCUS

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

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

The South Area is bisected by the CN Rail [way line](#) and comprises the properties fronting the Yonge Steeles intersection:

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

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

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

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

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

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

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

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

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

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

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

3.0 POLICY CONTEXT

Provincial Policy Statement

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

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

Growth Plan for the Greater Golden Horseshoe

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

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

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

Region of York Official Plan

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

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

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

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

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

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

Thornhill Vaughan Community Plan (OPA #210)

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

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

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

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

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

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

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

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

OPA #669 Thornhill/Yonge Street Corridor Plan, 2006

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

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

Town of Markham Official Plan

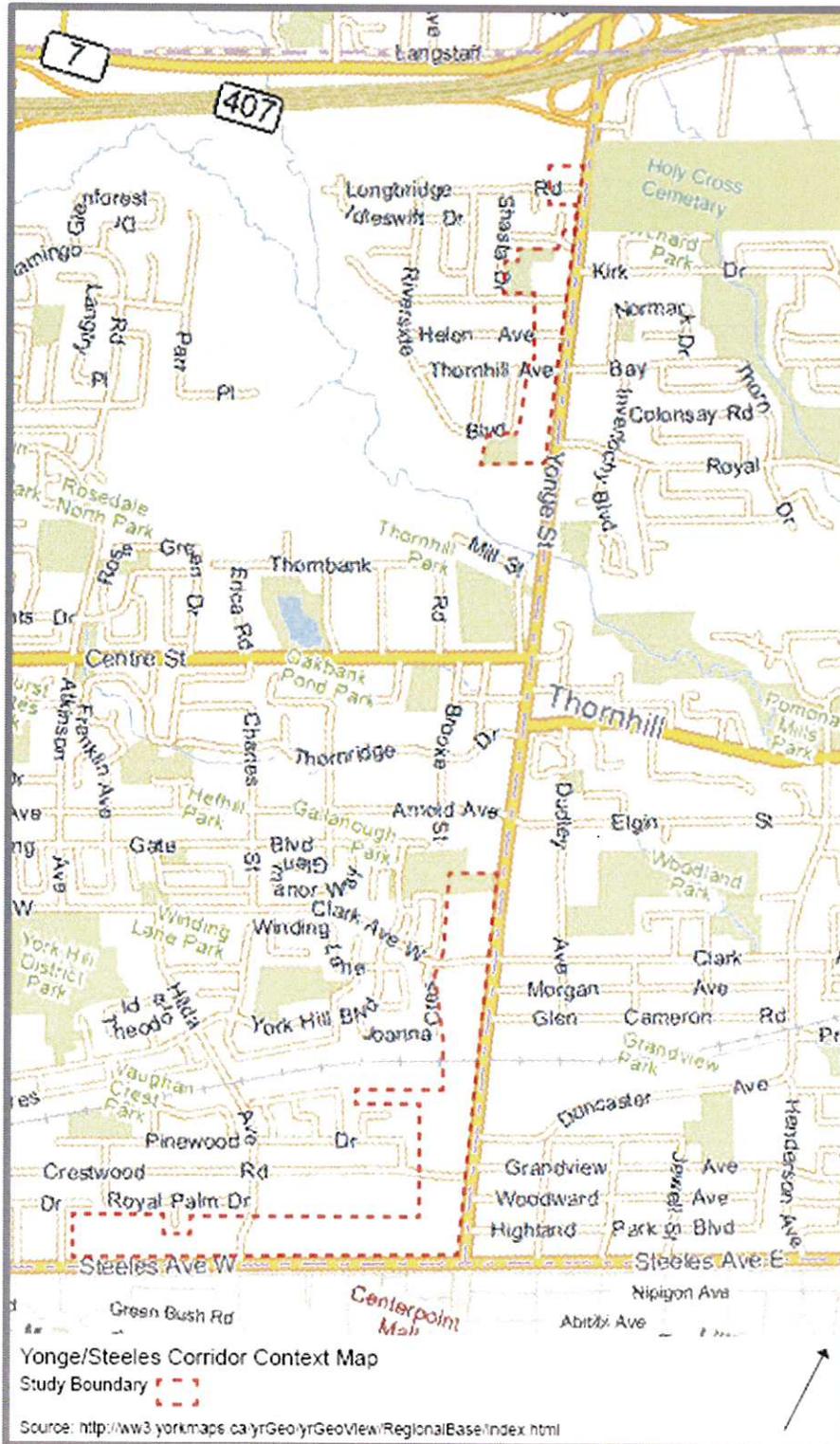
The Official Plan for the [TownCity](#) of Markham was consolidated in July of 2005 and, along with 28 Secondary Plans provides direction for land use planning. Official Plan designations that apply to the lands on the east side of Yonge Street between the Ladies Golf Club of Toronto to the south and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

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

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

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

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



Markham Yonge Steeles Study

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

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

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

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

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

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

City of Toronto Official Plan

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

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

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

identified as areas that will absorb growth through incremental development.

The City intends to carry out Avenue Studies to develop a framework for change that is tailored to the particular circumstances of each Avenue.

4.0 STUDY PROCESS

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

PART B: THE PLAN

1.0 INTRODUCTION

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

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

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

2.0 VISION AND PRINCIPLES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

of the costs of public infrastructure among benefitting landowners;

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

3.0 LAND USE DENSITY AND BUILT FORM

3.1 The Built Form

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

3.2 Service access

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

3.3 Density

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

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

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

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

3.4 Permitted Height

Notwithstanding [s](#)Section 9.2.1.4 of the Official Plan, the height in storeys for buildings located in the Secondary Plan Area shall not exceed the number following the letter H, as shown on Schedule 2.

3.5 Density, Height and Built Form Policies to Prevail

Notwithstanding Sections 3.3 and 3.4 above, the use of the maximum FSI regulation to justify extra height, the use of the maximum height regulation to justify extra density, or the use of either of those regulations to deviate from the other built form policies will be deemed to meet neither the intent nor spirit of this [Secondary](#) Plan and the Volume 1 of the Official Plan.

3.6 High-Rise Mixed-Use

3.6.1 Character

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

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

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

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

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

3.6.2 Permitted Uses

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

- gas stations shall not be permitted.

3.6.3 Mandatory Retail Uses

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

3.6.4 Office Uses

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

3.6.5 Permitted Building Types

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

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

3.6.6 Minimum Building Height

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

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

3.6.7 Minimum Ground Floor Height

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

3.6.8 Setbacks

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

3.6.9 Railway Setback

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

3.6.10 Publicly Accessible Open Space

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

3.6.11 Office Priority Area

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

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

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

3.7 Mid-Rise Mixed-Use

3.7.1 Character

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

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

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

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

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

3.7.2 Permitted Uses

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

- gas stations shall not be permitted.

3.7.3 Permitted Building Types

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

3.7.4 Minimum Building Height

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

3.7.5 Minimum Ground Floor Height

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

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

3.7.6 Setbacks

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

3.7.7 Publicly Accessible Open Space

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

3.8 Low-Rise Mixed-Use

3.8.1 Character

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

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

3.8.2 Permitted Uses

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

3.8.3 Permitted Building Types

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

3.8.4 Minimum Building Height

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

3.8.5 Minimum Ground Floor Height

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

3.8.6 Heritage Buildings

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

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

3.8.7 Setbacks

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

3.9 Mid-Rise Residential

3.9.1 Character

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

3.9.2 Permitted Uses

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

3.9.3 Permitted Building Types

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

3.9.4 Minimum Building Height

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

3.9.5 Setbacks

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

3.10 Low Rise Residential

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

4.0 PARKS AND PUBLICLY ACCESSIBLE OPEN SPACE

4.1 Location

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

4.2 Linked System

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

4.3 Form and Design

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

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

4.4 Parkland Conveyance

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

4.5 Strata Park Provisions

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

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

5.0 TRANSPORTATION AND CIRCULATION

5.1 Public Transit

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

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

5.2 New Local Streets - Character

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

5.3 New Local Streets - Location

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

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

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

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

5.4 Local Streets Right-of-Way

Proposed local streets shown on Schedule 5 shall be designed generally with a right-of-way in accordance with City engineering standards that includes on-street parking, a sidewalk on each side, a row of street trees on either side of the pavement, and utilities and services.

5.5 Pedestrian Amenity

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

5.6 Pedestrian Connection

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

5.7 Public Realm

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

5.8 Bicycle Lanes

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

5.9 Travel Demand Management

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

5.10 Local Streets Strata Parking

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

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

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

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

6.0 SUSTAINABILITY AND INFRASTRUCTURE

6.1 Sustainable Design

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

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

6.2 Stormwater Management

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

6.3 Water and Wastewater Services

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

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

6.4 Hydro Lines

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

6.5 Utility Corridors

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

- i. utilities be planned for and installed in a coordinated and integrated manner in order to be more efficient, cost effective and minimize disruption;
- ii. appropriate locations for large utility equipment and cluster sites are considered and that consideration also be given to the locational requirements for larger infrastructure within public rights of way; and
- iii. utility providers consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp-posts, transit shelters, buildings etc., when determining appropriate locations for large utility equipment and utility cluster sites.

7.0 COMMUNITY SERVICES AND FACILITIES

7.1 Community Services Impact Statement

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

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

5,000 m² of floor space (whichever is less) within the lands designated as High-Rise, Mid-Rise and Low-Rise Mixed-Use areas, shall prepare a Community Services Impact Statement for submission to the City, which shall include:

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

7.2 Agency Coordination

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

7.3 Bonusing to Secure Community Services and Facilities

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

8.0 IMPLEMENTATION

8.1 Infrastructure

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

8.2 Plans of Subdivision

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

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

8.3 Holding Provision

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

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

8.4 Development Blocks

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

8.5 Development Plan

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

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

8.6 Monitoring and Phasing of Development

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

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

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

of mitigating the traffic impacts of new development.

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

8.7 Community Improvement Project Area

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

Approved by the Ontario Municipal Board March 26, 2014

8.8 Special Provisions for Dorian Place

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

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

- iii. A minimum 1.5 m interior side yard setback abutting the lot known municipally as 5 Dorian Place shall be maintained;
- iv. At the time of consideration of the Implementing development applications, the following additional matters will be taken into consideration:
- Window placement or treatment along the portion of the building abutting the lot known municipally as 5 Dorian Place, for the purpose of appropriately limiting overview on the adjacent residential dwelling;
 - The location of pedestrian accesses into the building;
 - Surface parking shall not be permitted between a building and the property line abutting the lot known municipally as 5 Dorian Place.
- g) The compatibility measures identified in Policy 8.8 f) of this plan shall cease to apply, effective on the date that the Implementing zoning amendment comes into effect permitting Mid-Rise Mixed Use development on the lot known municipally as 5 Dorian Place;
- h) Should the owners of 5 Dorian Place and the remaining Dorian Place lands mutually agree that it is appropriate for the 5 Dorian Place property to be included in the Dorian Place Development Block, as established in Policy 8.8 b) of this plan, then the 5 Dorian Place parcel will be deemed to have the same maximum density and maximum height permissions as the lands in the Dorian Place Development Block located in the Mid-Rise Mixed Use areas as shown on Schedule 2A (North). Such density for 5 Dorian Place will be calculated on the basis of the "Maximum Total GFA" prescribed for the Dorian Place Development Block on Schedule 2A (North) divided by the area of the development parcel created from the Dorian Place Development Block as established through the development approval process to establish the Floor Space Index (FSI). The Floor Space Index (FSI) calculated for the Dorian Place Development parcel will be applied to the ultimate area of 5 Dorian Place development parcel to generate a Maximum Total GFA for the 5 Dorian Place parcel. The Maximum Total GFA for the combined parcels, composed of the Dorian Place Development Block and 5 Dorian Place will be the sum of the "Maximum Total GFA" prescribed on Schedule 2A (North) for the Dorian Place

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

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

8.9 Special Provisions for 7080 Yonge Street

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

9.0 DEFINITIONS

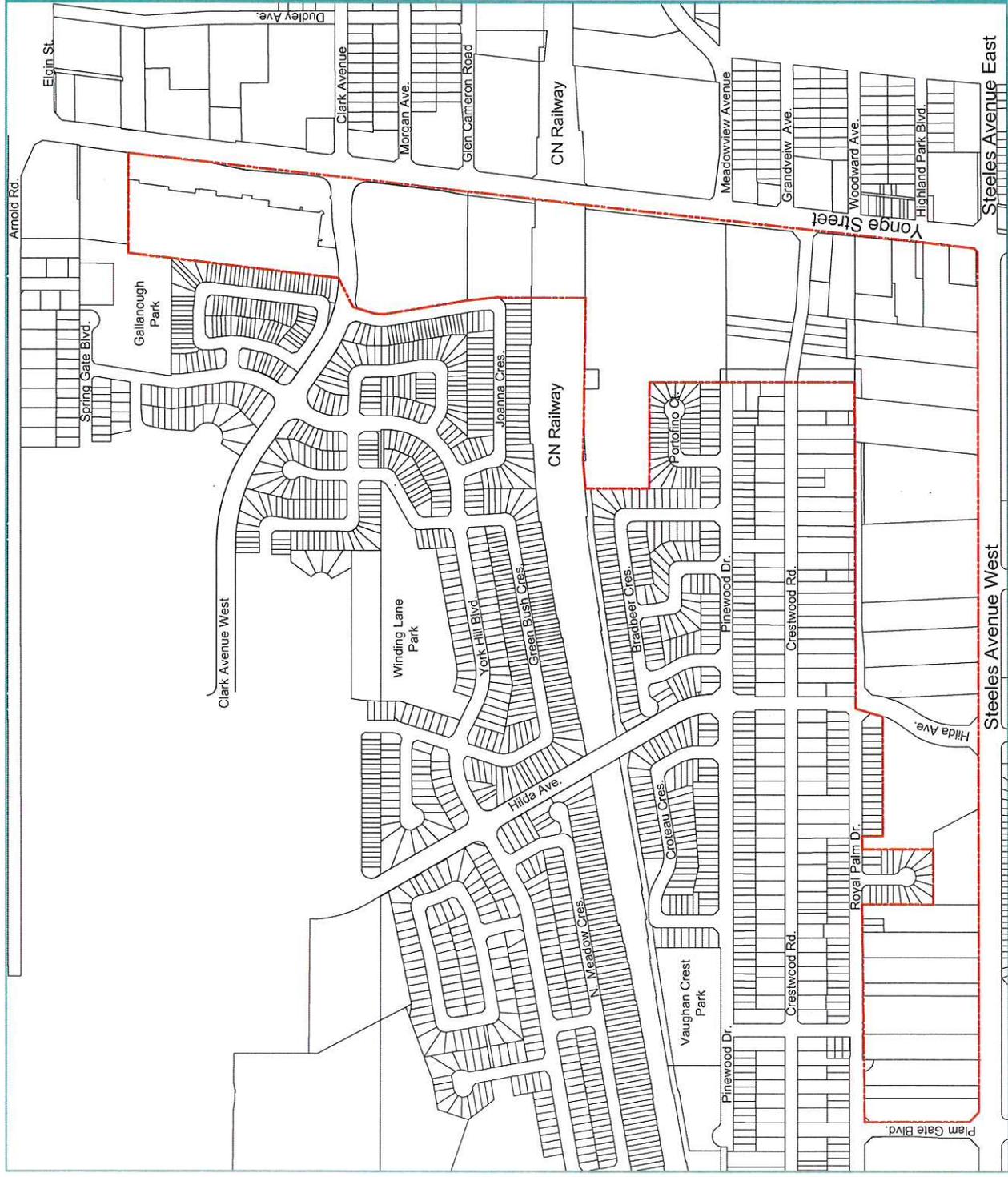
9.1 Publicly Accessible Open Space:

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

Secondary Plan Boundary



SCALE
1" = 100' METERS
1" = 30.48 METERS
December 2015

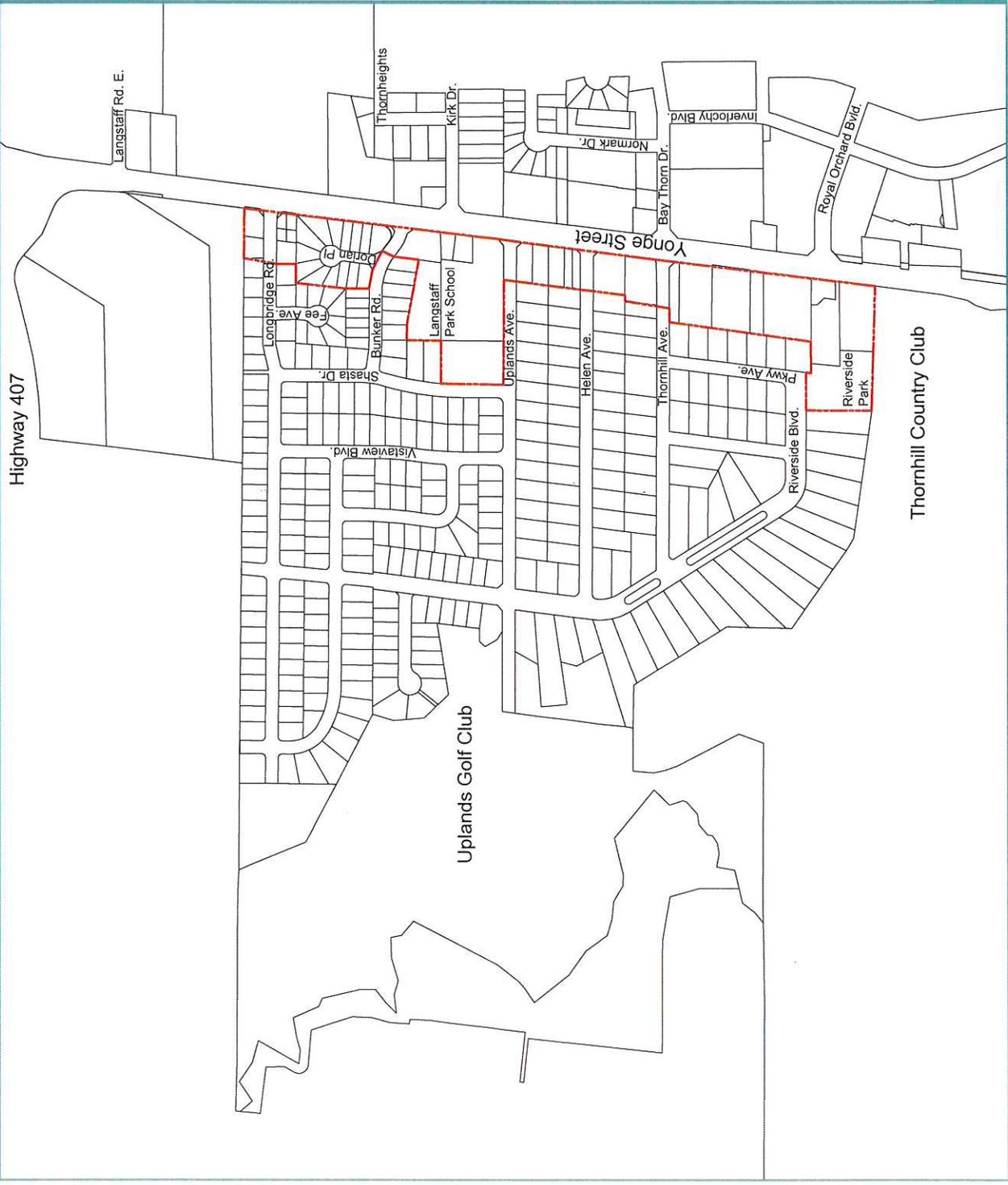


Secondary Plan Boundary



SCALE 1:10,000 METERS

December 2015



Highway 407

Uplands Golf Club

Thornhill Country Club

Langstaff Rd. E.

Vistaview Blvd.

Shasta Dr.

Bunker Rd.

Langstaff Park School

Uplands Ave.

Helen Ave.

Thornhill Ave.

Riverside Blvd.

Pkwy Ave.

Riverside Park

Yonge Street

Normark Dr.

Bay Thom Dr.

Inverloch Blvd.

Royal Orchard Blvd.

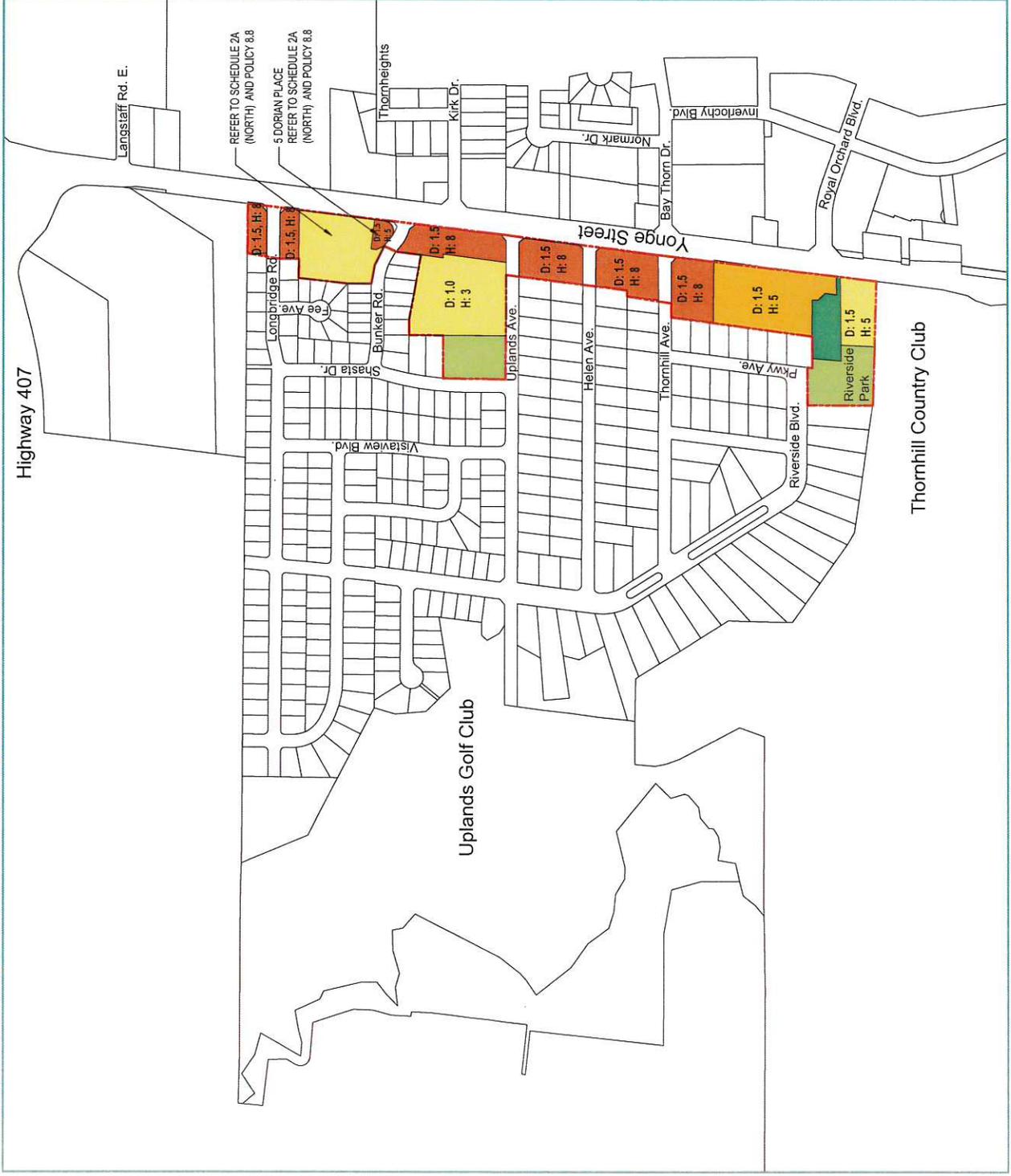
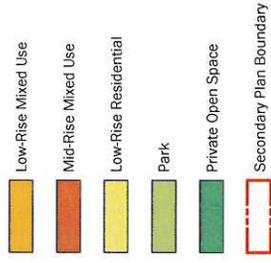
Thornheights

Kirk Dr.

Langstaff Rd.

Dortan Pl.

Fee Ave.



- Mic-Rise Mixed Use
- Park (Lands to be Conveyed for Park Purposes)
- Dorian Place Development Block, Subject to Policies in Section 8.8
- D: Density
- H: Height
- GFA: Gross Floor Area





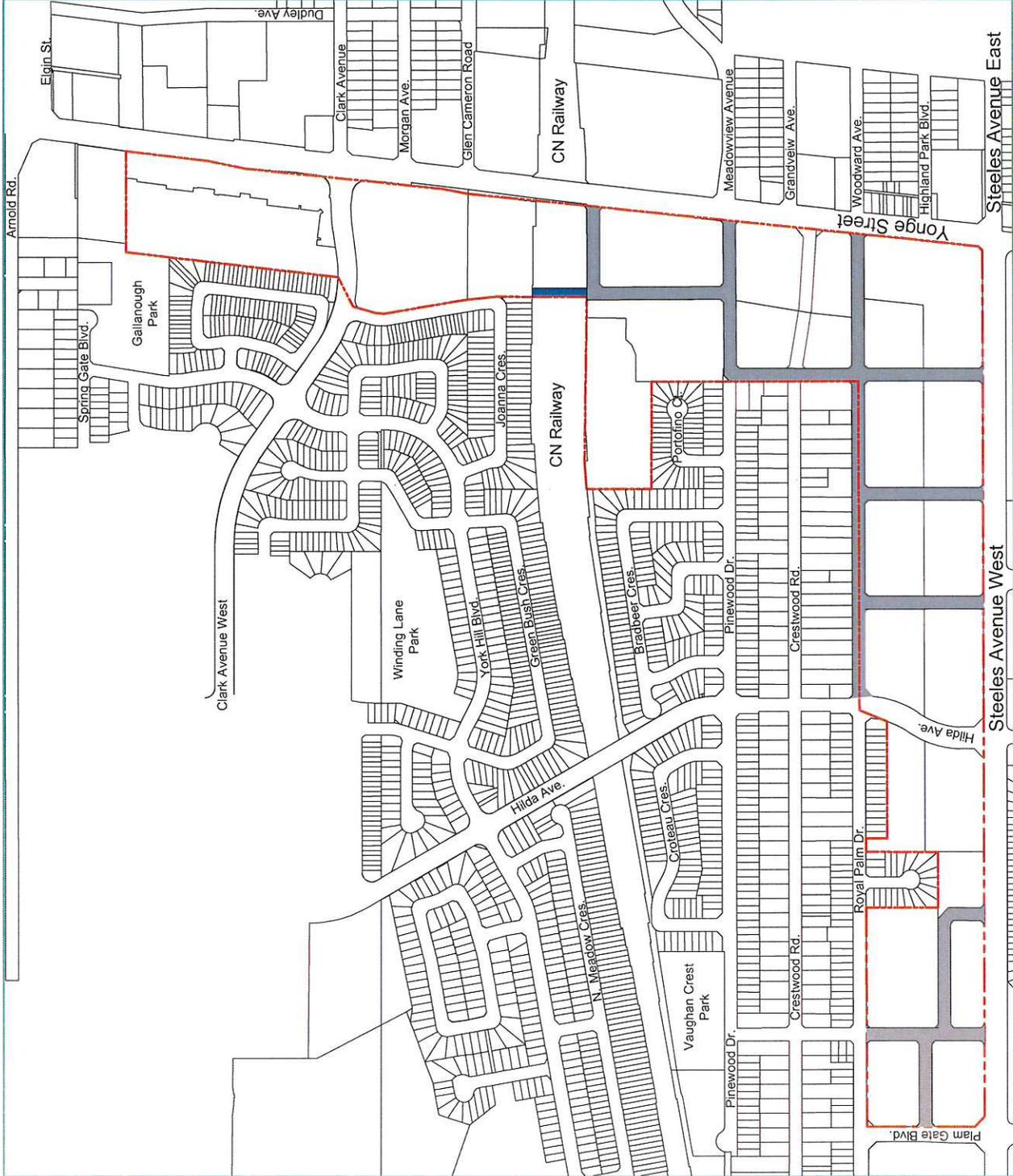
- Lands to be Conveyed to the City for Park Purposes
- Publicly Accessible Open Space
- Proposed Pedestrian Connection
- Secondary Plan Boundary



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



December 2015



Highway 407



Yonge Steeles Corridor Secondary Plan

SCHEDULE 5 (NORTH)

Proposed Local Streets

- Proposed Local Street
- Secondary Plan Boundary



SCALE 1:5000 METERS

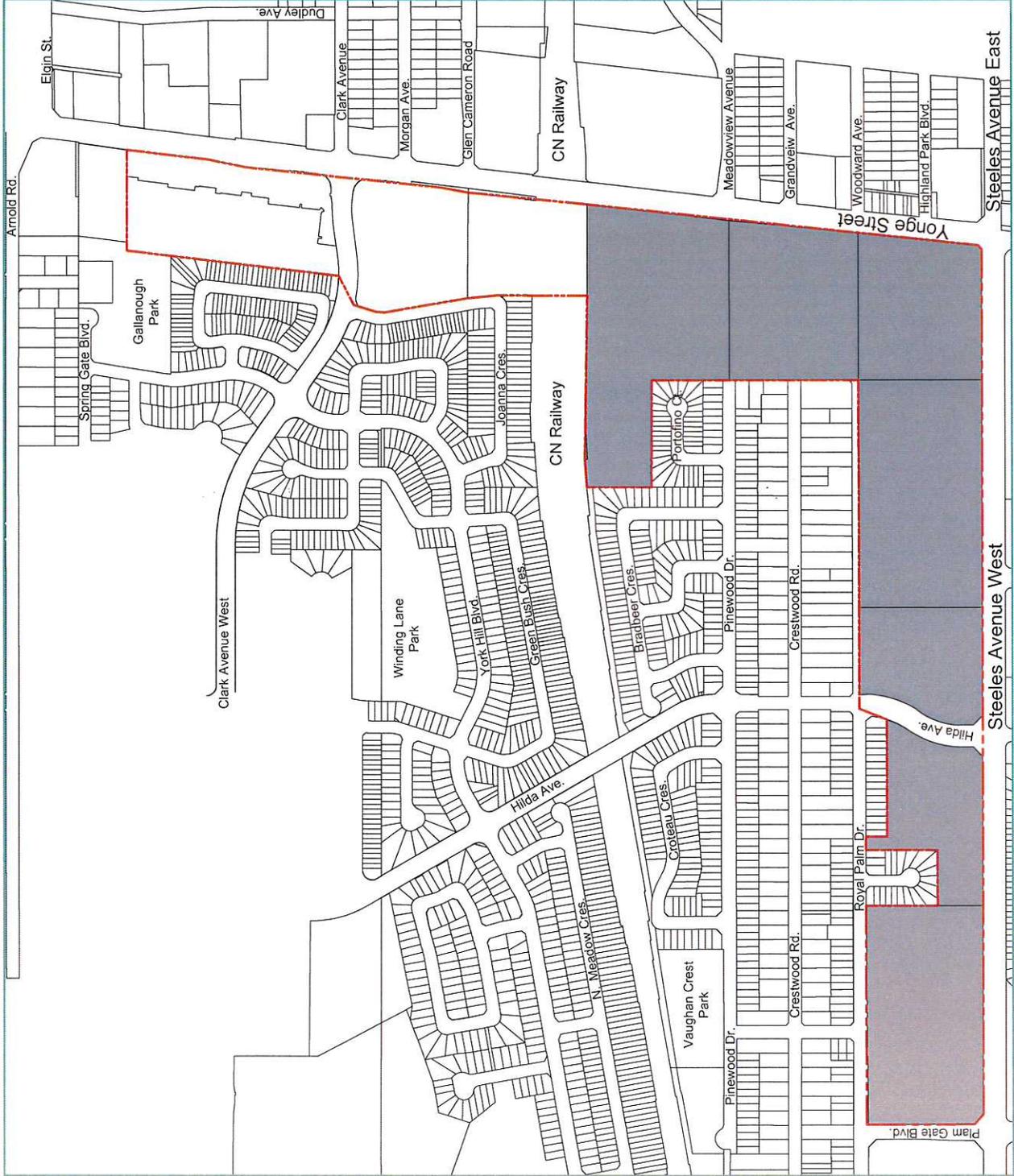
December 2015

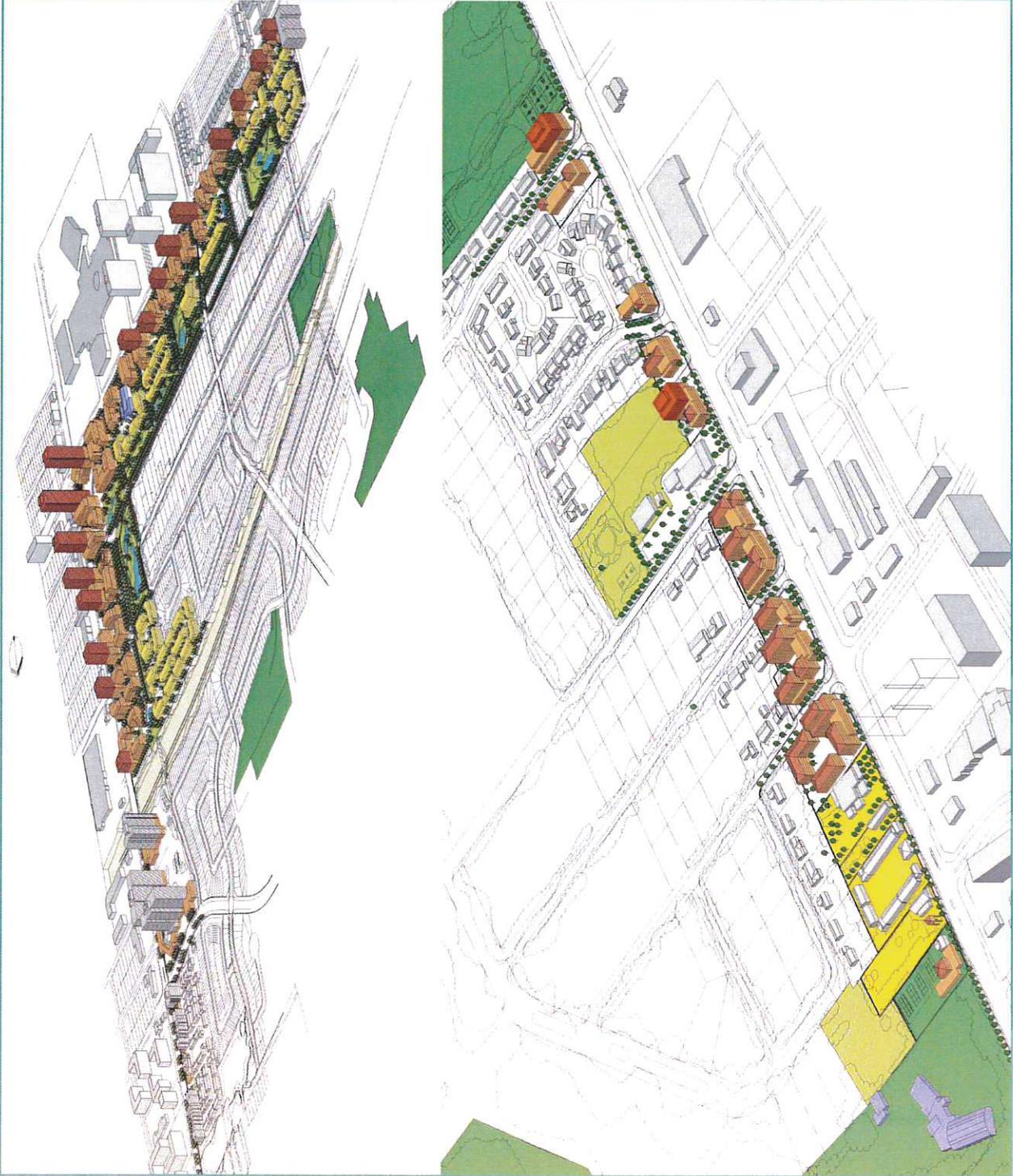
- Proposed Development Blocks
- Secondary Plan Boundary



SCALE 1:5000
0 100 200 METERS

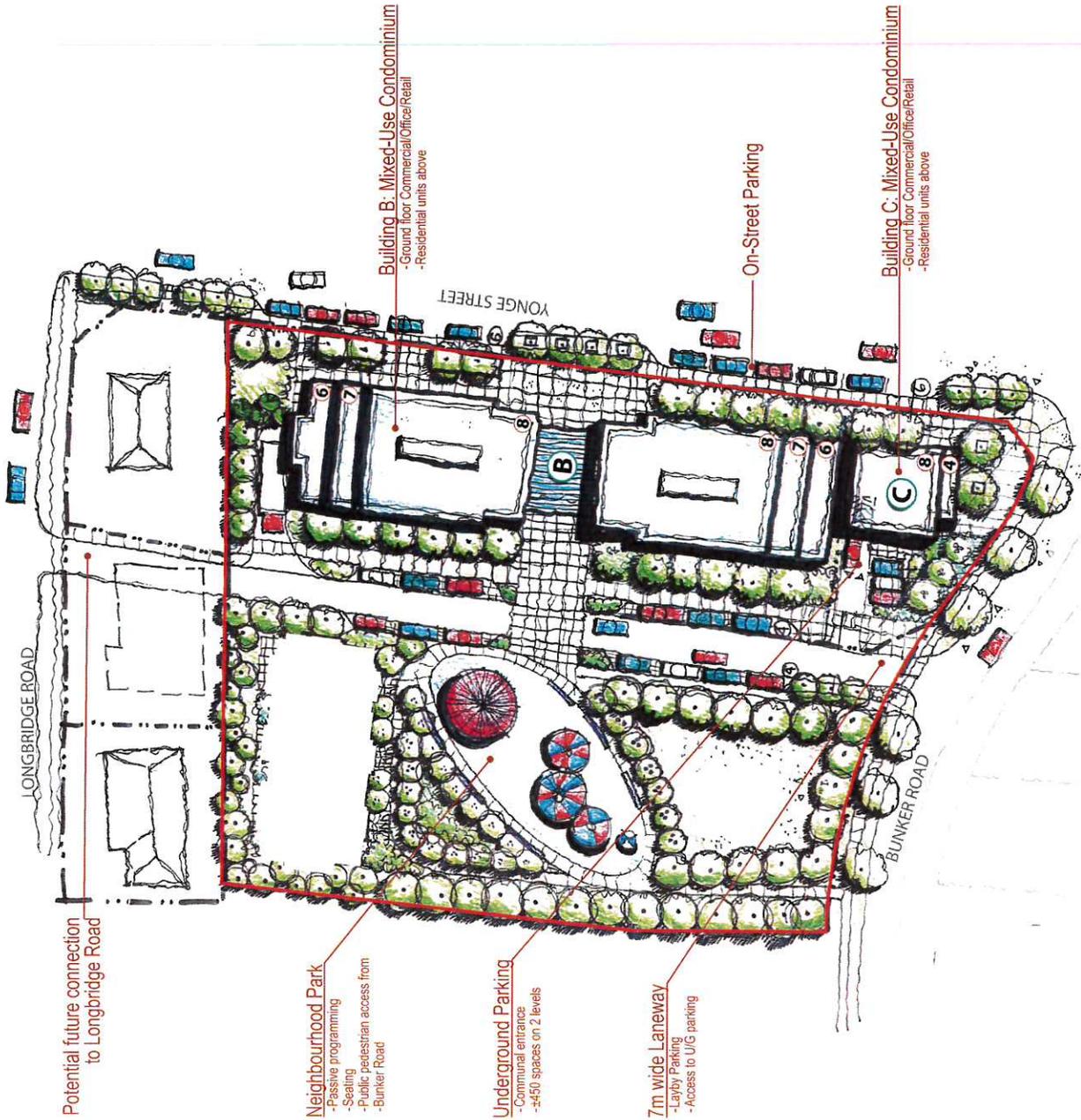
December 2015





0 20 40 60 METERS

December 2015



Potential future connection to Longbridge Road

Neighbourhood Park
 - Passive programming
 - Seating
 - Public pedestrian access from Bunker Road

Underground Parking
 - Communal entrance
 - ~450 spaces on 2 levels

7m wide Laneway
 - Lobby Parking
 - Access to U/G parking

Building B: Mixed-Use Condominium
 - Ground floor Commercial/Office/Retail
 - Residential units above

On-Street Parking

Building C: Mixed-Use Condominium
 - Ground floor Commercial/Office/Retail
 - Residential units above

8 Number of Storeys

Quantity Control

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

Quality Control

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

Erosion Control

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

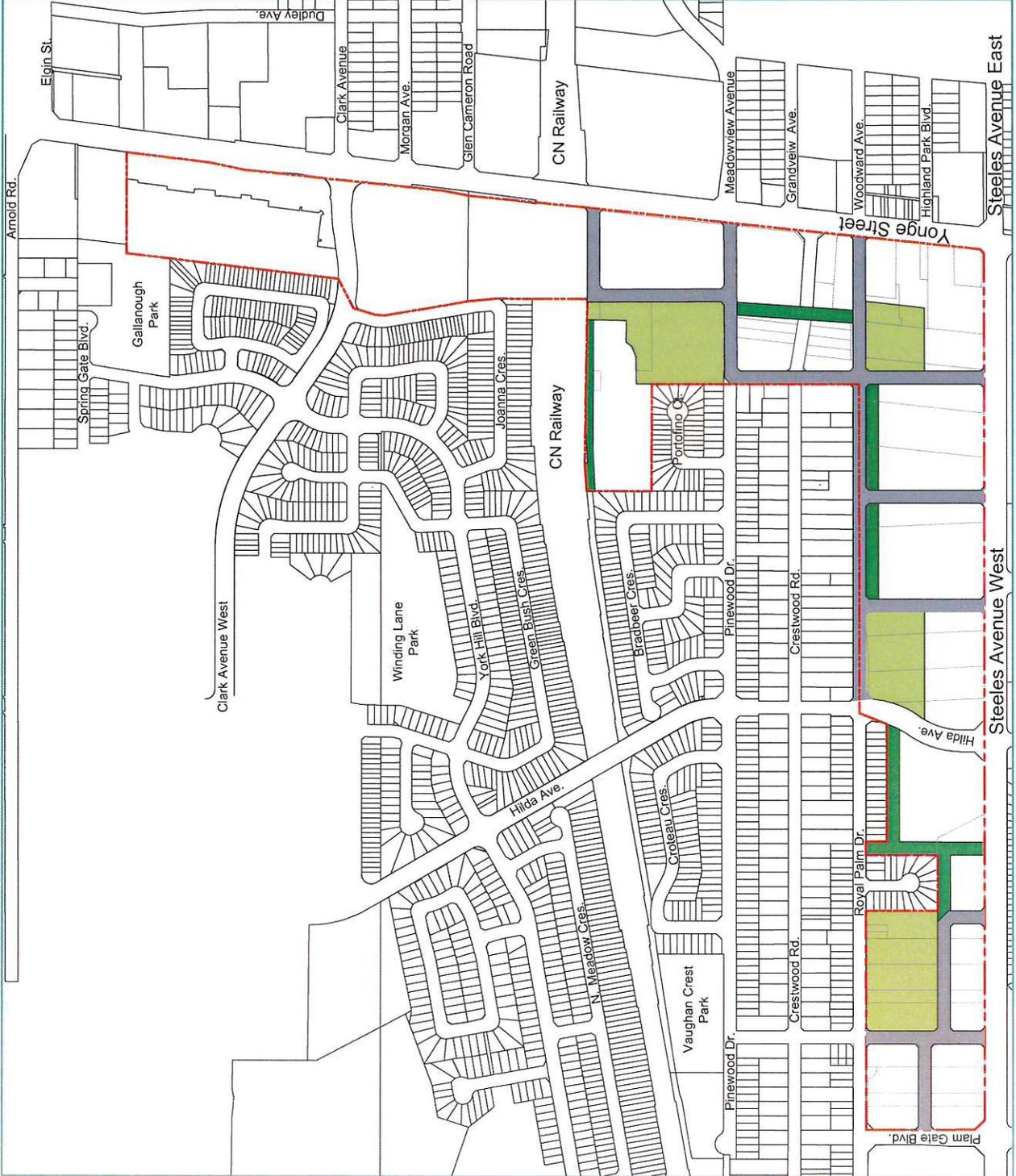
Water Balance

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



Existing Property Parcels, Proposed Local Streets, Parks & Publicly Accessible Open Space

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



Highway 407

Langstaff Rd. E.

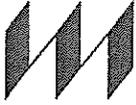
Thornheights

Uplands Golf Club

Thornhill Country Club

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





**WESTON
CONSULTING**
planning + urban design

C	5
Item #	14
Report No.	44 (CW)
Council - December 15/15	

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

December 14, 2015
File 7348

Attn: City Clerk

Dear Honourable Mayor and Members of Council

**RE: Committee of the Whole, December 1, 2015; Council December 15, 2015
Item 14: Modifications to the Vaughan Official Plan – 2010 Yonge Steeles Corridor
Secondary Plan (Volume 2) Response to Public, Government and Agency
Submissions File 25.5.12.4 Ward 5
8178 – 8188 Yonge Street and 5 Uplands Avenue, City of Vaughan**

Weston Consulting is the planner for the owners of 8178 – 8188 Yonge Street and 5 Uplands Avenue, in the City of Vaughan. Weston Consulting was retained by our client in the summer of 2015, and the client purchased the subject lands in the summer of 2015.

The subject lands are comprised of three lots, 8178 – 8188 Yonge Street and 5 Uplands Avenue, which are located on the west side of Yonge Street on the south west corner of the intersection of Yonge Street and Uplands Avenue. The subject lands are located in the narrowest section of the Yonge Steeles Corridor and our comments pertain to the north portion of the secondary plan area. The properties are currently occupied by a mix of commercial uses.

Since Weston Consulting has been engaged on this project, we have worked with an architect to create a comprehensive development plan for the land assembly. We have also undertaken numerous discussions with City of Vaughan Planning and Urban Design Staff, which has resulted in a development concept that envisions an exceedance of height and density beyond that which is contemplated in the Yonge Steeles Corridor Secondary Plan. In addition we are seeking to develop the three properties in a comprehensive consolidated manner in accordance with good planning principles. A Pre-Application Consultation Meeting was held on November 18, 2015 for the subject lands with City of Vaughan Staff. The merits of the proposed development include providing a mix of land uses, including retail, office and residential.

We have had the opportunity to review the December 1, 2015 Staff report, entitled "*Modifications to the Vaughan Official Plan – 2010 Yonge Steeles Corridor Secondary Plan (Volume 2) Response to Public, Government and Agency Submissions File 25.5.12.4 Ward 5*", including the related attachments. We understand that the recommendations from this report are being considered by Council on December 15, 2015.

Weston Consulting, on behalf of our client, would like to enter public record for this matter and express concern with the underlying Yonge Steeles Corridor Secondary Plan, as it pertains to

proposed height and density and its ability to serve the objectives of intensification along this key transportation corridor. Notwithstanding the extensive planning processes undertaken, we believe the vision of the Yonge Steeles Corridor cannot be achieved with the proposed height and densities within the Yonge Steeles Corridor Secondary Plan. In particular there is a disconnect in the height and density regime that does not result in appropriate mixed use form. We also request, on behalf of our client, that modifications to this plan be considered on a site specific basis as contemplated by our proposed and forthcoming applications.

Weston Consulting will be submitting planning applications to facilitate an appropriate development scenario which will achieve the key objectives of the Yonge Steeles Corridor Secondary Plan. We are in the process of preparing the required materials for a site-specific Official Plan Amendment and Zoning By-law Amendment application submission to permit this proposed development. The proponents will work with the City of Vaughan to utilize Section 37 of the *Planning Act* to implement the proposed mixed-use project and we expect that extensive community consultation will also be undertaken as part of this process.

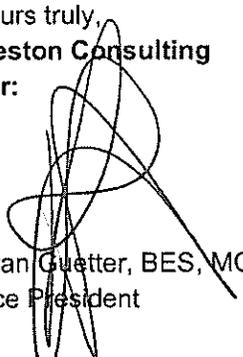
Lastly, Weston Consulting, on behalf of our client, requests that the designated area of the Yonge Steeles Corridor Secondary Plan includes the separate municipally-addressed residential property fronting on Uplands Avenue that forms the rear part of the subject property. This would provide an appropriate transition in use and built form in the existing neighbourhood and provide a more appropriate lot depth, while facilitating an appropriate transition into the neighbourhood.

We request formal notice of the decision on this matter by the Committee of the Whole and Council. Weston Consulting reserves the right to monitor and submit further comments, on behalf of our client, regarding this matter should this be warranted. Please contact Shelby Blundell (ext. 291) or the undersigned if you have any questions.

Yours truly,

Weston Consulting

Per:



Ryan Guetter, BES, MCIP, RPP
Vice President

- c. John MacKenzie, City of Vaughan
Jeffrey Abrams, City of Vaughan
Carol Birch, City of Vaughan
Jenny Thyagarajah, Lemine Investment Group
Peter Weston, Weston Consulting



memorandum

C	<u>6</u>
Item #	<u>14</u>
Report No.	<u>44 (CW)</u>
<u>Council - December 15/15</u>	

DATE: DECEMBER 15, 2015
TO: MAYOR AND MEMBERS OF COUNCIL
FROM: JOHN MACKENZIE, DEPUTY CITY MANAGER,
PLANNING & GROWTH MANAGEMENT
SUBJECT: COMMUNICATION - COUNCIL DECEMBER 15, 2015

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

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

Recommendation

1. That the recommended policy in this communication be endorsed by Vaughan Council and be forwarded to the Region of York for consideration as a further modification to the Yonge Steeles Corridor Secondary Plan.

Purpose

The purpose of this Communication is to recommend an additional modification in response to concerns raised by the landowners group.

Background and Analysis

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

At the December 4, 2015 meeting with City and Regional staff the landowner group concerns were raised on fragmented development and the associated costs to individual landowners. In particular, the landowners raised concerns with the challenges of coordinated development at the corner of Yonge Street and Steeles Avenue due to the constraints of lot size and land assembly required to implement the overall vision of the Plan. To ensure organized development that includes the commitment of funds, lands and services in the Plan, staff recommend that the following policy be added to "Section 8.0 Implementation" in the Yonge Steeles Corridor Secondary Plan:

"As a condition of approval of development in this Secondary Plan, the City shall require the implementation of appropriate and reasonable measures and development agreements, which may include front ending agreements and/or cost sharing agreements, to ensure that the development in the Secondary Plan is coordinated and that the required commitments of funds, lands and services are secured and/or in place. These measures and agreements shall ensure that the reasonable costs of the municipal and community infrastructure, land/or

facilities are fairly and equitably shared without adverse impact on the City's financial capability. The measures and agreements permitted by the policy shall be only those which are permitted by law and are otherwise agreed to by the landowner(s) and the City."

Conclusion

Staff is recommending that Council endorse the recommended change that reflects discussions with landowners and that the additional policies in this communication be forwarded to the Region of York for consideration and incorporated as further modifications to the Yonge Steeles Corridor Secondary Plan.

Respectfully submitted,



JOHN MACKENZIE
Deputy City Manager
Planning & Growth Management

Attachment

N/A

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



C7
CL-Dec 15/15
Item 14
Rpt. 44

64 Jardin Drive, Unit 1B
Concord, Ontario
L4K 3P3
T. 905.669.4055
F. 905.669.0097
klmplanning.com

P-2199

December 14, 2015

By E-mail only

City of Vaughan
c/o Jeffrey A. Abrams, City Clerk
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Attention: Mayor and Members of Council

**Re: Modifications to the Vaughan Official Plan – 2010
Yonge and Steeles Corridor Secondary 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 Avenue West
City of Vaughan**

Dear Mayor and Members of Council,

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 2010 (“VOP 2010”) and the Yonge Steeles Corridor Secondary Plan (“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.

We thank staff for the opportunity to meet on December 4, 2015 to discuss the concerns raised in our previous correspondence dated November 30, 2015. We appreciate the efforts put forth by staff in the December 11, 2015 Memorandum from John Mackenzie, Deputy City Manager, Planning & Growth Management. However, at this time we, request a deferral of the proposed modifications to the Secondary Plan.

The information we requested in our previous correspondence has only been received late last week. We received the York Region Yonge and Steeles Corridor Transportation Study on Friday December 11, 2015 and copy of the April 2011 background study from Vaughan Staff last week. Given the information received at the meeting on December 4, 2015 and the lengthy documents received only last week, we have not had the opportunity to conduct a fulsome review and assessment of these documents related to our clients concerns.

We request that a comprehensive approach to the modifications of the Secondary Plan be considered. Further modifications will ultimately be put forward and the deferral of the proposed modifications would allow for more fulsome discussion on the numerous issues and a comprehensive look at all the policies. It would be more appropriate to consider all of the modifications at one time instead of in a piecemeal manner. Therefore, we request that Council defer the approval of the modifications to the Secondary Plan at this time.

Please provide me with a copy of all notices and decisions related to this matter.

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, Deputy City Manager, Planning and Growth Management
Roy McQuillin, Director of Policy Planning and Environmental Sustainability
Clement Chong, Policy Planner
Clients
Ira Kagan, Kagan Shastri LLP
Patricia Foran, Aird & Berlis LLP

Magnifico, Rose

From: Jeffrey Streisfield Land Law <jeffrey@landplanlaw.com>
Sent: Wednesday, November 25, 2015 11:54 AM
To: clerk@vaughan.ca; Magnifico, Rose
Cc: Chong, Clement
Subject: Yonge Steeles Corridor Secondary Plan Modifications - Report to COW for mtg on Dec 1, 2015

Dear Mr. Mayor and Members of Council (& Committee):

c 1 Communication CW: Dec 4/15 Item: 14
--

I am counsel to Haulover Investments Ltd, owner of 8100 Yonge Street.

I have reviewed the Staff Report along with the proposed changes to the secondary plan for the north area. I note that our client's concerns with the boundary of the secondary plan area in the vicinity of its property, and the limits on height and density have still not been addressed.

Please provide me with notice of any decision taken by the City in connection with this matter.

Thank you.

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

LAND LAWTM

<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

Creating and Protecting Land Value in Ontario TM

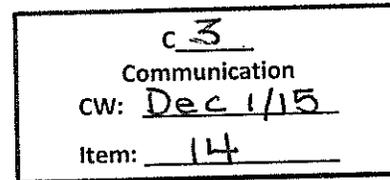
This e-mail may be privileged and/or confidential, and the sender does not waive any related rights and obligations.

November 30, 2015

Reply To: Joel D. Farber
Direct Dial: 416.365.3707
E-mail: jfarber@foglers.com
Our File No. 13/6734

VIA EMAIL (CLERKS@VAUGHAN.CA)

Committee of the Whole
City of Vaughan
City Hall – Level 100
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1



Dear Sir and/or Madame:

Re: Committee of the Whole December 1, 2015 – Item 14 – Proposed Modifications to the Vaughan Official Plan – Yonge Steeles Corridor Secondary Plan [File 25.12.5 – Ward 5]

We are the solicitors for 1306497 Ontario Limited. Our client has an appeal of Vaughan OPA 2010 in respect of its lands at 88 Steeles Avenue West.

We have had the opportunity to review the Staff Report in respect of the proposed modifications to the Yonge Steeles Corridor Secondary Plan. Regrettably, our client's concerns have not been addressed nor has there been any effort at consultation with our client subsequent to the filing of its appeal. While the staff report suggests that staff have been working with landowners/appellants in the south plan area, our client appears to have been excluded from those consultations. We have not been consulted on the matter since the filing of our appeal in November 2013. Our concerns, in no particular order, include but are not necessarily limited to the following:

1. Density – there is no reasonable basis for the restriction in density on our clients site to 3.5 FSI. The proposed 6.0 FSI is more appropriate and should extend as far west on Steeles as it does north on Yonge.
2. Heights – there is no reasonable basis for the restriction on height to 22 storeys. Our client's parcel has substantial depth and can accommodate a building significantly higher than proposed to be permitted.
3. Land Use Designation – We question the feasibility and appropriateness of the Low Rise Mixed Use designation on the rear of the our client's parcel and the other parcels along

Steeles Avenue West. It would appear that mid-rise could be accommodated and would be more in line with the proposed high rise development along the Steeles Avenue West frontage. The as adopted plan contemplated mid rise on the rear half of the Steeles Avenue West parcels.

4. Publicly Accessible Open Spaces must be acquired by the municipality. The requirements to provide parkland contribution under the *Planning Act* are clear. The municipality may not avoid the limitations and protections afforded by the legislation thru a requirement that private lands be maintained as public parks.
5. The proposed street network as set out on Schedule 5 would bisect our client's lands rendering the site undevelopable except in conjunction with the adjacent lands (see the attached depiction). This is an unreasonable and unjustified imposition on our clients land. Furthermore, we do not accept the need for the extension of Powell Road thru our clients site. The extension of Royal Palm to connect to Powell should be more than adequate.

We would request that the Committee recommend deferral of the proposed secondary plan modifications and direct staff to engage in direct consultations with our client to address its concerns.

Yours truly,

FOGLER, RUBINOFF LLP

"Joel D. Farber"

Joel D. Farber

JDF/ay

Encls.

cc: Client

K:\farber\WpData\1306497 Ontario Inc (Sisley Honda Appeal Vaughan 2010)\Letters\City Clerk - Nov 30 2015.docx

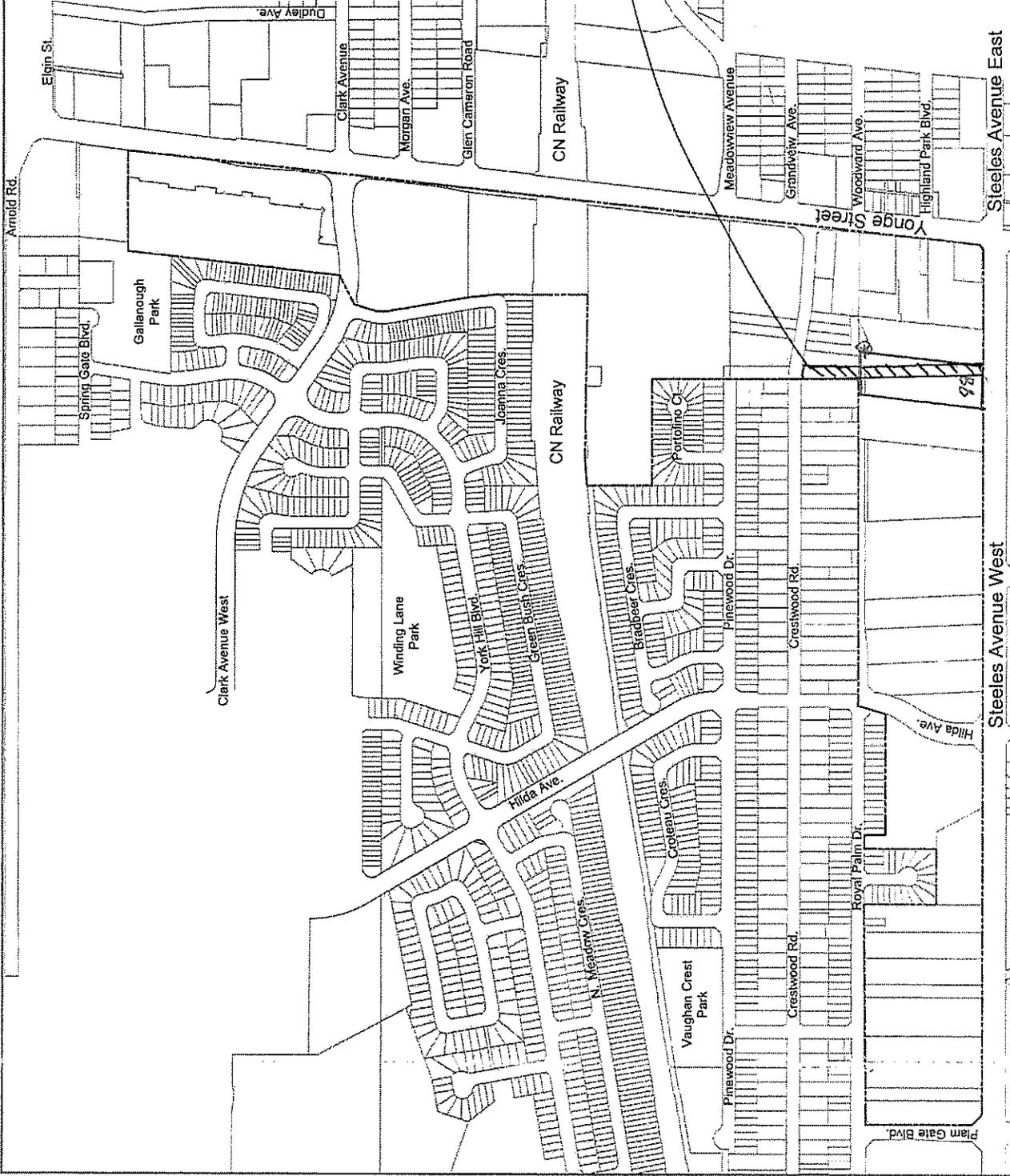


Secondary Plan Boundary



Powell Road Extension

48 Steeles





**WESTON
CONSULTING**

planning + urban design

CA
Communication
CW: Dec 1/15
Item: 14

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

November 30th, 2015
File 6833-1

Attn: City Clerk

Dear Honourable Mayor and Members of Council

Weston Consulting is the planning consultant for the owner of the property municipally known as 7080 Yonge Street in the City of Vaughan (herein referred to as the "subject property"). The subject property is rectangular in shape and has narrow frontage on Yonge Street.

Over the span of several months, we have had discussions with the City of Vaughan's Engineering, Development Planning, Policy Planning and Transportation Planning Staff in relation to the Yonge Steeles Corridor Secondary Plan. Additionally, Weston Consulting has also had several discussions with other landowners in the area. Our client's intentions for their lands is to develop the property for a high density mixed use development.

We are pleased to see the Yonge Steeles Corridor Secondary Plan advance and recognize the level of coordination and collaboration involved in the implementation of this vision for Yonge Street.

We wish to advise Staff and City elected Officials that we are supportive of the modifications to the policies concerning public roads, parkland and certain other modifications to the schedules. We are also supportive of the addition of stratified parking provisions beneath public roads and parks, and the previous density modifications for the lands; however, there are two key concerns our client has with the proposed modifications, which are described below.

The first concern is related to the stratified parking provisions outlined in Section 5.10 of the modified Secondary Plan. Weston Consulting has undertaken several discussions with the City of Vaughan to discuss enabling stratified parking for the subject property based on certain unique development challenges. Based on subject property's adjacency to a future road along its southern boundary, its narrow frontage along Yonge Street and other design constraints, we request a site specific policy be implemented for the subject property to permit stratified parking underneath the proposed public road to the south, as this will allow for a development that is more in keeping with the future high density mixed use vision identified for this corridor.

The second concern relates to the non-residential gross floor area requirements outlined in Section 3.3 of the modified Secondary Plan. The subject site is located outside of the Office Priority Area and although it is our client's intention to develop a mixed use format project, we believe a lesser requirement of non-residential floor area is appropriate for the subject property. This is due to the subject property's location along the corridor, its frontage along Yonge Street

and the proposed building massing, which makes the office component in the amount prescribed difficult to achieve. Notwithstanding these considerations, it is our opinion that the overall density for the subject property is appropriate. Accordingly, we request that a site specific policy be implemented for the subject property in order to permit an overall maximum FSI of 6.0 for the property provided that a minimum of 0.3 FSI be in the form of non-residential floor area.

We have discussed the site constraints and the proposed modifications with City Staff and recommend these site specific modifications be made to the policies in Section 5.10 and Section 3.3 of the Yonge Steeles Corridor Secondary Plan. As an alternative, a separate site specific policy could be introduced for the subject property.

In addition to the above noted matters, and based on discussions with Staff, we understand that there will be forthcoming revisions to the land use schedule for clarify purposes in relation to the land use designation boundaries on Schedule 2 as it relates to the subject property.

We thank you for the opportunity to provide these comments and look forward to the advancement of this process. We wish to be notified of any changes or decisions made on the modifications to the Secondary Plan.

If you have any questions or require additional information, please do not hesitate to contact the undersigned (ext. 241) or Ian Franklin (ext. 238).

Yours truly,
Weston Consulting
Per:


Ryan Guetter, BES, MCIP, RPP
Vice President

c. John MacKenzie, City of Vaughan
Roy McQuillan, City of Vaughan
Clement Chong, City of Vaughan
Clients



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L4K 3P3
T. 905.669.4055
F. 905.669.0097
klmplanning.com

P-2199

November 30, 2015

By E-mail only

City of Vaughan
c/o Jeffrey A. Abrams, City Clerk
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Attention: Mayor and Members of Council

**Re: Modifications to the Vaughan Official Plan – 2010
Yonge and Steeles Corridor Secondary 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 Avenue West
City of Vaughan**

Dear Mayor and Members of Council,

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 2010 ("VOP 2010") and the Yonge Steeles Corridor Secondary Plan ("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.

We thank staff for their efforts in attempting to resolve the concerns we have raised on behalf of the above noted landowners. However, we continue to have substantial concerns with regards to the proposed modifications and we request a deferral of the proposed modifications to the Secondary Plan until we have been able to meet with staff to clarify and discuss our concerns noted in our letter below.

c <u>5</u>
Communication
cw: <u>Dec 1/15</u>
Item: <u>14</u>

Our concerns with the modifications to VOP 2010 and the Secondary Plan (Volume 2) in response to Public, Government and Agency Submissions, relate to the following:

- Development Phasing Population Numbers
- Office Priority Area
- Publically accessible private open spaces
- Strata Parkland and Parking Provisions

Development Phasing

Section 11 of the report discusses the Yonge Steeles Area Regional Transportation Study (“Transportation Study”) prepared by the Region of York and the phasing of development to alleviate transportation infrastructure issues. The modifications to the Secondary Plan incorporate the pre-subway and post-subway population target of the Regional Report. At the time of the report to Regional Council on November 5th, we indicated concerns with the projected population targets proposed and the phasing of development and requested clarification on how the population phasing targets were established. To date we have not received clarification or access to the full Transportation Study.

The population projections determined in the Transportation Study as well as those proposed to be contained within the Secondary Plan are not consistent with those determined in the City’s Official Plan Background Report ‘Where & How to Grow’, nor do they appear to accurately reflect the desired form of intensification for the area. Based on the density (FSI) shown on Schedule 2 (South) – Land Use, Height & Density of the Secondary Plan, the projected population appears to be too low. Furthermore, it appears that the Transportation Study has not taken into consideration the City of Vaughan’s Council endorsed modification for a maximum FSI of 6.0 for a portion of the Secondary Plan right at the intersection of Yonge Street and Steeles Avenue West.

It is not clear to us how the population phasing numbers included in Transportation Study and the proposed modifications to the Secondary Plan have been forecasted. Again, we request the population phasing target numbers be deferred until clarification on how the population numbers were determined have been provided.

Office Priority Area

We appreciate the intent of the proposed ‘Office Priority Area’ policies and designation, however, the wording as currently proposed is confusing. We request a meeting with staff to discuss the ‘Office Priority Area’ policies to seek clarification on what is meant by the provision for 50% of the gross floor area devoted to non-residential use located in High-rise or Mid-rise buildings devoted exclusively to office uses. Implementation of these policies specifically providing a High-rise or Mid-rise building devoted exclusively

to office uses at a minimum FSI 1.0 does not appear to achieve the intent and vision of intensification for this high priority corridor.

Strata Park and Local Streets Strata Parking

We appreciate the addition of Strata Park and Local Street Strata Parking policies in the Secondary Plan, however, we are not supportive of the proposed wording. It appears that the proposed addition of the Strata Park and Local Street Strata Parking provisions were directly taken from the Vaughan Metropolitan Centre (VMC) policies. Although these policies might be appropriate in the VMC, we are of the opinion that as currently worded these policies are not appropriate for the Secondary Plan. For instance, we are not supportive of the strata park eligibility criteria or the policy pertaining to partial parkland credits for strata parks. Given our ongoing concerns identified with regards to the burdensome requirements of the policies, this provision further exacerbates the parkland concerns. Further, we are concerned with the requirement of the strata parking for local streets be conditional on containing a building with an office component greater than 10,000 square metres. This policy appears to conflict with those proposed policies in the 'Office Priority Area' noted above.

Publically Accessible Private Open Spaces ("POPS")

We do not support the conversion of the linear parks to POPS. We believe a more appropriate solution to providing linear connections within a highly urban intensification corridor would be to provide for a wider boulevard to allow for wider sidewalks, plantings and dedicated bike paths along the right-of-way to allow for the connection between the parks. POPS essentially function as a park although they are privately owned and maintained. As discussed below, the parkland dedication requirements as currently proposed are quite burdensome on the landowners. Now coupled with the parkland dedications requirements, landowners are expected to provide POPS in which they receive no parkland dedication credit for. Should the City of Vaughan determine that POPS are necessary within the Secondary Plan Area, we respectfully request the policies be included in the Secondary Plan to allow for parkland credits for the POPS since they serve as part of the parks network within the Secondary Plan.

Previously Raised Concerns

We have sent previous correspondence to Council and staff outlining our concern with parkland dedication, density bonusing and transfers and cost sharing. These concerns remain outstanding and moving forward, we wish to be involved in any discussions related to the above noted concerns.

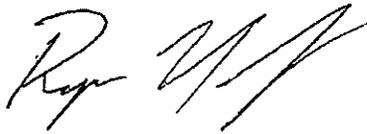
Conclusion

In summary, we request the proposed modifications be deferred so that we may have further discussion with staff to resolve our concerns highlighted above. Additionally, we request a meeting with staff to discuss our concerns with the proposed modifications at the earliest opportunity.

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". The signature is fluid and cursive, with the first name "Ryan" being more prominent than the last name.

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

Copy: John Mackenzie, Deputy City Manager, Planning and Growth Management
Roy McQuillin, Director of Policy Planning and Environmental Sustainability
Clement Chong, Policy Planner
Clients
Ira Kagan, Kagan Shastri LLP
Patricia Foran, Aird & Berlis LLP

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

Recommendation

The Deputy City Manager, Planning & Growth Management and the Director of Policy Planning and Environmental Sustainability recommend:

1. That the Yonge Steeles Corridor Secondary Plan (YSCSP), forming part of Volume 2 of the City of Vaughan Official Plan 2010, be modified to reflect the changes outlined in this report as incorporated in the revised YSCSP forming Attachment 5 to this report.
2. That all section references to the Vaughan Official Plan – 2010 (Volume 1) be revised to be consistent with Volume 1 as approved; reflect the approval by the Ontario Municipal Board on March 26, 2014 of the policy and schedule amendments resulting from the settlement of the Dorian Place appeals; and the modifications approved by Vaughan Council on April 8, 2014 pertaining to the Yonge Street intersection area; and the recommendations of the Region of York, City of Markham and City of Toronto related to the Yonge and Steeles Area Regional Transportation Study.
3. That this report and Council minutes be forwarded to the Ontario Municipal Board and the Region of York as the City of Vaughan's recommended modifications to the Yonge Steeles Corridor Secondary Plan of Volume 2 of the Vaughan Official Plan – 2010 and that the Ontario Municipal Board and the Region be request to consider the modifications to the Yonge Steeles Corridor Secondary Plan accordingly, as part of the process leading to its approval.
4. That City staff be authorized to make any additional changes to the text and schedules of this Plan, necessary to ensure consistency with the direction provided above; and that staff be authorized to work with the Region, to finalize the wording to effect the modifications reflected in this report.
5. That the Ontario Municipal Board and the Region of York be advised that the Council modifications approved in respect of the Yonge Steeles Corridor Secondary Plan, City of Vaughan Official Plan – 2010, Volume 2, meet the requirements of Section 26. (1) (a) (i), (ii) and (iii) of the Planning Act R.S.O.1990, Chapter p.13 as amended.

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 and growth. More specifically, the proposed Yonge Street Corridor Secondary Plan addresses the following goals outlined by the Green Directions Vaughan:

- Goals 1 & 5: Demonstrates leadership through green building and urban design policies;
Goal 2: Ensures sustainable development and redevelopment;
Goal 2: Protect green space and the countryside by establishing a Natural Heritage Network and limiting urban expansion

- Goal 3: Ensure 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;
- Goals 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 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 Steeles Corridor Secondary Plan will set the stage for desired transit investments including the Yonge Street Subway extension, which will 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 to the public by the following means:

- Posted on www.vaughan.ca online calendar, and City Page Online;
- Posted to the City's social media sites, Facebook and Twitter;
- By Canada Post to almost 1500 addresses in 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 and obtain direction on further modifications to VOP 2010 (Volume 2) respecting the Yonge Steeles Corridor Secondary Plan. This report responds to modification requests originating from this process including discussions related to OMB appeals, and on-going staff analysis. The Council adopted report and recommended modifications will be forwarded to the Ontario Municipal Board and Region of York with the request that the modification be incorporated into the YSCSP as part of the Official Plan approval process.

Background – Analysis and Options

Executive Summary

This report is structured into sections which provide the following information:

- 1) Location and description of the study area and the land uses
- 2) Description of the current zoning provisions of the study area
- 3) Status of the City of Vaughan Official Plan
- 4) Yonge Steeles Corridor Initiation and Consultation Process
- 5) Public and Agency Comments Received Prior to the Adoption of the Plan
- 6) The Policy Context
- 7) Overview of the Yonge Steeles Corridor Secondary Plan as Adopted

- 8) Modification Requests Not Subject to Current Appeals to the Ontario Municipal Board
- 9) Previous Council Modifications – The Yonge Steeles Intersection
- 10) Other Issues
- 11) The Yonge Steeles Area Regional Transportation Study (2015)
- 12) The Study Identified a Number of Key Conclusions and Recommendations
- 13) Recommended Policy Response

1) Location

The Yonge Steeles Corridor Secondary Plan area is divided into two parts. The southerly part of the Plan area is 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. The northerly section of the plan area is located on the west side of Yonge Street between the Thornhill Golf and Country Club and Longbridge Road as shown on Attachment 1.

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 through the Comprehensive Zoning By-law Review or through privately initiated site specific amendments.

3) Status of the City of Vaughan Official Plan

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. Volume 1 is now almost entirely approved, except for site specific appeals and several specific policies. This report deals with the policies, appeals and modifications specific to the Yonge Steeles Corridor Secondary Plan. Direction from Council on this matter will assist in advancing the settlement of the appeals against the YSCSP, which are now before the OMB.

4) Yonge Steeles Corridor Initiation and Consultation Process

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

- June 5, 2008: Public Open House introducing the project and team members;
- September 16, 2008: Public Meeting to present the results of the SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis;
- November 4, 2008: Public Design Charette;
- 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 landowners 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.

5) Public and Agency Comments Received Prior to the Adoption of the Plan

The draft YSCSP was made available for public comment on May 25, 2010 in advance of the statutory public hearing and submissions were accepted until August 12, 2010. Submissions from approximately 20 different respondents were received and addressed in the response to the Special of Committee of the Whole meeting. Staff provided analysis and recommendations on the modification requests. Those approved by Council were incorporated into the plan that was adopted by Council on September 7, 2010.

6) The Policy Context

The study area is subject to provincial, regional and municipal policy as follows:

a) Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) supports efficient land use, a mix of housing types and densities, residential intensification, public transit ridership, and the protection of cultural heritage. The PPS promotes development within settlement areas and away from sensitive resources. It encourages growth in built up areas by providing opportunity for mixed uses, housing and employment, parks and open spaces, transportation choices and pedestrian movement. Local centres are identified as key areas for intensification and redevelopment.

b) Places to Grow: The Provincial Growth Plan for the Greater Golden Horseshoe

Places to Grow provides a vision and growth plan for the Greater Golden Horseshoe in southern Ontario and is based on a set of principles for guiding decisions on how land is to be developed and public investments are to be managed. The Plan identifies the following principles:

- (i) Build compact vibrant neighbourhoods;
- (ii) Protect, conserve, enhance and wisely use valuable natural resources such as land, air and water for current and future generations;
- (iii) Optimize the use of existing and new infrastructure to support growth in a compact, efficient form;
- (iv) Provide for different approaches to managing growth that recognize the diversity of communities; and,
- (v) Promote collaboration among all sectors including government, private and nonprofit, and community members to achieve the vision.

c) The York Region Official Plan (ROP)

The Regional Official Plan provides a framework for coordinated and detailed planning of the local municipalities in York Region. The Regional Official Plan must also conform to the policies articulated in the Provincial Policy Statement and 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:

- (i) Directing intensification to built up areas;
- (ii) Growth must be concentrated along Yonge Street as this area is designated as one of many Regional Corridors in the York Region Official Plan which are planned to provide supporting rapid transit improvements;
- (iii) Local municipalities are required to complete comprehensive secondary plans for areas designated Regional Corridors;
- (iv) 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,
- (v) 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. It continues to be one of Metrolinx's priorities in its "Big Move" plan.

d) The Vaughan Official Plan 2010 (VOP 2010)

The "vision for transformation" set out in the City's new Official Plan, is based on eight key principles; the following of which relate directly to the YSCSP.

- (i) **Strong and Diverse Communities:** The Official Plan seeks to maintain the stability of existing residential communities, direct well-designed, sensitive growth to strictly defined areas, and provide for a wide range of housing choices, community services and amenities within each community;
- (ii) **A Diverse Economy:** The Plan intends to build on Vaughan's economic success through policies which aim to diversify the local economy;
- (iii) **Moving Around without a Car:** The Official Plan focuses on planning and design policies that make walking, cycling and transit use realistic options for transportation;
- (iv) **Design Excellence and Memorable Places:** The Humber River Valley, the historic village cores, and the parks, are identifiable place-making features in Vaughan.
- (v) There is a focus on accommodating growth, in a manner that contributes to the overall beauty of each of these features;
- (vi) **A Green and Sustainable City:** The main principles of sustainable land-use planning relate to the protection of the natural environment and agricultural lands, and the ability for people to live in communities that minimize energy use, water consumption, and solid waste generation, and allow for alternative transportation choices;
- (vii) **Directing Growth to Appropriate Locations:** The City provides an appropriate balance by accommodating 45% of new residential growth through intensification. These areas are outlined through the "Where and How to Grow Report" prepared by Urban Strategies Inc. for the purpose of informing the Official Plan review; and

VOP 2010 designates the majority of the south plan area as a "Primary Centre" and the remainder as a "Regional Intensification Corridor". These areas are shown on Schedule 1 to VOP 2010, urban structure. The following policies apply directly to the Primary Centres and Regional Intensification Corridors.

- (i) Primary Centres will be locations for intensification accommodated in the form of predominantly mixed-use high- and mid-rise buildings, developed at an intensity supportive of transit.
- (ii) Primary Centres will accommodate a wide range of uses and will have tall buildings, as well as lower ones, to facilitate an appropriate transition to neighbouring areas.
- (iii) Primary Centres shall be planned to:

- a. develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and affordable housing;
 - b. include a mix of non-residential uses including retail, office, institutional, community facilities, and human services intended to serve both the local population and the City as a whole, and attract activity throughout the day;
 - c. develop at densities supportive of planned public transit;
 - d. have a fine grain of streets suitable for pedestrians and cyclists, with appropriate internal links and links to the surrounding Community Areas which may take the form of sidewalks and/or greenways;
 - e. include well designed public open spaces that are either landscaped parks, or public plazas or both in a manner that is appropriate to the local context;
 - f. encourage a pedestrian-friendly built form by locating active uses at grade; and,
 - g. be designed and developed to implement appropriate transition of intensity and use to surrounding Community Areas, and/or separation from adjacent Employment Areas.
- (iv) Regional Intensification Corridors will link Regional centres both in Vaughan and beyond and are linear places of significant activity. They may accommodate mixed-use intensification or employment intensification.
 - (v) Regional Intensification Corridors are Regional Roads which have been identified for major higher-order transit investments, such as Viva Rapid Transit on Highway 7 and Yonge Street. Development on the lands fronting on to these roads will serve to support the transit investments by creating urban main streets connecting Regional Centers and other Intensification Areas in Vaughan and across York Region.
 - (vi) The Regional Intensification Corridors will also safely and comfortably accommodate pedestrians and cyclists along with motor vehicles.
 - (vii) The Regional Intensification Corridors will evolve over time, both for mixed-use and employment-related *intensification*.

7) Overview of the Yonge Steeles Corridor Secondary Plan as Adopted

The YSCSP 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 the Finch Avenue subway station. The overall Vision and Principles for the YSCSP include:

- (i) Promoting well-designed intensification to maximize the use of existing and planned infrastructure including transit and servicing.
- (ii) Protecting stable residential neighbourhoods.
- (iii) Providing a wide range of housing choice for a diverse population.
- (iv) Encouraging a mix of uses including employment and housing within walking distance of each other.
- (v) Conserving land.
- (vi) Minimizing the ecological footprint of the residential and working population.

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 policies governing the two Plan Areas are described below:

a) 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 its role in 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 2 for Schedule 2, Land Use Heights & Density (South) as adopted by Council on September 7, 2010.

The maximum heights of 5.0 FSI and 30 storeys at the Yonge/Steeles corner are comparable to by the Vaughan Metropolitan Centre (VMC) which will also be served by a subway station. 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 and Steeles up Yonge Street to the CN Railway, and at both corners on Hilda Avenue and Steeles Avenue.

An urban built form is being planned along the frontage of these two major arterial roads. The intensity of the height/density and massing is 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 considers factors such as shadow impacts, access to sunlight, wind conditions, sky views and overlook issues. The transition strategy allows for a maximum development level adjacent to low-rise residential uses of 5 storeys with a maximum density of 1.5 FSI.

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. Such a link will be pursued as a condition of development approval.

b) North Plan Area

The North Plan Area is the smaller component of the Secondary Plan area and provides for less intense development at lower heights and densities than the South Plan Area. Although located outside the Primary Centre designation on Schedule 1, Urban Structure of VOP 2010 (Volume 1), it is part of the Regional Intensification Corridor Area. However, the development in the area is constrained 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 Thornhill Heritage Conservation District; and the proximity of the existing stable residential uses west of Yonge Street and the need to maintain compatibility. To provide an adequate transition to the 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 downs for building heights. Refer to Attachment 3 for Schedule 2 Land Use, Height & Density (North) as adopted by Council September 7, 2010.

c) 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 on Dorian Place (5 Dorian Place – Appellant #42) as being included in the Secondary Plan Area. It was shown as a Mid-Rise Mixed Use area. The remaining lots on Dorian Place were outside of the YSCSP area and 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 YSCSP was adopted and Council directed staff 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."

Two appeal letters were submitted to the OMB by property owners on Dorian Place as follows:

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

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

- Appellant #123 - Theresa Marando
9 Dorian Place

Appellant #123 appealed the policies related to the 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, and 34 Dorian Place.

Staff worked with both Appellant #42 and Appellant #123 to resolve the appeals. On March 26, 2014, the YSCSP received partial approval by the OMB to add the Dorian Place cul de sac to the Secondary Plan (North Area) and allow for mid-rise mixed use development subject to site specific policies. The Board approved policies have been incorporated into the modified draft of the attached Secondary Plan (Refer to Attachment 5, Section 8.8 Special Policy Provisions for Dorian Place).

8) 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 requested 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 was also a concern that the proposed new local road, which includes the extension of Royal Palm Drive to Yonge Street, will result in the need to expropriate land which may leave the remaining property undevelopable. There is also a concern about the placement of a north south road which will impact lands at the rear portion of the property. The existing frontage is approximately 110ft in width. Staff have had ongoing discussions with this owner and a number of modifications are proposed in this report. Previously there was a change in density and land use policy for the Yonge Steeles intersection by way of Council modification. This is discussed later in the report under “Previous Council Modifications – The Yonge Steeles Intersection”.

City of Toronto – City Planning Division

The City of Toronto requested further review of the phasing policies of the YSCSP in relation to the timing of transportation improvements and the planned build out of the Yonge Street and Steeles Avenue area. There was a concern that a disproportionate amount of development would proceed prior to the construction or commitment of funding to the transportation infrastructure required to support the planned level of development. Discussions with the Cities of Vaughan, Markham and Toronto and York Region have taken place regarding the need for phasing policies. York Region has undertaken a transportation study that informs the preparation of phasing policies. The study was the subject of a report to Regional Committee of the Whole on November 5, 2015. The study is discussed in more detail in the section entitled “The Yonge Steeles Area Regional Transportation Study” as set out below.

Ontario Municipal Board Appeals

There are currently six unresolved appeals specific to the Yonge Steeles Corridor Secondary Plan. Staff is currently in discussions with the appellants to scope and possibly resolve the identified issues. 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 six remaining appeals forms Attachment 4. The general nature of the appeals is outlined below.

The South Plan Area:

- 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 #133 – 1306497 Ontario Inc. (Sisley Honda)
88 Steeles Avenue West
- Appellant #51 - Salz & Sons Limited
100 Steeles Avenue West

Appellants #38, #39, #40, #51 and #133 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.

The North Plan Area:

- Appellant #7 - Haulover Investment Ltd
8100 Yonge Street

Appellant #7 is appealing the policies related to Intensification Areas, the mid-rise designation which includes policies on land use, heights, densities and built form. The appellant is also appealing the policies related to phasing and parkland dedication. The Appellant has submitted a concept plan, which is not consistent with the policies of YSCSP. No application has been submitted.

9) Previous Council Modifications – The Yonge Steeles Intersection

The landowners located in the northeast quadrant of the Yonge-Steeles intersection have maintained a continuing interest in obtaining modifications to the plan that would permit greater residential density in the vicinity of the intersection. Staff undertook an analysis and reported back to Council.

On October 15, 2013 Committee of the Whole considered a staff report on the Yonge Steeles Corridor Secondary Plan in respect of the requested modifications. 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 recommendation did not require a specific allocation of gross floor area to office uses. At the Committee meeting a desire was expressed to ensure an integrated mix of uses at the corner of Yonge Street and Steeles Avenue. This density was consistent with the Vaughan Metropolitan Centre Secondary Plan, which also prescribed a 6.0 FSI in districts immediately adjacent to a subway station.

As a result Committee of the Whole adopted the following motion, which was ratified by Council on October 29, 2013.

“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.”

A follow-up report was prepared for the November 26, 2013 Committee of the Whole meeting. At that time concern was raised over the need for a more substantial office presence at the corner of Yonge Street and Steeles Avenue. After consideration of further options the following motion was approved by Committee and ratified by Council on December 10, 2013.

“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.”

On March 25, 2014 further modifications were recommended to secure the development of a significant office presence adjacent to the future subway station, with the inclusion of an “Office Priority Area”. The new policies supporting that designation provided for a minimum of 50% of the non-residential uses to be dedicated exclusively to office uses, in an office building, including its portion of any podium structure. Should a minimum target of 1.0 FSI, be met for the

office building, then the maximum building height permitted within the entire Office Priority Area will increase from 30 stories to 35 stories, for all uses. The intent is to provide an incentive for a high profile architectural presence at the intersection of Yonge Street and Steeles Avenue.

The office building will be the primary non-residential focus of a mixed-use development serving not only the local community, but potentially businesses seeking office space at a major transportation gateway. The recommended modification to the YSCSP was approved by Council on April 8, 2014 (Refer to Attachment 5 Section 3.6.11 "Office Priority Area"). It has been incorporated into the updated YSCSP.

10) Other Issues

City staff has been working with the landowner interests/appellants in the south plan area to address a number of issues. Foremost of which has been the local street network and the size and distribution of parkland. These discussions have been with representatives of several of the appellants and the owners of 7080 Yonge Street. These are discussed below:

a) Site Specific Impacts of the Planned Road Network

City staff has been in ongoing discussions with multiple parties to resolve concerns related to the specific location and impact of the planned local streets on their lands. The existing policies of the Secondary Plan provide flexibility in the location of the proposed local street network as long as the general intent of the Plan is not compromised. If possible, proposed local streets will be positioned to be shared between adjacent landowners to minimize the impact on a single landowner. Furthermore, existing policy in the YSCSP also allows for density transfer from lands used the future local streets to the remaining development parcels.

As noted above, the owner of 7080 Yonge Street has expressed the concern that the planned Local Street running through the southern edge of this property will make the remaining lands undevelopable. The Plan identifies this east-west extension of Royal Palm Drive to Yonge Street as a critical component of the overall street network within the Secondary Plan area. It will link Royal Palm Drive to Woodward Avenue on the opposite side of Yonge Street in the City of Markham. This location will form one of the signalized intersections serving both Markham and Vaughan. Therefore it cannot be removed.

The location of the proposed extension has also been further reviewed and supported by the recently approved York Region Transportation Study (2015). The report concluded that the implementation of a fine grid local street network will not only serve automobiles but also provide accessible connections for pedestrians, bicycles, public transit and other modes of transportation.

Staff is willing to consider a scenario where a shared road allowance between adjacent landowners is provided, subject to the resulting road meeting the City requirements for width of road allowance, geometrics and intersection location and design. This could be implemented over time through the development approval process. To proceed, there would need to be a level of agreement between the two affected landowners. Under this approach the owner of 7080 Yonge Street identified the need for strata parking under the proposed local streets in order to accommodate the required parking. Currently, only the Vaughan Metropolitan Centre Secondary Plan contains policies to enable strata parking. The VMCSPP and YSCSP are both unique Secondary Plans that are identified as intensification areas, supported by subway extensions, that function as gateways.

As a result, staff recommend that the YSCSP be modified to include policy to enable strata parking within the YSCSP under both local streets and parks. These areas will be subject to a strata title agreements with details and conditions set out in Section 4.5 and 5.10 of the

modified YSCSP set out in Attachment 5. The addition of these policy does not imply an approval of strata parking. Each case will need to be evaluated on its own merits to the satisfaction of the City.

b) Other Road Network Issues: Crestwood Road and Access to Steeles Avenue

In response to other concerns identified by the landowners, the following measures are being proposed.

In the YSCSP (as adopted by Council on September 7, 2010), Crestwood Road was to be closed at Yonge Street. Alternatively Pinewood Drive and Royal Palm Drive would be extended to Yonge Street to allow for appropriate sized development blocks and spacing for the proposed local street network. Under this version the internal street network also provided for a mid-block system that included a north-south street connecting Pinewood Drive and Royal Palm Drive and an east-west street connecting from this new north-south street, which would continue to Yonge Street and at Grandview Avenue on the opposite side of Yonge Street in the City of Markham.

Crestwood Road does not have the potential to intersect with any existing roads on the opposite side of Yonge Street in the City of Markham. In consultation with the Region of York, the existing Crestwood Road will remain open with full movement access until such time as the extensions of Pinewood Drive or Royal Palm Drive are completed to Yonge Street as signalized intersections. Once the new east-west connections are established the Region of York will limit Crestwood Road to a right-in, right-out access only. In conjunction with this measure the local street, which would have connected the Pinewood Drive and Royal Palm Drive extensions, has been removed.

The proposed underground bus terminal servicing the Yonge subway extension is located under Steeles Avenue. As a result, the number of full movement accesses along Steeles Avenue will be limited. The approved subway Environmental Assessment identifies a landscape median, left turn lanes and a descending entry/exit ramp into the bus terminal along Steeles Avenue. This infrastructure extends from Yonge Street to the mid-point between Yonge Street and Hilda Avenue. The second entry/exit point is located near Dudley Avenue in the City of Markham. Consequently, proposed local street connections along Steeles Avenue within this area can only accommodate right-in, and right out access. Given the limited opportunities to provide full movement connections onto Steeles Avenue it is essential for the Secondary Plan to secure and optimize all possible signalized full-movement intersection locations.

As a result, staff recommend that the YSCSP include a new policy to encourage mid-block local streets, mews and laneways that will provide additional connections to the existing and proposed local streets and enhance the fine grained street network set out by the YSCSP. This was further supported by the Yonge Steeles Area Regional Transportation Study (2015). The new policies have been incorporated in Section 5.3 "New Local Streets – Location" in the modified YSCSP that forms Attachment 5.

c) Parkland Distribution

City staff has been working with the representatives of Appellants #38, #39, #40 and #51, in the south plan area, to resolve the parkland issues related to park size and distribution. The landowners have also identified concerns with the proposed requirements for parkland dedication in the YSCSP that relies on policies from Section 7.3.3 Parkland Dedication of the VOP 2010 (Volume 1). Section 7.3.3 Parkland Dedication is under appeal, in its entirety, at the OMB and discussions are currently in progress.

Providing appropriately sized and distributed parkland is an important consideration for the Secondary Plan. This is a particular concern for the southern plan area due to the projected residential population of approximately 9,900 people.

Changes have been made to the parks plan, as originally adopted, to respond to the landowners' input. The effect has been to eliminate the connecting "linear park" system and to provide parks at regular intervals, of sufficient size and flexibility to accommodate the needs of an intensifying urban centre. In Attachment 5, Schedule 4 (South) "Parks & Publically Accessible Open Space" has been revised to show the location of the park areas. Linking these park areas and the community together are several "Publically Accessible Open Space" corridors which replace the linear parks.

In consultation with the Parks Development department, it is proposed that the most western park in the YSCSP south area be extended further to the north up to Royal Palm Drive. This will allow for greater visibility (community presence) and public access from Royal Palm Drive. It is also proposed that the smaller and narrow park areas fronting on Steeles Avenue and Royal Palm Drive, as well as behind the existing homes south of Royal Palm Drive be removed and be redesignated to "Publically Accessible Open Space". This will allow for a continued connection to the parks and flexibility to better integrate these areas into future developments. (Refer to Attachment 5 – Schedule 4 (South) Parks & Publically Accessible Open Space).

While there is a continuing preference on behalf of the landowners for the park sizes to be reduced, there is still a need for appropriately sized urban parks to service the new population. A further refinement of the park sizes and locations may result from further discussion with the affected owners.

d) Remaining Issues for Resolution:

Parkland Dedication and Cash-in-lieu

The YSCSP references existing policies from Section 7.3.3 Parkland Dedication of the Official Plan (Volume 1) which is currently under appeal at the OMB. City staff is currently working with landowners to resolve the city wide appeals to this policy. The landowners currently appealing the parkland dedication policies in the YSCSP are also part of the City-wide appeal. Staff will continue discussions with these landowners on the remaining issues related to parks policies on a City-wide basis at the OMB.

Building Heights and Density

Some landowners have concerns regarding the heights and densities in the YSCSP proposed for their properties. They note the newly constructed (OMB approved) World on Yonge development in the City of Markham, has greater heights and density than what is proposed in the YSCSP For their property, while being in a comparable location. The proposed YSCSP was completed prior to the OMB approval of World on Yonge in the City of Markham. Staff will continue to hold discussions with the landowners to determine if alternative heights and densities are warranted.

11) The Yonge Steeles Area Regional Transportation Study (2015)

Since 2013, Staff from the Cities of Vaughan, Markham and Toronto have been involved with the Region of York's Yonge and Steeles Area Regional Transportation Study. Concerns from stakeholders, including the City of Toronto, in relation to the transportation and phasing policies were reviewed through this process. The recommendation from the study includes development phasing and an infrastructure improvement strategy for a pre-subway and post subway population target.

Outcome of the Study

On November 5, 2015 the Region of York Committee of the Whole considered the Yonge and Steeles Area Regional Transportation Study. The purpose of the study was to coordinate the transportation-related improvements necessary to address the inter-jurisdictional transportation impacts of the significant growth that is anticipated for the Yonge-Steeles Area over the next 15-20 years. On November 19, 2015 the following Committee recommendation will be before Regional Council for endorsement.

“It is recommended that:

1. Council endorse the following recommendations of the Yonge and Steeles Area Regional Transportation Study:
 - a) The proposed residential development phasing for the pre-subway and post-subway scenarios in Table 1 of this report be included in the Cities of Markham and Vaughan secondary plans for the Yonge and Steeles Study Area, which include:
 - i. The total pre-subway new population development level be 3,562 for Markham and 2,963 for Vaughan.
 - ii. The post-subway new population development level be 5,660 for Markham and 7,457 for Vaughan.
 - b) The Region, through jurisdictional cooperation, work to implement transportation infrastructure, such as the Yonge Subway Extension, Steeles Avenue improvements, local fine grid road network and transportation demand management measures.
2. The Region form an Implementation Team with the Cities of Markham, Vaughan and Toronto and the Town of Richmond Hill to develop a strategy in the event the Yonge Subway Extension is delayed.
3. The Regional Clerk circulate this report to Metrolinx and the Clerks of the Cities of Markham, Vaughan, and Toronto and the Town of Richmond Hill.”

12) The Study Identified a Number of Key Conclusions and Recommendations

The following emerged from the study in regard to the future of the Yonge-Steeles area.

- The Yonge Subway Extension is the most critical element as it plays a very important role in providing increased transit capacity for local residents and employees.
- The Yonge Subway Extension will help shape new development into more compact and walkable forms.
- Recognizes the need for phasing provisions in the absence of secured funding and definitive construction timelines for the Yonge Subway Extension
- Recommends a development threshold for a pre-subway and post-subway extension (refer to Table 1 below). Once a pre-subway population limit is reached it will trigger a further infrastructure capacity review to ensure the necessary level of transportation infrastructure is in place at the time of redevelopment.

Table 1 – Proposed Development Phasing (New Population)

	Net New Population		
	Pre-Subway	Post-Subway	Total
Vaughan ⁽¹⁾	2,963	7,457	10,420
Markham ⁽²⁾	3,562	5,660	9,222
Sub-total York Region	6,525	13,117	19,642
Toronto (North) ⁽³⁾	4,780	9,375	14,155
Toronto (South) ⁽³⁾	2,560	4,755	7,315
Sub-Total Toronto	7,340	14,130	21,470

Source: The Yonge and Steeles Area Regional Transportation Study (November 2015)

(1) Area is based Yonge-Steeles Corridor Secondary Plan

(2) Area is based on the Yonge-Steeles Corridor Transportation Study area (subset of Traffic Zones 1147 and 1148)

(3) Areas based on the Yonge Street North Planning Area

- No development phasing is recommended for office and institutional development to help reduce and balance the number of inbound and outbound trips made during peak periods to promote live-work opportunities.
- Should the Line 1 subway and other rapid transit improvements (Finch and Steeles) be delayed past 2021, this phasing would need to be revisited.
- Recognizes the need to protect for a fine grain road system to create a more integrated active transportation network and recommends to secure and implement the proposed street network found in the Plans.
- Recommends that a Transportation Demand Management (TDM) strategy be included as a condition for development approval to secure necessary TDM measures so as to deliver TDM programs for both existing and new development more effectively and efficiently in the area.
- Recommends implementing measures through multi-jurisdictional integration and cooperation.
- Recommends that the respective approval authority be responsible to carry out the infrastructure improvements, programs and policy implementation in their respective jurisdictions. The following are some key recommendations of the Study which included requiring the appropriate authority to:
 - (i) Implement the infrastructure improvements and transportation demand management measures recommended in the study through jurisdictional integration and cooperation;
 - (ii) Adopt the proposed residential development phasing for the pre-subway and post-subway scenarios in Table 1. The growth scenario will be implemented through the local municipalities Official Plans as development phasing until subway construction funding is committed;
 - (iii) Deal with each individual application separately and on a site-by-site basis requiring each application to meet the non-auto modal split requirement (transit, walking and cycling) for this area and to provide access through a local fine grid road network;
 - (iv) Review the development phasing and infrastructure improvements strategy and policies when a residential development phasing target is reached and make adjustment to the plan collectively as necessary if there is no subway construction funding commitment.

13) Recommended Policy Response

Although inquiries have been received, staff are not in receipt of any mixed use or office redevelopment applications in the southern plan area. Therefore, the suggested phasing should not limit redevelopment efforts in the near term. The Phasing Policies which reflect the outcome of the Region's Transportation Study are set out in a new Section 8.6 "Monitoring and Phasing of Development" of the YSCSP, which forms Attachment 5.

The City of Vaughan has met with landowners including some appellants to discuss the findings of this Study. The proposed modifications reflect input received during these discussions.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

The actions recommended in this report will serve to further the implementation of the following Term of Council Priorities:

- Improve the Municipal Road Network;
- Continue to Develop Transit, Cycling and Pedestrian Options to get around the City;
- Update the Official Plan and Supporting Studies; and
- Attract Investment and Create Jobs.

Regional Implications

The Yonge Steeles Corridor Secondary Plan was prepared in consultation with Region of York staff and is in conformity with the Region's Official Plan. The Secondary Plan relies on the population and employment forecasts of the Regional Official Plan and takes into consideration recommendations from the Yonge and Steeles Area Regional Transportation Study (2015) that was recently completed in collaboration with the Cities of Vaughan, Markham and Toronto. This report and resulting Council minutes will be forwarded to York Region for its consideration in the preparation of its report on the Yonge Steeles Corridor Secondary Plan as part of Volume 2 of the VOP 2010.

Conclusion

With the completion of the Region's "Yonge and Steeles Area Regional Transportation Study (2015)" it is now appropriate to move forward with the approval of the YSCSP. Staff have had discussions with the appellants/landowners and have recommended a number of further modifications to the Plan, for Council's consideration, to address some of the identified issues and to incorporate policies to implement the findings of the aforementioned transportation study. These changes are reflected in the "track changes" version of the YSCSP, which forms Attachment 5 to this report.

It is recognized that all of the issues raised by the appellants/landowners may not be addressed by this version of the Plan. In addition, the resolution of some issues will need to await the outcome of appeals against Volume 1, such as those pertaining to parks dedication and cash-in-lieu of parkland policies. However, the recommended changes represent an improved platform that can form the basis for further negotiation which can take place as part of the OMB approval process. In addition, the new policy framework provides greater certainty for investment where no OMB appeals are present.

Therefore, in order to advance the approval of this strategically important Secondary Plan, it is recommended that the recommendations set out in this report be approved.

Attachments

1. Location Map (North Area and South Area)
2. Schedule 2 (South) Land Use, Height & Density (Council Adopted September 7, 2010)
3. Schedule 2 (North) Land Use, Height & Density (Council Adopted September 7, 2010)
4. Appellant Map
5. Track Change Version: Yonge Steeles Corridor Secondary Plan (November 2015)

Report prepared by:

Clement Chong, Planner, ext. 8214

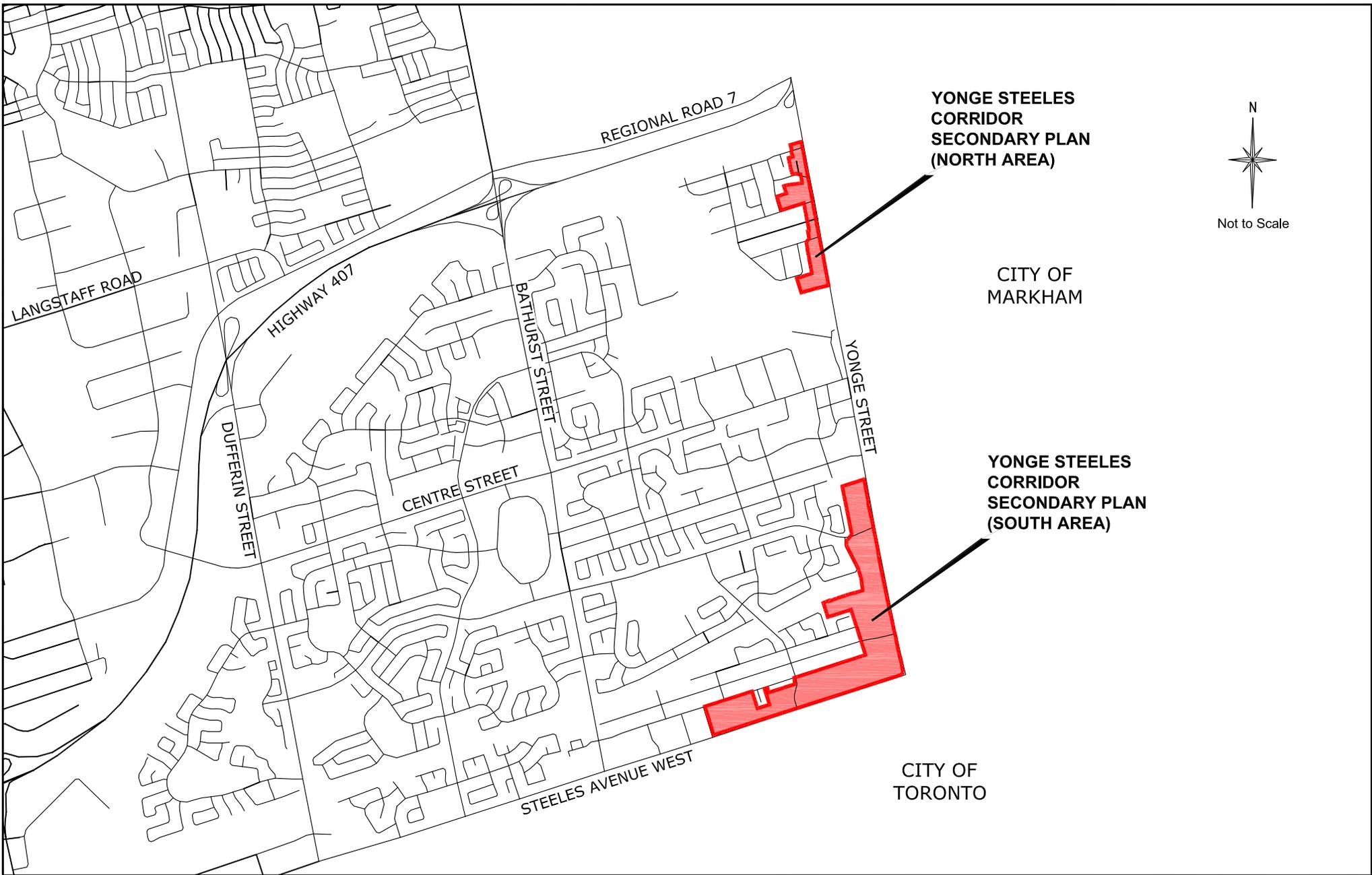
Roy McQuillin, Director of Policy Planning and Environmental Sustainability, ext. 8211

Respectfully submitted,

JOHN MACKENZIE
Deputy City Manager
Planning and Growth Management

ROY MCQUILLIN
Director of Policy Planning and
Environmental Sustainability

/LM



*Location Map
(North Area & South Area)*



Attachment

Date:
December 1, 2015

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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



September 2010



*Schedule 2 (South)
 Land Use, Height & Density (as adopted
 by Council September 7, 2010)*

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

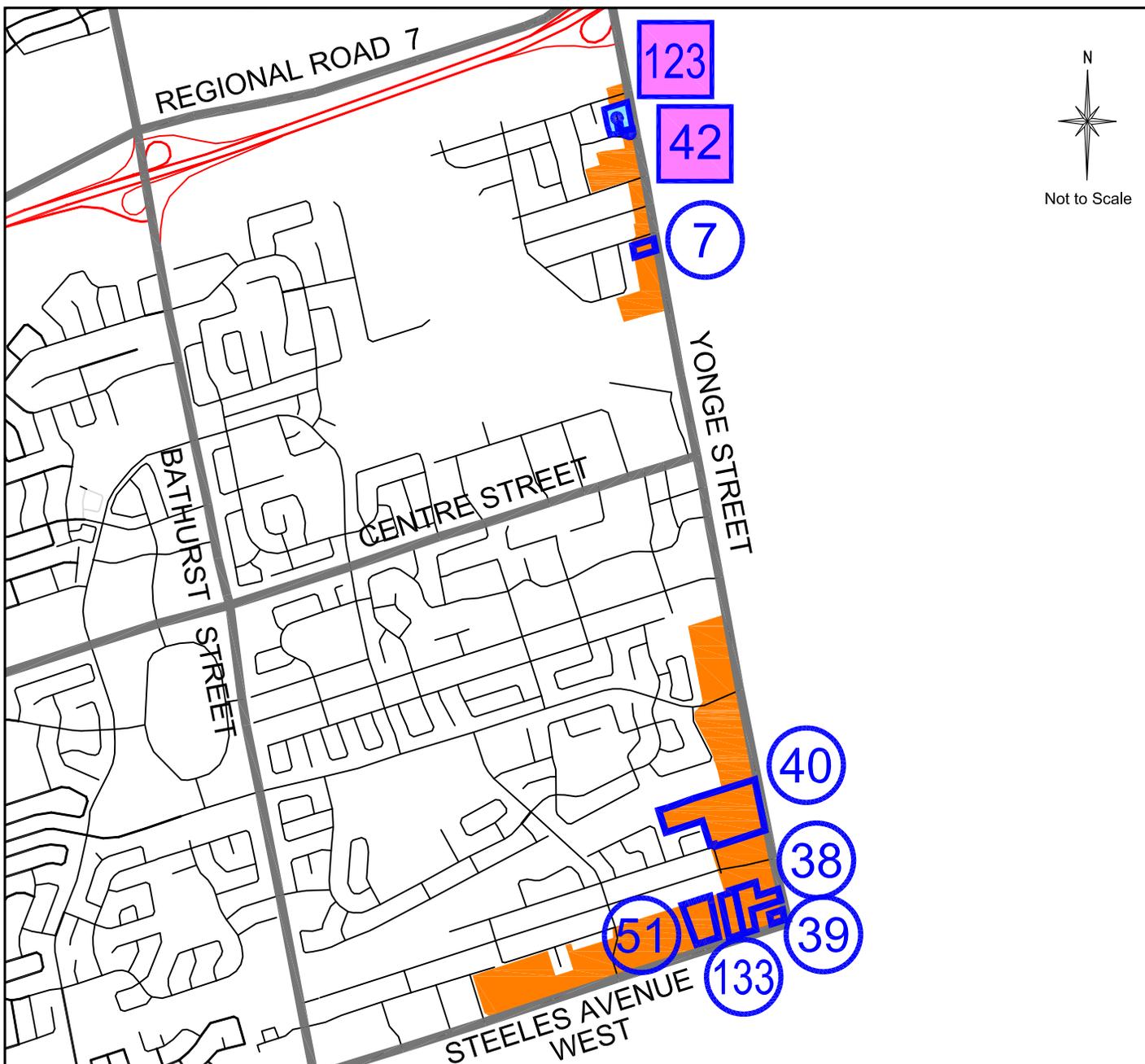


September 2010



*Schedule 2 (North)
 Land Use, Height & Density (as adopted
 by Council September 7, 2010)*

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**CITY OF VAUGHAN
OFFICIAL PLAN 2010**

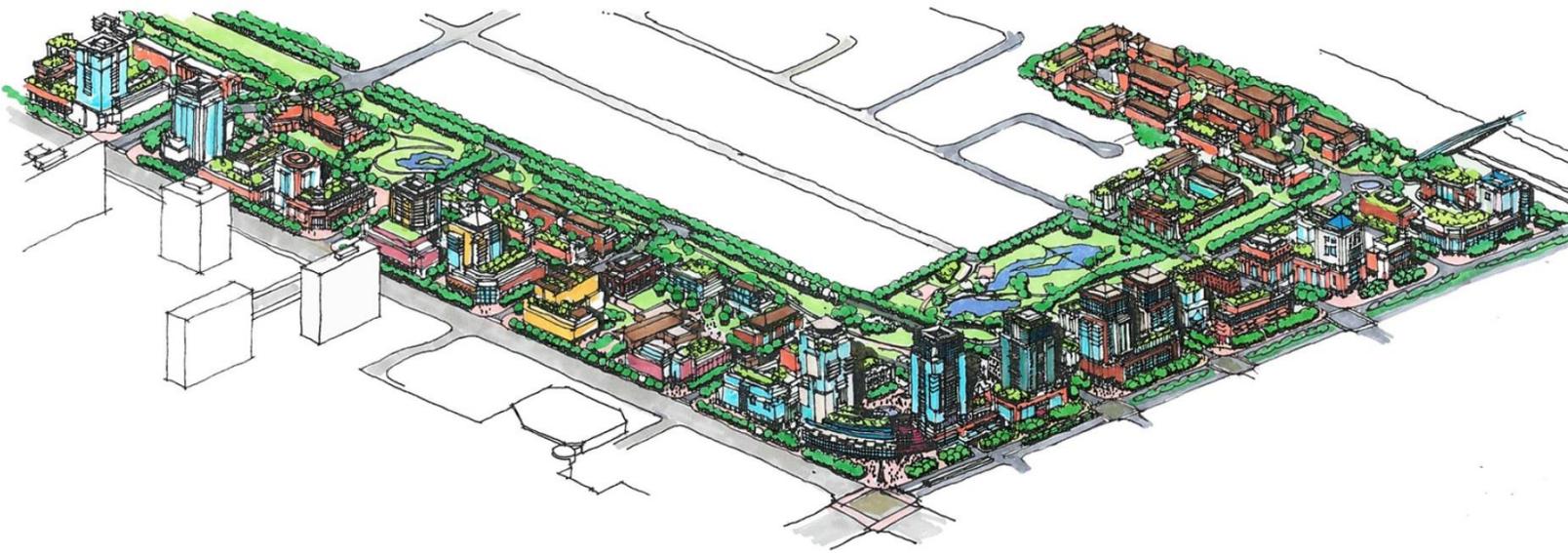
**APPELLANT SITES
YONGE-STEELES
CORRIDOR SECONDARY
PLAN**

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	JOSEPH & TERESA MARANDO
133	1306497 ONTARIO INC. (SISLEY HONDA)

- 49 Appeal Number
- 49 Resolved Appeals

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Yonge Steeles Corridor Secondary Plan



PREPARED BY:

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



City of Vaughan

September
2010 November
2015

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SCHEDULE 1 (SOUTH): Secondary Plan Area

SCHEDULE 1 (NORTH): Secondary Plan Area

SCHEDULE 2 (SOUTH): Land Use, Height & Density

SCHEDULE 2 (NORTH): Land Use, Height & Density

[SCHEDULE 2A \(NORTH\): Land Use, Height & Density](#)

SCHEDULE 3 (SOUTH): Mandatory Retail Frontages

SCHEDULE 4 (SOUTH): Parks & Publicly Accessible Open Space

[SCHEDULE 5 \(NORTH\): Proposed Local Streets](#)

SCHEDULE 5 (SOUTH): Proposed Local Streets

SCHEDULE 6 (SOUTH): Block Map

Appendix A: Development Concept

[Appendix A-1: Development Concept – Dorian Place](#)

Appendix B: Toronto and Region Conservation Authority Stormwater Management Criteria and Requirements

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

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

PART A: PREAMBLE

1.0 PURPOSE

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

2.0 SCOPE AND FOCUS

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

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

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

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

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

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

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

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

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

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

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

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

large-scale retail uses with surface parking at the front. A new development has recently been **approved completed in by** the Town of Markham on the east side of Yonge Street, between the CNR tracks and Meadowview Avenue. The approved development will consist of four residential towers, two of which will be **34thirty-one** storeys in height, comprising a total of 1200 units, as well as a **20twenty** storey office building and a three storey retail podium. A public park will be incorporated as part of the development adjacent to Meadowview Avenue.

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

3.0 POLICY CONTEXT

Provincial Policy Statement

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

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

Growth Plan for the Greater Golden Horseshoe

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

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

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

Region of York Official Plan

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

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

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

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

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

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

Thornhill Vaughan Community Plan (OPA #210)

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

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

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

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

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

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

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

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

OPA #669 Thornhill/Yonge Street Corridor Plan, 2006

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

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

Town of Markham Official Plan

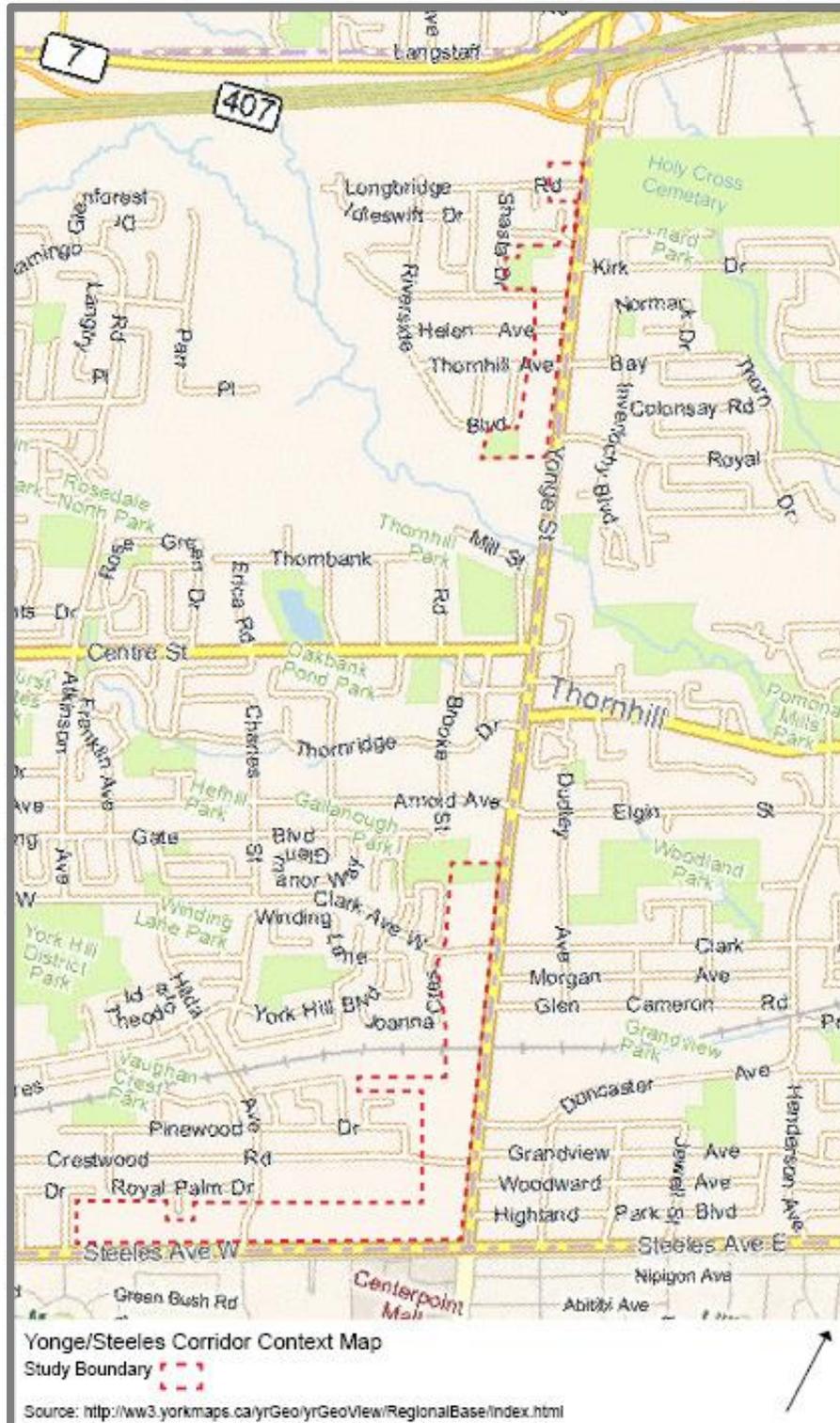
The Official Plan for the [TownCity](#) of Markham was consolidated in July of 2005 and, along with 28 Secondary Plans provides direction for land use planning. Official Plan designations that apply to the lands on the east side of Yonge Street between the Ladies Golf Club of Toronto to the south and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

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

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

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

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



Markham Yonge Steeles Study

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

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

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

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

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

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

City of Toronto Official Plan

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

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

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

identified as areas that will absorb growth through incremental development.

The City intends to carry out Avenue Studies to develop a framework for change that is tailored to the particular circumstances of each Avenue.

4.0 STUDY PROCESS

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

PART B: THE PLAN

1.0 INTRODUCTION

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

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

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

2.0 VISION AND PRINCIPLES

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

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

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

A transition strategy that minimizes impacts on the adjacent existing low-density residential areas includes consideration for: shadow impacts, access to sunlight, wind conditions, sky views and overlook issues. To achieve this transition, areas between the lands fronting along Yonge Street and Steeles Avenue West

and the existing low-rise residential areas are designated as Mid- Rise Residential and Parks.

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

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

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

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

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

Road and redevelop these lands with houses or townhouses along the new Royal Palm Drive frontages.

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

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

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

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

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

- a phasing strategy for large development areas which provides for the equitable sharing of the costs of public infrastructure among benefitting landowners;

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

3.0 LAND USE DENSITY AND BUILT FORM

3.1 The Built Form

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

3.2 Service access

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

3.3 Density

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

In the area where the maximum FSI is shown as 5.0, any development in excess of a FSI of 3.5 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related. In the area where the FSI is shown as 3.5, any development in excess of a FSI of 3.0 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related.

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

3.4 Permitted Height

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

3.5 Density, Height and Built Form Policies to Prevail

Notwithstanding Sections 3.3 and 3.4 above, the use of the maximum FSI regulation to justify extra height, the use of the maximum height regulation to justify extra density, or the use of either of those regulations to deviate from the other built form policies will be deemed to meet neither the intent nor spirit of this Secondary Plan and the Volume 1 of the Official Plan.

3.6 High-Rise Mixed-Use

3.6.1 Character

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

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

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

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

ground floor uses that animate the street frontage will support a comfortable and active pedestrian environment.

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

3.6.2 Permitted Uses

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

- gas stations shall not be permitted.

3.6.3 Mandatory Retail Uses

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

3.6.4 Office Uses

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

3.6.5 Permitted Building Types

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

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

3.6.6 Minimum Building Height

Notwithstanding Sections 9.2.3.5 and 9.2.3.6 of the Official Plan, buildings within the High-Rise Mixed-Use designation shall have a minimum height of ~~6~~six storeys along the Yonge Street and Steeles Avenue West frontages within the H30 zones ~~s~~ and Office Priority Areas shown on Schedule 2 and ~~4~~four storeys along the H22 and H18 zones along the Yonge Street and Steeles Avenue West frontages. The minimum height shall be ~~2.5~~two and a half storeys for all other locations.

3.6.7 Minimum Ground Floor Height

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

3.6.8 Setbacks

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

3.6.9 Railway Setback

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

3.6.10 Publicly Accessible Open Space

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

3.6.11 Office Priority Area

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

- i. The lands within the Office Priority Area, shown on Schedule 2 (South) shall be the subject of a comprehensive Development Plan, as set out in Policy 8.5;
- ii. The maximum Floor Space Index and Building Height shall be 6.0 and 30 stories respectively, as shown on Schedule 2 (South);
- iii. In accordance with Policy 3.3 the maximum FSI shall be 6.0 and any development in excess of 4.5 FSI shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related;

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

3.7 Mid-Rise Mixed-Use

3.7.1 Character

In the south Mid-Rise Mixed-Use area as shown on Schedule 2, redevelopment is expected to evolve at densities and building heights somewhat lower than in the areas located closer to the Yonge/Steeles intersection, reflecting a more residential character while still supporting the importance of these sites along the Steeles Avenue West transit corridor.

Along Yonge Street, north of Clark Avenue West, densities and building heights on the lands designated

Mid-Rise Mixed-Use will respect transition and adjacent to existing Low-Rise Residential neighbourhoods while reflecting the opportunities for intensification provided by proposed improved public transit.

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

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

3.7.2 Permitted Uses

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

- gas stations shall not be permitted.

3.7.3 Permitted Building Types

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

3.7.4 Minimum Building Height

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

3.7.5 Minimum Ground Floor Height

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

3.7.6 Setbacks

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

3.7.7 Publicly Accessible Open Space

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

3.8 Low-Rise Mixed-Use

3.8.1 Character

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

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

3.8.2 Permitted Uses

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

3.8.3 Permitted Building Types

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

3.8.4 Minimum Building Height

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

3.8.5 Minimum Ground Floor Height

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

3.8.6 Heritage Buildings

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

3.8.7 Setbacks

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

3.9 Mid-Rise Residential

3.9.1 Character

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

3.9.2 Permitted Uses

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

3.9.3 Permitted Building Types

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

3.9.4 Minimum Building Height

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

3.9.5 Setbacks

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

3.10 Low Rise Residential

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

4.0 PARKS AND PUBLICLY ACCESSIBLE OPEN SPACE

4.1 Location

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

4.2 Linked System

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

4.3 Form and Design

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

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

4.4 Parkland Conveyance

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

4.5 Strata Park Provisions

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

- i. Due to extreme hydrological and/or geotechnical conditions, it is unreasonable to accommodate all of the required parking or utilities for the adjacent use under a building, on a private amenity space and/or on a local street.

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

5.0 TRANSPORTATION AND CIRCULATION

5.1 Public Transit

The City will cooperate with York Region, the Toronto Transit Commission and other relevant agencies to plan and implement the introduction of rapid transit services along Yonge street through either a Bus Rapid Transit Service or the extension of the Yonge Subway. Planning for new transit stops will be integrated with development proposals, wherever possible and appropriate, to provide for maximum ease of access for transit users from the adjacent neighbourhoods and transfers from one mode to

another. Development on the north-west corner of Yonge Street and Steeles Avenue West will be designed to accommodate the possibility of integrating a major transit hub should a decision to proceed with the subway be made. The City will work with the Toronto Transit Commission, ~~and~~ the Region of York and other relevant agencies to improve transit service along Steeles Avenue, including the possibility of introducing Light Rail Transit (LRT) at some point in the future.

5.2 New Local Streets - Character

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

5.3 New Local Streets - Location

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

Mid-block local streets, mews or laneways connecting to the local street network as shown on Schedule 5, to the serve development and support the establishment of a fine grain network of streets in this Secondary Plan will be permitted. The additional mid-block local streets, mews and laneways may be public or private but shall be fully publically accessible via an easement agreement. Their need, and their location, function and character, shall be determined during the preparation and review of the Development Plan as required in Section 8.5 of this Secondary Plan; and such facilities shall be designed in accordance with City engineering standards.

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

5.4 Local Streets Right-of-Way

Proposed local streets shown on Schedule 5 shall be designed generally with a right-of-way in accordance with City engineering standards that includes on-street parking, a sidewalk on each side, a row of street trees on either side of the pavement, and utilities and services.

5.5 Pedestrian Amenity

Improved pedestrian amenity to transit services shall be reflected in the design of new streets and buildings, including consideration of safe and attractive weather protection and publicly accessible walkways, in appropriate locations.

5.6 Pedestrian Connection

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

5.7 Public Realm

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

5.8 Bicycle Lanes

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

5.9 Travel Demand Management

Travel Demand Management (TDM) will be critical to achieving a balanced transportation system in the Secondary Plan Area, one that provides attractive alternatives to the automobile. The City shall work with

the Region of York and transit agencies, and with developers and businesses in the Secondary Plan Area, to develop and implement measures that promote the use of transit, walking and cycling. Applications for development shall be required to include TDM plans prepared by a qualified consultant that describes facilities and programs intended to discourage single- occupancy vehicle trips, and promote transit use, cycling, car sharing and carpooling. New development shall conform to the Travel Demand **Management** policies of Section 4.3.3 of the Official Plan.

5.10 Local Streets Strata Parking

The City may permit parking, including access to parking, under a new local street, public mew, or laneway provided the intended purpose, function and character of the street/mews are not materially or qualitatively compromise, and subject to a strata title agreement and the following conditions:

- i. The development proposal related to the strata parking request, includes an office component of greater than 10,000 square metres;
- ii. The strata title arrangement shall be based on City strata ownership of the public street/mews over the privately owned underground structure;
- iii. Where a new street/mews will entail the inclusion of significant sub-surface infrastructure, the strata title arrangement shall be limited to under the boulevards of the new street/mews. If there is no significant infrastructure required under the new local road/mews, the strata title arrangement may be permitted underneath the full road width; and
- i-iv. The strata title agreement shall address the mitigation strategies for risks associated with strata title arrangements (roads), including but not limited to required standards and provisions for the construction and maintenance of the subsurface structure, and liability issues, to the satisfaction of the City.

6.0 SUSTAINABILITY AND INFRASTRUCTURE

6.1 Sustainable Design

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

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

6.2 Stormwater Management

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

6.3 Water and Wastewater Services

Servicing infrastructure for water and wastewater shall be planned on a comprehensive basis and shall be guided by the recommendations contained in the City-Wide Water/Wastewater Master Plan Class Environmental Assessment. Phasing of development shall be coordinated with the phasing of municipal services.

6.4 Hydro Lines

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

6.5 Utility Corridors

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

- i. utilities be planned for and installed in a coordinated and integrated manner in order to be more efficient, cost effective and minimize disruption;
- ii. appropriate locations for large utility equipment and cluster sites are considered and that consideration also be given to the locational requirements for larger infrastructure within public rights of way; and
- iii. utility providers consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp-posts, transit shelters, buildings etc., when determining appropriate locations for large utility equipment and utility cluster sites.

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

7.3 Bonusing to Secure Community Services and Facilities

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

7.0 COMMUNITY SERVICES AND FACILITIES

7.1 Community Services Impact Statement

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

In order to assess future needs, land owners proposing development, with more than 50 units or 5,000 m² of floor space (whichever is less) within the lands designated as High-Rise, Mid-Rise and Low-Rise Mixed-Use areas, shall prepare a Community Services Impact Statement for submission to the City, which shall include:

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

7.2 Agency Coordination

8.0 IMPLEMENTATION

8.1 Infrastructure

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

8.2 Plans of Subdivision

Where required to secure infrastructure improvements and/or conveyances of land for local roads or parks, Plans of Subdivision shall be prepared to the City's satisfaction and shall include detailed Development Plans as described in Section 8.5 of this Secondary Plan.

8.3 Holding Provision

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

- i. A Development Plan has not been submitted in accordance with ~~s~~Section 8.5 of this Secondary Plan;
- ii. Public infrastructure and community facilities, such as sanitary sewers, water supply, stormwater management facilities, parks,

- recreation facilities or schools are insufficient to serve the proposed development;
- iii. The transit and road network is insufficient to handle the transportation, traffic and access requirements of the proposed development;
- iv. Development relies on the consolidation of land ownership and/or finalization of an agreement among landowners regarding development and funding of infrastructure and services; and/or
- v. Technical studies are required on matters related to traffic, stormwater management, noise and vibration.

8.4 Development Blocks

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

8.5 Development Plan

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

- i. A plan for providing a range of housing choices that reflect a variety of types, tenures, unit sizes to meet the needs of a range of residents, including affordable housing provision, in accordance with Regional Policies;
- ii. A Community Services Impact Statement in accordance with Section 7.1 of this Secondary Plan;
- iii. Pedestrian comfort considerations on the public realm through the submission of wind and sun/ shadow reports;
- iv. Light, view and privacy considerations for residents and workers; ~~and~~
- v. The provision of innovative on-site approaches to managing stormwater that include natural stormwater infiltration,

recovery of stormwater and reuse through the use of storage facilities such as cisterns and low-impact development to achieve the criteria and requirements identified in Appendix B-~~i~~ and

- ~~v.~~vi. A Monitoring and Development Plan in accordance with Section 8.6 of this Secondary Plan.

8.6 Monitoring and Phasing of Development

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

- i. These policies only apply to residential uses. No phasing measures are required for office or institutional uses and such development may proceed at any time in accordance with the policies of this Plan;
- ii. The Yonge Subway extension is the key transportation infrastructure investment required to permit the full buildout of the Secondary Plan area subject to the following:
 - Prior to having secured funding for the subway extension and the determination of a definitive construction timeline the maximum new residential population is limited to a population of 2,963; and
 - After the funding and the construction timeline have been confirmed development to accommodate a further population of up to 7,457 people may proceed.
- iii. Each application for development will be assessed on a site by site basis. In the event that the cumulative development applications reach the pre-subway population limit, it will trigger a further infrastructure capacity review to ensure that the necessary transportation infrastructure is or will be in place to serve the redevelopment;
- iv. Should the subway extension (Line 1 – Yonge St) be delayed past 2021 this phasing plan will be reviewed;
- v. Reviews contemplated by iii. and iv. above shall take place in the context of jurisdictional

cooperation involving the Region of York and the Cities of Vaughan, Markham and Toronto.

vi. Additional capacity pre-subway will be established through consultation with an Implementation Team led by York Region, which will include The Cities of Vaughan, Markham and Toronto. It will review existing conditions at the time of the development applications to assess the impact and develop a strategy for continued residential growth prior to the confirmation of secured funding and confirmation of construction timing for the Line 1 Yonge Street subway extension and other rapid transit improvements conditions may imposed on such applications to ensure appropriate phasing measures are in place development exceeding a total population of 10,420 will require an amendment to this Plan;

vii. In processing and implementing the intended development applications the City will:

- Provide for the development of any infrastructure that is within its jurisdiction, including the protection and implementation of the fine grain street network; and
- In cooperation with York Region, secure a condition of development approval, TDM measures for implementation on a development by development basis for the purposes of mitigating the traffic impacts of new development.

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

8.7 Community Improvement Project Area

The South Yonge Steeles Corridor Secondary Plan Area, as delineated on Schedule 1 shall be designated as a Community Improvement Project Area to provide

for improvements to the public realm and consider incentives for intensification.

Approved by the Ontario Municipal Board March 26, 2014

8.8 Special Provisions for Dorian Place

a) Notwithstanding Policy 9.2.2.1 c), respecting uses permitted in "Low Rise Residential designation on the lands that comprise the Dorian Place subdivision, not including 5 Dorian Place located at the northeast corner of Bunker Road and Dorian Place, as shown on Schedule 2 "Land Use, Height & Density" (North), only Detached Houses shall be permitted.

b) Notwithstanding Policy 8.8 a) the Dorian Place lands, not including 5 Dorian Place, may be developed in accordance with Schedule 2A "Land Use, Height & Density" (North) subject to satisfying the following criteria:

- i. The assembly of all lands comprising the Dorian Place subdivision as shown on Schedule 2 (North) Land Use, Height & Density" to create a single development block (the Development Block) for the purposes of submitting complete development applications under the Planning Act necessary to effect the comprehensive development of the site (e.g. Zoning Amendment, Site Plan and Condominium approval);
- ii. For the purposes of i. above "assembly- means the acquisition of the single Development Block by a single owner; or where there are multiple owners, entering into an agreement amongst the owners, to the satisfaction of the City, sufficient to enable the submission of development applications applying to the entire Development Block as a single entity;
- iii. Prior to the submission of any of the Implementing applications Identified in i. above, or as part of the Pre-Application Consultation (PAC) process, the applicant shall enter into discussions with the City to determine the appropriate disposition and ownership of public lands (future park and laneway and existing street allowance, including the process for proceeding with a Dorian Place road closure) and private lands for the purpose of their integration into the comprehensive plan; and
- iv. The plan shall make provision, within the subject Development Block for a public laneway, as shown on Schedule 5 (North)

"Proposed Local Streets" that will be free of encumbrances to allow for the future connection to Longbridge Road to the north and to provide access to the planned public park located on the west side of the Development Block.

c) All Implementation measures identified in this Plan and the Vaughan Official Plan continue to apply including those respecting submission requirements and bonusing under Section 37 of the Planning Act;"

d) The lot known municipally as 5 Dorian Place is designated Mid-Rise Mixed Use, with a maximum density of 1.5 FSI and a maximum building height of 5 storeys. It forms an individual development parcel and is shown on Schedule 2 as 5 Dorian Place. In recognition of the Low Rise Residential designation on the remainder of the lands that comprise the Dorian Place subdivision, the following measures will be applied to the development of 5 Dorian Place through the implementing zoning by-law and site plan approval in order to ensure continuing compatibility with the existing residential designation.

- i. An eating establishment will not be permitted, however a take-out eating establishment of 460 square feet maximum, with no internal seating, shall not be precluded by this policy;
- ii. No outside storage will be permitted; and garbage will be stored internally between pick-ups;
- iii. Garbage pick-up will only occur on weekdays between the hours of 7:00 am and 7:00pm;
- iv. A minimum 1.5 m interior sideyard abutting the north property line shall be maintained;
- v. A minimum 60 degree angular plane setback, adjacent to the north property line shall be provided. Starting at the second storey all storeys above the second shall be within the required angular plane setback, commencing at the minimum 1.5 m interior sideyard setback;
- vi. At the time of consideration of the Implementing development applications, the following matters will be taken into consideration:
 - Providing alternative access to 5 Dorian Place from Bunker Road;
 - Window placement or treatment, for the purposes of minimizing overview on the adjacent residential area;

- The location of pedestrian accesses into the building;
- As the need for further controls on on-street parking as a result of the proposed development.

e) If the remaining properties on Dorian Place develop for Mid-Rise Mixed Use development, as permitted In Policy 8.8 b), the compatibility measures identified in Policy 8.8 d) above shall cease to apply, effective on the date that the implementing zoning amendment comes into effect permitting the Mid-Rise Mixed Use development of the abutting Dorian Place Development Block.

f) Should the lot known municipally as 5 Dorian Place not redevelop in accordance with the policies of this plan and single detached uses continue, the following policies shall apply to the development of the Dorian Place Development Block:

- i. No outside storage will be permitted; and garbage will be stored internally between pick-ups;
- ii. Garbage pick-up will only occur on weekdays between the hours of 7:00 am and 7:00pm;
- iii. A minimum 1.5 m interior side yard setback abutting the lot known municipally as 5 Dorian Place shall be maintained;
- iv. At the time of consideration of the Implementing development applications, the following additional matters will be taken Into consideration:

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

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

h) Should the owners of 5 Dorian Place and the remaining Dorian Place lands mutually agree that it is

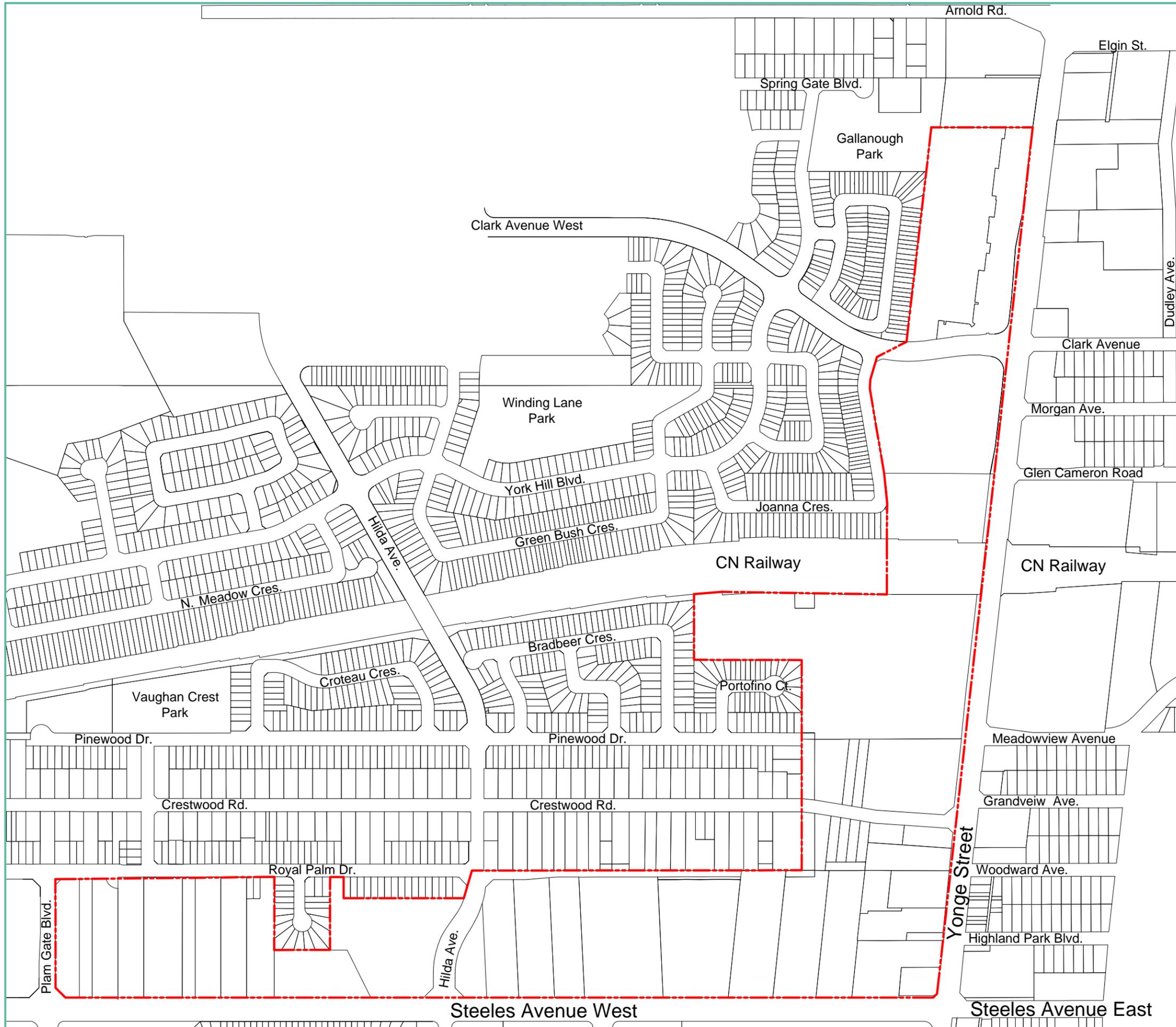
appropriate for the 5 Dorian Place property to be included in the Dorian Place Development Block, as established in Policy 8.8 b) of this plan, then the 5 Dorian Place parcel will be deemed to have the same maximum density and maximum height permissions as the lands in the Dorian Place Development Block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

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

9.0 DEFINITIONS

9.1 Publicly Accessible Open Space:

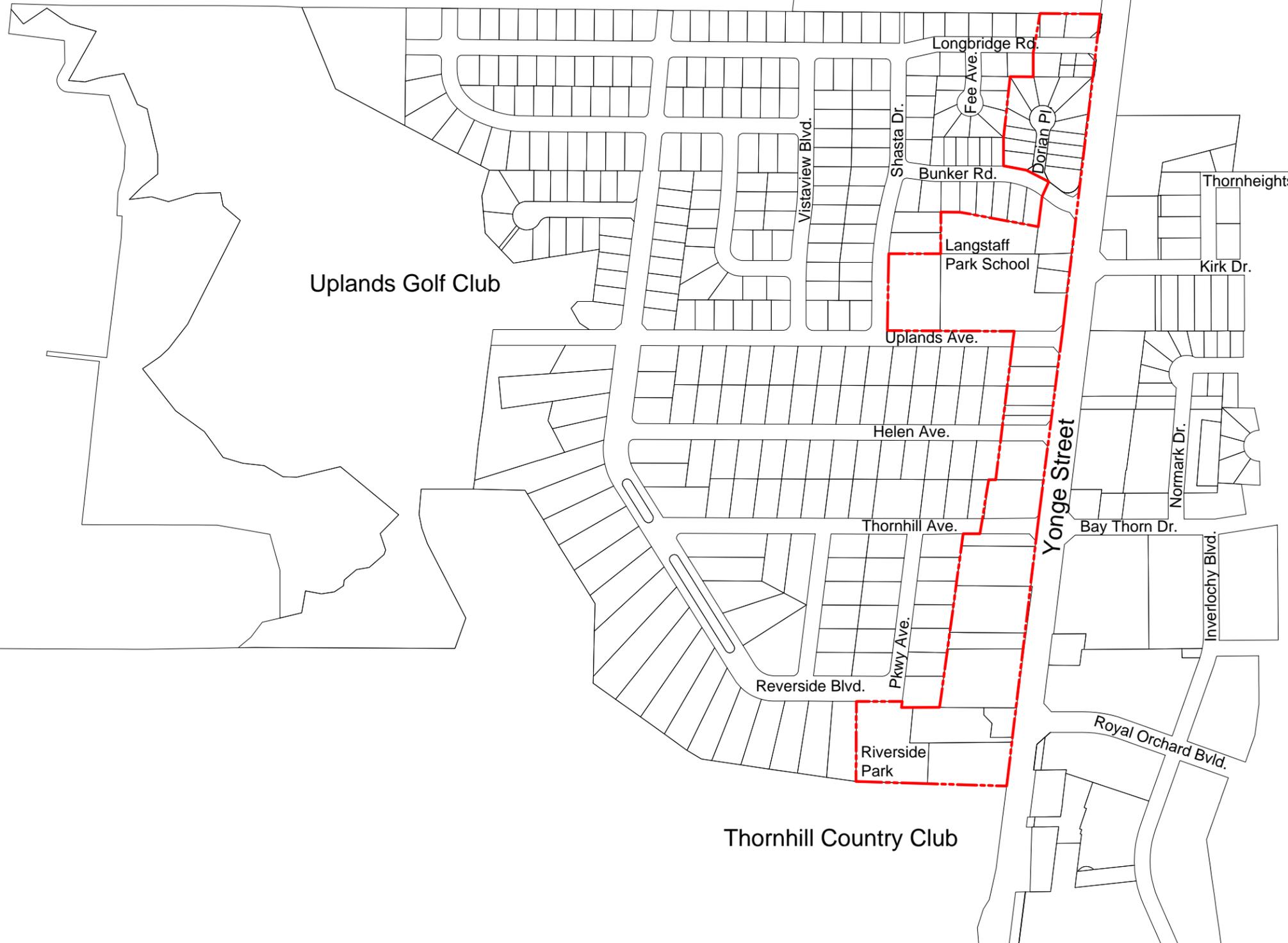
Open space that is privately owned and maintained and, through an agreement with the City, is made available for use by the public.



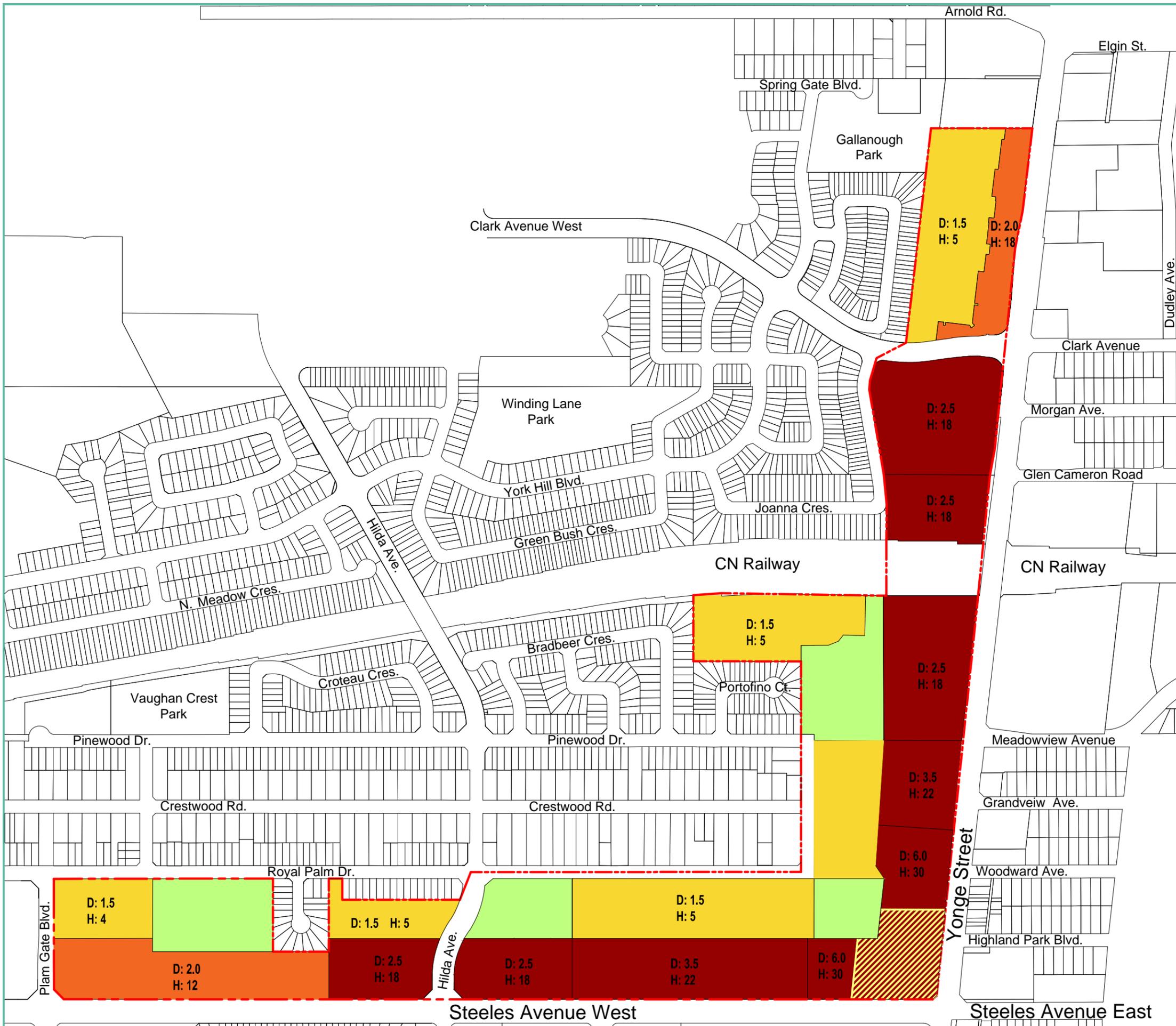
Secondary Plan Boundary



Highway 407



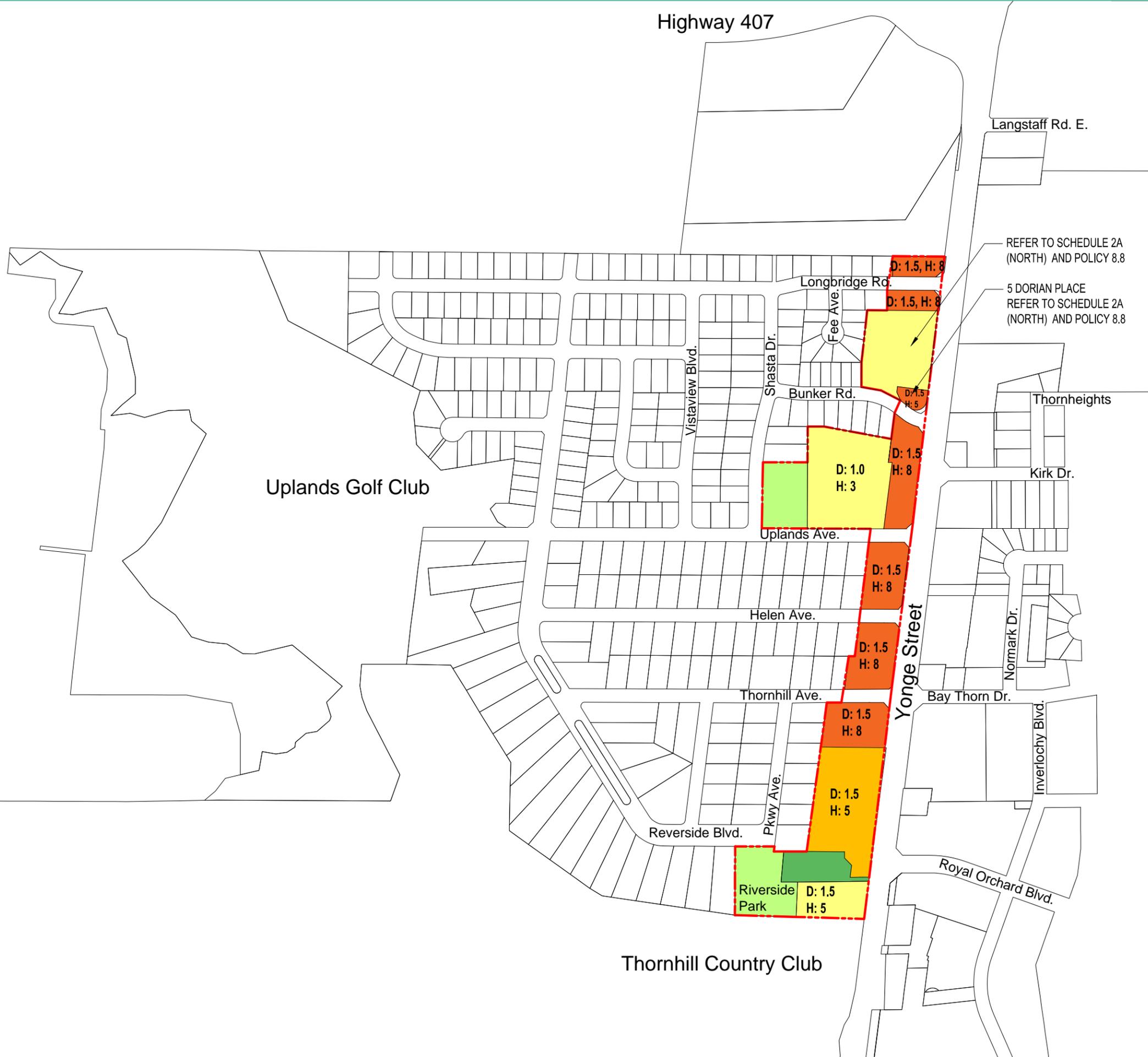
Secondary Plan Boundary



- High-Rise Mixed Use
- Office Priority Area
- Mid-Rise Mixed Use
- Mid-Rise Residential
- Park
- Secondary Plan Boundary

D: Density
H: Height





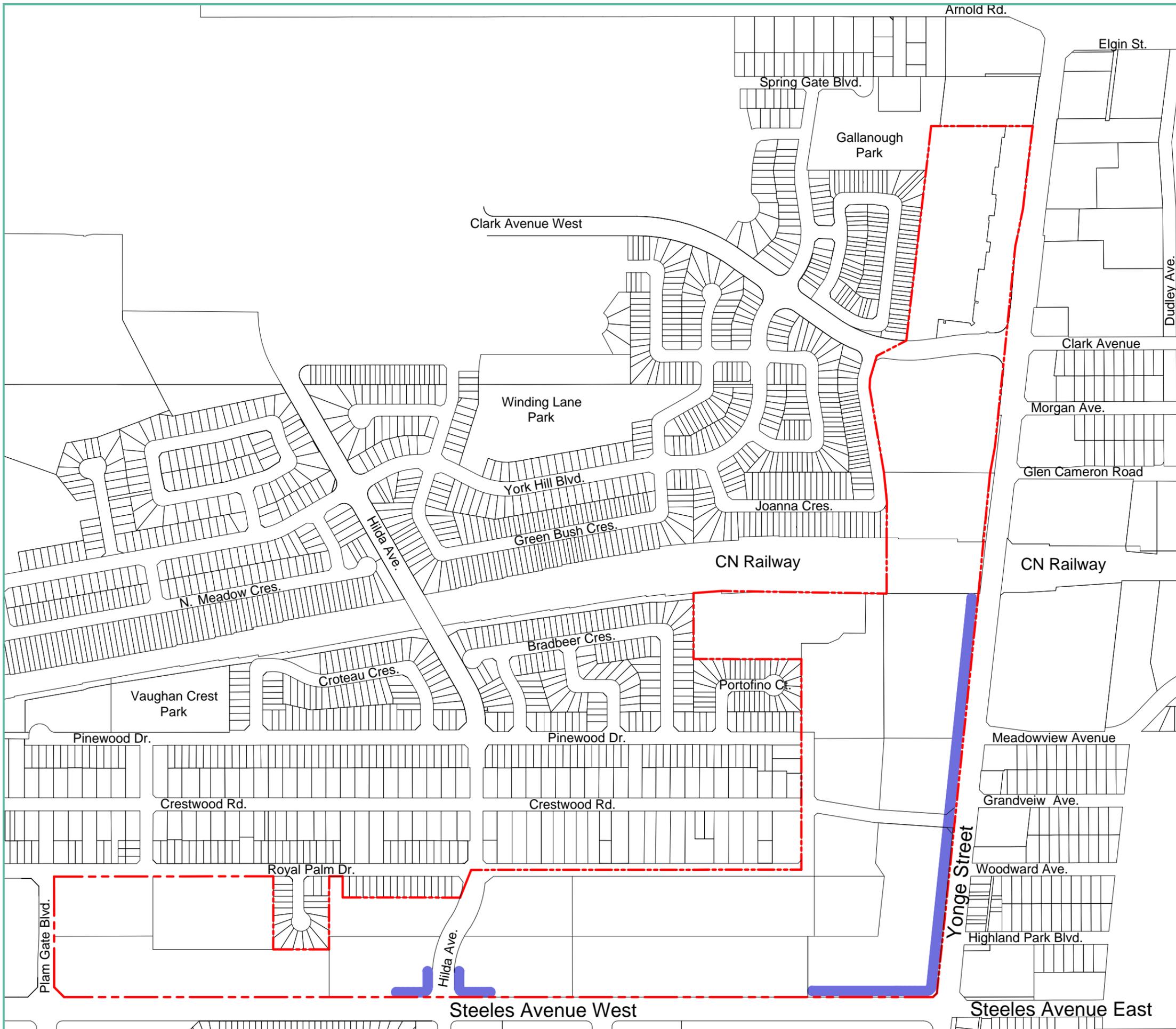
- Low-Rise Mixed Use
- Mid-Rise Mixed Use
- Low-Rise Residential
- Park
- Private Open Space
- Secondary Plan Boundary

D: Density

H: Height

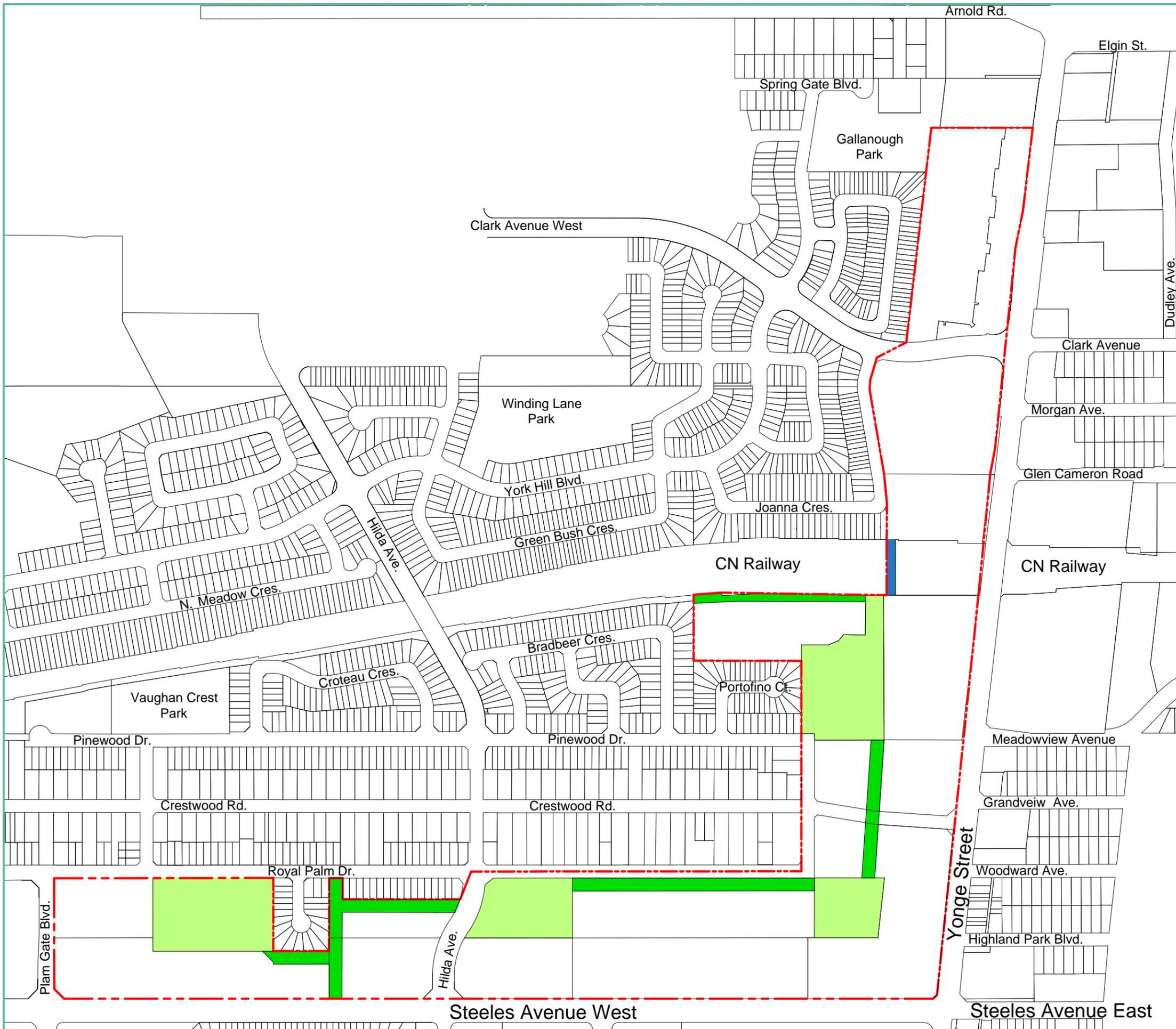




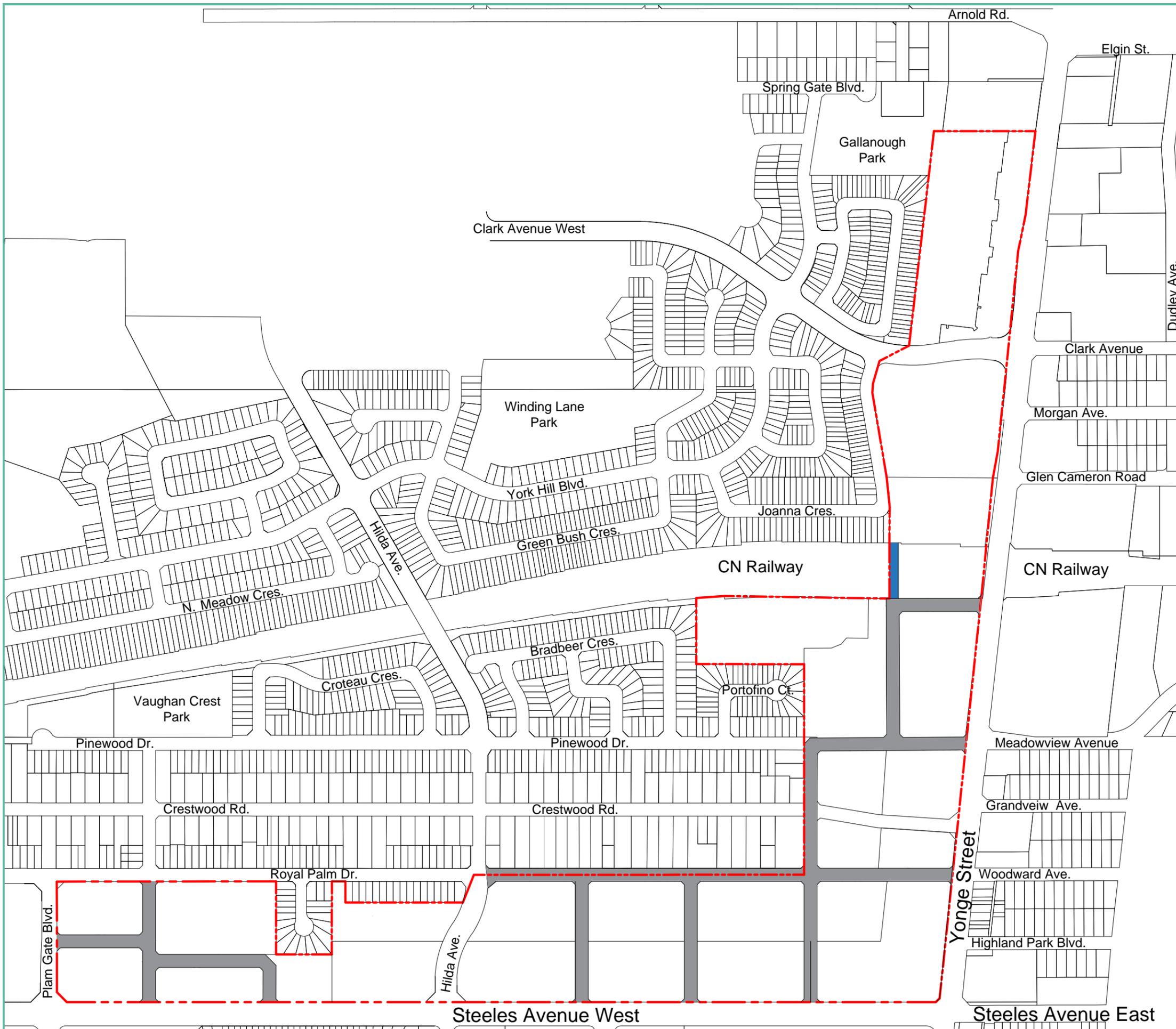


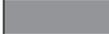
- Mandatory Retail Frontage
- Secondary Plan Boundary





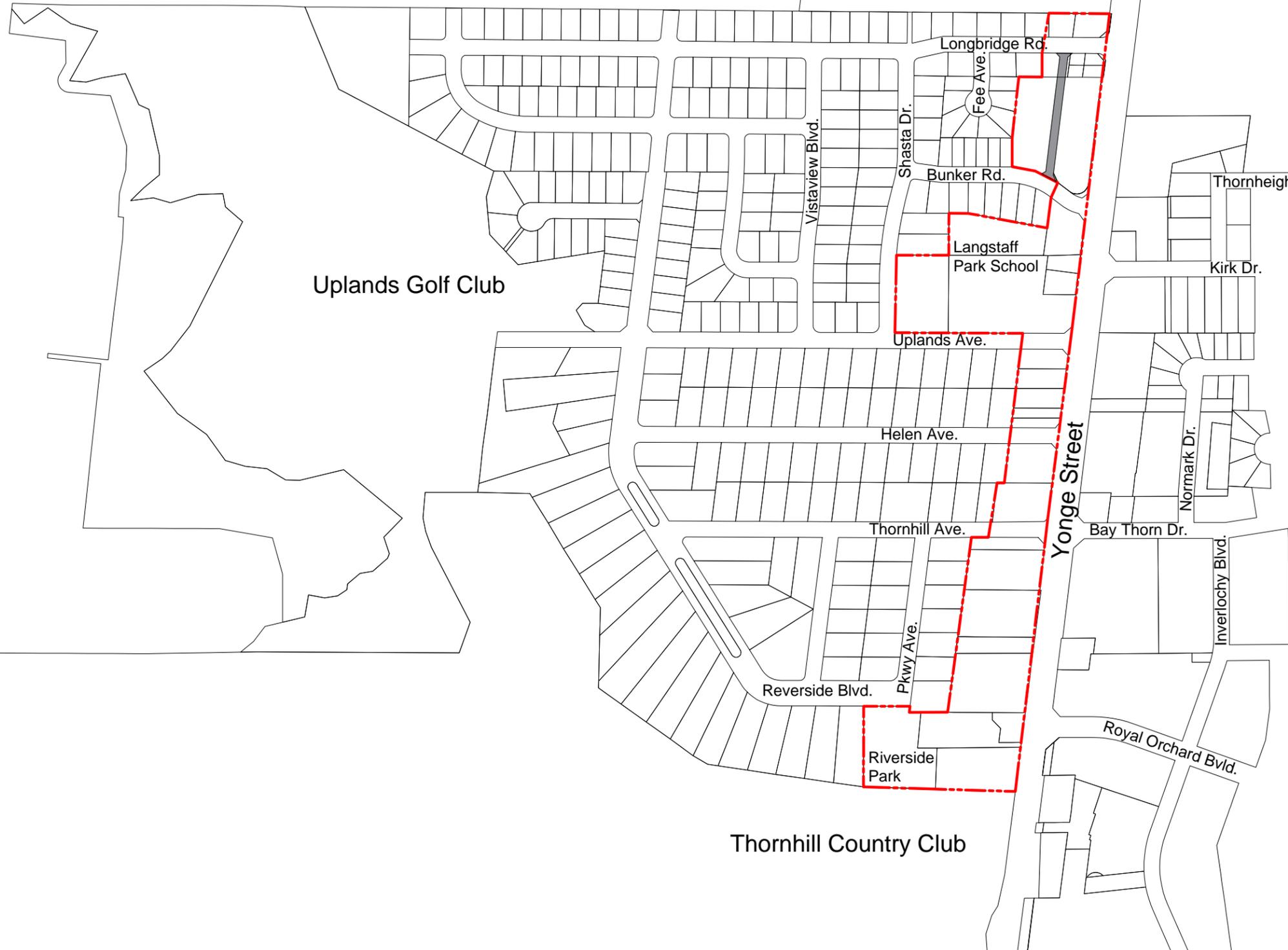
- Lands to be Conveyed to the City for Park Purposes
- Publicly Accessible Open Space
- Proposed Pedestrian Connection
- Secondary Plan Boundary



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



Langstaff Rd. E.



Uplands Golf Club

Longbridge Rd.

Fee Ave.

Vistaview Blvd.

Shasta Dr.

Bunker Rd.

Langstaff Park School

Uplands Ave.

Helen Ave.

Thornhill Ave.

Reverside Blvd.

Pkwy Ave.

Riverside Park

Thornhill Country Club

Yonge Street

Thornheights

Kirk Dr.

Normark Dr.

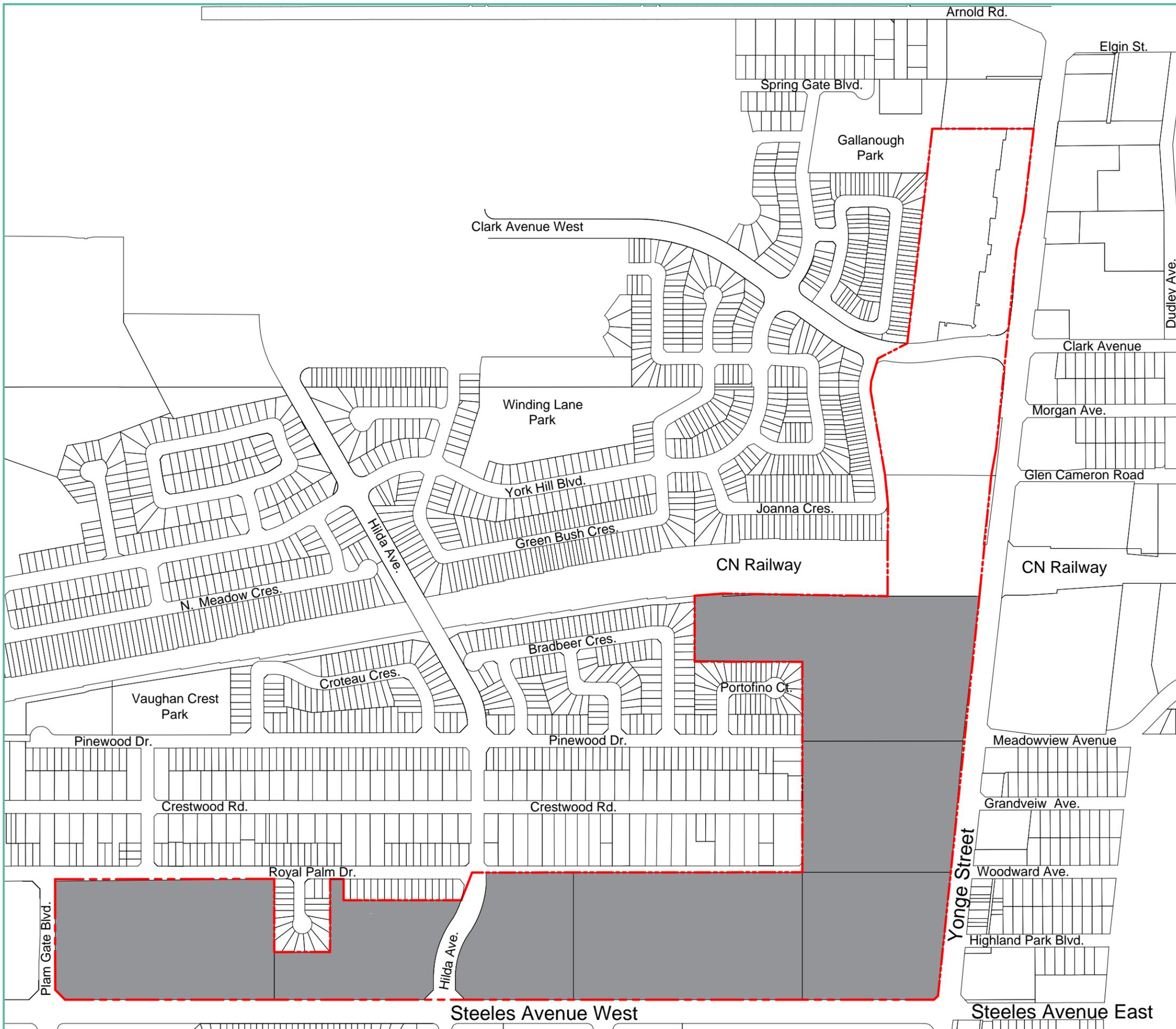
Bay Thorn Dr.

Inverlochy Blvd.

Royal Orchard Blvd.

Proposed Local Street

Secondary Plan Boundary



- Proposed Development Blocks
- Secondary Plan Boundary



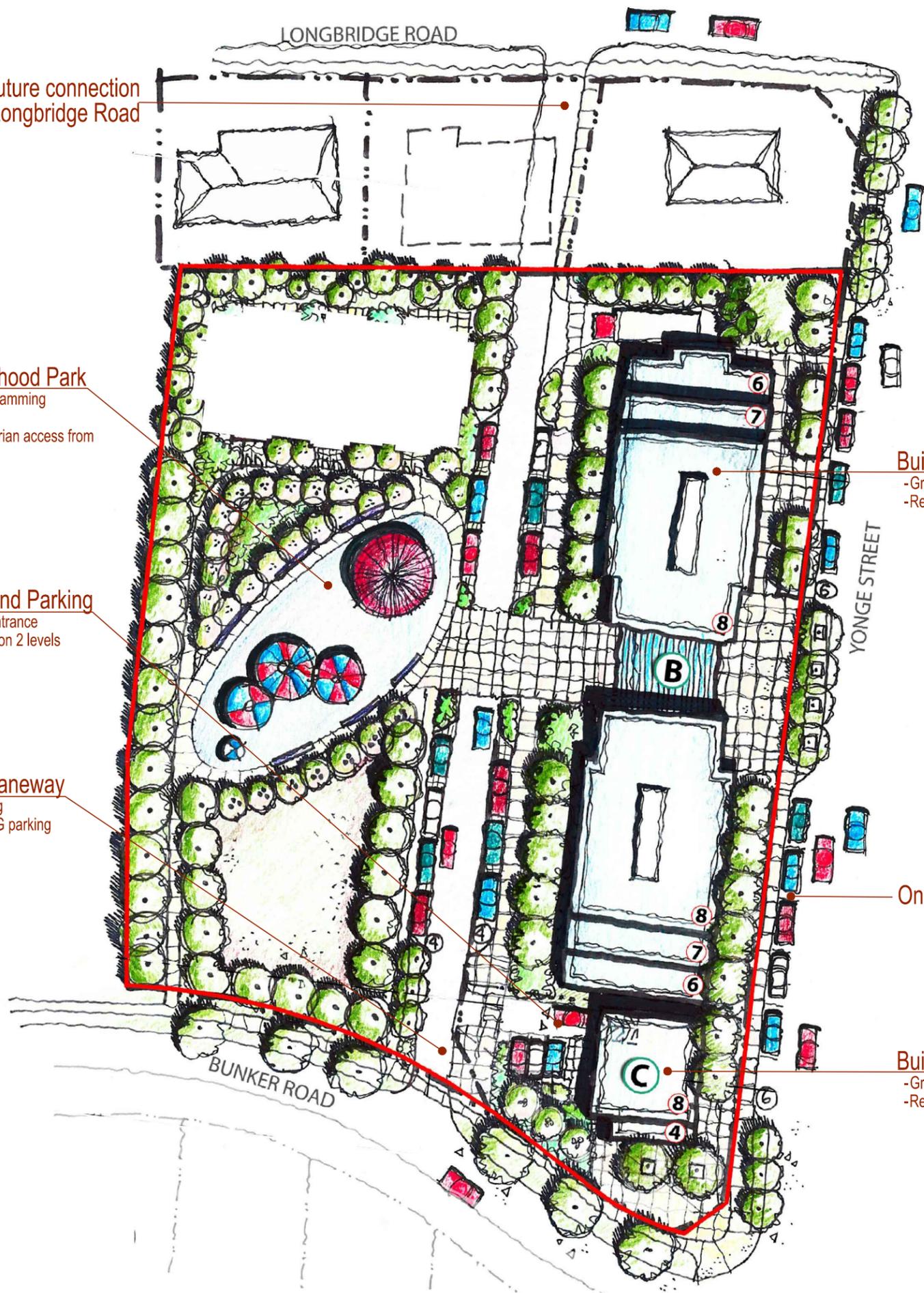
⑧ Number of Storeys

Potential future connection to Longbridge Road

Neighbourhood Park
- Passive programming
- Seating
- Public pedestrian access from Bunker Road

Underground Parking
- Communal entrance
- ±450 spaces on 2 levels

7m wide Laneway
- Layby Parking
- Access to U/G parking



Building B: Mixed-Use Condominium
- Ground floor Commercial/Office/Retail
- Residential units above

On-Street Parking

Building C: Mixed-Use Condominium
- Ground floor Commercial/Office/Retail
- Residential units above



Quantity Control

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

Quality Control

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

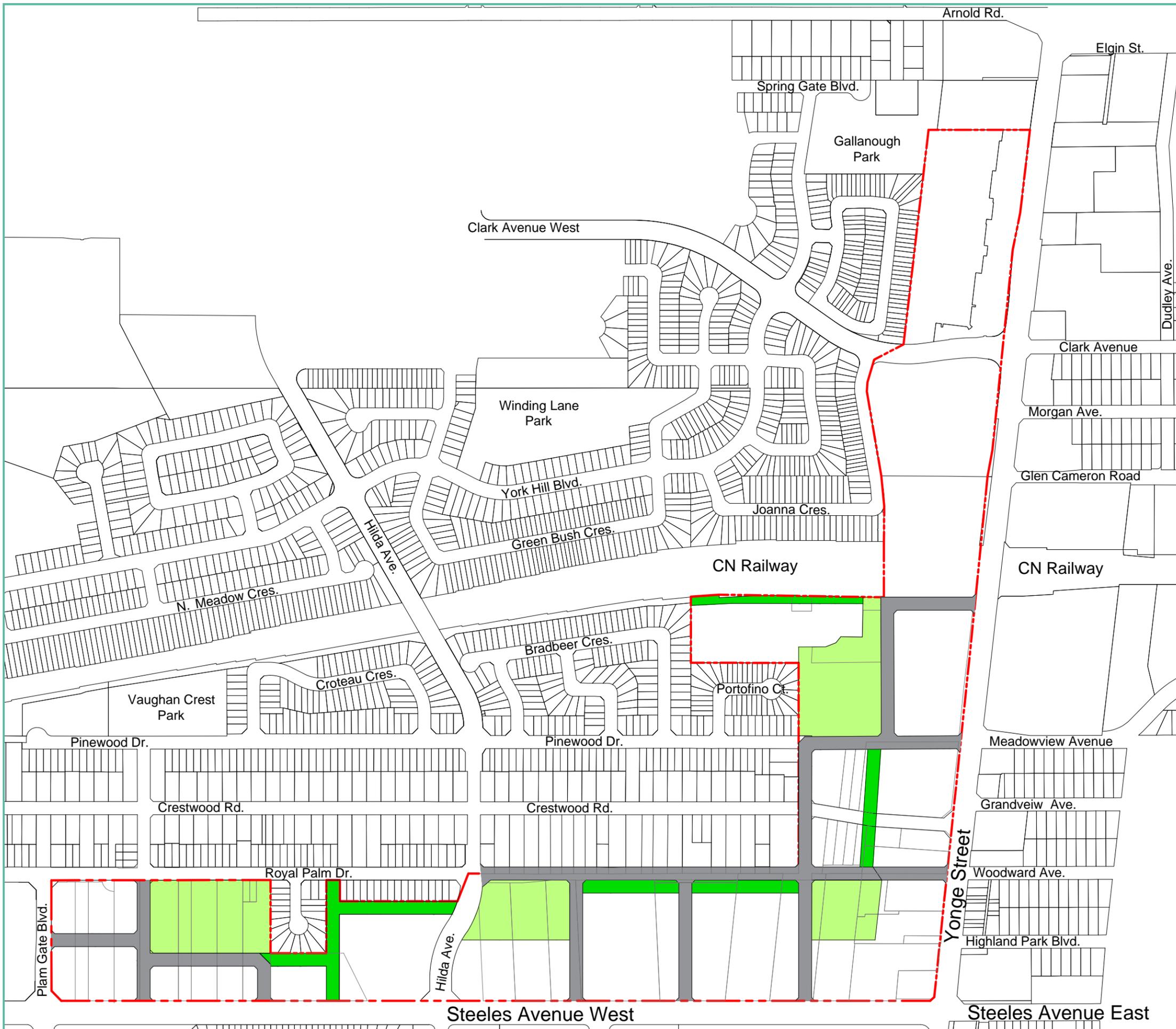
Erosion Control

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

Water Balance

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

Existing Property Parcels, Proposed Local Streets,
Parks & Publicly Accessible Open Space



- Park
- Private Open Space
- Proposed Local Street
- Secondary Plan Boundary



-  Park
-  Private Open Space
-  Proposed Local Street
-  Secondary Plan Boundary

