

Clause 14 in Report No. 1 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on January 21, 2016.

14

Vaughan Yonge-Steeles Corridor Secondary Plan

Committee of the Whole recommends:

1. Receipt of the following communications:
 1. Ryan Mino-Leahan, KLM Partners Inc. dated January 12, 2016.
 2. Ryan Guetter, Weston Consulting dated January 13, 2016.
2. Adoption of the following recommendations contained in the report dated December 18, 2015 from the Commissioner of Corporate Services and Chief Planner:

1. Recommendations

It is recommended that:

1. The Ontario Municipal Board be advised that Council supports the approval of the Yonge-Steeles Corridor Secondary Plan, subject to the proposed modifications noted in Attachments 2 and 3.
2. Regional Staff be authorized to appear before the Ontario Municipal Board in support of the Region's position, if necessary, and the Regional Solicitor, or designate be authorized to execute Minutes of Settlement, if applicable.
3. The Regional Clerk circulate a copy of this report to the Ontario Municipal Board and the Clerks of the City of Vaughan, City of Markham, Town of Richmond Hill and City of Toronto.

2. Purpose

This report recommends that Council support the approval of the Yonge-Steeles Corridor Secondary Plan (Secondary Plan) by the Ontario Municipal Board (OMB), subject to the modifications described in Attachments 2 and 3.

3. Background

The Vaughan Yonge-Steeles Corridor Secondary Plan area borders the Cities of Markham and Toronto

The Yonge-Steeles Corridor Secondary Plan area is generally located along the west side of Yonge Street between Steeles Avenue to south of Langstaff Road. The Secondary Plan is divided into two areas, known as North and South Areas, as shown on Attachment 1.

The Yonge and 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. Low density residential uses are located in both the North and South Areas.

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 by one to three storey buildings throughout most of the area. North of the CN Rail line, the built form consists of predominantly high-rise residential buildings and some office uses. Properties in the North Area are anchored by the Thornhill Golf and Country Club to the south.

The Secondary Plan contemplates mixed use re-development of this study area, whereby building height and density will be increased towards the Yonge and Steeles intersection, and will gradually decline as distance increases away from this intersection.

An extensive public and agency consultation process was undertaken

The Secondary Plan was subject to an extensive public engagement and consultation process undertaken by the City of Vaughan. The process incorporated three public workshops, a statutory open house and public hearing, with a range of stakeholders including residents, landowners, developers and their agents. Consultation also included input from public agencies such as the School Boards, York Region, and the Toronto and Region Conservation

Authority. In addition to Vaughan's Official Plan Open Houses held on May 28 and November 18, 2009, several public consultation meetings and workshops specific to the Secondary Plan occurred during 2010.

Intensification and mixed use development are the framework for the Secondary Plan

The Secondary Plan provides the development framework for intensification and sets out the required transit-oriented mixed use development that encourages walking and cycling. It also contains supporting policies for the introduction of rapid transit service from the Richmond Hill/Langstaff Gateway Centre to the Finch Avenue subway station. At build-out, the Secondary Plan area is projected to accommodate a residential population of 9,660 people and 4,500 new jobs in the South Area and a population of 760 people and 800 new jobs in the North Area (see Table 1).

Table 1
Proposed Population and Employment at Build Out

	Population	Employment
South Area	9,660	4,500
North Area	760	800
Total	10,420	5,300

The overall Vision and Principles for the Secondary Plan include:

- Promoting well-designed intensification to maximize the use of existing and planned infrastructure, including transit and servicing
- Protecting stable residential neighbourhoods
- Providing a range of housing options for a diverse population
- Encouraging a mix of uses, including employment and housing within walking distance of each other
- Minimizing the ecological footprint of the resident and working population.

The Secondary Plan and the entire Vaughan Official Plan, 2010 have been appealed to the Ontario Municipal Board

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, which contains a number of secondary plans. On September 7, 2010, City of Vaughan Council adopted the Secondary Plan. Both Volumes 1 and 2

were appealed to the OMB for a lack of decision by York Region within the 180 days prescribed by the *Planning Act*. Therefore, the OMB is now the approval authority. This report deals with the policies, appeals and modifications specific to the Secondary Plan. The *Planning Act* requires the OMB to have regard to both Local and Regional Council's decisions.

There are six unresolved appeals specific to the Secondary Plan. Vaughan staff is currently in discussions with the appellants to scope and possibly resolve the identified issues. Recommended modifications in the Secondary Plan are intended to address several outstanding issues. The issues in these appeals primarily deal with appropriate land use, parkland dedication, and height and density.

Land use and transportation studies in the Yonge and Steeles Area have also been undertaken by Markham and Toronto

As part of its new Official Plan, the City of Markham is currently undertaking their Yonge-Steeles Corridor Transportation Study to support its Secondary Plan status for the area. Recognizing recent development trends, it is expected that densities resulting from Markham's Yonge-Steeles Secondary Plan will be comparable to Vaughan's Secondary Plan.

The City of Toronto prepared a Yonge Street North Planning Study and an Implementation Plan for their study area, which extends to Steeles Avenue. Specifically, the purpose of this Secondary Plan is to manage change in the area in response to the development pressures that are occurring and plan for intensification around the northerly extension of the Yonge Subway, with new stations at Drewry/Cummer Avenues and Steeles Avenue.

To consolidate individual studies and identify transportation needs to accommodate growth in the Yonge and Steeles Area, a Region-led comprehensive Transportation Study was completed

Metrolinx's '*Big Move*' (Regional Transportation Plan) identifies the Yonge and Steeles Area as a Gateway Hub in the Greater Toronto and Hamilton Area (GTHA). Gateway hubs are to be planned to integrate subway, rapid transit and local bus service. In recognition of the overall development potential in the Yonge and Steeles Area and to facilitate inter-municipal jurisdictional planning, including pending secondary plans for this area from Vaughan, Markham and Toronto, York Region identified a need for a Yonge and Steeles Area Regional Transportation Study.

The purpose of the Study was to conduct a larger transportation exercise, led by York Region and in partnership with Vaughan, Markham and Toronto. This Study links and expands upon the locally-led transportation studies to develop an overall plan to ensure growth is accommodated in a manner, which does not overwhelm the transportation system prior to the Yonge Subway Extension. The Study recognized that the planning and build-out of the Yonge and Steeles Area will need to emphasize a high transit modal split with compact and mixed use urban form.

The Regional Transportation Study was endorsed by York Region Council, which supports modifications to Vaughan's adopted Secondary Plan

Clause 7 of Report No. 17, of York Region's Transportation Services Committee, "Yonge and Steeles Area Regional Transportation Study", was recently adopted, without amendment, by York Region Council on November 19, 2015. The recommendations of the Study included:

- Proposed residential development phasing for the pre and post subway scenarios be included in the Cities of Markham and Vaughan secondary plans for the Yonge and Steeles Study Area.
- 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.
- 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.

A report prepared by Vaughan staff went to their Committee of the Whole on December 1, 2015 that acknowledged the Region's endorsement of the Regional Transportation Study, which provided the technical analysis needed to support proposed modifications to Vaughan's adopted Secondary Plan, particularly as it relates to phasing of development.

Modifications to the adopted Secondary Plan were endorsed by Vaughan Council on December 15, 2015

Since Vaughan Council's adoption of the Yonge-Steeles Corridor Secondary Plan in 2010, further modifications were recommended and partial OMB decisions have modified the Secondary Plan. Modifications include:

- All section references to the Vaughan Official Plan, 2010 (Volume 1) are revised to be consistent with Volume 1, as approved by the OMB.

- The OMB decision dated March 26, 2014 added the Dorian Place cul de sac, located at the north end of the North Area of the Secondary Plan area, and provides for mid-rise mixed use development subject to site specific policies.
- Modifications approved by Vaughan Council on April 8, 2014 pertain to an increase in height and density for the Yonge Street intersection area (from a Floor Space Index of 5 to 6) with a new Office Priority Area being established.
- Recommendations related to the Yonge and Steeles Area Regional Transportation Study that identify phasing requirements for pre and post subway thresholds for development.

On December 15, 2015, Vaughan Council adopted final modifications to the Secondary Plan, including changes requested by Vaughan staff and the recommendations that resulted from the Regional Transportation Study. A modified Secondary Plan was forwarded to York Region for Regional Council endorsement. These modifications are reflected in the “track changes” version of the Yonge-Steeles Corridor Secondary Plan, which forms Attachment 2 to this report.

4. Analysis and Options

Transformation of development along the Yonge Street corridor is planned over the long term

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

The Secondary Plan identifies a new internal local street network parallel to Yonge Street and Steeles Avenue and provides alternative connections for vehicular, bicycle and pedestrian traffic flow. A proposed pedestrian connection bridge across the CN Railway is also identified to create a strong link between the North and South Area communities. Currently, these areas are divided by the CN Railway.

Regional interests in the Secondary Plan primarily pertain to supporting intensification and transportation related matters

Regional interests in the Secondary Plan primarily pertain to protecting the fine grid street network and associated access, while also ensuring opportunities for alternative modes of transportation that can help manage traffic congestion in the area. Expediting funding for construction of the Yonge Subway Extension will also support a successful intensification area in the Yonge-Steeles Corridor. Regional interests would be addressed through Regional staff's proposed modifications to the Secondary Plan, which would implement conclusions of the Regional Transportation Study.

Residential development is to be phased prior to realization of the Yonge Subway Extension

The Yonge Subway Extension to Richmond Hill/Langstaff Gateway Centre will have significant impact on the transportation capacity in the Secondary Plan area. The Regional Transportation Study recognizes that development phasing for a pre-subway extension scenario is required. The Study recommends that the population projections shown in Table 2 be the maximum population thresholds for the area prior to and post construction of the Yonge Subway Extension. These thresholds are to be included in local area secondary plans for Vaughan, Markham and Toronto. It should be noted that the City of Toronto provided York Region with their pre and post subway phasing population numbers.

It is also recommended that no development phasing thresholds be placed on office and institutional development for York Region municipalities. Office and institutional employment will help reduce and balance the number of inbound and outbound trips made during peak periods as the residents will have opportunities to work and live in the same area.

Table 2
Proposed Development Phasing (New Population)

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

Notes:

Vaughan Yonge-Steeles Corridor Secondary Plan

1. Area is based on Vaughan's Yonge-Steeles Corridor Secondary Plan (North and South)
2. Area is based on Markham's Yonge-Steeles Corridor Transportation Study area (subset of Traffic Zones 1147 and 1148)
3. Areas based on Toronto's Yonge Street North Planning Study Area

A number of transportation infrastructure improvements are required to support the proposed population and job growth to 2031

The modified Secondary Plan (see Attachment 2) ensures that development will be phased and will only be permitted and supported by the appropriate level of infrastructure, including new local roads, transit improvements, and cycling and pedestrian facilities. The Region is supporting the growth envisioned in the Secondary Plan by supporting the construction of the Yonge Subway Extension. This will unlock greater development potential, as identified in the Regional Transportation Study.

Additional modifications to the Yonge-Steeles Corridor Secondary Plan have been identified

Since Vaughan Council's endorsement of the Secondary Plan on December 15, 2015, York Region staff has consulted with Vaughan staff to include additional modifications to the Secondary Plan that reflect the following:

- Add a new policy under 8.0 Implementation to ensure organized development includes the commitment of funds, lands and services in the Secondary Plan, which may include front ending agreements and/or cost sharing agreements.
- Clarify Monitoring and Phasing of Development Policy 8.6 vi. so that any additional proposed development that may exceed the pre-subway capacity population number will have to demonstrate feasibility through an updated Transportation Study and other assessments, as identified by the Implementation Team, including the Cities of Vaughan, Markham and Toronto, and led by York Region.
- Add a new policy (in Section 8.6 viii.) that enables use of alternative financial tools to assist with funding the Yonge Subway Extension, which ultimately benefit all developments in the Yonge and Steeles Area.

These additional modifications are identified in Attachment 3 to this report.

The Secondary Plan is consistent with the policies of the *Provincial Policy Statement, 2014*

The *Provincial Policy Statement, 2014 (PPS)* provides policy direction on matters of provincial interest related to land use planning and development. The *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements.

The Secondary Plan has been reviewed by Regional staff and it is consistent with the applicable policies of the *PPS* with respect to: supporting healthy, active communities; ensuring a coordinated, integrated and comprehensive approach when dealing with planning matters; promoting investment-ready communities, place-making and mixed use areas to support economic development and competitiveness; and providing for an appropriate range of housing types and densities.

Planned densities align with the *Growth Plan for the Greater Golden Horseshoe, 2006*

The Secondary Plan conforms to key policies in the *Growth Plan for the Greater Golden Horseshoe, 2006 (Growth Plan)* by encouraging the creation of complete, mixed use urban communities that will help support growth and intensification within the built boundary. The overall residential density target for the study area is a Floor Space Index of 2.5, based on the YROP-2010 policy respecting Yonge Street as a Regional Corridor. The planned building heights and densities are at the highest levels closest to the proposed future subway station at the intersection of Yonge and Steeles.

The Secondary Plan conforms to and supports key Regional policies in the YROP-2010

The Secondary Plan area is identified as a Regional Corridor on Map 1 of the YROP-2010. Regional Corridors are planned to function as urban mainstreets that have a compact, mixed use, well-designed, pedestrian-friendly and transit-oriented built form. This portion of Yonge Street is identified as a Regional Rapid Transit Corridor with a future subway extension. The Secondary Plan will help ensure communities are planned with the early integration of rapid transit. The Secondary Plan also addresses many Provincial and Regional interests by providing key policies on city building, the design of complete and healthy communities, cultural heritage protection, and transportation and mobility.

The Secondary Plan requires that a detailed Development Plan 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 policies in the Vaughan Official Plan, 2010. In particular, the Development Plan will stipulate the range of housing choices that reflect a variety of types, tenures, and unit sizes to meet the needs of a range of residents. The affordable housing provisions of the YROP-2010 will also be addressed in the Development Plan.

Link to key Council-approved plans

The Yonge-Steeles Corridor Secondary Plan provides a vision for a vibrant, mixed use urban centre. Approval of this Secondary Plan supports the strategic objectives of the 2015 – 2019 Strategic Plan by promoting healthy communities, housing choice, increasing employment opportunities, and optimizing transportation capacity for those living in the Region. Furthermore, the Secondary Plan supports many goals identified in Vision 2051 that result in creating liveable cities and complete communities.

Overall, the Secondary Plan is consistent with the YROP-2010 and contains sound planning policies that direct growth and redevelopment in the Regional Corridor. The Secondary Plan also strives to achieve a transportation network structure to support a fine grid of streets, active transportation, and parks.

5. Financial Implications

Approval of the Secondary Plan will set the stage for desired transit investments including the Yonge Street Subway Extension, which is expected to be a catalyst for redevelopment. Increases in Regional and local assessments are contingent upon the amount of development constructed. Once approved, the Secondary Plan will support subsequent approval of development applications that facilitate growth, which in turn, increases Regional and local assessments. Further, Development Charge revenue collected as a result of new development within this Secondary Plan area will support infrastructure projects throughout the Region.

6. Local Municipal Impact

The recommendations of this report are consistent with the position of the City of Vaughan Council, which adopted the Secondary Plan on September 7, 2010. Further modifications were endorsed by City Council on April 8, 2014 and on December 15, 2015. The Secondary Plan provides local policy direction to manage growth in the Yonge Street Regional Corridor from Steeles Avenue to south of Highway 7 and surrounding area, which is consistent with the policies and vision outlined in the City of Vaughan's Official Plan.

7. Conclusion

The Vaughan Yonge-Steeles Corridor Secondary Plan facilitates intensification at a gateway location for the City of Vaughan at the intersection of Yonge Street and Steeles Avenue West. The Yonge and Steeles Area is identified as a Mobility Hub in Metrolinx's '*Big Move*'. The planning and build-out of this community will support the Region's urban structure and advance the implementation of investment in the construction of the Yonge Subway Extension.

The Secondary Plan includes policies that permit a mix of uses, including residential, office, retail, community facilities, and will permit among the highest building heights and densities along a planned Regional Corridor in the City of Vaughan. The modified Secondary Plan establishes an appropriate phasing scheme for development that is tied to the provision of key infrastructure facilities such as improvements to transit and the road network, water and wastewater services and community facilities.

The Secondary Plan is consistent with the *PPS*, and conforms to the *Growth Plan* and the YROP-2010 in balancing residential and employment opportunities, providing for affordable housing and supporting intensification and city building policies. The Secondary Plan is in keeping with the principle of establishing complete, walkable communities well served by rapid transit.

Regional staff recommends that the modified policies, as set out in Attachments 2 and 3, be endorsed by York Region Council and forwarded to the OMB for its consideration in the approval of the Yonge-Steeles Corridor Secondary Plan.

For more information on this report, please contact Jason Ezer, Senior Planner, Community Planning and Development Services at ext. 71533.

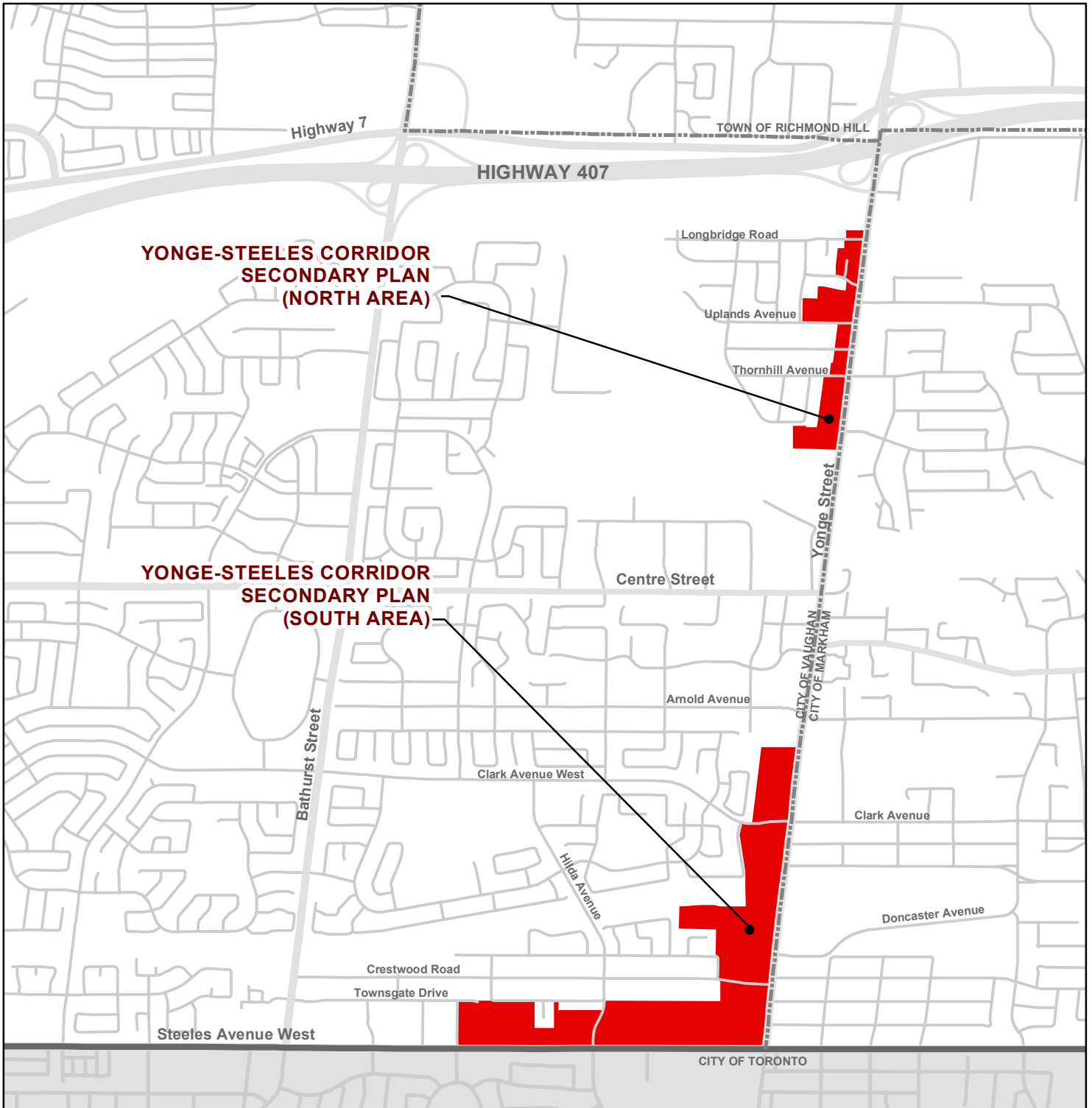
The Senior Management Group has reviewed this report.

December 18, 2015


Attachments (3)

YORK - #6513504

Accessible formats or communication supports are available upon request

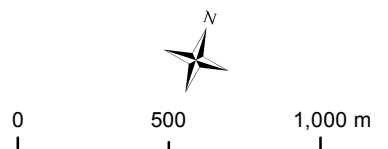


YONGE-STEELES CORRIDOR SECONDARY PLAN Location Map

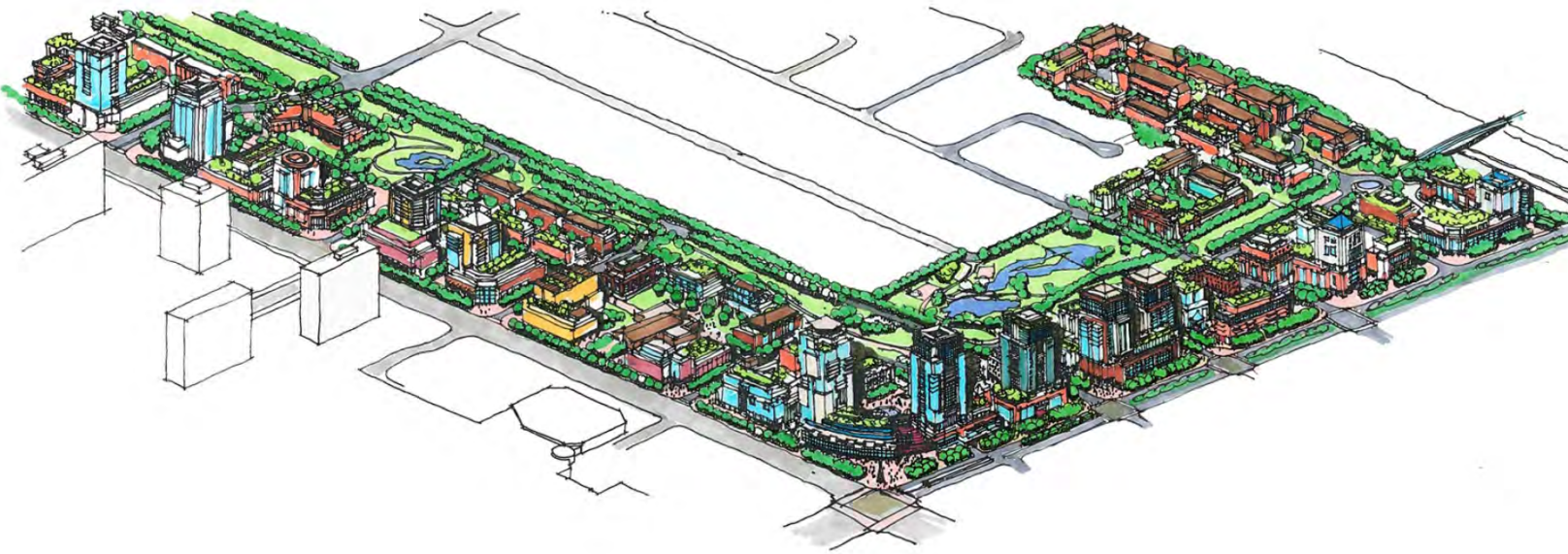
 Subject Area



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Yonge Steeles Corridor Secondary Plan



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City of Vaughan

~~September~~
2010 December 11,
2015

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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 (OPA669).~~

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 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 tracksCN Railway** 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

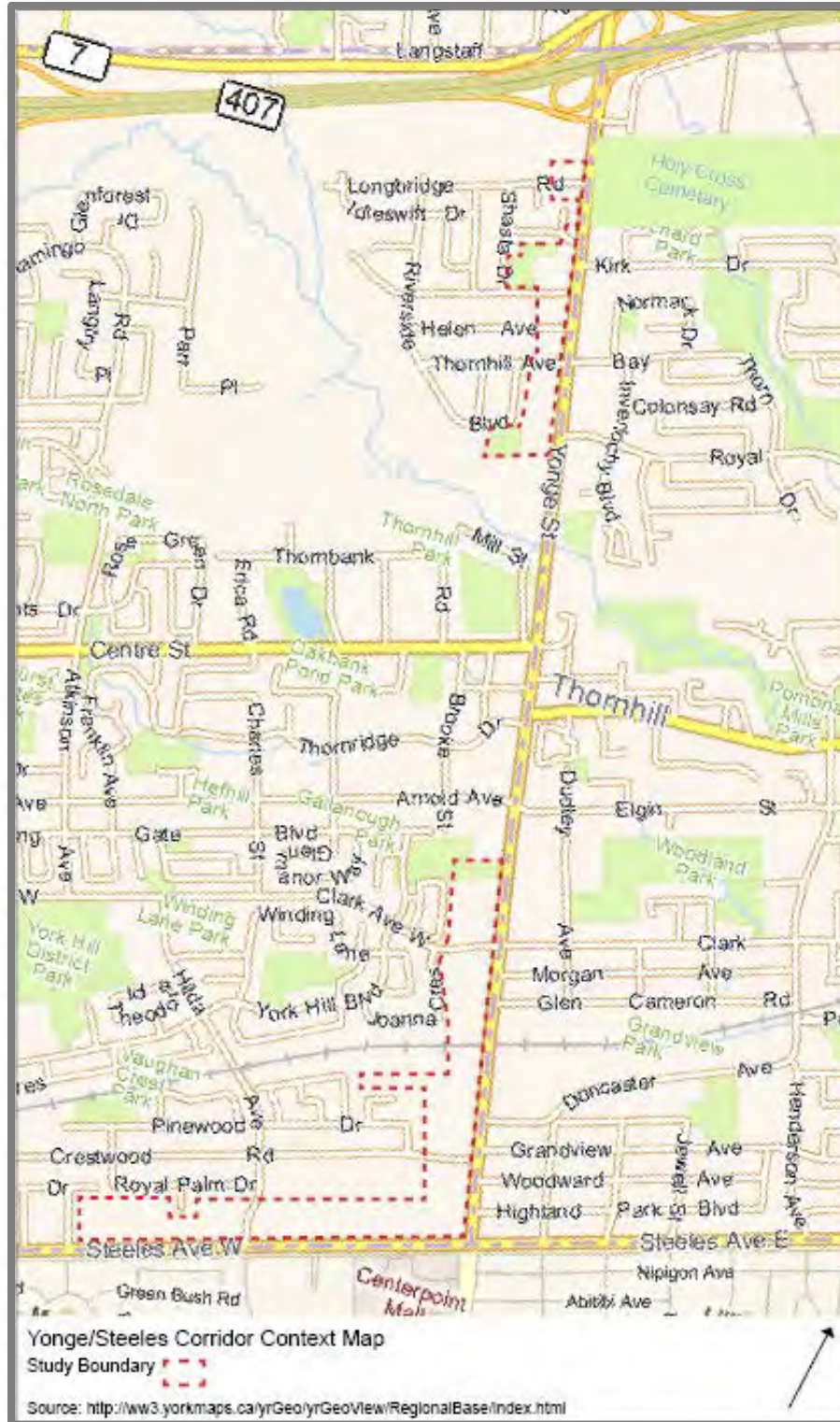
The Official Plan for the [TownCity](#) of Markham was consolidated in July of 2005 and, along with 28 Secondary Plans provides direction for land use planning. Official Plan designations that apply to the lands on the east side of Yonge Street between the Ladies Golf Club of Toronto to the south and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

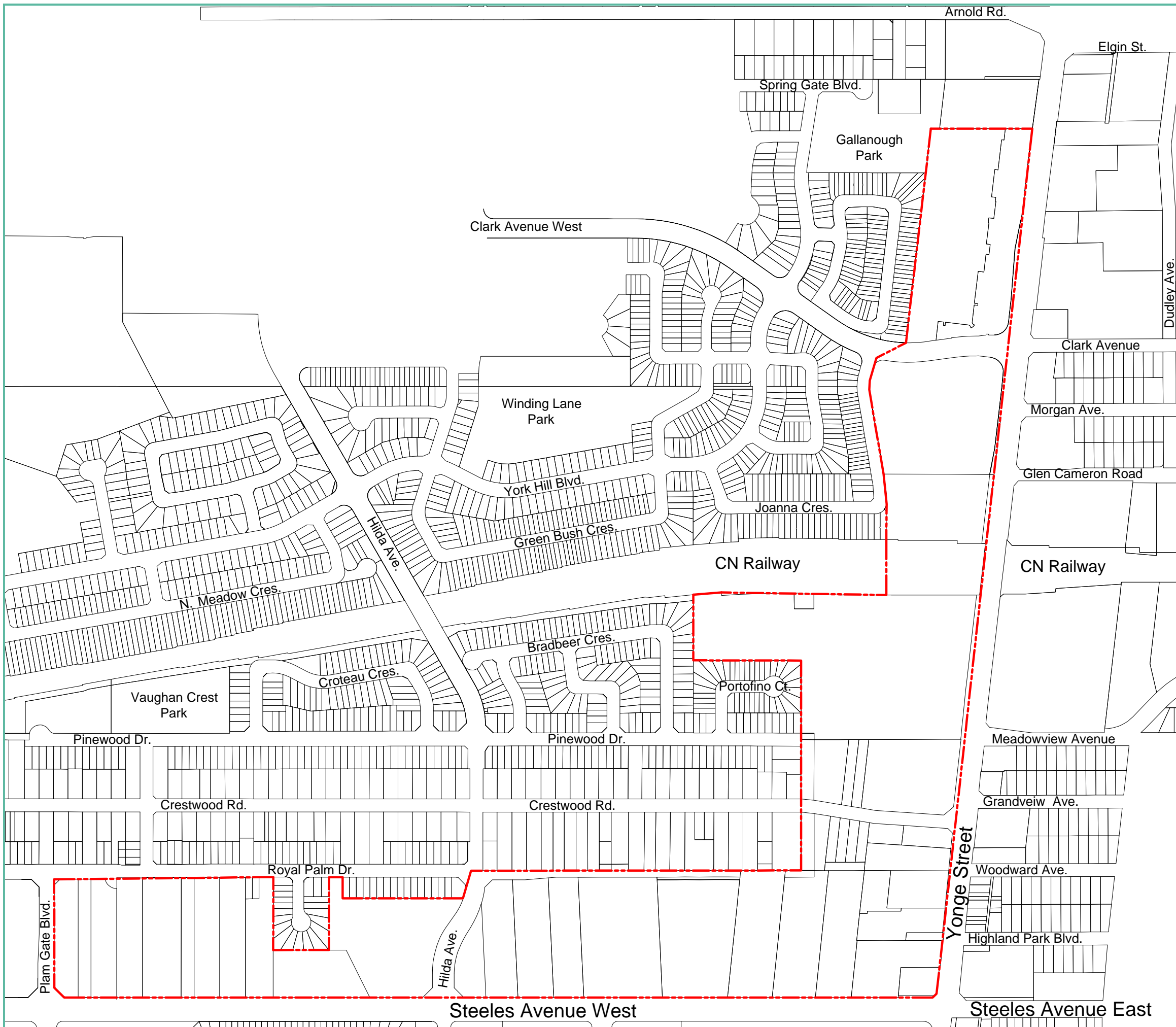
8.9 Special Provisions for 7080 Yonge Street

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

9.0 DEFINITIONS

9.1 Publicly Accessible Open Space:

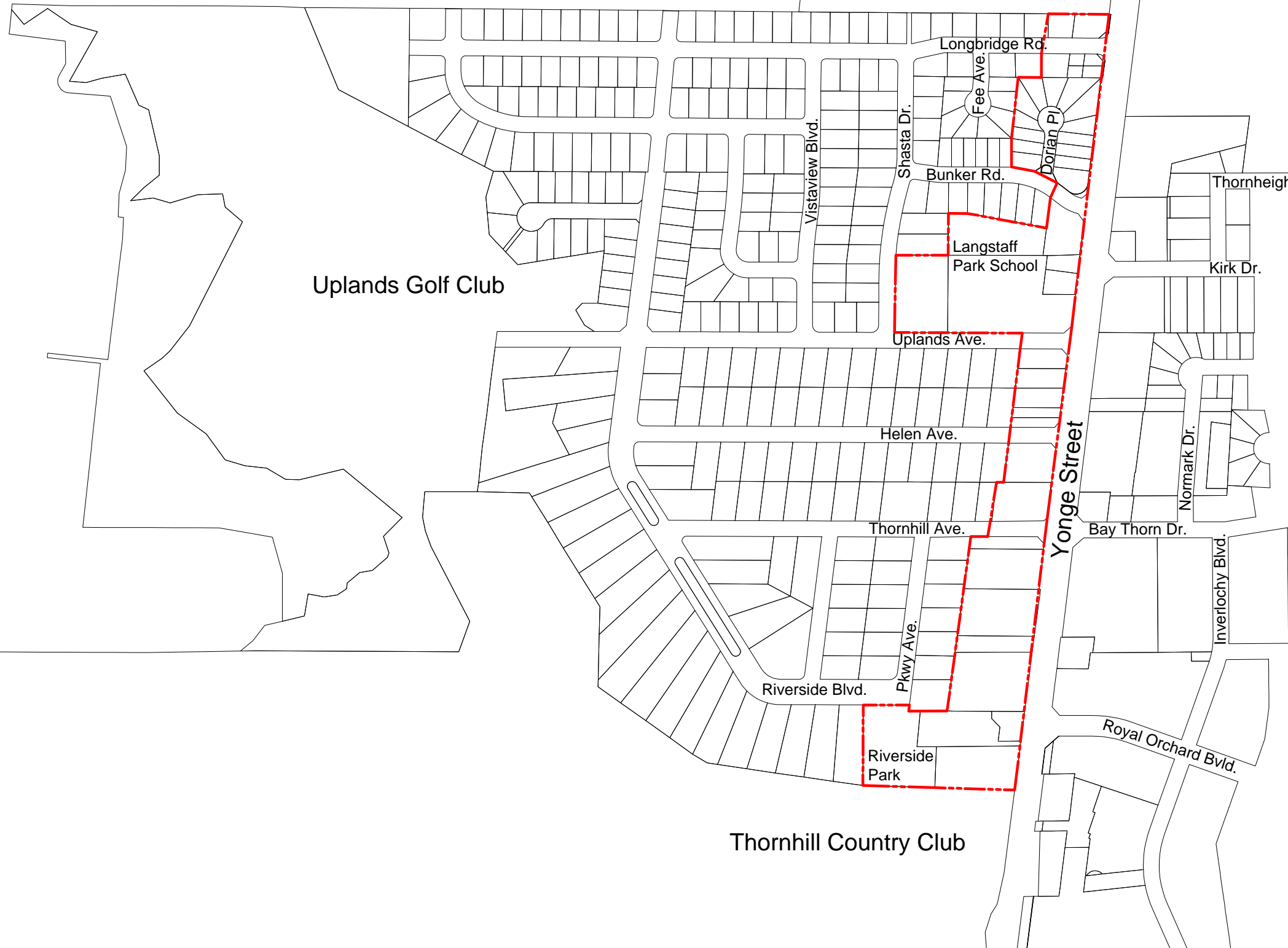
Open space that is privately owned and maintained and, through an agreement with the City, is made available for use by the public.



Secondary Plan Boundary

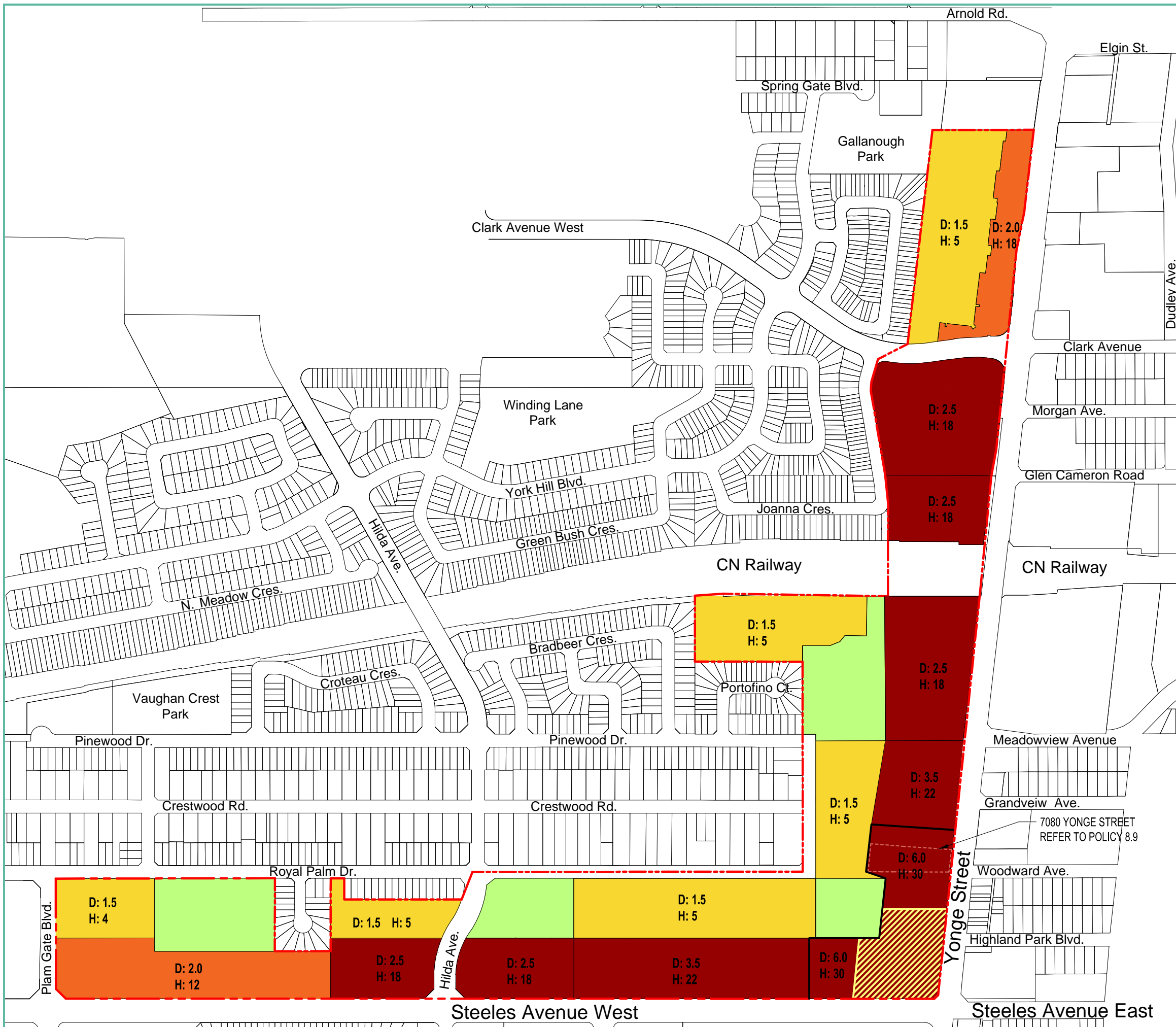


Highway 407



Secondary Plan Boundary

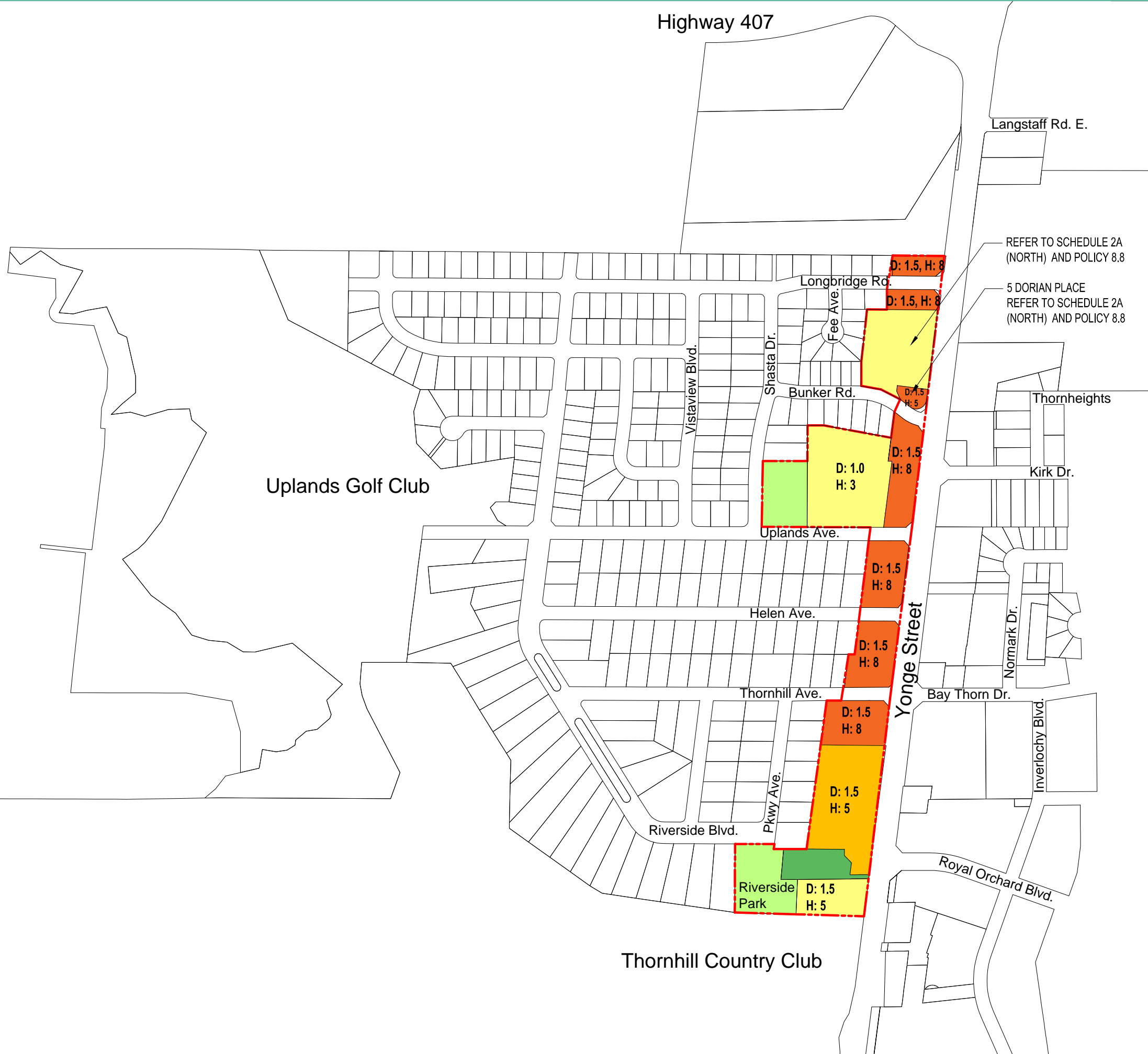




- High-Rise Mixed Use
- Office Priority Area
- Mid-Rise Mixed Use
- Mid-Rise Residential
- Park
- Secondary Plan Boundary

D: Density
H: Height





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

D: Density

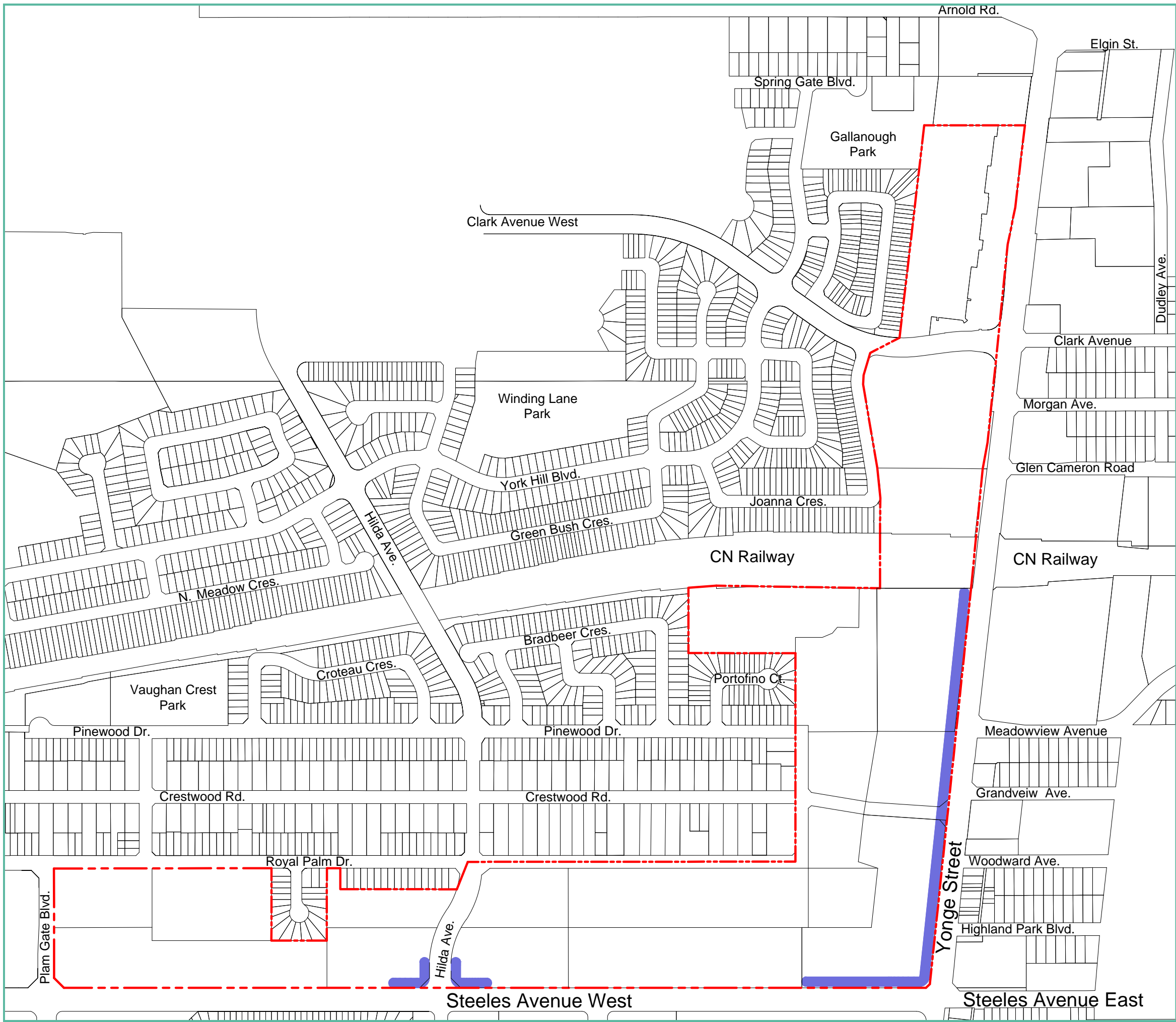
H: Height



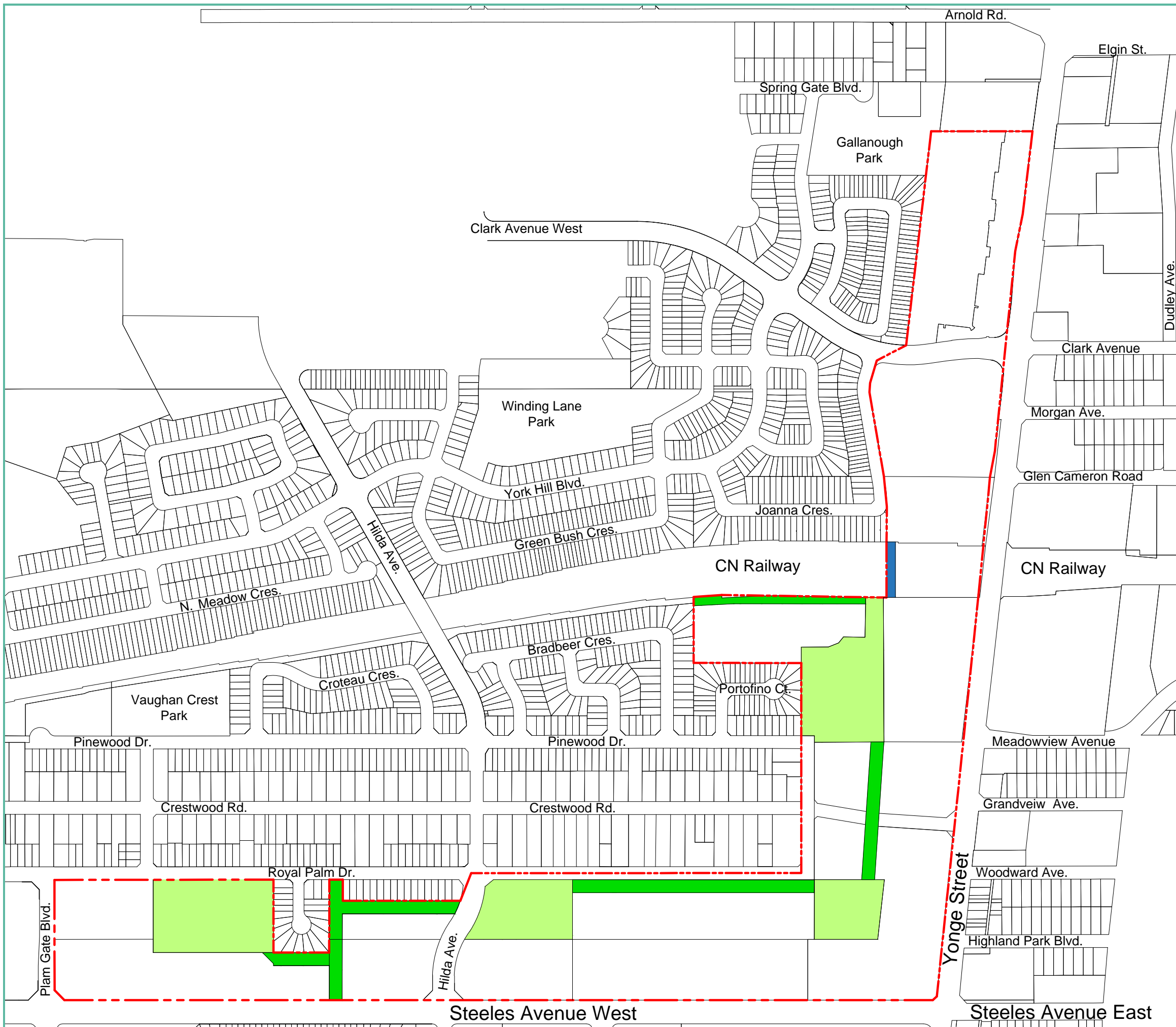






- Mid-Rise Mixed Use
- Park (Lands to be Conveyed for Park Purposes)
- Dorian Place Development Block, Subject to Policies in Section 8.8
- D: Density
- H: Height
- GFA: Gross Floor Area



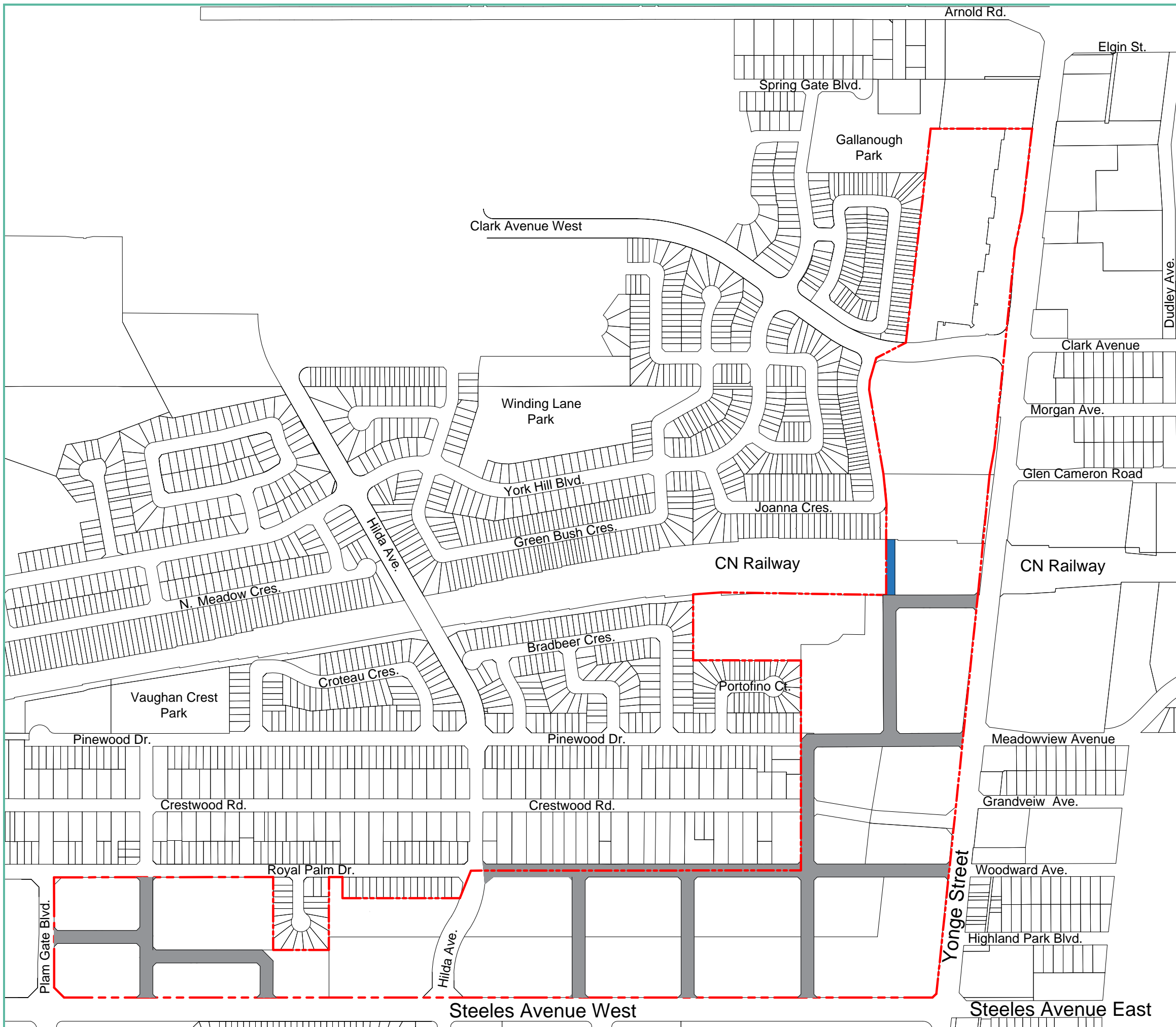





- Mandatory Retail Frontage
- Secondary Plan Boundary



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

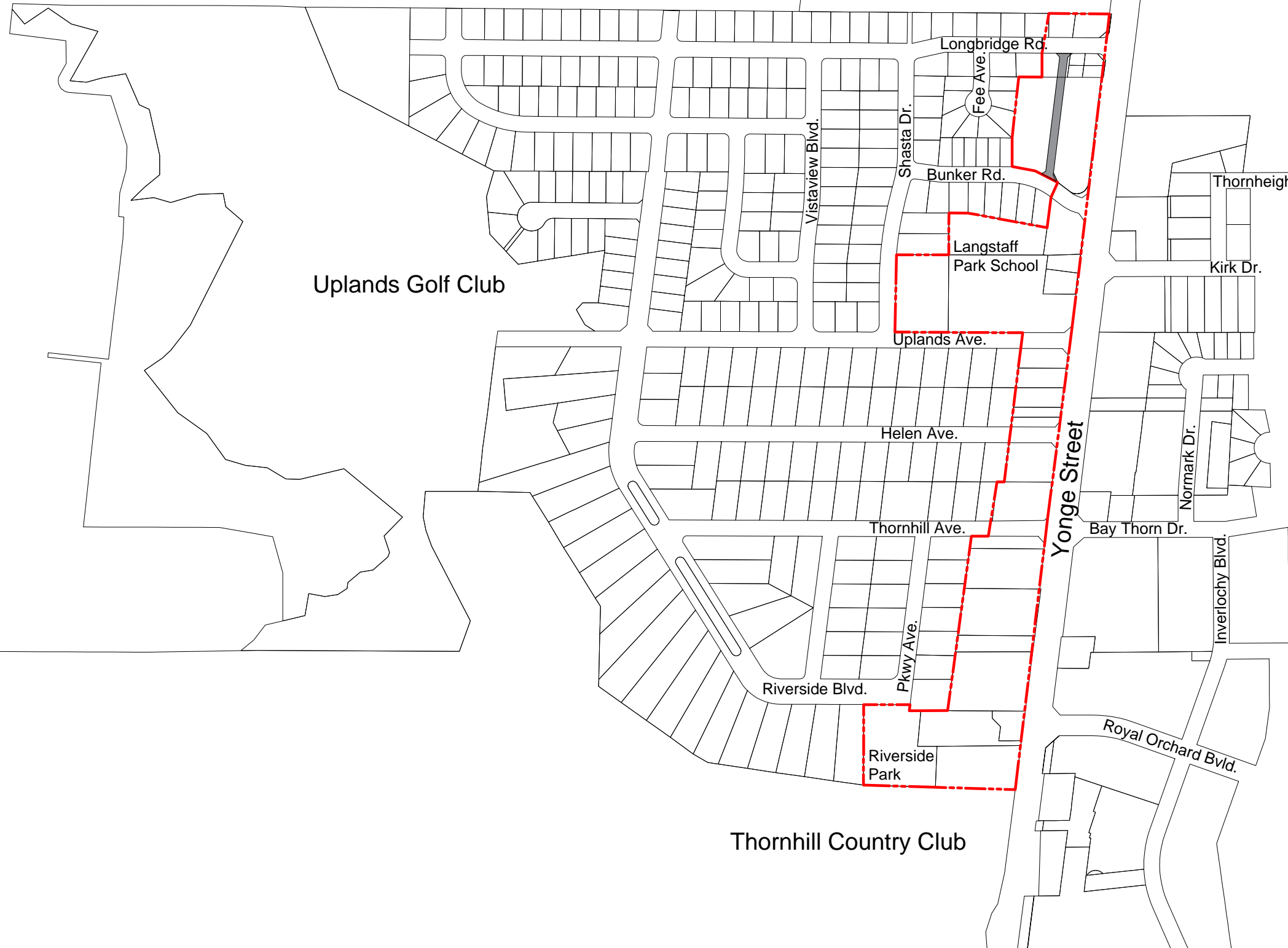




-  Proposed Local Street
-  Proposed Pedestrian Connection
-  Secondary Plan Boundary



Langstaff Rd. E.



Uplands Golf Club

Longbridge Rd.

Fee Ave.

Bunker Rd.

Langstaff Park School

Uplands Ave.

Helen Ave.

Thornhill Ave.

Riverside Blvd.

Riverside Park

Thornhill Country Club

Thornheights

Kirk Dr.

Bay Thorn Dr.

Normark Dr.

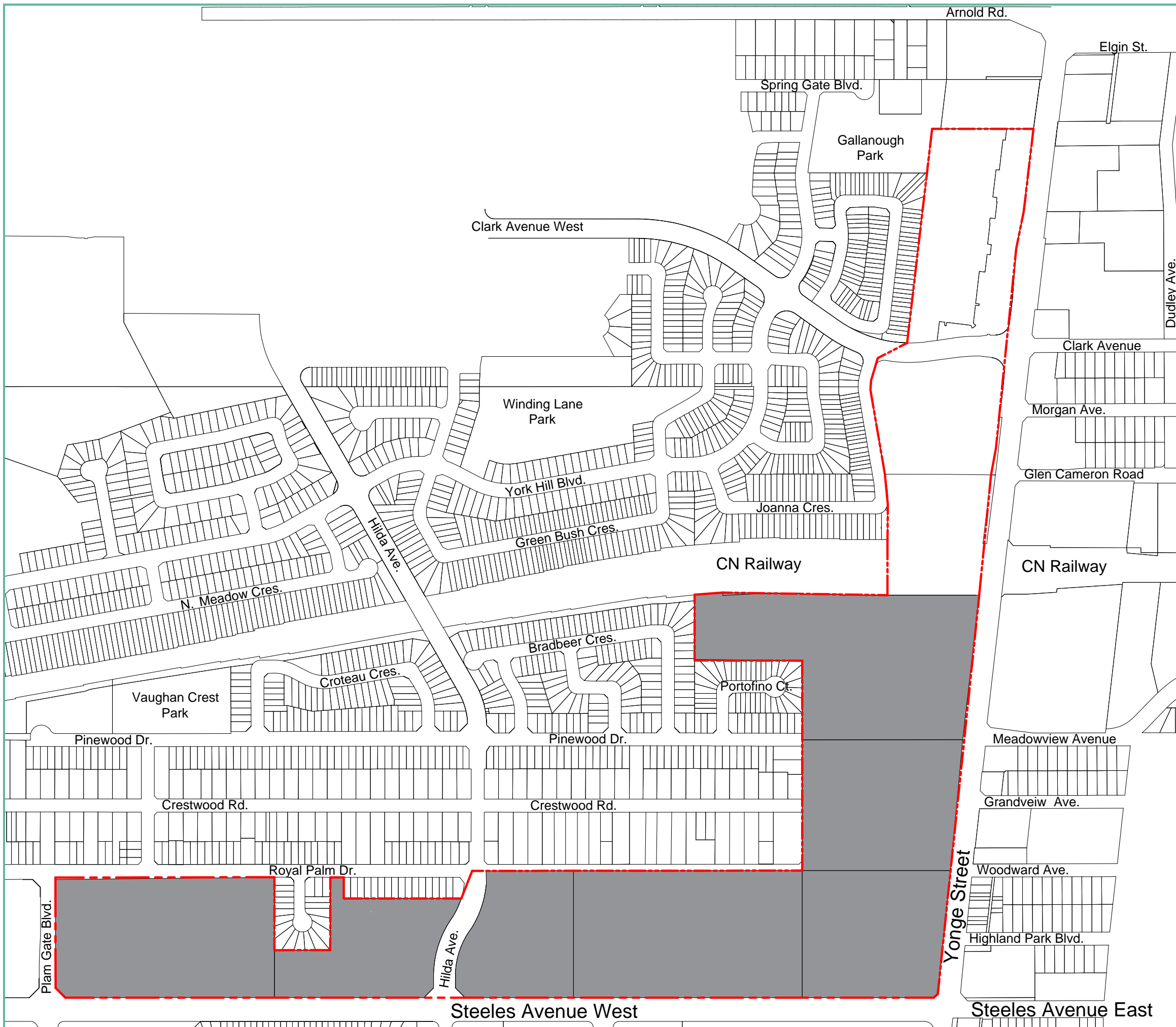
Inverlochy Blvd.



Royal Orchard Blvd.

Yonge Street

Proposed Local Street

Secondary Plan Boundary



-  Proposed Development Blocks
-  Secondary Plan Boundary



⑧ Number of Storeys

Potential future connection to Longbridge Road

Neighbourhood Park

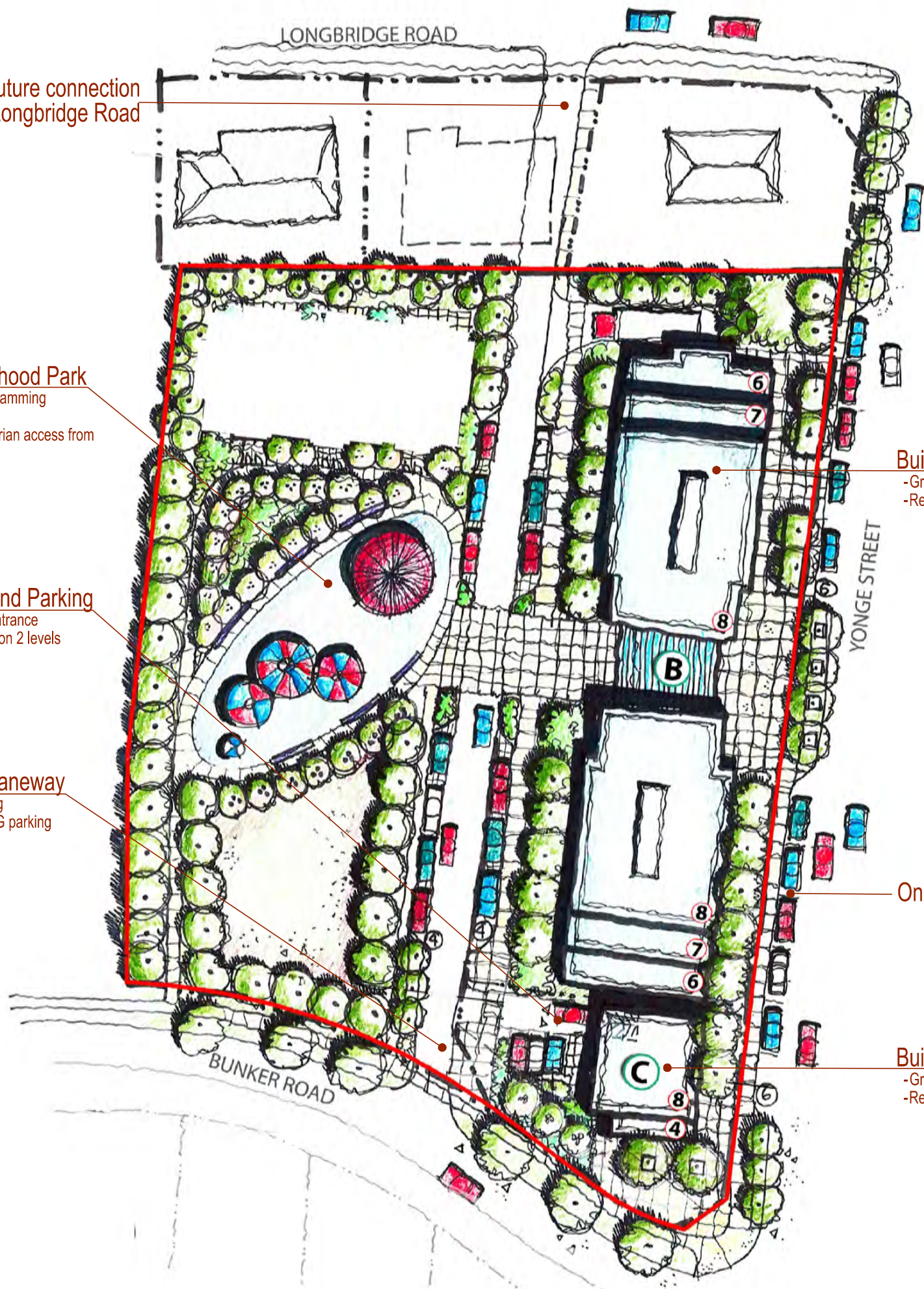
- Passive programming
- Seating
- Public pedestrian access from Bunker Road

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).

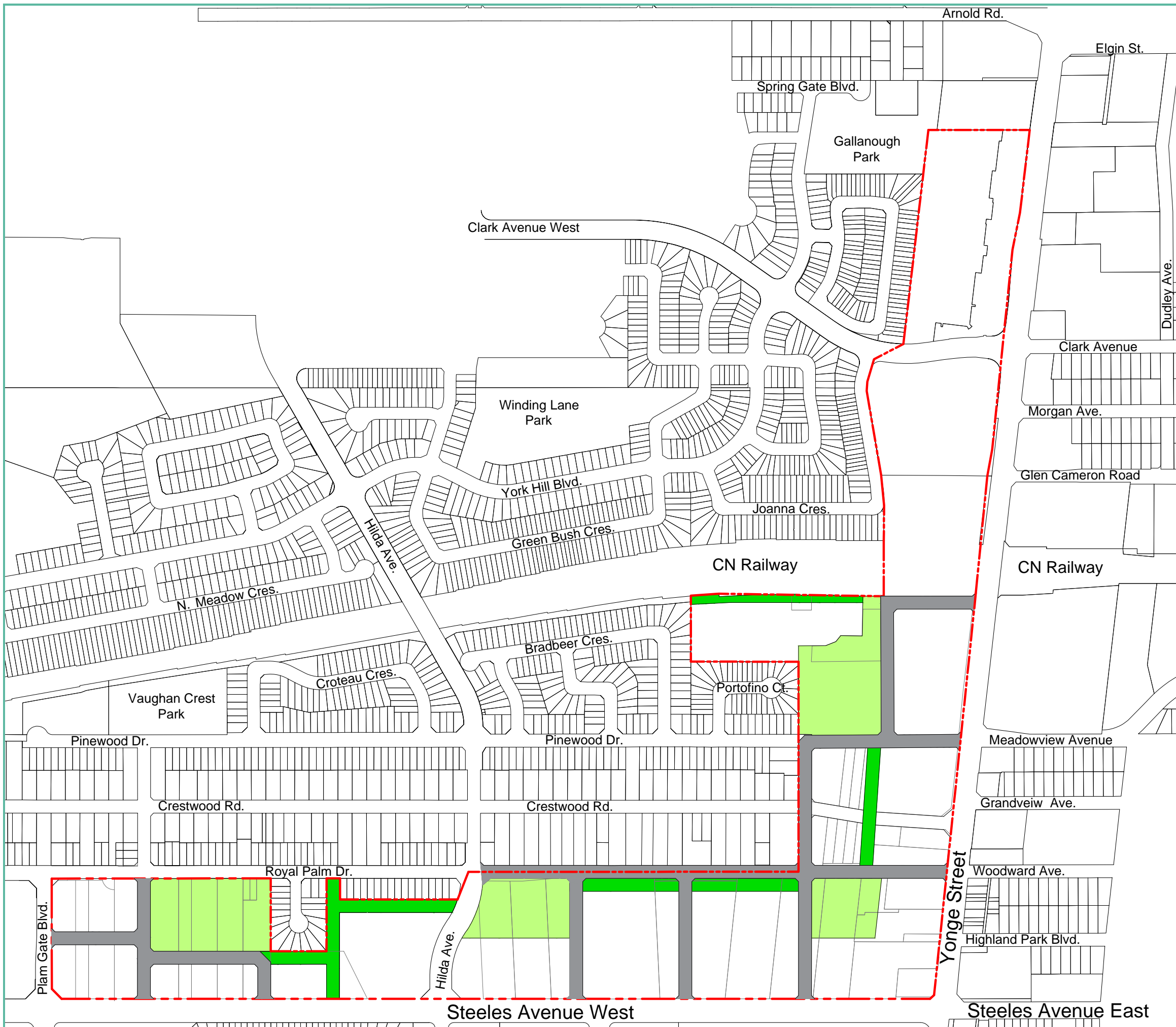
Erosion Control

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

Water Balance

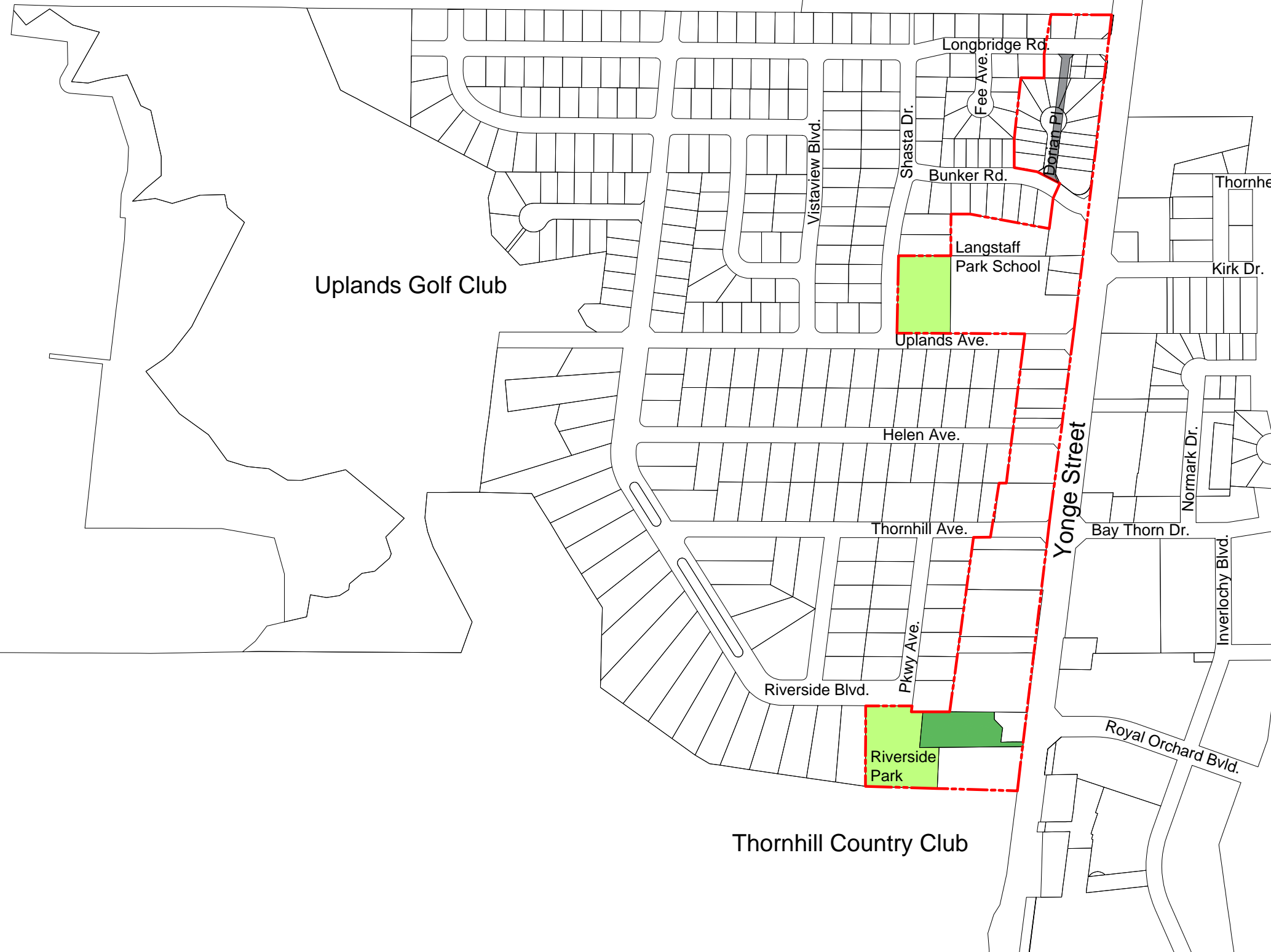
- Detain a rainfall depth of 5 mm from all impervious areas.

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



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





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



York Region Modifications to City of Vaughan's Yonge-Steeles Corridor Secondary Plan

These modifications are recommended in addition to the modified Secondary Plan that was endorsed by Vaughan Council on December 15, 2015.

Note: ~~Strikethrough~~ text denotes deleted text.
Bold text denotes added text.

The identified modifications include the applicable text to provide context for the modifications.

New Policy (to be added under 8.0 Implementation):

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.

8.6 Monitoring and Phasing of Development

vi. Additional capacity pre-subway will be established through consultation with an Implementation Team led by York Region, which will include ~~the~~ 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 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;~~ **Any demonstrated capacity resulting from an updated Transportation Study and other assessments that exceeds the pre-subway capacity population number resulting from this process may be applied without amendment to this Secondary Plan.**

New Policy (8.6 viii.):

viii. Nothing in this Secondary Plan will preclude additional financial tools to assist funding the required Yonge Subway Extension to the benefit of all developments. These may be implemented through subsequent development approvals.



P-2199

January 12, 2016

(via E-mail)

Regional Municipality of York
Clerks Department
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Attention: Denis Kelly, Regional Clerk

**Re: Yonge and Steeles Area Transportation Study
Auto Complex Limited – 7200 Yonge Street
2 Steeles Ave W. Ltd. – 2 Steeles Avenue West
Salz & Son Limited – 100 Steeles Avenue West
7040 Yonge Holdings Limited – 7040 Yonge Street
& 72 Steeles Holdings Limited – 72 Steeles Holdings Limited
City of Vaughan**

Dear Mr. Kelly,

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

On behalf of these landowners, please see the attached correspondence provided to the City of Vaughan Council on November 30, 2015 and December 14, 2015 for your review and consideration of the proposed modifications to the Yonge and Steeles Corridor Secondary Plan.

We request notification of any decisions, updates, reports, meetings and outcomes in regards to the Yonge and Steeles Secondary Plan.

We thank you for your attention to these matters.

Yours very truly,

KLM PLANNING PARTNERS INC.

A handwritten signature in black ink, appearing to read 'Ryan Mino-Leahan', with a long, sweeping horizontal line extending to the right.

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

Copy: John MacKenzie, City of Vaughan
 Clients
 Ira Kagan, Kagan Shastri LLP
 Patricia Foran, Aird & Berlis LLP



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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.

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.



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
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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.

A handwritten signature in blue ink, appearing to read 'Ryan Mino-Leahan', with a long, sweeping flourish extending to the right.

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



**WESTON
CONSULTING**

planning + urban design

Communication #2

The Regional Municipality of York
17250 Yonge Street
Newmarket, ON
L3Y 6Z1

January 13, 2016
File 7348

Attn: Mr. Denis Kelly, Regional Clerk

Dear Members of Committee of the Whole

**RE: Committee of the Whole, January 14, 2016
Item G.2.3 Vaughan Yonge-Steeles Corridor Secondary Plan
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 at the south west corner of the intersection of Yonge Street and Uplands Avenue. The subject lands are located in the north portion of the Yonge Steeles Corridor Secondary Plan area.

We have worked with an architect to create a comprehensive development plan for the subject lands. We have also undertaken numerous discussions with City of Vaughan, which has resulted in a development concept that envisions height and density beyond that which is presently contemplated in the Yonge Steeles Corridor Secondary Plan. In addition we are seeking to develop the subject lands 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.

Weston Consulting, on behalf of the owners of 8178 – 8188 Yonge Street and 5 Uplands Avenue, submitted formal correspondence to City of Vaughan Council on December 14, 2015 regarding the proposed modifications to the Yonge-Steeles Corridor Secondary Plan. This set out concerns associated with the proposed height and density for the subject lands and its ability to serve the objectives of intensification along this key transportation corridor.

Weston Consulting will be hosting a non-statutory public open house on January 14, 2016, to inform the community of the proposed development and obtain feedback from area residents in order to inform the formal development application submission.

We have had the opportunity to review the January 14, 2016 *Region's Report of the Commissioner of Corporate Services and Chief Planner regarding the Vaughan Yonge-Steeles Corridor Secondary Plan*", including the related attachments. We understand that the recommendations from this report are being considered by York Region Committee of the Whole on January 14, 2016.

While we generally support the advancement of the Yonge Steeles Corridor Secondary Plan, 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 for the subject lands 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 in this section of the plan area cannot be achieved with the proposed height and densities within the Yonge Steeles Corridor Secondary Plan. In particular, there is a dis-connect in the height and density regime that does not result in appropriate mixed use form that is economically feasible.

Weston Consulting will be submitting planning applications to facilitate an appropriate development scenario for the subject lands 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. We expect that continued 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 of 5 Uplands Avenue that forms the rear part of the subject lands. This would allow for a consistent planning regime for the entire subject lands.

We request formal notice of the decision on this matter by the Committee of the Whole and Council. Weston Consulting reserves the right to submit further comments, on behalf of our client, regarding this matter should it 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. Valerie Shuttleworth, Region of York
Councilor Alan Shefman, City of Vaughan
John MacKenzie, City of Vaughan
Jeffrey Abrams, City of Vaughan
Jenny Thyagarajah, Lemine Investment Group
Dennis A. Trinaistich, Trinaistich Dennis A Barristers & Solicitors
Peter Weston, Weston Consulting