

11.15 Yonge Steeles Corridor Secondary Plan

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PART A PREAMBLE AND PART B – THE PLAN, ALL POLICIES WITH THE EXCEPTION OF DEFERRED POLICY 5.8 TRAVEL DEMAND MANAGEMENT AND VEHICULAR PARKING AND DEFERRED POLICY 8.4 HOLDING PROVISION APPROVED BY THE ONTARIO LAND TRIBUNAL – ISSUE DATE September 12, 2022

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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 the Thornhill Public School; and 2) between the main driveway of the Thornhill Club lands and Highway 407, as shown on Schedule 1 (North) and Schedule 1 (South). 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 City of Vaughan Official Plan. The policies contained in this Secondary Plan have been designed to address the extension of the Yonge Subway and future Bus Rapid Transit Route along Steeles Avenue West. (as referenced in the Metrolinx - Regional Transportation Plan 2041).

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 City 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 (North) and Schedule 1 (South), separated by the Thornhill Heritage Conservation District and the Yonge Street Thornhill Secondary Plan.

The North Area extends along Yonge Street from the main driveway of the Thornhill 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 Railway 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 Railway 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 Railway, the built form consists of predominantly high-rise residential buildings and some office uses. Adjacent to the railway 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 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 City 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. Newer high-rise development has been completed in the City of Markham on the east side of Yonge Street, between the CN Railway and Doncaster 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 in Markham 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 2020 Provincial Policy Statement ('PPS') came into effect on May 1, 2020 and is the guiding document providing policy direction on matters of Provincial interest related to land use planning and development. The PPS sets the policy foundation to regulate land use and development and includes policies that direct growth to existing urban areas which contributes to the creation of strong communities, healthy environments, and long-term economic growth. Subsection 3(5)(a) of the Planning Act requires that in exercising any authority that affects planning matters, planning authorities "...shall be consistent with..." policies adopted under section 3(1) of the Planning Act.

Growth Plan for the Greater Golden Horseshoe

The 2020 Places to Grow, the Growth Plan for the Greater Golden Horseshoe ('The Growth Plan') plans for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life.

The Growth Plan requires municipalities within the Greater Golden Horseshoe ('GGH') to amend their policies to accommodate, a minimum of 50 percent of all residential development on an annual basis within built-up boundaries by 2051. Yonge Street is anticipated to be identified in the Growth Plan as a priority transit corridor and Steeles Avenue West is anticipated to accommodate a bus rapid transit route in the future. 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 to 800 metre radius of a transit station, representing about a 10-minute walk. The Major Transit Station Areas ('MTSAs') are to be planned to accommodate a minimum density target of 200 residents and jobs combined per hectare for those that are served by subways and a minimum density target of 160 residents and jobs combined per hectare for those that are served by a bus rapid transit. Major office uses will be directed to MTSAs.

Region of York Official Plan

The 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.

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 North 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.

In the year of 2022, the Region of York is currently in the process of undertaking its Municipal Comprehensive Review ('MCR'), which is evaluating the existing Regional Official Plan in the context of the above-noted updates to the PPS and Growth Plan 2020. Through the MCR process, densities and boundaries for future Major Transit Station Areas have been identified for approval by the Province, as an area generally within 500 m up to 800 m (10 minute walk) of the future and potential subway stations at the Yonge/Steeles intersection, Yonge and Clark intersection and at Yonge Street and Royal Orchard Boulevard area. The MTSAs are in accordance with the policies in the Growth Plan, York Region MCR and require the approval of the Province.

(The following paragraph is subject to OLT Order 2019.11.01)

The Yonge-Steeles Area Regional Transportation Study ('YSRTS') completed in September 2015, was led by York Region in partnership with the Cities of Vaughan, Markham and Toronto. Overall, the purpose of the study is to provide guidance on how to manage population, employment and travel demand growth in the study area.

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 West 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, south to the CN Railway are designated as General Commercial. Lands located north of the railway 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 railway. Additional nodes are also located north of Clark Avenue and along Steeles Avenue West, west of Hilda Avenue.

High Density Residential uses are located along Yonge Street, adjacent to the railway 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 West frontage and along Yonge Street to the CN Railway.

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

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

City of Markham Official Plan

The 2014 Official Plan for the City of Markham was adopted by Markham Council on December 10, 2013 and approved by York Region on June 12, 2014 but is not fully in force. It has been updated on April 9, 2018 by the LPAT, bringing parts of the Plan in force. It 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.

Mixed Use High Rise – are priority locations for development where the greatest intensification are intended to take place within Markham. These areas are located adjacent to the highest order transit services planned for Markham and are located from the Holy Cross Cemetery south to Bay Thorn Drive and around Royal Orchard Boulevard.

Mixed Use Mid Rise – Lands designated Mixed Use Mid Rise are located primarily along arterial and major collector roads and characterized by mid to large scale retail development. These areas are just south of Holy Cross Cemetery and north of Bay Thorn Drive.

Mixed Use Heritage Main Street – Lands designated Mixed Use Heritage Main Street are located along the historic east portion of Yonge Street, just north of John Street and designated as a heritage conservation district under the *Ontario Heritage Act*.

Residential Mid Rise – Lands designated Residential Mid Rise are intended to support existing or planned transit services by providing for modest levels of intensification adjacent to established residential areas.

Private Open Space – Lands designated Private Open Space such as the Holy Cross Cemetery provide for buildings and facilities related to the operation of a cemetery.

The lands north of the Holy Cross Cemetery bounded by Yonge Street to the west, Highway 407 to the north and Bayview Avenue to the east, form part of the Regional Centre of the Langstaff Gateway.

Markham Yonge Steeles Study

The 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 East 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 East 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 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.

The City of Markham is currently undertaking a new Yonge Corridor Land Use and Built Form Study to confirm the transit oriented community potential surrounding the Steeles, Clark and Royal Orchard Station Areas. This Study will inform a future Yonge Street Corridor Secondary Plan for the east side of Yonge Street in Markham.

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 Map 2 of the Toronto Official Plan. Avenues are identified as areas that will absorb growth through incremental development. The City has undertaken a study of the area and developed the Yonge Street North Secondary Plan which has not yet been adopted by City of Toronto Council.

Bill 171 Building Transit Faster Act. 2020

The purpose of this Act is to expedite the delivery of the four priority transit projects including the Yonge North Subway Extension by removing barriers and streamlining processes that may result in delays to the timely completion of these projects, while enhancing coordination and engagement with and being fair to public and private sector stakeholders:

The Bill provides that a person needs a permit from the Minister to carry out certain work on or near transit corridor land, defined as “land designated as transit corridor land” by order in council. More specifically, with the exception of utility infrastructure, the Bill requires a permit from the Minister to build, alter or place a building, other structure or road, or conduct excavation or dewatering on or under transit corridor land or land within 30 metres of transit corridor land. The Bill also requires a permit to build, alter or place utility infrastructure that would require grading or excavation on or under transit corridor land or land within 10 metres of transit corridor land.

Transit-Oriented Communities Act, 2020

This Act gives the Provincial government broad authority to enter into third-party Transit-Oriented Communities (‘TOC’) agreements for the Subway Program. Combined with recent changes to Provincial planning authorities, the Province has several tools available to advance its vision of TOC, including Minister’s Zoning Orders (‘MZOs’).

Environmental Assessment for the Yonge North Subway Extension – Ongoing (2022)

At the time of approval of this plan, Metrolinx is undertaking an Environmental Assessment for the planning and development of the Yonge North Subway Extension. The project will bring subway service north from Finch Station to Richmond Hill through an approximately eight-kilometre extension of the TTC’s Line 1. Five stations have been confirmed (Steeles, Clark, Royal Orchard, Bridge and High Tech) with one additional station under review (Cummer). These stations will provide connections to the Richmond Hill GO train line, Highway 407 GO bus service, and local and regional bus routes.

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 (North and South) 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 (North and South) attached. The policies of Volume 1 of the Vaughan Official Plan 2010 ('VOP 2010') apply to this Secondary Plan. Where there is a conflict between this Secondary Plan and Volume 1 of the Official Plan, the Volume 2 policies shall prevail.

The policies of this Secondary Plan have been designed to address the introduction of Bus Rapid Transit Service along Steeles Avenue West and/or a Subway Line along Yonge Street.

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
- a complete community that contains a range of uses and activities, providing diverse opportunities for working, living, learning, shopping, recreation and culture
- protecting stable residential neighbourhoods
- providing a wide range of housing choice for a diverse population, including affordable housing
- encouraging a mix of uses including jobs and housing within walking distance of each other together with a fine-grained network of publicly accessible pedestrian walkways framed by appropriately-scaled development that creates comfortable walking conditions
- providing a public park system to accommodate a growing population over the full build out of this Secondary Plan area
- protecting for planned and future transit corridors
- protecting for community services and facilities required to support anticipated population growth
- cooperation and connectivity between properties for vehicle and pedestrian movement to the public roads system and parks, recognizing that some existing uses may continue

and not redevelop for a number of decades

- allowing for incremental growth to support the intensification of the South Area - south of the CN Railway while maintaining a minimum intensification development potential for all the lands within the South Area - south of the CN Railway
- anticipating the population and job requirements based on the Growth Plan objectives for future Major Transit Station Areas
- provision for affordable housing
- conserving land
- 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 ten-minute walk of the proposed transit station to reflect the transit priority of this intersection. Generally, 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, certain 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 and a building adherence to a 45-degree angular plane.

All new developments within the High-Rise and Mid-Rise areas will generally 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 45-degree angular plane will be measured from the northern limit of the future Royal Palm Drive 24m right-of-way (which is approximately 12 metres north of the south property line of the existing low-rise residential lands at the time of approval of this Secondary Plan).

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. For the South Area – south of the CN Railway, the permitted minimum target FSI may be exceeded without amendment to this plan, subject to appropriate studies being undertaken to justify the proposed increase in overall density. The required studies are described through, but not limited to, the policies of this Secondary Plan and subject to approval by the required authorities. 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 a higher number of jobs including office employment uses along Yonge Street

and Steeles Avenue West, south of the CN Railway.

The North Area extends along Yonge Street from the main driveway of the Thornhill 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 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 for intensified uses along the new Royal Palm Drive frontages.

Generally, block frontages along Yonge Street and Steeles Avenue West are approximately 100 to 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 local streets or private roads, 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 new 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 and throughout the parks network, 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.

The South Area – south of the CN Railway is currently fully built out and comprised of a number of one storey retail buildings in a plaza or stand-alone format and a number of motor vehicle car dealerships. Over time it is anticipated that these low-rise forms of uses will transition to more intensified high and medium height mixed-use development to support the significant transit investment being made to this area. The Secondary Plan allows for the continuation of these existing uses until this transition occurs. Expansions of these existing uses are permitted as long as the expanded use does not impede the intensification of the surrounding lands, specifically by preventing the required new roads to be established. It is imperative that the expansions of existing uses do not prevent or restrict the intensification of surrounding lands; therefore, the City shall seek the necessary road dedications at the earliest opportunity.

The objective of the Secondary Plan is to see full motor vehicle dealership sites at the end of the life, replaced with intensified mixed-use development that support the significant transit investment being made within this area and the complete community being planned. A motor vehicle sale only use, can be considered on a limited basis, within a mixed-use development.

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 public road network as described in this

Plan

- sub-surface pedestrian connection network to future subway entrance at the north-west corner of Steeles Avenue West and Yonge Street
- conveyance of lands to protect for planned and future rapid transit networks
- provision of population and jobs to achieve a complete community
- phasing of development that is supported by services, community services, schools, transportation and transit network
- urban design objectives
- environmentally sustainable site and building design practices

In the Year 2022 the York Region MCR process was underway and included the provision for Major Transit Station Areas (MTSAs) ultimately to be approved by the Province. Through this process the draft boundaries and minimum densities for the MTSAs at Yonge Street and Steeles Avenue West, Clark Avenue West and Royal Orchard have been identified by the Region. All proposed MTSAs have cross jurisdictional implications on population and density.

Upon approval of the York Region MCR and MTSAs by the Province, the City through its Official Plan review will reflect the provincially approved MTSAs and the Secondary Plan may require an update to reflect the approved MTSA boundaries and population and job requirements targets. The Thornhill Club is located at the southern end of the North Area. Appropriate heights and densities will be established through the Official Plan review, having regard for the Royal Orchard Subway Station MTSA policies contained in the Region of York Official Plan.

In the Year 2022, as the South Area – south of the CN Railway remained under appeal to the Ontario Land Tribunal ('OLT') and anticipated to be approved by the OLT prior to the Provincial approval of the York Region MCR, policies to consider the anticipated MTSA for Yonge Street and Steeles Avenue West and the future Steeles Subway Station have been included in the Secondary Plan.

The density permissions as per this Secondary Plan, within the South Area - south of the CN Railway, are planned to accommodate the minimum population and job target numbers as per Tables B and C to meet the Growth Plan and MTSA objectives. This level of development has been supported by previous studies and complies with the Primary Centre policies of the City Official Plan and the Regional Corridor policies of the York Region Official Plan. From a strictly potential built form perspective, the South Area - south of the CN Railway, has the capacity to achieve population and job numbers 3 to 4 times more versus the population and job numbers within Tables B and C and meet the Urban Design

objectives and principles of this plan. However, not all of the appropriate studies and planning to support this level of population and job number increase, have been undertaken to support this overall increase. The Secondary Plan policies permit an incremental increase that could lead to a substantial increase in population and jobs without the need for an amendment, subject to the appropriate studies and justification.

3.0 LAND USE DENSITY AND BUILT FORM

3.1 The Built Form and Urban Design Policies

3.1.1 Development within the Secondary Plan Area will conform to policies contained in Sections 9.1.2 of Volume 1 of the Official Plan, however, in the event of a conflict the policies of this Secondary Plan shall prevail.

3.1.2 Future development shall be in general conformity with the following urban design policies as well as the City-Wide Urban Design Guidelines (2018) and the Yonge Steeles Corridor Urban Design Guidelines and Streetscape Plan as they apply to the public realm and private lands, in order to create an attractive, safe and pedestrian-friendly environment, with appropriate relationship to the adjacent existing low-rise neighbourhoods.

3.1.3 Any variations to the following policies within 3.1 shall be to the satisfaction of the City, be minor and shall respond to the unique conditions or context of a site. Such variations will not require an amendment to the Secondary Plan provided they are supported through an Urban Design Brief that has been prepared to the satisfaction and supported by the City.

3.1.4 All mid-rise and high-rise buildings should generally fit into the 45-degree angular plane taken from the at-grade lot line of the adjacent low-rise residential areas within Vaughan boundary to achieve the following:

- when applying the 45-degree angular plane to development south of the future extension of Royal Palm Drive , the 45-degree angular plane shall be measured from the northern limit of the future right-of-way of such extension
- Maximize direct sunlight on Parks for 5 hours of sunlight at spring/fall equinox Notwithstanding the foregoing, for the Park blocks identified as P4, P5, P6 and P7 in Schedule 4, less than 5 hours is acceptable by virtue of their location on the northside of the development blocks
- Minimize shadow impact on low-rise residential properties to the greatest extent

possible

3.1.5 Towers should be oriented to maximize sunlight access on parks by limiting those building facades which face the park to generally a maximum 25 metres wide.

3.1.6 The building maximum tower floor plate for residential buildings should be 850 square metres.

3.1.7 The building tower separation distance should be a minimum 25 metres.

3.1.8 The minimum ground floor building height should be 4.5 metres in mixed-use designations.

3.1.9 The maximum building podium height should be as follows:

- 8 storeys where podiums directly front on Yonge Street and Steeles Avenue West
- 6 storeys in all other locations
- An increase in podium height which directly fronts Steeles Avenue West or Yonge Street up to 10 storeys may be acceptable subject to the top two storeys of the podium having a minimum 3 metres step back clear of any projections

3.1.10 Where a podium form is proposed, the tower should be stepped-back approximately 3 meters from the podium. Notwithstanding the above, the upper storey cantilevers may be incorporated above a height of 7.5 metres.

3.1.11 The building exteriors shall achieve the following:

- Minimize blank facades on public streets and parks
- Break-up the massing of buildings that are longer than 80 metres with articulation and/or pedestrian access, where possible

3.1.12 Along public streets the following setbacks are required:

- Along Yonge Street and Steeles Avenue West, approximately 3 metres at grade building setback to provide retail spill out spaces, space for tree planting and street furniture such as benches and bike racks

- Along local streets, approximately 3 metres at grade building setback unencumbered by building elements, including but not limited to such building elements as stairs, porches and columns
- On all streets a minimum of 1 metre setback clear of any projections must be provided

3.1.13 Where private roads/mews are within High-Rise Mixed-Use areas and adjacent to parks, the following are required:

- The private road should provide for a connected network for the blocks and primarily serve as the service street
- The building facades facing the park on a private street should have a high-quality architectural treatment for the servicing, loading and vehicle ramp areas facing the park
- Provide wraparound active uses on the corner to animate the park frontage

3.1.14 Buildings located at street corners are encouraged to include architectural features that enhance the visual prominence and identity of these important locations within the Secondary Plan Area.

3.1.15 Site plan applications shall include a Sustainable Development Report as per City policy.

3.1.16 Parking and servicing access should be internal to development blocks and not on Public Streets.

3.1.17 Parking shall be provided underground to the greatest extent possible.

3.1.18 Parking structures should:

- Be lined with active uses at grade facing public roads and parks
- Above first level, generally be lined with active uses facing public roads and parks and/or include facades finished with high quality materials to minimize the visual impact of the structure on the public realm
- Include appropriate setbacks between existing and planned residential and exposed

parking structures to mitigate noise and light pollution

- For expansion of existing uses as per policy 10.1, generally be lined with active uses facing public roads and parks and/or include facades finished with high quality materials to minimize the visual impact of the structure on the public realm and include appropriate setbacks between existing and planned residential and exposed parking structures to mitigate noise and light pollution

3.1.19 Where possible, pickup and drop-off locations should be on public streets, excluding Yonge Street and Steeles Avenue West.

3.1.20 Transit-supportive parking standards for residential and non-residential uses shall be adopted by the City to facilitate development of the Secondary Plan and encourage non-automobile travel.

3.1.21 The design of off-street parking facilities shall be encouraged to accommodate spaces for car-share programs and include reserved spaces for drivers of car-share vehicles.

3.1.22 On-street parking shall be encouraged on minor collector and local streets throughout the Secondary Plan, and on higher order streets where appropriate.

3.1.23 The implementing zoning by-law shall establish specific requirements related to building height, massing, setbacks and stepbacks in conformity with the policies of the YSCSP.

3.1.24 All proposed developments within the YSCSP may be subject to review by a Design Review Panel to ensure consistency with the policies in this section as well as the City-Wide Urban Design Guidelines (2018) and the Yonge Steeles Corridor Urban Design Guidelines and Streetscape and the inclusion of Public Art subject to applicable City Policies and Guidelines.

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. To limit the number of driveway accesses, access points shall be consolidated where functionally possible. The number, width and location of driveway access points shall be to the satisfaction of the appropriate approval authorities. Notwithstanding the above, alternative interim access arrangements will be considered.

3.3 Density and Heights

3.3.1 The following policies apply for the North Area and the South Area – North of the CN Railway.

3.3.1.1. 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.

3.3.1.2. Notwithstanding 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.

3.3.1.3. Notwithstanding policies 3.3.1.1. and 3.3.1.2. 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.

3.3.2 The following policies apply for the South Area – South of the CN Railway.

3.3.2.1. The FSIs identified within Schedule 2 (South), are to achieve the minimum population and job numbers as identified in Tables B and C, that are supported by the YSCSP background studies for servicing and transportation and are in conformity with the Growth Plan 2020 and proposed MTSA areas.

3.3.2.2. The densities identified within the Secondary Plan Schedule 2 (South), south of the CN Railway and the minimum population and jobs numbers illustrated in Tables B and C, can be substantially exceeded without the need for an official plan amendment. This change

can be implemented through a zoning by-law amendment, subject to the approval of a Community Benefits Charge (if supported by by-law) and supported by approved studies such as transportation, servicing, urban design, park, community need, affordable housing and any other applicable studies required by the City of Vaughan and/or York Region. However, if the total population for the South Area, south of the CN Railway, as permitted by approved zoning by-laws and/or building permits exceeds a threshold of 45,000 persons, an official plan amendment will be required for further residential development beyond 45,000 persons.

3.3.2.3. Studies to support additional population as per Policy 3.3.2.2. shall be based on and take into account the following criteria:

- The starting point for a study is the minimum full build out of population and job objectives for the South Area, south of CN Railway as illustrated in Tables B and C
- Site-specific approvals and/or current development application proposals within the City of Vaughan for increases in the population and job numbers
- Official Plan permissions and site-specific approvals and/or current development applications within the nearby lands in the City of Toronto and the City of Markham
- The requirements set out in policies 8.6 and 9.0
- The Region's Water and Wastewater Master Plan as updated

3.3.2.4. Where a change in land use is required or if the proposal does not comply with other policies of the Official Plan and the Secondary Plan, excluding density permissions as outlined on Schedule 2 (South), an Official Plan Amendment application will be required.

3.3.2.5. Upon approval of the implementing zoning by-law, Schedule 2 can be updated without an amendment to this plan, to illustrate the maximum density and height permissions.

3.4 High-Rise Mixed-Use

3.4.1 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 500 to 800 metres of the transit hub, fronting on to Yonge Street or 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 including the use of Public Art.

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.

3.4.2 Permitted Uses

3.4.2.1. 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 exceptions:

- Gas stations shall not be permitted
- Motor Vehicle service shall not be permitted
- Motor vehicle sales are permitted. For the purposes of the YSCSP, Motor Vehicle Sales shall be defined as where vehicles are displayed, sold or leased and does not include mechanical repairs and autobody repairs

3.4.3 Mandatory Retail Uses

3.4.3.1. Retail uses as defined in the Secondary Plan and community facilities as defined by the Official Plan are required to support the anticipated population.

3.4.3.2. Permitted retail uses and community facilities are encouraged within the ground floor of all mixed-use buildings.

3.4.3.3. A mandatory retail area is required for the ground floor of buildings that front onto

Yonge Street or Steeles Avenue West located within the South Area as per Schedule 3 (South).

3.4.3.4. Within the mandatory retail area as per Schedule 3 (South), a minimum of approximately 60 percent of the building ground floor frontage along Yonge Street and Steeles Avenue West shall be used for retail uses, office, hotel, transit uses and/or community facilities. For this policy, motor vehicle sales shall not be considered as part of the 60 percent retail area.

3.4.4 Office Uses

Notwithstanding Section 9.2.2.6.e. of the Official Plan, office uses shall be permitted and encouraged throughout the High-Rise Mixed-Use designation without a limit on the number of square metres, subject to the other policies of this Secondary Plan.

3.4.5 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.

3.4.6 Publicly Accessible Open Space

3.4.6.1. The City may permit Publicly Accessible Private Open Space (POPS) providing passive or active amenity spaces serving a connecting function between public streets, parks, and or facilities by way of a public easement and associated agreement, where the following have been demonstrated to the City's satisfaction.

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

3.4.6.3. The appropriateness of any proposed POPS will be considered through the development application process and the POPS shall meet the following criteria:

- An easement in favour of the City granting public access over the POPS area
- Design, programming and maintenance of the POPS area to the City's satisfaction and if necessary appropriate agreements with the City
- The final design for the POPS shall be addressed through the site plan review process
- POPS shall be universally accessible with high quality and low maintenance programs, and visually and physically accessible from public streets
- POPS should have proper signage identifying them as public places
- Developments are discouraged to have servicing/loading directly facing POPS

3.5 High-Rise Residential

3.5.1 Permitted Uses and Building Types

Permitted uses in the High-Rise Residential shall be in accordance with Section 9.2.2.5. of the Official Plan, with the following exception:

- gas stations shall not be permitted

3.5.2 Permitted Building Types

Permitted building types within the High-Rise Residential area are buildings over twelve storeys and subject to the other policies of this Secondary Plan and in accordance with Sections 9.2.2.5.c and d.

3.6 Mid-Rise Mixed-Use

3.6.1 Character

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 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.

3.6.2 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

3.6.3 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.

3.6.4 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 Yonge

Street frontages. The minimum height shall be three-storeys for all other locations.

3.6.5 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 Yonge Street, the minimum floor-to-floor height of the ground floor of buildings in this designation shall be approximately 4.5 metres.

3.6.6 Setbacks

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

3.6.7 Publicly Accessible Open Space

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

3.7 Low-Rise Mixed-Use

3.7.1 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.

3.7.2 Permitted Uses

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

3.7.3 Permitted Building Types

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

3.7.4 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.

3.7.5 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 4.5 metres.

3.7.6 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.

3.7.7 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.

3.8 Mid-Rise Residential

3.8.1 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 mid-rise buildings. 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.

3.8.2 Permitted Uses

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

3.8.3 Permitted Building Types

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

3.8.4 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.

3.8.5 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.

3.9 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

Unless specified by policy, 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 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
- comfort and flexibility for users during all seasons of the year
- The design and programming of individual parks and recreational facilities is to achieve a connected and comprehensive park system

4.4 Parkland Conveyance

Parkland shall be conveyed in accordance with City-Wide policies and by-laws. Lands to be conveyed for Parks purposes shall be located generally in accordance with the lands shown as Parks on Schedule 4 (South).

In addition to the parkland identified in Schedule 4 (South), additional parkland provisions within and outside of the YSCSP area may be considered.

4.4.1 Parkland Conveyance South Area – South of CN Railway

4.4.1.1. As a condition of the first residential development proposal within the limits of a property as existed on June 15, 2022 as per Schedule 1 (South), if there is a park within the limits of the property as per Schedule 4 (South), the applicable park lands shall be dedicated to the City of Vaughan as a condition of the first residential development approval within the limits of the property as per Schedule 1 (South) and where necessary be subject to appropriate legal agreements respecting interim use of the lands for parking for existing uses, construction access and staging purposes, at no fee to the land owner.

4.4.2.2. The following are specific requirements for the future Parks as identified on Schedule 4 (South):

- P1: The northern limits of P1 park block are to align with the southern boundary of southern-most future east/west private road.
- P2: The east/west width of P2 park block is a minimum of 79 metres.
- P3: The P3 park block is to be established through the acquisitions of the following five lots and properties: 21, 23, 25, 27, and 29 Crestwood Road.
- P4: The north/south depth of P4 park block is a minimum of 40 metres and a minimum size of 1,200 m². This park block is subject to Road N-S 1 configured generally as per Schedule 5 (South). If Road N-S 1 is shifted to the east side of 88 Steeles Avenue West, through the development application process for the lands containing P4, an alternative consideration for the size and configuration of P4 park block will be undertaken including whether the open space area shall be considered as a park block, POPS or a private amenity space.
- P5: The four P5 park blocks shall have a minimum north/south depth of 50 metres. The southern boundary of these park blocks shall be bounded by a 14 metre landscaped area and mews. Appendix D illustrates the dimensions for Park Blocks and the landscaped area and mews. The configuration of the easterly P5 park block may be revised subject to the final location of Road N-S 1.
- P6: The north/south depth of P6 park block is a minimum of 65 metres from Royal Palm Drive.
- P7: A proposed park is desirable within Block 9 to serve as a connection to the future park blocks to the east and to support the residential development proposed within Block 9. The extent of the proposed park and whether the open space shall be considered as parkland, POPS or amenity space shall be determined through the residential development proposals within Block 9.

4.5 Strata Park Provisions

Opportunities for strata arrangements, including the location of utilities under parks for an associated adjacent use will be considered on a case-by-case basis and subject to the approval of the City. The acquisition of Park Blocks 1 – 6 (Schedule 4) are intended to be dedicated without strata arrangements.

5.0 TRANSPORTATION AND CIRCULATION

5.1 Public Transit and Sub-surface Pedestrian Connection

5.1.1 The City will cooperate with Metrolinx, York Region, the Toronto Transit Commission and other relevant agencies to plan and implement a subway along Yonge Street and a Bus Rapid Transit Route along Steeles Avenue West. A subway entrance is planned for the northwest corner of Yonge Street and Steeles Avenue West and will be encouraged to be incorporated within the ground floor design of buildings where appropriate.

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.

5.1.2 Direct underground pedestrian connections to the Yonge/Steeles subway station in a sub-surface pedestrian connection “SSPC” network is required as per Schedule 8 (South). However, lining the underground SSPC with retail and other commercial uses shall not be required. A study/project to determine the specifications and requirements of the SSPC should be undertaken by the impacted YSCSP landowners with consultation and approval by the City of Vaughan, York Region and other agencies as required. The SSPC study/project is to be completed prior to release of the Holding Provision and the partial or full site plan approval for those buildings impacted by the SSPC. The study/project shall be coordinated amongst landowners within and between development blocks with impacted properties as indicated on Table A.

5.1.3 To support the vision of this Plan, the following are additional potential transit improvements for the existing and planned population:

- i. Connecting new developments to a pedestrian concourse at the Steeles Station of the Yonge North Subway Extension (YNSE) from the Yonge Street-Steeles Avenue intersection;
- ii. The Steeles Avenue Bus Rapid Transit line at Yonge Street;
- iii. Two-way, all-day service on the Richmond Hill GO line; and
- iv. Improved transit fare and service integration across TTC, YRT and GO services.

These potential improvements would be implemented by the Province of Ontario (and/or

applicable Provincial agencies, such as Metrolinx, or the City of Toronto/TTC) and the Regional Municipality of York.

5.2 New Local Streets – Character

New local streets providing access to and circulation within the 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 proposed local streets shown on Schedule 5 will be established with more precision as development proceeds, through conveyances, in a manner that reinforces a grid pattern of public streets and blocks. The public 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 public 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 publicly accessible via a public easement or 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.

5.4 Local Streets Right-of-Way

Proposed streets shown on Schedule 5 (South) shall be designed with road right-of-way (ROW) widths in accordance with 5.9. All streets shall include a sidewalk, a row of street trees, and in-boulevard cycling facilities either side of the pavement, as well as utilities and services. Street parking is to be provided to the satisfaction of the City; and should generally be provided on one side of all streets which intersect with Yonge Street or Steeles Avenue, with this requirement beginning at Yonge Street/Steeles Avenue and ending at the next intersection with a public street.

Proposed streets with a ROW of 23 metres may be designed with a reduced ROW of up to 3 metres, if technical studies are submitted which indicate that a left turn lane and/or street parking is not required, subject to the satisfaction of the City. In addition, required widening of the ROW at intersections may be waived if technical studies are submitted justifying why this widening is not required, subject to the satisfaction of the City. No other reductions in the ROW, for any streets, will be permitted.

The proposed local street shown on Schedule 5 (North) shall be designed to be consistent with the latest version of the City's Engineering Design Criteria and Standard Drawings for a major local street or equivalent as determined by the City.

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 protected, publicly accessible walkways in appropriate locations and Publicly Accessible Open Spaces as generally shown on Schedule 4.

5.6 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 a row of street trees on both sides of the street.

5.7 Cycling Facilities

All new streets within the Secondary Plan Area for the South Area – south of the CN Railway are to be planned to accommodate cycling in dedicated lanes.

5.8 Travel Demand Management and Vehicular Parking

5.8.1 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 and the City's Transportation Demand Management Guideline.

5.8.2 The vehicular parking policies in paragraphs 5.8.2 to 5.8.6 apply to the South Area – south of the CN Railway. In this area, vehicular parking shall be provided at rates to promote the use of transit, walking and cycling as follows:

- i. The parking space standards for apartment dwellings, podium townhouse dwellings, live-work dwellings and multiple unit townhouse dwellings are:
 - for resident parking spaces, a minimum standard of 0 parking spaces to a maximum standard of 0.5 parking spaces per dwelling unit; and
 - for visitor parking spaces, a minimum standard of 0.15 parking spaces per dwelling unit. Visitor parking spaces are also subject to policies 5.8.4 to 5.8.6.
- ii. For non-residential uses, parking space requirements shall be based on Comprehensive Zoning By-Law No. 001-2021 for the VMC Zone. Non-residential parking space requirements are also subject to policy 5.8.5.
- iii. Shared parking reductions within a mixed-use development shall be permitted and calculated based on the Mixed-Use Development Shared Parking Reductions detailed in Comprehensive Zoning By-Law No. 001-2021.
- iv. For the purposes of calculating barrier-free parking spaces, the requirements in the Comprehensive Zoning By-Law No. 001-2021 Section 6.4.3 shall apply, except that references to “Total Required Parking Spaces” shall be replaced with “Total Provided Parking Spaces”.

5.8.3 Minor variations from the resident parking rates in 5.8.2 may be permitted without amendment to this Plan, provided that such variations are a result of specific design challenges, unique conditions or the unique context of an individual site and are supported by studies completed to the satisfaction of the City.

5.8.4 Visitor parking spaces based on the number of apartment dwellings, podium townhouse dwellings, live-work dwellings and multiple unit townhouse dwellings and non-residential parking spaces are also subject to the following:

- i. The visitor parking spaces and non-residential parking spaces, provided at the required rates specified in 5.8.2, are permitted to be physically shared, operated as a common parking pool, and may be provided as a commercial parking operation;
- ii. Prior to the opening of the Yonge North Subway Extension:
 - a. reductions to the minimum visitor parking supply and non-residential parking supply will not be permitted without amendment to this Plan; and,

- b. visitor parking spaces and non-residential parking spaces will be provided at the required rates specified in 5.8.2.
- iii. After the opening of the Yonge North Subway Extension, the City is prepared to conduct a study in consultation with interested landowners, or review a study undertaken by interested landowners respecting the usage of visitor parking spaces in order to assess the potential for a reduction in the visitor parking spaces to a rate of 0.10 spaces per unit. Should this study be conducted by interested landowners it shall be undertaken to the satisfaction of the City, and at a minimum, be completed in accordance with the City of Vaughan Parking Study Guidelines;
- iv. A further reduction below 0.10 spaces per unit following six months after the opening of the Yonge North Subway Extension may be permitted provided such reduction is supported by studies conducted to the satisfaction of the City, and at a minimum, be completed in accordance with the City of Vaughan Parking Study Guidelines.

5.8.5 Reductions to residential visitor parking and non-residential parking standards following the opening of the Yonge North Subway Extension may be permitted through a minor variance or zoning by-law amendment process provided such reduction is supported by studies completed to the satisfaction of the City.

5.8.6 “Swing Spaces”

- i. The parking spaces represented by the difference between the required 0.15 spaces/unit and 0.1 spaces/unit are referred to in this Secondary Plan as “swing spaces”.
- ii. Swing spaces can be created as condominium units subject to 5.8.6vii and 5.8.6viii, but must be retained by the developer as one group of units (controlled by appropriate legal mechanisms on title such as no dealings restrictions) and made available as visitor parking spaces just as all other visitor parking spaces are, for a period of up to 10 years following the opening of the subway;
- iii. Following the earlier of the study process and zoning amendment process referred to in paragraph 5.8.4iii, or the expiry of the 10 years following the opening of the subway, in accordance with the provisions set out below, the swing spaces may be either conveyed to the condominium corporation to form part of the visitor spaces required, or be released from the no dealings restrictions so that the developer can convey those spaces to owners of residential units in the building, so that they become connected to those residential units in the same fashion as residential spaces originally available at the time of the creation of the condominium;
- iv. If the City amends the zoning by-law to reduce the visitor parking rate to 0.1 spaces/unit or less, all the swing spaces can be conveyed to residential unit owners in

the condominium;

- v. If the City does not amend the zoning to reduce the visitor parking rate at all, or 10 years have passed since the subway opened, then all the swing spaces will be conveyed to the condominium corporation for nominal consideration;
- vi. If the City amends the zoning to reduce the visitor parking rate to between 0.1 and 0.15 spaces/unit then the number of swing spaces required to ensure the new visitor parking rate is complied with will be conveyed to the condominium corporation for nominal consideration, and the balance can be conveyed to residential unit owners in the condominium.
- vii. The swing spaces may be provided in temporary surface parking lots or other buildings within a 200m walking distance (as measured by the direct path of travel) from the condominium to which they are connected to, provided that the following requirements are met to the satisfaction of the City:
 - That the necessary legal agreements are obtained by the applicant which ensure that the temporary surface parking lot shall be provided until no longer required by this Plan or subsequent adjustments to the visitor parking rate as contemplated above;
 - That the proposed walking route from the swing spaces to the entrance of the condominium is safe, accessible and convenient for the duration that the swing spaces are in use; and
 - That any public roads which must be crossed by the direct path of travel between the swing spaces and their associated condominium will have appropriate pedestrian crossing infrastructure provided and paid for by the developer to the satisfaction of the City.
- viii. The maximum parking standard for resident spaces of 0.5 spaces per unit shall not be exceeded by the conversion of swing spaces to resident spaces. For clarity, if the maximum number of swing spaces is proposed (i.e. 0.05 spaces per unit), then the effective maximum resident spaces per unit for the uses noted in 5.8.2i will be 0.45.

5.9 South Area – South of CN Railway Local Street Policies

5.9.1 Roads

As a condition of the first development approval within the limits of a property as existed on June 15, 2022, as per Schedule 1 (South), if there is a proposed road fully or partially within the limits of the property as per Schedule 5 (South), the applicable ROW lands are to be dedicated to the City of Vaughan or York Region as a condition of the first development approval within the property limits as per Schedule 1 (South) and if necessary be subject to appropriate legal agreements which may consider the interim use of the dedicated lands for construction access or staging purposes. In the case of properties with multiple roads, a

phasing for the timing of new road dedications, not including road widenings, can be considered subject to an approved phasing and road dedication timing plan submitted and approved by the City.

5.9.2 Future Road: N-S 1 South of E-W 1

The required ROW width is 23 metres. Notwithstanding the location of N-S 1 on Schedule 5 (South), the location of N-S 1 between Steeles Avenue West and the future extension of Royal Palm Drive will be determined through the approval of the first development application for the lands within Block 3 (excluding 2 Steeles Avenue West and 7028 Yonge Street) or Block 4 (excluding 100 Steeles Avenue West). The final N-S 1 road location shall require the support of the City of Vaughan, York Region, City of Toronto and possibly Metrolinx. The location of N-S 1 should generally align with existing property lines, where possible, and attempt to achieve an equal share between adjacent property owners. Depending on the outcome of the location of the future Powell Road extension to the north, this equal share between property owners may not be achieved.

5.9.3 Future Road: N-S 1 Powell Road extension (north of E-W 1)

The required ROW width is 23 metres. The majority of the road ROW for the extension of Powell Road to Royal Palm Drive has been acquired by the City of Vaughan, and additional lands to accommodate the ROW will be required from the lands to the east. This alignment can be shifted westward or eastward to align with N-S 1 (south of E-W 1) if lands have been acquired to accommodate a shift in the Powell Road ROW. If the appropriate lands are not acquired to accommodate the shift in Powell Road ROW, the existing Powell Road ROW shall be maintained, and the future N-S 1 is to connect with the existing Powell Road ROW.

5.9.4 Future Road: N-S 2

The required ROW width is 23 metres. The specific alignment of N-S 2 will be determined through the approval of the first development application within 100 Steeles Avenue West. At Steeles Avenue West, N-S 2 is to align with the existing signalized driveway intersection on Steeles Avenue West between Yonge Street and Hilda Avenue.

5.9.5 Future Road: N-S 3

The required ROW width is 23 metres. The specific alignment of N-S 3 will be determined through the approval of the first development application with Blocks 5 or 6. The centre of the ROW should follow existing property lines with generally an equal share of the ROW limits

between the properties.

5.9.6 Future Road: N-S 4

The required ROW width is 23 metres. The specific alignment of N-S 4 shall be determined through the approval of the first development application with Block 1.

5.9.7 Future Road: N-S 5

The required ROW is 23 metres. N-S 5 at Royal Palm Drive is to align with the existing Payson Avenue. The specific alignment of N-S 5 will be determined through the approval of the first development application within Blocks 8 and 9. The centre of the ROW should follow existing property lines with generally an equal share of the ROW dedication between the properties.

5.9.8 Crestwood Road – Possible Removal

Crestwood Road, east of Powell Road is an existing road. Consideration for the removal of all or a portion of Crestwood Road as a public right-of-way will be reviewed by the City of Vaughan by December 2027 in consultation with the affected landowners and surrounding community.

5.9.9 Future Road: E-W 1 - Royal Palm Road east of Hilda Avenue to Yonge Street

The required ROW width is 24 metres and generally should be equally shared between the lands on the north and south side of the future Royal Palm Drive, and to align with Woodward Avenue at the intersection of Yonge Street; subject to the results of a future Environmental Assessment. (Appendix D illustrates the contemplated dimensioning)

5.9.10 Townsgate Road extension to Payson Avenue

Townsgate Road is to be extended to Payson Avenue subject to Council approval. The required ROW width is 20 metres.

5.9.11 Future Road: E-W 2

The required ROW is 23 metres. E-W 2 is to be an extension of Pinewood Drive to the west and align with Doncaster Avenue at the intersection of Yonge Street.

5.9.12 Future Road: E-W 3

The required ROW is 23 metres. E-W 3 can be removed as a public ROW subject to the establishment and approval as a private road. The private road is subject to the approval of the property owners within Blocks 8 and Block 9 impacted by E-W 3 and the City of Vaughan. The private road shall provide access to all properties as proposed by E-W 3. The minimum width of the private road shall be 11 metres to accommodate vehicle, pedestrian and cycling movement and landscaping adjacent to the future park in a mews type condition.

5.9.13 Steele Avenue West

5.9.13.1. The jurisdiction of the current ROW of Steeles Avenue is entirely within the City of Toronto.

5.9.13.2. Lands with frontage onto Steeles Avenue West are required to provide a 23.5 metre ROW tapering to a 22.5 metres ROW as measured from the centreline of the existing 36 metre ROW. Upon approval of the Environmental Assessment for the future Steeles Avenue bus rapid transit route, the required ROW may be adjusted without amendment to this plan.

5.9.13.3. The municipal ownership of the additional ROW to accommodate the Bus Rapid Transit Route will be dedicated to York Region.

5.9.14 Signalized Intersections

5.9.14.1. Future signalized intersections along Steeles Avenue West and Yonge Street are subject to the approval by others such as the City of Toronto and York Region

5.9.14.2. Future signalized intersections on all other streets within the Secondary Plan area are subject to the approval of the City of Vaughan.

5.9.15 Conceptual Private roads

5.9.15.1. Schedule 8 (South) illustrates the approximate location for some of the private road network.

5.9.15.2. The purpose of the private driveway connections and private roads are to accommodate interconnections between properties to the public road system, along with active transportation and vehicular access to buildings.

5.9.15.3. The details of the private roads shall be determined through the first development application within the applicable blocks subject to the satisfaction of the City of Vaughan and other applicable agencies. Agreements between property owners and/or easements may be a condition of the development approvals.

5.9.15.4. Private roads should be designed as complete streets accommodating low travel speeds, active frontages, sidewalks, and tree planting, where possible.

5.9.15.5. For properties facing Yonge Street and Steeles Avenue West where a private road/mews is proposed between public parks and development, the private road/mews should provide a connected network for all the blocks and serve as the primary vehicular driveway access to buildings.

5.9.15.6. A private road connection is required between the two private east-west roads, east of N-S 1. Alternatively, if the east-west private road that connects to Yonge Street is connected directly with N-S 1, a direct connection between the private roads is not required and the proposed private road along the south side of P5 does not need to extend east side of N-S 1. (see Schedule 8)

5.9.16 Strata Road Provisions

Opportunities for strata arrangements, including the location of utilities under road rights-of-way for an associated adjacent use will be considered on a case-by-case basis and subject to the approval 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
- ii. regarding sustainability, including, at a minimum, energy efficiency, water

conservation, renewable energy use, heat island mitigation, storm water management and solid waste management

- iii. use high-albedo surface materials and/or provide for shading for all non-roof surfaces including surface parking areas, where permitted
- iv. 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 infrastructure and capacity in the Region's water and wastewater systems.

6.4 Hydro Lines

The City shall cooperate with Hydro One, Alectra 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
- 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

6.6 Railway Setback

To protect rail infrastructure from encroaching adjacent development that may impede operations due to noise or environmental concerns. Specifically, development adjacent to a railway right-of-way shall provide:

- i. appropriate land use compatibility, as may be set out in Ministry of Environment Land Use Compatibility guidelines;
- ii. appropriate noise and vibration levels for the adjacent development, as may be set out in Ministry of Environment guidelines on noise and vibration; and
- iii. appropriate separation distances and/or safety barriers, as may be prescribed by Provincial guidelines or railway operators.

7.0 COMMUNITY SERVICES AND FACILITIES

7.1 Community Services Impact Statement

7.1.1 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, landowners 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 nearby community services within the Cities of Vaughan and Markham including:
 - schools
 - daycare spaces
 - libraries

- recreation facilities

7.1.2 Community Facilities are permitted within Private development buildings and lands and are supported and encouraged to support the future residential population.

Consideration for community facilities will be undertaken through the review of site-specific development applications.

7.1.3 Park lands within the Secondary Plan area shall also be considered as areas for City community facility buildings and structures to support the population.

7.2 Agency Coordination

The City will work with the School Boards, the Vaughan Public Library 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 Community Benefits to Secure Community Services and Facilities

Within the Secondary Plan Area, Council may enact Zoning By-laws in accordance with City Wide Community Benefits policies and by-laws.

8.0 IMPLEMENTATION

8.1 Cost Sharing

As a condition of approval of development, 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 area 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, lands and/or facilities are fairly and equitably shared without adverse impact on the City's financial capability. The measure and agreements permitted by this policy shall be only those which are permitted by law and are otherwise agreed to by the landowner(s) and the City.

8.2 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.

8.3 Plans of Subdivision

Where required to secure infrastructure improvements, other aspects of orderly development 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 policies 8.5 and 8.6 of this Secondary Plan. Where acceptable to the City, an alternative process versus Plans of Subdivision may be considered.

8.4 Holding Provision

That the Holding Symbol (H) may be applied where Council has determined the specific land use for an area or a parcel of land but that development of the lands for the intended use is premature until the following have been provided and/or secured:

- a. The necessary public infrastructure such as wastewater, water supply and stormwater services.
- b. The necessary transportation facilities including the street network and road dedications in accordance with the requirements of Table A, and where applicable the SSPC and the subway access infrastructure components connecting private development to the subway station south of Steeles Avenue as set out in Policies 5.1.1, 5.1.2 and Table A, including the secondary station entrance, together with a tunnel below Steeles Avenue West and required public easements.
- c. Required technical studies on matters related to noise and vibration and/or environmental constraints, where applicable.
- d. The necessary parkland dedication, cash-in-lieu, Publicly Accessible Private Open Space and public art, where applicable.
- e. Approval of a draft plan of subdivision (where applicable), Site Plan application and appropriate agreements with the City including permissions from other agencies having regard to the delivery of the Yonge North Subway Extension project and the Steeles Avenue Bus Rapid Transit project.
- f. Cost sharing in conformity with Policy 8.1 - Cost Sharing and addressing Policy 8.5 - Development Blocks and Development Plans and Table A, and subway access infrastructure connecting private development to the subway station south of Steeles Avenue in accordance with Policy 8.4(b).

- g. Conformity with the population and job thresholds as per Policy 9.1 including consideration for agreements entered into with the City that advance the delivery of the significant infrastructure projects needed for the South Area.

8.4.1 Where pre-subway population has been allocated and an owner has not obtained building permits for all of the development to which population has been allocated within 5 years of the completion of the Yonge-Steeles Corridor Collector Roads Environmental Assessment Study Council may, after giving consideration of the context and factors relating to the delay, pass a by-law to reimpose the holding symbol on the balance of the lands for which no building permits have been obtained in order to consider allocating that pre-subway population to another development.

8.5 Development Blocks and Development Plans and Table A

8.5.1 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.

8.5.2 For the North Area and the South Area- North of the CN Railway

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 the Official Plan. 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
- 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; and

- vi. (Subject to OLT Order – 2019.11.1) A Monitoring and Development Plan in accordance with Section 8.6 of this Secondary Plan.

8.5.3 For the South Area – South of the CN Railway

For properties within Blocks 1 to 9 as identified in Schedule 6 (South), the development application shall include a Development Concept Report, as per the Official Plan and as per the plan requirements of policy 8.5.2. The Development Concept Report shall contain a ~~conceptual~~ long-term solution for every phase of development within the block. The Development Concept Report shall include the following where not otherwise provided:

- i. Lotting Plan that delineates and dimensions the lots proposed on each Block.
- ii. Context Plan.
- iii. Conceptual Block site plan and proposed density and massing of buildings.
- iv. Access and Circulation Plan for pedestrians, vehicles and cyclists, including plans for structured parking above and/or below grade as required.
- v. Phasing Plan, which will:
 - describe and illustrate how existing and proposed development can be incorporated into the site to achieve the full development potential of the block
 - describe and illustrate how existing and proposed development meets the requirements for population and jobs
 - consider existing neighbouring uses and the potential need to buffer or stage uses
 - identify the public infrastructure and facilities required to serve the development and their proposed phased construction
 - existing easements
- vi. The Development Concept Report and Phasing Plan shall also consider coordination between adjacent properties and Blocks as it relates to infrastructure, servicing, access and other elements in creating a cohesive transition between properties and Blocks.
- vii. For blocks with multiple owners, applicants should coordinate neighbouring development proposals as much as possible, in a mutually complementary fashion. Non-participating lands in the Block shall be shown conceptually in the Development Concept Report and Phasing Plan and included as part of the public

consultation.

- viii. Where appropriate, the City may consider the required development applications with a Development Concept Report and Phasing Plan, without the consensus of all owners within the Block.
- ix. The City may process and approve development for a portion of a Block, notwithstanding that a development may not be proceeding on other lands within the Block.
- x. For Block 2, if Crestwood Road remains, Block 2 can be separated between a North and South Block for the preparation of a Development Concept Report.

8.5.4 Development in this area shall include the specific municipal and transit/transportation related infrastructure improvements required to support partial and full build-out of the South Area, south of the CN railway, as identified in Table A with the implementation secured through the development application approval process:

Table A

East of Hilda Avenue

Property Address	The following improvements and other requirements as a condition of the first residential or mixed-use building within the following properties											Additional Requirements	The following properties shall provide their portion of the Sub-surface Pedestrian Network Connection (see policy 5.1.2) v.
	E-W 1 ⁱⁱⁱ	E-W 2 ^{iv}	E-W 3 ⁱ	Townsgate Dr. Extension to Payson Ave. ⁱⁱ	N-S 1 Powell Rd. extension (north of E-W 1) ^{iv}	N-S 1 South of E-W 1 ^{iv}	N-S 2 ^{iv}	N-S 3 ^{iv}	N-S 4	N-S 5 ^{iv}	Other		
2 & 32 Steeles Ave W. & 7028 Yonge St											Two Way private road connection to Steeles Ave. or Yonge St.	If supported by Metrolinx, a Secondary Subway Entrance Two-way private road connection to either N-S 1 or E-W 1 as a condition of the last 500 residential units.	x
88 Steeles Ave W.	X					X							x

92 Steeles Ave W.	X					X						Private Road connection to either N-S 1 or N-S 2		x
100 Steeles Ave W.	X						X							x
180 Steeles Ave W.	X							X						x
212, 220, 222 Steeles Ave W.	X							X						
228,238 Steeles Ave W.	X							X				Two way Private road connection to N-S 3		
72 Steeles & 7040, 7054 Yonge St	X											See vi	See vi	x
7064 Yonge St	X													x
7080 Yonge St	X													x
7092 Yonge, 19 Crestwood					X									x
7120,718 8 Yonge St		X			X									x
7200 Yonge St		X			X				X					

West of Hilda Avenue

The following improvements and other requirements as a condition of the first residential or mixed-use building within the following properties												The following properties shall provide the Sub surface Pedestrian Network Connection (see policy 5.x)
Property Address	E-W 1 ⁱⁱⁱ	E-W 2 ^{iv}	E-W 3 ⁱ	Townsgate Dr. Extension to Payson Ave. ⁱⁱ	N-S 1 Powell Rd. extension (north of E-W 1) ^{iv}	N-S 1 South of E-W 1 ^{iv}	N-S 2 ^{iv}	N-S 3 ^{iv}	N-S 4	N-S 5 ^{iv}	Other	
248, 300 Steeles Ave W.												
330 Steeles Ave W.			X	X						X		
350 Steeles Ave W.			X	X						X		
370 Steeles Ave W.			X	X						X		

390 Steeles Ave W.			X	X						X		
398 Steeles Ave W.			X	X						X		
434, 480 Steeles Ave W.			X	X						X		

i: E-W 3 may be converted to a private road as per Policy 5.9.12. As an interim condition for all properties shown on Schedule 7 (South), which require E-W 3, development on the lands which are east of N-S 5 may proceed provided E-W 3 east of N-S 5 is completed to the satisfaction of the City and development on the lands which are west of N-S 5 may proceed provided E-W 3 west of N-S 5 is completed to the satisfaction of the City.

ii: Road extension subject to Council approval as per Policy 5.9.10

iii: Until the E-W 1 is completed each development shall have a connection along the Royal Palm Dr. (E-W 1) extension to either Hilda Ave., N-S 1 (Powell Dr. extension) or Yonge St. In this interim condition, a two-way temporary public road is acceptable. The ultimate completion of E-W 1 as a public road will be required when the approval of the site plan applications for the properties subject to Table A, results in the cumulative site plan approved population reaching 15,000 persons.

iv. A two-way temporary public road is acceptable as an interim condition until such time as the full ROW width can be secured through the development of the adjacent property.

v. The sub-surface pedestrian network may be constructed in stages in conjunction with the applicable development along the Steeles Avenue West or Yonge Street frontage.

vi. (1) For the first residential building: One of the following: Two way private road access to Steeles Ave. W.; N-S1 or Yonge St.,

(2) For the Second Residential building: Two of the following: Two way private road access to Steeles Ave. W.; N-S1 or Yonge St.,

(3) For the final residential building: All of the following: Two way private road access to Steeles Ave. W., Yonge St. and 72 Steeles Ave. W. & 7040, 7054 Yonge St. share of the private road requirements to connect to NS-1

General Notes:

- Public Roads include cycling and pedestrian infrastructure
- Policy 5.9 has additional Public Road and Private Road requirements

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. The policies in this Section apply to residential uses. Notwithstanding the foregoing, non-residential uses, shall comply with policy 8.6.vi and with all other applicable Sections of the Plan, including the completion of a transportation study to accommodate the proposed development.
- ii. The Yonge Subway extension and the Steeles Avenue bus rapid transit line are

the key transportation infrastructure investments required to permit the full buildout of the Secondary Plan area.

- iii. Each application for development will be assessed on a site by site basis through a detailed transportation study.
- iv. Any transportation study contemplated by iii. above shall take place in the context of jurisdictional cooperation involving the Region of York and the City of Vaughan. The transportation study scope of work and study area will be determined by York Region and the City of Vaughan, and the transportation study shall be completed to the satisfaction of York Region and the City of Vaughan.
- v. The Transportation study should have regard for transportation infrastructure constraints on development. Each required transportation study should address the following matters:
 - (a) Recommendations on transportation infrastructure or program improvements that are appropriate to accommodate individual phases of the proposed development.
 - (b) Recommendations for TDM measures for the purposes of mitigating the transportation impacts of the proposed development including, but not limited to, providing maximum vehicle and minimum bicycle parking provisions in the site specific zoning by-law amendment, membership with Transportation Management Associations (e.g. Smart Commute), maximize active transportation connections to external network and provision of car share facilities, real-time transit information screens and unbundled parking; and
 - (c) Any monitoring that may be required prior to approval of subsequent phases of development,
- vi. In processing and implementing development applications the City will:
 - Provide for the development of any infrastructure that is within its jurisdiction, through the development approval process, including the protection and implementation of the fine grain street network as identified in the Secondary Plan
 - In cooperation with York Region, secure as a condition of development approval, TDM measures for implementation on a development-by-development basis for the purposes of mitigating the transportation impacts of new development
 - Ensure any recommendations contained in the approved transportation study for transportation infrastructure, program improvements and/or monitoring for

a development are secured as conditions or requirements for development approval

- Ensure each development or phase of development will not proceed until the transportation impact mitigation measures or improvements have been instituted by the developer or others and such mitigation measures have been evaluated to the satisfaction of York Region and the City of Vaughan.
- vii. 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.
- viii. 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 approval 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 development application studies and York Region's and the City's ongoing servicing transportation related master plans. All servicing and transportation infrastructure proposed within Steeles Avenue West right-of-way shall include the approval of the City of Toronto, so long as the City of Toronto retains ownership and jurisdiction over Steeles Avenue West.

8.7 Community Improvement Project Area

The South Area, south of the CN Railway within the 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.

8.8 Special Provisions for Dorian Place (Subject to OLT Order 2014.04.14)

- 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.
 - 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 five-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 side yard 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 side yard 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 7:00am and 7:00pm
 - iii. A minimum 1.5 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 8136-8188 Yonge Street (Subject to OLT Order 2019.10.07)

- a) For the purposes of the permitted Floor Space Index for the development located on the lands at 8136-8188 Yonge Street, the net developable area for 8136-8188 Yonge Street shall also include the land area of 5 Uplands Avenue;
- b) The City's Urban Design Guidelines shall apply to the development of the subject lands; and,
- c) Based on the policies of the Planning Act, R.S.O. 1990, c P.13, dated March 26, 2019, prior to the implementation of the site-specific Zoning By-law, the requirements for a Section 37 Agreement and contribution calculation using a Base Density of 1.5 FSI shall be satisfied. This policy may be superseded subject to amendments to the Planning Act and Section 37 policies and associated updates to Official Plan policies.

8.10 Special Provisions for 212, 220 and 222 Steeles Avenue West

8.10.1 Special Provisions for 212 Steeles Avenue West

- a) Notwithstanding policy 10.1.iii. for the lands shown on Schedule 7 (South) as 212 Steeles Avenue West (referred to as the "subject lands" for policy 8.10.1), an expansion of the existing car dealership building shall be permitted provided that:
 - i) any proposed car dealership building expansion does not further encumber the future public road ROW for N-S 3 as shown on Schedule 5 (South) beyond 2.2 metres into the future public road ROW for N-S 3 or encumber the required ROW for Steeles Avenue West;
 - ii) the required ROW(s) for Royal Palm Drive is dedicated to the appropriate authority as part of the development application process for the car dealership expansion; and,
 - iii) provided the owner agrees to convey the required ROW for Steeles Avenue West as part of the development application process for the car dealership expansion to the appropriate authority on or after September 2034.
- b) As a condition of approval for a Zoning By-law Amendment to permit residential and/or mixed-use residential zoning on the subject lands, the full ROW for N-S 3 within the subject lands shall be dedicated to the City.

- c) As a condition of approval through the development approval process to permit residential and/or mixed uses, the owner shall be required to convey the ROW for Steeles Avenue West to the appropriate authority.
- d) Site Plan approval for residential and/or mixed-use residential on the subject lands shall not be granted until the necessary agreements have been executed for the provisions of the 14m wide private road as shown on Schedule 8 (South).

8.10.2 Special Provisions for 220-222 Steeles Avenue West

- a) Notwithstanding policy 10.1.iii. for the lands shown on Schedule 7 (South) as 220-222 Steeles Avenue West (referred to as the “subject lands” for policy 8.10.2), an expansion of the existing car dealership buildings, including a new parking deck structure, shall be permitted provided that:
 - i) any proposed car dealership building expansion does not encumber the required ROW for Steeles Avenue West;
 - ii) the required ROW for Royal Palm Drive is dedicated to the appropriate authority as part of the development application process for the car dealership expansion; and,
 - iii) the owner agrees to convey the required ROW for Steeles Avenue West as part of the development application process for the car dealership expansion to the appropriate authority on or after September 2034.
- b) As a condition of approval for a Zoning By-law Amendment to permit residential and/or mixed uses on the subject lands, the full ROW for N-S 3 shall be dedicated to the City.
- c) As a condition of approval through the development approval process to permit residential and/or mixed uses, the owner shall be required to convey the ROW for Steeles Avenue West to the appropriate authority.
- d) Site Plan approval for residential and/or mixed-use residential on the subject lands shall not be granted until the necessary agreements have been executed for the provisions of the 14m wide private road as shown on Schedule 8 (South).

8.11 Special Provisions for 434 and 480 Steeles Avenue West

- a) Notwithstanding policy 10.1.iii. for the lands shown on Schedule 7 (South) as 434 and 480 Steeles Avenue West (referred to as the “subject lands” for policy 8.11), a new expansion of the existing car dealership, including a new parking deck structure shall be permitted notwithstanding portions of the expansion of the existing car dealership buildings and parking deck structure will further encumber proposed E-W 3 subject to the following:
 - i) the required ROW for Townsgate Drive is dedicated to the appropriate authority as part of the development application process for the car dealership expansion;
 - ii) provided the owner agrees to convey the required ROW for Steeles Avenue West as part of the development application process for the car dealership expansion to the appropriate authority on or after September 2034; and,
 - iii) the proposed car dealership building expansion does not encumber the required ROW for Steeles Avenue West.

- b) As per policy 5.9.12 and 10.1.ii, regarding E-W 3,
 - i) as a condition of approval for a Zoning By-law Amendment to permit residential and/or mixed-use residential zoning on the subject lands the full ROW for E-W 3 within the subject lands shall be dedicated to the City; or
 - ii) should E-W 3 be developed as a minimum 11m ROW private road, prior to the approval of Site Plan to permit residential and/or mixed-use residential on the subject lands, the necessary agreements shall be executed for the provision of E-W 3 as a private road as shown on Schedule 8 (South).

- c) As per policy 5.9.7 regarding N-S 5, as a condition of approval for a Zoning By-law Amendment to permit residential and/or mixed-use residential zoning on the subject lands the full ROW for N-S 5 within the subject lands shall be dedicated to the City.

- d) As a condition of approval through the development approval process to permit residential and/or mixed uses, the owner shall be required to convey the ROW for Steeles Avenue West to the appropriate authority.

8.12 Special Provisions for 228 and 238 Steeles Avenue West

- a) Notwithstanding the policies of this Plan for the lands shown on Schedule 7 (South) as 228 and 238 Steeles Avenue West (referred to as the “subject lands” for policy 8.12), an expansion of the existing car dealership building shall be permitted:
 - i) provided any proposed car dealership building expansion does not encumber the required ROW for Steeles Avenue West;
 - ii) provided the required ROW(s) for Royal Palm Drive is dedicated to the appropriate authority as part of the development application process for the car dealership expansion; and,
 - iii) provided the owner agrees to convey the required ROW for Steeles Avenue West as part of the development application process for the car dealership expansion to the appropriate authority on or after September 2034.
- b) As a condition of approval through the development approval process to permit residential and/or mixed uses, the owner shall be required to convey the ROW for Steeles Avenue West to the appropriate authority.
- c) Site Plan approval for residential and/or mixed-use residential on the subject lands shall not be granted until the necessary agreements have been executed for the provisions of the 14m wide private road as shown on Schedule 8 (South).

9.0 Population and Job Objectives

9.1 For the South Area – South of the CN Railway

The lands within the YSCSP South Area, south of the CN Railway, are mostly developed for a variety of commercial uses and some detached homes. It is anticipated that the commercial properties will be redeveloped for intensified uses. Lands east of Hilda Avenue are within the Yonge / Steeles MTSA and are to achieve a minimum density of 300 PJH. The lands west of Hilda Avenue are within a potential Steeles / Palm Gate MTSA and planned to achieve a minimum density of 160 PJH. Both the lands east and west of Hilda Avenue are planned for an approximate ratio of 93% persons and 7% jobs. A 7% job percentage represents approximately 1 job for every 14 persons. (Population and Job numbers referenced in Tables B and C)

The corner properties within Block 3 (Schedule 6 (South)) represents a higher potential for job opportunities as they are within immediate proximity of the future Yonge and Steeles

subway station, the Yonge and Steeles bus station and the future Steeles Avenue Bus Rapid Transit route. Furthermore, the majority of the lands within Block 3 do not include the dedication of public parkland or roads. These lands may be planned for a higher ratio of jobs to persons.

The remaining Blocks within the future Yonge / Steeles MTSA will likely achieve the job numbers through ground related retail and limited office uses. Furthermore, these blocks include the dedication of parkland and roads and therefore are planned for a lower ratio of jobs to persons.

For the lands west of Hilda Avenue that are outside of the Yonge / Steeles MTSA, but likely within a future Bus Rapid Transit MTSA for Steeles Avenue and Palm Gate Boulevard, the job numbers will likely be achieved through ground related retail and limited office uses.

9.1.1 The area is planned to accommodate a full build out population of approximately 45,000 people. Residential development within the South Area, south of the CN railway will be phased in accordance with the following cumulative measures:

- i. Up to 18,000 people before the Yonge Subway extension is in operation, with implementation of the elements described in Table A. This limit may be raised without an official plan amendment if a study is conducted that supports additional population to the satisfaction of York Region and the City of Vaughan, and in consultation with the cities of Markham and Toronto. This study should include a review of established travel patterns at a minimum of three residential apartment buildings for which the condominiums have been registered, within the South Area, south of the CN Railway and the study shall not proceed until September 2027, representing a minimum of five years after this Secondary Plan for the South Area, comes into force. The minimum three apartment buildings shall have a combined minimum of 800 units and shall be located on three separate properties based on the existing property lines as shown on Schedule 7 (South) "Existing Property Lines" of this Secondary Plan.
- ii. Notwithstanding the study identified in Policy 9.1.1.(i), the population before the Yonge Subway is in operation shall not exceed 25,000 people.
- iii. Up to 40,000 people once the Yonge Subway extension is in operation, with a subway station at Steeles Avenue/Yonge Street

iv. Up to 45,000 people once the Steeles Avenue bus rapid transit route is in operation and the completion of the road and transit infrastructure improvements as per (i) and (iii) above

v. The phasing of residential development as described in Policy 9.1.1. will be administered by the City, through the use of a Holding Provision and the release of Holding Provision to be tied to the partial or full site plan approvals of individual buildings in coordination with the Region, and in accordance with policies in 3.3.2.2., 3.3.2.3., 8.6 and 9.1.1.

vi. Population yields shall be based on the persons per unit (PPU) figures included in the City of Vaughan's most current Development Charges Background Study for the forecasted year used to determine the development charge rates.

9.1.2 To achieve the overall 7% job percentage or 1 job for every 14 persons, the following are the minimum objectives for jobs within the individual Blocks. Job numbers that exceed these provisions are encouraged.

i. The lands within Block 3 (Schedule 6 (South)); excluding 88 Steeles Avenue West and within 72 Steeles Avenue West and 7040/7054 Yonge Street the two proposed buildings without frontage on Steeles Avenue West or Yonge Street; the job to population ratio is approximately 1 job for every 10 persons.

ii. The remaining lands within the YSCSP east of the Hilda Avenue, Blocks 1, 2, 4, 5 and 6 and within Block 3, 88 Steeles Avenue and the two proposed buildings with no frontage on Steeles Avenue West or Yonge Street within 72 Steeles Avenue West and 7040/7054 Yonge Street as per Schedule 6 (South), the job to population ratio is approximately 1 job for every 20 persons.

iii. For the lands west of Hilda Avenue Blocks 7, 8 and 9 (Schedule 6 (South)) the job to population ratio is approximately 1 job for every 20 persons.

iv. Where a proposed development includes community facilities, job numbers associated with the community facilities shall be assumed at the typical job rate of a retail use.

v. The proposed ratio of jobs to population can be demonstrated on the entirety of a development site versus on a per building or per phase basis if supported by an

implementing zoning by-law for the development site.

Table B

Minimum Population and Job per Hectare (PJH) Targets to achieve the MTSA Growth Plan Objectives

For the South Area south of the CN Railway

Sub Area	Gross Area in Hectares	PJH Rates as proposed within York Region Official Plan*	Minimum population and jobs per area	Proposed Percentage of Population and Jobs	Minimum Population	Minimum Jobs
East of Hilda Avenue	27.83	300**	8,349	93% Population 7% Jobs	7,765	584
West of Hilda Avenue	10.27	160	1,643	93% Population 7% Jobs	1,528	115
Total	38.1		9,992		9,293	699

*York Region's new Official Plan is anticipated to be approved by the Province in 2022

**Increased from the Growth Plan minimum of 200 persons and jobs per hectare

Table C

Allocation of Minimum Population Target from Table B on a Property Basis *

Sub Area	Property Address	Population Allocation
East of Hilda		
	2 & 32 Steeles Ave. W., 7028 Yonge St.	361
	88 Steeles Ave. W.	399
	92 Steeles Ave. W.	427
	100 Steeles Ave. W.	656
	180 Steeles Ave. W.	715
	212, 220, 222 Steeles Ave. W.	591
	228,238 Steeles Ave. W.	419
	72 Steeles Ave. W. & 7040, 7054 Yonge St.	634
	7064 Yonge St.	163

	7080 Yonge St.	159
	7092 Yonge, 19 Crestwood	124
	7120,7188 Yonge St.	755
	7200 Yonge St.	2,361
Total East of Hilda		7,765
West of Hilda		
	248, 300 Steeles Ave. W.	387
	330 Steeles Ave. W.	158
	350 Steeles Ave. W.	106
	370 Steeles Ave. W.	122
	390 Steeles Ave. W.	151
	398 Steeles Ave. W.	182
	434, 480 Steeles Ave. W.	421
Total West of Hilda		1,528
Total Population		
		9,293

*For Job number calculations see Policy 9.1

10.0 Continuation of Existing Uses: South Area - South of CN Railway

10.1 Land uses that lawfully existed as of June 15, 2022, can continue to exist. Expansions of buildings and structures for existing uses that do not conform to the land use permissions of the Secondary Plan, shall continue to be permitted, subject to the following conditions to support the intensification of the Secondary Plan area:

- i. Road dedications necessary to complete the road network as identified within Schedule 5 (South) if the required road dedication is not encumbered by an existing legal building.
- ii. Regarding E-W 3, if the City has not yet approved that this road can be amended to a private road (as per Policy 5.9.12.) and the necessary agreements to accommodate the private road are not in place, the required road dedications will be acquired to accommodate the public road. Following the dedication of lands to the City to accommodate the E-W 3 ROW, if the road becomes a private road, the lands shall be returned to the owner by the City. This policy is not required if the required road

dedication is encumbered by an existing legal building.

- iii. Expansion of buildings and structures shall not further encumber proposed public or private road networks as identified within Schedule 5 (south).

11.0 DEFINITIONS

Publicly Accessible Open Space:

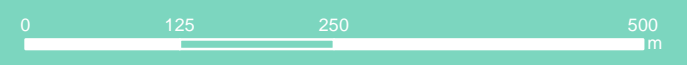
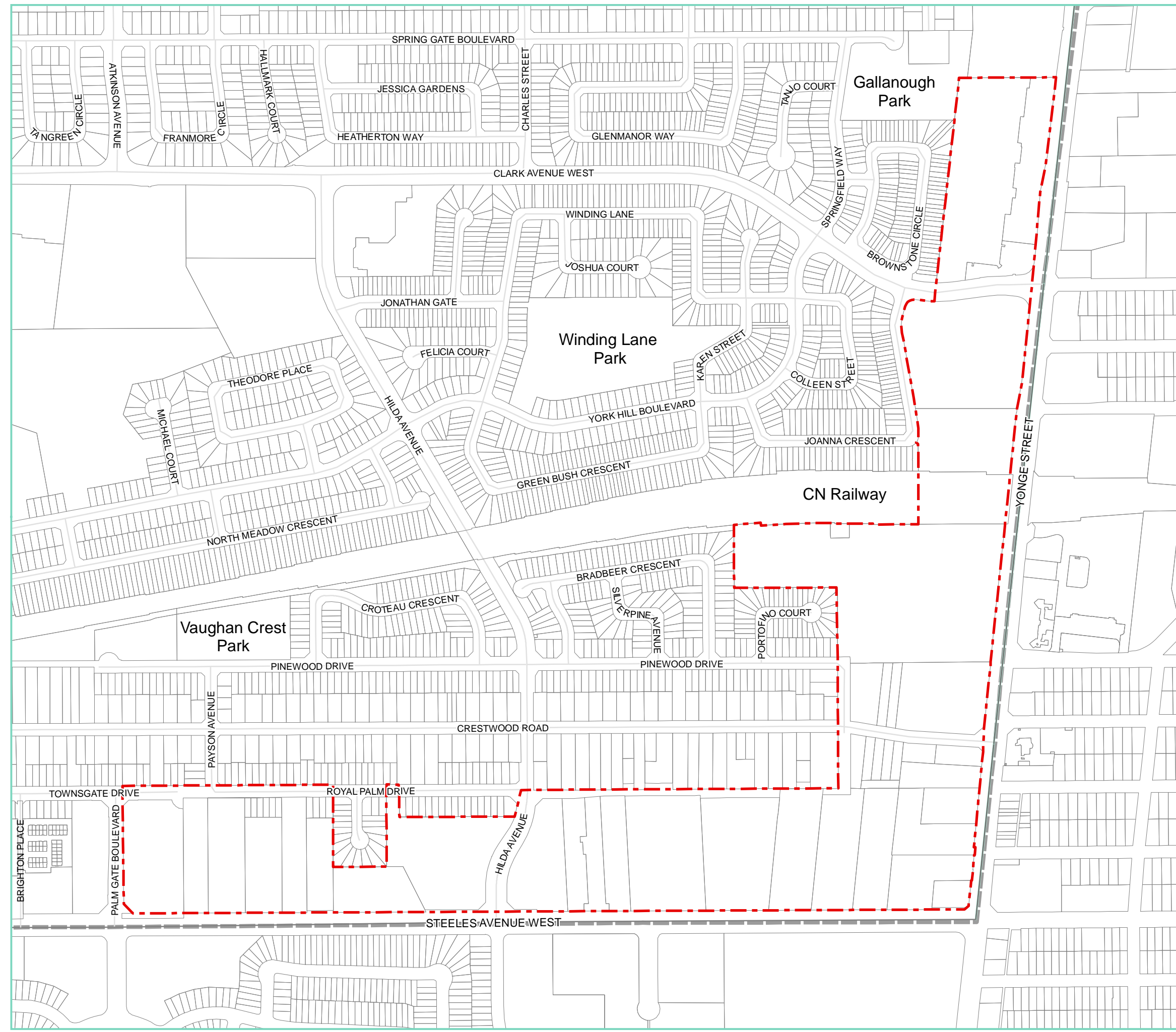
Open space that is privately owned and maintained and, through an agreement with the City, is made available for use by the public.

Retail:

Retail shall mean retail, restaurant and service commercial uses.

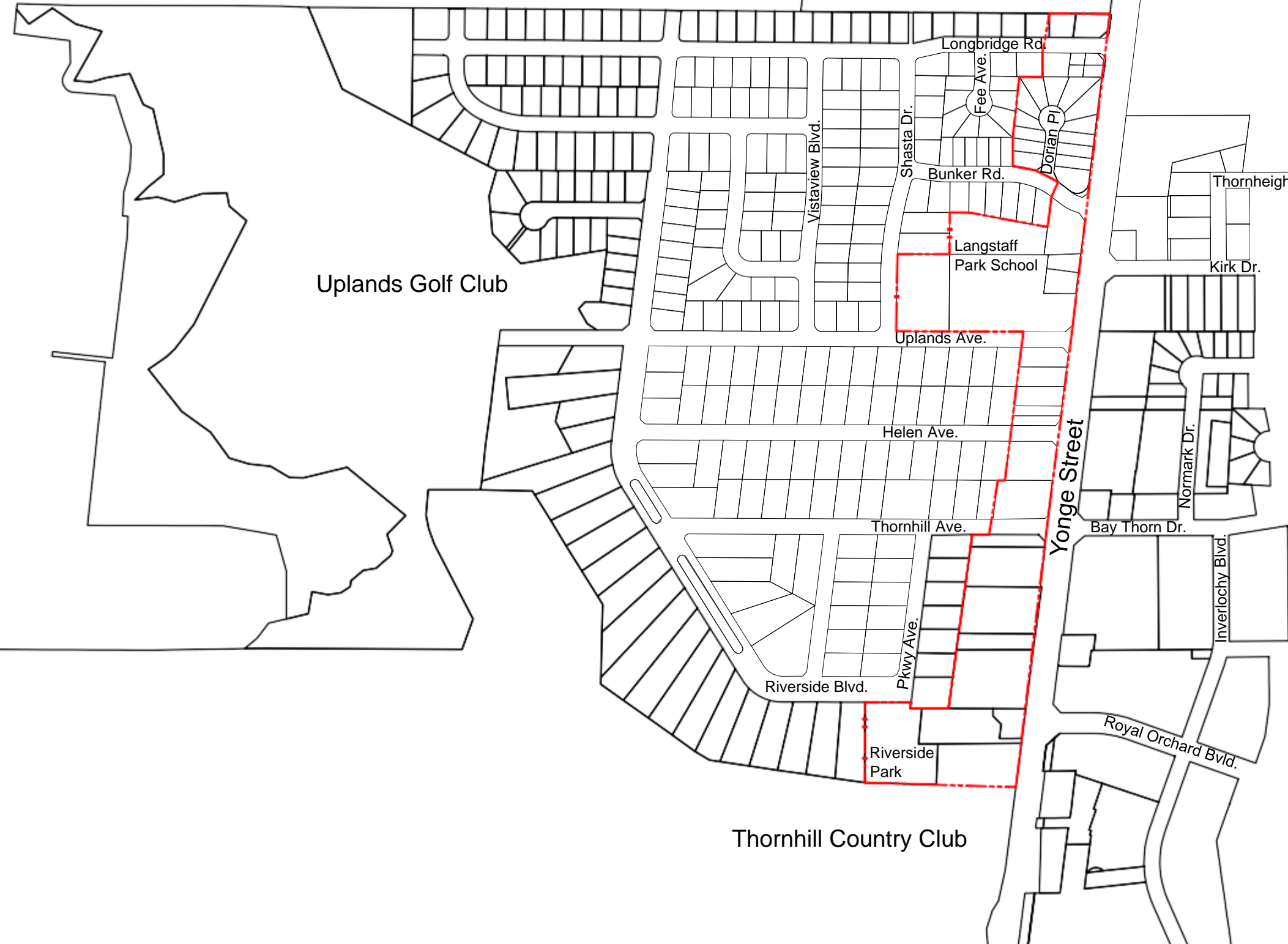


 Secondary Plan Boundary



Highway 407

Langstaff Rd. E.



Uplands Golf Club

Thornhill Country Club

Secondary Plan Boundary



Yonge Steeles Corridor Secondary Plan
 Schedule 2 (South)
 Land Use, Height and Density



- Secondary Plan Boundary
- High-Rise Residential
- Low-Rise Residential
- High-Rise Mixed Use
- Mid-Rise Mixed Use
- Mid-Rise Residential
- Infrastructure and Utilities
- Park
- Proposed Park
- D: # Density
- H: # Height
- D: # Density is a Minimum Target
- D: # Zoning Approved Density and Height



March 2022

Last Updated: 3/23/2022



Land Use, Height and Density

- Low-Rise Mixed Use
- Low-Rise Residential
- Mid-Rise Mixed Use
- Park
- Private Open Space

Secondary Plan Boundary

D: Density

H: Height






Refer to Schedule 2A (North) and policy 8.8

5 Dorian Place Refer to Schedule 2A (North) and policy 8.8



Refer to policy 8.9

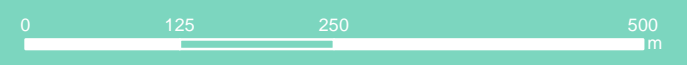


-  Mid-Rise Mixed Use
-  Park (Lands to be Conveyed for Park Purposes)
-  Dorian Place Development Block, Subject to Policies in Section 8.8
- D: Density
- H: Height
- GFA: Gross Floor Area

Yonge Steeles Corridor Secondary Plan
 Schedule 3 (South)
 Mandatory Retail Frontages







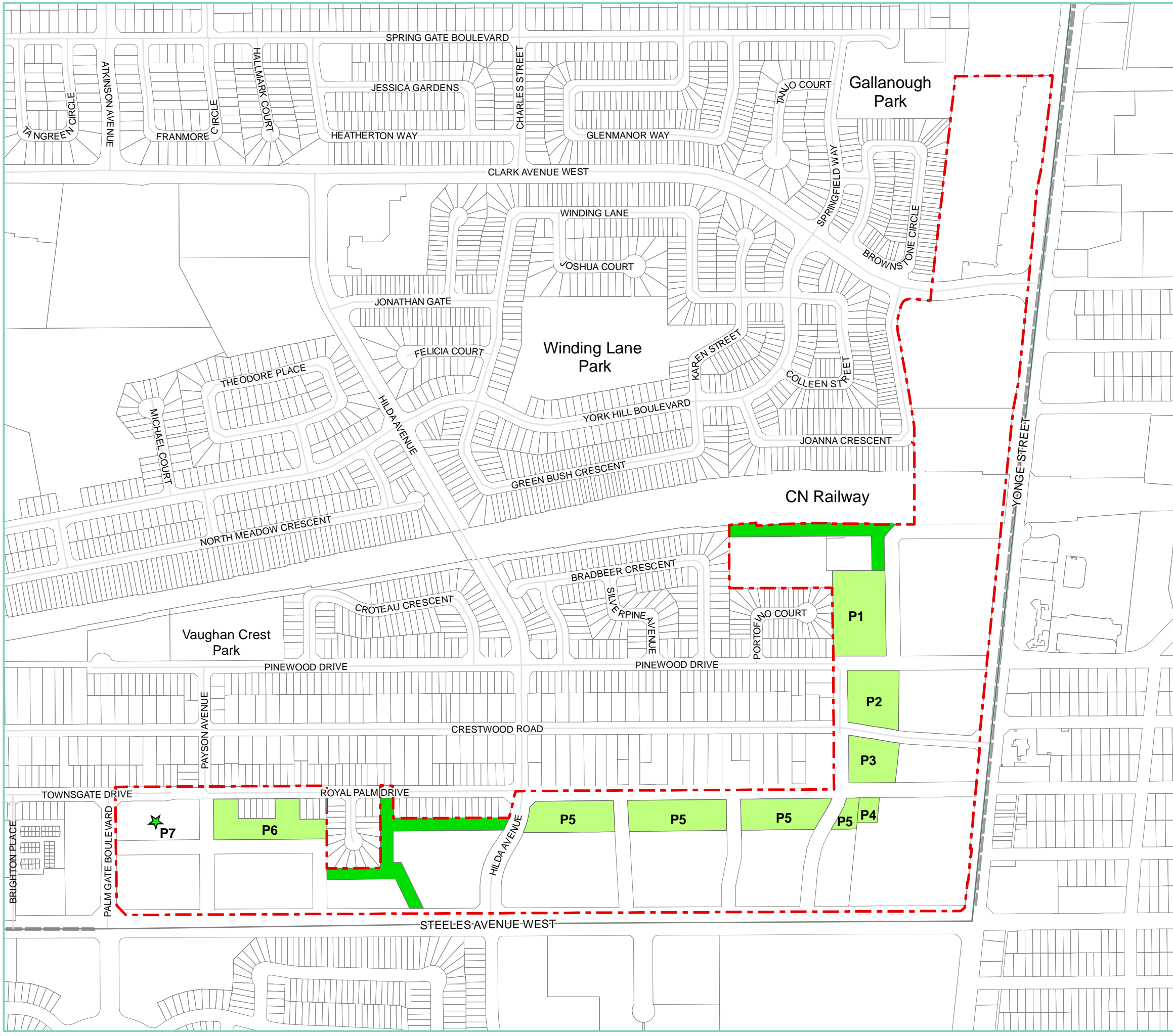
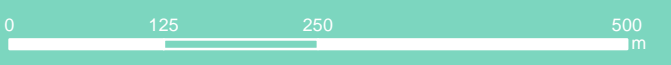
-  Secondary Plan Boundary
-  Mandatory Retail Frontage

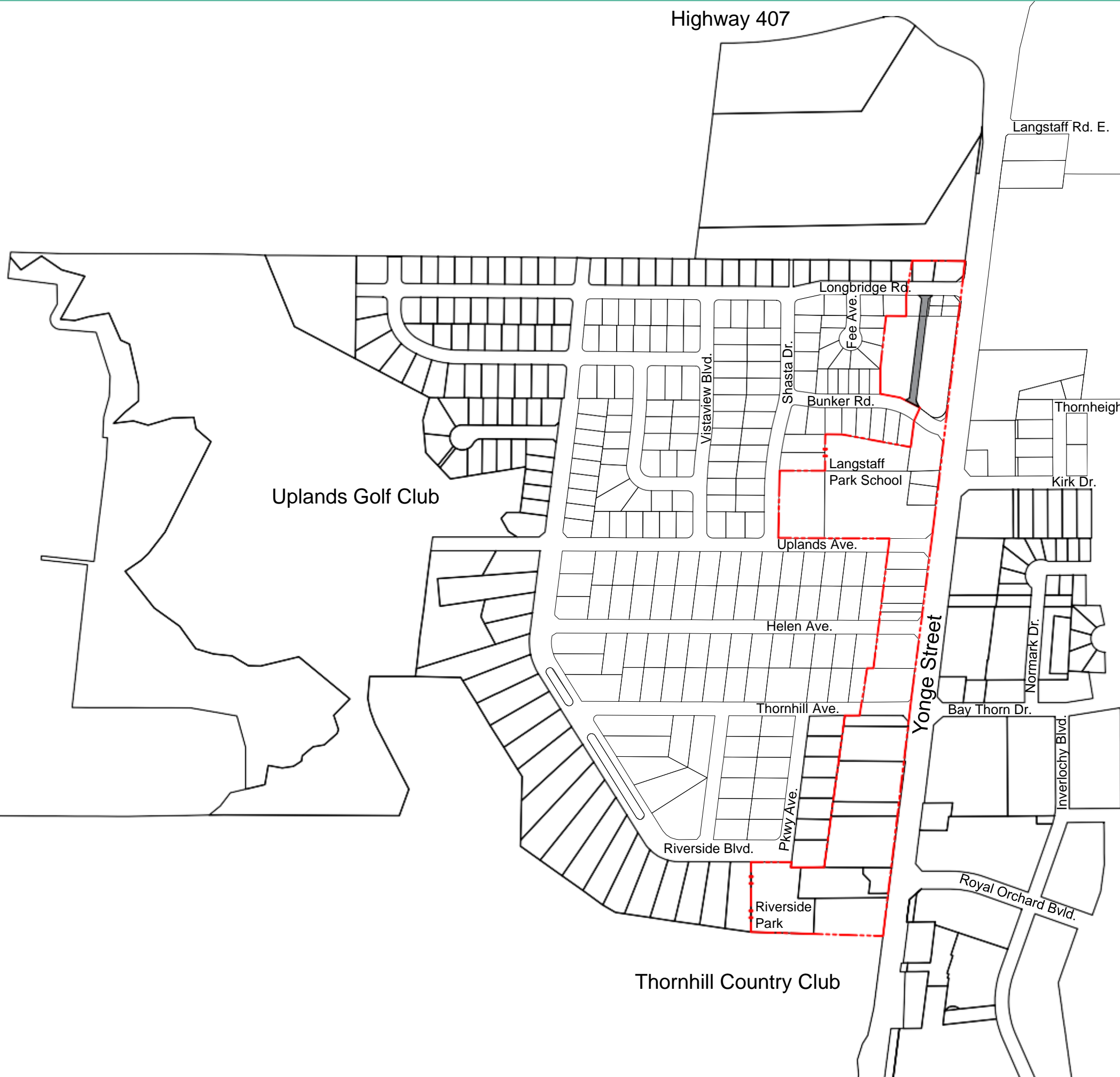


March 2022

Yonge Steeles Corridor Secondary Plan
 Schedule 4 (South)
 Parks & Publicly Accessible Open Space

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








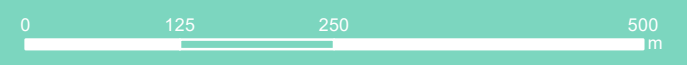
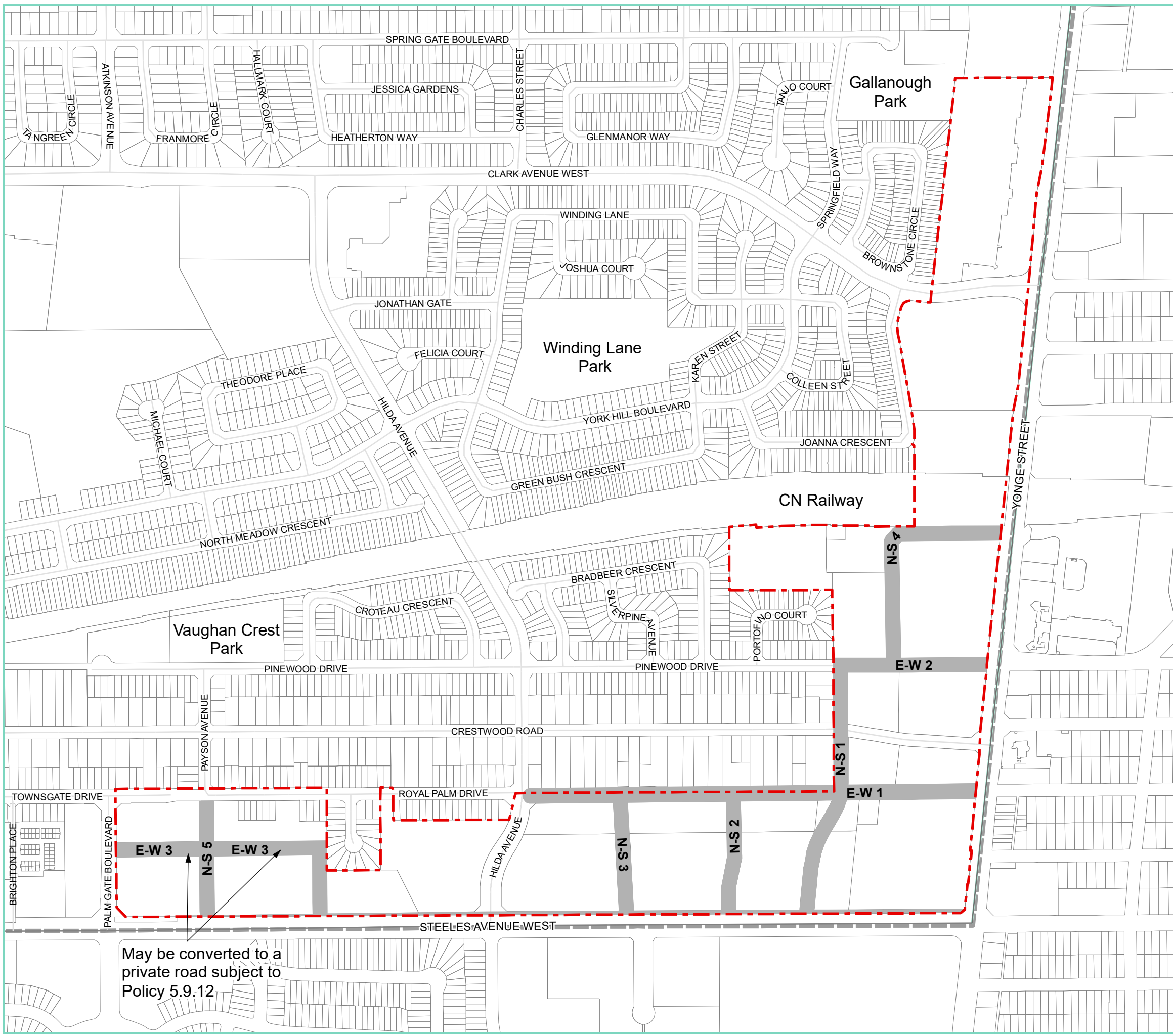
Proposed Local Street

Secondary Plan Boundary





Yonge Steeles Corridor Secondary Plan 
Schedule 5 (South)
Proposed Local Streets

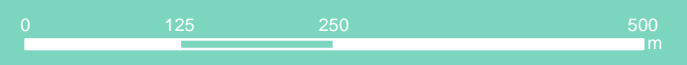
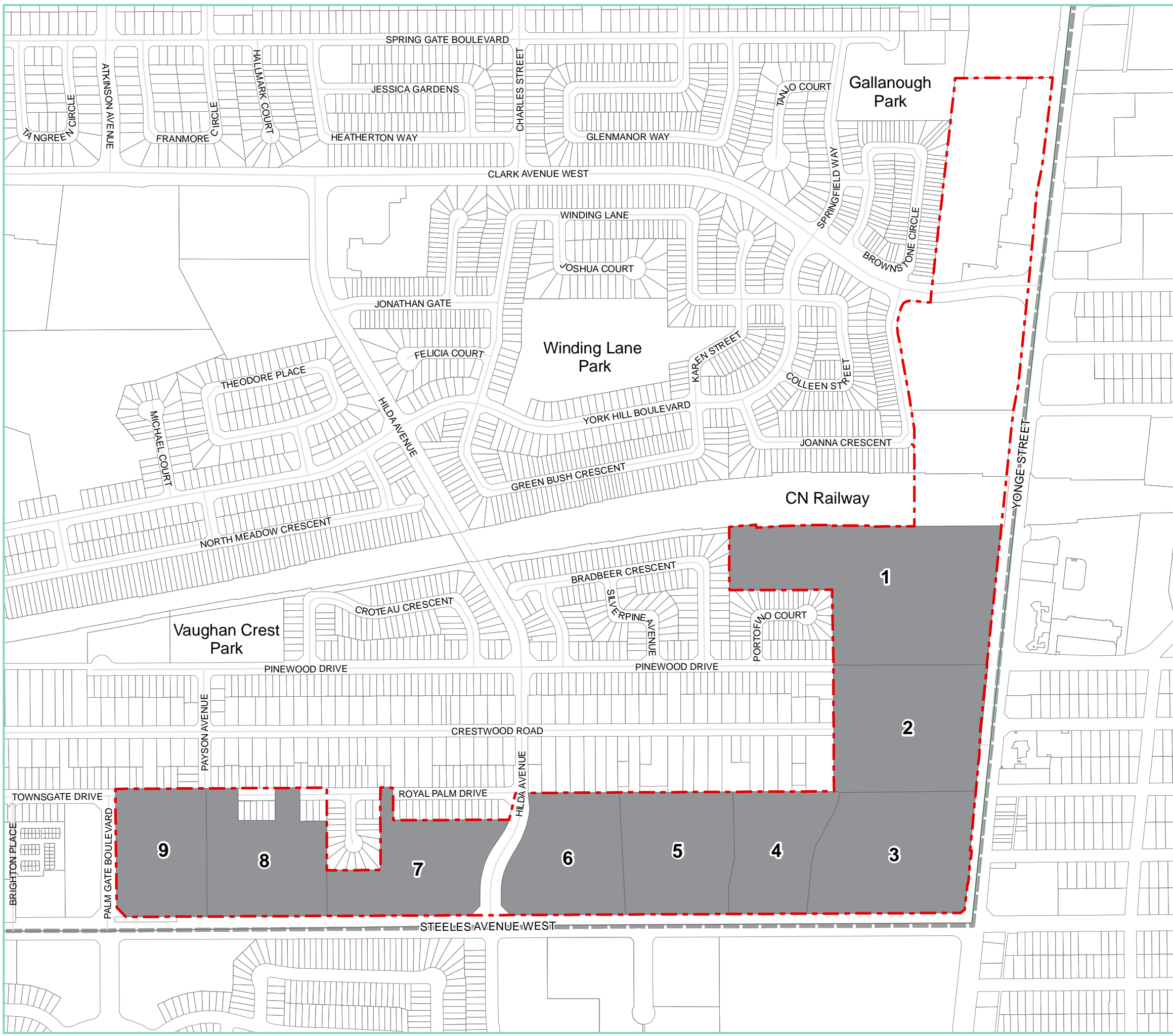
-  Secondary Plan Boundary
-  Proposed Local Street













Yonge Steeles Corridor Secondary Plan
 Schedule 6 (South)
 Block Map



-  Secondary Plan Boundary
-  Proposed Development Blocks



Yonge Steeles Corridor Secondary Plan 
Schedule 7 (South)
Existing Property Lines

-  Secondary Plan Boundary
-  High-Rise Residential
-  Low-Rise Residential
-  High-Rise Mixed Use
-  Mid-Rise Mixed Use
-  Mid-Rise Residential
-  Infrastructure and Utilities
-  Park
-  Proposed Park





Private Roads and Sub-Surface Pedestrian Connection Network to Subway

- Secondary Plan Boundary
- Private Road
- Possible Connection
- Sub-Surface Pedestrian Network
- High-Rise Residential
- Low-Rise Residential
- High-Rise Mixed Use
- Mid-Rise Mixed Use
- Mid-Rise Residential
- Infrastructure and Utilities
- Park
- TTC Subway Entrance
- Proposed Park



May be converted to a private road subject to Policy 5.9.12

See Policy 5.9.15.6 regarding the possible connection of these two private roads



⑧ Number of Storeys

Potential future connection to Longbridge Road

Neighbourhood Park

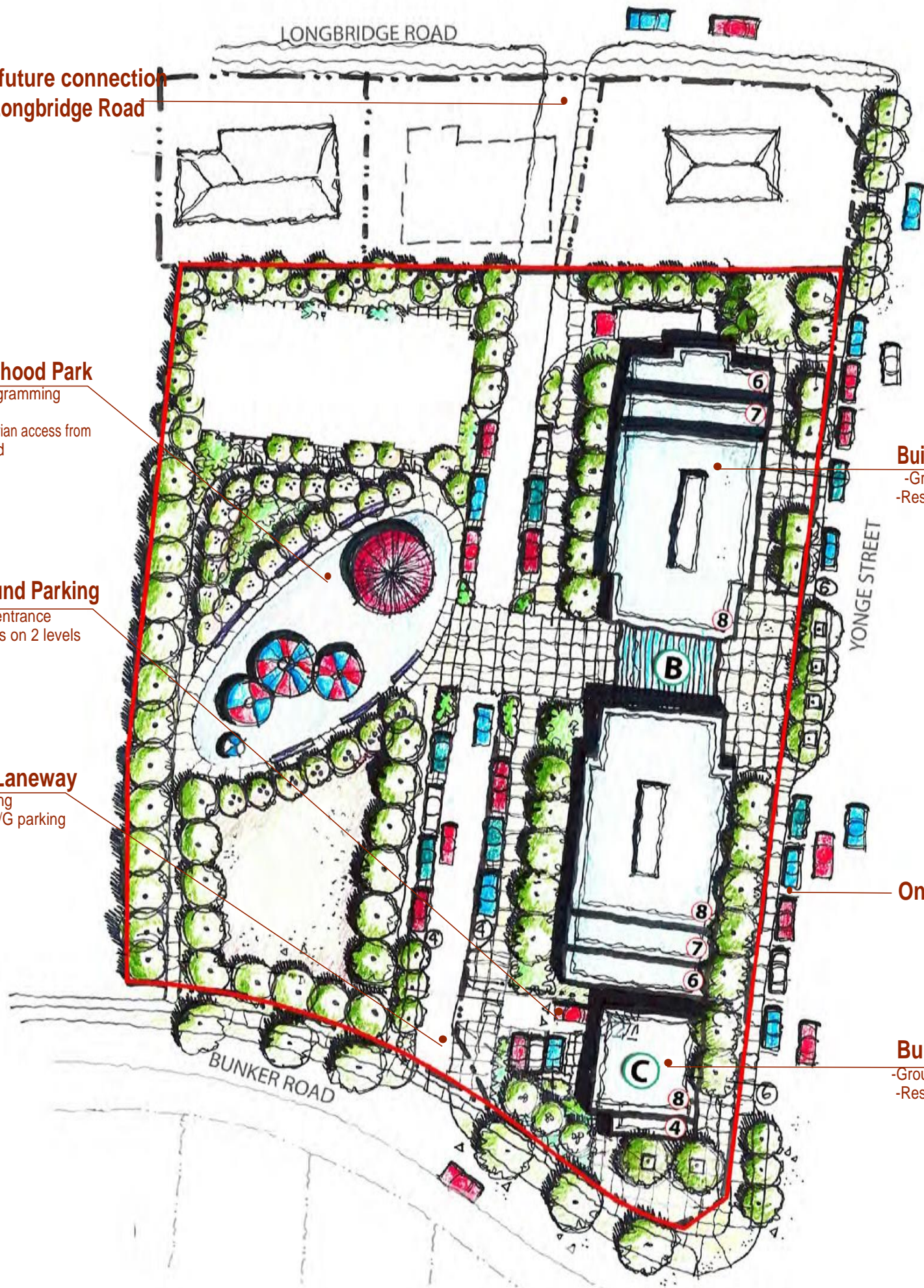
- Passive programming
- Seating
- Public pedestrian access from Bunker Road

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

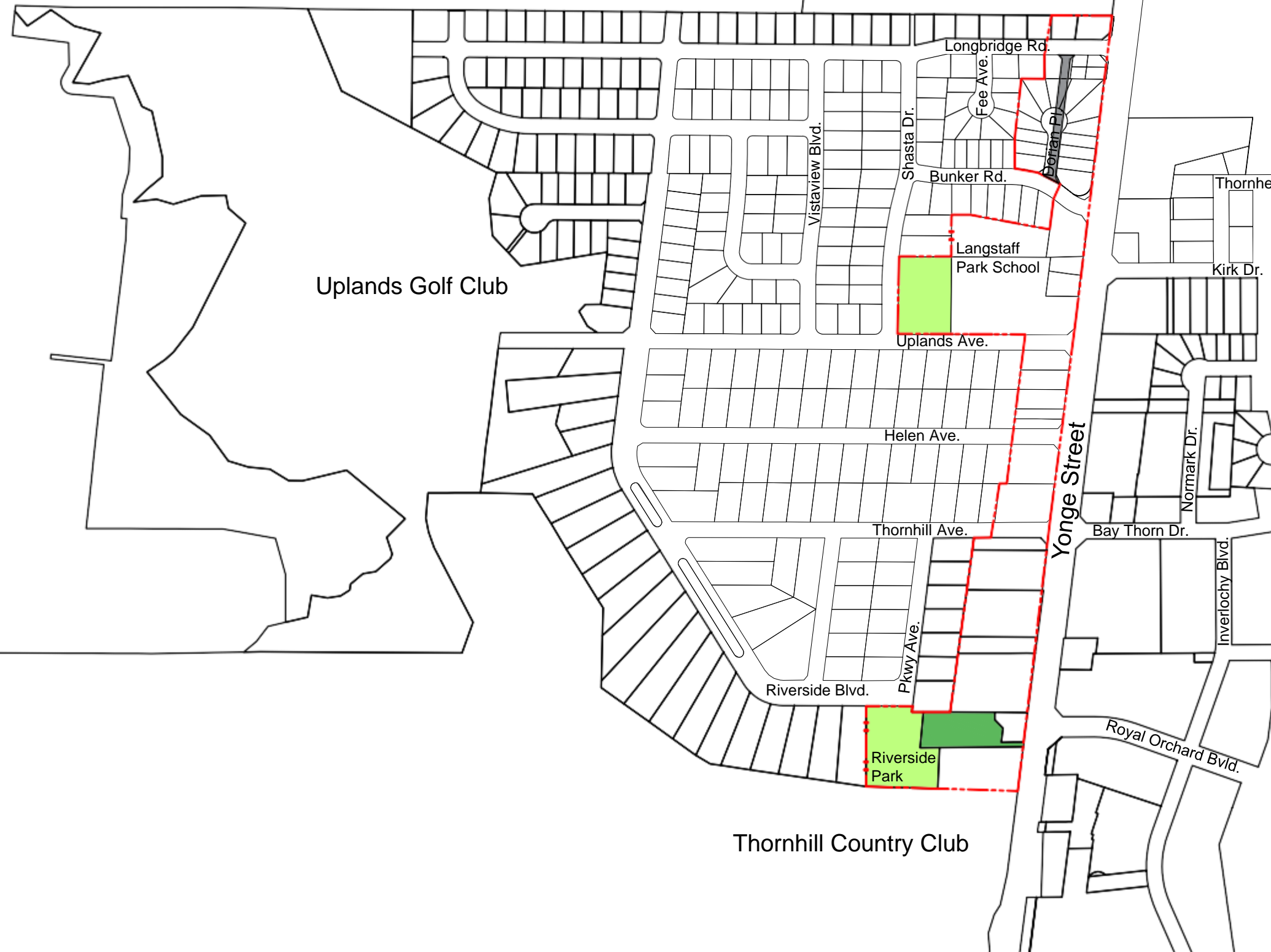
- Enhanced Level (80 % Total Suspended Solid Removal).

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.



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



