

Location Map

LOCATION:
Part Lot 26, Concession 1

APPLICANT:
Yonge & Steeles Developments Inc. c/o The Gupta Group

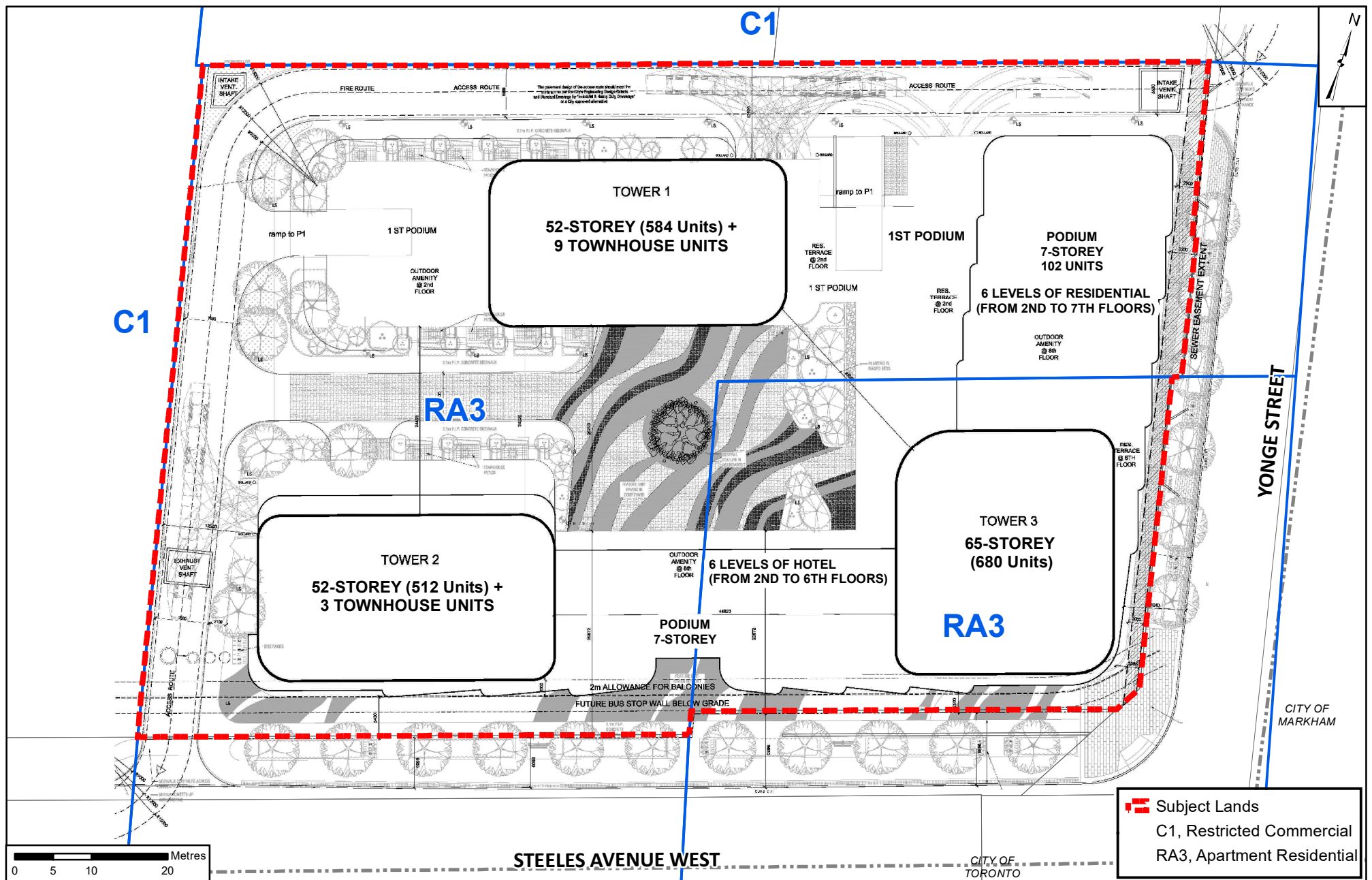


Attachment

FILES:
OP.18.016 & Z.18.028

DATE:
March 5, 2019

1



Conceptual Site Plan and Proposed Zoning

LOCATION:
Part Lot 26, Concession 1

APPLICANT:
Yonge & Steeles Developments Inc. c/o The Gupta Group

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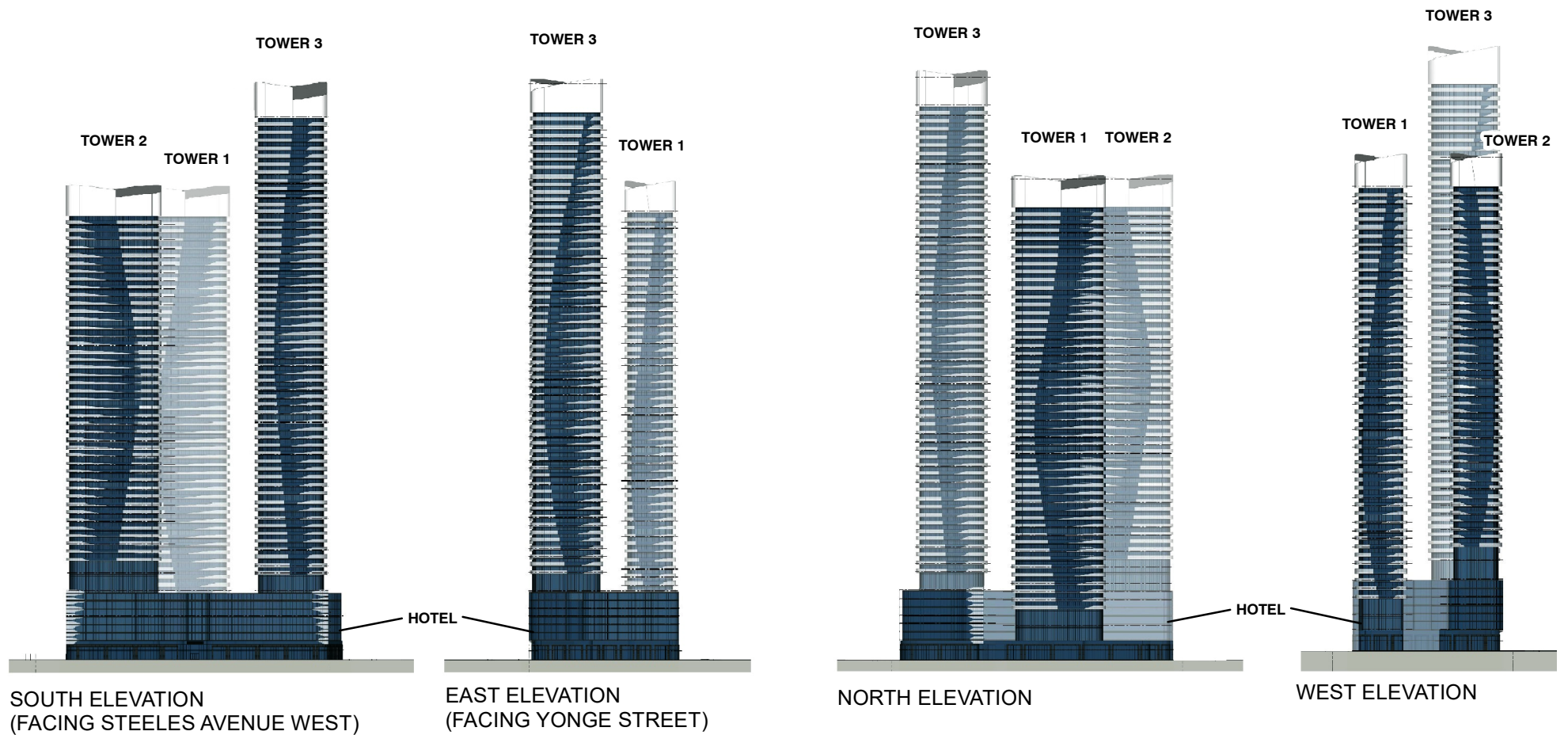
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FILES:
OP.18.016 & Z.18.028

DATE:
March 5, 2019

2

Printed on: 2/26/2019



Elevation Plan

LOCATION:
Part Lot 26, Concession 1

APPLICANT:
Yonge & Steeles Developments Inc. c/o The Gupta Group

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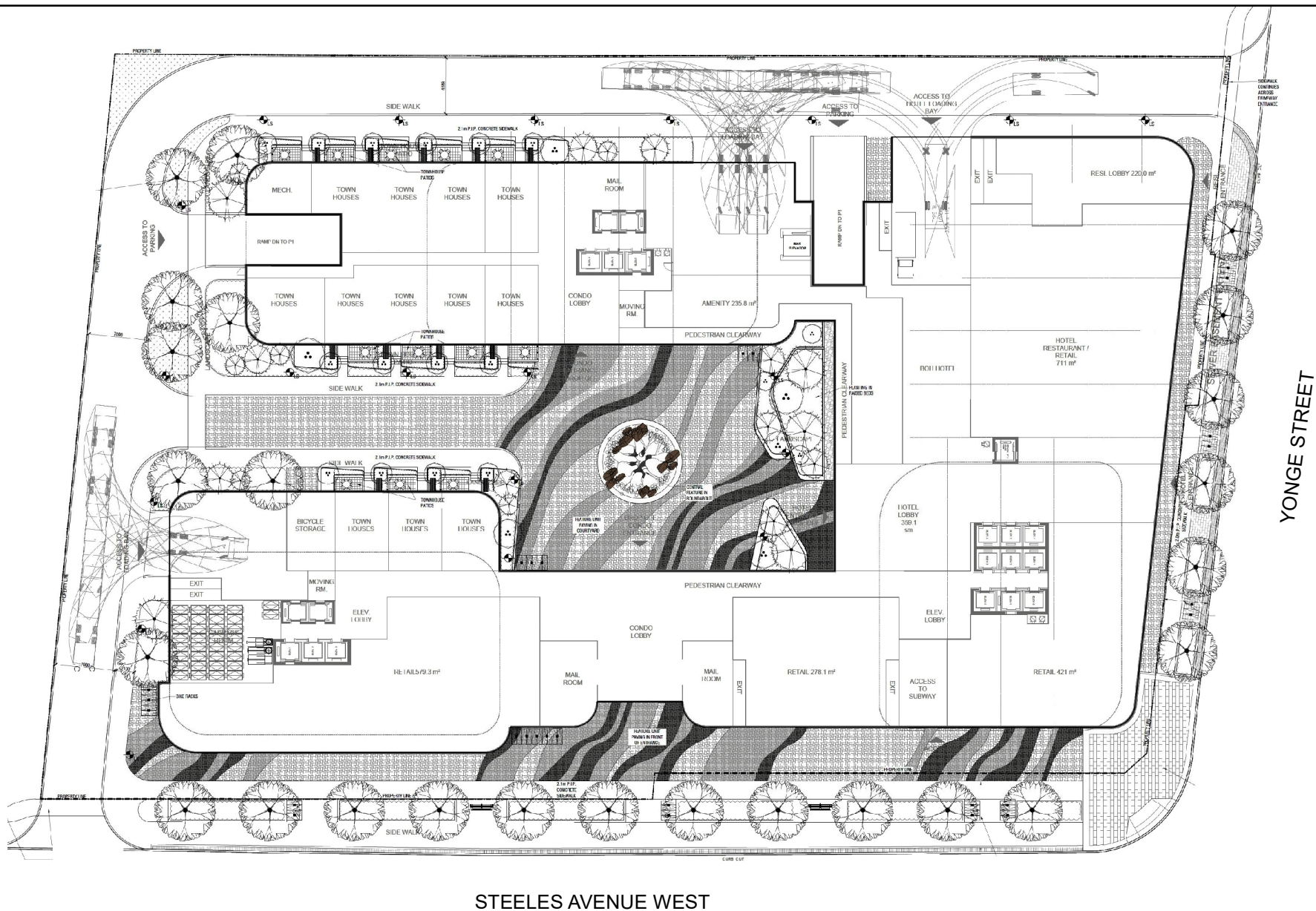
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FILES:
OP.18.016 & Z.18.028

DATE:
March 5, 2019

3

Printed on: 2/21/2019



Printed on: 2/21/2019

Henry W. Polvi**Bradbeer Crescent
Thornhill, ON**

08 January 2019

City of Vaughan

Attention: Nancy Tuckett, Senior Manager, of Development Planning

225

Vaughan, Ontario

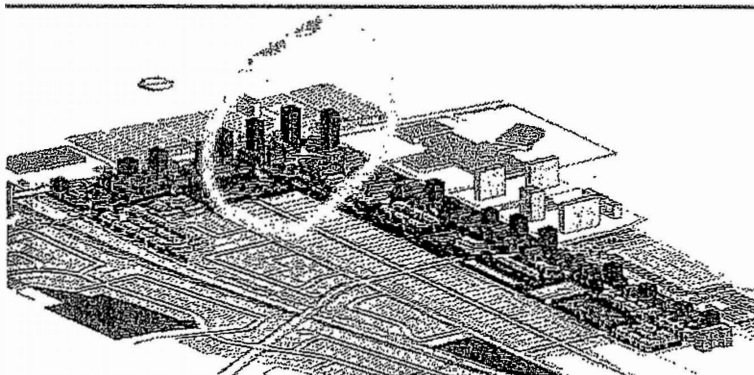
L6A 1T1

email to: DevelopmentPlanning@vaughan.ca

File Numbers: OP.18.016 and Z.18.028**7028 Yonge St and 2 Steeles Avenue West**

We received your public notice regarding the application for a rezoning of the property on the northwest corner of Yonge & Steeles in Ward 5, Thornhill, Vaughan. This letter is a formal objection to the application.

The reason for objecting is that the proposed development is not in accordance with the Vaughan Official Plan, the Thornhill Community Plan OPA#210 and the Yonge-Steeles Secondary Plan. As Council and Staff are aware a lot of work and thought has gone into the City's Official Plan and amendments, from 2010-2017. While the Yonge-Steeles corner is indeed designated for intensification, this development proposal far exceeds the intents and plans developed by the City, in consultation with numerous experts in municipal planning, stakeholders, and adjacent cities Markham and Toronto.

**VAUGHAN**
OFFICIAL PLAN

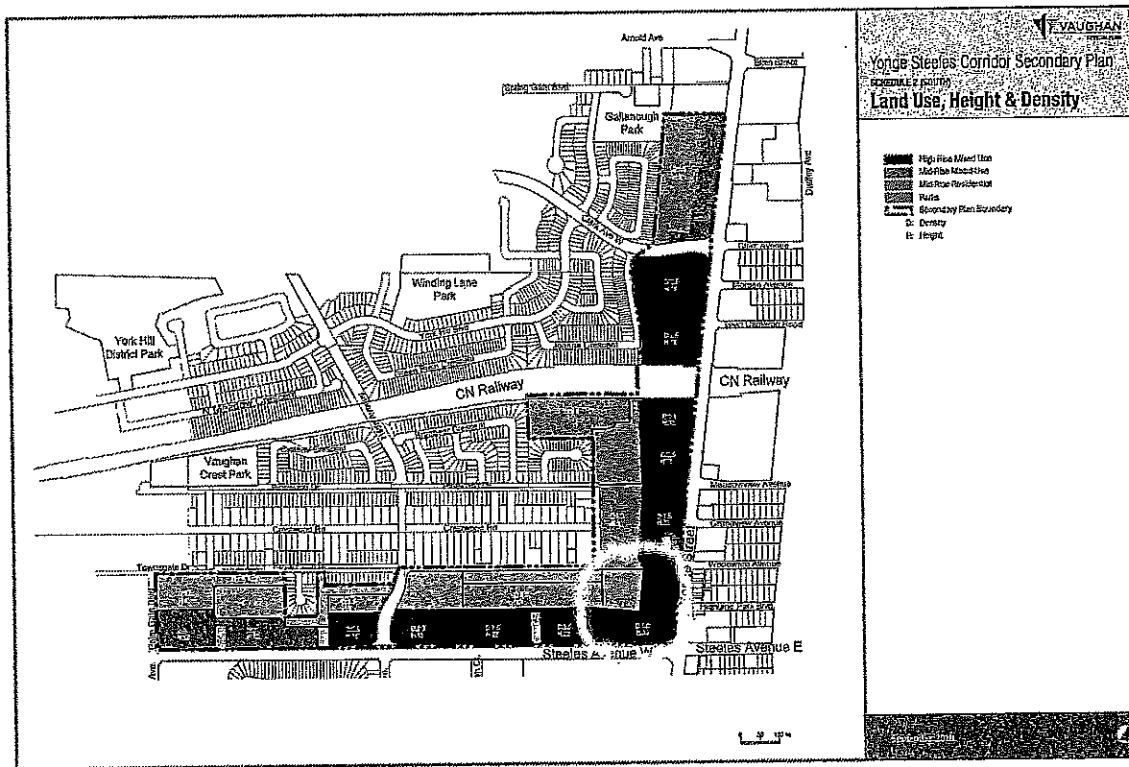
Yonge Steeles Corridor Secondary Plan

Appendix A

Development Concept

Attachment 5

The Yonge-Steeles Secondary Plan calls for lower buildings, up to 30 storeys, at this site and a parkland. The three residential towers are much taller at up to 65 storeys and take away the park. (The landscaped greenery shown in between the three towers cannot be considered a true park). Although the extra property tax revenue from such vertical housing may be attractive to the City, the large additional human-footprint will have considerable impact on the neighborhood.

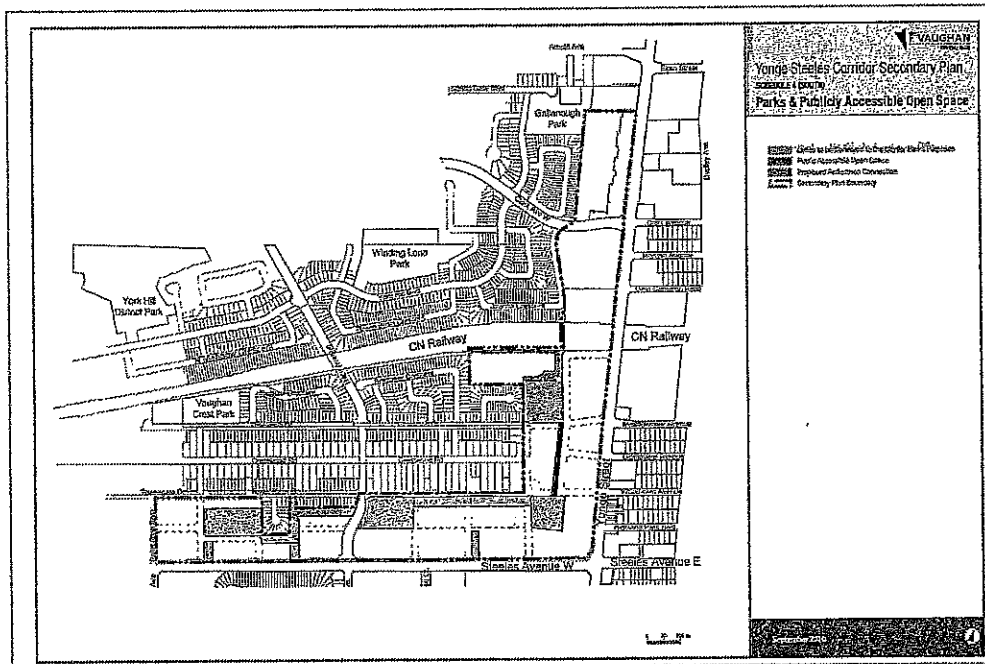


Every drop of grey and blackwater sewage from the site has to be pumped to Duffin Creek Water Treatment Plant, at high cost to all Vaughan residents and an environmental burden at odds with the Official Plan. Has Vaughan even considered the servicing for this remote corner of the City in this instance? The Development Charges for additional costs well into the future should not be underestimated.

10.1.1.20. That phasing policies are intended to provide for the co-ordination of *development* within any particular Block Plan area to facilitate the *development* of functional and cohesive neighbourhoods throughout the community's growth and *development*. The approval of specific *development* applications shall be controlled by the City in order to facilitate:

- a. orderly, sequential and contiguous *development*;
- b. efficient proximity and availability of water and sewer servicing to facilitate the proposed *development*;
- c. availability of water supply capacity;
- d. availability of sanitary sewer capacity;
- e. adequacy of storm drainage and stormwater management systems;
- f. the availability of Regional infrastructure, within the Block Plan area and outside the Block Plan area, such as Regional roads, transit lines and Regional trunk sewers;
- g. minimization of public costs;

Attachment 5



The automotive traffic will be greatly increased with the higher density residential.

The Corner of Yonge-Steeles should actually be better served as a premium commercial site. With the future TTC subway extension to Richmond Hill this corner would be better served, and as currently zoned, with primarily office/retail facing the arterial roads, not a residential condo complex. The retail aspects of the proposal are not described so can therefore be assumed to be extremely limited. We know we'll be losing the Galleria Shopping Centre, fast-food outlets, other restaurants, private schooling and retail that are used by local residents within walking distances.

Bonusing for Increases in Height or Density (Section 37 of the Planning Act)

10.1.2.9. Increased Height and Density Provision:

- a. In accordance with Section 37 of the Planning Act, Council may authorize an increase in the building height and/or density of development otherwise permitted in areas of the City, as contained in Volume 1 or Volume 2 of this Plan, or as contained in a site specific zoning by-law, in return for the provision of community benefits in the form of facilities, services or matters provided:
 - i. the community benefits bear a reasonable planning relationship to the increase in building height and/or density of the proposed development;
 - ii. the development represents good planning, is consistent with the other objectives of this Plan and consistent with applicable built form and neighbourhood compatibility objectives; and
 - iii. there is adequate infrastructure to support the increase in building height and/or density.
- b. Pursuant to Section 37 of the Planning Act, a by-law may be enacted by Council to achieve the City's objective of obtaining certain facilities, services or other matters which would not otherwise be secured under the other provisions of the Planning Act or the Development Charges Act, and which may be of particular benefit to a specific area or the City at large. Notwithstanding the generality of the foregoing it is the intent

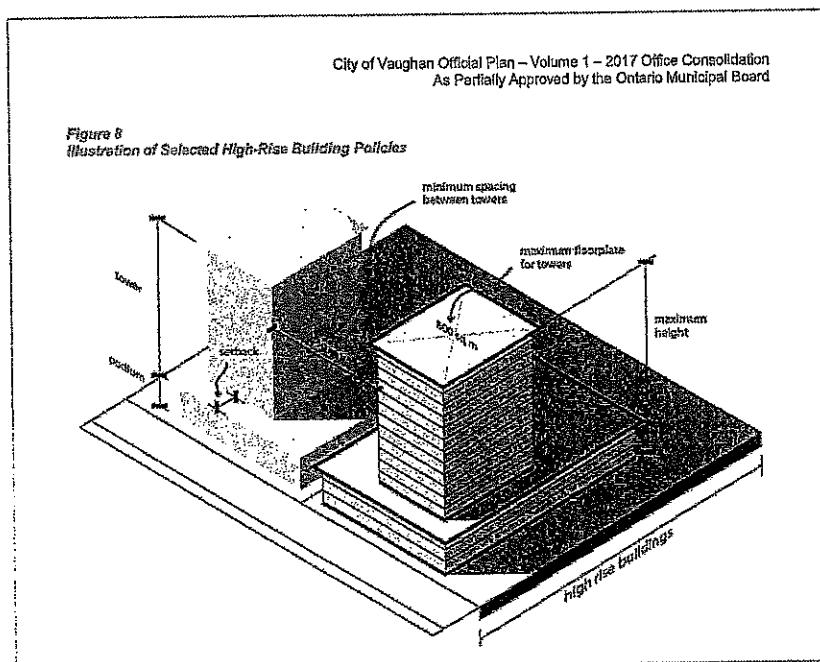
Attachment 5

Yonge Street & Steeles Avenue, Steeles West (between Jane Street and Keele Street):

Both of these **Primary Centres** will evolve as transit-oriented *developments* around planned public transit improvements. Yonge & Steeles and Steeles West have significant opportunity for both residential and office uses. Steeles West also has opportunities for institutional uses, with potential for synergies with York University.

Tower 2 and Tower 3 look to be closer together than the minimum 30m. allowed by Vaughan.

There is no public parkland in this remote south east Corner of Vaughan except for Vaughan Crest park at the west end of Pinewood and Winding Lane north of the Railway Corridor.



The large condo towers in the proposal may preclude and eliminate some key land required for the future TTC station and VIVA bus hub planned for Yonge-Steeles. Once a 65-storey building goes up there's very little else that can be built close by with the deep foundation. And to re-iterate, there are no "community" benefits, only ego-gratification for the builders and added profit.

Yonge Street & Steeles Avenue, Steeles West (between Jane Street and Keele Street):

Both of these **Primary Centres** will evolve as transit-oriented *developments* around planned public transit improvements. Yonge & Steeles and Steeles West have significant opportunity for both residential and office uses. Steeles West also has opportunities for institutional uses, with potential for synergies with York University.

Attachment 5

9.2.1.12. Where there is a change in land use to a more sensitive use adjacent to existing employment or commercial uses, the existing neighbouring uses will be protected where necessary by the provision of landscaping, buffering or screening devices, and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects included but not limited by lighting, noise and truck traffic. Such provisions and regulations shall be applied to the proposed *development* and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area; and/or, in all cases where a proposed *development* seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application, especially where public health and welfare are directly affected.

This Application appears to be a clear example of "spot" zoning, a violation of planning principles. The Application should be denied

I will copy our local Councillor, Alan Shefman, with this letter and the concerns presented.

Sincerely,

A handwritten signature in dark ink, appearing to be 'S. H.' or similar, written in a cursive style.

email at : 

Attachment 5



Gregg Lintern, Chief Planner & Executive Director
City Planning Division

North York District
North York Civic Centre
5100 Yonge Street
Ground Floor
Toronto ON M2N 5V7

Joe Nanos
Director, North York District

Contact: Guy Matthew
Tel: (416) 395-7102
Fax: (416) 392-7155
Email: guy.matthew@toronto.ca

January 17, 2019

By E-mail Only to developmentplanning@vaughan.ca

Chair & Members of the Committee of the Whole
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Attn: Todd Coles, City Clerk

Re: Committee of the Whole Meeting of January 22, 2019
Item 5
7028 Yonge Street and 2 Steeles Avenue West (File Nos. OP.18.016 & Z.18.028)

PUBLIC HEARING
COMMUNICATION

C5

Date: Jan 22/19 ITEM NO. 5

Dear Chair and Members of the Committee of the Whole,

This letter is in regards to the Official Plan and Zoning By-law Amendment applications submitted to the City of Vaughan for the lands known as 7028 Yonge Street and 2 Steeles Avenue West. The applications propose to amend the Official Plan land use designation to *Mixed Commercial/Residential Area* and change the zoning to RA3 Residential Apartment Zone with site specific exceptions. The purpose of these amendments is to permit three mixed-use residential towers connected by a seven storey mixed-use base building. The base is proposed to contain residential and hotel uses. The towers range in height from 52 to 65 storeys and the overall development would have a Floor Space Index (FSI) of 14.3 times the area of the lot.

On September 7, 2010, Vaughan City Council adopted the Yonge-Steeles Corridor Secondary Plan. The Secondary Plan was subsequently forwarded to York Region in accordance with the provisions of the *Planning Act* for approval. A number of appeals were filed, including one by the applicant, due to York Region Council not making a decision within the time frame prescribed by the *Planning Act* and is now under consideration by the Local Planning Appeal Tribunal (LPAT). The City of Toronto was a participant to Phase 1 of the LPAT hearing and is a party to Phase 2 of the hearing in order to support the Secondary Plan in its current form.

The subject lands are located in the City of Vaughan, City Council adopted Yonge-Steeles Corridor Secondary Plan. The Secondary Plan identifies the lands, on Schedule 2 (South) as *High-Rise Mixed Use* and an *Office Priority Area*. The policies permit a maximum FSI of 6.0 and a maximum height of thirty storeys. However, the maximum residential FSI is 4.5 as any floor area above this is required to be non-residential, half of which must be for office use.

Attachment 5

City of Vaughan staff circulated the applications to the City of Toronto in accordance with the agreed upon protocol for applications abutting another municipality and City of Toronto Planning staff have provided comments (see Attachment 1). On a preliminary basis, several high level concerns were raised including the proposed density and heights which are significantly greater than those in the City of Vaughan Council adopted Yonge-Steeles Corridor Secondary Plan.

City of Toronto Planning staff have reviewed the report from the Deputy City Manager, Planning and Growth Management to the January 22, 2019 meeting of the Committee of the Whole. City of Toronto Planning staff support the concerns raised by City of Vaughan Development Planning staff about the proposal, namely those issues identified in the report as "matters to be reviewed in greater detail". In particular, there is concern with regards to the proposed density and heights which are considerably in excess of those permitted in the City of Vaughan Council adopted Yonge-Steeles Corridor Secondary Plan. We would recommend that the proposed development be modified to achieve the policies and objectives of the Council adopted Yonge-Steeles Corridor Secondary Plan.

We would appreciate a copy of any Committee of the Whole or City Council decision regarding this matter.

Yours truly,



Joe Nanos
Director
Community Planning, North York District

Cc: Todd Coles, City Clerk (Todd.Coles@vaughan.ca)
City Clerk's Office (clerks@vaughan.ca)
Jason Schmidt-Shoukri, City of Vaughan Deputy City Manager, Planning and Growth Management (Jason.Schmidt-Shoukri@vaughan.ca)
Nancy Tuckett, Senior Manager, Development Planning (Nancy.Tuckett@vaughan.ca)
Ray Kallio, Solicitor, City of Toronto (Ray.Kallio@toronto.ca)

Attachment 1: City of Toronto Comments on the Original Application

Attachment 5

Attachment 1: City of Toronto Comments on the Original Application

Guy Matthew

From: Guy Matthew
Sent: October-29-18 2:45 PM
To: 'Napoli, Christina'
Cc: Giulio Cascato; David Fitzpatrick; 'Tuckett, Nancy'
Subject: 7028 Yonge St - City of Toronto Comments

Ms. Napoli,

Thank you for providing us with a copy of the application materials. We did not receive a copy of a shadow study, was one provided as part of the submission? If it was, can you please send it along and if not are you able to request one from the applicant?

We have reviewed the application materials and have the following high level comments:

- Application should be modified to reflect the recently adopted (although under appeal) Vaughan Yonge-Steeles Corridor Secondary Plan. Of particular concern is the proposed heights and densities which seem to be well in excess of those permitted by the Secondary Plan. In addition, they do not seem to demonstrate that there is infrastructure capacity to go beyond the population caps of the Secondary Plan.
- The subway access shown on the ground floor plan does not align with anything on any below grade drawing. Please have the applicant clarify how the building would connect to the future subway station.
- Seems to be deficient in amenity space
- The CS&F study fails to review the impacts on the City of Toronto (and the City of Markham). While the development is not located in Toronto, it is assumed that future residents will rely on facilities and services on either side of Steeles Avenue and/or Yonge Street. Please have the applicant revise the study to examine all impacts the proposed development may have on CS&F in the area.
- A widening of Steeles Avenue West is not required as the 36 metre right-of-way has already been achieved.

Please let me know if you have any questions.

Regards,

Guy

Guy Matthew RPP MCIP
City Planning, Community Planning
City of Toronto
North York Civic Centre, Ground Floor
5100 Yonge Street
Toronto, ON M2N 5V7

Attachment 5



600 Annette Street
Toronto, ON M6S 2C4
T 416.487.4101
F 416 487 5489

520 Industrial Parkway S
Unit 202
Aurora, ON L4G 6W8
T 905.503.3440
F 905.503.3442

**PUBLIC HEARING
COMMUNICATION**

Date: Jan 22/19 ITEM NO. 5

January 22, 2019

Attn: Nancy Tuckett, Senior Manager of Development Planning

Re: 7028 Yonge Street and 2 Steeles Avenue West
Applications for Official Plan and Zoning By-law Amendment
By Yonge & Steeles Developments Inc. c/o The Gupta Group
File No's: OP.18.016 and Z.18.028
City of Vaughan

Dear Nancy,

Humbold Properties (Humbold) is the Owner of lands at 7040/7054 Yonge Street and 72 Steeles Avenue West which surround the subject lands to the north and west.

Humbold is a member of the Yonge-Steeles Landowners Group (LOG) and is committed to the equitable sharing of community use lands and infrastructure. Certain members of the LOG are over-dedicating their share of roads, parks and services and Humbold believes that the LOG provides an appropriate resolution to these matters (over/under-dedicated development).

It is our view that approval of the subject applications is premature until the property owner becomes a member, in good standing, of the LOG. The applicant must equitably share in these land and infrastructure costs.

While Humbold believes that any application should move forward based on its own merits, the determination of height and density for any one application cannot be done in isolation. Matters of servicing and transportation capacity must be considered, so that appropriate phasing policies and requirements can be applied.

It is essential to review this application together with surrounding developments in the area to ensure that appropriate phasing for the equitable distribution of any infrastructure and capacity can be carefully considered. This can also be accomplished through the LOG and related agreements.

Humbold, as an immediate neighbour to the proposed development, has additional concerns related to road and pedestrian connections, access to transit, parks/open space and urban design.

Attachment 5

2

Should you have any questions regarding the information contained herein, please contact me directly, thank you.

Sincerely,

MACAULAY SHIOMI HOWSON LTD.

Nick Pileggi

Nick Pileggi, MCIP, RPP
Associate Principal

Attachment 6



Corporate Services

January 8, 2019

Nancy Tuckett, M.Sc.Pl., B.Ed., MCIP, RPP
Senior Manager of Development Planning
City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON, L6A 1T1

Dear Ms. Tuckett,

**Re: Proposed Official Plan Amendment
Yonge & Steeles Developments Inc. c/o Gupta Group
7028 Yonge Street and 2 Steeles Avenue West
Vaughan File Nos.: OP.18.016 & Z.18.028
York Region File Nos.: LOPA.18.V.0048 & ZBA.18.V.0146**

This is in response to your circulation and request for comments for the above-captioned Official Plan Amendment (OPA) application and Zoning By-law Amendment application.

According to the applicant's Planning Justification Report, prepared by Malone Given Parsons Ltd., dated August 2018, the 1.13 hectare (2.8 acre) subject site is located on the northwest corner of Yonge Street and Steeles Avenue West, on lands municipally known as 7028 Yonge Street and 2 Steeles Avenue West, in the City of Vaughan. The proposed mixed-use development consists of three residential towers, two at 52-storeys and one at 65-storeys, on a 7-storey podium along both the Yonge Street and Steeles Avenue frontages, and a 1-storey podium internal to the site, accommodating 1,878 apartment units and 12 townhouse units. The proposed development also includes 1,990 m² (21,420 ft²) of ground floor commercial space, a six storey 198 unit hotel (located within the 7-storey podium), and five levels of underground parking for 1,272 vehicles. The total development density is 14.3 floor space index (FSI). The site is proposed to be accessed by two right-in/right-out driveways on Yonge Street and Steeles Avenue.

Regional staff do not have any comments on the site specific rezoning application.

Purpose and Effect of the Proposed Amendment

The subject lands are within the City of Vaughan's Yonge Steeles Corridor Secondary Plan. This secondary plan was appealed to the Local Planning Appeal Tribunal (LPAT). As such, the in-force Official Plan on the subject lands is the Thornhill Community Plan (OPA 210), which designates the subject lands as "General Commercial Area". This designation permits a wide

range of commercial and service commercial uses, but does not permit residential or hotel uses.

The appealed Vaughan Official Plan 2010 ("VOP 2010") and Yonge Steeles Corridor Secondary Plan was adopted by Vaughan Council and endorsed, as modified, by York Region Council. Even though these documents are not in-effect on the subject lands, it does provide a clear intent by Vaughan and Regional Councils on how best to accommodate a balanced approach to city building and growth.

Under the VOP 2010, the subject lands are within a Primary Centre (Schedule 1 – Urban Structure), an area planned for intensification. On Schedule 10 – Major Transit Network, Yonge Street is identified with a subway extension and a subway station at the intersection of Yonge and Steeles, and Steeles Avenue is identified as a "Regional Rapid Transit Corridor". The Yonge Steeles Corridor Secondary Plan designates the subject lands "High-Rise Mixed Use" with a maximum building height of 30 storeys and maximum density of 6.0 FSI, and is within the "Office Priority Area."

The subject Official Plan Amendment application proposes primarily to modify the Yonge Steeles Corridor Secondary Plan by increasing the permitted maximum height from 30 to 65 storeys, increasing the permitted maximum density from 6.0 to 14.3 FSI, eliminating all the requirements for office uses, and eliminating the requirement for minimum building separation of 30m.

The Vaughan Official Plan (2010), and the Yonge Steeles Corridor Secondary Plan, proceeded through a lengthy and thorough municipal comprehensive review. The strength of the new Official Plan is in balancing all the competing interests associated with an urbanizing municipality; including protecting and sustaining the planned urban structure and the natural heritage system. The Secondary Plan recognizes the importance of the intersection of Yonge and Steeles. The planned heights and densities, especially the Office Priority Area overlay speaks to the planned vision of this intensification area. The elimination of office uses does not conform with the Vaughan adopted and Regionally endorsed Secondary Plan. The intent of the Secondary Plan requires at least 50% of the gross floor area be devoted to office uses. The proposed development has a floor space distribution as follows: 86% residential, 9% hotel, and 1% retail.

The Vaughan Official Plan (2010) contains a planned urban structure to ensure orderly city building efforts. The VOP 2010 contains a hierarchy of intensification areas. The intent is to direct the highest and most intense development to the Vaughan Metropolitan Centre (VMC) Area, while limiting redevelopment in Community Areas and prohibiting development in Natural Heritage Areas. The VMC is a provincially defined Urban Growth Centre and a Regionally identified Regional Centre.

The applicant's Planning Justification Report justifies the proposed heights of 65 storeys and density of 14.3 FSI by comparing Yonge Steeles Corridor area to the VMC. The Report states that there are developments, within the VMC, that are further away from the subway station but are approved with heights of 55 storeys and density of 12.7 FSI. As such, since their subject site is directly connected to a potential subway station, on a Regional Corridor, and within a Primary Centre, their proposed heights and densities should be permitted.

There is a planned urban structure difference between the VMC and the Yonge Steeles Corridor. The VMC is at the highest order of intensification and the Yonge Steeles Corridor is lower in the intensification hierarchy. It is inappropriate to expect similar planned heights and densities for all subway stations. For example, the next subway station on the Yonge Street subway extension north of the Steeles Station is on Clark Avenue. This area is planned with maximum heights of 18 storeys and maximum densities of 2.5 FSI.

There is no policy direction to treat all subway stations the same. However, there are strong policy directions for local Official Plans to identify a planned urban structure.

York Region Official Plan

The Regional Official Plan contains policies that guide economic, environmental and community building decisions to manage growth. These policies strengthen the connections between the natural and built environment, job opportunities, human services, transportation, public health and fiscal capacity. The Regional Official Plan policies also coordinate and set the stage for more detailed planning by local municipalities. The Vaughan Yonge Steeles Corridor Secondary Plan, with its prescribed land uses, transportation and urban design policies, together with maximum building heights and densities, conform with the Regional Official Plan. Specifically, the Secondary Plan conforms with the Region's planned urban structure and intensification matrix.

The Regional Official Plan prescribes an urban structure focused on a system of Regional Centres and Regional Corridors. This policy direction has been well entrenched since the Region's first Official Plan (approved in 1994). The Regional Centres and Corridors are intended to accommodate the highest concentration of intensification. To facilitate the anticipated growth, a substantial amount of capital investment has been committed to build a rapid transit system on the Highway 7 and Yonge Street corridors. As such, it is a Regional interest to ensure appropriate levels of intensification occurs within these corridors.

The proposed heights and densities of 65 storeys and 14.3 FSI, in the Yonge Steeles Primary Centre, is greater than the heights and densities of developments approved in any of the four Regional Centres. The proposed development is not in keeping with the intensification matrix framework of the Regional Official Plan.

Site specific increases in heights, densities, and therefore total number of residential units, at this magnitude, sets a precedence and expectation for other properties in close proximity as

well as across the Region. The local and Region's transportation and water and wastewater master plans are based on approved Official Plans and Secondary Plans. The cumulative impacts of significant unplanned development, through site specific amendments, is not planned growth and has the potential to significantly impact the ability to service areas where the growth was intended to occur, such as the VMC Regional Centre, where there is already a subway station.

The applicant is encouraged to revise their proposal to better reflect and conform with the adopted and endorsed Yonge Steeles Corridor Secondary Plan and demonstrate how the revised proposal fits with the Regional intensification policies set out in Section 5.3 of the York Region Official Plan.

Technical Comments

Below is a summary of technical comments received from Regional Departments.

Transportation Comments:

The Region's Transportation Planning staff have reviewed the proposed development and the supporting Transportation Mobility Plan (the Study) dated August 2018 prepared by Cole Engineering. The following consolidated comments are provided in coordination with staff from Transportation Planning, Traffic Signal Operations, Development Engineering and YRRTC. These comments, among other Region's comments, shall be addressed to the satisfaction of the Region prior to the final approval of the Official Plan Amendment.

In September, 2015, the Region completed the Yonge-Steeles Area Regional Transportation Study. This is a comprehensive Transportation Study that includes the area from south of Highway 407 to Finch Avenue and Bayview Avenue to Bathurst Street. The Study includes the Vaughan Secondary Plan, Markham potential Secondary Plan and the City of Toronto North Yonge Study Area. All the proposed fine grid road network and Regional improvements have been included in the Study. The Study also assessed the scenarios with and without the proposed Yonge Subway Extension from the existing Finch Station to Richmond Hill Centre.

As per Exhibit ES.2 (Page 5) of the Study, approximately 2,962 population (or about 1,500 units) in the Vaughan Yonge-Steeles Secondary Plan can be accommodate prior to the opening of the Yonge Subway Extension. If the developments in the area reach this threshold, an update or a comprehensive transportation study will be required to confirm additional improvements that will be required, or whether development should be phased or stopped until the Yonge Subway Extension is completed. It is our understanding that this information is reflected in the endorsed Vaughan Yonge-Steeles Secondary Plan.

The endorsed Vaughan Yonge-Steeles Secondary Plan is currently under appeal. The first Phase of the hearing was focused on the development threshold of the pre and post-subway. It is our understanding that pursuant to the Memorandum of Oral Decision of the Tribunal for the first Phase of the YSCSP appeal, the YSCSP policies have been modified. The development threshold

for the post-subway has been removed, the revised policies are consistent with the previous study and endorsed Vaughan Yonge-Steeles Secondary Plan, acknowledging that prior to the subway extension, transportation capacity constraints may arise upon the Secondary Plan area reaching a population of approximately 3,000 people. The Second Phase of the hearing will focus on heights and densities, the fine grid road network, and other planning requirements of the Secondary Plan.

At this time, there is no funding commitment from any level of government for the construction of the Yonge Subway Extension. As such, there is no timeline for the construction or completion of the Yonge Subway Extension. It is our understanding that the Transportation Study prepared by Cole Engineering in support of the noted Official Plan Amendment application assumed the Yonge Subway Extension to be in place within the 10 year horizon. This assumption is incorrect and therefore the findings and recommendations of the Study are not acceptable to the Region. In addition, the Region found other technical deficiencies in the Study that shall be fully addressed to the satisfaction of the Region. For example, the Study used a simple background rate based on Travel Demand Model outputs and some minor existing development proposals. This approach maybe reasonable for a short-term horizon such as 2-3 years, however, beyond 5-10 year horizon this is not acceptable given the transformation of the area and the levels of development in Vaughan and Markham.

A. OPA Comments

A revised Transportation Study is required to address the followings comments to the satisfaction of the Region, prior to the approval of the OPA. Development phasing will be required to ensure that sufficient and appropriate access arrangement, the fine grid road network identified in the Vaughan Yonge-Steeles Secondary Plan and the required infrastructure improvements associated with each phase of the proposed development are implemented, to the satisfaction of the Region.

1. The Study shall include the scenario without the proposed Yonge Subway Extension. Based on our review, the Transportation Study assumed subway will be completed by 2025, which is not correct;
2. The Study shall include detailed development phasing plan and identify appropriate site access arrangement related to the recommendations from the Yonge-Steeles Area Regional Transportation Study (September 2015), as well as requirement of the fine grid road network identified in the Vaughan Yonge-Steeles Secondary Plan and infrastructure improvements to accommodate each phase of the proposed development. Based on the review of the Study, the development phasing assumption is not realistic given the magnitude of the proposed development;
3. The Study shall include background development levels as contemplated in the Vaughan Yonge-Steeles Secondary Plan and in Markham, as identified in the Yonge-Steeles Area Regional Transportation Study (September 2015);

4. The Study shall include all new proposed intersections along Yonge Street, north of Steeles Avenue, as identified in the Yonge-Steeles Area Regional Transportation Study (September 2015);
5. The Study shall include comprehensive active transportation plan, internal to the site and external to the site to accommodate the assumed modal split and amount of active transportation trips generated by the proposed development. The Study shall clearly indicate what improvements shall be implemented by the proposed development for each phase of the proposed development;
6. The Study shall use appropriate non-auto modal split for each phase of the proposed development, based on existing or surveyed information;
7. The Study shall clearly identify what measures and incentives are required to support the assumed modal split for each phase of the proposed development;
8. As an update to the Region's Study will be required when the developments in the Vaughan Yong-Steeles Secondary Plan reached 2,962 population (or about 1,500 units), the Owner shall confirm who will be undertaking this comprehensive Study update;
9. The Study should be revised to remove all references to the Region bearing the costs of TDM requirements. The Region may consider some TDM measures for the residential component at its own discretion; however, the proposed development must be responsible for the TDM measures and incentives for all non-residential components.
10. The Study shall address all detailed technical comments outlined in Section B below as these technical comments will significantly impact the findings and recommendations of the Transportation Study.

- B. Preliminary Comments for Transportation Mobility Plan dated August 2018 prepared by Cole Engineering

Transportation Planning

1. Section - 6.3 Future Transportation Improvements - The Study assumption of Yonge Subway extension north of Steeles Avenue up to Highway 7 constructed as per Region's 10-Year Roads and Transit Capital Construction Program is not correct. Therefore, all analysis and recommendations provided in the Transportation Study are not correct. The Region's 10-Year Roads and Transit Capital Construction Program shows the Subway extension as Future Not Funded Subway Extension with no defined construction schedule. This assumption shall be corrected and reflected in a revised Transportation Study.
2. The Study trip estimation and assignment is based on 53% non-auto modal split. This trip estimate is based on completion of Yonge Subway extension north of Steeles Avenue up to Highway 7. As indicated, the construction of the Yonge Subway extension is currently not funded and has no status at this time. Therefore, the analysis shall be based on the trip rates estimated in Table 8-3 Trip Generation with 20% Non-Auto Reduction, or based on the existing 2016 TTS data for the area. The trip estimation based on 53% non-auto modal split has resulted in under-estimating the impacts of the development on the existing transportation network and not realistic without the Yonge

Subway Extension. A revised Study shall be submitted for Region's review based on Table 8-3 trip generation rates.

3. Table 7-4 Future (2025) Background Traffic Conditions – With Mitigation Measures, the analysis shows that the Yonge Street/Steeles Avenue intersection is expected operate at a v/c ratio of E(1.06), E (1.05) and E (1.02) during AM, PM and Saturday peak hours respectively. However, contradictory to the analysis, the Study concluded that "The analysis with the mitigation measures indicates that all signalized intersections within the study area are expected to operate under capacity during all the three peak hours". Please explain the contradiction and what type of mitigation measures are recommended and who will implement these mitigation measures.
4. Section - 8.3 Site Trip Distribution, states that site traffic was assigned based on the 2016 Transportation Tomorrow Survey (TTS) data, existing patterns and engineering judgment. It appears that trips were evenly distributed to all directions from the development. Please include additional information as to what engineering judgement and existing traffic pattern were applied over and above the TTS distribution.
5. The Study assumes site accesses on both Yonge Street and Steeles Avenue as full moves. The Study has not made any reference to the recommendations of the Region's Access Guidelines related to minimum intersection spacing. Based on the Region's Access Guidelines recommendations, the proposed access onto Yonge Street shall be restricted to right in-right out only because it does not meet the minimum intersection spacing requirement for a full moves access. In addition, various observations indicate that this proposed access will be blocked by southbound and northbound queues on Yonge Street, north of Steeles Avenue. Similarly, the access onto Steeles Avenue maybe restricted to right in-right out only (Steeles Avenue is under City of Toronto jurisdiction and shall be consulted with the City staff for final configuration). The Study shall revise the trip assignments and analysis based on both Yonge Street and Steeles Avenue accesses restricted to right in-right out only. The revised assessment shall also review the impacts of potential u-turns at intersections due to access restrictions.
6. Table 4-5 - Cycling Level of Service Summary – Existing Conditions shows a lack of bicycle infrastructure in the area. The Study provides no recommendations regarding bicycle infrastructure improvements that are required to accommodate the development.
7. The Study indicates that the existing transportation infrastructure is operating at capacity and the LOS will continue to deteriorate due to increase in background and development traffic. It is evident form the Study that this level of development can not be accommodated without the implementation of the fine grid road network identified in the Secondary Plan, as well as other infrastructure improvements such as the Yonge Subway Extension. Therefore, it is required that the Study assess the development phasing plan that can be accommodated based on realistic infrastructure improvements such as a fine grid road network prior to Yonge Subway Extension.
8. The Study concludes that the level of services of existing non-auto modes (active and transit transportation modes) is found to be at an acceptable level of service, however, this is contradictory to the information provided in Table 4-5.

9. The Study provides no information regarding the existing transit buses ridership/occupancy levels. This information is necessary to determine if transit trips developed by the proposed development can be accommodated within the existing services.
10. The Study recommends optimizing total split timings during all three peak hours for all scenarios (Existing, Future background) to improve LOS and delay at existing signals. This recommendation is made in isolation and without any regards to coordination of traffic signals upstream and downstream, as well as queuing as a result of the signal progression. The Study shall assess the impacts of signal coordination based on queues and critical movements.
11. LOS analysis of Total Traffic Conditions for 2020, 2030 and 2035 horizon years shows that the LOS will continue to improve in the future. Yonge Street and Steeles Avenue 2030 intersection analysis shows that the intersection will operate at v/c ratios of 1.10, 1.04 and 1.03 during AM, PM and Saturday peak hours respectively with some movements operating at 1.2. However, in 2035 this intersection will operate at v/c ratios of 0.98, 1.00 and 0.98 during AM, PM and Saturday peak hours respectively. The Study shall provide explanation related to the improvements in v/c ratios even though traffic volumes are increasing due to the background traffic increase and no physical improvements are provided.
12. Within the Transportation Demand Management Section - Section 14. The Study shall remove the dollar amount in the sentence "As part of the Region's initiative to promote transit usage, fee-waived and complimentary PRESTO cards of up to to \$100.00 will be provided by the Region and distributed to residents with coordination of the Developer" (Page 69).
13. The entire sentence, "The total approximate cost for the Region to compile the above information into a welcome package will be approximately \$500.00 in total to be borne by the Region.", (Page 69) shall be removed.
14. The entire sentence, "The estimated cost for the Region to conduct and monitor the surveys is \$1,000.00.", (Page 72) shall be removed.
15. Table 14-1 Estimated TDM Program, associated costs should not be displayed as being paid by the Region. Page 73 shall be revised.
16. The Region's costing \$189,300.00 from the sentence, "The estimated cost to administer the TDM plan is \$189,300.00 to borne by the Region and \$50,050.00 to be borne by the developer.", (page 73) shall be removed.

Development Engineering

Comments will be provided during subsequent stages of development

Traffic Signal Operations

1. The Study provides no information regarding the potential of southbound queue at the Yonge Street and Steeles Avenue intersection blocking the proposed signalized full-move access onto Yonge Street.

2. It is not clear how the signal timing plans are optimized under the future total condition to make the intersections operate under their capacities.
3. Comments related to Synchro analysis:
 - Minimum initial of 7 seconds should be used in Synchro for left turn phases according to the Region's regular practice.
 - How are the HOV/Transit lanes on Yonge Street reflected in Synchro analysis?
 - Has the pedestrian clearance interval been considered in the future signal timing plan assumption?
 - York Region's traffic signal operation practice is to set recall code of "MAX" or "C-MAX" for Phases 2 and 6 with "None" for Phases 4 and 8.

YRRTC

Comments have been provided directly to City of Vaughan

Water and Wastewater Servicing Comments:

Infrastructure Asset Management staff have reviewed the subject local official plan amendment (LOPA) and the documentation submitted, including the Functional Servicing Report dated July 2018 and the Site Servicing Plan dated April 2018 both by Schaeffers Consulting Engineers.

1. Servicing Allocation

All residential development requires servicing capacity allocation from the City of Vaughan prior to the final approval of the developments proposed within the OPA area. If the City of Vaughan does not grant allocation from the existing capacity assignments to date, the build out of the OPA area may require additional Regional infrastructure based on conditions of future capacity assignment, which may include:

- Duffin Creek WPCP Outfall Modification – 2021 pending the outcome of the Class EA currently underway
- Other projects as may be identified in future studies.

The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only.

2. Municipal Servicing

The FSR and the Site Servicing Plan indicate that the proposed development is serviced by City of Vaughan wastewater and water infrastructure in the Steeles Avenue West and Yonge Street ROWs.

Should there be any change in the proposed servicing scheme, the Owner shall forward the revised Plan to the Region for review and record.

3. Potential Impact on Regional Wastewater and/or Water Infrastructure during Construction and Grading

The Owner is advised that the regional 1675 mm diameter Steeles Collector is located in the Steeles Avenue West ROW. This infrastructure is to be referred to in the FSR and shown on the Site Servicing Plan with the following construction note.

"Integrity of the Region's 1675mm diameter trunk sewer is to be maintained at all time during the grading and construction activities."

Considering the location of the subject proposed development in close proximity to the Region's trunk sewer, and the inclusion of a 5-storey underground parking structure, the Owner shall provide the following information to the Region for further review and comments.

- Excavation Shoring Plans and Details; and
- Construction Management Report.

Water Resources Comments:

Water Resources staff do not have any concerns or comments with the Official Plan Amendment application as it relates to Source Protection policy, as this site is not within any Source Protection vulnerable areas.

Please contact Augustine Ko, Senior Planner, at 1-877-464-9675, ext. 71524 or at augustine.ko@york.ca should you have any questions or require further assistance.

Sincerely,



Karen Whitney, M.C.I.P., R.P.P.
Director of Community Planning and Development Services

AK

Attachment 6 a)



| memo

February 13, 2019

Karen Whitney, MCIP, RPP
Director, Community Planning and Development Services
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1

Dear Ms. Whitney,

**Re: Proposed Local Official Plan and Zoning By-law Amendments
Yonge & Steeles Developments Inc. c/o Gupta Group
7028 Yonge Street and 2 Steeles Avenue West
Vaughan File Nos: OP.18.016 & Z.18.028
York Region File Nos: LOPA.18.V.0048 & ZBA.18.V.0146**

Initial comments prepared by York Region Rapid Transit Corporation regarding a proposal to construct two 52-storey towers, one 65-storey tower, and townhouses at the northwest corner of Yonge Street and Steeles Avenue, were provided to the City of Vaughan on September 24, 2018.

Since then, the Yonge Subway Extension project has advanced and accordingly, the comments provided herein supplement YRRTC's initial comments, dated September 24, 2018 (refer to *Attachment 1*).

A. Yonge Subway Extension (YSE) Stakeholder Coordination

1. The subject site is located within 60m of a TTC structure/ right-of-way. Accordingly, the review of this development proposal is within the Toronto Transit Commission (TTC) purview. For additional information, the applicant should refer to the TTC's Developer's Guide.

Further, YRRTC's initial and supplemental comments must be considered in conjunction with the TTC's development review comments. While the TTC's development review process is independent of YRRTC's process, the applicant must work in consultation with both the TTC and YRRTC to ensure all requirements related to the YSE project are satisfactorily addressed.

Attachment 6 a)



B. Transportation Planning and Urban Design & Transit Oriented Development

1. The applicant should integrate their development proposal with the YSE project, and support transit oriented development.
2. The applicant should revisit their proposed development with respect to accommodating on-site deliveries, on-demand transportation passenger pick-up and drop-off, etc.
3. The applicant is required to submit an Active Transportation Plan in support of their proposed development. This plan must address passenger pick-up and drop-off, biking, walking and transit use.
4. Protect for future connections to adjacent land parcels. Facilitate weather-protected public/private connections to the Steeles mobility hub, i.e. plan an underground urban pedestrian network similar to the downtown PATH system.
5. The applicant is strongly encouraged to work with YRRTC/ TTC to support transit oriented development and cost sharing opportunities.
6. Development shows full move driveway access from Yonge Street and Steeles Avenue. Median access to the below grade bus terminal will impede full move driveway access and impact the ability for north-south roads to connection across Steeles Avenue. Applicant to consult with the YSE Project team, York Region and City of Toronto on access and intersection configuration standards.
7. Traffic Study to address larger context of proposed street network and connection to future bus terminal on Steeles Avenue and site traffic movements/volumes; including vehicular and active transportation.
8. Site specific zoning provisions (parking, setbacks, separation distances...) to be established based on recommended requirements and standards from York Region, City of Vaughan, TTC, and YSE consultants.
9. Subject application has eliminated building separation requirement of 30m which impacts urban design, pedestrian and public realm experience and limiting distance requirements. The Urban Design Study/ Brief should ensure negative impacts are properly addressed and mitigated.
10. Ensure urban design, streetscape plans are in compliance to guidelines from South Yonge Street Streetscape Design Master Plan. Subject development to coordinate streetscape improvement/ construction and cost-sharing with York Region and YSE project.



C. Land Conveyance and Protection

1. As identified in the 2009 Environmental Project Report, the applicant must convey, free and clear of all encumbrances, all lands required to construct, operate and maintain the future YSE and bus terminal, including but not limited to, the following:

- Subway entrance(s)
- Ventilation shaft(s)
- Emergency exit building(s)
- Fire fighters access shaft
- Subway passenger pick-up and drop-off (PPUDO) facilities
- Pedestrian & cycling facilities
- Road widenings along both the Yonge Street and Steeles Avenue frontages
- Temporary construction easements for staging/ laydown, traffic management during YSE construction etc., as advanced through the Conceptual Design Report (attached)
- Maximize above and below-grade permanent setback requirements, per TTC guidelines, for operations and maintenance purposes, and to accommodate utility relocations and enhancements for the YSE

The following conflicts were identified with the YSE project, including, but not limited to:

- Applicant's intake vent shaft and the YSE emergency exit building
- Applicant proposed tower and the YSE entrance and ventilation infrastructure
- Applicant's proposed below- grade infrastructure and YSE connectivity

2. Detailed construction/ coordination/ staging requirements will be provided by YRRTC and the TTC, upon receipt of a site plan application. Notwithstanding, the applicant is reminded of the Southwest Collector Trunk Sewer's proximity to the subject site. It is critical the applicant understand that the protection of this municipal asset is a priority.

Attachment 6 a)



D. YSE Capacity Confirmation

1. The proposed development density and mixed uses does not conform to the YSE ridership model. Therefore, the applicant is required to demonstrate via appropriate planning/ technical submissions that the proposed development will not adversely impact YSE capacity.

Moreover, any mitigating measures or infrastructure improvements, and all associated costs to accommodate the proposed development, while maintaining YSE levels of service/ operations will be borne by the applicant.

E. Development Phasing Plan/ Study

1. The applicant must submit a revised Development Phasing Plan/Study clearly demonstrating sufficient access arrangements and on-site circulation, and infrastructure requirements will be provided for each development phase. The Study must detail:
 - i. The estimated completion date of YSE is 2031
 - ii. Development phasing, mixed uses, site access, surface and below-grade parking, passenger pick-up and drop-off for residents/ tenants/ hotel patrons/ retail, transit oriented passenger pick-up and drop-off
 - iii. Appropriate non-auto modal split values, pre and post subway construction
 - iv. Identify strategies to support the assumed modal split at each development phase
 - v. Existing transit and bus ridership, and the required transit service to service each development phase

Copy:

Nancy Tuckett, Senior Manager, Development Planning, City of Vaughan
Mauro Peverini, Director, Development Planning, City of Vaughan
David Panici, Property, Planning & Development, TTC
Silvano Florindi, Project Head, Yonge Subway Extension, TTC

Attachment 6 a)



Attachment 1:

York Region Rapid Transit Corporation's September 24, 2018 Development Application Review Comments

From: Kamaleswaran, Tharshan

Sent: Monday, September 24, 2018 3:20 PM

To: Christina.Napoli@vaughan.ca; Nancy.tuckett@vaughan.ca

Cc: Natarelli, Fausto; Marsh, Shirley; Slattery, Carrie; Bao, Anna; Cicero, Daniel; Hollinger, Stephen; Suppa, Rose; Black, Selena; Mollett, Calvin; Ko, Augustine

Subject: RE: PRE-CIRCULATION REQUEST: Yonge Steeles Developments Inc. C/O The Gupta Group Z.18.028 & OP.18.016 (7028 Yonge Street & 2 Steeles Avenue West)

Good Afternoon Nancy,

Thank you for the opportunity to review and provide comments on the *Pre-Circulation Request: Yonge Steeles Developments Inc. C/O The Gupta Group Z.18.028 & Op.18.016* located at 7028 Yonge Street & 2 Steeles Avenue West. York Region Rapid Transit Corporation has interest in this property as the development is located within the proposed Yonge Subway Extension corridor. As the Yonge Subway Extension is currently in its preliminary planning, design and engineering phase, please note our comments are based on best available information and may be subject to change.

F. Coordination

1. YRRTC and TTC must be included in the consultation, as the development is within the Yonge Subway Extension's 60m zone of influence.
2. On-going coordination required to determine the best location of the subway access. Steeles Station designer to recommend exit location to developer by Q1 2019. The exit location shown in the Site Plan sketch below could have implications in the passenger movement of the station.
3. Traffic management planning around development construction needs to be considered in the station designer's analysis. In case the development is under construction at the same time as the subway or station early works.

G. Technical

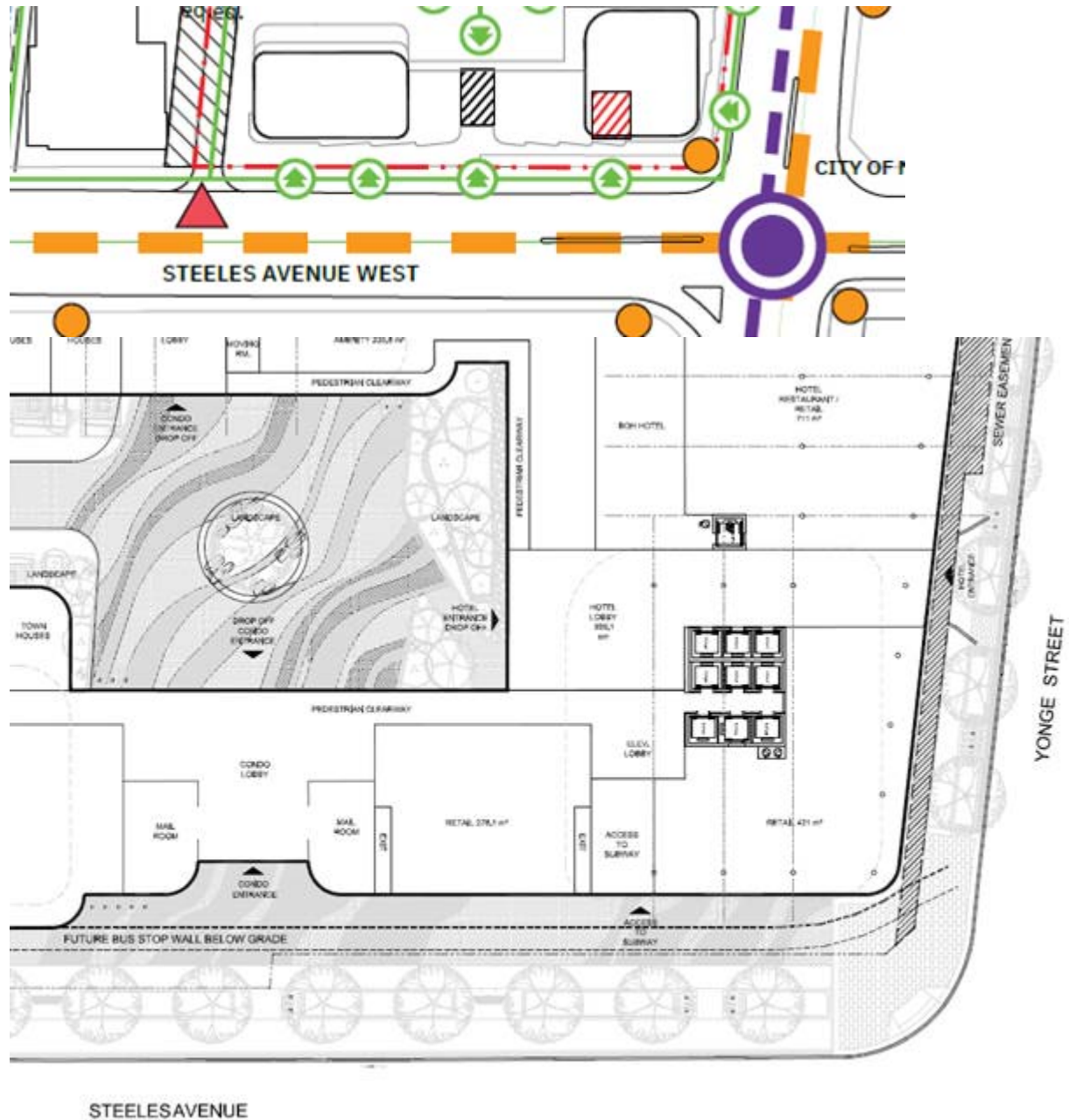
1. Developer to tie in with the proposed Steeles Subway Station, optimizing the development to incorporate or compliment the station. Please see attached the Steeles Station design from the 2012 Conceptual Design (may be subject to change).

Attachment 6 a)



2. On-going coordination required to determine the best location of the subway access. Steeles Station designer to recommend exit location to developer by Q1 2019. The exit location shown in the Site Plan sketch below could have implications in the passenger movement of the station.
3. Detailed road planning is required to consider the impact of the development in relation to the bus terminal west portal on Steeles Ave. It is important to confirm the developer, City of Vaughan and Toronto have considered the traffic impacts based on the future bus transit movements/volumes. The sketch below illustrates the new side street and condo access but does not show the bus portal.
4. The underground parking layouts do not match with future connections on Steeles or Yonge. There are no hallways or pedestrian areas shown and currently limited to parking spots.
5. The following conflicts with Steeles Station was noted on the developer's Site Plan Visual:
 - Developer's intake vent shaft at the location of the subway emergency exit building
 - Residential towers at the location of subway entrance and ventilation infrastructure.
6. Developer to provide geo-referenced AutoCAD drawings per TTC CAD specifications in order to complete a detailed technical review.
7. Per approved environmental assessment a conveyance of property will be required for the subway entrance, a ventilation shaft, an emergency exit building, and road widening along the Yonge Street frontage, and along the Steeles frontage. This conveyance would be fee simple, and subsurface easement.
8. Local driveway layout has minimal space for Passenger Pick Up and Drop Off. PPUDO will need to be addressed and reflected in the design.
9. Post-subway population demands should be addressed.

Attachment 6 a)



H. Planning and Urban Design

1. Urban Design Brief

- Conform to and incorporate guidelines from South Yonge St Streetscape Design Master Plan

Attachment 6 a)



- Consult with City of Toronto Streetscape Manual, and CofT Urban Design department
 - Provide detailed streetscape design as part of site plan application
 - Provide opportunity to incorporate public art within the streetscape and public realm
 - Ensure conformity to Secondary Plan
2. Architecture and Building Design
- Demonstrate integration of YSE station within building design at the corner
 - Consider impacts of YSE underground tunnel, facilities and extend of bus terminal on underground parking garages
 - Provide podium façade elevation and sectional plans to demonstrate how street and public realm interfaces are designed
3. Site Plan and Landscape Plan
- Site design and layout to include integration of YSE buildings and facilities such as station, emergency exit, and vent shaft
4. Sun/Shadow/Wind Study
- Consider the impacts on other areas and uses beyond Entrances, Sidewalks, and Amenity Terraces
 - Identify mitigation strategies to maximize pedestrian comfort
5. Comprehensive Transportation Study update
- Identify detailed vehicular and pedestrian circulation within the site and connections to larger context of surrounding lands, uses and developments.
 - Identify vehicular and pedestrian accesses, parking, loading, etc.
 - Consider all impacts relating to the Bus Terminal facility and accesses along Steeles Ave

Please continue to include YRRTC in all future circulations of this development. YRRTC would like the opportunity to meet with the Developer and/or City of Vaughan to discuss coordination and impacts of the development in further details. As the YSE program is pending long-term funding, there is no timeline for the construction of the subway or guarantee of funding. If you have any questions or comments, please do not hesitate to contact me.

Thank you,
Tharshan Kamaleswaran
Project Specialist - Infrastructure and Development

Attachment 6 a)



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Augustine Ko

changed Status from Approved to Initiated.

Comment

Like

October 23, 2018 at 9:45 AM

Amanda Charrion-Khan

changed Status from Reviewed to Approved.

Comment

Like

October 11, 2018 at 11:48 AM

Selena Black

changed Status from Initiated to Reviewed.

Comment

Like

October 10, 2018 at 3:19 PM

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Approval History [3]

Comment Detail

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Comment #	C-000002967	Owner	RapidCo [Change]
Status	Initiated	Commentor	Tharshan Kamaleswaran
Application	LOPA.18.V.0048	Reviewer	Selena Black
Notification Email date		Approver	Amanda Charrion-Khan
Comments Notification Due Date	10/16/2018 9:00 AM		
Reviewer_Name	Selena Black		

Note

Note

Comments

Comments

Please note the below comments were submitted directly to the City of Vaughan:

From:

Natarelli, Fausto

Sent:

Monday, September 24, 2018 3:55 PM

To:

Christina.Napoli@vaughan.ca; Nancy.tuckett@vaughan.ca

Cc:

Marsh, Shirley; Slatery, Carrie; Bao, Anna; Cicero, Daniel; Hollinger, Stephen; Suppa, Rose; Black, Selena; Mollett, Calvin; Ko, Augustine; Kamaleswaran, Tharshan

Subject:

RE: PRE-CIRCULATION REQUEST: Yonge Steeles Developments Inc. C/O The Gupta Group Z.18.028 & OP.18.016 (7028 Yonge Street & 2 Steeles Avenue West)

Christina/Nancy:

Apologies, we can also indicate that should the CoV team need any other technical details, the Conceptual Design and

https://york.my.salesforce.com/a3f0f0000005XwdAAE

1/4

Attachment 6 a)

other key project reports are available at:

http://www.vivanext.com/project_YongeSubway.

Thanks again for the opportunity to review and provide input to the Yonge and Steeles Developments Inc proposal.
Regards,
Fausto

Fausto Natarelli

Director, Yonge Subway Extension
Project Implementation Team

YORK REGION RAPID TRANSIT CORPORATION | www.vivanext.com

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Our vehicles are blue, but we think green. Consider the environment before you print.
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From: Kamaleswaran, Tharshan

Sent: Monday, September 24, 2018 3:20 PM

To: Christina.Napoli@vaughan.ca; Nancy.tuckett@vaughan.ca

Cc: Natarelli, Fausto; Marsh, Shirley; Slattery, Carrie; Bao, Anna; Cicero, Daniel; Hollinger, Stephen; Suppa, Rose; Black, Selena; Mollett, Calvin; Ko, Augustine

Subject: RE: PRE-CIRCULATION REQUEST: Yonge Steeles Developments Inc. C/O The Gupta Group Z.18.028 & OP.18.016 (7028 Yonge Street & 2 Steeles Avenue West)

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Coordination

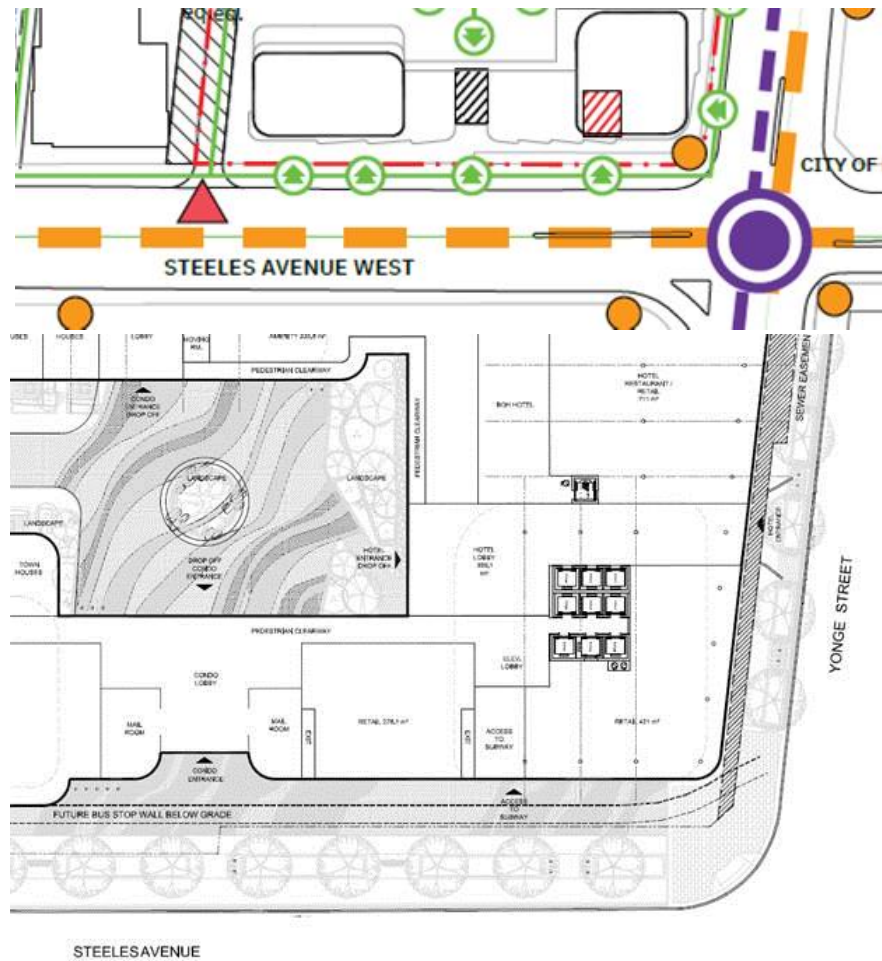
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 - Residential towers at the location of subway entrance and ventilation infrastructure.
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Attachment 6 a)

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**Planning and Urban Design****1. Urban Design Brief**

- Conform to and incorporate guidelines from South Yonge St Streetscape Design Master Plan
- Consult with City of Toronto Streetscape Manual, and CoT Urban Design department
- Provide detailed streetscape design as part of site plan application
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- Ensure conformity to Secondary Plan

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- Demonstrate integration of YSE station within building design at the corner
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- Consider the impacts on other areas and uses beyond Entrances, Sidewalks, and Amenity Terraces
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- Identify detailed vehicular and pedestrian circulation within the site and connections to larger context of surrounding lands, uses and developments.
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Please continue to include YRRTC in all future circulations of this development. YRRTC would like the opportunity to

Attachment 6 a)

meet with the Developer and/or City of Vaughan to discuss coordination and impacts of the development in further details. As the YSE program is pending long-term funding, there is no timeline for the construction of the subway or guarantee of funding. If you have any questions or comments, please do not hesitate to contact me.

Thank you,
Tharshan Kamaleswaran
Project Specialist - Infrastructure and Development

Conditions

Conditions

Created By

Augustine Ko, 10/5/2018 8:50 AM

Last Modified By

Augustine Ko, 10/23/2018 9:45 AM

Submission

S-00036136

Circulation Group Name

RapidCo

Edit

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Approval History

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Approval History Help

Action	Date	Status	Assigned To	Actual Approver	Comments	Overall Status
Step: GDAT Approval Process						✔ Approved
	10/11/2018 11:48 AM	Approved	Amanda Charrion-Khan	Amanda Charrion-Khan		
Step: GDAT Reviewer Process						✔ Approved
	10/10/2018 3:19 PM	Approved	Selena Black	Selena Black		
Approval Request Submitted						
	10/10/2018 2:44 PM	Submitted	Tharshan Kamaleswaran	Tharshan Kamaleswaran		

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Attachment 6 b)

November 14, 2018

VIA EMAIL

Ms. Christina Napoli
Senior Planner
Development Planning Department
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Ms. Napoli:

**Re: TTC Review of Official Plan and Zoning By-law Amendment, Files OP.18.016 & Z.18.028
7028 Yonge Street and 2 Steeles Avenue West, Vaughan, Ontario**

I have reviewed the Official Plan and Zoning By-law amendment, application for 7028 Yonge Street and 2 Steeles Avenue West. The applicant proposes to construct 1,890 residential units, 198 hotel units, and 1,990 m² of retail space at grade. The mixed-use development consists of two 52 storey towers and one 65 storey tower, with a 7 storey podium along the Steeles Avenue West and Yonge Street frontages and 1 storey townhouses proposed at the site interior. The site would be serviced by 5 levels of shared, below grade parking.

The site falls within the Development Review Zone of the future Yonge Subway Extension project and is situated adjacent to future Steeles Station, bus terminal, and ancillary facilities. Based on the approved Environmental Project Report (2009 & 2013) and the Conceptual Design Report (2012), there is significant subway infrastructure proposed at this location. A more detailed examination of the development in relation to the subway extension project is required by the Toronto Transit Commission ("TTC"). TTC does not have any comments related to the above-noted Official Plan and Zoning By-law Amendment Application at this time, but have provided conditions of Site Plan approval as detailed below.

A. Additional Information

1. In order to ensure property protection for future tunnelling and construction, the TTC requires a minimum of 3 metres around the proposed tunnels, negative support easements over the tunnels and access to the tunnels for the construction and maintenance of the future Yonge Subway Extension, as identified through the Technical Review detailed in Section B.1 below. The owner may need to modify the shoring design, or the design of its below grade parking levels in order to bring the Development into conformance with TTC's 3 metre setback from the future subway line. The degree of modification to the design will be determined through detailed TTC technical reviews of the development proposal.
2. TTC requires the proposed subway alignment and all associated infrastructure to be

Attachment 6 b)

shown on all site plans, below grade parking plans and cross sections. Please contact TTC's Development Coordinator, noted below, to obtain the necessary drawings and specifications.

3. The Yonge Subway Extension public transit infrastructure is not accurately depicted or included in the current development application submission. Please review the Conceptual Design Report in detail and ensure that all information is accurately shown.
4. Further coordination is required to demonstrate a feasible connection between the proposed development and the Yonge Subway Extension Steeles Bus Terminal. The Ground Floor Plan of the proposed development shows a direct, pedestrian connection from the Steeles Avenue West frontage. As shown in the Conceptual Design Report, the bus terminal is designed to be a below-grade facility which precludes this option at surface.
5. The access route connection at Yonge Street, at the northern limits of the subject site, is in direct conflict with a proposed Emergency Exit Building. Furthermore, the 7 storey podium along the Yonge Street frontage does not reflect accommodation of the Yonge Subway Extension ventilation shaft requirements.
6. Accommodation for a future passenger pick-up and drop-off facility should be reflected in the design of this site. The narrow access driveway/route, as currently depicted, does not accommodate such a facility as required.

B. Preliminary Site Plan Conditions

Prior to Issuance of the Notice of Approval Conditions (NOAC)

1. TTC Technical Review:

Prior to the issuance of any building permit, the owner shall complete a TTC Technical Review of the proposed development as applicable to the particular permit under application, and obtain the TTC's written acknowledgement that the owner has satisfied all of the conditions arising out of the review. As part of the review process, the owner shall provide the requisite information and pay the associated review fee to the TTC.

2. Construction Agreement:

Prior to starting any construction, or the issuance of the first below grade permit, the owner shall enter into a construction agreement with the TTC in a form acceptable to TTC, and shall include a detailed Construction Management Plan, including construction schedule, hoarding plans, crane swing plans, sequence and methodology, and other items as identified through the required Technical Review.

C. Pre-Approval (NOAC) Conditions

3. Granting of Property Interests: Negative Support Easement and Additional Easements:

Prior to the issuance of the first or any building permit, the owner shall grant to the

Attachment 6 b)

Region of an easement in, on, above, over and through that supradjacent portion of below grade lands, without any upper limits, for support for and the safe construction and operation of the transit, enter into any other temporary and/or permanent agreements that may be required by the TTC for access, maintenance or TTC operational purpose.

Should the development be subdivided into diverse property interests either through the formation of condominium corporations or otherwise, the owner shall cause these diverse interests to enter into and assume the Negative Support Easement and any additional required easements, to an extent commensurate with their interest in the development lands and shall register the same on the development lands.

4. Solicitor's Confirmation

Prior to the first or any below grade permit being issued, the owner shall provide its solicitor's undertaking to TTC in the form of a solicitor's letter, advising that an Interferences Warning similar to the warning clause noted in item C.5 below, has been included in all applicable Offer(s) of Purchase and Sale, the Condominium Declaration, Leases and/or Rental Agreement(s) to ensure that future occupants are aware and accept the impacts of the possible Interferences.

5. Transit Operations Interference Warning:

By way of the City of Vaughan Site Plan Agreement, the owner acknowledges and agrees that:

- a. the proximity of the proposed development, to TTC infrastructure may result in noise, vibration, electromagnetic interference, stray current, smoke and particulate matter, transmissions (collectively referred to as "Interferences") to the development;
- b. the TTC will not accept responsibility for such effects on any of the development and/or its occupants;
- c. it had been advised by TTC to apply reasonable attenuation/mitigation measures with respect to the level of the Interferences on and in the development;
- d. a TTC Interferences Warning clause, as provided below and satisfactory to TTC has been, or shall be inserted into all rental agreement(s), and/or offers of purchase and sale or lease and condominium declaration(s) for each unit.

The Purchaser and/or Lessee specifically acknowledges and agrees that the proximity of the development of the lands municipally known as **[address]** (the "Development") to TTC operations, presently in existence or subsequently constructed or re-constructed, may result in transmissions of noise, vibration, electromagnetic interference, stray current, smoke, particulate matter or other interferences (collectively referred to as "Interferences") on or to the Development and despite the inclusion of control features within the Development, Interferences from transit operations or construction activity may continue to be of concern, occasionally interfering with some activities of the occupants in the Development.

Attachment 6 b)

Notwithstanding the above, the Purchaser and/or Lessee agrees to release and save harmless the City of Toronto, the Toronto Transit Commission, together with their Commissioners, officers, employees, successors and assigns, from all claims, losses, judgments or actions arising or resulting from any and all Interferences. Furthermore the Purchaser and/or Lessee acknowledges and agrees that an Interferences clause substantially similar to the one contained herein shall be inserted into any succeeding lease, sublease or sales agreement, and that this requirement shall be binding not only on the parties hereto but also their respective successors and assigns and shall not die with the closing of the transaction

D. Advisory Comments

1. A Technical Review circulation takes approximately 4-6 weeks for each circulation. Complex projects may require multiple circulations and the circulation process may be more protracted. In order to allow the TTC to perform the Technical Review in a timely manner, the owner should contact the TTC as early in the design process as possible. The contact person for this Technical Review is David Panici, Development Coordinator of TTC Property, Planning and Development who can be reached at 647-465-8796.
2. The applicant is advised of the following restrictions:
 - No building or structure except as specifically approved in writing by the TTC shall bear directly or indirectly upon the TTC's structures or facilities, including staging, shoring, hoarding, construction equipment and all temporary construction measures, unless expressly approved in writing by TTC;
 - No building or structure will be constructed immediately over TTC's structures or facilities except as expressly agreed to in writing by the TTC;
 - No building, structure or landscape element shall overload or place unbalanced loads on the TTC's structures or facilities;
 - The Developer shall not plant trees on top of or immediately adjacent to the TTC's structures except as expressly agreed to in writing by the TTC;
 - The Developer is required to locate loading spaces and truck driveways (construction and permanent) in such a manner as to ensure that these do not lie on or run over the top of the TTC's structures or facilities, except as expressly agreed to in writing by the TTC; and
 - In the construction of the development, the Developer shall not allow any construction crane located on the development lands to traverse, swing and/or pass over any TTC facility or structure at any time unless:
 - TTC's subway system is not operational nor open to the public, nor being occupied by workers for repair or maintenance purposes; or
 - Protective measures are in place, as set out in the construction agreement to be entered into between the Developer and the TTC.

Attachment 6 b)

3. The owner shall take into account the noise, vibration, and DC stray current issues that might arise from the future presence of the subway and could impact their property, and consider the design of the development accordingly. As detailed in Section C.4, the owner will be required to provide a solicitor's undertaking to TTC advising that an Interferences Warning has been included in all applicable Offer(s) of Purchase and Sale, the Condominium Declaration, Leases and/or Rental Agreement(s). The purpose of the undertaking is to ensure that future occupants are aware of and accept the impacts of the possible interferences associated with both future construction and operation of the subway.
4. Should a TTC entrance connection be further pursued, the owner is advised of the following additional items for consideration:
 - TTC Board approval is required to permit an entrance connection.
 - The owner must enter into an Entrance Connection Agreement, Mutual Easement and Shared Facilities Agreement (MESFA) and any other necessary easements or agreements as deemed necessary through the required Technical Review. Requirements for identified easements will form conditions of site plan approval.
5. TTC requires that the proposed development (including shoring) be kept a minimum 3 metres from all TTC infrastructure. If any shoring will encroach into TTC's property, the applicant may need to revisit the shoring design of the proposal. Further, if tiebacks are used for any necessary shoring, TTC requires the owner to de-stress tiebacks, prior to the release of any above-grade building permit. The owner shall provide TTC with documentation certifying that the tie-backs have been de-stressed to the satisfaction of the TTC.
6. The owner will be required to ensure unprotected openings are limited in accordance with the current building code. TTC will not enter into any agreements which would have the effect of limiting future development on the TTC lands, including but not limited to any "limiting distance" agreements.

TTC would like to review the Zoning By-law Amendment Conditions before they are issued.

Development Coordinator
Property, Planning and Development

87-11-14
SP# [03078-37-739](#)

Attachments

Copy: Vincenza Guzzo
Silvano Florindi

REPORT FOR ACTION**7028 Yonge Street and 2 Steeles Avenue West in the City of Vaughan – Official Plan Amendment and Zoning Amendment Applications – Request for Direction Report**

Date: January 23, 2019

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Wards: All

SUMMARY

This report responds to an application filed in the City of Vaughan to amend the City of Vaughan Official Plan and the City of Vaughan Zoning By-law, identifies the concerns of City Planning staff and makes recommendations on future steps to protect the City's interests concerning the applications. The applications are at the north-west corner of Yonge Street and Steeles Avenue West, abutting the City of Toronto. The purpose of these amendments is to permit three mixed-use residential towers connected by a seven storey mixed-use base building. The base would contain residential and hotel uses. The towers range in height from 52 to 65 storeys and the overall development would have a Floor Space Index (FSI) of 14.3 times the area of the lot.

The Deputy Manager, Planning and Growth Management for the City of Vaughan has written a report to the City of Vaughan's Committee of the Whole regarding the application.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning, recommends that:

1. City Council endorse the January 17, 2019 letter from the Director, Community Planning, North York District (Attachment 2) to the City of Vaughan's Committee of the Whole which identifies the concerns with the application at 7028 Yonge Street and 2 Steeles Avenue West, including height and density.
2. Should the City of Vaughan approve an application at 7028 Yonge Street and 2 Steeles Avenue West that is not substantially in conformity with the Council of Vaughan adopted Yonge-Steeles Corridor Secondary Plan, City Council request the Chief Planner and Executive Director, City Planning to report to the Planning and Housing Committee on next steps.

Attachment 6 c)

3. Should the application at 7028 Yonge Street and 2 Steeles Avenue West be appealed to the Local Planning Appeal Tribunal, City Council direct the City Solicitor and appropriate City Staff to attend and seek party status to support the City's interests.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

On September 7, 2010 the City of Vaughan adopted the Yonge-Steeles Corridor Secondary Plan. The Secondary Plan was subsequently forwarded to York Region in accordance with the provisions of the *Planning Act* for approval. A number of appeals were filed due to the Council of the Regional Municipality of York not making a decision within the time frame prescribed by the *Planning Act*.

At its meeting of January 21, 2016, York Region Council directed its staff to attend any LPAT hearing in support of approval of the Secondary Plan, subject to some modifications. The decision can be found at

<http://www.york.ca/wps/wcm/connect/yorkpublic/88b80c68-a690-493a-9421-c76895c93a53/jan+14+vaughan+ex.pdf?MOD=AJPERES>.

At its December 5, 6, 7 and 8, 2017 meeting, Toronto City Council considered a motion by Councillor Filion regarding City representation at the LPAT hearing regarding the City of Vaughan's Yonge-Steeles Corridor Secondary Plan. Council directed the City Solicitor, and appropriate staff, to seek party status for the purpose of participating in any mediation held as part of the hearing "in order to support the City's interests and in support of the densities in the Yonge-Steeles Corridor Secondary Plan".

Further, the City Solicitor was directed to report back to City Council should modifications be made to the Secondary Plan due to mediation or further discussions between the parties.

City Council's decision can be found at

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.NY26.57>

Further to Council's decision at its meeting of December 5, 6, 7 and 8, 2017, City Legal filed a motion for party status with the OMB requesting party status regarding the hearing for the Secondary Plan. That motion was heard by the Board on March 9, 2018 and on March 21, 2018 the Board issued a decision and Order which can be found at

<http://www.omb.gov.on.ca/e-decisions/pl111184-Mar-21-2018.pdf>.

That decision provided participant status to the City of Toronto for Phase 1 of the hearing and party status for all subsequent phases. It also allowed the City of Vaughan and York Region to discuss with City of Toronto staff any without prejudice discussions they have with the appellants, including discussions as part of any formal mediation.

Attachment 6 c)

City of Toronto Planning staff provided an update to City Council at its meeting of May 22, 2018 on the outcome of the motion for party status and seeking further direction. Council affirmed participant status for Phase 1 of the hearing and party status for all subsequent phases. Council's decision and the report can be found at <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG29.3>

ISSUE BACKGROUND

Proposal

The applicant has filed an application (file nos. OP.18.016 and Z.18.028) with the City of Vaughan which proposes to amend the City of Vaughan's Official Plan and Zoning By-law to permit a mixed-use development. The applications propose to amend the Official Plan land use designation to *Mixed Commercial/Residential Area* and change the zoning to RA3 Residential Apartment Zone with site specific exceptions.

The purpose of these amendments is to permit three mixed-use residential towers connected by a seven storey mixed-use base building. The base would contain residential and hotel uses. The towers range in height from 52 to 65 storeys and the overall development would have a Floor Space Index (FSI) of 14.3 times the area of the lot. The City of Vaughan staff report to the Committee of the Whole describes the proposed towers as follows:

- "Tower 1: 52-storey residential apartment building (584 units) connected by a 1-storey podium with 9 at grade townhouse units
- Tower 2: 52-storey residential apartment building (512 units) connected by a 7-storey hotel podium (120 units) with at grade retail and 6 levels of hotel above and 3 townhouse units
- Tower 3: 65-storey residential apartment building (680 units) connected by a 7-storey residential podium (102 units) with retail and a restaurant at grade"

The proposed site plan can be found in Attachment 3 and the proposed elevations can be found at Attachment 4.

A copy of the City of Vaughan staff report, which outlines the proposed development and identifies a number of matters which need to be further reviewed, can be found at <https://pub-vaughan.escribemeetings.com/FileStream.ashx?DocumentId=8890>

Site and Surrounding Area

The site is located at the north-west corner of Yonge Street and Steeles Avenue West in the City of Vaughan. Steeles Avenue is the boundary between the cities of Toronto and Vaughan, however the entire right-of-way, including the northern boulevard, is owned and maintained by the City of Toronto.

Attachment 6 c)

Yonge-Steeles Corridor Secondary Plan

The intersection of Yonge Street and Steeles Avenue has been identified as a Gateway Hub by Metrolinx's The Big Move and Yonge Street has been identified as a Regional Corridor between Steeles Avenue and Highway 407 in York Region's Official Plan. These areas are intended to accommodate future intensification, in part due to an expected extension of the TTC's Line 1 into York Region. In response to this, the City of Vaughan commenced a study and on September 7, 2010 adopted the Yonge-Steeles Corridor Secondary Plan which includes the subject lands. The subject site is located in the South Area of the Secondary Plan which runs north along Yonge Street from Steeles to Thornhill Public School and west along Steeles Avenue West from Yonge Street to Cactus Avenue/Palm Gate Boulevard.

Subsequent to Council adoption, the Secondary Plan was forwarded to York Region Council in accordance with the provisions of the *Planning Act*. As York Region did not make a decision on the Secondary Plan within the timeframes prescribed by the *Planning Act* a number of appeals were filed, including by the owners of the subject lands.

As part of York Region's review of the Secondary Plan a number of modifications were made subsequent to the appeals being filed which were also endorsed by the City Council for Vaughan. These modifications, which were forwarded to the LPAT, include a phasing of residential development by introducing pre and post subway population caps for the Secondary Plan area. These caps were determined through a Regional Transportation Study led by York Region to which the Cities of Toronto, Vaughan and Markham provided input. York Region's decision and the modified Secondary Plan can be found at <https://www.york.ca/wps/wcm/connect/yorkpublic/88b80c68-a690-493a-9421-c76895c93a53/jan+14+vaughan+ex.pdf?MOD=AJPERES>

The status of the appeal process can be found at <http://www.omb.gov.on.ca/ecs/CaseDetail.aspx?n=PL111184>

Yonge Street North Planning Study

In June 2011, North York Community Council received for information a report summarizing and initiating the "Yonge Street North Planning Study" in the context of increasing development pressures and the appropriateness of current and potential future amendments to Official Plan policies and designations. The study area is the Yonge Street corridor from Cummer/Drewry Avenues north to Steeles Avenue. The subject lands are immediately north of the study area for the Yonge Street North Planning Study.

In November 2013, City Council received for information the consultant's final report on the study and directed City Planning staff to undertake further work. The work included consulting with the community on an implementation plan for the study area including parkland acquisition, transportation improvements, density and streetscape improvements. Staff was also directed to provide historical data on congestion and traffic volumes and to present alternate built forms consisting of low- and mid-rise buildings.

Attachment 6 c)

Council's direction can be found at

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.NY27.28>

On May 28, 2014, City Planning held a community consultation meeting to consult with residents on a draft implementation plan for the Yonge Street North Planning Study. The study has remained inactive for some time but has been recently re-activated. Work on a final implementation plan for Council's consideration is currently underway and a report back to North York Community Council can be expected later in 2019.

COMMENTS

The site is located at the northwest corner of Yonge Street and Steeles Avenue, abutting the City of Toronto's Steeles Avenue right-of-way and immediately north of the boundary of the Yonge Street North Planning Study area.

The Yonge Street North Planning Study's draft implementation plan, which was developed for public comment and review, provided a draft Secondary Plan for the study area. The draft policies identified the south side of Steeles Avenue adjacent to Yonge Street as appropriate for a maximum height of 125 metres and a maximum FSI of 3.75. The policies would have allowed an applicant to provide facilities in exchange for additional density to a maximum FSI of 4.99, an increase of thirty three percent. The consultant's final report and the draft Secondary Plan have not yet been adopted by City of Toronto Council and have no status. The lands to the south of the subject lands within the City of Toronto currently contain a shopping centre (Centerpoint Mall). The lands are currently designated *Mixed Use Areas* in the Toronto Official Plan.

The subject lands are located in the City of Vaughan City Council adopted, but under appeal, Yonge-Steeles Corridor Secondary Plan. The Secondary Plan identifies the lands, on Schedule 2 (South) as *High-Rise Mixed Use* and an *Office Priority Area*. The policies permit a maximum FSI of 6.0 and a maximum height of thirty storeys. However, the maximum residential FSI is 4.5 as any floor area above this is cap required to be non-residential, half of which must be for office use. Other policies in the Yonge-Steeles Corridor Secondary Plan deal with matters such as setbacks, connections to the planned future subway station, uses and affordable housing.

On a preliminary basis, several high level concerns have been identified by Planning staff, including the proposed height and density which are significantly greater than those in the City of Vaughan Council adopted Secondary Plan. The City of Vaughan Development Planning staff wrote a report to the City of Vaughan's Committee of the Whole which identifies a number of similar concerns including the proposed height and density. City of Toronto Planning staff support the concerns raised in the City of Vaughan report. The proposal, with a proposed FSI of 14.3 and proposed heights up to sixty-five storeys is not consistent with the City of Vaughan Council adopted Yonge-Steeles Corridor Secondary Plan and as a result staff have concerns.

At its meeting of January 22, 2019 the City of Vaughan's Committee of the Whole held a Public Hearing to receive input from the public and committee members regarding the applications. In order to share staff concerns regarding the application to the Committee of the Whole and to preserve the City's appeal rights to the LPAT, staff submitted a letter from the Director, Community Planning, North York District (Attachment 2).

Attachment 6 c)

Conclusion

Planning staff have reviewed the City of Vaughan application and have identified some concerns through the formal commenting process and by way of a letter to the City of Vaughan's Committee of the Whole; the concerns relate to the proposed height and density of the proposal as they significantly exceed the planned context and may exceed infrastructure capacity as densities of that magnitude have not been planned for. To demonstrate City of Toronto Council's concerns with the application, it is recommended that City Council endorse the City Planning staff letter at Attachment 2. Further, in order to ensure that the City's interests are considered, it is appropriate for staff to attend any LPAT hearing in the event the application is appealed.

CONTACT

Guy Matthew, Senior Planner, 416-395-7102, Guy.Matthew@toronto.ca

SIGNATURE

Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Location Map

Attachment 2: City Planning Letter to the Committee of the Whole

Applicant Submitted Drawings

Attachment 3: Site Plan

Attachment 4: Elevations

Attachment 6 c)

Attachment 1: Location Map



Attachment 6 c)

Attachment 2: City Planning Letter to the Committee of the Whole



Gregg Lintern, Chief Planner & Executive Director
City Planning Division

North York District
North York Civic Centre
5100 Yonge Street
Ground Floor
Toronto ON M2N 5V7

Joe Nanos
Director, North York District

Contact: Guy Matthew
Tel: (416) 395-7102
Fax: (416) 392-7155
Email: guy.matthew@toronto.ca

January 17, 2019

By E-mail Only to developmentplanning@vaughan.ca

Chair & Members of the Committee of the Whole
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

Attn: Todd Coles, City Clerk

Re: Committee of the Whole Meeting of January 22, 2019
Item 5
7028 Yonge Street and 2 Steeles Avenue West (File Nos. OP.18.016 & Z.18.028)

Dear Chair and Members of the Committee of the Whole,

This letter is in regards to the Official Plan and Zoning By-law Amendment applications submitted to the City of Vaughan for the lands known as 7028 Yonge Street and 2 Steeles Avenue West. The applications propose to amend the Official Plan land use designation to *Mixed Commercial/Residential Area* and change the zoning to RA3 Residential Apartment Zone with site specific exceptions. The purpose of these amendments is to permit three mixed-use residential towers connected by a seven storey mixed-use base building. The base is proposed to contain residential and hotel uses. The towers range in height from 52 to 65 storeys and the overall development would have a Floor Space Index (FSI) of 14.3 times the area of the lot.

On September 7, 2010, Vaughan City Council adopted the Yonge-Steeles Corridor Secondary Plan. The Secondary Plan was subsequently forwarded to York Region in accordance with the provisions of the *Planning Act* for approval. A number of appeals were filed, including one by the applicant, due to York Region Council not making a decision within the time frame prescribed by the *Planning Act* and is now under consideration by the Local Planning Appeal Tribunal (LPAT). The City of Toronto was a participant to Phase 1 of the LPAT hearing and is a party to Phase 2 of the hearing in order to support the Secondary Plan in its current form.

The subject lands are located in the City of Vaughan, City Council adopted Yonge-Steeles Corridor Secondary Plan. The Secondary Plan identifies the lands, on Schedule 2 (South) as *High-Rise Mixed Use* and an *Office Priority Area*. The policies permit a maximum FSI of 6.0 and a maximum height of thirty storeys. However, the maximum residential FSI is 4.5 as any floor area above this is required to be non-residential, half of which must be for office use.

Attachment 6 c)

City of Vaughan staff circulated the applications to the City of Toronto in accordance with the agreed upon protocol for applications abutting another municipality and City of Toronto Planning staff have provided comments (see Attachment 1). On a preliminary basis, several high level concerns were raised including the proposed density and heights which are significantly greater than those in the City of Vaughan Council adopted Yonge-Steeles Corridor Secondary Plan.

City of Toronto Planning staff have reviewed the report from the Deputy City Manager, Planning and Growth Management to the January 22, 2019 meeting of the Committee of the Whole. City of Toronto Planning staff support the concerns raised by City of Vaughan Development Planning staff about the proposal, namely those issues identified in the report as "matters to be reviewed in greater detail". In particular, there is concern with regards to the proposed density and heights which are considerably in excess of those permitted in the City of Vaughan Council adopted Yonge-Steeles Corridor Secondary Plan. We would recommend that the proposed development be modified to achieve the policies and objectives of the Council adopted Yonge-Steeles Corridor Secondary Plan.

We would appreciate a copy of any Committee of the Whole or City Council decision regarding this matter.

Yours truly,



Joe Nanos
Director
Community Planning, North York District

Cc: Todd Coles, City Clerk (Todd.Coles@vaughan.ca)
City Clerk's Office (clerks@vaughan.ca)
Jason Schmidt-Shoukri, City of Vaughan Deputy City Manager, Planning and Growth Management (Jason.Schmidt-Shoukri@vaughan.ca)
Nancy Tuckett, Senior Manager, Development Planning (Nancy.Tuckett@vaughan.ca)
Ray Kallio, Solicitor, City of Toronto (Ray.Kallio@toronto.ca)

Attachment 1: City of Toronto Comments on the Original Application

Attachment 6 c)

Attachment 1: City of Toronto Comments on the Original Application

Guy Matthew

From: Guy Matthew
Sent: October-29-18 2:45 PM
To: 'Napoli, Christina'
Cc: Giulio Cescato; David Fitzpatrick; 'Tuckett, Nancy'
Subject: 7028 Yonge St - City of Toronto Comments

Ms. Napoli,

Thank you for providing us with a copy of the application materials. We did not receive a copy of a shadow study, was one provided as part of the submission? If it was, can you please send it along and if not are you able to request one from the applicant?

We have reviewed the application materials and have the following high level comments:

- Application should be modified to reflect the recently adopted (although under appeal) Vaughan Yonge-Steeles Corridor Secondary Plan. Of particular concern is the proposed heights and densities which seem to be well in excess of those permitted by the Secondary Plan. In addition, they do not seem to demonstrate that there is infrastructure capacity to go beyond the population caps of the Secondary Plan.
- The subway access shown on the ground floor plan does not align with anything on any below grade drawing. Please have the applicant clarify how the building would connect to the future subway station.
- Seems to be deficient in amenity space
- The CS&F study fails to review the impacts on the City of Toronto (and the City of Markham). While the development is not located in Toronto, it is assumed that future residents will rely on facilities and services on either side of Steeles Avenue and/or Yonge Street. Please have the applicant revise the study to examine all impacts the proposed development may have on CS&F in the area.
- A widening of Steeles Avenue West is not required as the 36 metre right-of-way has already been achieved.

Please let me know if you have any questions.

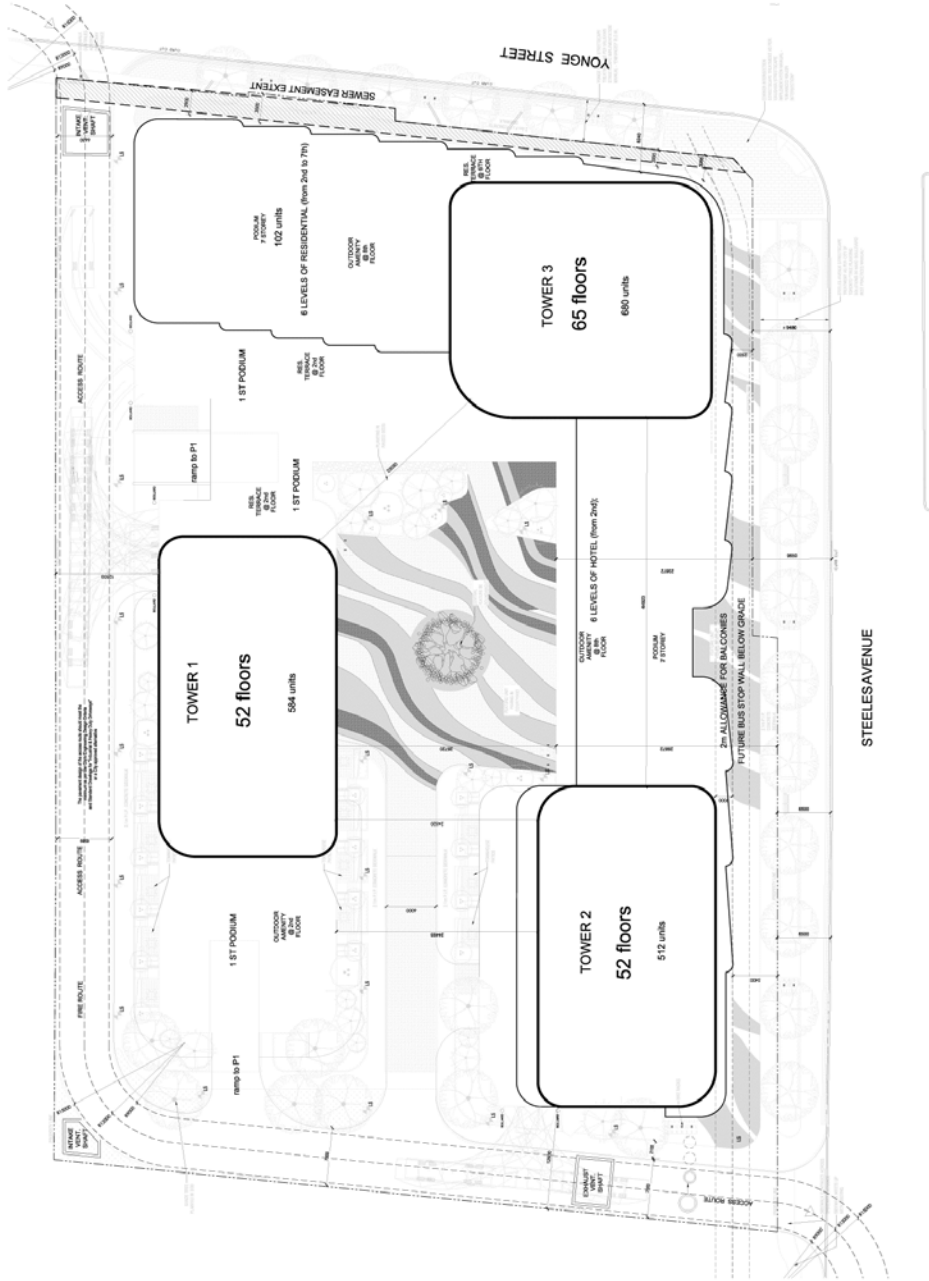
Regards,

Guy

Guy Matthew RPP MCIP
City Planning, Community Planning
City of Toronto
North York Civic Centre, Ground Floor
5100 Yonge Street
Toronto, ON M2N 5V7

Attachment 6 c)

Attachment 3: Site Plan



Site Plan

Applicant's Submitted Drawing

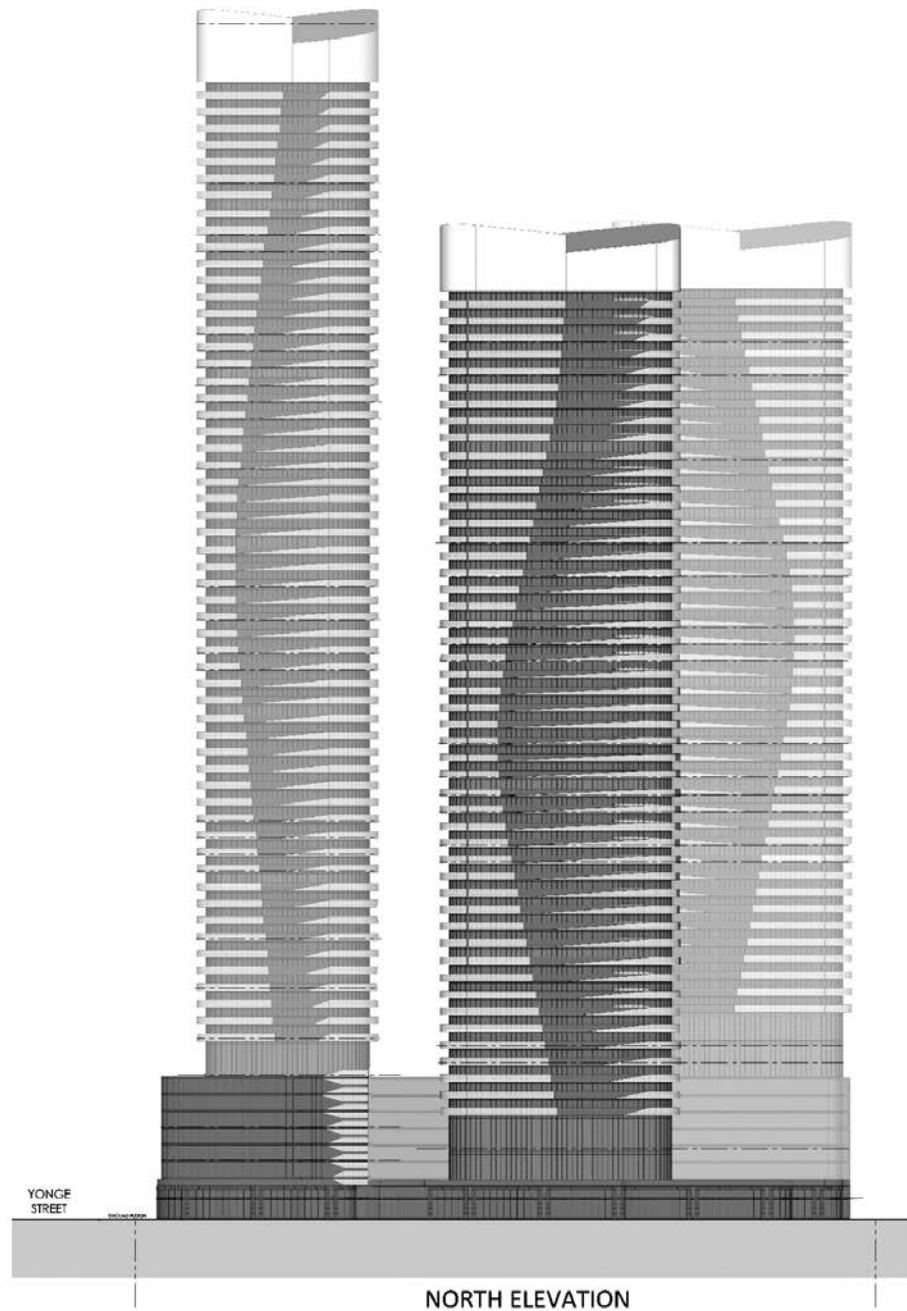
Not to Scale
12/24/2018



7028 Yonge St. and 2 Steeles Ave. West

Attachment 6 c)

Attachment 4: Elevations



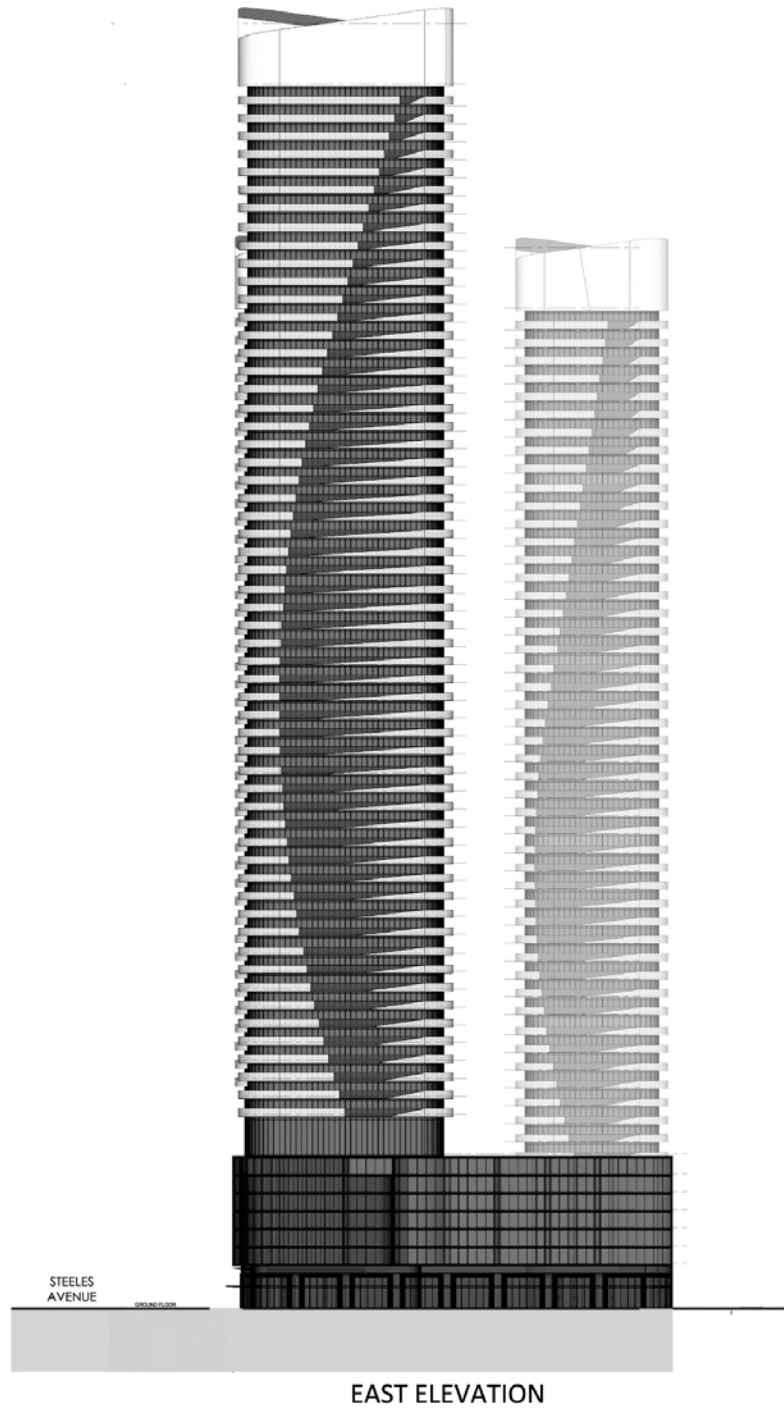
North Elevation

7028 Yonge Street and 2 Steeles Ave West

Applicant's Submitted Drawing

Not to Scale
12/24/2018

Attachment 6 c)



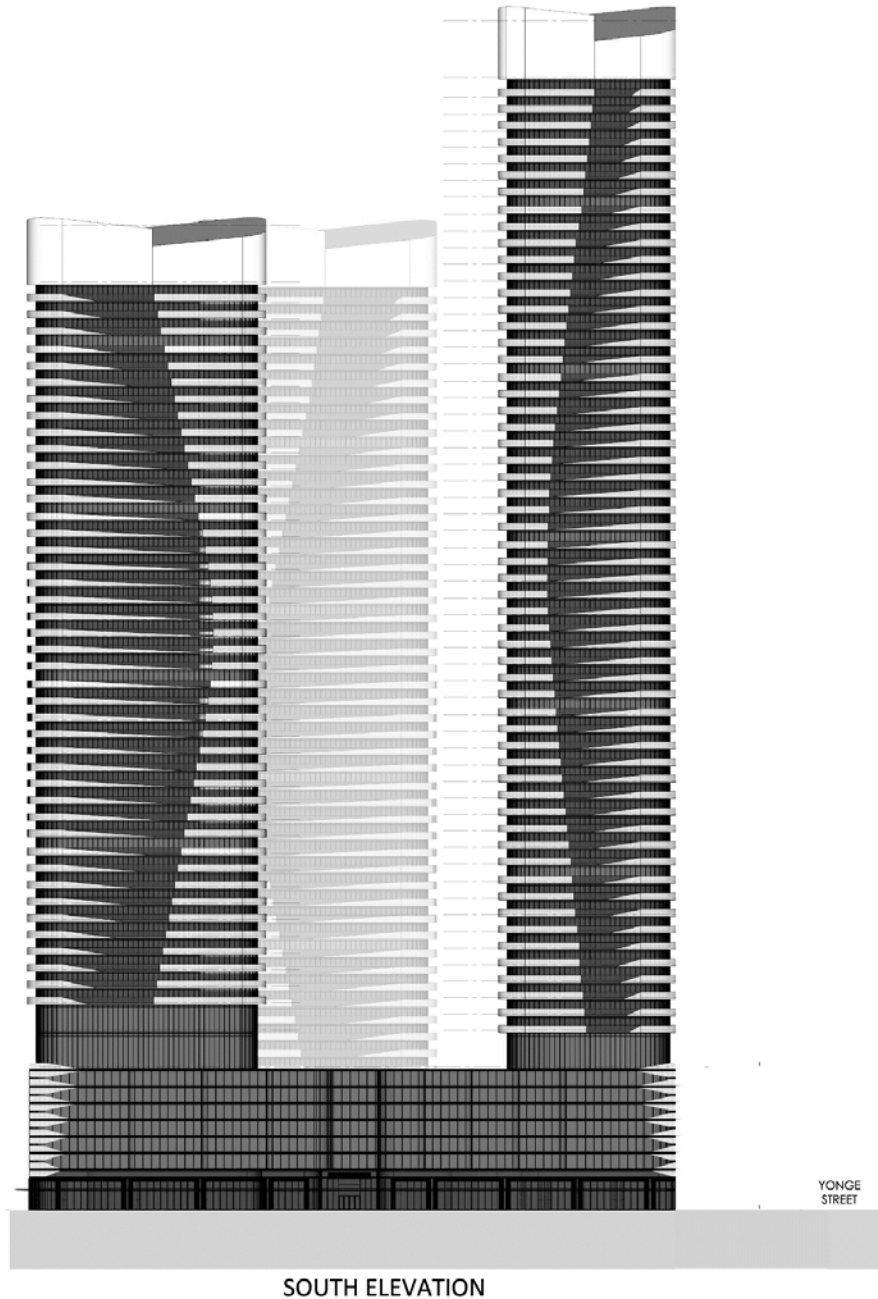
East Elevation

7028 Yonge Street and 2 Steeles Ave West

Applicant's Submitted Drawing

Not to Scale
12/24/2018

Attachment 6 c)



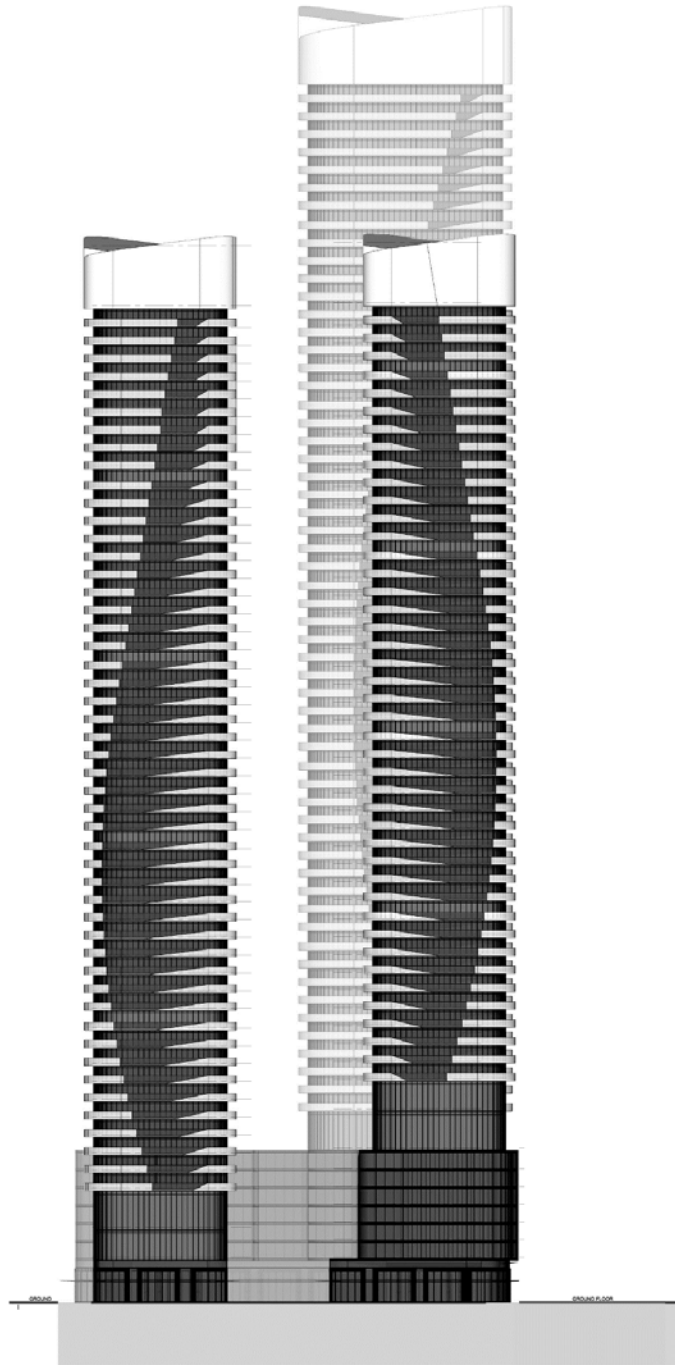
South Elevation

7028 Yonge Street and 2 Steeles Ave West

Applicant's Submitted Drawing

Not to Scale
12/24/2018

Attachment 6 c)



WEST ELEVATION

West Elevation

7028 Yonge Street and 2 Steeles Ave West

Applicant's Submitted Drawing

Not to Scale
12/24/2018



January 21, 2018

City of Vaughan
Development Planning
2141 Major Mackenzie Drive
Vaughan ON L6A 1T1

Attention: Nancy Tuckett, Senior Manager of Development Planning

RE: Yonge & Steeles Developments Inc. C/O The Gupta Group
Applications to amend the Official Plan and Zoning By-law
City of Vaughan **File Nos. OP.18.016 & Z.18.028**
7028 Yonge Street

We have reviewed the subject applications to amend the City of Vaughan Official Plan and Zoning By-law to permit three (3) residential apartment buildings between 52 and 65 stories on the northwest corner of Yonge Street and Steeles Avenue West, and provide the following comments:

Planning and Urban Design

The subject lands are adjacent to the western boundary of the City of Markham. The east side of Yonge Street, in the City of Markham, is comprised of a mix of commercial and residential uses. This includes different types of commercial uses and a range of higher density residential uses, with lower density residential on the residential local roads to the east. There is also an employment area in the Glen Cameron/Doncaster area, and a Heritage Conservation district in the area of Yonge and John Streets, which is characterized by low-rise traditional forms of commercial and mixed-use development.

An automobile service station (Esso), a two storey commercial building (CIBC Bank) and a restaurant building (Tim Horton's) are located to the east across Yonge Street. Low rise residential development is also located approximately 80 metres (262 feet) to the northeast of across Yonge Street along Highland Park Boulevard, Woodward Avenue and Grandview Avenue.

Staff has reviewed the architectural drawings submitted with the applications and have concerns with the heights of the proposed towers

Staff has reviewed the Shadow Study submitted with the proposal, and are concerned with the shadow impacts to existing development within Markham. The applicant should consider reducing the floor plates of the three (3) proposed residential towers to 800 m² and reposition their locations to mitigate the shadow



impacts of the proposed development on the adjacent low-rise residential dwellings (see Attachment 1 – Extracts from Shadow Study).

Staff has reviewed the Pedestrian Level Wind Preliminary Impact Assessment submitted with the applications and have no objections to its findings. However, staff requests that any reassessment due to changes to the proposal be circulated to the City of Markham for further review.

Development Engineering

Markham Development Engineering staff does not anticipate any adverse impact on the existing servicing infrastructure on the Markham side of Yonge Street from the proposal. However, the availability of servicing capacity to accommodate this development will be subject to York Region approval.

Transportation Planning

Markham Transportation Planning staff has reviewed the 7028 Yonge Street Proposed Mixed-Use Development Transportation Mobility Plan, dated August 2018, prepared by Cole Engineering in support of the proposed Official Plan and Zoning By-law Amendments and offer the following comments:

1. The York Region, Yonge and Steeles Area Regional Transportation Study identified phasing requirements for pre and post subway thresholds for development and are included in the Vaughan Yonge-Steeles Corridor Secondary Plan. It is unclear how this development proposal conforms to the established pre subway development thresholds and the resulting implications to transportation capacity for development potential within Markham's Yonge-Steeles Corridor.
2. The study does not account for background development within Markham, specifically along the Yonge Street corridor, for any of the study horizon years. This assumption is not acceptable. The study also excludes the development (221 residential units) located in the southeast quadrant of the Yonge Street / Grandview Avenue intersection which is currently under construction.
3. The study horizons of 2020 for Phase 1 (596 units) and 2025 for ultimate development (1,890 units plus commercial space) are not reflective of realistic horizon years for occupancy given the magnitude of the proposed development. More appropriate longer term horizon years of 5-year and 10-years after the last phase of development should be considered prior to the Yonge Subway Extension.
4. The study assumes that the Yonge Subway Extension will be in place by 2030; however, the timing should be confirmed based on an understanding of



the detailed design schedule, estimated timelines for construction of past TTC subway planning and construction projects, and funding availability.

5. The proposal lacks commitment of significant Transportation Demand Management (TDM) Measures (e.g. car share service). The overall TDM plan must clearly assign roles and responsibilities and timelines for implementation.
6. The location of the proposed signalized Yonge Street access opposite Highland Park Boulevard results in significant operational impacts to Yonge Street and could have significant implications to local streets such as Highland Park Boulevard within Markham. The study fails to address intersection spacing requirements, queues, and operational impacts on Yonge Street. Furthermore, the development proposal does not adhere to the road network identified in Vaughan's Yonge-Steeles Secondary Plan. City of Markham staff have concerns with the proposed signalized access on Yonge Street.
7. The development proposal further degrades the operations of the Yonge Street/Steeles Avenue intersection, and proposed improvements are limited to signal timing improvements only. Further review is required.
8. The study should include a detailed pedestrian and cycling plan to demonstrate how the development will connect with existing and proposed facilities and required improvements to accommodate the development proposal.
9. The study does not address how critical elements such as entrances to the Yonge Subway will be protected for, and integrated within the development. This development must not constrain the ability for facilities related to the Yonge Subway Extension to be constructed on the west side of Yonge Street.

Conclusion

Markham staff are concerned with the negative implications this proposed development will have on the City of Markham, including implications to local streets, intersection operations, impacts to local traffic volumes and circulation patterns, and micro climate impacts (e.g. wind and shadow).

The proposed development also poses a number of challenges to the pre and post subway population allocation, as anticipated by the Region's Transportation Study. Without substantial new infrastructure for transit across York Region, the development potential, on the Markham side of Yonge Street, will be significantly limited by a development of this scale. This would result in an uneven distribution of population allocation between Vaughan and Markham. Approval of



this development compromises the ability of the Region, City of Markham and City of Vaughan to manage growth comprehensively in the Yonge-Steeles Corridor area.

Please continue to circulate these applications to Markham, as it is important that the impacts from this development are managed in a way to mitigate impacts on the existing Markham community and to ensure that potential development in Markham is not unduly compromised.

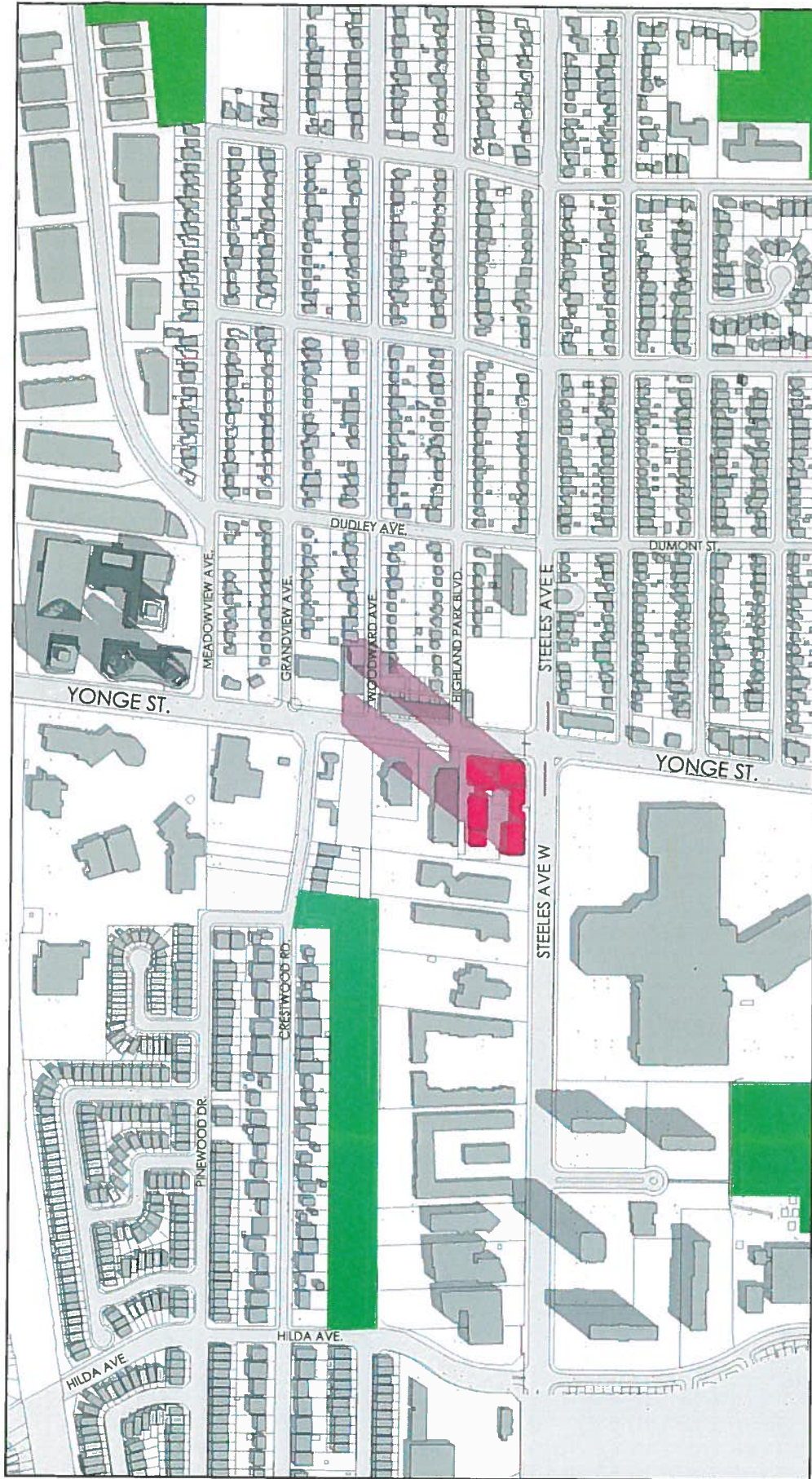
If you have any questions, or require further information, please contact Rick Cefaratti at 905-477-7000 extension 3675.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Miller', with a large, stylized 'D' and a long horizontal stroke at the end.

David Miller, MCIP, RPP
Development Manager, West District

Attachment 1 – Extracts from Shadow Study



7028 YONGE ST. - PROPOSED SHADOW

MARCH 21 - 3:18PM

7028 YONGE ST.

SHADOW STUDY

MAY 2018



DECEMBER 21 - 3:18PM



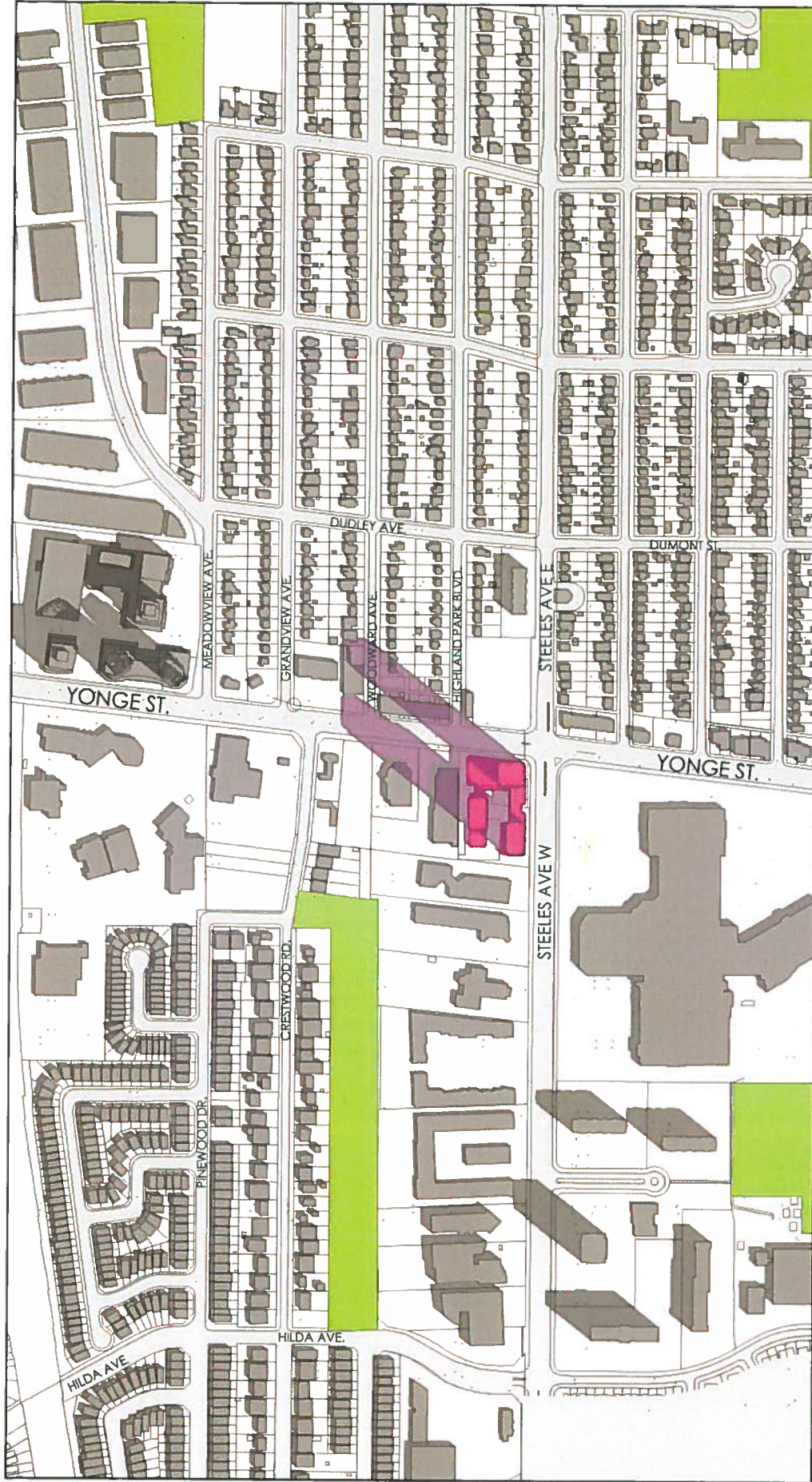
7028 YONGE ST. - PROPOSED SHADOW



7028 YONGE ST.

SHADOW STUDY

MAY 2018



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MARCH 21 - 3:18PM

7028 YONGE ST. - PROPOSED SHADOW



7028 YONGE ST.
SHADOW STUDY
MAY 2018

Attachment 6 d)



MARCH 21 - 4:18PM

7028 YONGE ST.
SHADOW STUDY
MAY 2018

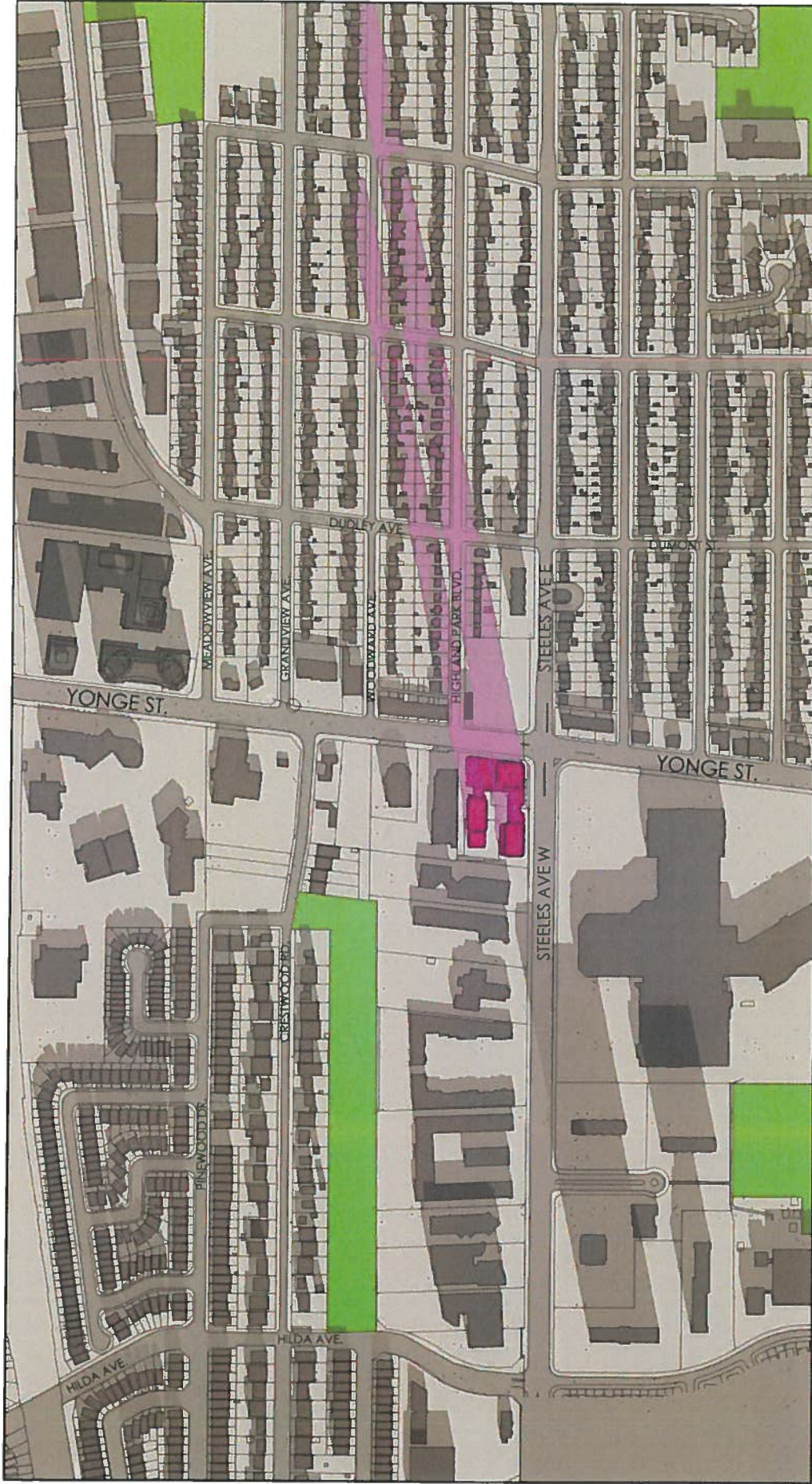
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MARCH 21 - 5:18PM

7028 YONGE ST.
SHADOW STUDY
MAY 2018

Attachment 6 d)



MARCH 21 - 6:18PM

7028 YONGE ST.
SHADOW STUDY
MAY 2018

7028 YONGE ST. - PROPOSED SHADOW



JUNE 21 - 3:18PM

7028 YONGE ST.
SHADOW STUDY
MAY 2018



JUNE 21 - 4:18PM

7028 YONGE ST.
SHADOW STUDY
MAY 2018

Attachment 6 d)



JUNE 21 - 5:18PM

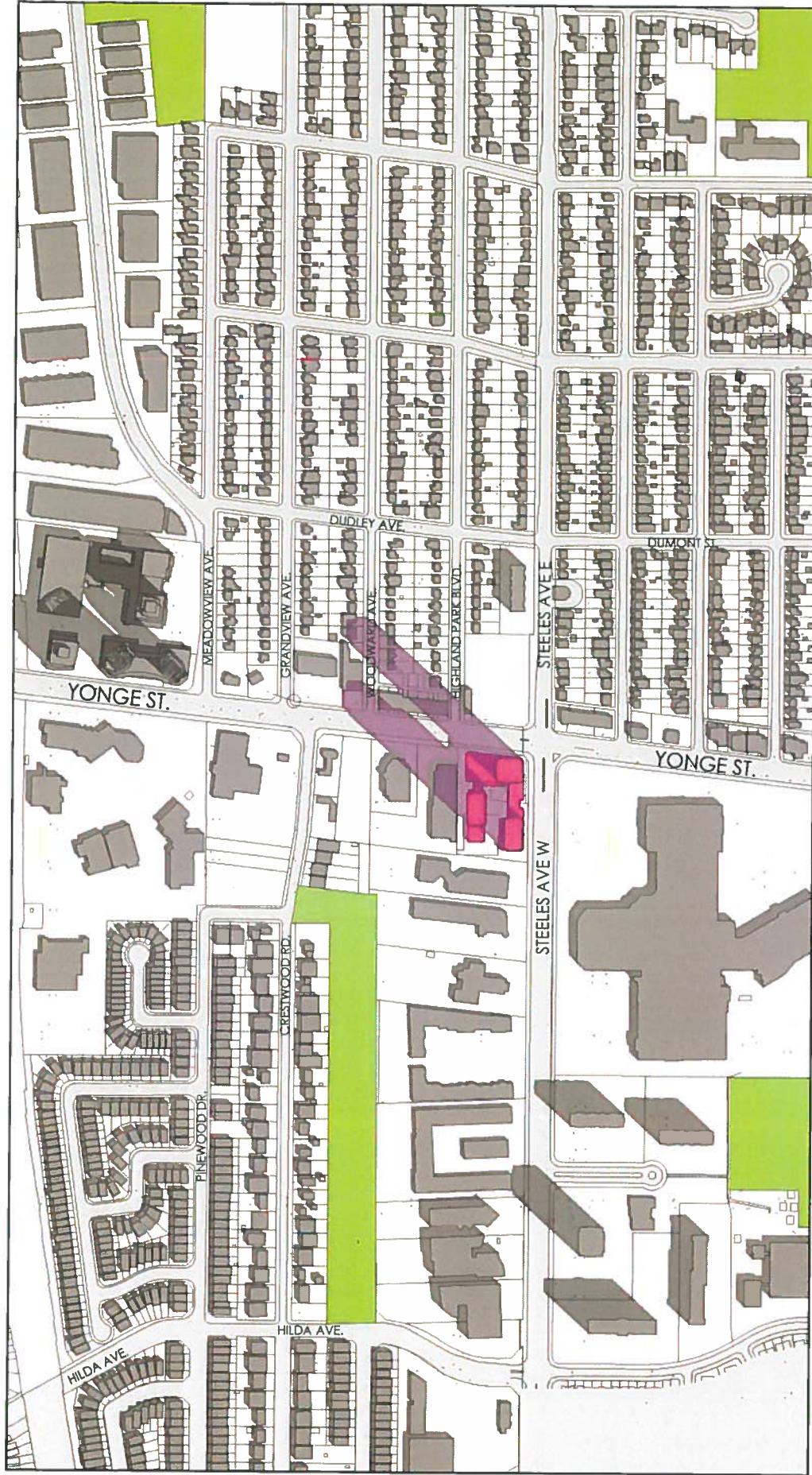
7028 YONGE ST.
SHADOW STUDY
MAY 2018

Attachment 6 d)



JUNE 21 - 6:18PM

7028 YONGE ST.
SHADOW STUDY
MAY 2018



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7028 YONGE ST. - PROPOSED SHADOW

SEPTEMBER 21 - 3:18PM

7028 YONGE ST.

SHADOW STUDY

MAY 2018

Attachment 6 d)



SEPTEMBER 21 - 4:18PM



7028 YONGE ST. - PROPOSED SHADOW



7028 YONGE ST.
SHADOW STUDY
MAY 2018

Attachment 6 d)



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7028 YONGE ST. - PROPOSED SHADOW

SEPTEMBER 21 - 5:18PM

7028 YONGE ST.
SHADOW STUDY
MAY 2018

Attachment 6 d)



7028 YONGE ST. - PROPOSED SHADOW

SEPTEMBER 21 - 6:18PM

7028 YONGE ST.

SHADOW STUDY

MAY 2018

December 7, 2018

TO: Christina Napoli, Senior Planner
Development Planning

FROM: Hamid Mazaheri, P.Eng., Development Engineer
Development Engineering

SUBJECT: Yonge & Steeles Development Inc.
File No. OP.18.016 and Z.18.028
Your Circulation Memorandum Dated: September 27, 2018
Owner: The Gupta Group
Location: 7028 Yonge Street and 2 Steeles Avenue West

The Development Engineering Department has reviewed the plans and reports submitted under Official Plan and Zoning By-law Amendment Applications for the above noted development. The development consists of: three residential apartment buildings: Tower "1" 52 storeys, Tower "2": 52 storeys, Tower "3" 65 storeys, connected by a 7 storeys podium and an internal one storey podium. The proposal also includes an internal courtyard, two right-in/right-out accesses and five levels of underground parking.

The following comments are based on reports received by Development Engineering on October 2, 2018 and listed below:

- Site Plan drawings; dated July 2018, prepared by IBI Architects Engineers
- Functional Servicing Report, dated July 2018, prepared by Schaeffers Consulting Engineers
- Hydrological Investigation, dated August 2018, prepared by exp.
- Preliminary Geotechnical Investigation, dated August 2018, prepared by exp.
- Environmental Due Diligence Review, dated May 2017, prepared by Watters Environmental Group Inc.
- Transportation Mobility Plan, dated August 2018, prepared by Cole Engineering Group Ltd.
- Noise and Vibration Feasibility Study, dated July 2018, prepared by HGC Engineering

A. COMMENTS

I. General Comments

The owner shall:

1. Advise us of any changes to the plans and reports that are not requested by Development Engineering.

Attachment 6 e)

2. Apply all revisions on all appropriate plans and reports to make them consistent.

II. **Development Engineering**

3. **Functional Servicing Report (FSR)**

Water Supply Network

The subject lands are located within Pressure District 5 (PD5). There is an existing 300mm diameter watermain adjacent to the site along Yonge Street and Steeles Avenue West. The Owner proposes to connect the watermain on Yonge Street and Steeles Avenue West to service the development. To confirm the existing watermain will be able to service the development, the Owner shall address the following comments:

- (a) Use the minimum fire flow demand as per the City of Vaughan Design Criteria in the water flow demand analysis.
- (b) Conduct necessary water modeling analysis and/or fire hydrant flow tests to ensure adequate flow and pressure will be available for the development.
- (c) Make Section 4.3 of the report consistent with the site servicing plan, they show different sizes for watermains and water service connections.

Please note detailed comments regarding servicing and grading plans will be provided at the site plan control stage.

Sanitary Sewer Network

The FSR demonstrates that the existing 250mm diameter sanitary sewer on Steeles Avenue West has insufficient capacity to service the development, therefore, all sanitary pipes up to Hilda Avenue need to be upgraded. Since the subject lands are located within Yonge Steeles Corridor Secondary Plan the Owner shall include the applicable future development in the sanitary sewer analysis, thus, the Owner shall address the following comment:

- (d) Include sanitary flows from the applicable future developments as shown in the Yonge Steeles Corridor Secondary Plan, for the downstream sanitary sewer analysis.

Storm Sewer Network

The FSR demonstrates that the post -development flows will be controlled to the existing flows therefor no upgrade will be required to the existing storm sewer. However, the Owner shall clarify how permanent groundwater discharges will be managed by addressing the following comment:

- (e) Confirm whether or not groundwater will need to be pumped as part of the design of the building. Provide a clear strategy proposed for this development in the report with

Attachment 6 e)

respect to any groundwater pumping and discharging. Discharging of groundwater into a City storm sewer is subject to the provisions of the City of Vaughn Sewer Use By-law.

4. Noise and Vibration Feasibility Study

The result of the study indicate that the proposed development is feasible from a noise and vibration perspective. However, the Owner shall demonstrate that all the assumption noted in the study will be implemented. For this reason, several certificates and/or further analysis are required at different stages of the development, as well as, a detailed noise and vibration study at the site plan control stage. At this stage the Owner shall address the following comments:

- (a) Provide a certificate that shows the Noise & Vibration Impact Study (NVIS) for the Yonge Subway Extension, prepared by SS. Wilson and Associates has been reviewed and approved by an approval authority. Also, justify and confirm the report is appropriate to reference and apply to this development. Otherwise, provide necessary calculations and analysis in the study.

The study refers to NVIS to evaluate the effects of potential noise and vibration coming from the future Yonge Subway extension and the future Steeles Station Bus Terminal on the proposed development.

- (b) Provide related excerpts from the NVIS, for the sections that the study refers to.
- (c) Confirm a double-tie system or an equivalent isolation system will be installed in the future subway tunnels, as this is assumed in the study, or revise the study accordingly.
- (d) Include sample calculations in the study.

III. Environmental Site Assessment

The subject lands are changing to a more sensitive land use (i.e., commercial to mixed-use residential), therefore, the Owner is required by legislation to file a Ministry of the Environment, Conservation, and Parks (MECP) Record of Site Condition (RSC) registered on the Environmental Site Registry for the lands prior to the change in property use. In addition, the Owner shall address the applicable comments appended to this memo prior to allowing the development applications to proceed to a technical report to the Committee of the Whole.

IV. Transportation

Comments regarding transportation matters will be provided separately.

Attachment 6 e)

B. ADVISORY COMMENTS

The owner is advised that the following are required for this development at site plan control and building permit stage:

- (a) The Owner will be required to make an application for:
 - Any temporary and permanent dewatering system that is required for the development and enter into an agreement and/or permit to discharge groundwater as required by the City.
 - Excavation and shoring that is required for the development and enter into an agreement and/or permit as required by the City, including an Encroachment Agreement/permit and payment of the associated fees.
- (b) The Owner shall provide the necessary Ministry of the Environment, Conservation and Parks (MECP) approvals for the sewage works.
- (c) The Owner shall enter into a development agreement through Development Engineering Department for the installation of any proposed service connections and agree to pay for design and construction of any improvements to the municipal infrastructure regarding the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this development. The Owner also shall agree to pay applicable fees and post necessary letter of credits pursuant to the City Fees and Charges By-law as amended.
- (d) The Owner is required to pay Development Engineering Site Plan fee pursuant to the Fees and Charges By-law as amended prior to final approval of site plan.

Please contact me at 905.832.8585 ext. 8701, should you have any questions regarding the above comments.

Yours truly,



Hamid Mazaheri, P.Eng., PMP
Development Engineer
Development Engineering Department

Copy to: Musa Due, P.Eng. – Transportation Engineer
Andy Lee, P.Eng. – Environmental Engineer
Yonge & Steeles Development File

DATE: February 14, 2019

TO: Hamid Mazaheri, Development Engineering

FROM: Samar SaadiNejad, Manager, Development Transportation Engineering
Musa Deo, Development Transportation Engineering

RE: Yonge & Steeles Development Inc. The Gupta Group
7028 Yonge Street and 2 Steeles Avenue West
OP.18.016 (Related Files: Z.18.028)
1st Submission

Transportation Engineering has reviewed the submitted plans and Transportation Mobility Plan (TMP) by Cole Engineering (dated August 2018) in support of the above noted application and have the following comments to be addressed:

Proposal

The development application is for an Official Plan Amendment (OP.18.016) and Zoning by-law amendment (Z.18.028) to facilitate the development of three high-rise mixed-use towers ranging in height from 52-65 storeys with 7-storey podium, total of 1890 residential units (mainly apartments plus 12 townhouses), 1272 parking spaces in 5 levels of underground parking and two proposed (right-in/right-out) access on Yonge Street and Steeles Avenue. The development is also proposing 198 hotel units (14,032m² of GFA) and 1990m² of retail GFA.

General Comments

1. The proposed development is planned to be phased in two parts; Phase 1 will consist of Tower 1 and Phase 2, contingent on future transit improvements, will consist of Towers 2 and 3. Tower 1 consists of 596 residential units (584 residential condominium apartments and 12 townhouse units) whereas Phase 2 will be a mixed use development consisting of the remaining 1294 residential units, retail shopping (21,420 ft²) and the hotel consisting of 198 Units. Based on these proposed statistics, Phase 1 will consume 40% of the total population allocation (2,962 people or 1,500 units) to Vaughan as part of the York Region's Yonge-Steeles Area Regional Transportation Study. Phase 1 and 2 together will consume 126% population allocation to the entire Yonge-Steeles Centre Secondary Plan area. Given the scale of the proposed development, adverse impacts on the surrounding road network already nearing or at capacity, are expected. Furthermore, the absence of Yonge-Steeles Centre Secondary Plan (YSCSP) envisioned road and transit infrastructure improvements could contribute to capacity constrained conditions.
2. Transportation Mobility Plan by Cole Engineering (Study) assumes the Yonge TTC Subway will be in place within the next 10-years. Since the projected \$3.4 Billion investment project has not received guaranteed funding from any level of government to this date, this assumption should be removed.

3. The two proposed right-in/right-out (RIRO) accesses are expected to be insufficient to support this development for the ultimate buildout (Phase 1 and 2). Applicant is encouraged to work with the adjacent landowners group to facilitate the Secondary Plan envisioned road network and other infrastructure improvements.
4. Right-of-way requirements along Steeles Avenue and Yonge Street need to be confirmed by City of Toronto and York Region, respectively.
5. The proposed Site does not protect for the Subway Emergency Exit identified in the Subway Extension EA. TTC to confirm what additional right-of-way is required and how those envisioned elements will be protected and provided through this development.
6. A Quadrant Level Study should be conducted, in coordination with adjacent landowners, to provide mutual services, infrastructure and benefits to all properties in the northwest quadrant of Yonge and Steeles intersection. See *Schedule 5 (south) – Proposed Local Streets*, YSCSP or see *Appendix C (south) – Existing Property Parcels, Proposed Local Streets, Parks & Publicly Accessible Open Space*, YSCSP.

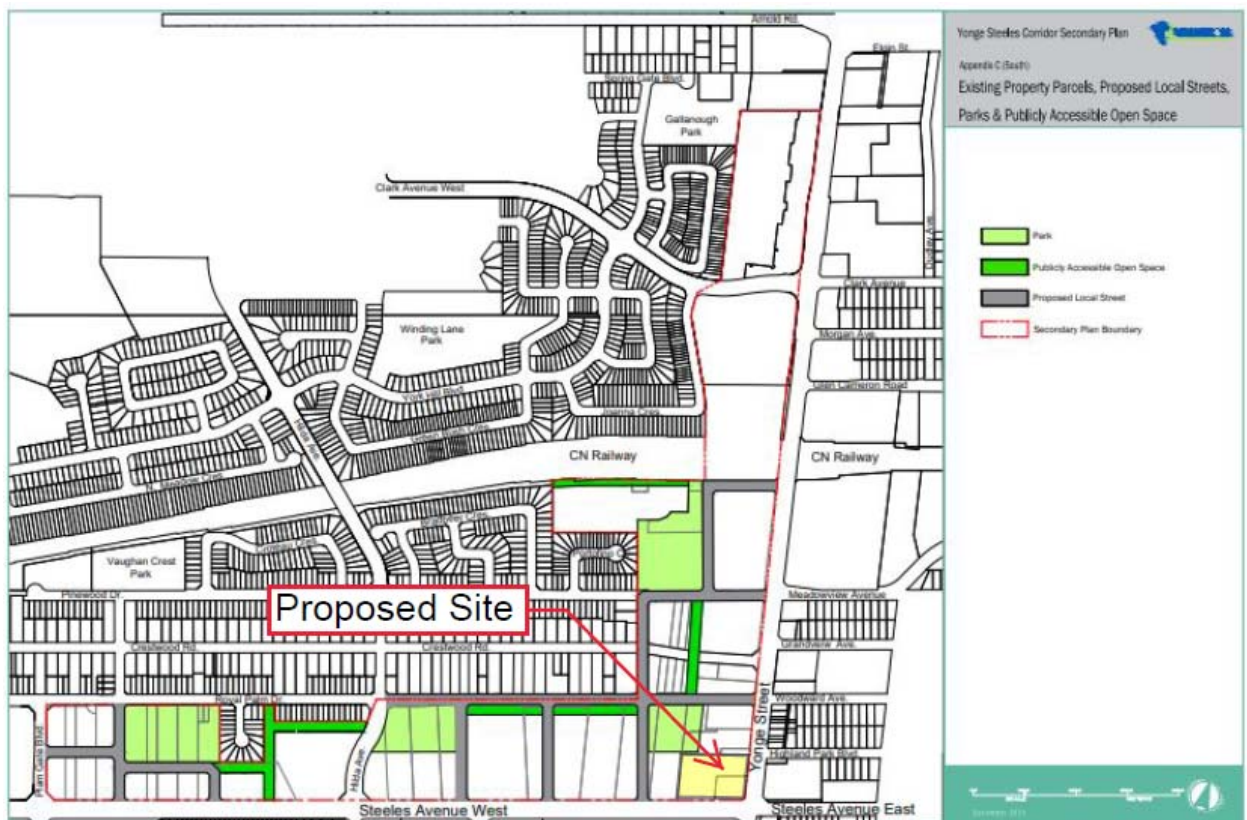


Figure 1: Appendix C (south) – Existing Property Parcels, Proposed Local Streets, Parks & Publicly Accessible Open Space, YSCSP

The Quadrant Study can evaluate, amongst other needs, a connected, coordinated, porous laneway network providing better interconnectivity within the quadrant and better

external access to the public road network. For example, the subject site traffic headed north on Yonge Street will be challenged with the two proposed RIRO accesses. An internal quadrant laneway network can open direct access to the Secondary Plan public street network such as to the extension of Royal Palm Drive which can then provide access to several signalized intersections along Steeles Avenue and future potential signalized intersection at Yonge Street and Royal Palm Drive/ Woodward Avenue. A coordinated laneway network will also optimize the use of land without duplicating infrastructure on adjacent properties such as laneways, sidewalks, etc. See one suggested quadrant laneway network below.



7. A sidewalk should be provided along the main spine laneway to provide for internal and external connectivity. This will provide dedicated pedestrian space for the townhouses proposed along the north portion of the site and the municipal park at the northwest corner of the quadrant, see figure above.

Parking Comments

8. The proposed reduced parking rates are significantly below the City parking bylaw rates, especially for Phase 1 of the development which is proposed prior to the TTC Subway Extension. Although the site has similarities to the VMC (such as location on intensification corridors, access to frequent transit service, etc.), it does not yet have access to higher order transit nor is any funding for subway extension confirmed by any level of the Government. Nonetheless, even in comparison with the Vaughan Metropolitan Centre (VMC) parking bylaw rates, the proposed parking is highly deficient. For the future Phase 2, reduced Higher Order Transit rates, as recommended in Draft Parking Standards of the IBI Study (2010), could be explored if the subway is in place. and for the future Phase 1, Intensification Corridor and/or Local Centre rates.

9. Significant parking rate reductions, below the VMC parking rates, are being sought for the bachelor/1-bedroom (proposed rate of 0.3 whereas VMC rate is 0.7) and 2-bedroom units (proposed rate of 0.5 whereas VMC rate is 0.9) which together comprise of ~92% (694 and 1029 units, respectively) of the total 1890 residential units proposed. These reduced rates results in a shortfall of approximately 690 spaces solely from the bachelor/1-bedroom and 2-bedroom units.
10. Shared parking between all uses, including residential parking spaces is proposed in the TMP (Table 12.4). Sharing of residential (individually owned) parking spaces with non-residential parking spaces of the retail and hotel uses are not supported as it will create operational, safety and security issues. However, shared parking for residential visitor parking and commercial uses could be considered (see City of Mississauga's shared parking percentages for shared parking calculations).
11. TMP section regarding the phasing of the development (Section 2.2.2 Proposed Development Phasing) is very brief and it's not clear how the underground parking garage will be phased. Please provide clarification whether the entire underground parking will be provided at once or phased along with the towers.
12. Accessible parking spaces (referenced as Handicapped parking spaces, TMP page 65) have been provided as per the old City bylaw requirements and should be provided as per new AODA requirements. This will mean alteration to the quality and quantity of accessible parkings.

Transportation Mobility Plan Comments

13. TTC Yonge Subway Extension has been assumed to be in place by 2025. In absence of any funding, this is presumed to be an unrealistic assumption. A sensitivity analysis should be conducted to include a scenario without the subway extension.
14. A modal split of 53% has been assumed for transit trips in the study area. There are concerns regarding such a high rate especially for the short-term horizons. As discussed, please provide justification to support any proposed modal split.
15. Regarding the growth rate calculation, please provide a more robust/detailed approach. For example, the screenline analysis should include other major streets not only the two utilized roads (e.g., Yonge St. and Hilda Ave.).
16. Please demonstrate how the level of service has been calculated for all other modes, including LOS calculations for pedestrians and cyclists. Please include this in the report appendices.
17. Please consider quality control of some of the numbers and figures being reported in the TMP. For example, at the intersection of Yonge Street and Steeles Avenue a V/C ratio of 0.18 is being reported for the southbound through (SBT) movement during the peak PM hour (**Table 4-1 Existing Traffic Conditions – Base Case**). Traffic volume for SBT movement is 1214 veh/h (Figure 4-1) versus Synchro report shows 194 veh/h. Please validate.

18. Several traffic movements, at various intersections, are nearing capacity or at capacity ;however, substantial mitigation measures have not been proposed, with the exception to optimize signal timing.
19. The body of report, at various locations, indicate there are no capacity constraints whereas report tables indicate otherwise. Please ensure consistency is provided.
20. It appears the 2020 background traffic conditions (as reported in **Table 7-1 Future (2020) Background Traffic Conditions**) operating better than existing conditions. Please clarify whether this improved traffic operation is simply due to signal optimization or whether additional road or transit capacity improvements or reduction in traffic have been assumed to result in the improved traffic operation.
21. Please confirm all background developments have been included as part of the backgrounds developments in Section **5.2 Background Developments in the Study Area**. This should be confirmed with the City's Development Planning department and confirm the traffic generated from these developments has been included as part of the background traffic.
22. Several road and transit improvements have been assumed for future conditions as per **6.3 Future Transportation Improvements**. Please confirm with the respective agencies to ensure the appropriate timelines have been assumed.
23. For the queuing analysis (Section 11 Queue Assessment), several movements indicate the volume modeled exceeds capacity. This can be seen in the appendices of the report. For example (on page 650/698) at the intersection of Yonge Street & Steeles Avenue West for the **Future (2035) Total Traffic-PM Peak Hour**, queuing lengths are exceeding capacity for majority of turning movements and is indicated by the symbols '~' and '#'. This should also be reported in the tables of Section 11. In such cases, where queues are exceeding capacity, more detailed analyses should be conducted in SimTraffic to determine what the actual queue lengths are.

Site Access Comments

24. Yonge Street and Highland Park/Site Access is recommended to be a signalized intersection as per TMP recommendations (page 78). This proposal should be revised for the following reasons:
 - a) This access/intersection will most likely be rendered into a RIRO access due to close proximity (~100m) north of Steeles Avenue
 - b) It does not meet YR spacing requirements (215m) for signalized intersections

As per the City's YSCSP local street network, a full movements intersection has been identified further north at Yonge Street and Woodward Avenue/Royal Palm Drive Extension. As a result of this conversion to a four-legged intersection and meeting the

minimum signal spacing requirements of York Region, this location is deemed to be a better candidate for future signalization (subject to the Region's review and approval) than the site access location. Therefore, it's recommended the site accesses, on both Yonge Street and Steeles Avenue be only analyzed as RIRO accesses.

25. Staff recommend public easements be provided for the laneways at the perimeter of the site. This will permit mutual benefit for all adjoining properties with shared access agreements. For example, through a shared, porous laneway network, the subject site can obtain full-movements access to the future potential signalized intersection at Yonge Street and Royal Palm Drive/Woodward Avenue or access to signalized intersections along Steeles Avenue West.

Active Transportation and TDM Plan Comments

26. Please provide a pedestrian and circulation plan to help demonstrate all connections including at-grade and underground connections to the future TTC Subway.
27. Approximately +1,000 long-term bicycle parking spaces are proposed; however, it is not clear where these spaces will be provided as the TMP states: "Long-term secure parking that is provided in a locked separate bicycle room located within a building or automobile parking facility - lockers, bicycle rooms, and bicycle cages".
28. Please provide cross reference in the TMP as to where these short and long-term bicycle parking spaces will be provided including dimension of bike parking spaces to ensure the proposed number of spaces can physically be accommodated on site.
29. The tabulated form of the proposed TDM measures is very useful; however, we recommend Table 14-1 to be divided into 'hard' and 'soft' TDM measures with cost subtotals for each.
30. A partnership with Smart Commute North-Toronto Vaughan is recommended to implement the 'soft' TDM measures proposed for the hotel and office components of the development.
31. Unbundling of parking spaces has been mentioned as part of the report content; however, it is not included as part of the summarized measures in Table 14-1. Please update the table.
32. Adequate bicycle parking has been provided as per the VMC by-law however details of the design (racks, lockers, bike rooms, etc) have not been mentioned. Figures in the

TDM section should highlight where all spaces are being provided. Table 14-1 should also include the cost breakdown for long-term bicycle parking spaces.

Site Plan Comments

33. Prior to providing detailed site plan comments, the above-mentioned comments should be addressed as they will impact the design of the site. There are no redlined site plans.

34. the right to provide further comments is reserved for the City of Vaughan staff.

Please do not hesitate to contact me should you have any questions or require further clarification.

Sincerely,

Samar SaadiNejad, P.Eng., M.A.Sc.
Manager, Development Transportation Engineering
905-832-8585, ext. 8253 | samar.saadinejad@vaughan.ca

Musa Deo, P.Eng., PTOE, PMP
Transportation Engineer, Development Engineering Department
905-832-8585 ext. 8295 | musa.deo@vaughan.ca |

Attachment 6 e)

From: [Deo, Musa](#)
To: [Caputo, Mary](#)
Cc: [Saadi Nejad, Samar](#); [Nalli, Augusto](#); [Mazaheri, Hamid](#); [Tuckett, Nancy](#)
Subject: RE: OP.18.016 & Z.18.028 7028 Yonge Street -Yonge & Steeles Development Inc. -Steve Gupta
Date: Friday, February 22, 2019 3:24:25 PM
Attachments: [image001.png](#)

Mary,

Kindly include one additional comment as part of Transportation Engineering comments submitted by Hamid as follows:

“Transportation Mobility Plan should provide detailed queuing analyses to ensure existing intersections and proposed accesses will function optimally as proposed. For existing intersection conditions, it is recommended field queuing observations be provided at all intersections immediately adjacent to the site to document all existing issues. Improvement movements should be highlighted and appropriate mitigation measures should be proposed.”

Musa Deo (ext. 8295)
City of Vaughan

From: Deo, Musa
Sent: February-14-19 4:23 PM
To: Mazaheri, Hamid <Hamid.Mazaheri@vaughan.ca>
Cc: Saadi Nejad, Samar <Samar.SaadiNejad@vaughan.ca>; Nalli, Augusto <Augusto.Nalli@vaughan.ca>
Subject: OP.18.016 & Z.18.028 7028 Yonge Street -Yonge & Steeles Development Inc. -Steve Gupta

Hamid,

Please find transportation comments attached, there are no redlined plans at this time.

Thank you.

Musa Deo, [P.Eng.](#), [PTOE](#), [PMP](#)
Transportation Engineer, Development Engineering Department
T: 905-832-8585 ext. 8295 | musa.deo@vaughan.ca | F. 905-832-6145

City of Vaughan | Planning & Growth Management Portfolio
2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1, www.vaughan.ca



Attachment 6 e)

DATE: October 25, 2018 [Sent Via Email]
TO: Hamid Mazaheri, P. Eng., Development Engineering, City of Vaughan
FROM: Andy Lee, P. Eng., Development Engineering, City of Vaughan
RE: Environmental Site Assessment Documentation Review
7028 Yonge Street and 2 Steeles Avenue West, City of Vaughan
OP18-016 and Z18-028

Hamid,

In regards to the Subject Property identified above, I understand the proponent is proposing to facilitate the development of a mixed use residential condominium development on the existing commercial properties. I have reviewed the following Environmental Site Assessment (ESA) documentation:

- Watters Environmental Group Inc. (Watters) report entitled "*Environmental Due Diligence Review, Multi-Tenant Commercial Plaza, 2 Steeles Avenue West, Vaughan, Ontario*" dated May 2017;
- EXP Services Inc. (EXP) report entitled "*Hydrogeological Investigation, 7028 Yonge Street, Toronto, ON*" dated August 8, 2018;
- EXP report entitled "*Geotechnical Investigation, Proposed Residential-Commercial Development, 7028 Yonge Street, Vaughan, ON*" dated August 14, 2018; and
- Site Screening Questionnaire and Environmental Certification dated July 24, 2018.

Based on my review, I provide the following comments:

- 1) Watters is requested to provide the City with a letter of reliance for the use of their Environmental Due Diligence Report in accordance with the City's template (attached).
- 2) It is noted by the City that a Ministry of the Environment, Conservation, and Parks (MECP) Record of Site Condition (RSC) is required for the Subject Property by legislation under O. Reg. 153/04 due to the change to a more sensitive land use (i.e., commercial to mixed-use residential). The proponent is requested to provide the City with an Acknowledgement Letter signed by the Owner confirming that they are aware an RSC is required and that an RSC will be filed with the MECP prior to the issuance of any building permit.
- 3) Prior to the execution of a site plan agreement, the proponent shall be required to submit a copy of a RSC registered on the Environmental Site Registry and acknowledged by MECP covering the entire Subject Property. The proponent shall also submit all the associated ESA reports relied upon for the RSC to the City including reliance from the consultant.

Items 1-2 shall be addressed by the proponent at this time to the City's satisfaction prior to allowing the development applications to proceed to a technical report to the Committee of the Whole.

Attachment 6 e)

Should you have any further questions, please let me know.

Andy Lee, P. Eng., QP_{ESA}
Environmental Engineer
Development Engineering
City of Vaughan

Attached:

1. *Site Screening Questionnaire and Environmental Certification*
2. *Letter of Reliance Template*

17. Site Screening Questionnaire
Office Use Only

Z.18.028 + OP.18.016

City File Number:

Yonge and Steeles

City File Name:

Christina Napoli, 8483

City Planner and Extension:

To be completed by the Applicant/Owner and, if applicable, Purchaser and/or Lessee of the Subject Lands

SUBJECT LANDS ADDRESS (Legal and Municipal):

NOTE: ALL QUESTIONS MUST BE ANSWERED.

1. What is the historical, current, and proposed use of the Subject Lands?

Historical: Unknown

Current: Commercial

Proposed: Mixed Use

 2. Is there reason to believe the Subject Lands may be contaminated either from historical or current land use or from adjacent properties)?
 (If yes, please circle applicable underlined item(s))

☐ YES ☐ NO ☒ UNCERTAIN

3. Has land filling or waste dumping ever occurred on the Subject Lands or on adjacent properties? (If yes, please circle applicable underlined item(s))

☐ YES ☐ NO ☒ UNCERTAIN

 4. Has a gas station or dry cleaning operation ever been located on the Subject Lands or on adjacent properties?
 (If yes, please circle applicable underlined item(s))

☐ YES ☐ NO ☒ UNCERTAIN

 5. Was the Subject Lands or adjacent properties ever used for industrial/commercial purposes (e.g., product manufacturing, chemical/petroleum bulk storage, rail yards/tracks, automotive repair, metal fabrication, other: _____)?
 (If yes, please circle/underline the applicable underlined item(s))

☐ YES ☐ NO ☒ UNCERTAIN

 6. Was the Subject Lands ever used for agricultural purposes with the application of cyanide-based pesticides (e.g., for orchards) or sewage sludge?
 (If yes, please circle applicable underlined item(s))

☐ YES ☐ NO ☒ UNCERTAIN

 7. Are there or have there been any underground or aboveground storage tanks located on the Subject Lands?
 (If yes, please circle applicable underlined item(s))

☐ YES ☐ NO ☒ UNCERTAIN

8. Are you aware of any hazardous materials that may be present or that were generated on the Subject Lands (i.e., asbestos, PCBs, lead, mercury, etc.)?

☐ YES ☐ NO ☒ UNCERTAIN

 9. Is the Subject Lands within 500 m (1,640 ft.) of an operational or non-operational landfill or dump?
 (If yes, please circle applicable underlined item(s))

☐ YES ☒ NO ☐ UNCERTAIN

10. Have any previous environmental reports been prepared for the Subject Lands within the last 5 years, including but not limited to a Phase I, II, III Environmental Site Assessment(s), Remedial Action Plan, Risk Assessment, Record of Site Condition, or Certificate of Property Use? If Yes, please submit the documents in digital and hard copy format with your application along with a letter granting third party reliance on the documents to the City of Vaughan and its peer reviewer. If the reports were in connection to a previous City of Vaughan Development Planning Application, provide the City reference file number(s):

☒ YES ☐ NO ☐ UNCERTAIN

Please list, i.e., OP-, Z-, 19T-, DA-:

TO BE COMPLETED BY CITY OF VAUGHAN
A. Development Planning Department

1. Are all the Site Screening Questions answered and the Environmental Certification completed, dated, and signed?

☒ YES ☐ NO

2. Does the completed Site Screening Question include any "Yes" or "Uncertain" responses?

☒ YES ☐ NO

3. Does the proposal include any lands to be conveyed to the City?

☐ YES ☐ NO TBD

B. Development Engineering and Infrastructure Planning Department

1. Does the proposal require any lands to be conveyed to the City or for the City to acquire an interest in any lands for such purposes as, but not limited to, road widening, storm water management, services, etc.?

☐ YES ☐ NO ?

2. Is there a change proposed for the Subject Lands to a more sensitive land use as defined by the MOECC? If Yes, then ESA reports and RSC is required as per O. Reg. 153/04.

☒ YES ☐ NO

3. Are a Phase One, Two, Three ESA, and/or RAP required to be submitted with the application? If Yes, provide correspondence to Development Planner to notify proponent in PAC meeting.

☒ YES ☐ NO

↳ Due diligence ESA submitted

A. Oct. 25/18

Attachment 6 e)

RELIANCE LETTER

(INSERT DATE)

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

Attention: Andy Lee, P. Eng
Environmental Engineer
Development Engineering & Infrastructure Planning

Re: ***(INSERT FULL SITE ADDRESS OR LEGAL DESCRIPTION, AND PROJECT NAME AND REFERENCE NUMBER)***

(INSERT NAME OF YOUR COMPANY) (the "Consultant") understands that ***(INSERT NAME OF THE OWNER/PROPONENT)*** (the "Client") is seeking approval of their development application from the City of Vaughan (the "City") regarding the above-referenced property (the "Site"). The Client has requested that the City accept the following report(s), which was prepared by the Consultant for the exclusive benefit and use of the Client:

- ***(INSERT THE TITLES OF ALL APPLICABLE ENVIRONMENTAL REPORTS, REFERENCE NUMBERS, AND DATES)***

The Consultant agrees that the City and its peer reviewer may use and rely on the report(s) as if the report(s) had been prepared for the use and benefit of the City notwithstanding any statement to the contrary contained in the report(s) and excluding any limitations agreed to by the Client. The Consultant further agrees that in the case of any inconsistency between this Reliance Letter and any limitations within any report(s) provided to the City, the provisions in this Reliance Letter shall prevail.

The Consultant agrees that the City will utilize the report(s) identified herein for the purposes of assessing the environmental risk of the Site. The Consultant certifies that the report(s) was prepared, and completed by or under the supervision of a Qualified Person as defined under Ontario Regulation 153/04 (as amended), and in accordance with environmental laws and regulations applicable at the time of the investigation.

The Consultant has appended to this Reliance Letter their proof of insurance and Professional Liability insurance coverage of \$2,000,000 per claim and \$2 million aggregate.

Yours very truly,

(INSERT SIGNATURE OF QUALIFIED PERSON, AS DEFINED UNDER O. REG. 153/04(AS AMENDED))

(INSERT YOUR NAME, FOLLOWED BY QUALIFIED PERSON DESIGNATION) (I.E., P. ENG OR P. GEO)

(INSERT YOUR TITLE)

(INSERT YOUR CONTACT INFORMATION)

Attachment 6 f)

Date: January 3, 2019

To: Nancy Tuckett, Senior Manager of Development Planning

From: Shahrzad Davoudi-Strike, Urban Design Section

Gilda Giovane, Urban Design Section

Cc: Rob Bayley, Manager of Urban Design

Re: **Development Application Urban Design Comments**

File No: OP.18.016

Applicant: The Gupta Group

Location: 7028 Yonge Street and 2 Steeles Ave. W (NW corner of Yonge St. and Steeles Ave. W)

Urban Design Staff reviewed the 1st circulation of the proposed development concept for the above-mentioned site, circulated on September 27, 2018, and provide the following comments:

Site Layout

1. Staff request a generous privately-owned publicly accessible space (POPS) to be provided within the site. Based on the proposed layout, the POPS would be best located between Towers 2 and 3 along Steeles Avenue, creating a break in the south facing podium, receiving ample sun and providing a visual address for Tower 1.
2. The site organization along the north and west boundaries needs refinement for parking access and consolidation of the garbage and loading service areas. Refer to the following suggestions:
 - a) Staff recommend relocating garbage rooms to P1 and to provide one general garbage area on the ground floor.
 - b) Please consolidate the loading bays to as few as possible and locate along the north laneway.
 - c) A more sensitive approach is required for the integration of the townhome typology for it to be successful in this layout. Currently, the ramp to P1 disrupts the residential streetscape and is better suited at the base of tower 2.
3. Regarding the north laneway as noted above, is the applicant amenable to the possibility of shared laneway with the property to the north to consolidate all servicing/loading to increase efficiency on both sites?
4. Staff understands the desire to provide townhomes with a strong connection to the potential future park as noted in the secondary plan, however improving the layout within the courtyard should be the priority. This may result in reorganizing the site along the laneway for pick-up/drop-off, ramp access and loading servicing to free the interior court of the site from vehicle traffic.

Attachment 6 f)

5. Consider the distribution of the tower heights and provide variation between the three towers. Staff recommends avoiding the same heights for towers 1 and 2. As a general rule, taller buildings should be located at the south and southeast side of the site to reduce the cumulative shadow cast on adjacent low-rise residential properties.
6. Coordination is required between the City of Toronto, York Region and TTC regarding connectivity and integration to the future transit station(s).

Architecture:

7. The City-Wide Urban Design Guidelines (CWUDG) recommend that high-rise podiums should be no longer than 80 m to promote porosity into the site, refer to Performance Standard No. 5.3.2(f) for High-Rise Building Envelope. The integration of a POPS as suggested by comment #1 would help to achieve this goal. Also, variation in heights and articulated massing of the podium along Steeles Avenue and Yonge Street will help to distinguish the different uses.
8. A set-back zone of 7-10 m on an intensification corridor like Yonge Street and Steeles Avenue allows for diversity in the sidewalk organization for a second row of trees, public art and spill-out spaces. Staff recommends investigating the hierarchy of space along the boulevard while varying the building projection and massing.
9. Also refer to Performance Standard No.5.3.8(j) Threshold and Entrances in the CWUDG for TTC and commercial entrances to establish a strong and active relationship between the building and street.
10. Create an urban focal point at the south-east corner of the site as an important gateway into the City. Staff suggest removing the podium at tower 3, bringing the tower 3 mass to the ground with a landmark architectural feature while addressing the possible wind issues.
11. As noted in Performance Standard No. 5.3.2(c) for High-Rise Building Envelope in the CWUDG a compact floorplate size of 850 m² is the maximum.
12. A minimum of 30 m separation distance is required between towers for habitable windows, refer to Performance Standard No. 5.3.7(a) for Separation Distances.
13. The choice of cladding material should be considered to positively affect the building's envelope energy performance and set a high sustainability design benchmark for this important site.
14. Due to the scale of the development, ensure that the grade level articulation is appropriately considered to create positive wind mitigation.
15. All intake exhaust shafts should be incorporated into the building at the rear and/or side of the building away from the main building frontages and major streets.

Attachment 6 f)

Landscape:

16. Prioritize the function of the internal court to serve the pedestrian and the public realm and not vehicles. As recommended by comment #1 a POPS will contribute to a desirable amenity space along Steeles Ave., but it should transition seamlessly to private space as it moves internal to the site.
17. Look for opportunities to create windows of light into the internal courtyard, so that it is not entirely in shade throughout the day.
18. The pedestrian level wind study suggests that the terrace and amenity spaces on the ground and 7th storey will experience accelerated wind flows. Provide mitigation measures to ensure improved wind condition to allow for seating during summer and the shouldering months.

At Site Plan Stage:

- A Public Art Plan is required with the finalization of the site plan agreement. It is to the benefit of the overall project if the art component is considered early in the process.
- Investigate the appropriate streetscape hierarchy that suits the retail and general circulation at the grade level.
- Ensure the sidewalk for Steeles Avenue West meets the 'Level of Service' expected by the City of Toronto, similarly with regards to the Yonge Street streetscape and City of Vaughan's expectations for an Enhanced Level of Service.

Gilda Giovane, M.Arch, OAA, LEED® Green Associate

Urban Designer, Development Planning Department
T. 905-832-8585 ext.8302
E. gilda.giovane@vaughan.ca

Attachment 6 f)

CITY OF VAUGHAN

DESIGN REVIEW PANEL

Minutes of Meeting

Meeting 68 – November 29, 2018

The Design Review Panel met on Thursday, November 29, 2018 in Committee Room 243, City Hall, 141 Major MacKenzie Drive, Vaughan

PANEL MEMBERS

Present

Antonio Gómez-Palacio, DIALOG (Chair)

Megan Torza, DTAH (Vice-Chair)

Margaret Briegmann, BA Group

Paul Kulig, Perkins + Will

Fung Lee, PMA Landscape Architects Ltd.

Ute Maya-Giambattista, SGL Planning & Design Inc.

Wayne Swanton, Janet Rosenberg & Studio

Peter Turner, Turner Fleischer Architects Inc.

Absent

Michael Rietta, Giannone Petricone Associates Architects

Guela Solow-Ruda, Petroff Partnership Architects

John Tassiopoulos, WSP / MMM Group Limited

Sheldon Levitt, Quadrangle Architects Ltd.

Alfredo Landaeta, AL-UD

STAFF

Rob Bayley, Urban Design

Shahrzad Davoudi-Strike, Urban Design

Chrisa Assimopoulos, Urban Design

Misha Bereznyak, Urban Design

Attachment 6 f)

Gilda Giovane, Urban Design

Nancy Tuckett, Development Planning

David Marcucci, Policy Planning

Clement Messere, Development Planning

The meeting was called to order at 9:00 am with Antonio Gómez-Palacio in the Chair.

1. CONFIRMATION OF THE AGENDA

APPROVED unanimously by present members.

2. DISCLOSURE OF INTEREST

Sheldon Levitt declared a conflict of interest with the first item.

3. ADOPTION/CORRECTION OF MINUTES

Meeting Minutes for September 27, 2018 were approved.

4. DESIGN REVIEW

1. 7028 Yonge Street – Yonge & Steeles Development Inc.

Architecture: IBI Architects and Engineers

Landscape Architect: Land Art Design Landscape Architects Inc.

Review: 1st Review

Introduction

City staff sought Panel's advice on the following:

1. Please comment on the massing and scale of the development within the context of the Yonge Steeles Corridor Secondary Plan and future intensification with proposed subway expansion.
2. Please comment on the ground floor circulation and layout, and potential to establish a successful urban public realm that interfaces Yonge Street and Steeles Avenue.

Overview

Panel noted difficulty in providing comprehensive comments as the package lacked information on how the proposed development connects to the future transit station

Attachment 6 f)

making it difficult to get a sense of the public experience. Panel provided the following summary of comments:

- Panel noted that the design team needs to provide quality grade level open space and noted that rooftop outdoor areas supplement exterior amenity areas, but do not replace grade level outdoor space.
- The drop-off cannot be considered an outdoor space for public enjoyment as it is predominately a car-oriented space. Panel recommends redesigning internal circulation and maximizing north and west laneways for drop-off as a potential to solve the internal problems.
- Panel asked the design team to consider the character of the laneway in the future context and how it will evolve.
- Panel encouraged the seven-storey podium to be more visually and physically permeable with greater articulation.
- The visual language of the towers should provide some variance as a family of towers, not replicas.
- Regarding sustainability, the panel encourages the applicant to take leadership on this important site and set a high sustainability design benchmark.
- Note to design team, as well as city staff, to review the site with open communication between the adjacent Markham and Toronto municipalities, York Region and adjacent landowners.

Comments

Site Organization

- Panel requested that the design team consider the ground floor as an open lattice and promote public access from Steeles Avenue to make it more visibly open, connective and porous.
- Currently the interior court gets no sunlight. The design team should plan for an opening in the south facade.
- The panel recommended abandoning the typical suburban “lollipop” response to the drop-off configuration in the middle. Instead, propose and consolidate servicing and loading around the site perimeter.
- Panel thought the site plan is suffering from being introverted and recommend referring to the Four Seasons plaza by Claude Cormier + Associés as a successful example.
- Most of the vehicular circulation is directed within the block through townhouses. Panel strongly recommended delivering a more car free zone.
- Consider abandoning the townhouses where it is dark and consolidate the loading dock.
- As an alternative to the proposed site organization, Panel proposed to relocate the hotel to tower 1, on the north, to take advantage of the northwest park view for the hotel lobby.

Attachment 6 f)

- At grade amenity space should consider where the park is going to be.
- From Steeles Avenue to the park, pedestrians must cross three driveways; ensure the connection is safe and comfortable.

Massing and Architecture

- Panel felt it was difficult to comment on massing without knowing what happens on the other three corners.
- Panel expressed concern about the massiveness of the buildings and the perceived massiveness for pedestrian friendly environment.
- Reconsider hotel distribution along the podium relative to lobby and elevator core on ground floor. Consider the hotel use along Yonge Street or split in the middle.
- The seven-storey podium should be refined. More horizontal movement reflective of the tower language would help to break-up the podium. The podium could include recesses.
- Panel continues to see window wall systems on towers even though they are not sustainable. Panel asks the design team to strongly reconsider the nature of these buildings, to pioneer sustainable design and set an example for projects to come.

Landscape

- While podium amenities are interesting, people still want to come to the ground. Panel asked the applicant to create a strong public realm.
- The amenity space should shift south to create a POPS; the internal courtyard space is too tight for the proposed massing.
- The wide pedestrian sidewalk proposed in the perspective rendering does not correspond with the landscape plan. The Steeles Avenue pedestrian clearance is better maintained on the inside for protection. Investigate the boulevard's hierarchy of space: include a line of trees and spill out space. Panel referenced One Bloor East that included a second row of trees and public art.

Attachment 6 g)

Date: November 16, 2018.

To: Christina Napoli, Senior Planner, Development Planning

From: Kevin Huang, Senior Planner, Parks Development

Cc: Nancy Tuckett, Senior Manager, Development Planning (East)
David Marcucci, Senior Planner LPAT, Policy Planning and Environmental Sustainability
Martin Tavares, Manager, Parks & Open Space Planning, Parks Development
Christina Amato, Clerk Typist, Parks Development

RE: File #: **OP.18.016** Associated File: **Z.18.028**
Applicant: **Yonge & Steeles Developments c/o The Gupta Group**
Agent: **Don Given, Malone Given Parsons Ltd.**
Location: **7028 Yonge Street and 2 Steeles Avenue West**
Planning Block 1 – Northwest Corner of Yonge Street and Steeles Avenue West

The Parks Development Department has received a request for comments on Official Plan Amendment OP.18.016 and Zoning Amendment Application Z.18.028 for lands municipally known as 7028 Yonge Street and 2 Steeles Avenue West, located within Planning Block 1. The subject applications, dated September 27, 2018 were received in Parks Development on October 3. A listing of submitted documents is provided in Appendix I.

We have had an opportunity to review the above-noted circulation and offer the following comments:

General:

It is our understanding that the applicant proposes to amend the in-effect policies of OPA #210 - Thornhill Community Plan and rezone the subject lands in order to facilitate the development of 3 residential apartment buildings (Towers 1, 2 and 3) ranging in height from 52 to 65 storeys. The towers are connected by a 7-storey podium along Yonge Street and Steeles Avenue West and by a one-storey podium internal to the site.

The subject site is approximately 1.13 ha (2.8 ac) in size and is located on the northwest corner of Yonge Street and Steeles Avenue West, within Planning Block 1.

Parks Development Comments:

Parks Development Comments are contained in Appendix II.

Summary:

We appreciate the opportunity to provide our comments on the subject applications. At this time, approval of the subject application is considered **premature**.

The following items require further discussion and/or revision (see Appendix II for additional details):

- Given the unapproved status of the Yonge-Steeles Corridor Secondary Plan and the undetermined extent and location of public parkland within the Secondary Plan Area, the provision of public parkland on the subject lands to serve future residents is required;

Attachment 6 g)

- Submission of a Parkland Dedication Summary Chart; and
- Revisions to the submitted Community Services and Facilities Impact Study (CSFIS) including an inventory of public parkland and service level gap analysis; and
- Revisions to the site plan illustrating public parkland on the subject site.

We look forward to the submission of revised technical documents/applications and ask that the applicant include a cover letter indicating how each Parks Development comment as outlined in Appendix II has been addressed.

I trust these comments are of assistance. If you have any questions, please feel free to contact the undersigned.

Yours truly,



Kevin Huang, MES, MCIP, RPP
Senior Planner, Parks Development
Extension 8094

O:\Parks Development\PD Parks Planning\Block 1\Yonge & Steeles Developments Inc. The Gupta Group - OP.18.016
Z.18.028\OP.18.016 Z.18.028 November 2018 Comments.doc

Attachment 6 g)

Appendix I

September 27, 2018 Submission:

- Request for Comments – OP.18.016, Z.18.028, Yonge-Steeles Developments Inc. c/o The Gupta Group, dated August 10, 2018;
- Community Service and Facilities Study – Yonge & Steeles Developments Inc., prepared by Malone Given Parson Ltd., dated August 2018;
- Context Plan, Drawing No. A-101, prepared by IBI Architects Engineers, dated July 2018;
- Site Plan and Floor Plans, Drawing Nos. A-201 to A-211, prepared by IBI Architects Engineers, dated July 2018;
- Elevations, Drawing Nos. A-301 & A-302, prepared by IBI Architects Engineers, dated July 2018;
- Landscape Concept Plan, Drawing No. L-100, prepared by Landart Design Landscape Architects Inc.

Attachment 6 g)

Appendix II

OP.18.016, Z.18.028 – 7028 Yonge Street and 2 Steeles Avenue West
City of Vaughan - Parks Development Comments
November . 2018.

<u>Comment No.</u>	<u>Heading</u>	<u>Comment</u>
1	Parkland Dedication Summary Chart	<ul style="list-style-type: none">• Parks Development staff request that the applicant provide a completed Parkland Dedication Summary chart. This chart will include up-to-date statistics on the site including proposed number of units and thereby generate parkland dedication requirement figures. An electronic template copy of this chart is included for the applicant's reference and use.
2	Public Parkland	<ul style="list-style-type: none">• The subject lands are located within the Yonge Steeles Corridor Secondary Plan Area (YSCSP). The Plan is currently under appeal at the Local Planning Appeals Tribunal (LPAT). A two-phased hearing process was implemented for the appeal. While Phase 1 of the appeals process has been completed, Phase 2 which will address issues relating to heights and densities along with the provision of public parkland in the future has not been resolved. A future hearing on Phase 2 will be scheduled at a later date.• As the final location and extent of public parkland has not been determined as part of the YSCSP process and in order to provide opportunities for recreation for future residents, the provision of public parkland is required on site. Parkland on the site shall meet the park typology/classification system and sizing requirements under Section 7.3 of the Vaughan Official Plan (VOP) 2010.

Attachment 6 g)

Community Services and Facilities Study			
<u>Comment No.</u>	<u>Page No.</u>	<u>Heading</u>	<u>Comment</u>
3	2	1.0 Introduction	<ul style="list-style-type: none"> The report indicates that the existing facilities and services in the Thornhill community, have adequate capacity to support the anticipated increase in population as a result of the proposed development at 7028 Yonge Street. However, it should be recognized that the subject applications are proposing significant increases in heights and densities beyond that proposed in the YSCSP. While there may be sufficient capacity to support the subject development and its associated future residents according to the submitted study, the subject site coupled with the redevelopment of the remainder of the Secondary Plan Area with their proposed heights and densities, existing community services and facilities may be insufficient to serve the area. As such, the report should be revised to take into account not only the subject development with its increased height and densities but utilize proposed heights/densities for the remainder of the YCSCP Area and determine if sufficient capacity remains.
4	17	3.0 Inventory of Local Services & Facilities	<ul style="list-style-type: none"> An inventory/listing of public parklands was not included in the report. We ask that the applicant revise the report to include existing public parks within the study area. In addition to the inventory listing, the report should include walking distances from the subject site to these parks, taking into account any obstacle/barriers (e.g., railways, highways, valley corridors etc). This analysis should include colour mapping illustrating the locations of the parks in relation to the subject site with direct walking distances. Lastly, utilizing the target service provision levels in the 2018 Active Together Master Plan (ATMP), the revised CSFIS should include a service level gap analysis. This gap analysis will examine where particular services are either insufficient or absent from the area or where existing services/facilities do not provide sufficient coverage for the proposed development (e.g., playgrounds located in excess of the 500 m unobstructed service radius (pg. 94 of the 2018 ATMP)). Additionally, the service level gap analysis should provide a listing of required outdoor recreational facilities for the proposed development area (e.g., 4 playgrounds, 2 tennis courts, etc).

Attachment 6 g)

Community Services and Facilities Study			
<u>Comment No.</u>	<u>Page No.</u>	<u>Heading</u>	<u>Comment</u>
5	30	3.3.6 Outdoor Recreational Facilities	<ul style="list-style-type: none">The report includes a listing of outdoor facilities that are located in the study area. Once again, utilizing the target service provision levels as listed in the 2018 ATMP, please advise whether there is a surplus/deficit of these types of facilities within the study area.

Attachment 6 h)

DATE : October 29, 2018
TO : Christina Napoli, Development Planning Department
FILE No. : **Z.18.028**
APPLICANT : Yonge & Steeles Developments Inc. c/o The Gupta Group
PROPERTY : 7028 Yonge Street and 2 Steeles Ave.W.
LOCATION

Documents Reviewed:

DWG #	Drawing Title	Rev. #	Date
A-101	Context Plan		July 2018
A-201	Site Plan		July 2018
A-202	Ground Floor Plan		July 2018
A-203	2 nd Floor Plan		July 2018
A-204	3 rd Floor Plan		July 2018
A-205	Podium Floor Plan		July 2018
A-206	8 th Floor Plan		July 2018
A-207	9 th Floor Plan		July 2018
A-208	Towers Typical Floor Plan		July 2018
A-209	Mech Floor Plan		July 2018
A-210	Parking 1 Plan		July 2018
A-211	Parking Plan P2-P5		July 2018
L-100	Landscape Concept Plan	2	July 20, 2018

Zoning Designation:

The subject lands are currently zoned *C1 Restricted Commercial, subject to Exception No. 9(331) and 9(856)* and have been reviewed as **RA3 Apartment Residential**, under By-law 1-88 as amended.

Comments:

Please note the following comments are based on the information provided within the documents listed above.

1. Please be advised that the Draft By-law must address all non-conformities and be in the format approved by the Development Planning Department with reference to all applicable sections and subsections. The draft by-law submitted with the application is for reference only.
2. If the subject development will have one ownership, please provide us with a Consolidation of Parcels document registered at the Land Registry Office.
3. Setback dimensions shall be shown from the current boundaries (to road widening, not lot line and not to reserves) to all structures at the narrowest point. A plan a survey to the new property lines may be required.

Attachment 6 h)

4. The following uses are not permitted and by-law relief may be required:

Commercial on the ground floor of a residential apartment
Hotel
Eating Establishment, Eating Establishment Convenience and Eating Establishment,
Take-out
Retail Store
Retail Convenience Store
Office
Personal Service Shop
Bank
Heath Centre
Pharmacy
Block Townhouse Dwelling

The applicant's draft by-law proposes these uses.

5. A minimum lot area of 67m² per unit is required; therefore 126,630m² is required. As 11,336.3m² is proposed, by-law relief is required.
6. A minimum front yard setback of 7.5 metres is required; whereas 2 metres is proposed. By-law relief may be required.

The applicant's draft by-law proposes a minimum front yard setback of 2.0 metres.

7. A minimum front yard setback of 1.8 metres is permitted to a completely underground parking garage; whereas, less may be provided. Please indicate the front yard setback to a completely underground parking garage on the parking plan.
8. A minimum rear yard setback of 7.5 metres is required.

The applicant's draft by-law proposes a minimum rear yard setback of 12.5 metres.

9. A minimum exterior side yard setback of 7.5 metres is required; whereas 2.5 metres is proposed. By-law relief may be required.

The applicant's draft by-law proposes a minimum exterior side yard setback of 2.5 metres.

10. A minimum exterior side yard setback of 1.8 metres is permitted to a completely underground parking garage; whereas less may be provided. By-law relief may be required.
11. A maximum of a 1.8 metre encroachment for exterior stairways, porches and balconies which are uncovered, unexcavated, unenclosed and not constructed on footings are permitted; whereas a 2.0 metre encroachment is proposed. By-law relief may be required.

The applicant's draft by-law proposes a 2.0 metre encroachment.

Attachment 6 h)

12. A maximum building height of 44.0 metres is permitted. Building height is measured from the average finished grade at the front of the building to the highest point, including parapets. By-law relief may be required.

The applicant's draft by-law proposes building height in storeys however, building height should be measured in metres as defined.

13. Based on the number of bedrooms, a minimum amenity space of 171,010m² is required; whereas, 6,300m² is proposed. By-law relief is required.

The applicant's draft by-law proposes 6,300m² of amenity space.

14. Residential parking is based on 1.5 parking spaces per dwelling unit. As there are 1890 units, 2,835 spaces are required.

In addition, for the residential visitor parking, a minimum of 0.25 parking spaces per dwelling unit is required. For 1890 units, 473 spaces are required for visitors.

In addition, for the commercial areas, a minimum of 6 spaces per 100m² of gross floor area is required for a total of 120 spaces.

In addition, for the hotel rooms, a minimum of 1 space per bedroom is required. Please clarify the number of bedrooms for the hotel and add this information to your site plan statistics.

The applicant's draft by-law proposes 1,272 parking spaces.

15. As of January 1, 2015, accessible Parking Spaces are subject to the provisions of Ontario Regulation - O. Reg. 413/12, Subsections 80.32 through 80.39, which supersede the current by-law requirements in By-law 1-88 as amended. Therefore, based on a total of 1272 parking spaces being proposed and approved, 12 Type A parking spaces are required and shall be shown on the site plan with the minimum width of 3.4m X 6.0 length for the parking space, in addition to the minimum width of 1.5m X 6.0 m long for the accessible access aisle. Also, 12 Type B parking spaces are required with a minimum width of 2.4m X 6.0m, in addition to a minimum of 1.5m X 6.0m long for the accessible aisle. The accessibility access aisle must be marked with high tonal contrast diagonal lines. The accessibility symbol shall also be shown with the wording "van accessible" underneath that symbol.
16. A minimum parking aisle width of 6.0 metres is required; whereas the parking plans do not indicate the aisle widths.
17. A typical parking space size of 2.7m X 6.0m is required; whereas, the dimension of the parking spaces has not been indicated.
18. The driveway widths at the property lines have not been indicated. Please provide this dimension.
19. A minimum of 10% of the area of every lot on which a building is erected shall be used for no other purpose other than landscaping. Please provide us with this percentage.

Attachment 6 h)

20. A strip of land not less than 6.0 metres in width shall be provided along a lot line which abuts a street line and shall be used for no other purpose than landscaping. By-law relief may be required.

The applicant's draft by-law proposes a landscape strip width of 2.7 metres abutting a street line; however, please note that the front yard setback to the building is being proposed at 2.0 metres. Please confirm.

Please ensure that all Zoning issues are adequately addressed prior to re-submission of Site Plan drawings, and that all subsequent submissions are accompanied by a covering letter indicating the proposed changes to the Site Plan. Additional comments may be forthcoming. If you have any questions or concerns, I may be contacted at the extension below.

Please note the drawings submitted for Building Permit shall match identically with the final approved Development Approval drawings including page numbers, revision numbers and revision dates. Any discrepancies will require further approval through the Development Planning Department.

Regards,

Pia Basilone

Plans Examiner (Zoning)
Building Standards Department
Ext. 8416