

July 8, 2020

COMMUNICATION - C92  
CW (PH) - July 13, 2020  
ITEM # 4By E-mail Only to [developmentplanning@vaughan.ca](mailto: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 July 13, 2020  
Item 3.4  
100 Steeles Avenue West (File Nos. OP.20.001, Z.20.004 & 19T-20V001)**

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 property known as 100 Steeles Avenue West. The applications propose to amend the Official Plan land use designation to *Mixed Commercial & Residential Area*, amend the in-effect policies of the Thornhill Community Plan (OPA 210) and change the zoning to RA3 Residential Apartment Zone with site specific exceptions. The purpose of these amendments is to permit one mixed-use residential tower, three residential towers and one commercial block. The towers range in height from 18 to 54 storeys and the overall development would have a Floor Space Index (FSI) of 8.4 times the area of the lot.

An application for Draft Plan of Subdivision was also submitted to divide the lands into four Blocks and to create a new north-south public street.

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. The matter 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 City of Vaughan Council adopted Yonge-Steeles Corridor Secondary Plan, identifies the property on Schedule 2 (South) as *High-Rise Mixed Use* and *Mid-Rise Residential*. The policies for the lands designated *High-Rise Mixed Use* permit a maximum FSI of 3.5 and a maximum height of twenty-two storeys. For the portion of the lands designated *Mid-Rise Residential* a

maximum FSI of 1.5 and a maximum height of five storeys is permitted. However, for the lands designated *High-Rise Mixed Use* the maximum residential FSI is 3.0 as any floor area above this is required to be non-residential.

The development applications were circulated to the City of Toronto and City of Toronto Planning staff have provided comments (see Attachment 1). On a preliminary basis, several 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 Acting Deputy City Manager, Planning and Growth Management to the July 13, 2020 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 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 receiving a copy of any Committee of the Whole or City Council decision regarding this matter.

Yours truly,



John Andreevski  
Acting Director  
Community Planning, North York District

Cc: Todd Coles, City Clerk ([Todd.Coles@vaughan.ca](mailto:Todd.Coles@vaughan.ca))  
City Clerk's Office ([clerks@vaughan.ca](mailto:clerks@vaughan.ca))  
Nick Spensieri, City of Vaughan Acting Deputy City Manager, Planning and Growth Management ([Nick.Spensieri@vaughan.ca](mailto:Nick.Spensieri@vaughan.ca))  
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Ray Kallio, Solicitor, City of Toronto ([Ray.Kallio@toronto.ca](mailto:Ray.Kallio@toronto.ca))

Attachment 1: City of Toronto Comments on the Original Application

## Attachment 1: City of Toronto Comments on the Original Application

Guy Matthew

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From: Guy Matthew  
Sent: March 20, 2020 10:34 AM  
To: 'Caputo, Mary'  
Cc: Giulio Cescato; Ray Kallio  
Subject: Re: OP.20.001, Z.20.004 & 19T-20V001 - 1st Circulation for 100 Steeles Avenue West

Hi Mary,

Thank you for circulating the 100 Steeles Avenue West application to the City of Toronto. City Planning have reviewed the application materials and have the following high level comments:

- The application should be modified to reflect the City of Vaughan's adopted (but under appeal) Yonge-Steeles Corridor Secondary Plan. Of particular concern are the proposed heights and densities which seem to be well in excess of those permitted by the Secondary Plan. We would like the applicant to demonstrate whether there is sufficient infrastructure capacity to go beyond the caps in the Secondary Plan.
- The proposed public road should align with public roads identified in the City of Toronto's draft Yonge Street North Secondary Plan. We are concerned about the overall transportation impact of the proposal on the surrounding road and transportation capacity, which is already constrained.
- The proposed development contributes to deteriorating intersection operations in the surrounding area. The intersections studied in the TIS would experience increasing delays, some to critical levels (such as Yonge and Steeles). The development would also contribute to capacity constraints on subway and bus services.
- The proposal does not thoroughly consider strategies to reduce its transportation impact and encourage alternatives to auto trips. The TIS doesn't identify what transportation demand management measures are proposed to reduce auto trips, only a list of potential measures.
- Please clarify the breakdown of proposed parking supply in the TIS, Section 10.2. It is not clear what the breakdown of residential and non-residential visitor parking spaces is, since only a combined figure has been provided. Some of the parking rates seem inconsistent, such as that between Blocks 3 and 4.
- The proposed public road with an intersection at Steeles Avenue West should be designed to maximize safety and comfort, using the City of Toronto's curb radii guidelines to minimize crossing distances and curb radii as much as appropriate.

We have provided additional comments related to servicing and transportation in the Memorandum you received from Engineering and Construction Services.

Please let me know if you have any questions.

Regards,  
Guy

Guy Matthew MCIP, RPP  
Senior Planner  
City Planning  
[City of Toronto](#)

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