
A Strategic Opportunity for Transit Supportive Development

**1950, 1970, 2160 and 2180 Highway 7 and 137, 163 and 175 Bowes Road
City of Vaughan, ON**

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Contents

Executive Summary	5
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Introduction	7
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1.1 Subject Site and Surrounding Area	7
1.2 Site Attributes and Surrounding Uses.....	7
1.3 Conceptual Development Plan.....	8
1.4 A Strategic Location for Transit Oriented Development.....	10
1.5 Building a Complete Community.....	10
1.6 Appropriate Range and Mix of Land Uses.....	11

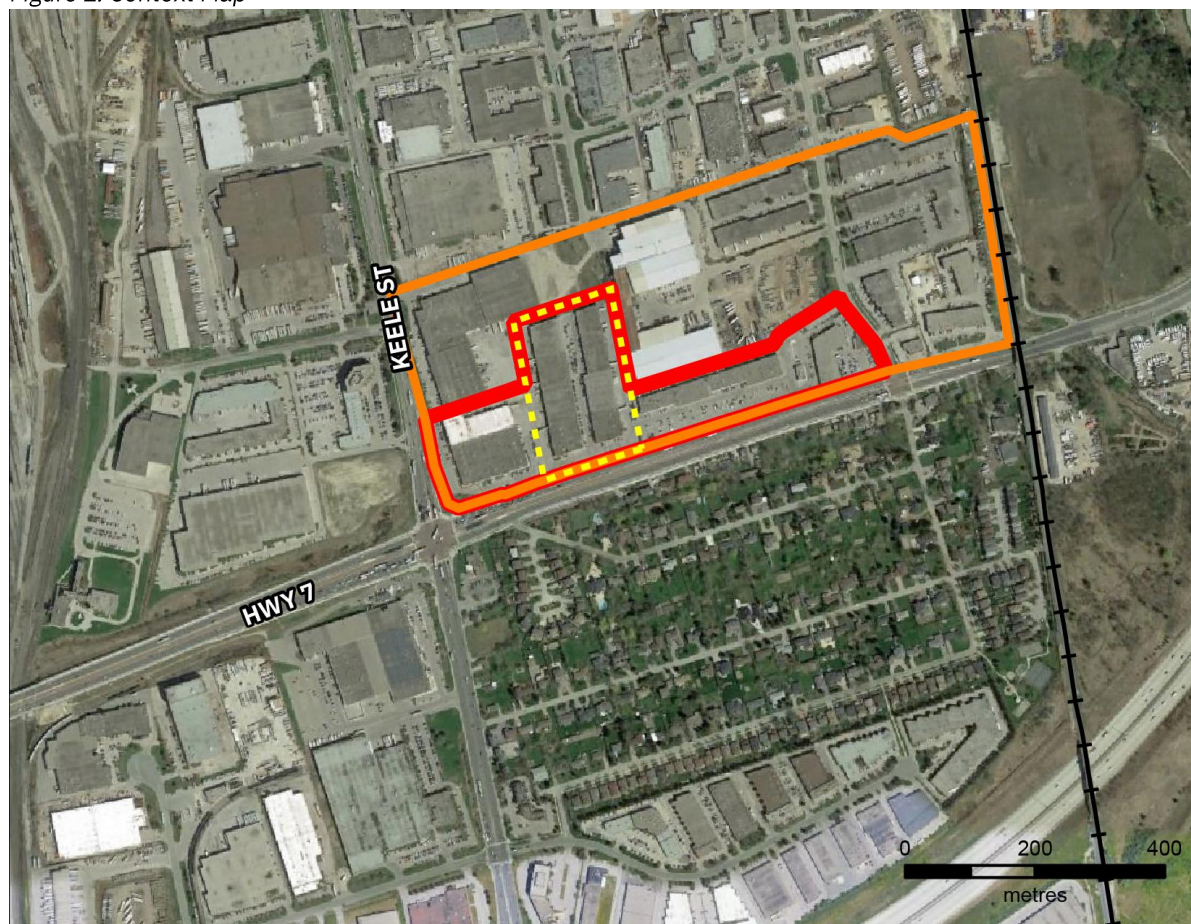
List of Figures



Figure 1: Context Map	5
Figure 2: Location of Block Plan Lands and Subject Site	7
Figure 3 Preliminary Concept Plan.....	9
Figure 4: Location of the Subject Site in Relation to the Region's Proposed Keele BRT Station	12

Executive Summary

The Block Plan Lands are located along the north side of Highway 7 between Keele Street and the rail corridor to the east, as shown in the figure below. This area is currently developed for low density employment and commercial uses as part of the Keele Employment Area in the City of Vaughan. Within the Block Plan Lands is a property, municipally known as 2160 and 2180 Highway 7, which is owned by Bracor Limited (herein referred to as the 'Subject Site'). This area provides a strategic opportunity to achieve high density development, provide affordable housing units (housing that is affordable to the average family income level, which is consistent with the Provincial Policy Statement) and community uses. Affordable as per the Provincial Policy Statement housing means for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for low and moderate income households; or housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.

Figure 1: Context Map



-  Block Plan Lands
-  Regional Corridor/MTSA
-  Subject Site

Redevelopment of this area is critical to provide transit supportive development on the Highway 7 priority

transit corridor between the Keele/Highway 7 Major Transit Station Area (MTSA) on the west and a future GO station to the east. Highway 7 has seen significant investment in higher-order transit, which currently operates in the area and remains underutilized; maximizing the amount of people and jobs in this portion of Highway 7 is good planning and will allow future residents and employees to make use of existing and planned transit infrastructure. Options for transit include the Keele/Highway 7 MTSA on the Highway 7 BRT Rapidway (two stops from the Vaughan Metropolitan Centre subway station, York Region Bus Transit stop at Bowes Road and Highway 7, and a future GO station on the rail corridor immediately east of Bowes Road. The proposed zoning of the Subject Site allows for high-density mixed-use development that will provide significant economic opportunities and benefits to the immediate and surrounding area adjacent to Highway 7.

In *A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019* (“the Growth Plan”), MTSA’s are to be delineated in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. The Keele/Highway 7 MTSA is estimated as being developed at a density of 45 people and jobs per hectare (which falls below the Province’s 50 people and jobs per hectare required to support basic bus service.). The Regional Corridor / MTSA Lands are located within the eastern portion of the draft MTSA being considered by York Region. These properties represent the best and most direct opportunity for redevelopment in the MTSA to immediately deliver new housing and jobs in an area. The redevelopment would also maximize potential transit users, realize transit supportive development, and capitalize on leverage the Provincial investment in transit.

Vaughan City Council believes that this area is an important node along the Highway 7 Corridor to support the major transit infrastructure. Council recently supported the employment conversion request for the Regional Corridor / MTSA Lands and the properties at the southeast corner of Keele Street and Highway 7 at its meeting on May 20, 2020.

Beyond its proximity to Keele Street and Highway 7, the Regional Corridor / MTSA and Block Plan Lands can be developed in the context of realizing a new mixed-use community. The conceptual plan for the Regional Corridor / MTSA for the area envisions a contiguous mixed-use development from Keele Street, east to the rail line, generally establishing a redevelopment of the Highway 7 Corridor for the lands designated Employment Commercial Mixed-Use in the Vaughan Official Plan. The corridor can be redeveloped as a mixed-use community without compromising the viability and function of the Employment Area to the north, which is separated from the Highway 7 corridor by a minor watercourse and environmental area north of the subject lands. Additionally, a mixed-use high-density development with new residential and community uses, will benefit the existing single detached neighbourhood south of Highway 7 and is more compatible than the existing low density employment/commercial uses.

The Subject Site is a prime opportunity through its redevelopment to provide a significant supply of housing of high density apartments, of which a minimum of 10% will be affordable housing units, along with providing the appropriate mix of jobs, local services, retail and public service facilities.

The Regional Municipality of York has been planning for MTSA’s and delineated 18 MTSA’s within the City of Vaughan. A draft boundary included the Subject Site since early 2019. Given the lengthy and complicated process required to complete the ongoing Municipal Comprehensive Review and implement this review through the City’s Official Plan, it is likely that the site may not be able to redevelop and provide housing until 2024 or later. Immediate zoning of the site for high density mixed use would provide an opportunity to deliver transit supportive development to the site and provide the City with much needed housing supply. It is our understanding that the owner, following a successful rezoning, will submit a site

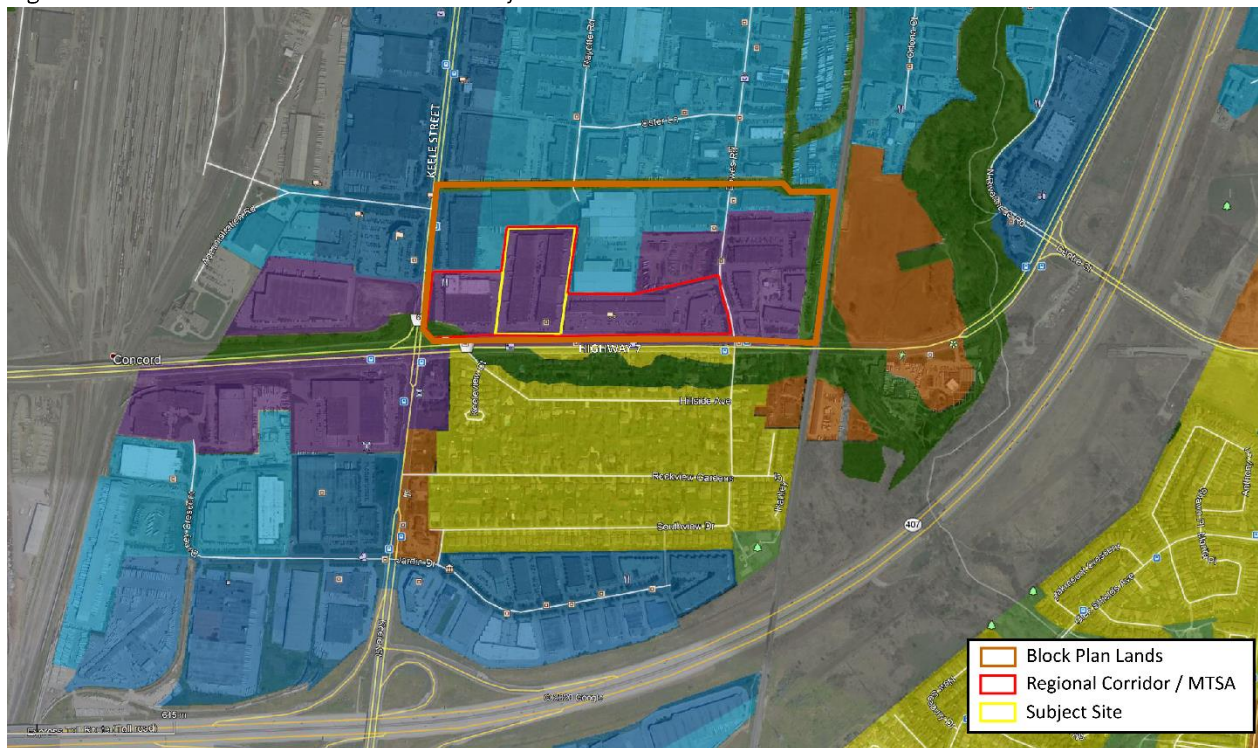
plan application immediately. It is our opinion that the Subject Site should be zoned for high density mixed-use to enable development planning to proceed as soon as possible. This will expedite the delivery of transit-supportive development and housing, including affordable housing and improve the existing community in this strategic growth area.

Introduction

1.1 Subject Site and Surrounding Area

The Subject Site known as 2160 and 2180 Highway 7, is located within the Regional Corridor / MTSA Lands and is comprised of one parcel totalling approximately 3.9 hectares. The Regional Corridor / MTSA Lands are located at the northeast corner of Highway 7 and Keele Street and are comprised of four parcels totalling approximately 10.6 hectares (*Figure 1*). The Block Plan Lands are bounded by Keele Street, Highway 7, the railway line to the east and the minor watercourse to the north.

Figure 2: Location of Block Plan Lands and Subject Site



1.2 Site Attributes and Surrounding Uses

The Block Plan Lands are designated Employment Commercial Mixed-Use and General Employment in the Vaughan Official Plan, and generally include the lands north of the Highway 7 Corridor between Keele Street and Bowes Road. The Subject Site contain existing employment and commercial users in two single storey buildings.

The Subject Site have no environmental significance and does not contain any Areas of Natural and Scientific Interest, Provincially Significant Wetlands, Provincially Significant Woodlands, or any other natural heritage features. The lands are designated within an Area of Employment (Keele Employment Park).

Located immediately south of the Block Plan Lands is a low-density residential subdivision. Employment and commercial uses currently occupy buildings to the north, west and east of the property. A linear watercourse/environmental area runs parallel to Highway 7 from Keele Street to the rail corridor immediately north of the Subject Site, which generally provides a natural limit between the Highway 7 corridor and the Keele Employment Park to the north.

The Block Plan Lands are logically separated by the surrounding employment uses by the major arterial roads (Highway 7 and Keele Street) and the minor watercourse to the north and provide a logical continuation of the proposed mixed use community east of the rail line. Furthermore, the CN MacMillan Yard is located over a kilometre west of the Subject Site and poses no compatibility issues with the potential future development of the site as a high-density mixed-use development, which will be planned in the context of two MTSA's.

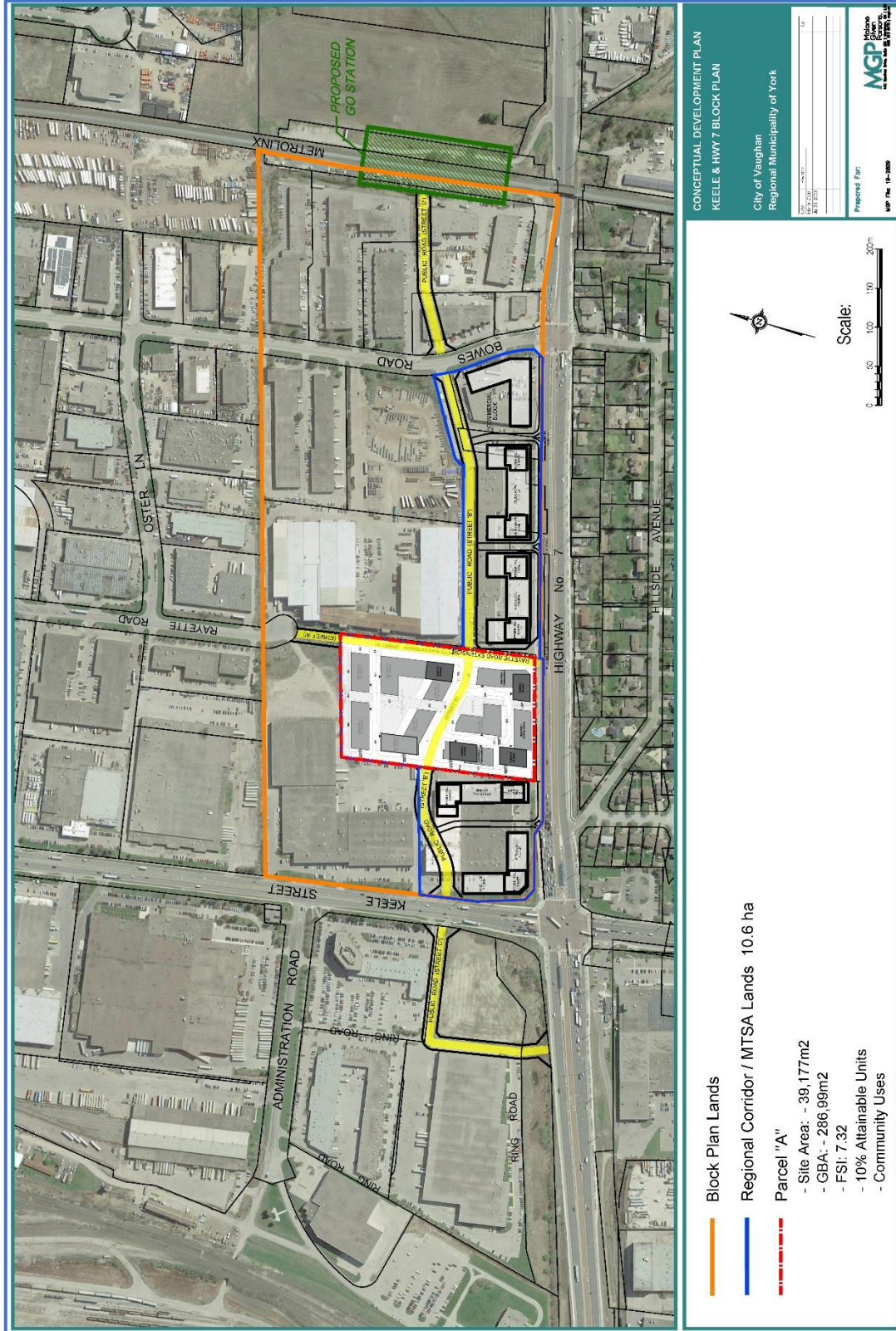
1.3 Conceptual Development Plan

A preliminary concept plan has been prepared by Malone Given Parsons Ltd. (*Figure 3*). The Subject Site is envisioned to develop as part of the overall redevelopment and intensification of the north Highway 7 corridor, where the Regional Corridor / MTSA Lands (and the larger Block Plan lands) can provide a connected mixed-use community between Keele Street and Bowes Road. Key elements of the redevelopment plan include:

- 1) The Regional Corridor / MTSA Lands total approximately 10.6 hectares. It is estimated that an overall density of 7 Floor Space Index (FSI) would yield approximately 7.5 million square feet of building space with a potential total to accommodate 8,600 residential units, 15,000 people and significant building area for office, retail, and community uses. A minimum of 10% of all residential units will be delivered as affordable as a requirement for redevelopment. A mixed-use commercial/office development is envisioned at the corner of Keele Street and Highway 7, and commercial and employment uses on Bowes Road provide appropriate uses compatible with the existing uses on Bowes Road.
- 2) The Subject Site has the ability to provide approximately 2.7 million square feet of development. It is anticipated that 150,000 square feet would be reserved for community uses, commercial and parking in the podiums, and approximately 3,600 units and approximately 6,000 people within walking distance of the Keele Street and Highway 7 MTSA. A minimum of 10% of the units would be committed to be affordable housing. This is a significant contribution to the mix and range of housing at a transit supportive density, including the delivery of affordable housing for the City and Region's supply.

The conceptual development plan illustrates how the Subject Site can be redeveloped today, while preserving the opportunity for a larger redevelopment concept along the north portion of the Highway 7 corridor.

Figure 3 Preliminary Concept Plan



1.4 A Strategic Location for Transit Oriented Development

In *A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019* (“the Growth Plan”), MTSA’s are to be delineated in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. The Keele/Highway 7 MTSA is estimated as being developed at a density of 45 people and jobs per hectare (which falls below the Province’s 50 people and jobs per hectare required to support basic bus service.) The Regional Corridor / MTSA Lands are at the eastern most portion of the draft MTSA being considered by York Region, where these properties represents the best and most immediate opportunity for redevelopment in the MTSA to immediately deliver new housing and jobs in an area that should maximize the potential transit users, realize transit supportive development and leverage the Provincial investment in transit. Vaughan Council agrees this area is an important node to support the major transit infrastructure and recently supported the employment conversion for the Regional Corridor / MTSA Lands and the properties at the southeast corner of Keele Street and Highway 7 at its meeting on May 20, 2020.

Beyond its proximity to Keele Street and Highway 7, the Subject Site can be developed in the context of the Regional Corridor / MTSA and Block Plan Lands to realize a new mixed-use community in the area. A conceptual Block Plan for the Regional Corridor / MTSA area illustrates a conceptual block plan that envisions a contiguous mixed use development from Keele Street East to the rail line, generally establishing a redevelopment of the Highway 7 Corridor for the lands designated Employment Commercial Mixed-Use in the Vaughan Official Plan. The corridor can be redeveloped as a mixed use community without compromising the viability and function of the Employment Area to the north, which is separated from the Highway 7 corridor by a minor watercourse and environmental area on the northern boundary of the Block Plan Lands. Moreover, a mixed-use development with new residential and community uses will benefit the existing single detached neighbourhood south of Highway 7 and is more compatible than the existing low-density employment commercial uses.

The Subject Site is a prime opportunity to provide high-density residential apartments, a minimum 10% of which will be affordable units, along with retail and community serving uses. The Region has been planning for MTSA’s and delineated a draft boundary which included the Subject Site in 2019. Given the lengthy and complicated process required to complete the ongoing Municipal Comprehensive Review and implement the review through the City of Vaughan’s Official Plan, it is likely that the site may not be able to redevelop and provide the proposed housing until 2024 or later. Immediate zoning of the site for high density mixed use would provide an opportunity to deliver transit supportive development on the site and provide the City with much needed housing stock in the near future. It is our understanding that the owner immediately after a successful rezoning, the owner will submit a site plan application, which will help meet this objective. It is our opinion that the Subject Site should be zoned for high density mixed-use development to enable development planning to proceed as soon as possible. This will accelerate the delivery of transit-supportive development and housing, including affordable housing in for this strategic growth area by years.

1.5 Building a Complete Community

The Provincial Policy Statement 2020 and Growth Plan both emphasize the need to manage and direct land uses to achieve efficient and resilient development and land use patterns. Healthy, liveable, safe and complete communities are built by promoting efficient development and land use patterns, accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, multi-unit housing, affordable housing and housing for older persons) employment (including industrial and commercial), institutional (including places of worship, cemeteries, long term-care homes), recreation, parks, open space, and other uses to meet long-term needs and promoting the integration of land use planning, growth

management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

Redevelopment of the Subject Site minimizes land consumption and servicing costs by making efficient use of underutilized land in an area where roads, sanitary and municipal infrastructure exist. The development achieves a cost-effective development pattern by proposing development at a density that efficiently uses the land, services, and surrounding facilities. The development efficiently uses land in an urbanized area reducing the need for future settlement area expansions and proposes a variety of land uses that will help contribute towards a complete community.

1.6 Appropriate Range and Mix of Land Uses

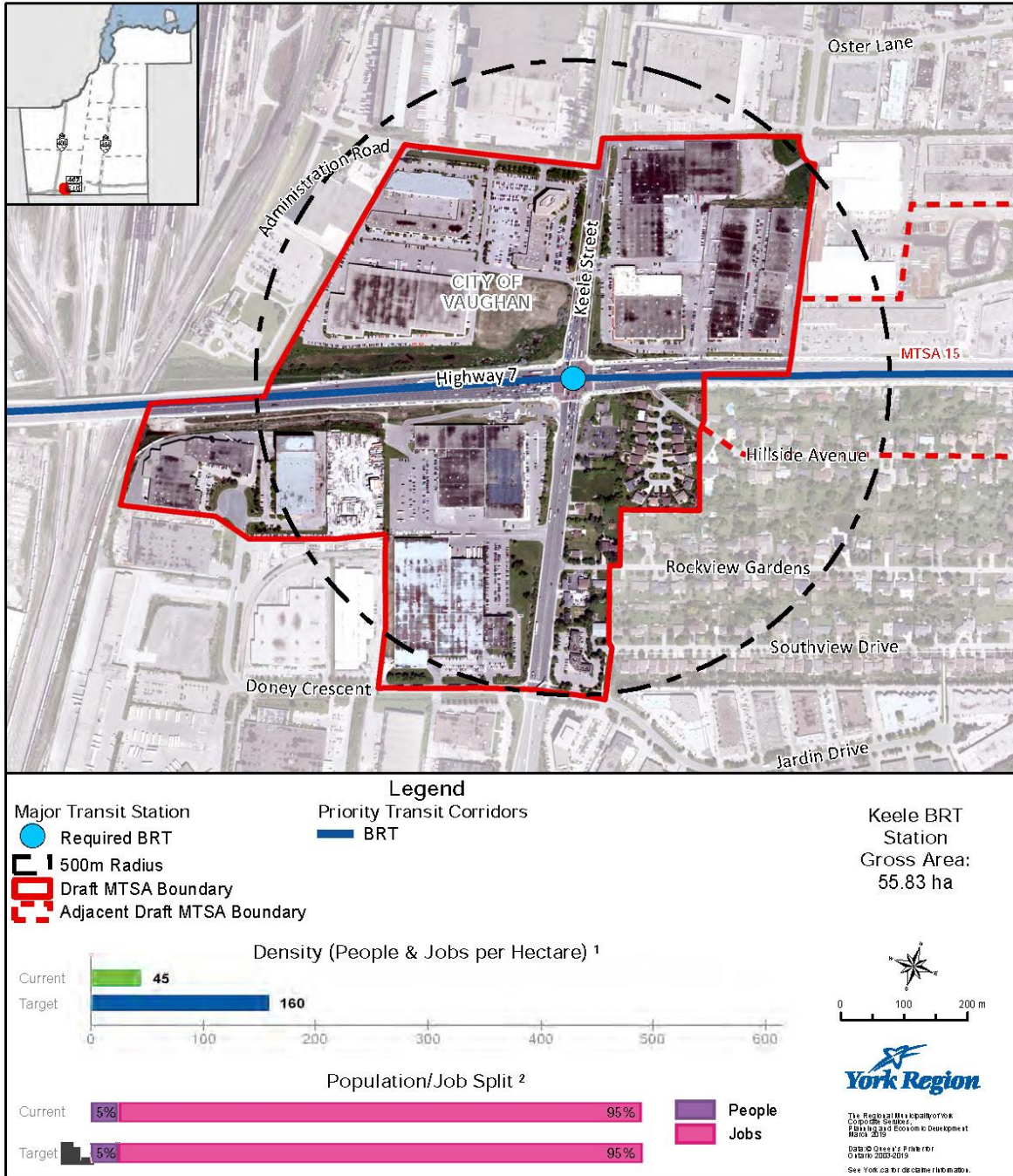
The proposed conceptual development will provide a range of housing types and land uses into the community including affordable housing units that will add to the City and Region's affordable housing stock. It efficiently uses the lands by contemplating the future redevelopment of underutilized lands within the built-up area that is now anticipated for higher density development. This will aid in completing this pocket of the intersection and will provide an immediate and diversified boost to the housing supply in this area of the City of Vaughan where higher order transit investments can be optimized and leveraged. As a result, this will add to the range of housing options available while delivering a compact form of development in the community.

Figure 4: Location of the Subject Site in Relation to the Region's Proposed Keele BRT Station

MTSA 14

Keele BRT Station

On Highway 7 BRT Corridor
Along Highway 7 at Keele Street, Vaughan



¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

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