

## Written Submission to Committee of the Whole (Public Meeting), January 19, 2021, Item 5 – 7080 Yonge Limited

Respectfully submitted by Jordan Max, President of the Springfarm Ratepayers Association

### 1. Introduction

The Springfarm Ratepayers Association (SFRA), has been formally registered with the City since 2016. Our boundaries in Ward 5 are from Yonge to Bathurst, and Steeles to Centre, and includes the proposed redevelopment site. The SFRA is not against redevelopment *per se*. We accept redevelopments that are within the established planning parameters set by the City, and that respect their local context.

We appeared before Council last July in response to the two redevelopment proposals for 100 and 180 Steeles Avenue West. This submission is about Chestnut Hill's proposal for 7080 Yonge Street, with two high-rise residential towers, one 20 storeys and the other 40 storeys on top of a 2-storey podium. However, there are many similarities.

### 2. Positive Aspects

On the positive side, Chestnut Hill wisely realized that they will need to build the Royal Palm extension from Yonge Street westward to service their property on the south side. This is in contrast to the 180 and 100 Steeles West proposals, which will only build the Royal Palm extension after they complete their projects.

Secondly, the owner has provided a Tertiary Concept Plan that conforms somewhat to the Secondary Plan and anticipates developments to the north of their property, and which intends to close off Crestwood Road to Yonge. In its response to SFRA's question, the agent described the Tertiary Plan as follows:

"The Tertiary Plan is a request of the City of Vaughan for a Complete Application. The Tertiary Plan is an expression of possible development on adjacent lots and to demonstrate how the proposed development fits within the context of the secondary plan area. The tertiary plan does not provide a proposal for development on adjacent lands, and merely just provides a possible development scenario based on the YSCSP policies. The proposed road network on the tertiary plan is based on the Council Endorsed YSCSP schedules, and for which portions of are under appeal, as noted on the plan."

We note that Chestnut Hill is the only one of the five development proposals to have included a Tertiary Plan, and for this they should be acknowledged.

So, it would appear that in some ways the proposal supports the Secondary Plan as a concept, while at the same time saying that it is not yet in effect while under appeal to LPAT.

Thirdly, the agent (Weston Consulting, along with Kirkor Architects) met with the SFRA in late November 2020 to answer questions before they submitted their proposal to the City. However, they made no changes based on those questions and feedback we gave them.

### 3. Common Concerns

Figure 1 below, extracted from Humboldt Properties' Urban Design Brief, illustrates the combined

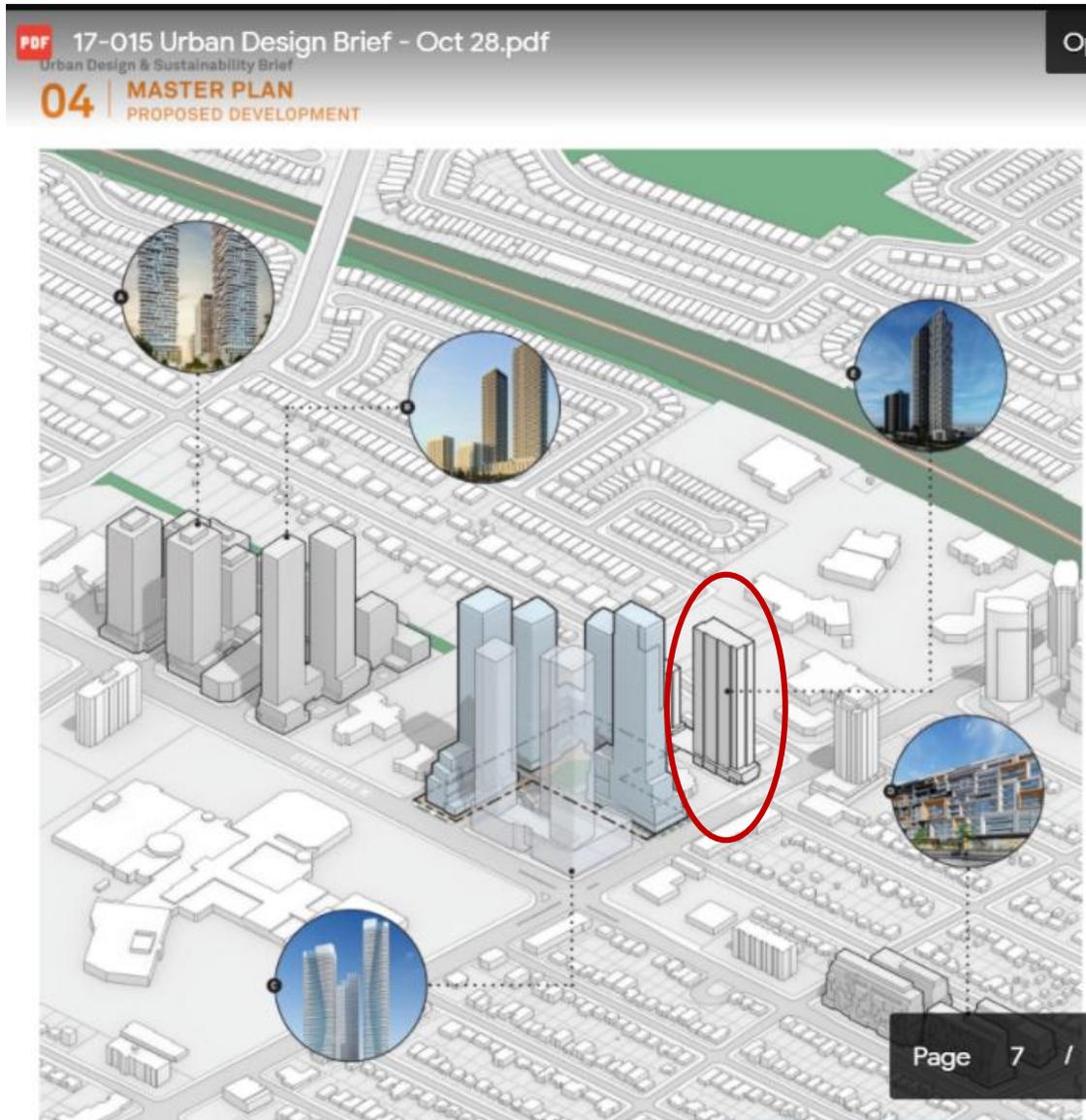


Figure 1- Architect's rendering of proposed redevelopments at Yonge & Steele (source Humboldt Properties)

development proposals submitted to the City. There is now a total of **19 buildings** proposed for the west side of Yonge Street and north side of Steeles Avenue West. The schematic inside the highlighted oval is 7080 Yonge Street.

These development proposals remind us of the movie "Field of Dreams" – the developers assume that "if you build it, they will come". In other words, if you put up lots of these high-rise residential buildings even in an area with little in the way of community services, cultural entertainment, recreation facilities, or any of the amenities available in downtown Toronto, people will magically be attracted.

For example, on page 8 of the submitted Planning Justification report, it says:

“ Increasing densities through a predominantly mid-rise to high-rise built form are emerging in the Yonge and Steeles area given anticipated transit improvements. **The area is a hub for the surrounding communities and a destination for entertainment, leisure and employment, as well as community services such as schools, places of worship and other facilities. (our emphasis)”**

This is a false and misleading statement. Yonge and Steeles as it currently exists, is not the Vaughan Metropolitan Centre, nor downtown Toronto or even North York Centre. **It is not a hub for anything. It is a crowded intersection across the street from a mid-regional mall.** There is only one place of worship within 500 metres, there is no proximate entertainment or leisure, and employment is limited to Centerpoint Mall across the street and the shops and restaurants in strip mall plazas along Steeles that will be displaced by the proposed developments at 2, 72, 100, and 180 Steeles Avenue West. There is no current office space within a radius of 1 kilometer. The closest live theatres are the Ford Centre at North York Centre subway station, the Vaughan City Playhouse on Bathurst at Atkinson, or the Richmond Hill Performing Arts Centre. The nearest Markham elementary school is 1.3 km away, and the closest in Vaughan is 1.7km away. The nearest recreation centre accessible to Vaughan residents is Garnet Williams Community Centre, 2.1 km away.

There are a lot of factors that go into the creation of public and private entertainment and leisure amenities. Given the costs for scarce public dollars and private fundraising, the sudden densification of an area is not sufficient by itself to attract new entertainment and leisure venues. Moreover, the size and volume of proposed redevelopments in this area would crowd out any large public space to build a facility such as live theatre.

Realistically, the only way for adding the desperately needed cultural, recreational, and employment facilities, is if they are purpose built into the proposed developments. Yet, none of the five proposals for this area include any such facilities. Sure, they will contribute cash-in-lieu, or it will be “subject to negotiations” with the City. What we will have instead is a vertical bedroom community, with all of the commuting traffic heading south on the subway. Nothing coming into this area.

Expecting that 60% of residents will regularly use a designated bike parking space is also fantasy, since there are no bike paths in the area and no designated bike lanes planned for either Yonge Street or Steeles Avenue. This developer is only providing 35% of the by-law-required number of parking spaces for the buildings’ residents, assuming that residents will primarily take TTC or YRT for their employment, shopping or recreational needs. There is no parking allocation for the limited commercial/retail uses.

Last July, we raised serious concerns with the 100 and 180 Steeles Ave West proposals:

- too many buildings;
- unsubstantiated precedents from the Vaughan Metropolitan Centre;
- too much land coverage;
- double the allowable height and density;
- flawed and inaccurate transportation and community services and facilities studies;
- no provision for public green space;
- too much shadowing from excessive buildings, height and massing;
- virtually non-existent commercial space;
- reduced underground parking;

- lack of affordable housing;
- exceeding the 45-degree angular plane;
- no provision for on-site community services and facilities to address both existing and new residents;
- delaying the Royal Palm extension until the end of construction; and
- no integration with adjacent sites or the existing residential neighbourhood to the north.

Unfortunately, this proposal contains most of these same flaws, and adds a few more of its own, which we will elaborate on below.

#### **4. Unique Concerns**

##### ***Status of the Secondary Plan- In Effect or Not?***

The Yonge-Steeles Corridor Secondary Plan was approved by Council in September 2010 and by York Region in January 2016. The Plan recognized Yonge and Steeles for reasonable intensification but respected the existing residential community to the north. It factored in a future TTC subway station at Yonge & Steeles. It features a linear park as a green space buffer, east-west internal roads north of Steeles, and Royal Palm Drive extended from Hilda to Yonge. It meets all Provincial, Regional and Municipal policies.

Figure 2 shows the maximum height of 30 storeys for high-rise mixed residential use at the northwest corner of Yonge and Steeles (shaded red), tapering west down to 22 storeys), with densities from 5.0 to 3.5 respectively, and a 5-storey mid-rise residential density of 1.5 (shaded orange).

The Secondary Plan (section 8.9) also contained special site-specific provisions for 7080 Yonge, noted in the dashed line in Figure 2. They were approved in 2016 and have not been appealed to LPAT, so they are fully in effect and binding. Since the allowed FSI is 6.0, it would indicate that section 3.6.11, designating the site as an “Office Priority Area” would also apply.

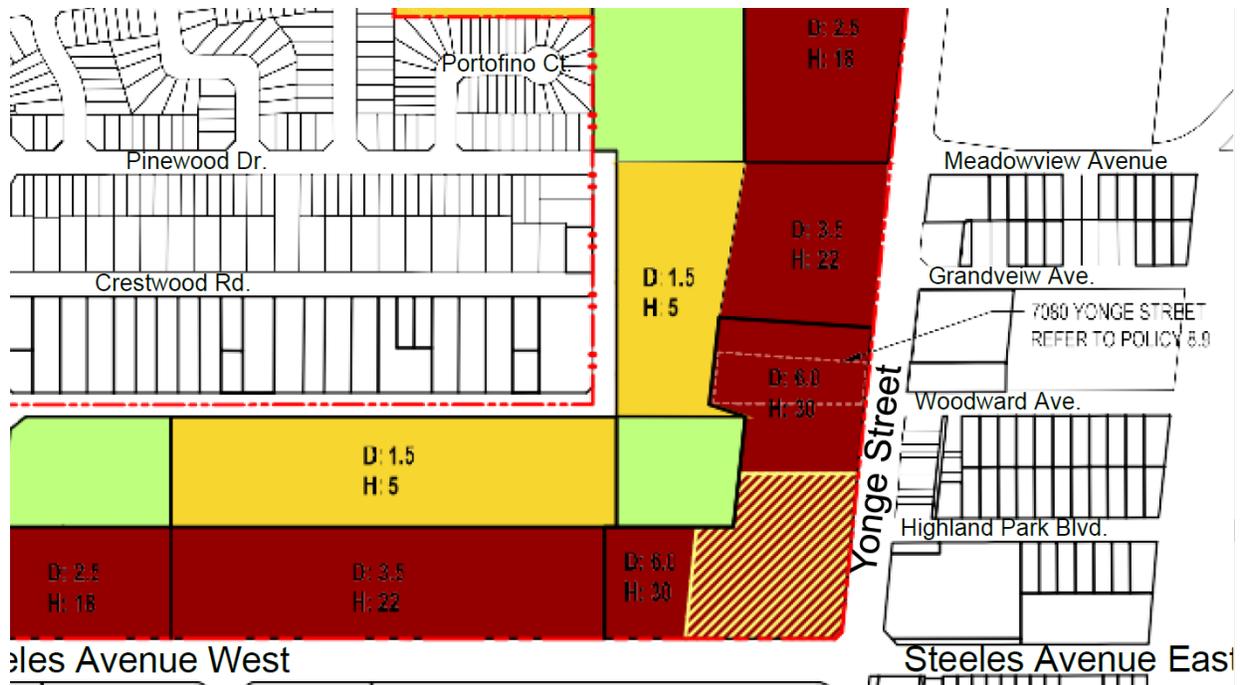


Figure 2- close up Secondary Plan Schedule 2 (7080 Yonge marked in dashed line)

With respect to density, sections 3.3 and 3.6.11 of the 2010 Secondary Plan included the following:

**“3.3 Density**

Notwithstanding Section 9.2.1.5 of the Official Plan, the maximum density limits in the Secondary Plan Area shall not exceed the FSI indicated by the number following the letter D, as shown on Schedule 2.

**In the area where the maximum FSI is shown as 6.0, any development in excess of an FSI of 4.5 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related and office uses as prescribed in Policy 3.6.11 “Office Priority Area.” (our emphasis)**

In the area where the FSI is shown as 3.5, any development in excess of a FSI of 3.0 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related.”

....

**“3.6.11 Office Priority Area**

Within the area shown as “Office Priority Area” on Schedule 2 (South) Land Use, Height & Density, the following policies shall apply:

- i. The lands within the Office Priority Area, shown on Schedule 2 (South) shall be the subject of a comprehensive Development Plan, as set out in Policy 8.5;
- ii. The maximum Floor Space Index and Building Height shall be 6.0 and 30 storeys respectively, as shown on Schedule 2 (South);
- iii. **In accordance with Policy 3.3 the maximum FSI shall be 6.0 and any development in excess of 4.5 FSI shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related;**

**iv. A minimum of 50 percent of the gross floor area devoted to Non-Residential Uses shall be located in a high-rise or mid-rise building, devoted exclusively to office uses;**

v. Such office building shall be located and designed in accordance with the following criteria:

- a. It will provide a high-profile massing and architectural presence at the intersection of Yonge Street and Steeles Avenue as the primary non-residential focus of a mixed-use development;
- b. The design of the building will provide for a direct connection to the planned Steeles Avenue Subway/Bus Station;
- c. The nature of the integration of the office building component into the mixed use development will be confirmed through the Development Plan and implementing development review process. Such consideration will include the accommodation of required parking, the potential for a "PATH" system, the integration of retail uses and the provision of secondary accesses to the residential and non-residential (podium) uses.

vi. Should the office building, including its portion of any podium structure, provide the gross floor area equivalent of 1.0 FSI, based on the approved Development Plan and implementing development application, then the maximum building height within the area of such Development Plan, may be increased from 30 stories to 35 stories. Such increase will be reflected in the implementing zoning by-law; and agreement under Section 37 of the Planning Act as may be required by the City."

#### **"8.9 Special Provisions for 7080 Yonge Street**

a) Notwithstanding the policies in Section 3.3 Density of this Secondary Plan, any development in excess of an FSI of 4.5 the minimum amount of non-residential floor space required shall be equivalent of a minimum 0.3 FSI; and

b) Notwithstanding the policies in Section 5.10.i. Local Streets Strata Parking of this Secondary Plan any development on the lands Municipally known as 7080 Yonge Street related to strata parking request shall be in a form of a Mixed-Use building that contains non-residential uses to be served by the strata parking and which achieves the objective of a signalized intersection and public roadway at this location. The development proposal shall be accompanied by a development plan with technical studies justifying the need for strata parking to the satisfaction of the City."

The proposal draws inspiration from the Yonge Steeles Corridor Secondary Plan, but at the same time notes that the Secondary Plan is not yet in effect due to an outstanding LPAT appeal by most of the landowners in the area (including Chestnut Hill as a successor to the previous site owner). However, despite recognizing the Plan, the developer's reports have not provided any quantitative proof that 30 storeys and 6.0 density cannot meet local and regional planning objectives.

So, we have a situation where the general Secondary Plan, which allows for a site-specific height of 30 storeys and density of 6.0 FSI, is not yet in effect, except for this site. Which means that the prior Plan, Official Plan Amendment 210 (Thornhill Vaughan Community Plan)("OPA 210") prevails for the rest, including lands to the west that are designated in the Secondary Plan as "mid-rise". In OPA 210, the Subject Lands are designated C1, "General Commercial Area", which permits the existing commercial uses to continue and a car dealership with surface parking. The proposed development for 20 to 40-storeys mixed-use apartment buildings with a density of 13.5 FSI does not conform to the "General Commercial Area" policies of the OPA 210. However, the developer still claims the Secondary Plan's validity for certain purposes (pocketing the allowable height and density and asking for more). The

developer has requested rezoning from C1 to RA3 (High-rise apartment), which has a height limit of a 44 metres, but then requests an amendment to increase heights to 72 (20 storeys) and 130 metres (40 storeys).

Similarly, the developer cites the Mid-rise portion (5 storeys, 1.5 FSI) to the immediate west of the site according to the Secondary Plan for the purposes of starting the 45-degree angular plane from the future extension of Powell Road. He has not included the mid-rise parcel in his proposal. Moreover, those mid-rise lands are in the part of the Secondary Plan that are not in effect while under appeal. Yet, when it comes to respecting the 10+ metre-wide “Publicly Accessible Green Space” at the western end of the site, the developer ignores that and builds over it.

Simply put, the developer cannot have it both ways, using the Secondary Plan when it suits their proposal, yet at the same saying the Secondary Plan is not yet in effect or applicable.

As the Secondary Plan has been under appeal since 2010, and is currently in multi-party mediation, it is critical that this proposal not be approved until the Secondary Plan’s appeal is resolved and clear indications of use, height, and density are given for the entire area to ensure consistency of application and good neighbourhood-wide planning. **It is unworkable and bad planning to proceed with approvals with one portion of the Secondary Plan in effect while other adjacent properties are not in effect.**

### ***Location***

For starters, there is an existing Petro Canada gas station to the immediate north of the site. We would need prior assurances from Vaughan Fire Services that in the unfortunate event of an explosion, the new high-rise buildings would not be endangered. This has not been ascertained up front but is awaiting VFS comment as part of the development review process. Given its potential to negate the entire development, it is surprising to us that this prior safety check has not been done.

The current site is an overflow parking lot for the Acura dealership, and we wonder with this removed, what plans Acura has to accept and store its car deliveries. Will this increase truck trailer traffic to the neighbourhood, one that already is over-serviced with 15 car dealerships? Will they access it from Yonge Street or Royal Palm from Yonge Street? Again, the submitted documents do not provide an answer.

### ***Mislocation of the 45-Degree Angular Plane***

The architectural drawings do not illustrate the 45-degree angular plane from the rear property line required in the City’s Design Review Guidelines (see Figure 3) to transition to the residential neighbourhood to the west.

Section 5.3.6 of the Design Review Guidelines reads as follows

- c. Where a rear yard transition to a Low-Rise property exists, High-Rise, Mid-Rise and Low Rise buildings should provide the following transitions:
  - High-Rise buildings should be set back a minimum of 7.5 metres from the rear property should be contained within a 45 degree angular plane from the rear property line. Above the twelfth storey, an angular plane is not required.

- Mid-Rise and Low-Rise buildings should be set back a minimum of 7.5 metres from the rear property line and should be contained within a 45 degree angular plane from the rear property line.

d. Where a rear yard transition to a Low-Rise residential neighbourhood exists, new High-Rise or Mid-Rise building sites are encouraged to create a transition that incorporates townhouse units between the new building and the existing neighbourhood.

Since the Guidelines' Glossary, page 211 defines "mid-rise" as

"...buildings between six and twelve storeys in height. These buildings help provide access to sunlight for pedestrians and trees at the street level, and the density of Mid-Rise neighbourhoods help support small retail, active transportation and active public spaces"

and the smaller tower is 20 storeys, both towers are therefore high-rise. Therefore, we submit that there must be a 7.5m setback to the property line, as illustrated in Figure 3. (The Zoning By-Law amendment proposal requests only a 1.55m setback, which is clearly insufficient for a number of reasons which we will explain.)

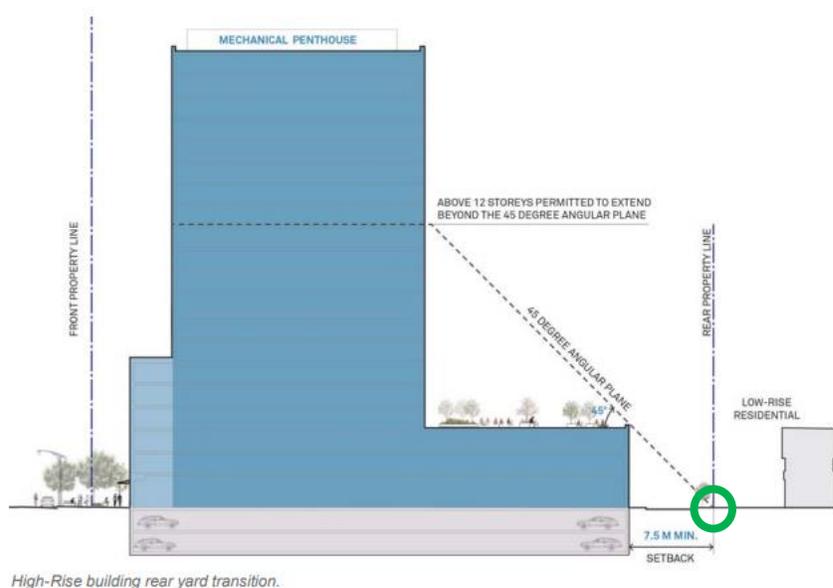


Figure 3 – Vaughan Urban Design Guide – Standard 5.3.6 (page 134)

However, an illustration subsequently provided directly to SFRA by the agent (see Figure 8 below) indicates that the 45-degree angular plane starts at the eastern side of the southern extension of Powell Road, 75 metres to the west (red oval). The problem with that is that there are four properties between Powell and the western boundary of the site, and they have not been purchased by Chestnut Hill to be added to the site, thus in reality the 45-degree angle would start at the western boundary of the site, (our dashed parallel red line) which would intersect the first building at 1 storey and the second at about 18 storeys. Moreover, if the developer followed the Secondary Plan for publicly accessible green space (10m), [see next section], the property line would be 10 metres further to the east, which would further reduce the height intersect of the second building.

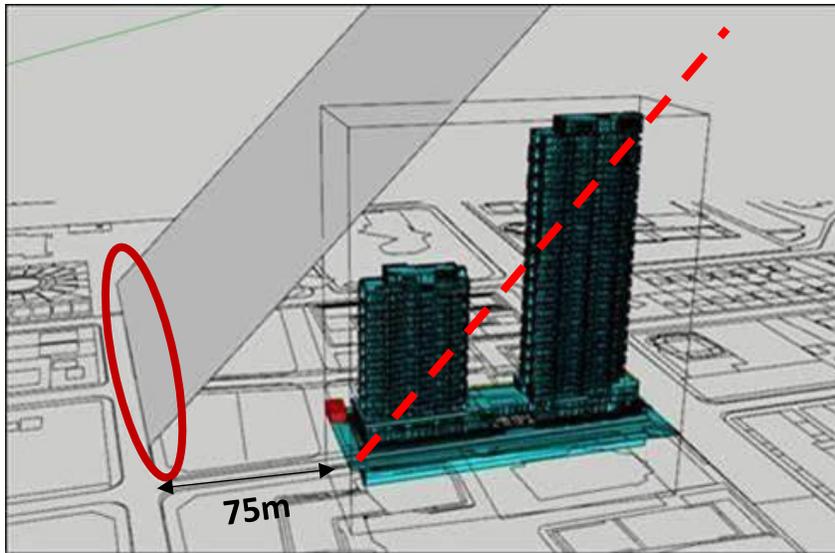


Figure 4 – 45-degree angular plane projection (supplied by the Agent) and SFRA projection (red dashed line)

The developer claims that the area between the southern extension of Powell Road and their site is designated in the Secondary Plan for mid-rise development and that therefore the 45-degree angular plane should start at Powell Road. There are two problems with that; first, this proposal does not include the four properties between itself and the future Powell. Secondly, the developer cites the validity of the Secondary Plan when it is convenient for him, but at the same time he notes that the Secondary Plan is not yet in effect. **The developer can't have it both ways.** If he wants to use Powell Road as his property line, then he needs to buy the four properties to the west, expand his site, and redevelop them as mid-rise buildings. He has not done that. He cannot justify the building heights using the 45-degree angular plane on the basis of another development that has yet to materialize. Furthermore, if he respects the Secondary Plan, he should also not encroach on the designated green park space for starters. We have no guarantees about the future redevelopment of the four properties between this site and Powell Road, so Council can only deal with what is in this site proposal.

### ***No transition to existing adjacent neighbourhood***

The proposal frequently refers to there being a “smooth transition” from the 20-storey tower to the western-facing residential neighbourhood, however at the narrowest point, they requested an amendment to the Zoning By-Law for RA3 for setbacks of 1.55m from the westernmost property line, 0.75m on the Yonge side, 1.0m on the Royal Palm side, and 0 metres on the North side). Actual setbacks range from 0 to 4.84m, well below the required 7.5m.

The transition is nonexistent; it is abrupt. **In fact, it actually builds over a 10m wide segment of land designated in the Secondary Plan for a “publicly accessible open space” linear park.** (see Figures 5, 6 and 7 below, inside the blue oval) The Planning Justification Report is silent on this major detail, and does not draw attention to it, let alone attempt to justify it. The intrusion to the green space park only shows up in Figure 5 of the Urban Design Brief, but again there is no textual reference to it there either. There is no green buffer between the houses to the west and the proposed 20-storey building, and most of the green space is private green roof on the podium for the exclusive use of the buildings’ residents.

By its own admission, the proposal only meets 40 and 44 percent of the Sustainability target metrics for the site and community respectively.

The lack of separation between the property and the adjacent neighbours is quite acute, as noted in V. Manoharan’s submission (see Communications C-9). He rightly notes that he will have a 20-storey building within only a few metres from his property line, with diminished privacy on the entire eastern and southern sides of his house. In his submission, he refers to an agreement between himself and Acura of North Toronto to provide a 21-foot (~6.4m) treed buffer at the western edge of the overflow parking lot. When Chestnut Hill acquired Acura’s overflow parking lot property, it became the successor to that agreement, which it must honour.

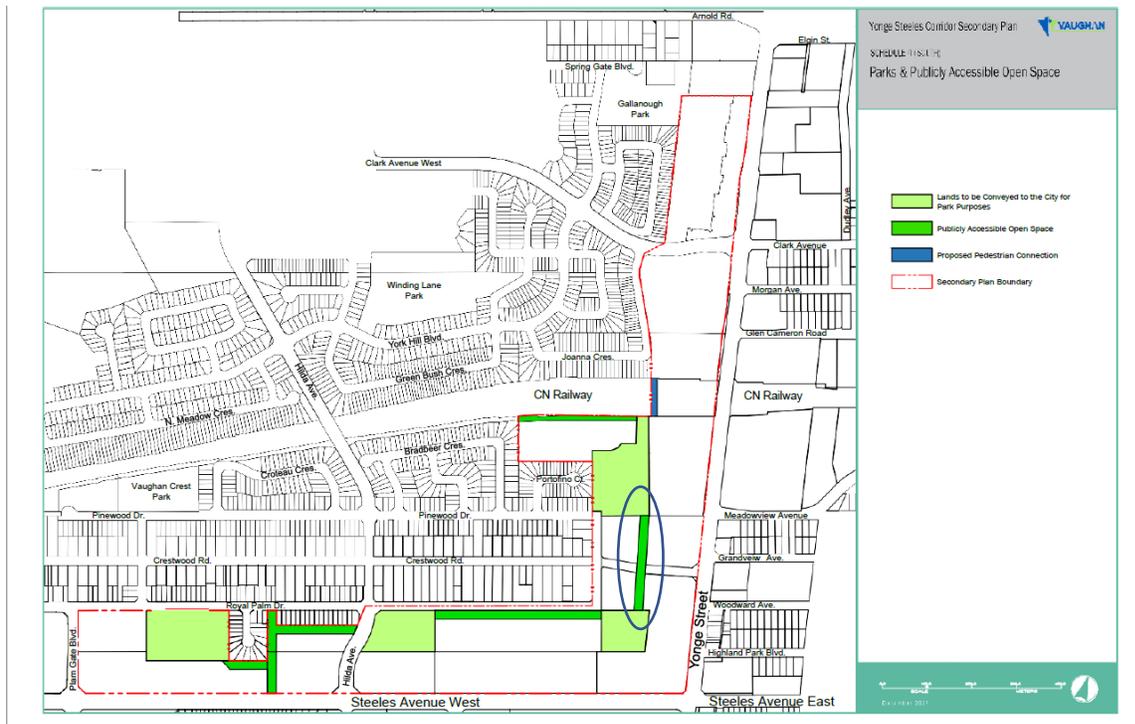


Figure 5 – Yonge Steeles Corridor Secondary Plan Schedule 4 (Parks and Publicly Accessible Open Space)

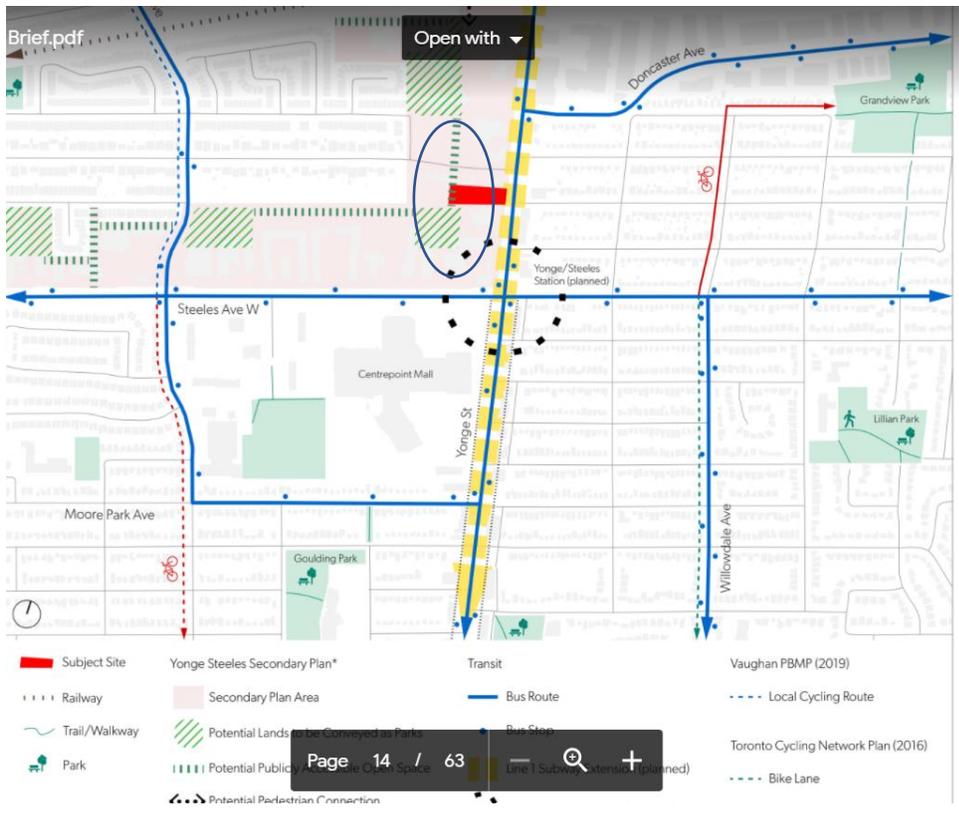


Figure 6: Overlay of 7080 Yonge Street of Yonge-Steeles Corridor Secondary Plan Green Spaces (source: Urban Design Brief, page 14)

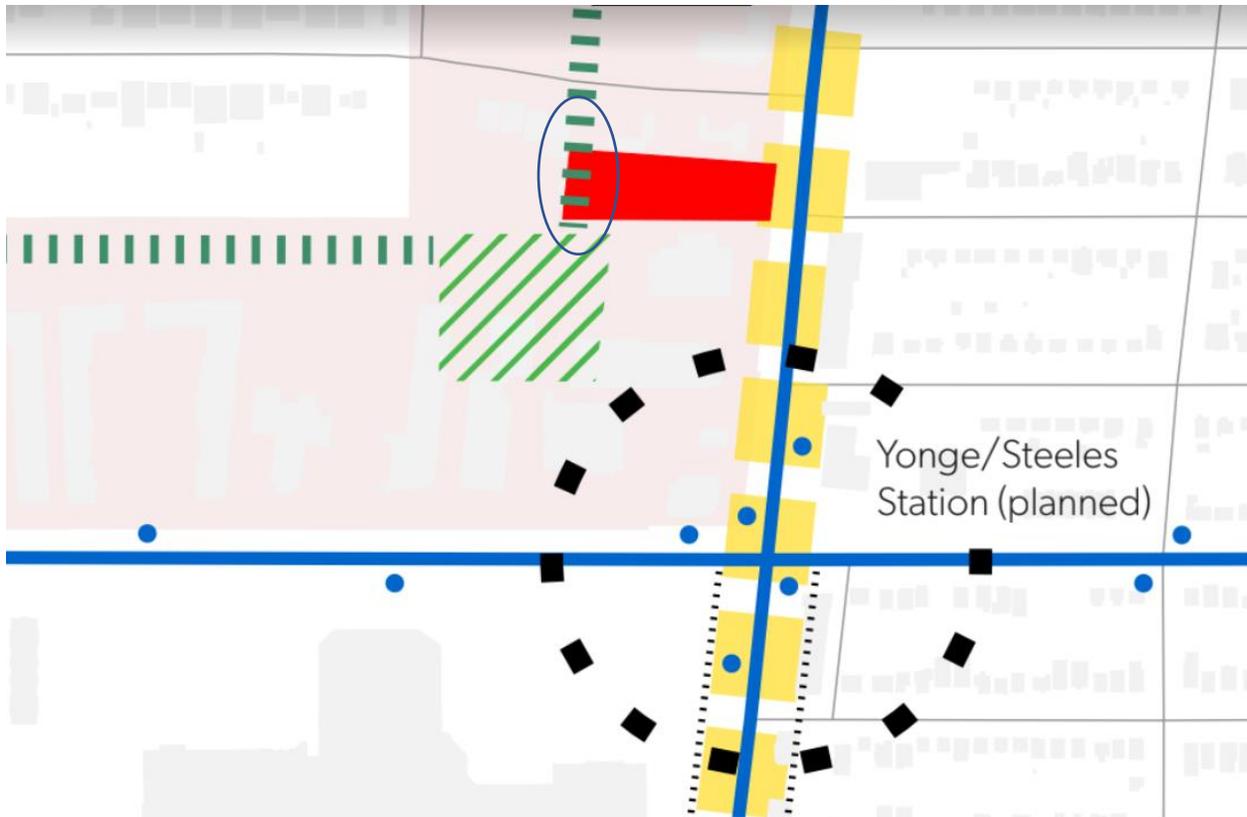


Figure 7 – Figure 5 (magnified)

**Disproportionate Height and Density**

The current area Population density shown below in Figure 8 (in orange) is 43 persons/hectare. The proposed population density (persons per hectare) for 7080 Yonge Street is 652 units x average 1.5 pph/0.5 ha = 1,956 pph, which is 4,548 percent greater than the current density level. If approved as is, this site would become the **second most dense** population site in the entire GTA (the highest, at 2,215 pph, is Metropolis Suites at Peter and Adelaide Street in downtown Toronto, as seen in Figure 9. So, one gets a sense of just how out of proportion this development is for a site of this size.

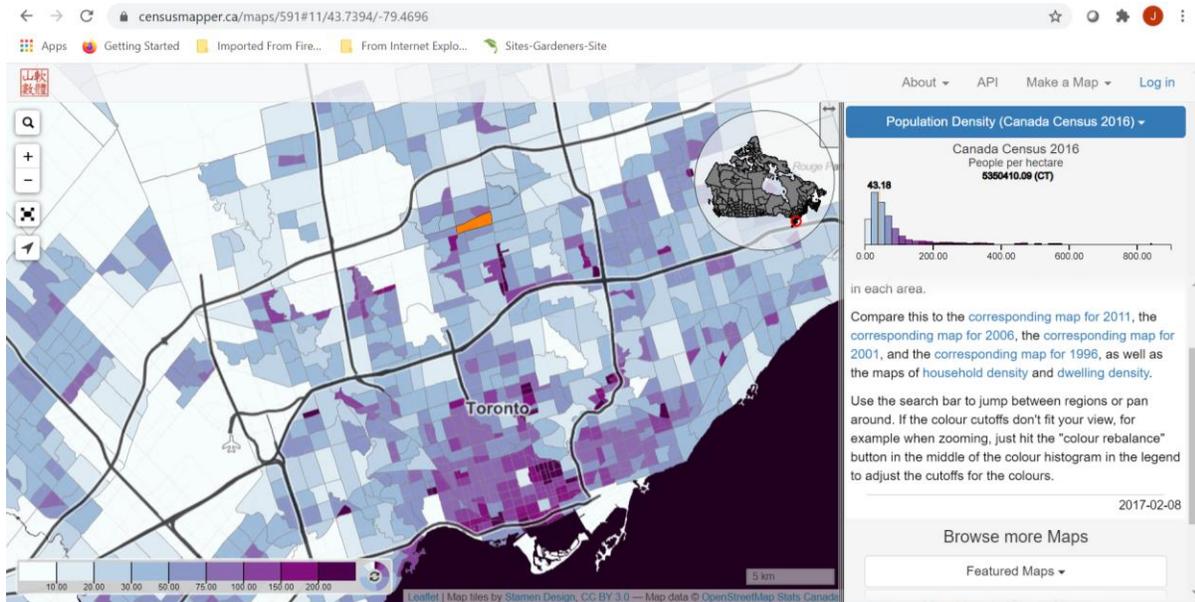


Figure 8 – Population Density for Yonge-Steeles area, 2016 (Source: [www.censusmapper.ca](http://www.censusmapper.ca))

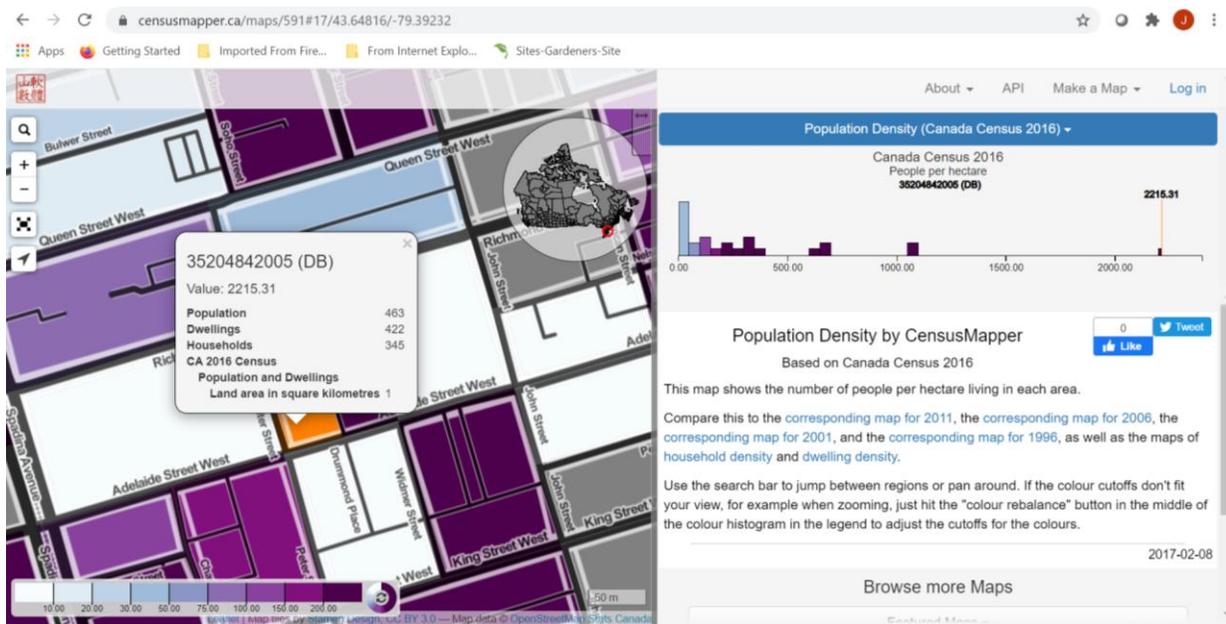


Figure 9 – Population Density – Adelaide Street and Peter Street, Toronto (Source: *ibid*)

### Excessive Lot Coverage

Figure 10 illustrates that the buildings use up approximately 3883/5016m<sup>2</sup> (78%) of the property (including landscaping (Urban Design Brief, Table 2, p. 25)). If we include the private driveway between the buildings of an estimated 905m<sup>2</sup>, the lot coverage is closer to 90-95%. The proposed setbacks from public to private space are 1.48-2.09m on Yonge Street (compared to 7.5m for an RA3 zoning designation the proponent seeks, 0m on the north side (vs. 7.5 for an RA3), 1.0m on the south side (vs. 7.5 for RA3) and 1.56-2.71m on the west side (vs. 7.5m for RA3).

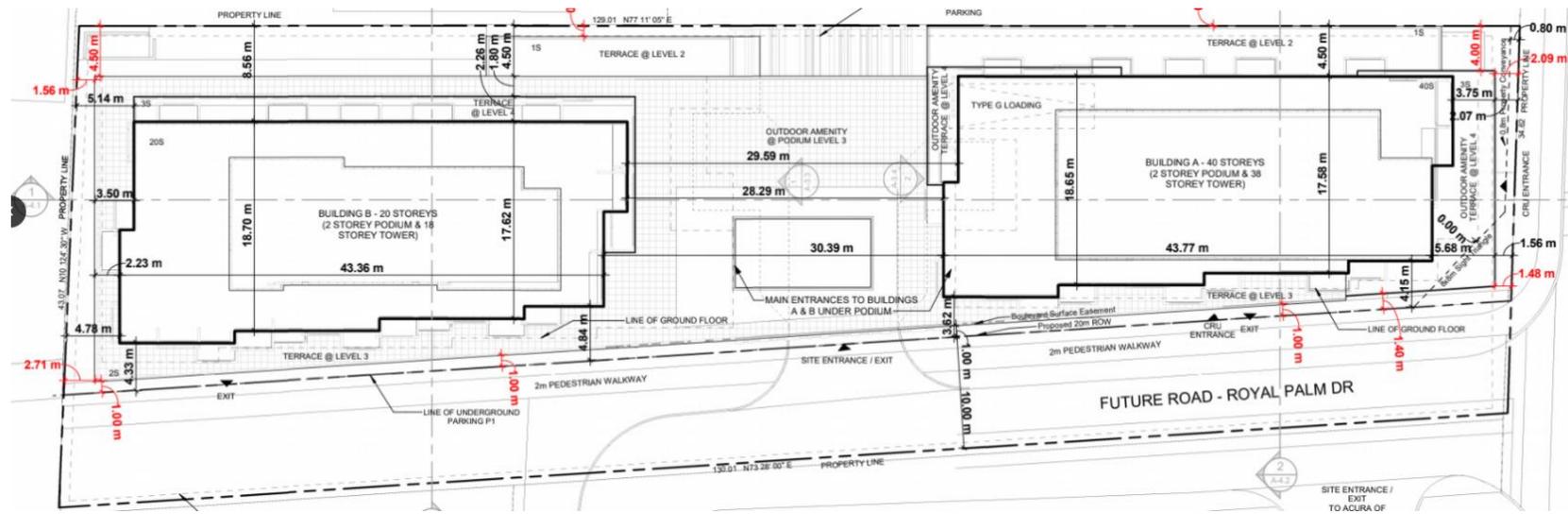


Figure 10 Lot Coverage and Setbacks (source: 7080 Yonge Limited – Architectural Drawings, p. 4)

### **No Mixed Land Use**

The present zoning of this parcel reveals this site is zoned as C1 Restricted Commercial which permits only commercial, institutional and recreational development, and that the owner wants to change the zoning to “RA3 Residential Apartment Zone”, which has a maximum height of 44 metres (~12 storeys), to 72 and 130 metres for the 20 and 40-storey building respectively. So even the RA3 zoning is insufficient for the owner’s needs. In contrast, the Secondary Plan designates this site as High-Rise Mixed Designation with a maximum height of 30 storeys (~97.5m).

We noted previously that section 3.3 of the Secondary Plan states thusly:

“In the area where the maximum FSI is shown as 6.0, any development in excess of an FSI of 4.5 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related and office uses as prescribed in Policy 3.6.11 “Office Priority Area.”

Therefore, we would expect to see that *any density above 4.5 FSI* would be devoted to non-residential uses. The proposal as submitted shows that the residential portion has an FSI of 9.51, and the non-residential portions have 0.49 FSI. Thus, there is an excess of (9.51-4.5) or 5.01 FSI that is residential but is supposed to be non-residential.

What constitutes a “mixed use building” to justify the need for strata parking underneath the Royal Palm extension? We note that the proposal includes six “work-live” units at grade of the 20-storey building— but does not indicate what their commercial value is and whether for zoning purposes these are considered commercial, residential or both. Neither the current Zoning By-Law 1-88 nor the Comprehensive By-Law to replace it has a “work-live” category or designation. However, it is a far stretch to consider six “work-live” units as defining the buildings as “mixed use”. In fact, only 3% of total gross floor area is commercial. (Urban Design Brief, Table 2, p. 25). In our opinion, three percent hardly qualifies as “mixed use”. There is actually a higher percent (6.5%) of public amenity space than commercial space on this site. So, the strata parking cannot be justified based on the current proposal. Moreover, the owner has not provided the required development plan with technical studies on the stratified parking.

The Planning Justification Report, page 17 states

“It is expected that the neighbouring Acura Dealership will provide its future conveyance of the roadway upon its future redevelopment as agreed to through its previous Site Plan Approval for the building modifications and additions.”

There is no indication in any of the submitted reports or studies to confirm this.

### **Inadequate Allowance for Roads, Transportation and Parking**

We note with interest that Chestnut Hill used the same consultants, BA Group, to conduct its Transportation Considerations Report as were used by the 100 and 180 Steeles Ave West proponents. Our summary analysis of this report, provided by our member Martin Rosen, concludes as follows:

The Transportation Report is geared to support a “complete community” with mixed use that could encourage and support walkability, biking and transit use. It slashes parking space allocations to ensure minimal traffic generation in or out of the development.

It is a proposal suited for downtowns such as VMC or Toronto where cars are not always necessary for access to daily needs. In those places most people can easily access their employment, educational, shopping, recreational, cultural, social, and entertainment needs. Yonge Steeles is not a downtown and is not being planned as such. There are no office towers, major commercial centres, theatres, sports arenas, community centres, government offices, social services, arts, libraries, parks, lakes, etc. It is an area that is overwhelmingly residential, and the proposed condominium developments will only make that balance more extreme.

Yes, eliminating car parking will force many residents and visitors out of cars, but the question remains, where will they go and how will they get there? The Transportation Report does not address this basic issue in a satisfactory manner.

Walking is not the answer. Almost none of the most critical destination types are within walkable distances. Biking will also fall far short of providing meaningful mobility options in the context, as the treatment of bike parking and the complete lack of any bike infrastructure clearly demonstrates.”

There is no proper analysis provided of current or future loads and capacity on all transit modes, particularly existing bus routes. In other words, their transportation report goes to great lengths to argue minimal traffic generation (car use) by claiming huge transit use. But there is no analysis of capacity of transit services or infrastructure, especially in the (many) years before the promised subway extension. The overall lack of any projected transit ridership analysis is a serious flaw for a project that is entirely based on having access to top tier transit service as its primary justification. It also leaves the entire project without any credible transportation options to meet the basic mobility needs of the proposed residents and visitors.

We further note that there are four levels of underground parking proposed, which includes stratified parking for the bottom three levels underneath the Royal Palm extension road. We are opposed to the use of a public road for private usage underneath, in order to avoid another level of underground parking on the property. This is a consequence of unnecessary overbuilding on this small site, which is only half a hectare. Parking spaces within four underground levels, are provided at 0.53/unit, which is 1/3 of what is required in the Zoning By-Law for a Mixed Use (RA3 category) in the current by-law 1-88. The proposed Visitors’ parking is only 60% of that required in the By-Law, and commercial parking is nil. Chestnut Hill has not demonstrated that its Mixed-Use level justifies the use of stratified parking to meet the requirements of section 8.9 of the Yonge-Steeles Corridor Secondary Plan.

As we noted earlier, we are appreciative that Chestnut Hill has proposed to construct the portion of Royal Palm from Yonge Street to the westernmost end of its property, and a signalized intersection at Woodward Avenue and Yonge as required by section 8.9 of the Secondary Plan. However, SFRA’s position is that all of the five area developers must commit to pay for and build the extension of Royal Palm Drive from Yonge to Hilda **at the beginning of any development** in order to alleviate some of the traffic congestion which will develop along Yonge and Steeles as well as the overflow which will spill onto Crestwood Road as a result of construction. The Royal Palm Drive extension must be considered an essential road before these projects to go forward. The Royal Palm Drive extension must also take into account the rights of the property owners on the south side of Crestwood Road. It must be a full road, not a service road. It must be esthetical pleasing, and it CANNOT be used as a way to collect garbage and exit parking lots from the buildings.

Although it claims otherwise, this proposal's density exemption justification ultimately relies on support for the unbuilt Yonge North Subway Extension, which includes five subway stations in York Region, most significantly the one at Steeles relevant to this proposal. It needs to be recognized that the subway extension to Steeles was already fully justified and approved based on the existing proposed density levels in the Secondary Plan. In fact, even under current densities (pre-Covid) thousands of riders were coming in by bus from Steeles and further north to Finch Station during AM Peak. Rather than providing further unneeded justification for the extension, substantial increases to the currently approved densities would aggravate loading and crowding issues especially if it is overwhelmingly residential and therefore all heading in the same direction during peak hours.

The provincial government has promised that the Yonge North Subway Extension will be built by 2030, however given the Province's financial state to address COVID-19, this is an unlikely timing scenario. It would NOT be good planning to allow this residential development or any of the others in the area, whose additional density are predicated on the subway station, to be built before the subway station is. For one, the land use and designs for all lands on both sides of Yonge and Steeles will be determined first and foremost by the needs of the subway station and its underground bus depot. Secondly, we would prefer to reduce the total construction disruptions that will ensue for all of these developments and the subway station. We do not want to see a repeat of the disruption to local businesses and traffic experienced by Eglinton Avenue in Toronto during the lengthy construction of the Crosstown Expressway

We therefore submit that this development not be approved until construction of the Steeles subway station is near completion. The residents of this area should not be subjected to a tremendous increase in development, population, and traffic congestion without the subway station and underground bus terminal in place or nearing completion to provide the promised public transit improvements which are the fundamental basis of these proposed developments.

### ***Lack of Provided Community Services and Facilities***

We note that the Community Services and Facilities Report contains many of the flawed assumptions of similar studies done for other proposals in the area, including failure to examine need for human services for the new residents, as well as emergency services provision. We also note that this study did not include figures for current elementary and secondary school enrolment, projections or capacity (see Figure 11) in Markham, where students could potentially attend YRDSB schools. It also left out the nearest York Region Catholic School Board's elementary school, Blessed Scalabrini at 300 York Hill Boulevard. The study concludes that

“Given the historical development and land use context of the area, the Study Area currently lacks adequate supply of public services and community facilities, which should be addressed through the Secondary Plan process as new development emerges and is permitted in this area. **There is also an opportunity to accommodate some publicly accessible space within the proposed development for community use purposes.** This will be considered in discussion with stakeholders through the planning process.” (Report, p. 39) (**our emphasis**)

Despite such statements and intentions, the proposal does not include any publicly accessible space for community use, and in fact the 20-storey building encroaches on the park land designated at the westernmost end of the site.

and Facilities Report.pdf

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#	City	Name	Address	Board	Enrollment	Enrollment Projection	Capacity	Distance to Site [km]
<b>Public &amp; Private Schools</b>								
1	Vaughan	Yorkhill Elementary School	350 Hilda Ave	YRDSB French immersion	2017: 406	2022: 353	Unknown	1.7km
2	Toronto	Lillian Public School	1059 Lillian St	TDSB	Not applicable	Not applicable	Not applicable	1.2km
3	Toronto	Pleasant Public School	288 Pleasant Ave	TDSB	Not applicable	Not applicable	Not applicable	2.1km
4	Markham	Henderson Avenue Public School	66 Henderson Ave	YRDSB	2019: 380	Not available	Not available	1.3km
5	Markham	Convoy International Secondary Academy	7191 Yonge S	International School	Not applicable	Not applicable	Not applicable	400m
6	Markham	Thornhill Secondary School	167 Dudley Ave	YRDSB	2019: 266	Not available	Not available	1.3km
7	Toronto	Newtonbrook Secondary School	155 Hilda Ave	TDSB	Not applicable	Not applicable	Not applicable	1.3km
8	Markham	Inception Academy High School	7163 Yonge St	International School	Not applicable	Not applicable	Not applicable	280m
9	Toronto	Drewry Secondary School	70 Drewry Ave	TDSB	Not applicable	Not applicable	Not applicable	1.7km
<b>Catholic Schools</b>								
1	Toronto	St. Agnes Catholic School	280 Otonabee Ave	TCDSB	Not applicable	Not applicable	Not applicable	1.9km

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Figure 11: Summary of School Profiles within the intended Catchment Area, p. 23

### Excessive Shadow impact from Height

Shadows accrue from building height, massing and siting. The shadow study included in the Urban Design Brief (p. 59) shows strong east-facing shadows onto the Markham side of Yonge Street for March and September at 5: 18pm (see Figure 12)

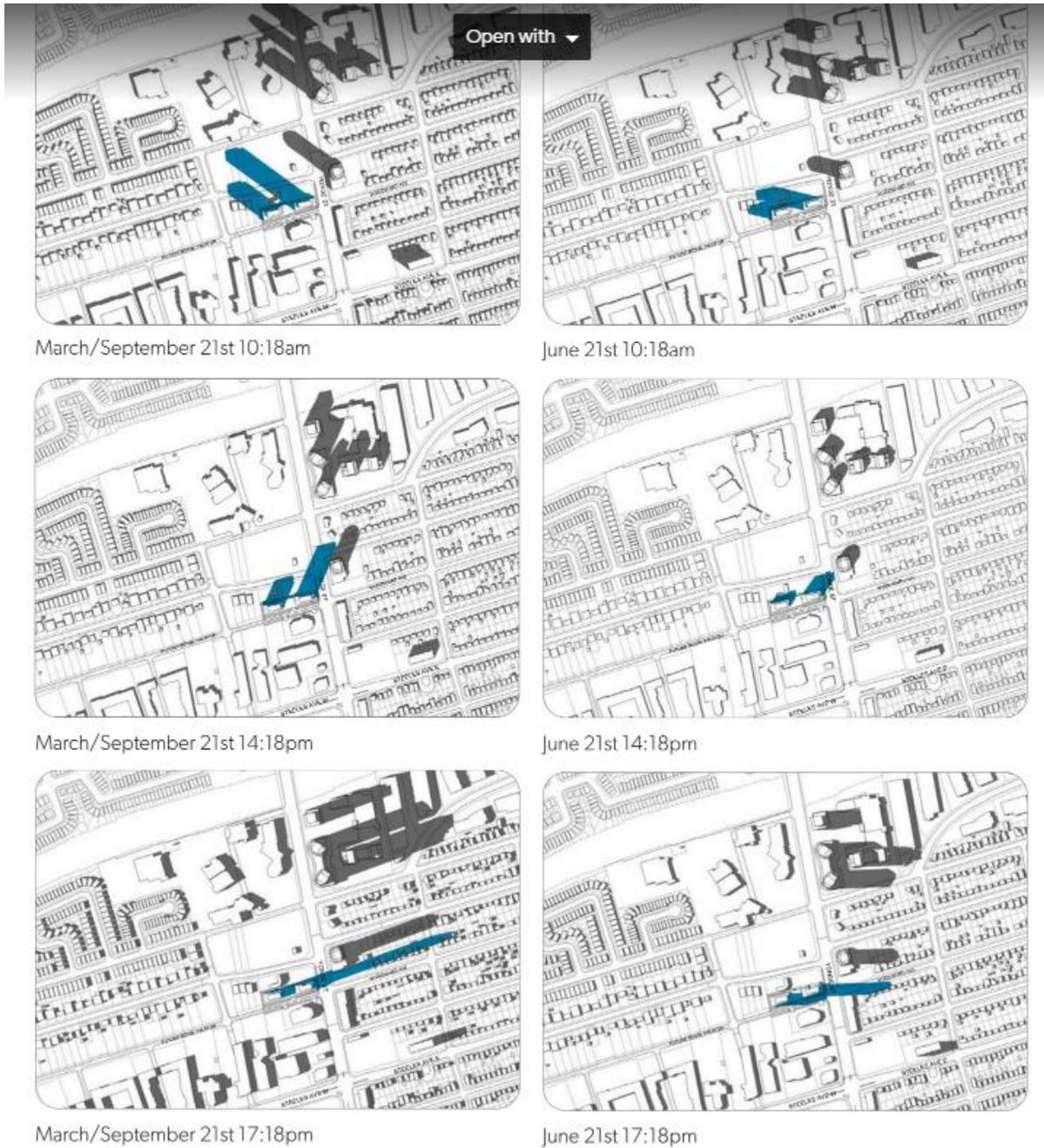


Figure 58: Sample of selected Sun/Shadow Study Diagrams: Prepared by Kirkor Architects

Figure 12 – Shadow Study (Urban Design Brief, p. 59)

**Lack of Integration with adjacent projects or neighbourhood**

This proposal is essentially an island unto itself, linked more to Yonge Street than the neighbourhood to the west. The owner is not currently part of the Landowners Group, nor has the owner attempted to connect and integrate their project with the Humboldt project to the south at the western end of their site, as we had recommended in our initial consultation, nor does this proposal relate to the four houses to the west adjacent to the southern extension of Powell Road, which is intended in the Secondary Plan

and the Humboldt project. This is very surprising, since both Chestnut Hill and Humboldt share the same agent and architect. Moreover, as the Humboldt project (submitted to the City on January 5, 2021) includes eventual provision for the southern extension of Powell Road and a portion of the Royal Palm extension, we would expect that integration would address these issues.

## **5. Conclusion**

In sum, the 7080 Yonge Limited proposal suffers from most of the pitfalls of previously submitted proposals for this area and adds a few of its own deficiencies. To address these, there is much work that remains to be done to radically revise this proposal, starting with removing the 20-storey building and reducing the height of the other tower to fit the 45-degree angular plane from the western boundary of the site, excluding the green space linear park envisioned in the Secondary Plan, adding commercial space, adding public amenities onsite, and removing the strata parking under the Royal Palm extension.

Even without the aforementioned deficiencies, Council consideration of the entire 7080 Yonge Limited project should also await resolution of the LPAT appeal of the Yonge-Steeles Corridor Secondary Plan, as well as the Yonge Street North Subway Extension (particularly the Yonge-Steeles subway station) to ensure that there is adequate subway usage to warrant the reduction in underground parking spaces.

Springfarm Ratepayers Association is already working closely with local landowners, developers and politicians on the Yonge-Steeles Centre Working Group (scheduled to start soon), and we would welcome Chestnut Hill's involvement in shaping an integrated, well-planned neighbourhood that respects the Yonge-Steeles Corridor Secondary Plan.