



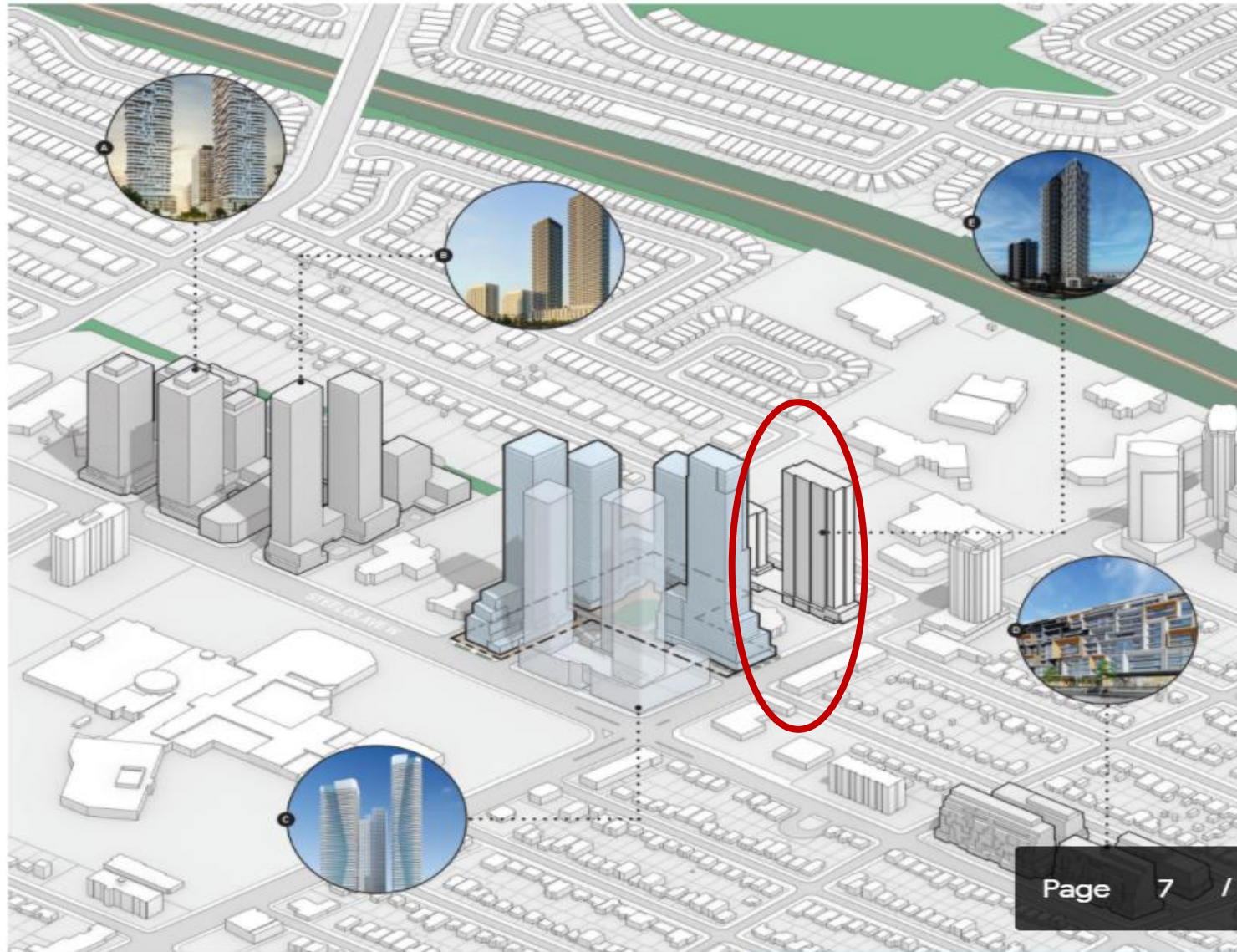
COMMUNICATION – C17
ITEM 5
Committee of the Whole (Public Meeting)
January 19, 2021

7080 Yonge Limited SFRA Deputation

Vaughan Council Committee of the Whole (Public Meeting), item 5

January 19, 2021

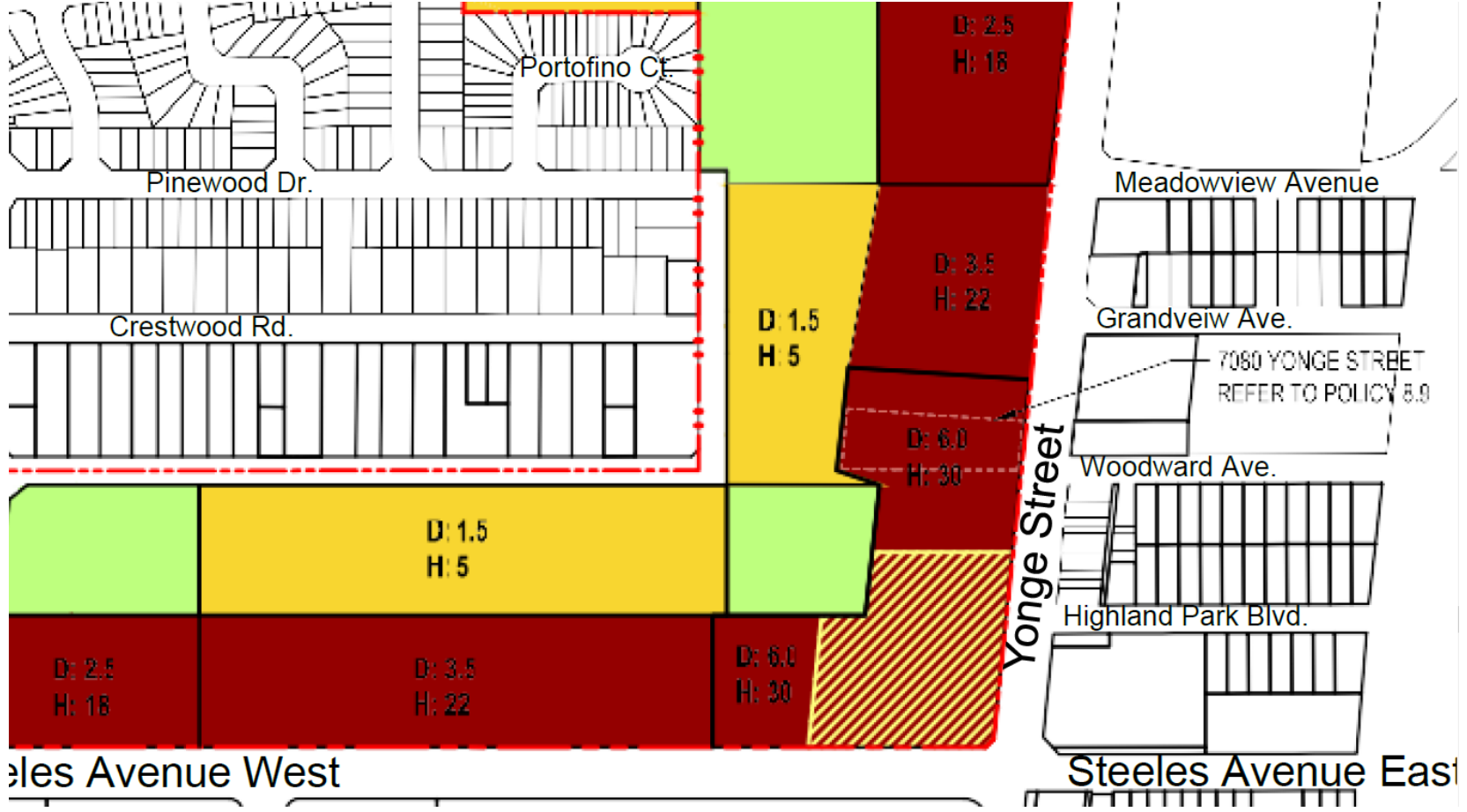
Jordan Max, SFRA President



Common Problems with Yonge-Steeles proposals to date

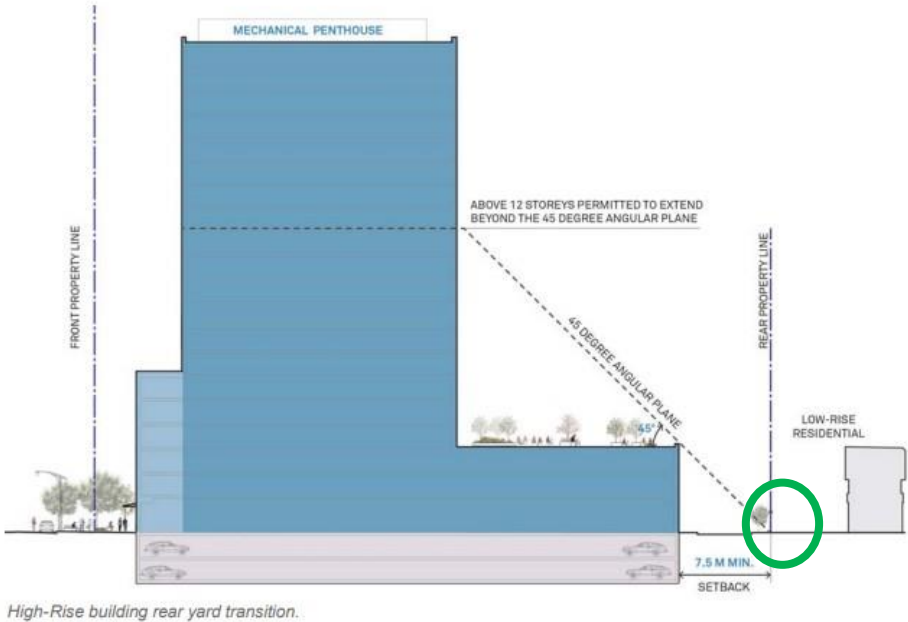
- Excessive # buildings, height, density
- 14,000 extra population = traffic, infrastructure overload
- Lack of integration
- Deferred Royal Palm extension
- No provided public amenity space or community benefits
- Insufficient transit data to justify increased density and reduced parking

Yonge-Steeles Corridor Secondary Plan – To Be or Not to Be?

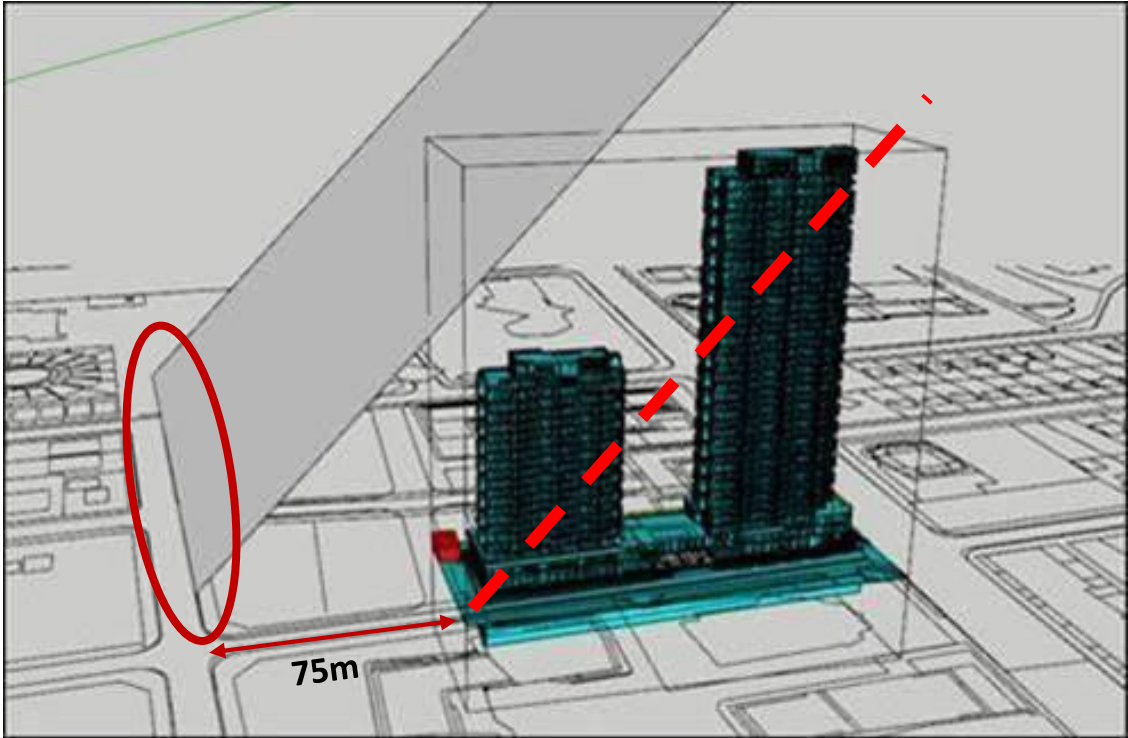


Mislocation of 45 Degree Angular Plane

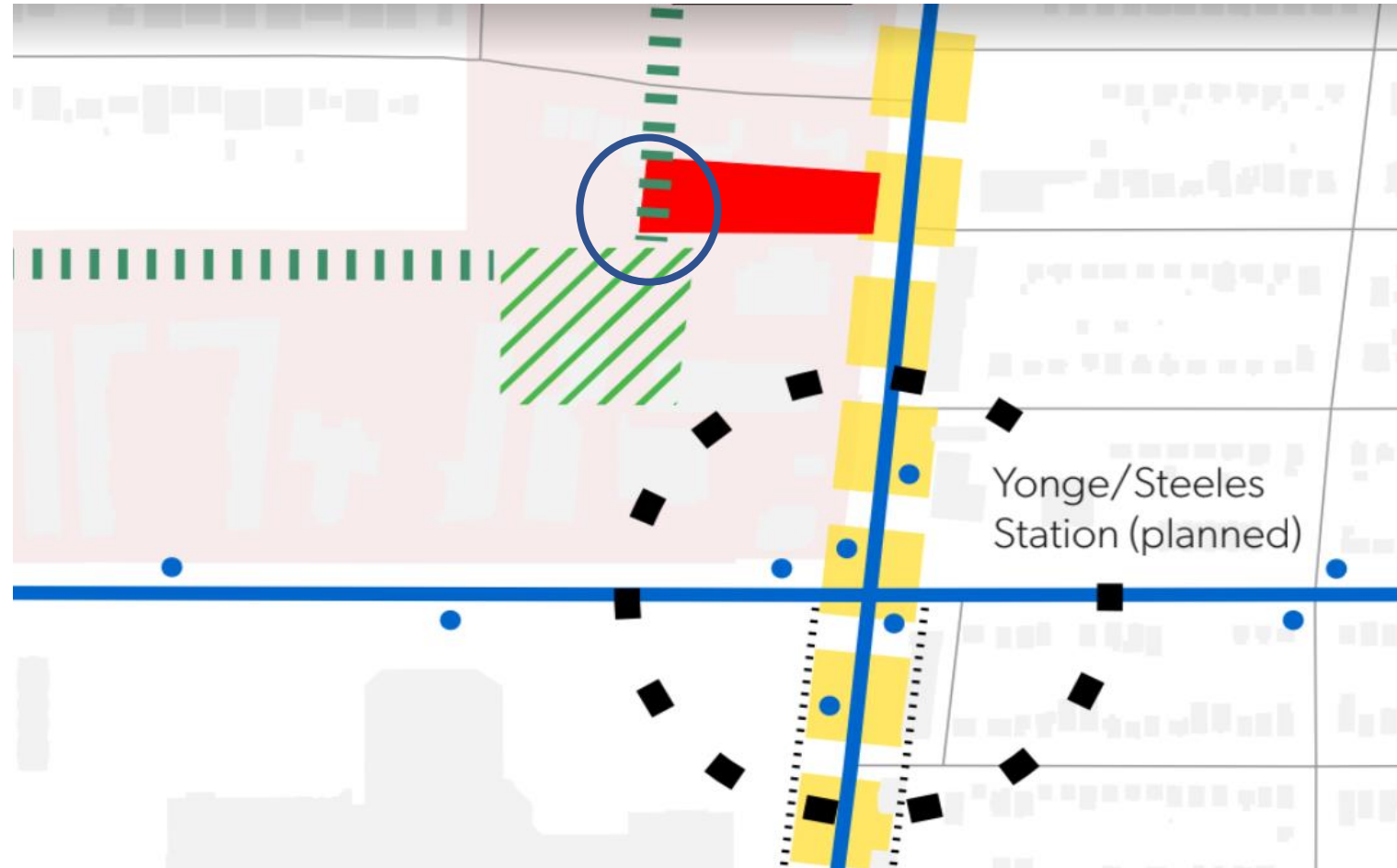
VUDG Standard 5.3.6



Chestnut Hill Illustration

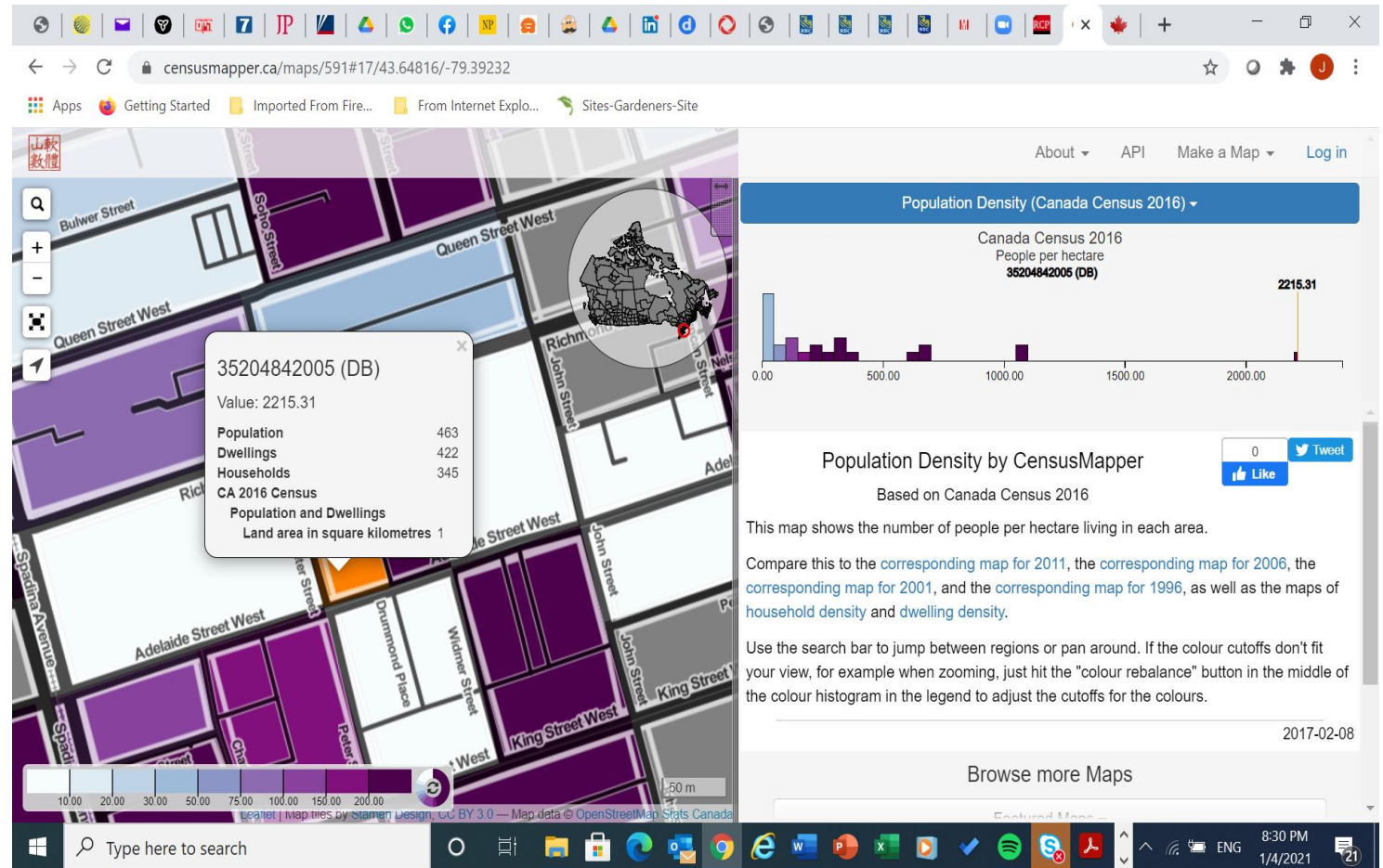


Encroachment on Public Green Space

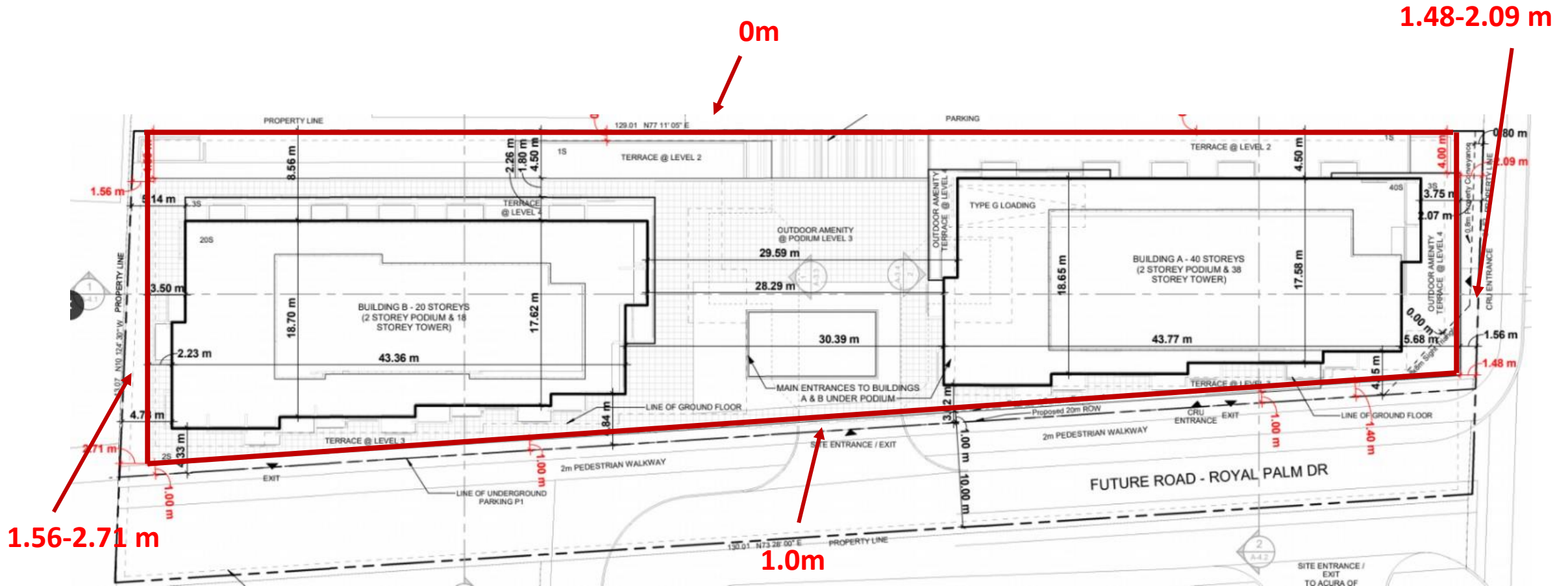


Excessive Population Density

- $652 \text{ units} \times 1.5 \text{ ppu} = 978$
- $978 \text{ persons} / 0.5 \text{ ha} = 1,956 \text{ persons/hectare}$
- **SECOND MOST DENSE SITE ANYWHERE IN THE GTA!**



Short Setbacks, Excessive (~90-95%) Lot Coverage



Other Land Use Issues

- Secondary Plan site-specific amendment allows FSI 6.0 but requires **any FSI in excess of 4.5 to be for non-residential** to justify stratified parking
- **Only has 0.49 FSI** for non-residential – 5% of total 9.84 FSI
- **No integration** with adjacent properties or co-ordination with other developers for the extension of Royal Palm from Hilda to Yonge prior to construction

In Conclusion...

- Major issues with density, lot coverage, height, public green space, “mixed use”
- Come back with a proposal that respects and works within the current Yonge-Steeles Corridor Secondary Plan
- Council approval must await:
 - resolution of the LPAT Secondary Plan appeal;
 - integration with the existing neighbourhood and other adjacent projects through the Vaughan-Yonge Centre Working Group; and
 - Steeles Subway station construction