

PART B: THE PLAN

1.0 INTRODUCTION

The policies of this Plan shall apply to the lands shown on Schedule 1 attached.

Land use designations, densities and heights for the lands within the Yonge/Steeles Corridor Secondary Plan Area will be in accordance with Schedule 2 attached. The policies of Volume 1 of the Official Plan apply to the Yonge/Steeles Corridor Secondary Plan. Where there is a conflict between this Secondary Plan and Volume 1 of the Official Plan, the more restrictive one will apply.

The policies of this Plan have been designed to address either the introduction of Bus Rapid Transit Service along Yonge Street or the extension of the Yonge subway to Highway 407.

2.0 VISION AND PRINCIPLES

The overall development concept for the Secondary Plan Area is premised on:

- promoting well-designed intensification to maximize the use of existing and planned infrastructure including transit and servicing;
- protecting stable residential neighbourhoods;
- providing a wide range of housing choice for a diverse population;
- encouraging a mix of uses including employment and housing within walking distance of each other;
- conserving land; and
- minimizing the ecological footprint of the residential and working population.

Within the South Area building height and density will be focused on the Yonge Street and Steeles Avenue West intersection area within a five minute walk of the proposed transit station to reflect the transit priority of this intersection. Heights and densities will gradually decline as distance increases away from this intersection.

A transition strategy that minimizes impacts on the adjacent existing low-density residential areas includes consideration for: shadow impacts, access to sunlight, wind conditions, sky views and overlook issues. To achieve this transition, areas between the lands fronting along Yonge Street and Steeles Avenue West and the existing low-rise residential areas are designated as Mid-Rise Residential and Parks.

The areas fronting along Yonge Street and Steeles Avenue West in the South Area will be designated High-Rise Mixed-Use and Mid-Rise Mixed-Use. All new developments within the High-Rise Mixed-Use and Mid-Rise Mixed-Use areas will be within a 45 degree angular plane as measured from the property line of the existing dwellings in the stable low-rise residential areas.

The overall residential density target for the Study Area is 2.5 FSI based on the York Regional Official Plan policy respecting Yonge Street as a Regional Corridor. The approach to the distribution of density is to reinforce higher densities and taller buildings along major street frontages (Yonge Street and Steeles Avenue West) and encourage office employment uses through additional density incentives at key locations. Retail will be mandated at key locations including the Yonge/Steeles intersection and the intersection of Hilda and Steeles Avenue West.

The North Area extends along Yonge Street from the northern edge of the Thornhill Golf and Country Club to south of Highway 407. Development potential is limited in this area by the relatively shallow blocks fronting onto Yonge Street, which are immediately adjacent to stable residential neighbourhoods to the west. The strip of land from just south of Thornhill Avenue to the utility corridor south of Highway 407 will be designated Mid-Rise Mixed-Use with a maximum height of eight storeys and transition policies for development immediately adjacent to existing low-rise neighbourhoods including adherence to a 45 degree angular plane.

The area just south of Thornhill Avenue will be designated Low-Rise Mixed-Use with a maximum height of five storeys. Important heritage assets are recognized and protected in this area under provisions of this Secondary Plan and the Heritage District Conservation Plan.

In the South Area a new road network will divide the blocks fronting along Yonge Street and Steeles Avenue West into new blocks that provide regular opportunities to access Yonge Street and Steeles Avenue West from the lands to the rear of the Yonge Street and Steeles Avenue West frontages by foot, bicycle or motorized vehicle, while at the same time providing opportunities to disperse traffic onto Yonge Street and Steeles Avenue West. A key component of this street system is the extension of Royal Palm Drive from Hilda Avenue to Yonge Street. In addition to providing a critical basis for organizing streets and blocks, this street extension will also provide the opportunity to sever deep lots fronting onto Crestwood Road and redevelop these lands with houses or townhouses along the new Royal Palm Drive frontages.

Generally block frontages along Yonge Street and Steeles Avenue West are approximately 200 metres in length. The road system has been designed to minimize traffic penetration into existing residential neighbourhoods to the north and west (see Schedule 5). Servicing access to buildings fronting onto Yonge Street and Steeles Avenue West will take place from the adjacent streets or service lanes, and not from the arterial streets.

Planned parks and open spaces will serve many functions including recreational amenity, pedestrian and cycling connections, and provision of adequate services to support a growing residential population. They also serve as a transition between existing low rise residential neighbourhoods and the new mid-to-high rise redevelopment proposed along the Yonge Street and Steeles Avenue West frontages. The recommended system of parks and open spaces will be integrated into the surrounding community to meet the needs of the existing and future population.

In both the North and South Areas, achieving pedestrian comfort and safety at street level will be key criteria for assessing the design of new buildings. Creating a desirable public and private realm that prioritizes spaces for pedestrians and cyclists, enhances the walkability of the neighbourhood, and creates a coherent character, is a prime objective. This will be achieved in part by new development that maximizes 'eyes on the street' for safety, aligns buildings to define a streetwall and discourages single storey buildings along major street frontages through mandatory minimum building heights.

Animation of the public realm is supported by encouraging active uses at grade such as retail, service uses, lobby areas and entrances to buildings directly from the street, as well as minimum ground floor heights to support commercial uses.

Redevelopment of the lands within the Secondary Plan Area will occur incrementally over many years. Over time, individual development proposals will be assessed in the context of existing and anticipated development on adjacent properties to determine how they fit into the planned context and meet the objectives of this Plan. Assessment of development will include considerations such as:

- a phasing strategy for large development areas which provides for the equitable sharing of the costs of public infrastructure among benefitting landowners;
- achieving parcel sizes that can support the high and mid-rise buildings anticipated along

the Yonge Street and Steeles Avenue West frontages;

- provision of parkland and open space in accordance with the system described in this Plan;
- conveyance of lands to create the internal road network as described in this Plan;
- urban design objectives; and
- environmentally sustainable site and building design practices.

3.0 LAND USE DENSITY AND BUILT FORM

3.1 The Built Form

Development within the Secondary Plan Area will conform to policies contained in Sections 9.1.2 of the Official Plan.

3.2 Service access

In addition to the policies contained in Section 9.1.2.5 of the Official Plan regarding the location and organization of vehicle access and service areas to minimize impact on surrounding properties and the public realm, buildings in the Secondary Plan Area will be designed to provide vehicular access to individual sites from locations other than the Yonge Street or Steeles Avenue West frontages.

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 5.0, any development in excess of a FSI of 3.5 shall be used exclusively for non-residential uses, including retail uses provided the retail uses are grade related.

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.

3.4 Permitted Height

Notwithstanding section 9.2.1.4 of the Official Plan, the height in storeys for buildings located in the Secondary Plan Area shall not exceed the number following the letter H, as shown on Schedule 2.

3.5 Density, Height and Built Form Policies to Prevail

Notwithstanding Sections 3.3 and 3.4 above, the use of the maximum FSI regulation to justify extra height, the use of the maximum height regulation to justify extra density, or the use of either of those regulations to deviate from the other built form policies will be deemed to meet neither the intent nor spirit of this Plan and the Volume 1 of the Official Plan.

3.6 High-Rise Mixed-Use

3.6.1 Character

New residential, office and/or mixed-use buildings within the High-Rise Mixed-Use area shown on Schedule 2 of the Secondary Plan Area will be designed with the highest possible quality and will reflect the importance of the Yonge/Steeles intersection as a transit hub and gateway into the City. Development will have a mix of uses and appropriate densities to support transit use and promote walking and cycling. The massing, density and height of buildings within this designation will be concentrated along the Yonge Street and Steeles Avenue West frontages in conformity with the built form policies of this Secondary Plan and the Official Plan. Buildings will be aligned along the street frontages with active uses which are predominantly retail uses at grade.

Within the Secondary Plan Area, densities and heights shall be highest at the Yonge/Steeles intersection. Subway entrances or transit stop shelters will be incorporated within the ground floor design of buildings at this intersection.

In recognition of its function as an important gateway into the City of Vaughan, buildings on the north west corner of Yonge Street and Steeles Avenue West, shall be designed to highlight their symbolic significance as urban anchors and focal points. These buildings shall frame the intersection and incorporate public art and design features to emphasize visual prominence.

Areas located within approximately 600 to 700 metres of the transit hub, fronting on to Yonge Street and Steeles Avenue West are also intended to support existing and planned transit services. Densities will be lower, but still substantial, than at the intersection to reflect locations further from the intersection and the subway/bus station. Street-related buildings with ground floor uses that animate the street frontage will support a comfortable and active pedestrian environment.

New development shall be integrated with the parks and open space system shown on Schedule 4 and the proposed Local Street system shown on Schedule 5.

3.6.2 Permitted Uses

Permitted uses in the High-Rise Mixed-Use designation shall be in accordance with Section 9.2.2.6 b) of the Official Plan, with the following exception:

- gas stations shall not be permitted.

3.6.3 Mandatory Retail Uses

For buildings that front onto Yonge Street and Steeles Avenue West located within the areas identified as “Mandatory Retail Frontage” on Schedule 3, a minimum of approximately 60 percent of each building frontage shall be used for retail purposes.

3.6.4 Office Uses

Notwithstanding Section 9.2.2.6 e) of the Official Plan, office uses shall be permitted throughout the High-Rise Mixed-Use designation without a limit on the number of square metres, provided the total permitted FSI and building height, as shown in Schedule 2 of the Secondary Plan Area, is not exceeded.

3.6.5 Permitted Building Types

Permitted building types within the High-Rise Mixed-Use designation in this Plan shall be in accordance with Section 9.2.2.6 f) of the Official Plan, excluding gas stations.

The transition to existing Low-Rise Residential areas is addressed through the location of lands designated Mid-Rise Residential and Park, adjacent to the High-Rise Mixed-Use designation, as shown on Schedule 2 attached, therefore policies 9.2.3.5 c), and 9.2.3.6 c) of the Official Plan regarding development adjacent to High-Rise and Mid-Rise buildings shall not apply.

3.6.6 Minimum Building Height

Notwithstanding Sections 9.2.3.5 and 9.2.3.6 of the Official Plan, buildings within the High-Rise Mixed-Use designation shall have a minimum height of 6 storeys along the Yonge Street and Steeles Avenue West frontages within the H30 zones shown on Schedule 2 and 4 storeys along the H22 and H18 zones along the Yonge Street and Steeles Avenue West frontages. The minimum height shall be 2.5 storeys for all other locations.

3.6.7 Minimum Ground Floor Height

In order to accommodate a variety of retail, service and office uses on the ground floors of all buildings fronting onto Yonge Street and Steeles Avenue West, the minimum floor to floor height of the ground floors of buildings in this designation shall be approximately 5 metres.

3.6.8 Setbacks

Buildings shall generally form a continuous street wall along Yonge Street and Steeles Avenue West. The minimum setback from a building to a lot line along Yonge Street and Steeles Avenue West shall be approximately 3 metres.

3.6.9 Railway Setback

Residential development within the High-Rise Mixed-Use area adjacent to the CNR tracks shall be set back a minimum of 30 metres from the nearest portion of the railway right-of-way. In addition, measures such as berms may be required in consultation with the railway company.

3.6.10 Publicly Accessible Open Space

New development shall incorporate publicly accessible open space corridors generally as shown on Schedule 4. In addition, pedestrian pathways will be incorporated into developments proposed for the corner of Yonge Street and Steeles Avenue West to provide access to open space and transit.

3.7 Mid-Rise Mixed-Use

3.7.1 Character

In the south Mid-Rise Mixed-Use area as shown on Schedule 2, redevelopment is expected to evolve at densities and building heights somewhat lower than in the areas located closer to the Yonge/Steeles intersection, reflecting a more residential character while still supporting the importance of these sites along the Steeles Avenue West transit corridor.

Along Yonge Street, north of Clark Avenue West, densities and building heights on the lands designated Mid-Rise Mixed-Use will respect transition and adjacency to existing Low-Rise Residential neighbourhoods while reflecting the opportunities for intensification provided by proposed improved public transit.

In the Mid-Rise Mixed-Use designation in the North Area extending north along Yonge Street from just south of Thornhill Avenue to north of Longbridge Road, density and height will be focused along the Yonge Street frontage to take advantage of proposed

improvements to public transit. Densities and heights will gradually taper down towards the properties to the west to ensure an appropriate transition to existing low density neighbourhoods.

Massing, density and height of development will be concentrated along the Steeles Avenue West and Yonge Street frontages and conform to the built form guidelines included in the Official Plan and in this Plan. Street-related buildings with active at-grade uses will support a comfortable and active pedestrian environment. New development shall be integrated with the parks and open space system shown on Schedule 4 and the proposed Local Street system shown on Schedule 5.

3.7.2 Permitted Uses

Permitted uses in the Mid-Rise Mixed-Use designation shall be in accordance with Section 9.2.2.4 b) of the Official Plan, with the following exception:

- gas stations shall not be permitted.

3.7.3 Permitted Building Types

Permitted building types within the Mid-Rise Mixed-Use area in this Plan shall be in accordance with Section 9.2.2.4 e) of the Official Plan, excluding gas stations.

3.7.4 Minimum Building Height

Notwithstanding Sections 9.2.3.5.b and 9.2.3.6.b of the Official Plan, buildings within the Mid-Rise Mixed-Use designation shall have a minimum height of four storeys along the Steeles Avenue West and Yonge Street frontages. The minimum height shall be three storeys for all other locations.

3.7.5 Minimum Ground Floor Height

In order to accommodate a variety of retail, service and office uses on the ground floors of all buildings fronting onto Steeles Avenue West and Yonge Street, the minimum floor to floor height of the ground floor of buildings in this designation shall be approximately 5 metres.

3.7.6 Setbacks

Buildings shall generally form a continuous frontage along Yonge Street and Steeles Avenue West. The minimum setback from a building to a lot line along Yonge Street and Steeles Avenue West shall be approximately 3 metres.

3.7.7 Publicly Accessible Open Space

New development shall incorporate publicly accessible open space corridors generally as shown on Schedule 4.

3.8 Low-Rise Mixed-Use

3.8.1 Character

Redevelopment in this area shall respect existing heritage buildings while addressing shallow lot sizes and transition to existing, adjacent Low-Rise Residential neighbourhoods. New development shall enhance the Yonge Street frontage by creating an active pedestrian environment.

The massing, density and height shall be concentrated along the Yonge Street frontage and conform to the Built Form guidelines of this Plan and the Official Plan.

3.8.2 Permitted Uses

Permitted uses shall be in accordance with Section 9.2.2.2 b) of the Official Plan.

3.8.3 Permitted Building Types

Permitted building types shall be in accordance with Section 9.2.2.2 f) of the Official Plan.

3.8.4 Minimum Building Height

Notwithstanding Section 9.2.3.2.a, buildings in this designation shall have a minimum height of 2 storeys.

3.8.5 Minimum Ground Floor Height

In order to accommodate a variety of retail, service and office uses on the ground floors of buildings fronting onto Yonge Street, the minimum floor to floor height of the ground floor of buildings in this designation shall be approximately 5 metres.

3.8.6 Heritage Buildings

New development adjacent to designated heritage buildings shall be designed to respect the significant built form features of the heritage buildings, through such measures as appropriate setbacks, stepbacks, landscaping and, where appropriate, protection of view corridors. Any development on, or adjacent to, a heritage property shall conform to the policies of the Thornhill Heritage District Conservation Plan.

3.8.7 Setbacks

Buildings shall generally form a continuous frontage along Yonge Street. The minimum setback from a building to a lot line along Yonge Street shall be approximately 3 metres.

3.9 Mid-Rise Residential

3.9.1 Character

This designation is intended to provide a transition from the higher densities and taller buildings along the Yonge

Street and Steeles Avenue West frontages and the existing Low-Rise Residential neighbourhoods to the west and north. New development is expected to be in the form of townhouses, stacked townhouses and low-rise buildings which will not exceed 5 storeys in height. New development shall be integrated with the parks and open space system shown on Schedule 4 and the proposed Local Street system shown on Schedule 5.

3.9.2 Permitted Uses

Permitted uses shall be in accordance with Section 9.2.2.3 b) of the Official Plan.

3.9.3 Permitted Building Types

Permitted building types shall be in accordance with Section 9.2.2.3 c) of the Official Plan.

3.9.4 Minimum Building Height

Notwithstanding Sections 9.2.3.5, 9.2.3.1.a and 9.2.3.2.a of the Official Plan, buildings in this designation should have a minimum height of 2 storeys and a maximum height of 5 storeys in conformity with the built form guidelines outlined in this Plan and the Official Plan.

3.9.5 Setbacks

All buildings within the Mid-Rise Residential designation shall be set back approximately 3 metres from the front property line, unencumbered by building elements, including, but not limited to, stairs, porches columns etc.

3.10 Low Rise Residential

Policies contained in Section 9.2.2.1 shall apply in the area designated as Low-Rise Residential on Schedule 2.

4.0 PARKS AND PUBLICLY ACCESSIBLE OPEN SPACE

4.1 Location

The delineation of Parks shown on Schedule 2 is approximate and adjustments to the boundaries will not require an amendment to this Secondary Plan provided the general intent of this Plan is maintained.

4.2 Linked System

Within the Yonge Steeles Corridor Secondary Plan there will be a linked system of Parks and publicly accessible open space, generally as shown on Schedule 4.

4.3 Form and Design

The form and design of the Parks and publicly accessible open space, shown on Schedule 4 shall facilitate:

- visual links to Yonge Street and Steeles Avenue West;
- a safe environment for users;
- accessibility to all demographic and cultural groups, including people with disabilities; and
- comfort and flexibility for users during all seasons of the year.

4.4 Parkland Conveyance

Parkland shall be conveyed in accordance with Official Plan policy 7.3.3.2. Lands to be conveyed for parks purposes shall be located generally in accordance with the lands shown as Parks on Schedule 4. Any parkland required to achieve the parkland system shown on Schedule 4, which is over and above the amount that can be secured through the parkland conveyance outlined in Section 7.3.3.2 of the Official Plan, will be subject to policies outlined in Sections 7.3.3.7 and 10.1.2.8 of the Official Plan.

5.0 TRANSPORTATION AND CIRCULATION

5.1 Public Transit

The City will cooperate with York Region, the Toronto Transit Commission and other relevant agencies to plan and implement the introduction of rapid transit services along Yonge Street through either a Bus Rapid Transit Service or the extension of the Yonge Subway. Planning for new transit stops will be integrated with development proposals, wherever possible and appropriate, to provide for maximum ease of access for transit users from the adjacent neighbourhoods and transfers from one mode to another. Development on the north-west corner of Yonge Street and Steeles Avenue West will be designed to accommodate the possibility of integrating a major transit hub should a decision to proceed with the subway be made. The City will work with the Toronto Transit Commission and the Region of York to improve transit service along Steeles Avenue, including the possibility of introducing Light Rail Transit (LRT) at some point in the future.

5.2 New Local Streets—Character

New local streets providing access to and circulation within the Yonge/Steeles Corridor Secondary Plan Area shall be developed to reflect a block system that provides permeability and improves access to Yonge Street and Steeles Avenue West as an integral part

of the overall street system within the area. New local streets shall be landscaped in a manner which is attractive, provides amenity and will facilitate pedestrian and, where appropriate, cyclist movement.

5.3 New Local Streets—Location

The streets system within the Secondary Plan Area shall be generally in accordance with proposed local streets shown on Schedule 5. In particular, the extension of Royal Palm Drive between Hilda Avenue and Yonge Street represents a high priority for organizing the street system in the Plan Area that will establish a continuous east-west link for pedestrians, cyclists and vehicles north of Steeles Avenue West. The proposed local streets shown on Schedule 5 represent possible locations and will be established with more precision as development proceeds, through conveyances, in a manner that reinforces a grid like pattern of streets and blocks. The grid network is fundamental to the efficient functioning of the Corridor transportation network. Minor modifications to the alignment of the local streets shown on Schedule 5 will be permitted without amendment to this Plan, provided the principle of a grid network is maintained.

The density associated with the conveyance of a new street may be transferred to the balance of the property on which the new street is situated. The maximum height may be increased to accommodate the additional density where appropriate. This policy shall not apply to the easterly extensions of Royal Palm Drive that have already been acquired or would have been acquired under the policies of OPA 210.

5.4 Local Streets Right-of-Way

Proposed local streets shown on Schedule 5 shall be designed generally with a right-of-way in accordance with City engineering standards that includes on-street parking, a sidewalk on each side, a row of street trees on either side of the pavement, and utilities and services.

5.5 Pedestrian Amenity

Improved pedestrian amenity to transit services shall be reflected in the design of new streets and buildings, including consideration of safe and attractive weather protection and publicly accessible walkways, in appropriate locations.

5.6 Pedestrian Connection

In order to provide improved access to the Thornhill Public School and to future transit services and/or parks, the City shall study the feasibility of providing a

mid-block pedestrian connection across the CNR tracks approximately as shown on Schedule 5. Development on either side of the railway tracks in the vicinity of the proposed pedestrian connection shall be designed to accommodate the potential for the future construction of the pedestrian bridge.

5.7 Public Realm

Development along Yonge Street and Steeles Avenue West shall incorporate an attractive public realm, part of which may be located on private lands in order to provide a generous sidewalk and at least one row of street trees, with the possibility of adding an additional row of trees where feasible.

5.8 Bicycle Lanes

Future improvements to Hilda Avenue and Clark Avenue shall incorporate a dedicated bicycle lane in both directions. The potential of a bike route along the proposed pedestrian connections across the CNR track shall also be explored.

5.9 Travel Demand Management

Travel Demand Management (TDM) will be critical to achieving a balanced transportation system in the Secondary Plan Area, one that provides attractive alternatives to the automobile. The City shall work with the Region of York and transit agencies, and with developers and businesses in the Secondary Plan Area, to develop and implement measures that promote the use of transit, walking and cycling. Applications for development shall be required to include TDM plans prepared by a qualified consultant that describes facilities and programs intended to discourage single-occupancy vehicle trips, and promote transit use, cycling, car sharing and car pooling. New development shall conform to the Travel Demand policies of Section 4.3.3 of the Official Plan.

6.0 SUSTAINABILITY AND INFRASTRUCTURE

6.1 Sustainable Design

Buildings in the Secondary Plan Area will be designed to achieve the initiatives outlined in Section 9.1.3 of the Official Plan. In particular, all applications for development within the Secondary Plan Area shall:

- i. include a Sustainable Development Report in accordance with Section 9.1.3.3 of the Official Plan describing how the proposed development supports the Plan's objectives regarding

sustainability, including, at a minimum, energy efficiency, water conservation, renewable energy use, heat island mitigation, storm water management and solid waste management;

- ii. use high-albedo surface materials and/or provide for shading for all non roof surfaces including surface parking areas, where permitted; and
- iii. seek to maximize solar gain and natural light penetration to the interior of the building, while respecting the urban design policies of the Plan.

6.2 Stormwater Management

Stormwater management and practices relating to on-site measures and streetscape elements shall be designed to minimize stormwater run-off and shall be guided by the recommendations contained in the City-Wide Drainage/Storm Water Management Master Plan Class Environmental Assessment.

6.3 Water and Wastewater Services

Servicing infrastructure for water and wastewater shall be planned on a comprehensive basis and shall be guided by the recommendations contained in the City-Wide Water/Wastewater Master Plan Class Environmental Assessment. Phasing of development shall be coordinated with the phasing of municipal services.

6.4 Hydro Lines

The City shall cooperate with Hydro One, PowerStream Inc. and individual developers and businesses to examine and implement options for burying existing aerial hydro lines within the Secondary Plan Area where practical and feasible.

6.5 Utility Corridors

The City, in consultation with utility providers, shall facilitate adequate utility networks to serve the anticipated development. In particular, the City shall encourage:

- i. utilities be planned for and installed in a coordinated and integrated manner in order to be more efficient, cost effective and minimize disruption;
- ii. appropriate locations for large utility equipment and cluster sites are considered and that consideration also be given to the locational requirements for larger infrastructure within public rights of way; and

- iii. utility providers consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp-posts, transit shelters, buildings etc., when determining appropriate locations for large utility equipment and utility cluster sites.

7.0 COMMUNITY SERVICES AND FACILITIES

7.1 Community Services Impact Statement

During the initial stages of redevelopment in the Secondary Plan Area, the provision of adequate community services and facilities, including schools, to serve the new residents of the Plan Area will be satisfied by drawing on existing facilities located outside the planning area. However, at some point in the future, as development proceeds, there may be a need for additional community services and facilities, depending on the nature and pace of development and the demographic characteristics of the new population.

In order to assess future needs, land owners proposing development, with more than 50 units or 5,000 m² of floor space (whichever is less) within the lands designated as High-Rise, Mid-Rise and Low-Rise Mixed-Use areas, shall prepare a Community Services Impact Statement for submission to the City, which shall include:

- i. a demographic and employment profile for the proposed development; and
- ii. an outline of the impact of the proposed development on the need for community services including:
 - schools;
 - daycare spaces;
 - libraries; and
 - recreation facilities.

7.2 Agency Coordination

The City will work with the School Boards, the Library Board and other community agencies to determine if additional services are required based on the Community Service Impact Statements and together with these agencies develop an implementation strategy to address any deficiencies in service provision.

7.3 Bonusing to Secure Community Services and Facilities

Within the Yonge/Steeles Corridor Secondary Plan Area, Council may enact Zoning Bylaws in accordance with Section 7.1.2.8 of the Official Plan to secure non profit arts, cultural or institutional facilities identified through the process outlined in Section 7.3.

8.0 IMPLEMENTATION

8.1 Infrastructure

The City, at its discretion, may directly purchase or expropriate lands for planned infrastructure improvements, in order to provide for orderly development in the Secondary Plan Area. Where lands have been identified as required for the construction of the local road network, and where such lands are the subject of a development application, the dedication of such lands shall be required as a condition of approval of development on the site.

8.2 Plans of Subdivision

Where required to secure infrastructure improvements and/or conveyances of land for local roads or parks, Plans of Subdivision shall be prepared to the City's satisfaction and shall include detailed Development Plans as described in Section 8.5 of this Secondary Plan.

8.3 Holding Provision

The City may, when enacting implementing zoning bylaws, apply a Holding Symbol "H" in accordance with Sections 10.1.2.5, 10.1.2.6 and 10.1.2.7 of the Official Plan, and in addition, specify the future uses of the lands that are considered premature as of the filing of the application for any one of the following reasons:

- i. A Development Plan has not been submitted in accordance with section 8.5;
- ii. Public infrastructure and community facilities, such as sanitary sewers, water supply, storm-water management facilities, parks, recreation facilities or schools are insufficient to serve the proposed development;
- iii. The transit and road network is insufficient to handle the transportation, traffic and access requirements of the proposed development;
- iv. Development relies on the consolidation of land ownership and/or finalization of an agreement among landowners regarding development and funding of infrastructure and services; and/or

- v. Technical studies are required on matters related to traffic, stormwater management, noise and vibration.

8.4 Development Blocks

Comprehensive assembly within the development blocks shown on Schedule 6 shall be encouraged. Council shall only consider development proposals that do not jeopardize the orderly development and provision of infrastructure, including parks and streets, within each block over the long term in accordance with Official Plan policy 10.1.1.11.

8.5 Development Plan

A detailed Development Plan shall be prepared by all development proponents within High-Rise, Mid-Rise, Low-Rise Mixed-Use and Mid-Rise Residential designations to establish the contextual relationship of the proposed development to existing and proposed development in the surrounding area in accordance with Official Plan policies 10.1.1.5, 10.1.1.6, 10.1.1.7, 10.1.1.8 and 10.1.1.9. In addition, such plans should include the following:

- i. A plan for providing a range of housing choices that reflect a variety of types, tenures, unit sizes to meet the needs of a range of residents, including affordable housing provision, in accordance with Regional Policies;
- ii. A Community Services Impact Statement in accordance with Section 7.1 of this Plan;
- iii. Pedestrian comfort considerations on the public realm through the submission of wind and sun/shadow reports;
- iv. Light, view and privacy considerations for residents and workers; and
- v. The provision of innovative on-site approaches to managing stormwater that include natural stormwater infiltration, recovery of stormwater and reuse through the use of storage facilities such as cisterns and low-impact development to achieve the criteria and requirements identified in Appendix B.

8.6 Phasing of Development

Specific municipal and transit/transportation related infrastructure improvements (or triggers) required to support build-out of the Secondary Plan Area will be identified and provided through the development application development approvals process. All

servicing and transit/transportation infrastructure, required to support the initial phases of development and the ultimate build-out of the Plan, will be coordinated with the final conclusions and recommendations of the City's ongoing servicing and transportation related master plans.

8.7 Community Improvement Project Area

The South Yonge Steeles Corridor Secondary Plan Area, as delineated on Schedule 1 shall be designated as a Community Improvement Project Area to provide for improvements to the public realm and consider incentives for intensification.

9.0 DEFINITIONS

9.1 Publicly Accessible Open Space:

Open space that is privately owned and maintained and, through an agreement with the City, is made available for use by the public.