

---

**ATTACHMENTS:**

Figure 1 – Location Map

Figure 2 – Area Context and Zoning

Figure 3 – Aerial Photograph

Figure 4 – August 2006: Development Concept

Figure 5 – December 2007: Revised Development Concept

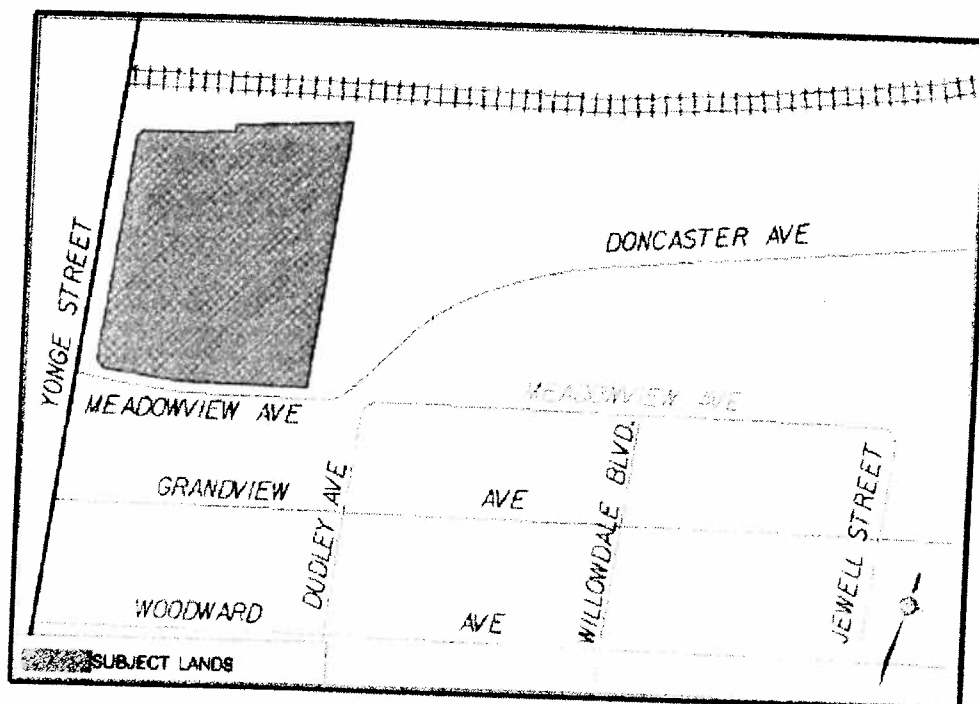
**Appendix A – November 21, 2006 Preliminary Report**

**OWNER:** 1691126 Ontario Inc.  
Contact: Lezlie Phillips  
505 Highway 7, Suite 303  
Thornhill, ON L3T 7T1  
Phone – 905-731-8687 x 226 Fax – 905-731-6826  
Email: [lezlie@libertydevelopment.ca](mailto:lezlie@libertydevelopment.ca)

**AGENT:** Walker, Nott, Dragicevic Associates Limited  
Contact: Peter Walker  
173 St. George Street  
Toronto, ON M5R 2M7  
Phone – 416-968-3511 x 130 Fax – 416-960-0172  
Email: [pwalker@wndplan.com](mailto:pwalker@wndplan.com)

File path: Amanda\File 06 127138\Documents\Recommendation Report

**FIGURE 1 :**



YONGE STREET

GLEN CAMERON ROAD

HC1

AMEND 262-80  
AMEND 304-82  
AMEND 72-90

BY-LAW  
2237

HC1

BY-LAW  
2053

AMEND 21-85

M

"AMEND 58-71"

HC2

MEADOWVIEW AVENUE

R4S

GRANDVIEW AVENUE

## AREA CONTEXT /ZONING

APPLICANT: 1691126 ONTARIO INC.  
7171 & 7161 YONGE STREET, THORNHILL

FILE No: ZA.06127273 & OPA.06127138 (DC)

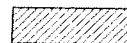


DEVELOPMENT SERVICES COMMISSION

DWN BY: CPW

CHK BY: DC

SCALE 1:

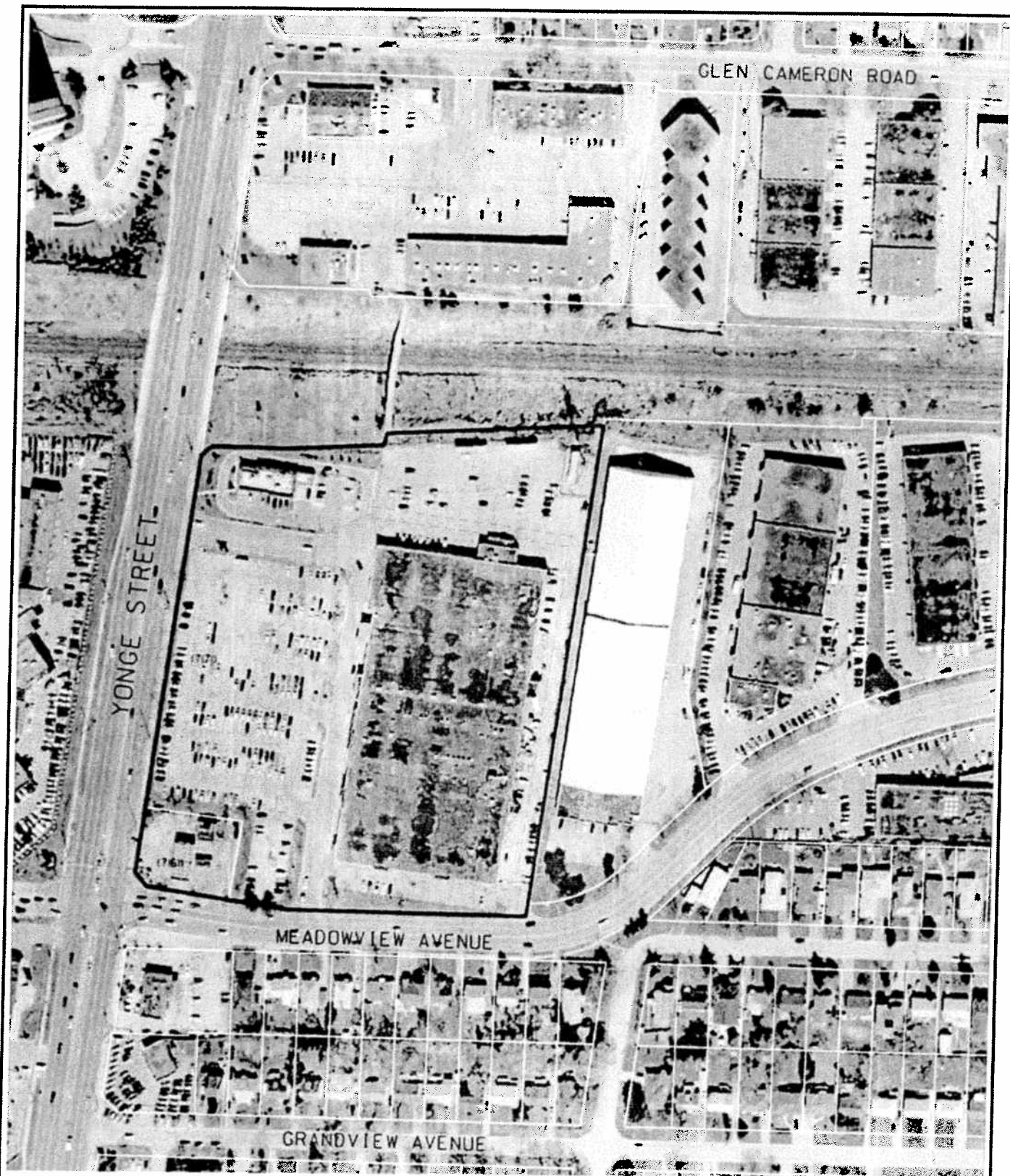


SUBJECT LANDS

DATE: 27/09/06

FIGURE No.2

ZA06127273.DGN 27/09/2006 10:38:44 AM



# AIR PHOTO (2005)

APPLICANT: 1691126 ONTARIO INC.  
7171 & 7161 YONGE STREET, THORNHILL

FILE No: ZA.06127273 & OPA.06127138 (DC)

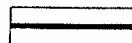


DEVELOPMENT SERVICES COMMISSION

DWN BY: CPW

CHK BY: DC

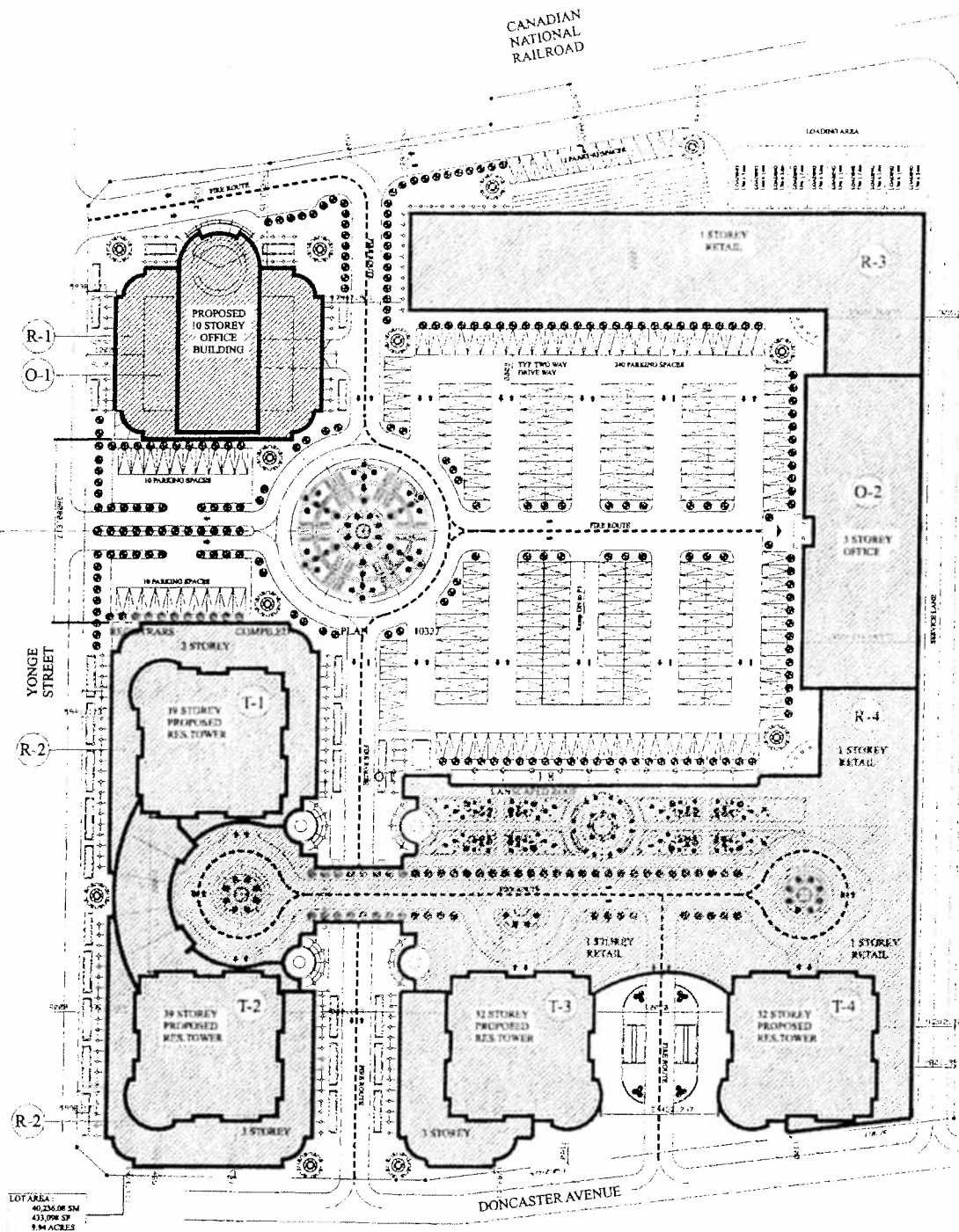
SCALE 1:



SUBJECT LANDS

DATE: 27/09/06

FIGURE No.3



# PROPOSED SITE PLAN

APPLICANT: 1691126 ONTARIO INC.  
7171 & 7161 YONGE STREET, THORNHILL

FILE No: ZA. 06127273 & OPA. 06127138 (DC)

DATE: 17/10/06



DEVELOPMENT SERVICES COMMISSION

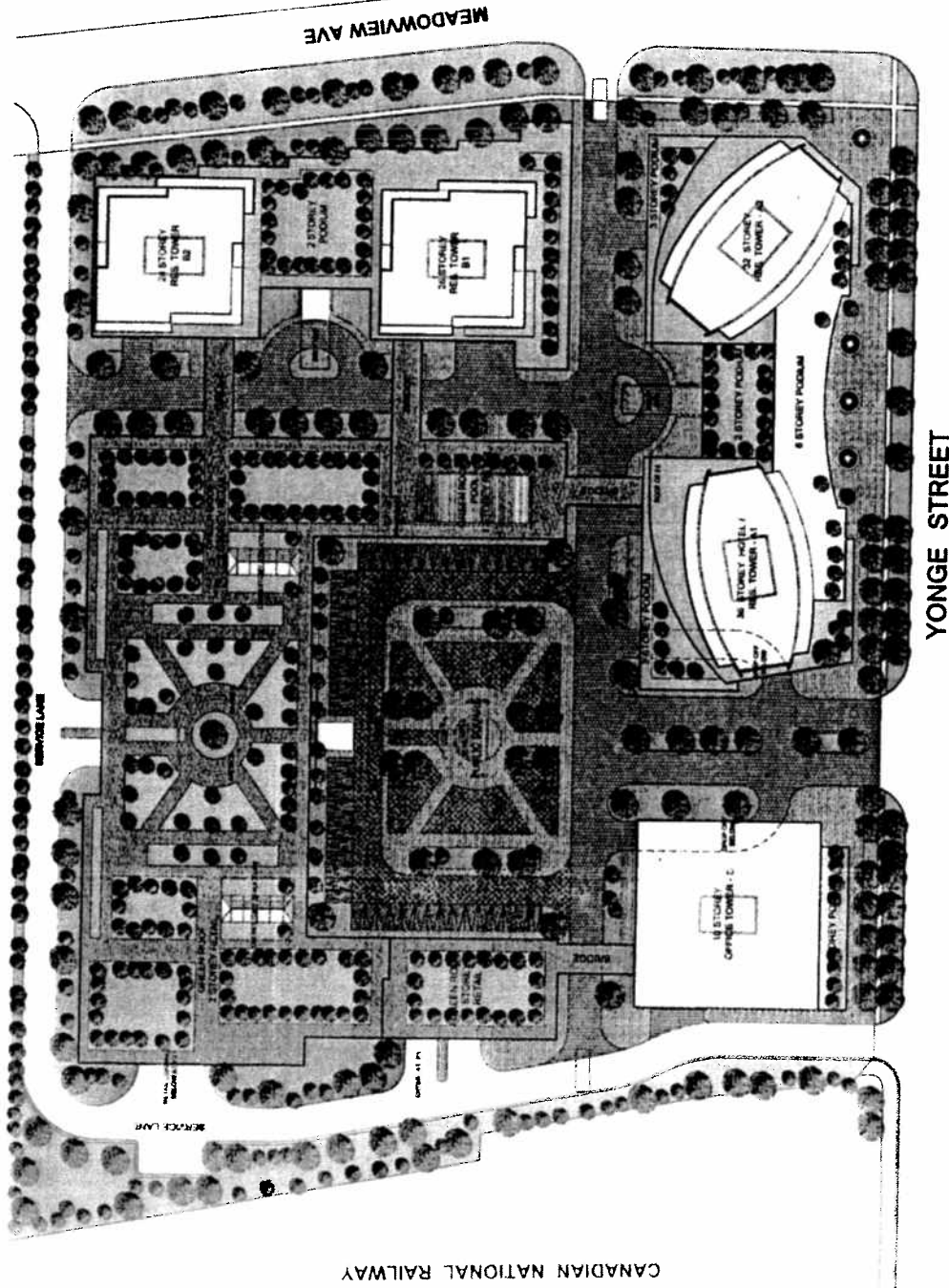
DWN BY: CPW

CHK BY: DC

SCALE 1:

FIGURE No. 4

ZA06127273.DGN 02/11/2006 2:19:28 PM



# DECEMBER 2007: REVISED DEVELOPMENT CONCEPT

APPLICANT: 169126 ONTARIO INC.  
7161&7171 YONGE STREET

FILE No: OP127138:ZA06127273(RB)



DEVELOPMENT SERVICES COMMISSION

DATE: 12/18/07

DRAWN BY: DD CHECKED BY: RB

FIGURE No.5



Report to: Development Services Committee

Date of Meeting: November 21, 2006

---

**SUBJECT:**

**PRELIMINARY REPORT**

- a) Application by 1691126 Ontario Inc. for Official Plan and Zoning By-law Amendment to permit high density residential uses, at grade retail, and office commercial uses at 7161 & 7171 Yonge Street, northeast corner of Yonge Street and Meadowview Avenue, Thornhill (File Number OP 06-127138 and ZA 06-127273)
- b) Yonge-Steeles Corridor Study recommended by the Planning and Urban Design Department

**PREPARED BY:**

Ron Blake, Manager – West District, ext. 2600  
Doris Cheng, Planner II – West District, ext. 2331

---

**RECOMMENDATION:**

THAT the staff report entitled “a) Application by 1691126 Ontario Inc. for Official Plan Amendment and Zoning By-law Amendment to permit high density residential uses, at grade retail, and office commercial uses at 7161 & 7171 Yonge Street, northeast corner of Yonge Street and Meadowview Avenue, Thornhill (File Number OP 06-127138 and ZA 06-127273); b) Yonge-Steeles Corridor Study recommended by the Planning and Urban Design Department”, be received;

THAT the applications submitted by 1691126 Ontario Inc. be referred back to Staff for consideration within the context of the proposed Yonge-Steeles Corridor Study;

THAT the terms of reference for the Yonge-Steeles Corridor Study, attached as Appendix ‘A’ to this report, be endorsed;

THAT this report, figures and appendix be circulated to the Region of York, City of Vaughan, and City of Toronto for information;

THAT staff be authorized to proceed with consultant selection and commencement of the Yonge-Steeles Corridor Study, upon pre-approval of 2007 Capital Budget request #7731;

THAT funding for this project be provided for from the 2007 Capital Project #7731 – Yonge – Steeles Corridor Study;

THAT Council pre-approve the 2007 Capital Project #7731 – Yonge – Steeles Corridor Study, in an amount up to \$150,000 from the proposed 2007 Capital Budget;

AND THAT staff call a Public Meeting on the applications by 1691126 Ontario Inc. once the applications have been considered in the context of the Yonge – Steeles Corridor Study, and the concerns/issues identified in this report have been addressed to staff’s satisfaction.



---

**FINANCIAL CONSIDERATIONS:**

Staff anticipates the necessary funds to complete the proposed Yonge-Steeles Corridor Study will be in the order of \$150,000.00. The Planning and Urban Design Department has included a 2007 Capital Budget submission in the amount of \$150,000.00 (\$135,000.00 Development Charges & \$15,000.00 Operating Budget funded) for the Yonge – Steeles Corridor Study. It is recommended that the 2007 Capital Project #7731 – Yonge – Steeles Corridor Study be pre-approved and be used as the source of funding for this project.

Upon Council pre-approval and endorsement of the Yonge-Steeles Corridor Study terms of reference (draft attached as Appendix 'A'), staff will proceed with the consultant selection process. This will involve a two step process – an initial Request for Qualifications (i.e. expression of interest and summary of qualifications), followed by an invitation to a short list of firms (identified through the RFQ process) to submit a detailed submission to a Request for Proposals. Consultant selection will be based on several criteria including experience, familiarity with the issues and location, completeness of the work program, a comprehensive project team and the cost to complete the study. Staff anticipate the study will begin in the first quarter of 2007 and be completed in the fourth quarter of 2007.

**PURPOSE:**

The purpose of this report is to provide preliminary information regarding applications by 1691126 Ontario Inc. for Official Plan and Zoning By-law Amendments to permit high density residential uses, at grade retail, and office commercial uses at 7161 & 7171 Yonge Street. The report also recommends that Council authorize a land use study for the Yonge – Steeles Corridor, as contemplated by the Thornhill Secondary Plan.

**BACKGROUND:****Property and Area Context**

The subject properties comprise approximately 4.0 hectares (9.88 acres) in area and are located at the north east corner of Yonge Street and Meadowview Avenue. A gas station is located on the lands at 7161 Yonge Street. The property at 7171 Yonge Street contains a free standing Wendy's restaurant at the northwest corner of the site, a telecommunications transmission tower at the northeast corner of the site, and a single storey plaza known as the North Yonge Market Place which contains a mix of retail, service and commercial uses. Tenants within the plaza include Pharmacy 1 Drug and Food, Galleria Supermarket, Mid-West Mattress, Murphy's Auto Service, Fabricland, Camp Connection General Store, Persia Market, and other uses.

The surrounding lands generally include a mix of service, retail, commercial and residential uses. The surrounding uses were developed over a number of decades and include:

In the Town of Markham:

- Meadowview Avenue to the south and east is fronted by single family homes, and some home occupations/businesses.

- 
- To the south, along Yonge Street: are a variety of low rise commercial uses, used car dealers and a two-storey retail and service commercial plaza at Grandview and Woodward Avenue.
  - To the east, fronting onto Doncaster Avenue: one and two storey structures which contain residential and commercial uses. To the east: the Canadian Self Storage facility and a mix of industrial / commercial uses, primarily in one and two storey multiple unit industrial buildings.
  - To the north and northeast: the CN Rail corridor. North of the rail corridor are one-storey retail and service commercial uses (Glen Cameron Place Plaza) containing a variety of retail, restaurants and supermarket. East of Glen Cameron Place is a series of multiple unit industrial/commercial buildings, and beyond are additional one and two-storey retail commercial plazas.

In the City of Vaughan on the west side of Yonge Street:

- To the northwest, north of the rail corridor: two – 20 storey residential buildings and one 18 story residential building. The two - 20 storey towers contain retail at grade and on the second floor.
- To the west and southwest: an automotive campus, used car sales lots and a collision repair centre.

### **Planning History**

Proposals for redeveloping the subject site date to 1989, when the Town began work on the Thornhill Secondary Plan. During the course of the Thornhill Secondary Plan study process, a series of community meetings were held regarding the Yonge-Steeles Corridor (defined by the Thornhill Secondary Plan as the lands bordered by Yonge Street, the CN Rail line, Dudley Avenue, Steeles Avenue plus the block north of Steeles immediately east of Dudley Avenue). Key issues that arose at these meetings included concerns about inadequate road and transportation infrastructure, traffic infiltration into low density residential neighbourhoods, and lack of adequate parks and other community services in the area.

While the Yonge-Steeles Area was recognized from the outset of the Thornhill Secondary Plan study as a future focal point for intensification and redevelopment, the existing capacity limitations of the transit and road network serving the area were recognized as a constraint on redevelopment. At the time, Markham was preparing the Thornhill Secondary Plan, and the City of Vaughan was preparing an Official Plan Amendment for the north west quadrant of the Yonge-Steeles intersection which would also permit significant intensification. In response to these concerns, the former Metropolitan Toronto Planning Department initiated a consultation process between planning and transportation staff representing Markham, Vaughan, North York, York Region and Metropolitan Toronto, to discuss mutual development concerns associated with the Yonge-Steeles Area. Among other recommendations, the committee recommended that the Yonge-Steeles area be recognized as a future intermediate node in a GTA context; that the existing transportation infrastructure could accommodate development densities of 1.5 fsi in the Corridor; and prior to any development beyond 1.5 fsi across the Yonge-Steeles Corridor, a comprehensive transportation study would be required confirming



availability of capacity and strategies to accommodate the desired density and land use mix. These planning principles were consistent with the proposed development densities for the Yonge-Steeles Area set out in the draft Thornhill Secondary Plan, which was prepared between 1990 and 1995.

The Thornhill Secondary Plan was adopted by Markham Council as OPA 1 in October 1995, and was approved by the Region of York in June 1997, with modifications. These modifications included, among other policy changes, the addition of a policy which states that "Any increase in average density above a floor space index of 1.5 shall require a comprehensive transportation analysis satisfactory to the local and regional municipalities partaking in the Yonge/Steeles Subcentre Review."

Also, the owners of Centrepont Mall (located at the south west corner of the Yonge-Steeles intersection), indicated concerns that additional development in the Yonge-Steeles corridor as set out in the Draft Secondary Plan, would compromise the accessibility and viability of the Mall, due to the capacity constraints of the Yonge-Steeles intersection. In response, the Region applied a deferral to the lands within the Yonge-Steeles Corridor as shown on Schedule 'AA' of the Thornhill Secondary Plan. The deferral on these lands remains in effect, however staff are working with the Region to develop a strategy to deal with the deferral.

#### **The proposed development exceeds current Official Plan provisions**

The applicant is proposing to demolish the existing buildings (gas station, free standing restaurant and single storey plaza) to facilitate new development. The proposed development is illustrated in Figure 4 and includes:

<b>Proposal</b>	<b>GFA</b>	<b>Density</b>
Two 39-storey (fronting on to Yonge Street) and two 32-storey (fronting on to Meadowview Ave.) condominium residential towers with at-grade service and retail uses in the towers fronting onto Yonge Street.	Residential 128,931 m <sup>2</sup> (1,380 Units)	3.21 FSI
A ten-storey commercial office building at Yonge Street with at-grade service and retail uses and a 3-storey office at the rear property line.	Office 14,792 m <sup>2</sup>	0.37 FSI
Retail uses are proposed in a low-rise building abutting the rail lands and framing a central courtyard parking area north of the residential buildings.	Retail 11,165 m <sup>2</sup>	0.28 FSI
<b>TOTAL</b>	<b>154,888 m<sup>2</sup></b>	<b>3.86 FSI</b>

The total amount of parking required for this development would be 3,032 parking spaces. The applicant is proposing a reduced number of spaces, for a total of 2,410 parking spaces of which 1,656 are allocated to residential use, 335 spaces to retail use, and 419 spaces to office use. Parking will be provided in three levels of underground parking (2,137 spaces), as well as at ground level and on top of the podium (273 spaces). The ramp to the underground parking is proposed in the centre of the site, behind the office and residential towers.

---

**Existing Official Plan and Secondary Plan Provisions**

The site is designated Commercial – Community Amenity Area by the Markham Official Plan (revised 1987). The planned function of this designation is to provide a multi-use, multi-purpose centre offering a diverse range of retail, service, community, institutional and recreational uses serving several nearby residential and/or business areas. The category is also intended to create significant and identifiable focal points while accommodating office development and high density housing at appropriate locations.

The Thornhill Secondary Plan provides more detailed policy direction. The site is designated as Community Amenity Area, Yonge-Steeles Redevelopment Area in the Thornhill Secondary Plan (OPA 1), which provides for a mixed use development up to 1.5 FSI, with an increase to 2.0 FSI, without amendment to the plan, subject to traffic and servicing studies. An amendment to the Thornhill Secondary Plan is therefore required to permit the proposed development.

In addition, the Thornhill Secondary Plan also designates the subject lands as part of the Yonge-Steeles Redevelopment Area (see Figure 5). The plan specifies that the Redevelopment Area shall be subject to the preparation and approval of detailed studies addressing, but not limited to, land use and urban design, traffic and street patterns, servicing infrastructure and community services, including parks, and if required by the Town, the approval of a comprehensive Master Plan based on the approved studies. Furthermore, the Thornhill Secondary Plan states that approval of a development proposal within the Corridor shall only be granted when Council is satisfied that the development is consistent with the findings and recommendations of required comprehensive studies, and where applicable a Master Plan, and that the approval will not compromise the comprehensive and orderly development of the remaining lands within the Corridor Study.

While a process was initiated in 1991, the required study was not completed at the time. As set out in this report, staff recommend that the required study be undertaken now in order to provide an up to date framework to evaluate the subject applications and future development potential of other lands in the Yonge-Steeles Corridor (Figure 6).

**Applicable Zoning By-law**

The lands at 7171 Yonge Street are zoned Highway Commercial General (HC1) and 7161 Yonge Street is zoned Highway Commercial Automobile (HC2) by By-law 2237, as amended. Permitted uses in these zones include a mix of auto oriented uses, personal service and repair shops, land extensive retail uses, hotels and motels, restaurants, recreational establishments, churches and clubs.

Residential uses are not permitted in either zone category. A Zoning By-law amendment is required to permit the proposed development.

**Relevant Planning Initiatives**

A number of recent planning initiatives have direct relevance to the proposed development and must be considered in the review of the proposal. These include:

---

***The Provincial Growth Plan for the Greater Golden Horseshoe (2006)***

The recently-approved Provincial growth plan establishes a policy framework for urban growth and intensification. The Plan directs growth to existing urban areas and transit corridors, such as the Yonge Street Corridor. The Plan also limits greenfield development and promotes compact, transit oriented development patterns. The Town of Markham will be developing a Growth Management Strategy to ensure conformity to the Provincial Growth Plan.

***Regional Official Plan Amendment No. 43-Centres and Corridors (2005)***

Regional OPA 43 updates and expands the policies applying to Regional Centres and Corridors. A key element of Regional OPA 43 is to encourage intensification, mixed use development and transit supportive densities along designated regional corridors in the York Region Official Plan, including Yonge Street; and to encourage new growth to concentrate within the existing urban areas. The plan also states that existing policies should be reviewed to ensure that the character unique to the Yonge Street Corridor be enhanced through the development and implementation of planned rapid transit services.

Relevant policies that support the goal of intensification include a target density of 2.5 FSI along regional corridors and encouragement of mixed-use development along these corridors. Furthermore the plan states that residential development policies should favour more compact residential forms over single and semi-detached dwelling types. The Regional Plan also stresses the importance of high quality urban design and the need to integrate new development with existing development to maintain and enhance main streets. Sites abutting or adjacent to high priority transit lines are considered as “key redevelopment areas” as are sites with redevelopment potential. In accordance with the Regional Official Plan Amendment #43, the Town of Markham will be identifying key redevelopment areas along the Yonge Street Corridor.

***Regional Transit Oriented Design Guidelines (2006)***

Endorsed by Regional Council in September 2006, the guidelines are intended to assist the Region and the Area Municipalities to implement planning for well-designed pedestrian-friendly and transit-supportive development, that reflects and supports existing transit-supportive planning initiatives at the Provincial, Regional and local municipal level.

***Thornhill – Yonge Street Study (2006)***

A joint study was undertaken by the Town of Markham and the City of Vaughan which identified redevelopment and streetscape opportunities along the Yonge Street corridor within the Thornhill Heritage Conservation District. The southern boundary of this study abuts the northern limit of the study proposed in the terms of reference for the proposed Yonge-Steeles Corridor Study.

***Yonge-Steeles Corridor Public Transit Improvement E A Report (2005)***

The Region of York has undertaken an Environmental Assessment which recommends a dedicated Bus Rapid Transit corridor along Yonge Street from Steeles Avenue north to

Newmarket. This EA identifies opportunities that the transitway may be upgraded to Light Rail Transit in the future.

***A comprehensive planning study for the Yonge-Steeles Corridor is required***

Based on the policy of the Thornhill Secondary Plan relating to the Yonge-Steeles redevelopment area, and in the context of the Provincial Growth Plan and ROPA #43, a comprehensive planning study for the area is required to provide the appropriate policy framework for evaluating the subject applications. The necessary land use and urban design study will determine appropriate densities, land use, built form, and gradation of height and density within the Yonge-Steeles Corridor.

The Markham Official Plan (Revised 1987), which designates the lands as the Yonge-Steeles Corridor, also specifies that these lands are subject to further study to establish the land use, urban design, road and servicing requirements to support redevelopment.

Based on these considerations, staff recommends that a comprehensive study be undertaken for the Yonge-Steeles Corridor in 2007 and that the subject applications be considered within the context and recommendations of the planning study. The proposed terms of reference and the boundary of the study area are attached as Appendix 'A' to this report.

**There is no servicing allocation available for the proposed development**

In the June 20, 2006 Servicing Allocation report, Council was updated on the servicing constraints within the Town of Markham. Staff identified locations where servicing capacity was to be allocated. The area of Thornhill was not assigned any servicing allocation and this proposed development requires an allocation for approximately 3,132.6 people (a total of 1,380 residential units). The Town of Markham does have a servicing allocation for infill development, however the proposal exceeds the total number of units available.

Based on information provided by the Region of York, Staff does not anticipate servicing constraints to be resolved in the Town of Markham until 2011 at the earliest. Until then, Regional servicing capacity is a fixed constraint within the Town and will remain so until regional infrastructure has been upgraded to accommodate new development.

In addition, the Operations and Waterworks Departments have identified that the existing sanitary sewer does not have enough capacity for this site, and site specific and area wide infrastructure improvements are required. A Site Specific Servicing Study will be required to confirm capacity of the existing sewer and watermain to accommodate the additional flows generated by the proposed land use change.

**POTENTIAL BENEFITS OF THE PROPOSAL:**

Subject to revisions and final plans to the satisfaction of Council, the proposed redevelopment may provide a number of potential benefits, including:

- 
- Redevelopment of the site aligns with several Regional policies, including residential intensification and infill policies and creating a more transit supportive development along Regional Transit Corridors (Regional OPA 43);
  - Intensification and efficient redevelopment of an underutilized site also aligns with the Town's objectives for compact urban form;
  - An opportunity to enhance and support the pedestrian and streetscape environment along this portion of the Yonge Street corridor, through building design that emphasizes a well defined street wall and mixed use development that provides for street-oriented retail and service uses along Yonge Street;
  - A site plan that de-emphasizes surface parking by placing it away from the street and provides an underground parking structure for the residential component of the development;
  - Mitigation of the brownfield site at 7161 Yonge Street (Gas Station).

**CONCERNS AND ISSUES TO BE RESOLVED:**

The following is a brief summary of concerns/issues raised to date. These matters, and any others identified through the circulation and detailed review of the proposal will be addressed in a final staff report to be presented to Committee at a later date. Concerns and issues include:

- Need to give further consideration of the processing of this application within the context of the proposed Yonge-Steeles Corridor Study;
- Need to ensure that the proposed development is consistent with the recommendations of the Yonge – Steeles Corridor Study. As a result, staff recommend that the public meeting for this application be deferred until the applications have been considered in the context of the Yonge – Steeles Corridor Study, and the concerns/issues identified in this report have been addressed to staff's satisfaction.
- the final report for this study has been endorsed by Council, and any outstanding issues regarding the conceptual site plan have been addressed to staff's satisfaction;
- Refinement of the proposed building locations, heights, massing and design concept to better reflect the character of the Thornhill District.
- Servicing allocation required for the proposed 1,380 residential units;
- Improvement of the transition between higher density uses along Yonge Street and Meadowview Avenue with the low rise residential units to the south;
- Enhanced visual and noise buffering between the proposed development and adjacent low density residences
- Enhanced visual, noise, vibration and safety buffering between the residential development and the CN Rail lands;
- Resolution of outstanding engineering issues, including:
  - Site Specific Servicing Study
  - Stormwater Management Report
  - Noise impact study
  - Comprehensive transportation analysis

- 
- Parking study in support of the proposed parking reduction
  - Shadow impact study;
  - A geotechnical report to address the slope stabilization of the existing slope embankment abutting the CN Rail line;
  - On-site and area wide servicing constraints and infrastructure improvements;
  - Environmental Remediation Study pertaining to the decommissioning of the Gas Station; and
  - Other studies as they are identified during the detailed review of the application.

**FINANCIAL TEMPLATE (Separate Attachment):**

There are no financial considerations associated with this application at the present time.

**ENVIRONMENTAL CONSIDERATIONS:**

There are no environmental considerations associated with this development at this time. The following issues will be addressed through a future site plan review process:

- Noise impacts associated with the proximity of the proposed residential units to Yonge Street;
- Noise attenuation / vibration studies associated with the adjacent CN Rail lands;
- Contamination issues associated with remediating a portion of the subject lands currently used as a gas station;
- A Site Specific Servicing Study and storm water management report.

**ACCESSIBILITY CONSIDERATIONS:**

There are no accessibility issues associated with this application at the present time.

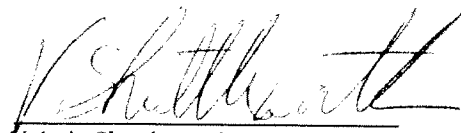
**ENGAGE 21<sup>ST</sup> CONSIDERATIONS:**

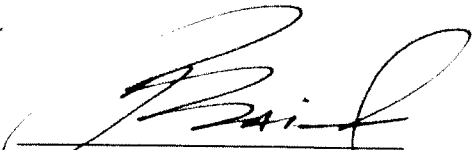
Re-development of the site is expected to align with several key corporate goals, including managed growth by promoting intensification and compact urban form, creating a pedestrian supportive streetscape environment, and providing transit supportive densities along a York Region Rapid Transit route.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

The application has been circulated to all relevant external agencies and Town departments. Their comments will be incorporated into the review process and reflected in the final report.

**RECOMMENDED  
BY:**

  
Valerie Shuttleworth, M.C.I.P., R.P.P.  
Director, Planning & Urban Design

  
Jim Baird, M.C.I.P., R.P.P.  
Commissioner, Development  
Services

---

**ATTACHMENTS:**

Figure 1 – Location Map

Figure 2 – Area Context and Zoning

Figure 3 – Aerial Photograph (2005)

Figure 4 – Proposed Site Plan

Figure 5 – Yonge-Steeles Redevelopment Area

Figure 6 – Yonge-Steeles Corridor Study Area

Appendix 'A' – Proposed Terms of Reference for the Yonge-Steeles Corridor Study

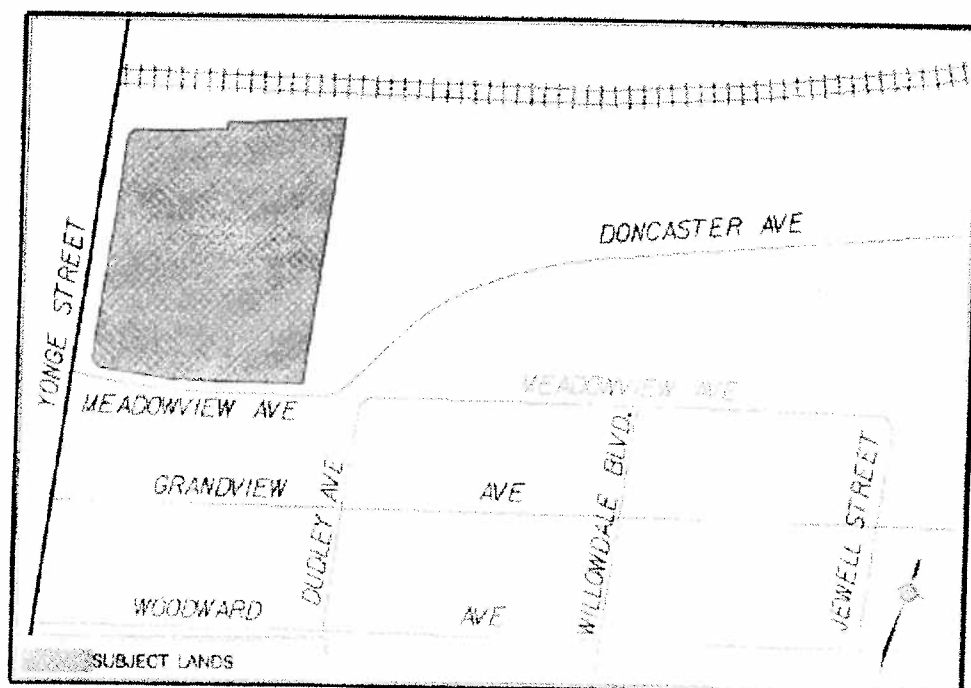
**OWNER:** 1691126 Ontario Inc.  
Contact: Lezlie Phillips  
505 Highway 7, Suite 303  
Thornhill, ON L3T 7T1  
Phone – 905-731-8687 x 226 Fax – 905-731-6826  
Email: [lezlie@libertydevelopment.ca](mailto:lezlie@libertydevelopment.ca)

**AGENT:** Walker, Nott, Dragicevic Associates Limited  
Contact: Peter Walker  
173 St. George Street  
Toronto, ON M5R 2M7  
Phone – 416-968-3511 x 130 Fax – 416-960-0172  
Email: [pwalker@wndplan.com](mailto:pwalker@wndplan.com)

**DOCUMENT:**

\\MARKHAM.CA\APPS\AMANDADOCS\PLANNING\SAVEPATH\26480435023.DOC

**FIGURE 1:**





YONGE STREET

GLEN CAMERON ROAD

HC1

AMEND 262-80  
AMEND 304-82  
AMEND 72-90

BY-LAW  
2237

HC1

BY-LAW  
2053

AMEND 21-85

M

"AMEND 58-71"

HC2

MEADOWVIEW AVENUE

R4S

GRANDVIEW AVENUE

## AREA CONTEXT /ZONING

APPLICANT: 1691126 ONTARIO INC.  
7171 & 7161 YONGE STREET, THORNHILL

FILE No: ZA.06127273 & OPA.06127138 (DC)

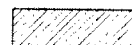


DEVELOPMENT SERVICES COMMISSION

DWN BY: CPW

CHK BY: DC

SCALE 1:



SUBJECT LANDS

DATE: 27/09/06

FIGURE No.2

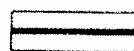
ZA06127273.DGN 27/09/2006 10:38:44 AM



## AIR PHOTO (2005)

APPLICANT: 1691126 ONTARIO INC.  
7171 & 7161 YONGE STREET, THORNHILL

FILE No: ZA. 06127273 & OPA. 06127138 (DC)



SUBJECT LANDS

DATE: 27/09/06



MARKHAM DEVELOPMENT SERVICES COMMISSION

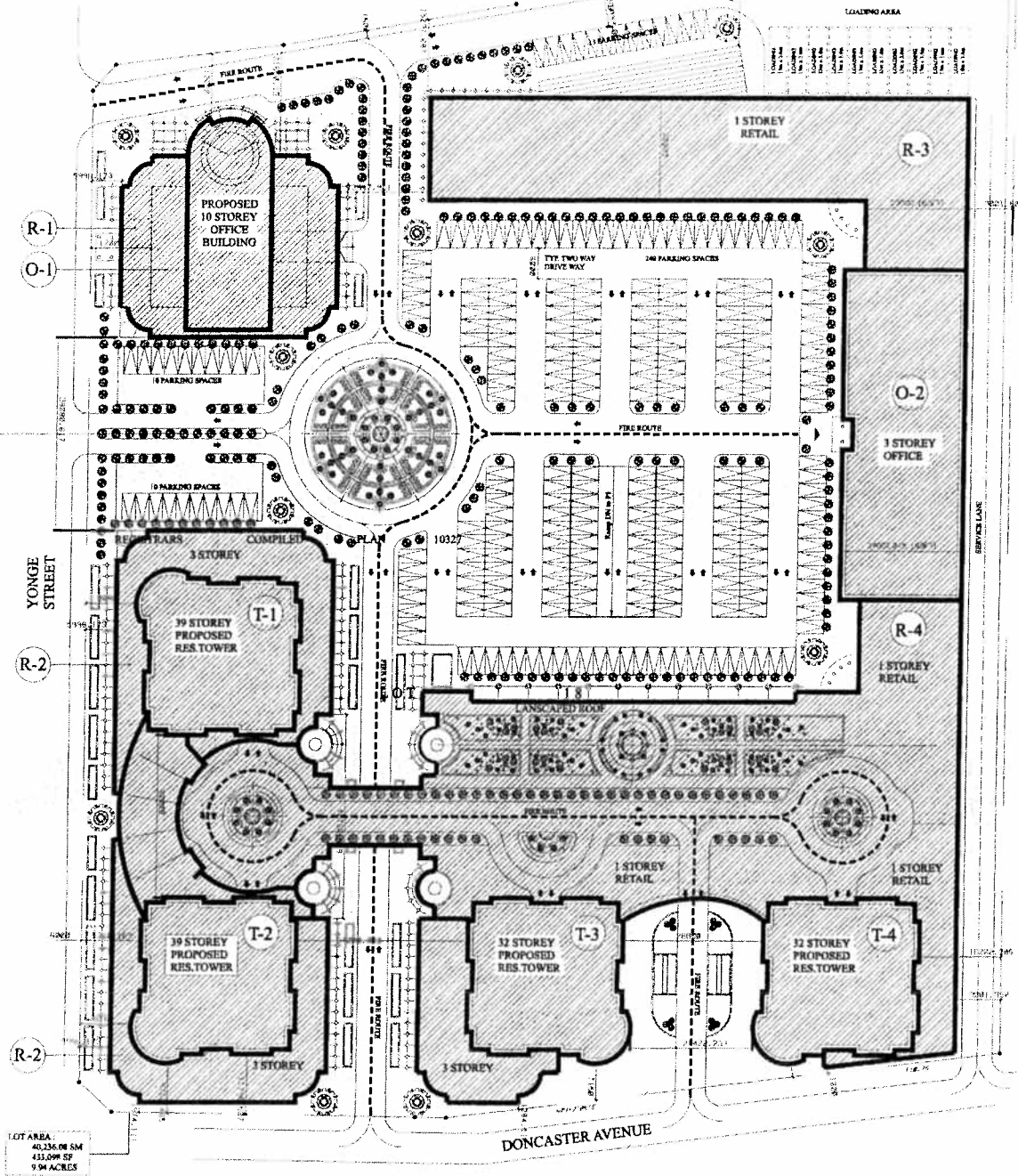
DWN BY: CPW

CHK BY: DC

SCALE 1:

FIGURE No.3

CANADIAN  
NATIONAL  
RAILROAD



# PROPOSED SITE PLAN

APPLICANT: 1691126 ONTARIO INC.  
7171 & 7161 YONGE STREET, THORNHILL

FILE No: ZA.06127273 & OPA.06127138 (DC)



DEVELOPMENT SERVICES COMMISSION

DWN BY: CPW

CHK BY: DC

SCALE 1:

DATE: 17/10/06

FIGURE No. 4

ZA06127273.DGN 02/11/2006 2:19:28 PM



# YONGE-STEELES REDEVELOPMENT AREA

APPLICANT: TOWN OF MARKHAM

FILE No: OP06127138(DC)



DEVELOPMENT SERVICES COMMISSION

DWN BY: DD

CHK BY: DC

SCALE 1: 5000

SUBJECT LANDS

DATE: 102406

FIGURE No. 5

OP06127138.dgn 25/10/2006 12:13:17 PM



# YONGE-STEELES CORRIDOR STUDY AREA

APPLICANT: TOWN OF MARKHAM

FILE No: OP06127138(DC)



DEVELOPMENT SERVICES COMMISSION

DWN BY: DD

CHK BY: DC

SCALE 1: 8000

SUBJECT LANDS

DATE: 10/25/06

FIGURE No.6

OP06127138.dgn 26/10/2006 8:40:46 AM

**APPENDIX A**  
**STUDY TERMS OF REFERENCE**

## **YONGE-STEELES CORRIDOR STUDY PROPOSED TERMS OF REFERENCE**

### **1. STUDY AREA**

The proposed study area covers the blocks bounded by Steeles Avenue to the south; Yonge Street to the west; one property south of the Farmer's Market (fronting the south side of Elgin Street) to the north; and Dudley Avenue to the East. In addition, the study area also includes the first block east of Dudley Avenue fronting onto Steeles Avenue. The outline of the study area is shown on Map A.

The Yonge-Steeles intersection is strategically located within the Greater Toronto Area, with potential to evolve into a significant mixed use node. The area is currently served by a variety of surface transit routes. In addition, York Region's recently proposed Yonge Street Transitway, a dedicated busway to be located in the centre of Yonge Street, could provide a catalyst for major redevelopment of the area, particularly on sites located close to proposed transitway stops. At the same time, the Yonge-Steeles intersection and the surrounding area is experiencing development constraints relating to municipal servicing and transportation capacity and availability of parks and recreation facilities.

The study area is characterized by a mix of commercial and residential uses. On the blocks fronting Steeles Avenue east of the Yonge-Steeles intersection, the original single detached housing remains in place, the only exception being an older, mid rise apartment building in the north east quadrant of the Yonge-Steeles intersection.

North of the Yonge-Steeles intersection to Meadowview Avenue, the east side of Yonge Street is bordered by a mix of low rise retail and highway commercial uses. Single detached residential properties are located immediately to the east. Generally this portion of the study area is characterized by small lot sizes and fragmented ownership patterns.

North of Meadowview Avenue, two large properties accommodating retail plazas are located north and south of the CN Rail line.

The portion of the Study Area north of Clark Avenue is characterized by older mid-rise apartment buildings. Generally, these uses are well established and may have limited intensification or redevelopment potential.

### **2. BACKGROUND**

In the early 1990's, the Town of Markham undertook a comprehensive review of land use policies in the Thornhill Community, which culminated in the Thornhill Secondary Plan (OPA 1). This Secondary Plan was adopted by the Town of



Markham in 1995 and was approved by the Region of York in 1997 (subject to modifications).

The Thornhill Secondary Plan provides for mixed use residential/commercial/office development on the properties fronting the Yonge Street corridor between Steeles Avenue and the Clark Avenue. Within these general boundaries, properties fronting on Yonge Street between Steeles Avenue and the CN Rail Line (designated Community Amenity Area – Yonge/Steeles), are permitted to develop at a base density of 1.5 fsi, with potential to increase this density to 2.0 fsi (without amendment to the plan) subject to a comprehensive transportation study. The properties fronting Yonge Street north of the CN Rail Line to Clark Avenue (designated Community Amenity Area – Yonge Street Corridor), are currently restricted to a lower maximum density of 1.0 fsi. Both designations encourage grade-related commercial and retail uses along the Yonge Street frontage. The remaining, predominantly residential lands within the blocks bounded by Yonge Street and Dudley Avenue, are designated High Density Housing II, which permits development at densities between 99 and 148 units per hectare.

The block fronting Steeles Avenue east of Dudley Avenue has a low density residential character. The northern half of the block fronting Highland Park is designated Low Density Housing. The properties fronting Steeles Avenue are designated Low Density Housing Special, which, in addition to low density residential uses, permits office uses in low-rise buildings compatible with surrounding residential buildings.

In October 1991, the former Metropolitan Toronto Planning Department convened a meeting of representatives from Markham, Vaughan, North York, Region of York and Metro to discuss mutual concerns regarding the development potential around the intersection of Yonge and Steeles. This led to the formation of an intermunicipal working committee, known as the “Yonge-Steeles Development Area Committee”, which was comprised of planning and transportation staff from each of the participating municipalities. Each municipality developed a series of land use scenarios for its respective quadrants. In January 1994 the Committee issued a draft report entitled “The Yonge-Steeles Sub Centre: Recommended Planning Principles”. The draft report recommended that development in the Yonge-Steeles Sub Centre must be staged in accordance with the availability of transportation capacity, and recommended a Stage 1 density of 1.5 fsi across the Yonge-Steeles Corridor Study in Markham, based on the transportation capacity available at that time. The study further recommended that any development beyond 1.5 fsi would require a comprehensive transportation study, to confirm the availability of capacity and strategies to accommodate the desired density and land use mix. The recommendations of the intermunicipal working committee were consistent with the policies of the Thornhill Secondary Plan.

When York Region approved the Thornhill Secondary Plan in 1997, several sites within the Study Area were deferred (see attached map), including:

- the blocks bounded by Steeles Avenue, Yonge Street, Meadowview, and Dudley;
- the second block fronting Steeles Avenue East east of Dudley;
- the large block fronting Yonge Street immediately south of the CN Rail line; and,
- the large block fronting Yonge Street immediately north of the CN Rail line.

The first three areas were deferred at the request of the owners of the Centre Point Mall (located at the south west corner of Yonge and Steeles) due to the owners' concerns about possible negative impacts on the Yonge Steeles intersection associated with redevelopment and intensification of these lands. The block north of the CN Rail line was deferred at the request of the owner, who wanted higher development densities on his property. These deferrals remain in place at the present time.

Since the adoption of the Thornhill Secondary Plan, a number of policy documents and guidelines, as well as infrastructure initiatives, have been introduced, which will play an important role in future redevelopment of the Yonge Steeles area. These include:

- *Region of York Official Plan Amendment No. 43 – Centres and Corridors Strategy:* This document expands and updates York Region's Centres and Corridors policies. The objective is to encourage intensification, mixed use development and transit supportive densities along designated regional corridors, including Yonge Street. The plan directs area municipalities to undertake corridor studies to identify opportunities for compact, mixed use, transit supportive redevelopment. The policies establish an average density target of 2.5 fsi along corridors. The amendment also stresses the importance of high quality urban design and the need to integrate new development with existing development to maintain and enhance main streets. Area municipalities are directed to identify "key redevelopment areas", defined as sites that are abutting or adjacent to high priority transit lines.
- *Region of York Transit Oriented Design Guidelines:* Endorsed by Regional Council in September 2006, the guidelines are intended to assist the Region and the Area Municipalities to implement planning for well-designed pedestrian-friendly and transit-supportive development, that reflects and supports existing transit-supportive planning initiatives at the Provincial, Regional and local municipal level.
- *The Growth Plan for the Greater Golden Horseshoe:* The recently-approved provincial growth plan for the GGH establishes a policy framework for compact urban growth; sets intensification targets, directs growth to existing

urban areas and transit corridors such as the Yonge Street Corridor; limits greenfield development; and promotes compact, transit oriented development patterns.

- *Thornhill Yonge Street Study:* A joint study undertaken by the Town of Markham and the City of Vaughan, which identified redevelopment and streetscape opportunities along the Yonge Street corridor within the Thornhill Heritage Conservation District and adjacent blocks. The southern boundary of the Thornhill Yonge Street study abuts the northern limit of the study proposed in these terms of reference. The Thornhill Yonge Street Study identified key redevelopment sites, identified maximum building heights on these sites, and established a streetscape improvement plan for the study within the context of the proposed Yonge Street transitway.
- *The Yonge Steeles Corridor Public Transit Improvement Environmental Assessment Report:* This EA, undertaken by York Region Transit, recommends a dedicated Bus Rapid Transit corridor along Yonge Street from Steeles Avenue north to Newmarket. The transitway may be upgraded to Light Rail Transit in the future.

Since approval of the Thornhill Secondary Plan, redevelopment activity in the Yonge Steeles Area of Markham has been limited. However, the Town has recently received a major redevelopment application for the lands at the north east corner of Yonge Street and Meadowview Avenue in the Yonge Steeles Study Area. With the anticipated construction of the Yonge Street Transitway over the next decade, staff anticipate that additional redevelopment interest will be generated in this area.

### **3. STUDY GOAL AND PURPOSE**

The Secondary Plan establishes that approval of development proposals for lands within the Yonge-Steeles Corridor shall be subject to the preparation and approval of detailed studies addressing, but not limited to, land use and urban design, transportation and street patterns, servicing infrastructure and community services, including parks. The Secondary Plan provides for the preparation of a Master Plan for the study area, based on the findings of these studies, at the discretion of the Town.

The objectives of this study include:

- To identify a preferred redevelopment/intensification scenario for the lands within the study area, focusing on mixed-use development and appropriate building forms and heights within the context of the Regional Official Plan Amendment No. 43's density target of 2.5 fsi for the Yonge Street Corridor;

- To provide park and/or recreation facilities suitable for the anticipated population in and adjacent to the redevelopment area;
- To achieve energy efficiency and residential amenity, taking into account height, massing, landscaping and the effects of wind and sun;
- To ensure pedestrian convenience and comfort;
- To ensure a pedestrian and transit supportive street level environment, particularly along Yonge Street and Steeles Avenue frontages of the study area, with appropriate at-grade mixes of uses and building/street frontage relationships;
- To assess existing transportation and servicing infrastructure, and to determine required improvements, including possible alternative “green” technologies, to accommodate the preferred redevelopment scenario for the study area;
- To establish appropriate phasing of development within the context of existing transportation and servicing infrastructure, and planned/required improvements;
- To provide appropriate transition between the redevelopment area and existing low density residential neighbourhoods, and to review existing road patterns in the area in the context of this objective;
- To provide appropriate interface between the redevelopment area and adjoining industrial lands and the CN Rail line;
- To prepare an implementation strategy, including an amendment to the Thornhill Secondary Plan, and the implementing zoning by-law.

The Town is seeking a multi-disciplinary consulting team to prepare a land use and urban design study for the Yonge-Steeles Corridor Study which will address the study objectives set out above.

#### **4. THE STUDY COMPONENTS**

##### **4.1 Review study boundaries**

Consultant teams will be asked to review the proposed study area boundaries. Specifically, the Town is seeking recommendations concerning whether or not the block fronting Steeles Avenue east of Dudley, and the portion of the proposed Yonge Street corridor north of Clark Avenue, should be retained within the study area and to what extent these blocks should be considered as candidates for intensification or redevelopment or whether they should remain subject to the existing Secondary Plan policies.

## **4.2 Land Use and Urban Design Plan**

The consultant will recommend a preferred land use and urban design plan for the study area. The intent will be to demonstrate how the study area can evolve into an urban, mixed-use community, consisting of residential, offices, and ancillary retail and other commercial uses, in appropriately-scaled buildings. This component of the study will address the following issues both comprehensively and on a block by block basis within the study area:

- (i) A land use plan indicating appropriate locations for and mixes of land uses within the blocks forming the study area. The scenario should identify anticipated floor areas/residential units for residential, office and retail uses on a block-specific basis; identify recommended locations for these uses; and overall anticipated densities for each block within the context of the Regional Official Plan Amendment No. 43 target of 2.5 fsi average density within the Yonge Street corridor. The land use plan will be used as a basis for evaluating transportation and servicing infrastructure in the study area.
- (ii) An urban design plan illustrating building heights adjacent to Yonge Street and other major roads; building massing and form; orientation of buildings relative to surrounding streets; location and form of parking areas and vehicular access points; and appropriate transition strategies to ensure compatibility with existing low-rise residential neighbourhoods to the east.
- (iii) provision of publicly-accessible parks and recreation facilities, in a form and location suitable for the anticipated residential population;
- (iv) creating a pedestrian supportive environment within the study area and vibrant and attractive streetscapes adjacent to existing roads;
- (v) design guidelines addressing key aspects of the built environment including:
  - Built form and massing
  - Streetscapes and open space
  - Siting and orientation of buildings;
  - Mix of at-grade uses and street facades of buildings;
  - Environmental amenities including energy efficiency, micro-climate, pedestrian amenities and comfort;
  - Strategies for minimizing the visual and physical impacts of parking areas and vehicular access points.

In addition, the recommended planning and urban design strategy must be developed within the context of existing and potential development within the other municipalities adjoining the study area including the City of Toronto and the

City of Vaughan, at a sufficient level of detail to satisfy the requirements of the Transportation and Servicing analyses set out below. This will involve, in part, a thorough review of existing planning documents in these municipalities, and an analysis of the resulting transportation infrastructure requirements.

#### **4.3 Transportation**

The Yonge-Steeles Corridor Study is located at the intersection of two major roads served by inter-municipal buses and the proposed Yonge Street Transitway.

In addition to the development potential within the Town of Markham, significant intensification potential may also exist within the City of Vaughan and the City of Toronto on lands fronting Yonge Street and Steeles Avenue within the vicinity of the Yonge-Steeles intersection. Close liaison with the City of Toronto, the Region of York, and the City of Vaughan will be crucial during the course of the study, to identify development potential within these adjoining jurisdictions and to ensure that the existing background traffic and future development potential in all three municipalities is accurately reflected in the analysis. Consideration should be given to the extent to which current planning documents in Vaughan and Toronto reflect the recommendations of the previously referenced “Yonge-Steeles Development Area Committee”. The transportation infrastructure implications that may result from discrepancies between the recommendations of the Yonge-Steeles Development Area Committee and current municipal planning documents should also be reviewed at this time.

The transportation analysis will be required to evaluate the impacts of the proposed planning and urban design strategy (plus the development potential in the Cities of Toronto and Vaughan based on their policy documents) on the existing transportation infrastructure. In addition, the transportation analysis will identify the transportation infrastructure improvements that will be needed to achieve anticipated ultimate development levels, including road right of way widths and intersection and transit, cycling and pedestrian improvements, and any phasing of development related to infrastructure delivery and timing.

Given the existing traffic conditions in this area, the transportation study will have a strong focus on transit and alternative modes of transportation (walking and cycling). In this regard, a comprehensive review of existing and projected person travel demand to and from the study area will be examined utilizing the most updated modeling information from both Toronto and York Region. The study will review opportunities to improve pedestrian connections to support transit and other community needs. The study will also identify modal split assumptions for various horizon years. Potential new Cycling routes (dedicated lanes and shared routes) and potential locations for bike racks near transit stations for the study area will be reviewed to identify opportunities to link with the Town’s proposed Master plan. A review of existing transit routes and opportunities to modify or

add routes will be undertaken including opportunities and demand for community-based shuttles to provide a link to major transit destinations. The study will also examine the impact of traffic generated by redevelopment on the adjacent low density residential neighbourhoods and recommendations to protect these neighbourhoods from traffic infiltration including but not limited to opportunities for one-way street networks, traffic calming and turn prohibitions.

In addition to the above, the transportation analysis should address the following:

- Consideration of appropriate reductions in parking standards to reflect transit supportive development in close proximity to transit rich routes such as Steeles Ave., Yonge St., and proposed Yonge Transitway stops;
- Potential for on-street parking on Yonge Street to support retail uses;
- Requirement of Travel Demand Measures for new office development to support lower parking standards.

Any proposed reduction in parking standards must be considered within the context of minimizing potential overflow parking within adjacent residential neighbourhoods.

#### **4.4 Servicing**

A high level analysis of existing sanitary sewer, water and storm sewer system capacities will be required, in order to determine any servicing capacity constraints that may affect the implementation and phasing of the preferred Land Use and Urban Design Plan within the Study Area. This area experiences capacity constraints for both storm and sanitary sewers. As part of the servicing component of this study, an overall drainage plan has to be developed within the boundary of the catchment area to address surface drainage, storm sewers and sanitary sewers. Opportunities to retrofit infrastructure and/or add new facilities to provide quantity and quality control for stormwater have to be identified. The impact of redevelopment on downstream watercourses has to be addressed as part of this study. The objective is to identify strategic opportunities and measures to ensure that redevelopment of this area will mitigate and improve the current situation, to the extent possible. This component of the study will also address the municipal infrastructure improvements and their timing to accommodate the land uses and densities proposed in the recommended land use and urban design strategy. This information, together with the transportation analysis noted above, will feed directly into the Phasing and Implementation Strategy for the Study.

#### **4.5 Open Space and Recreation**

Alternative schemes for the provision of parks, open space and recreation facilities within and adjacent to the redevelopment area will be examined. The Study will identify the amount of parks, open space and specific recreation facilities relative to the anticipated resident and employment population in the



study area and surrounding neighbourhoods, suitable locations for these facilities, and financial arrangements or other mechanisms needed to realize the required facilities.

The recommendations will seek to achieve an aesthetically pleasing balance between built form and open space and recreational opportunities suited to the new community.

#### **4.6 Other Community Services**

The Study will examine the need for other community services (emergency, schools, libraries etc.) arising out of the proposed redevelopment. If such services are needed within the Study area, appropriate sites (or opportunities for combining required facilities within residential or commercial development) will be identified in the land use and urban design strategy. If new community facilities are not justified within the Study area, then the Study will identify existing facilities capable of servicing the area.

#### **4.7 Phasing and Implementation Strategy**

The key to success in a large redevelopment area lies in an implementation strategy which will ensure orderly change. The phasing and implementation strategy will address timing and phasing of development, land assembly requirements, criteria for assessing development applications, staging of infrastructure improvements and community services.

It is anticipated that the recommended land use and urban design strategy will require amendments to the Thornhill Secondary Plan. The Consultant Team will be required to prepare draft amendments to the Secondary Plan to implement the recommended land use and urban design strategy and the phasing strategy. The amendment to the Thornhill Secondary Plan will also address a comprehensive list of background studies and issues that must be addressed in support of redevelopment applications.

The Consultant Team will also be required to make recommendations on detailed land uses and development standards, suitable for incorporation into implementing zoning by-law amendment(s) for the area.

#### **4.8 Consultation Program**

Public consultation and education will play a key role in this study in order to achieve a broad level of public acceptance for the recommended land use and urban design plan. A variety of techniques should be used to convey a realistic impression of the built community and to facilitate public understanding of the proposed changes, possibly including computer modelling and illustration.

The Consultant will design and be responsible for organizing a full consultation and engagement program, including community information meetings with residents and landowners, regular meetings with a Study Steering Committee (comprising Town staff), meetings with outside agencies and adjacent municipalities and other stakeholders and statutory public meeting(s) for the draft Official Plan Amendment and Zoning By-law Amendment.

## **5. THE CONSULTING TEAM**

The Study requires a multi-disciplinary team to address urban design, planning, servicing and transportation issues.

The team will be headed by a firm or consortium specializing in planning and urban design, with a demonstrated record in the design and implementation of large-scale redevelopment schemes.

The lead firm will identify sub-consultants as part of the proposal and clearly indicate the specific expertise offered to the Study and the extent of their involvement in the project.

## **6. CONSULTANT SELECTION**

As a first stage in the consultant selection process, interested firms are requested to submit a response to a request for qualification. This response should include an outline of the consulting team's general study approach, relevant project experience, and experience of key team members.

Among the consulting teams submitted a response to the RFQ, a short list will be requested to submit detailed proposals. These proposals will address the following items:

- Study work program – content and description of tasks, study timing and timing of study tasks, and details of involvement of team members in the study tasks;
- Relevant experience of the consulting team and direct involvement of experienced team members in the study;
- Comparable project experience, including projects that have been successfully implemented;
- Public consultation process;
- Study budget and deliverables.

The selection of a consultant will be based on the quality of the detailed proposal, and possibly an interview with Town staff. The Planning and Urban Design Department, through Development Services Committee, will recommend the preferred consultant team.

## **7. BUDGET, SCHEDULE AND STAFFING**

The estimated budget for this study is \$150,000.

We anticipate that this study will begin in January 2007, and be completed by the end of November 2007.

The detailed budget will identify task costs, meeting costs, costs for advertising and public relations, disbursements, contingencies and applicable taxes, plus a payment schedule for each study phase. The work program will detail task timing and sequencing and meeting schedules. The proposal will also identify the role and responsibility of each member of the consulting team, their direct involvement in the Study, and their relevant experience. The proposal will also identify the anticipated extent and schedule of Town staff involvement in the study process.

## **8. STUDY PRODUCTS**

The key products of the study will include:

- Review of all current planning documents, and other relevant studies, within study area and adjacent municipalities
- The planning and urban design strategy and the urban design guidelines report;
- The draft Secondary Plan Amendment;
- Detailed land uses and development standards suitable for incorporation into implementing Zoning By-law Amendment(s).

It is anticipated that the following background reports will also be prepared:

- Transportation issues
- Servicing, drainage and watercourse issues
- Open space, recreation facilities and other community services
- Phasing and implementation strategy

Prior to preparation of final reports, one or more draft reports will be prepared for discussion and review by the Study Steering Committee.

## **9. REQUEST FOR QUALIFICATIONS**

Consultants must submit \_\_\_\_\_ copies of their response to this request for qualifications to

\_\_\_\_\_  
no later than 4:00 pm on \_\_\_\_\_.

If you have any enquiries, please contact Mr. Ron Blake, Development Manager West District, at 477-7000 extension 2600.