

COMMITTEE OF THE WHOLE JUNE 19, 2006

**THORNHILL YONGE STREET STUDY (2002)
DRAFT OPA AMENDMENT 669
FILE: 19.26**

Recommendation

The Commissioner of Planning recommends:

1. THAT OPA 669, based on the land use and urban design recommendations of the Thornhill Yonge Street Study (2005), BE APPROVED.
2. THAT the following initiatives be undertaken by City Staff:
 - (i) Prepare a City by-law amendment to designate the Study Area as a Community Improvement Area under Section 28 of the Planning Act.
 - (ii) With the support of appropriate consultants, review and revise the Thornhill Heritage Conservation District Plan (including signage and lighting policies) in co-ordination with the Town of Markham, and in accordance with the new OPA policies.
 - (iii) Establish a joint Yonge Street Streetscape and Transitway Project Management Team among City of Vaughan, Town of Markham, and the Region of York staff to work collaboratively to implement the Base Case Streetscape and Transitway, and other interim and permanent improvements to accommodate the Transitway and streetscape concept.
 - (iv) Explore the potential for a joint City of Vaughan/Town of Markham Architectural and Development Peer Review Committee for all public sector projects, major private sector projects over 929 sq.m (10,000 sq. ft), and all infrastructure projects.

Economic Impact

There will be an economic impact to the City of Vaughan to retain consultants necessary under recommendation 2(ii). Otherwise the necessary resources have been allocated and approved. The proposed policy changes will permit additional new assessment to the local tax base.

Purpose

To address comments and issues identified at the May 15, 2006 Public Hearing respecting draft OPA 669 (The Thornhill Yonge Street Study), and to submit the Official Plan for the consideration of Committee of the Whole.

Background - Analysis and Options

The Thornhill Yonge Street Study- 2005

The Study was jointly undertaken by the Town of Markham and City of Vaughan, and initiated in the fall of 2002. The Study was led by Urban Strategies Inc., a leading planning and urban design firm retained by the municipalities. The consultation process included a number of workshops with key stakeholders, including the Town of Markham, the City of Vaughan, the Region of York, the York Region Rapid Transit Consortium, the property owners and the local

residents. The following is a list of the open houses and workshops held with the stakeholder group and general community in date sequence:

- Visioning workshop on February 27, 2003
- Presentation to the Stakeholder Consultation Group (SCG) on May 5, 2003
- Public Open House on May 28, 2003
- Business and Commercial Property Owner "round table discussion" on July 3, 2003
- Presentation to SCG on November 27, 2003
- Public Open House on December 4, 2003
- Public Open House on April 27, 2004

The Thornhill Yonge Street Study was completed in four phases:

- Phase 1: Background information gathering and analysis, including the development of transit-way and streetscape design criteria. This phase included the public consultation process to identify and develop goals and expectations for the Study Area.
- Phase 2: Development of alternate urban design and streetscape concepts.
- Phase 3: Development of the draft Master Plan.
- Phase 4: Development of the final report providing a framework for reinvestment and community building.

Special Committee of the Whole Meeting of February 27, 2006

The Thornhill Yonge Street Study was received at the Special Committee of the Whole meeting of February 27, 2006 along with the Staff Report summarizing the recommendations. At the Council meeting which followed on March 20, 2006, Council approved the Staff recommendation to receive the study and to endorse its recommendations as the basis of an amendment to the Thornhill Vaughan Official Plan (OPA 210). In addition, Council directed that comments of the community expressed at the meeting be considered by Staff and that the following written submission of Councillor Shefman be approved:

- "1. That discussions be initiated with the Town of Markham and Region of York respecting the implementation and associated cost-sharing of the Thornhill Yonge Street Streetscape Improvement Program;
2. That Staff be directed to prepare a report to a future Committee of the Whole meeting which:
 - a) establishes a timetable to guide implementation of the Thornhill Yonge Street Plan;
 - b) provides for an annual report to Council on the progress of implementation;
 - c) examines the implications and opportunities for the Thornhill Heritage Conservation District presented by the new Ontario Heritage Act;
 - d) describes a development approval process which will ensure that new development within the Thornhill Yonge Street Study Area will be of the highest quality and complement existing heritage resources; and

- e) establishes a permanent coordinating body, under the leadership of the City of Vaughan and Town of Markham, to oversee the ongoing implementation of the Thornhill Yonge Street Plan.”

Public Hearing of May 15, 2006

The Public Hearing for Draft OPA 669 was held on May 15, 2006. On May 23, 2006, Council received the Public Hearing, and directed Staff to address any issues identified at the hearing in a comprehensive report to Committee of the Whole.

Comments Expressed at the Public Hearing of May 15, 2006

Comments expressed at the Public Hearing by Council and residents, and Staff's responses to them, are addressed as follows:

- (i) **The proposed height maximum of 5 storeys for the “Mid-Rise/Mixed-use” designation was questioned in terms of its appropriateness in the Heritage Conservation Area, where existing development on the west side of Yonge Street (Vaughan) is a maximum of 3 storeys in height.**

Counter to this comment, a proponent for the Thornhill Village Plaza Inc. development applications suggested that the height maximum should be increased from 5 storeys to 9 storeys.

Staff Response: The Thornhill Heritage District Study (1984) generally recommends that new development be compatible with existing two and three storey buildings within the district. The proposed Official Plan limits development within the immediate proximity of existing heritage structures to three storeys in height, and permits up to five storeys in four areas of the Study Area which are more removed from heritage structures. Any new development will be required to be compatible with the character of the village.

Given the Region's strong commitment to and investment in, improved transit service through the Study Area, and a total absence of new development or redevelopment in the area in the past several years, it is considered imperative to permit a modest increase in permitted heights in the suggested locations as an incentive for redevelopment. Additional density will improve the general economic viability of businesses in the area, including those which are operating out of existing heritage buildings. The increase in density is also in accordance with Provincial and Regional policies for intensification of development along higher order public transit corridors.

- (ii) **The question of whether it is appropriate to identify Arnold Avenue as a secondary street rather than a local street in OPA 669 was raised.**

Staff Response: The Thornhill Yonge Street Study identifies four secondary streets within the study area:

- Elgin Street
- Arnold Avenue
- John Street
- Centre Street

The OPA 669 policies distinguishing between secondary streets and local streets, relate to streetscaping only and do not imply that all secondary streets are intended to carry the same volume of traffic. Secondary streets have a supporting function to primary streets, both from transportation and urban design perspectives. They generally carry higher volumes of traffic than local streets identified in the study area. The proposed Official Plan has incorporated policies to

implement the vision for these streets and their intersections with Yonge Street as prominent pedestrian locations within the study area. Policies for streetscaping of the primary streets include upgrading of sidewalks, special paving, pedestrian scale lighting, and street tree planting. Where permitted by the extent of the public right-of-way, secondary-streetscape improvements will include a 2.2 m "Streetscape Furnishing and Planting Zone" and a 3 m "Walking Zone".

Streets identified as local streets within the study area are also proposed to receive enhanced streetscaping, however the entire streetscape zone is 4.2 m, rather than the 5.2 m width proposed for secondary streets.

The Elgin/Arnold Street precinct is also identified as a special pedestrian location in the Thornhill Yonge Street Study. The vision for the precinct establishes a series of public park spaces and open spaces defined by existing and new built form, to create a green and connected pedestrian environment at the southern entry to the study area. Currently, a wide island separated right-turning lane encourages high travel speeds onto Arnold Avenue from Yonge Street. The land use plan replaces the island turn lane with a new parkette.

Organization of this Report

The balance of this report provides an overview of the planning and policy context in which the Thornhill Yonge Street Study was carried out, and summarizes the key policy components of draft Official Plan Amendment #669 which implements the policy recommendations of the Study.

Location

The Thornhill Yonge Street Study is focused primarily on properties fronting onto Yonge Street within the boundaries of the Thornhill Heritage Conservation District. The east side of Yonge Street is under the jurisdiction of the Town of Markham. The Study Area also includes a few businesses on the south side of Centre Street and an apartment building east of Yonge between John and Elgin/Arnold, which were included in the Study due to their proximity to Yonge Street. On the west side of Yonge Street, the southern boundary includes the Thornhill Public School located south of the Elgin/Arnold intersection with Yonge. The northern boundary is the top of the riverbank above the Don River valley just north of the Thornhill Heritage Conservation District.

Existing Uses

The portion of the Study Area located in the City of Vaughan is designated "General Commercial" and "Low Density Residential". The lands are zoned C1-Restricted Commercial, C2-General Commercial, C6-Highway Commercial Zone, and R1-Single Detached Dwelling Residential Zone.

The Planning Context

The Study Area falls under the jurisdiction of the City of Vaughan, the Town of Markham, and the Region of York, and is also subject to relevant Provincial Policy. Within the Vaughan portion of the Study Area, the following municipal/regional policy documents provide direction for new development/ re-development:

- The Provincial (Planning) Policy Statement
- The York Region Official Plan
- OPA #210- The Thornhill Vaughan Community Plan
- The City of Vaughan Thornhill Heritage Conservation District Study

Provincial Planning Policy

The recent Provincial Policy Statement (March 2005), together with the Greenbelt Plan (February 2005) and (Draft) Places To Grow Policy document, will shape future municipal policy directives

and growth within the GTA. These documents are aimed at maximizing growth opportunities within the urban areas through infill, and building intensification. Higher order transit corridors within urban areas are identified as key areas for intensification and re-development. The draft OPA conforms with Provincial policy.

The York Region Official Plan

The York Region Official Plan establishes a commitment to invest in transit infrastructure, including streetscaping within identified centres and corridors. The Yonge Street corridor is to have a dedicated rapid bus transitway which is scheduled for construction for 2006-2007. The environmental assessment process for this transit improvement is now close to completion. The Region's policy framework supports mixed-use intensification of transitway corridors and centres. The Region recently refined its transit supportive land use policies, density targets and urban design performance standards through OPA #43, which was adopted on December 16, 2004. The draft OPA conforms with Regional policy.

The Thornhill Community Plan (OPA #210)

OPA #210 contains policies for site development within the Village of Thornhill Heritage District supporting:

- Retention of historical buildings;
- Preservation of mature landscape elements;
- Creation or preservation of a landscape buffer between commercial uses and residential uses;
- Development of design guidelines for parking areas and access;
- Pedestrian linkages; and
- Pedestrian access to building entrances from Yonge Street.

OPA #210 makes provision for the Village of Thornhill Heritage District and gives Council the authority to designate a Heritage Conservation District under the Ontario Heritage Act.

The City of Vaughan Thornhill Heritage Conservation District Study

The City of Vaughan Thornhill Heritage Conservation District Study (1984), includes policies for historical preservation, design guidelines for new development and re-development, and makes recommendations for public infrastructure improvements. The study also includes design guidelines and general site development guidelines that provide recommendations for landscape and streetscape improvements for the Heritage District. Given the time which has elapsed since the completion of the Heritage District Study, and the new recommendations arising from the Thornhill Yonge Street Study, the Thornhill Heritage District Study document should be reviewed and revised to reflect the current policy framework.

Development Applications (OP.05.004 & Z.05.011)

Thornhill Village Plaza Inc. and M4 Developments have jointly submitted Official Plan and zoning amendment applications for the lands located at consecutive lots 7584 and 7610-7616 Yonge Street within the Thornhill Yonge Street Study Area. The proposal is to permit the construction of an 11-storey seniors' condominium building.

The lands are located primarily in the "Mid-Rise Mixed-use" designation, with a small portion at the north end, falling within the "Heritage Main Street" designation. The proposal is contrary to policies contained in proposed OPA 669, and the Thornhill Heritage Conservation District Plan. The condominium development is 6 storeys higher than the maximum permitted height in the "Mid-Rise Mixed-Use" designation, and 8 storeys higher than that permitted in the "Heritage Main

Street" designation. In addition, the OPA requires commercial at grade, and a more articulated built form than that of the proposed building.

Key Elements of the New "Vision" For Yonge Street

The framework for renewal of the Study Area is based on a vision of creating a vibrant, mixed-use "main street" on Yonge Street, and establishing a balanced range of residential, employment, and social gathering opportunities within the subject lands. The vision and policy framework builds upon established planning principles, municipal, regional and community goals to create:

- A predominance of commercial/retail uses situated along the street comprising specialty niche markets, including food, lifestyle and boutique stores, the ethnic market, neighbourhood and convenience shopping.
- An attractive, high quality, pedestrian-friendly, transit-supportive streetscape along Yonge Street comprising a primarily hard surfaced streetscape with in-ground street trees, distinctive pedestrian-scale lighting, streetscape furnishings and treatments, and a 3.5 metre wide raised centre landscape median.
- Transit supportive mid-rise intensification in some sections of the corridor, with maximum heights of 5 storeys, to better address the scale and width of the street, improve street definition, support increased transit use.
- Protection and enhancement of heritage resources and their environs through the redevelopment process aimed at highlighting and celebrating these core assets.
- New public parks, plazas and places for meeting and gathering along the side streets at established destinations including the York Market and in the area of the Thornhill Public School at the Elgin/Arnold intersection, and at the new transit station at the Thornridge/John Street intersection.
- Building height and massing transitions to ensure compatible fit with existing neighbourhood fabric and to respond to the location and importance of heritage assets along the corridor.
- Small-scale infill projects to complement existing two and three storey developments including infill of the Bell office site, new house form mixed-use development in the Lion's Parkette area, and new house form residential developments adjacent to the neighbourhoods at the John Street Transit Node.
- Enhancement and connection of the total open space resource linking planned open space improvements along Yonge Street and the side streets to existing parks, trails, and the neighbourhoods.
- A pedestrian priority zone on Yonge Street which limits the number of private driveway access points from Yonge Street to promote a pedestrian environment, while reducing congestion and left turning movements on Yonge Street.
- Access and parking at the rear of Yonge Street properties to promote shared access and parking solutions.
- High quality buildings and public spaces exemplifying design excellence through the use of specific design guidelines and other criteria.

Land Use Recommendations

The land use recommendations arising from the Yonge Street Study provide the policy basis for draft OPA 669. These recommendations are based on the vision, key planning principles, goals, analysis, and conclusions outlined in the study report. The following land use designations and key principles are included as policies within the draft OPA.

This amendment incorporates the land use and urban design policy components of the Thornhill Yonge Street Study (2005). The land use designations established in this Plan reflect the Land Use Plan from the Study. The principal changes introduced by the Plan are the creation of two new land use designations. A similar land use policy framework is being implemented by the Town of Markham, such that development on both sides will be mutually complementary while recognizing some differences in context.

A. Land Use Designations

1. Mid-Rise/ Mixed-Use Designation

The "Mid-Rise /Mixed-Use" designation permits buildings at a maximum height of 5 storeys, with maximum net site density of 2.0 Floor Space Index (F.S.I.). The maximum height is also subject to specific urban design requirements.

This designation applies to only those properties where new development is appropriate within the Plan and where designated or listed heritage buildings are not located. A minimum building height of 2.5 storeys is also required for new development. Ground floor, grade-related commercial development is required on Yonge Street, and along public open space/plaza frontages. Residential and office uses are encouraged for storeys above grade. This designation is introduced to encourage new development in keeping with the vision and intent of the Plan. The height and scale of permitted development is intended to provide an incentive for redevelopment, while respecting the heritage character and scale of valued heritage resources, and proximity to the neighbouring low density residential community. A maximum of five storeys is deemed appropriate in this context, to support transit services and retail businesses.

The following uses may be permitted within the "Mid-Rise/Mixed-use" designation:

- (i) A full range of multiple dwelling types including townhouses, stacked townhouses and apartments;
- (ii) Retail uses;
- (iii) Service uses;
- (iv) Offices;
- (v) Banks and financial institutions;
- (vi) Health and fitness uses;
- (vii) Institutional facilities including community facilities and government services;
- (viii) Day care centres;
- (ix) Commercial schools; and,
- (x) Restaurants.

2. Heritage Main Street Designation

The "Heritage Main Street" designation applies only to those lands where designated or listed heritage buildings are located, and sites where, due to their size and proximity to heritage buildings, only sensitive and complementary urban infill is appropriate.

Within this designation, a maximum height of 3 storeys is permitted, with maximum net site density of 0.75 FSI. The primary intent of this designation is the protection and adaptive re-use of existing heritage buildings, rather than encouraging their redevelopment.

The following uses are permitted within this designation:

- (i) Retail uses;
- (ii) Service uses;
- (iii) Offices;
- (iv) Banks and financial institutions;
- (v) Hotels and bed and breakfast inns;
- (vi) Institutional uses, including community facilities and government services compatible with and complementary to the planned function of the designation;
- (vii) Full service restaurants; and,
- (viii) Residential uses on upper floors only, subject to ensuring that the planned function of the lands is maintained, and that the location is appropriate.

3. Low Density Residential and Institutional Designations

Some existing low density residential uses are located within the Plan, fronting onto local streets. The Thornhill Public School is an institutional use located at the intersection of Arnold Avenue and Yonge Street. These properties remain subject to the policies of the Thornhill-Vaughan Community Plan (OPA 210) and the Thornhill Heritage Conservation District Plan.

4. Public Open Space /Plaza Designation

The Plan includes three sites designated "Public Open Space /Plaza", two of which (the Arnold Parkette and Thornridge Drive Parkette), are new additions to the area's public open space supply. The third is the expanded Lions Parkette at Centre Street. All three are community amenity spaces intended to enhance and complement adjacent commercial and neighbourhood uses. The design of these parks will be addressed as part of redevelopment proposals on neighbouring properties.

B. Other General Land Use Recommendations

- (i) The Yonge Street Study Area, should be a vibrant mixed-use area, with a predominance of commercial land uses on Yonge Street, with residential uses encouraged above grade.
- (ii) All development should be street-related in character.
- (iii) The general policy intent of the Heritage Conservation District Plans of both municipalities respecting the enhancement and preservation of significant heritage assets should remain, and be updated, to protect the unique heritage resources of the district.
- (iv) The general commercial and automotive service designations in the Vaughan Official Plan should be eliminated within the Study Area, and replaced by the proposed land use plan. Existing automotive service designations will become legally non-conforming uses.
- (v) A minimum building height of 2.5 storeys should generally be adopted for all new development on Yonge Street within the Study Area.
- (vi) The Urban Design Framework and Urban Design Guidelines articulated in the Thornhill Yonge Street Study (2005) should be incorporated as specific design criteria within the Official Plan Amendment and the Thornhill Heritage Conservation District Study (1984).
- (vii) Drive-through facilities or outdoor storage uses will not be permitted,.
- (viii) A special sign by-law will be established to apply within the Study Area.

Urban Design Framework/Guidelines

The Thornhill Yonge Street Study (2005), defines an Urban Design Framework and Urban Design Guidelines which provide specific performance criteria to organize, structure and guide development of the Thornhill / Yonge Street Plan Area in the future. These elements will be used in conjunction with amendments to the policy framework to ensure the creation of a high quality, pedestrian-friendly, and attractive built form environment that is compatible with adjacent neighborhoods and existing heritage resources, and appropriate to the provision of a higher order Rapid Bus Transitway.

The Urban Design Framework establishes requirements to organize, structure and guide the development of primary urban components within the corridor. Guidance respecting the elements of the built environment have been provided, however a more detailed streetscape plan will need to be developed in consultation with York Region and the Town of Markham. The Urban Design Framework establishes policies for the Street Classification/Movement System, the Public Realm, Built Form, the Streetscape Improvement, and General Site Development.

a. The Street Classification/Movement System

The Street Classification System is composed of primary, secondary and local public streets and private laneways, each having a distinct and important role in accommodating pedestrian and other types of movement, as well as defining the character of the public realm.

The Street Movement System focuses on outlining the components of a balanced movement system that will enable Yonge Street to perform many functions without shifting the balance to favour one form of movement over another. The Street Movement System describes in greater detail the components of the functional transportation system (see Appendix II).

b. The Public Realm

Public open spaces include plazas, publicly accessible open spaces, public realm focal points, and streetscapes which are currently or intended to be conveyed into public ownership and developed to create an attractive and connected public realm. Open Space will be acquired through the re-development process and the City's capital improvement programs to enhance the character and amenity of the corridor.

c. Built Form Design Guidelines

Built Form Design Guidelines provide specific recommendations for new building developments as well as enhancements or additions to heritage buildings and their environs. Built Form Design Guidelines articulate elements such as building organization and massing, entry and ground floor treatments, as well as guidelines for building signage and lighting.

d. General Site Development Guidelines

The Thornhill Yonge Street Study General Development Design Guidelines provide criteria to guide the evolution of private properties within the Study Area. They articulate urban design criteria and recommendations for elements of the urban design plan such as building heights, building envelopes, orientation and setbacks, ground floor area, site landscaping, parking and access, loading and storage.

e. The Streetscape Improvement Program

The Streetscape Improvement Program focuses on the public open space system, including secondary and local streetscape zones, a street tree replacement program, public and private

open space, pedestrian/vehicular laneways, parking courts, and open space enhancements of heritage areas.

The design and implementation concepts presented within the Streetscape Improvement Program will be used by Vaughan (as well as Markham, and the Region), to develop a detailed streetscape plan. The objective is to achieve a comprehensive and cohesive image and character for streetscape development on both sides of Yonge Street, over the long term.

The public sector improvements to Yonge Street as described in the Thornhill Yonge Street Study, will occur entirely within the +/-36 m public right-of-way, and should be funded according to the following:

- The Base Case Streetscape Treatment: To be undertaken by the Region of York in consultation with the area municipalities at the time of Rapid Bus Transitway construction.
- Enhanced Streetscape Treatments: To be funded jointly by the Region of York and respective area municipalities.

Provision has been made for an additional 1.8 m private sector component to be added to the streetscape pedestrian zone along Yonge Street, and consideration for an additional 2.5 m easement in isolated areas of the corridor, at the time of development of the Streetscape Implementation Program.

Enhanced streetscape treatments are to occur at the three primary intersections within the Plan Area:

- i. The Elgin/Arnold and Yonge Street intersection;
- ii. The John Street/Thornridge Drive transit node intersection; and,
- iii. The Centre Street/Yonge Street intersection.

Community Improvement Area

The Thornhill Yonge Street Study, recommended that the Study Area be designated as a Community Improvement Area. This recommendation provides for a number of financial tools to implement the Official Plan, under Section 28 of the Planning Act, and permits Council to provide for specific enhancements such as improvements to land, buildings, parking and streetscapes in the designated area. Under the provisions for Community Improvement Projects, the City can provide grants or loans to property owners within the Community Improvement Area to assist in the cost of repairs and improvements. Other tools include direct investment by the City for infrastructure and landscaping improvements, fee waivers, and property tax relief.

It is recommended that a by-law to officially designate the Thornhill Yonge Street Study Area as a Community Improvement Project Area be brought forward for Council approval once the Official Plan Amendment is approved and in full force and effect.

Implementation of the Thornhill Yonge Street Study Vision

The following initiatives will help to ensure that the vision for the subject lands is achieved.

- (i) Approval of the proposed Official Plan Amendment to guide development in the Study Area as per the land use plan and policies outlined within the Thornhill Yonge Street Study.
- (ii) Designation of the Study Area as a Community Improvement Area under Section 28 of the Planning Act, through a City by-law amendment.

- (iii) Review and revision of the Thornhill Heritage Conservation District Plan (including signage and lighting policies) in co-ordination with the Town of Markham, and in accordance with the new OPA policies.
- (iv) Exploration of the potential for a joint City of Vaughan/Town of Markham Architectural and Development Peer Review Committee for all public sector projects, major private sector projects over 929 sq.m (10,000 sq. ft), and all infrastructure projects.
- (v) Establishment of a joint Yonge Street Streetscape and Transitway Project Management Team among City of Vaughan, Town of Markham, and the Region of York staff to work collaboratively to implement the Base Case Streetscape and Transitway, and other interim and permanent improvements to accommodate the transitway and streetscape concept.
- (vi) Review of zoning by-law amendment and site plan applications under the new Official Plan Amendment and revised Thornhill Heritage Conservation District Plan policies.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council to encourage land use designations and urban form to support transit usage, and to strengthen the City's diversified economic base by promoting and attracting new retail and commercial development.

Conclusion

The Thornhill Yonge Street Study recommends policy changes to OPA #210-Thornhill Community Plan, and the Thornhill Heritage District Conservation Study to permit increased residential densities, encourage commercial intensification and diversity, and a strong focus on urban design elements to create a special pedestrian-friendly, transit-supportive heritage district. Proposed OPA 669 seeks to achieve the Study Vision through land use, urban design, and implementation policies.

Staff are of the opinion that proposed Official Plan 669 will be effective in implementing the Thornhill Yonge Street Study vision and promoting a positive revitalization of the subject lands. Should Committee concur, the "Recommendation" contained in this report should be adopted.

Attachments

1. Location Map
2. Proposed Land Use Plan
3. Draft OPA 669 –Members of Council ONLY

Report prepared by:

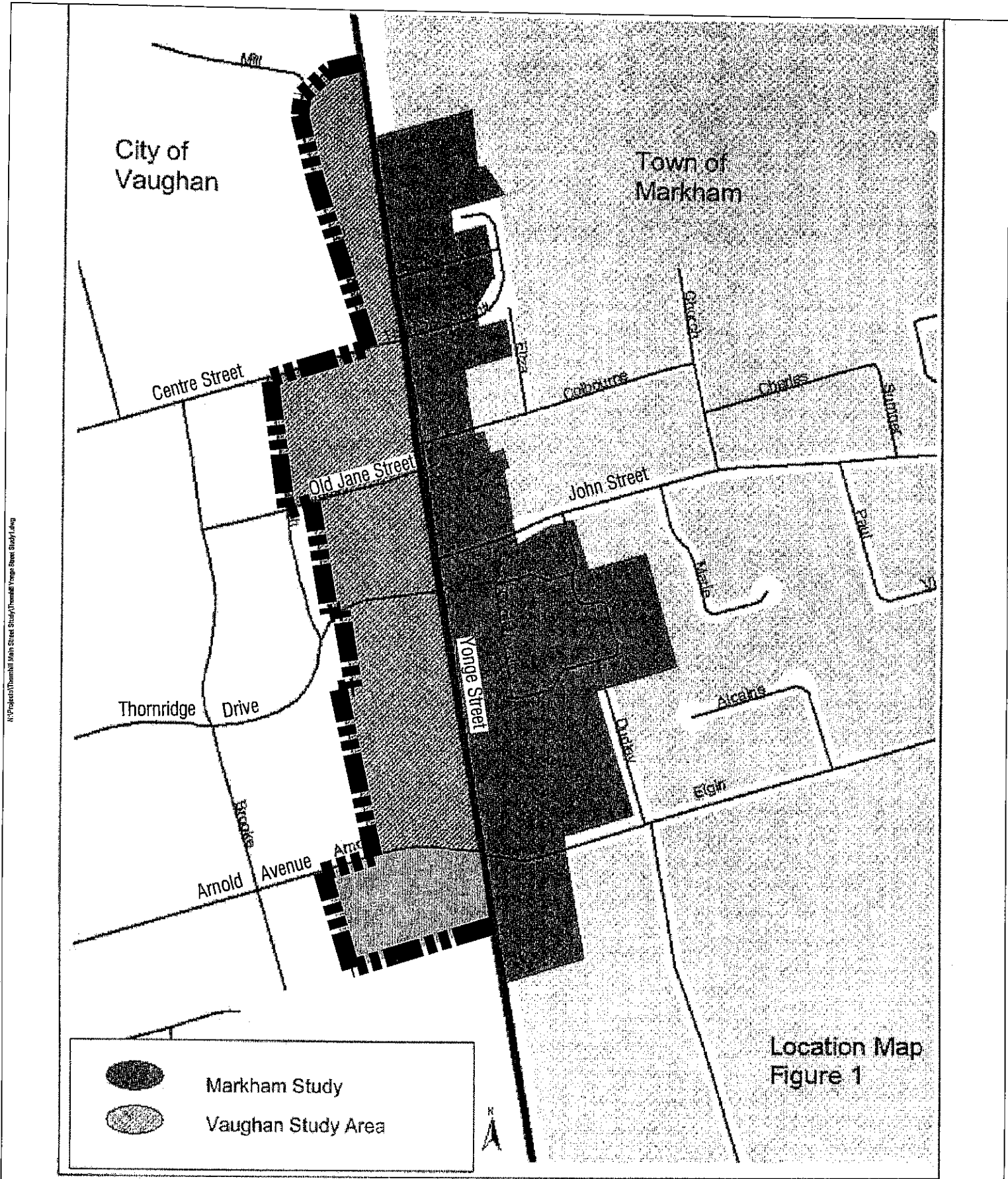
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Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

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Location Map
Figure 1

Thornhill Yonge Street Study Area
Location Map

Legend

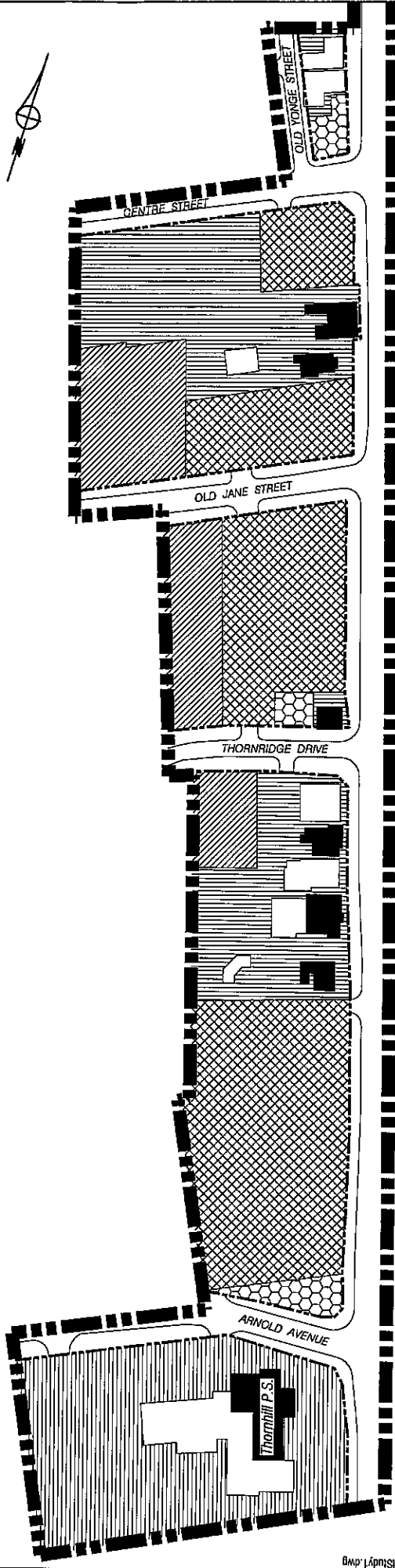


 Markham Study

 Vaughan Study Area












 Lands Subject to OPA 669



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Legend

-  Heritage Mainstreet, 1 - 3 storeys
-  Low Density Residential
-  Mid-Rise Mixed Use
3 - 5 storeys
-  Institutional
-  Open Space/Plaza
-  Significant Heritage
Building
-  Study Boundary
-  Property Line
-  Complementary
Building

Land Use Plan (OPA 669)



Policy Planning / Urban Design Department