



64 Jardin Drive, Unit 1B
Concord, Ontario
L4K 3P3
T. 905.669.4055
F. 905.669.0097
klmplanning.com

File: P-2199

May 18, 2022

The Regional Municipality of York
17250 Yonge Street
Newmarket, ON
L3Y 6Z1

Attention: Regional Council

**Re: Comments on the 2021 Draft York Region Official Plan
Yonge Steeles Landowners Group
City of Vaughan, Regional Municipality of York**

Dear Members of Council:

KLM Planning Partners Inc. is the planning consultant for the Yonge Steeles Landowners Group Inc. ("YSLOG"), which is a collective of landowners within the Yonge Steeles Corridor Secondary Plan area generally bounded by Yonge Street to the east, Steeles Avenue West to the south, Hilda Avenue to the west, and the CN Rail corridor to the north in the City of Vaughan. These landowners are also appellants and/or parties to the appeals of the Yonge Steeles Corridor Secondary Plan (the "YSCSP").

This letter is provided to reiterate feedback with respect to the policies of the 2021 Draft York Region Official Plan, as previously provided in our letter submission dated April 11, 2022 (appended for convenience).

We respectfully request that prior to final adoption of the 2021 Draft Regional Official Plan, that it be amended to address the outstanding matters identified in the appended letter. It is our opinion that inclusion of the suggested policy revisions would result in a regional planning framework with an appropriate degree of flexibility, anticipating that each municipality's approach to update of their respective local Official Plans will differ due to a host of factors.

Please consider this to be our formal request to be notified of all future Public Hearings, Open Houses, Committee and Council meetings and decisions relating to this matter. As always, we

would be pleased to meet with staff to discuss our concerns. If you would like to arrange a meeting to discuss the above, please do not hesitate to contact us.

Yours truly,

KLM PLANNING PARTNERS INC.



Ryan Mino-Leahan, B.U.R.PI, MCIP, RPP
Partner

RMino@KLMPPlanning.com

905-669-4055 x 224



Marshall Smith, BES, PMP, MCIP, RPP
Senior Planner

MSmith@KLMPPlanning.com

905-669-4055 x 222

cc: Ira Kagan, Kagan Shastri LLP
Jason Park, Devine Park LLP
Yonge Steeles Landowners Group Inc.
Myron Pestaluky, Delta Urban Inc.
Mustafa Ghassan, Delta Urban Inc.



64 Jardin Drive, Unit 1B
 Concord, Ontario
 L4K 3P3
 T. 905.669.4055
 F. 905.669.0097
 klmplanning.com

File: P-2199

April 11, 2022

The Regional Municipality of York
 17250 Yonge Street
 Newmarket, ON
 L3Y 6Z1

Attention: Paul Freeman

**Re: Comments on the 2021 Draft York Region Official Plan
 Yonge Steeles Landowners Group
 City of Vaughan,
 Regional Municipality of York**

Dear Mr. Freeman:

KLM Planning Partners Inc. is the planning consultant for the Yonge Steeles Landowners Group Inc. (“YSLOG”), which is a collective of landowners within the Yonge Steeles Corridor Secondary Plan area generally bounded by Yonge Street to the east, Steeles Avenue West to the south, Hilda Avenue to the west, and the CN Rail corridor to the north in the City of Vaughan. These landowners are also appellants and/or parties to the appeals of the Yonge Steeles Corridor Secondary Plan (the “YSCSP”).

This letter provides feedback with respect to the policies of the 2021 Draft York Region Official Plan, in a policy/response format. Please note the bolding has been added to the draft policies in some instances to add emphasis where an alteration is proposed.

Policy	Suggestion and Comment
2.3.12 That school boards shall plan and design schools as part of complete communities and to facilitate safe school travelling by: a. centrally locating schools in communities and adjacent to parks, where appropriate; b. incorporating pedestrian-friendly site design; and c. incorporating active transportation and transit linkages.	Add “d. designed in a compact form integrated within multi-storey, mixed use buildings, where appropriate”. This addition would encourage urban format schools as may be appropriate Regional Centres or MTSA areas where the highest levels of intensification are envisaged.

<p>2.3.13 i. create well-defined, centrally-located public spaces that support physical activity and social interactions.</p>	<p>Add next sentence “These spaces and/or facilities should take the form of publicly owned land, stratified public ownership, or with right of use established by means of public easements (i.e. Privately Owned Publicly-accessible Space) as appropriate”.</p> <p>This addition would encourage municipalities to use a broad range of tools and solutions to secure public open space and facilities, particularly in urbanized settings such as Regional Centres or MTSA’s.</p>
<p>2.3.2.3 That a minimum 35% of new housing in Regional Centres and major transit station areas be affordable in each local municipality.</p>	<p>This policy has significant implications, at the Regional, Municipal, and private levels. The word “minimum” should be replaced by “targeted” to allow for flexibility for municipalities given strategy details require further development at the municipal level.</p>
<p>4.4.19 That all new buildings in strategic growth areas shall front the major street. Reverse lotting on the street is not permitted and site design shall orient the main building entrance(s) to face the public street(s) and provide a pedestrian friendly urban form where appropriate, as determined by the local municipality. Surface parking between the main building entrance and the major street shall not be permitted.</p>	<p>Suggesting “all new buildings” be replaced by “new developments” as current wording could suggest internal buildings in larger multi building developments will not conform.</p>
<p>4.4.23 That secondary plans or equivalent comprehensive planning studies within strategic growth areas specify that a minimum of 35% of new housing units within Regional Centres and MTSAs be affordable, offering a range of compact housing forms and tenures, and intrinsically affordable units for low and moderate income households.</p>	<p>The word “minimum” should be replaced by “targeted” to allow for flexibility for municipalities given strategy details require further development at the municipal level.</p>
<p>4.4.24 That local municipalities shall prepare an implementation strategy to address the requirement that a minimum 35% of new</p>	<p>The word “minimum” should be replaced by “targeted” to allow for flexibility for</p>

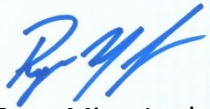
<p>housing units in Regional Centres and MTSAs be affordable</p>	<p>municipalities given strategy details require further development at the municipal level.</p>
<p>4.4.26 That secondary plans or other equivalent comprehensive planning studies and/or development contemplated within strategic growth areas address the following minimum criteria, as appropriate, to the satisfaction of the Region:</p> <ul style="list-style-type: none"> a. minimum density requirements and targets established by the Region; b. minimum and maximum height and densities established by local municipalities; 	<p>While it is agreed minimum heights and densities are critical in Regional Centres and MTSA’s for the purpose of compliance with Provincial policy, the word “maximum” as it relates to heights and densities should be removed to ensure that appropriate opportunities for growth are not limited by general Official Plan policies. Where appropriate, maximum heights and densities may be identified through the rezoning process following a qualitative review of the subject site and surrounding context</p>
<p>4.4.2.9 That local municipalities shall establish policies in their official plan, other implementation documents and appropriate zoning, for major transit station areas shown on Map 1B and Appendix 2 that address the following:</p> <ul style="list-style-type: none"> a. land use designations with minimum and maximum heights and densities that will achieve the minimum density target in each MTSA j. affordable housing targets with a minimum requirement that 35% of new housing units in major transit station areas be affordable, to offer a range of compact housing forms and tenures, and intrinsically affordable units for low- and moderate-income households; and k. policies that support implementation of inclusionary zoning. 	<p>As previously detailed, the word “maximum” as it relates to heights and densities should be removed, and the word “minimum” should be replaced by “targeted”.</p>

We respectfully request that prior to final adoption of the 2021 Draft Regional Official Plan, that it be amended to address these outstanding matters. It is our opinion that inclusion of the above policy revisions would result in a regional planning framework with an appropriate degree of flexibility anticipating that each municipality’s approach to update of their respective local Official Plans will differ due to a host of factors.

Please consider this to be our formal request to be notified of all future Public Hearings, Open Houses, Committee and Council meetings and decisions relating to this matter. As always, we would be pleased to meet with staff to discuss our concerns. If you would like to arrange a meeting to discuss the above, please do not hesitate to contact us.

Yours truly,

KLM PLANNING PARTNERS INC.



Ryan Mino-Leahan, B.U.R.PI, MCIP, RPP
Partner
RMino@KLMPlanning.com
905-669-4055 x 224



Marshall Smith, BES, PMP, MCIP, RPP
Senior Planner
MSmith@KLMPlanning.com
905-669-4055 x 222

cc: Ira Kagan, Kagan Shastri LLP
Jason Park, Devine Park LLP
Yonge Steeles Landowners Group Inc.
Myron Pestaluky, Delta Urban Inc.
Mustafa Ghassan, Delta Urban Inc.