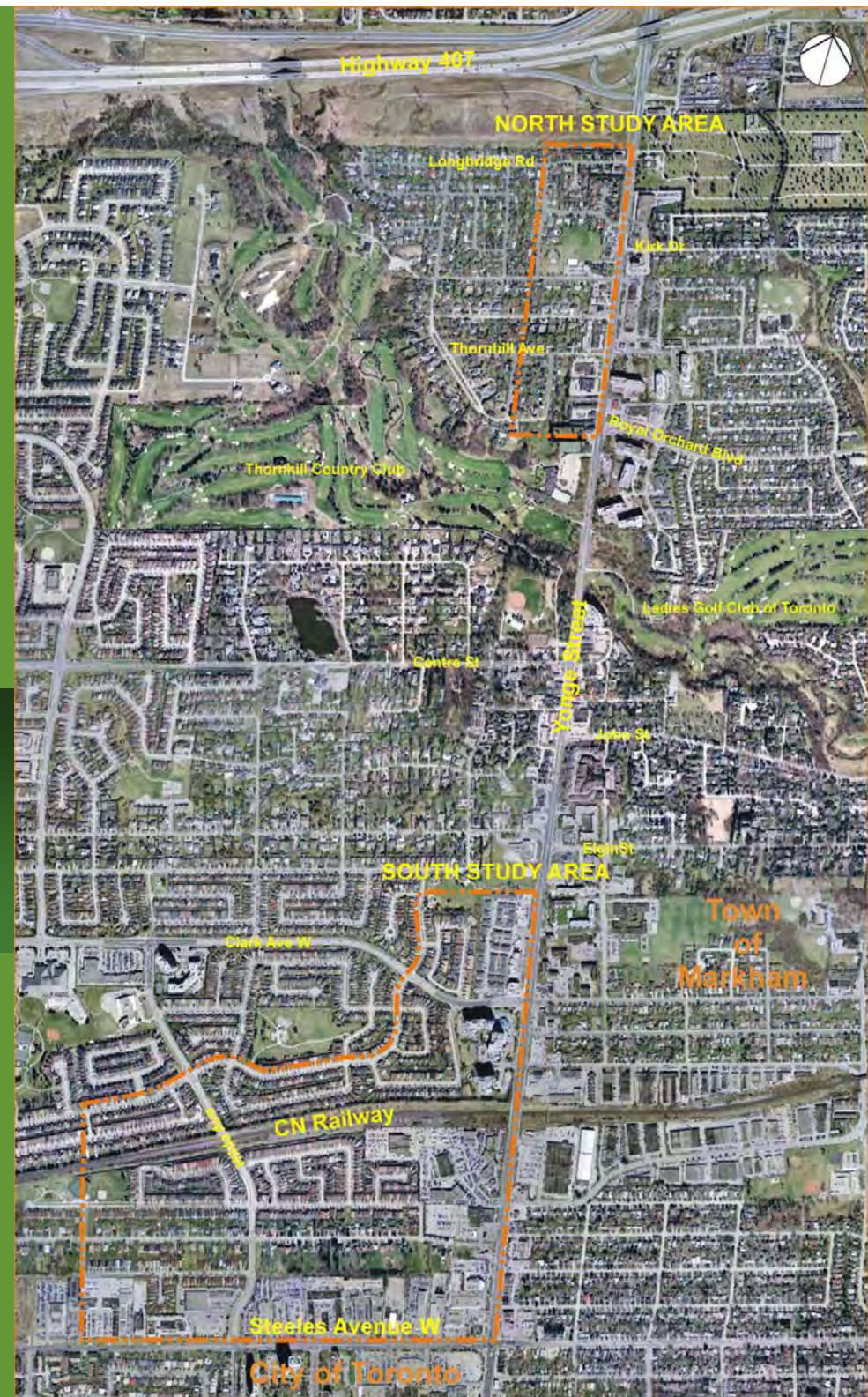


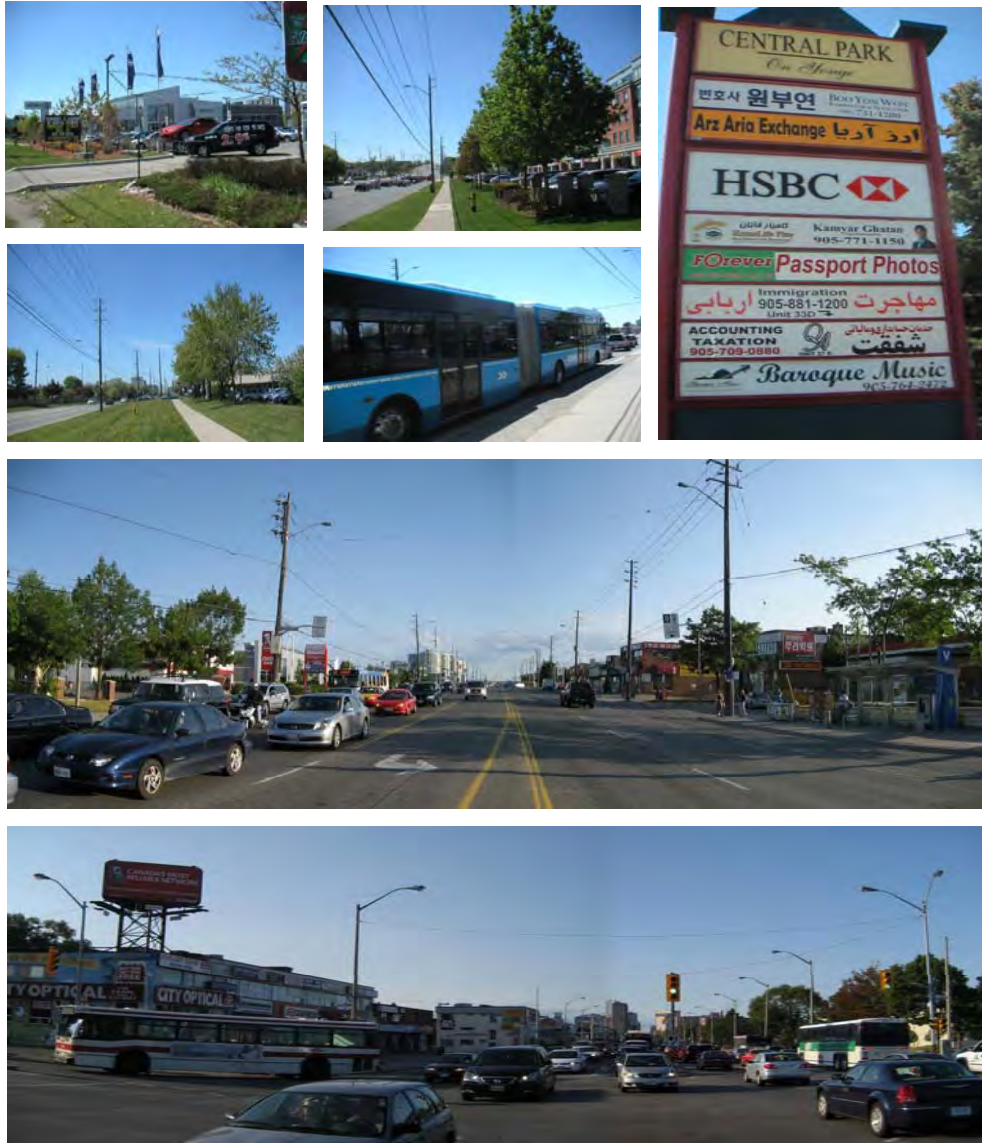
CITY OF VAUGHAN YONGE STREET STUDY

June 2008

YOUNG + WRIGHT / IBI GROUP ARCHITECTS
GHK INTERNATIONAL (CANADA) LTD.
DILLON CONSULTING LTD.



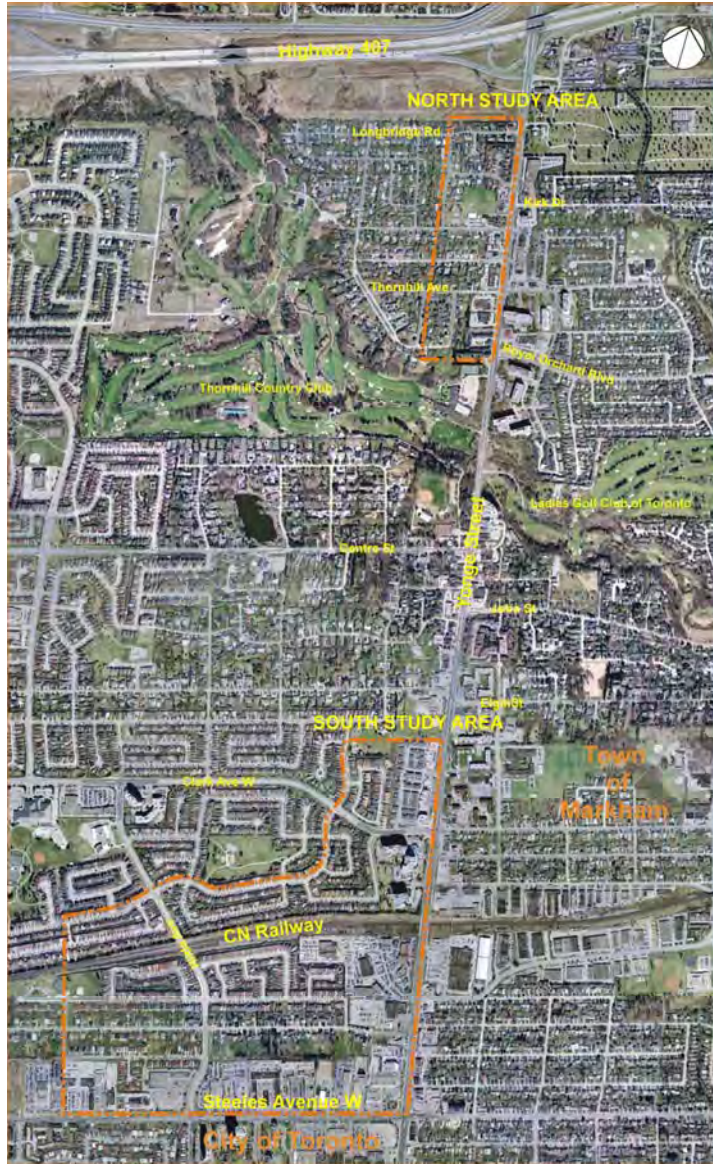
Public Open House



Tonight's Meeting

- *WELCOME AND OVERVIEW*
(7:50 p.m – 8:00 p.m.)
- *PRESENTATION*
(8:00 p.m. – 8:30 p.m.)
 - Study Area
 - Study Purpose
 - Study Objectives
 - Study Process
 - Policy Framework
 - Site Analysis
 - Precedents
- *DISCUSSION PERIOD*
(8:30 p.m. – 9:15 p.m.)

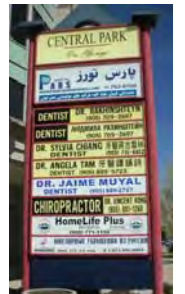
Study Area : Yonge North and Yonge Street South



View looking north at Yonge and Steeles intersection



View looking south at Yonge and Steeles intersection



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Study Purpose

The Region of York's Official Plan has identified Yonge Street as a mixed-use corridor that will play an important part in providing new housing and employment opportunities through intensification. The density target is 2.5 F.S.I.

- Direct physical growth of the study area by creating a sustainable development framework.
- Provide the community with a level of certainty about the character, form and height of proposed development.



▲ View of South Study Area looking south along Yonge St.

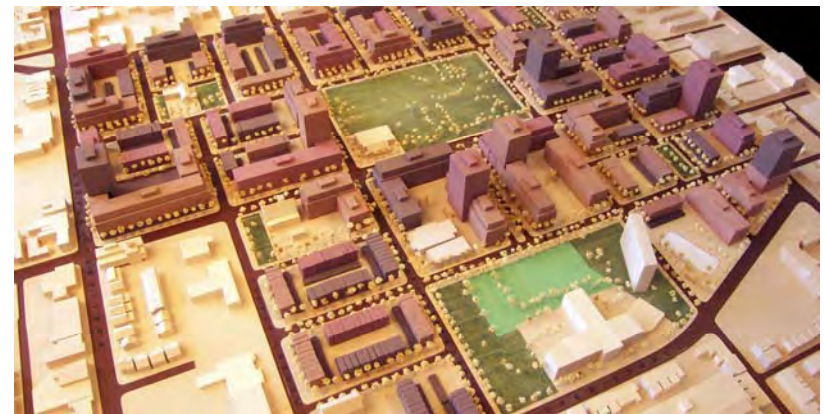


▲ View of South Study Area looking west along Steeles Ave.

Study Objectives

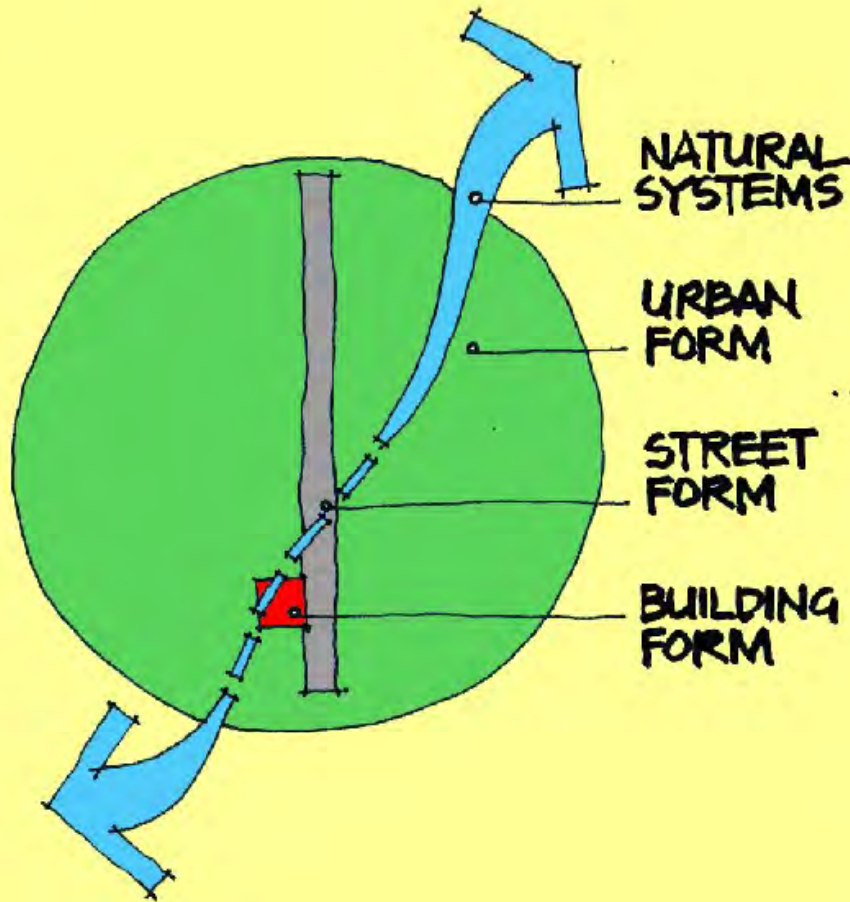
Through the public consultation process, we will create a land use and urban design vision that is sustainable, compact, transit and pedestrian oriented by:

- Planning for urban intensification.
- Diversifying land use.
- Identifying required transportation and servicing infrastructure improvements.
- Improving the public realm streetscape and pedestrian environment.
- Creating public open space.
- Improving existing parks and linkages.
- Enhancing public transit.
- Implementing universally accessible design.



LEED® Neighbourhood

Our Approach : Sustainability + Liveability = Community Value



TOOLS:

- ENVIRONMENTAL PRESERVATION
- LOCATION EFFICIENCY
- COMPACT COMPLETE AND CONNECTED NEIGHBOURHOODS
- RESOURCE EFFICIENCY
-
- SUSTAINABLE SITES
- WATER EFFICIENCY
- ENERGY & ATMOSPHERE
- INDOOR ENVIRONMENTAL QUALITY
- MATERIALS & RESOURCES
- INNOVATION

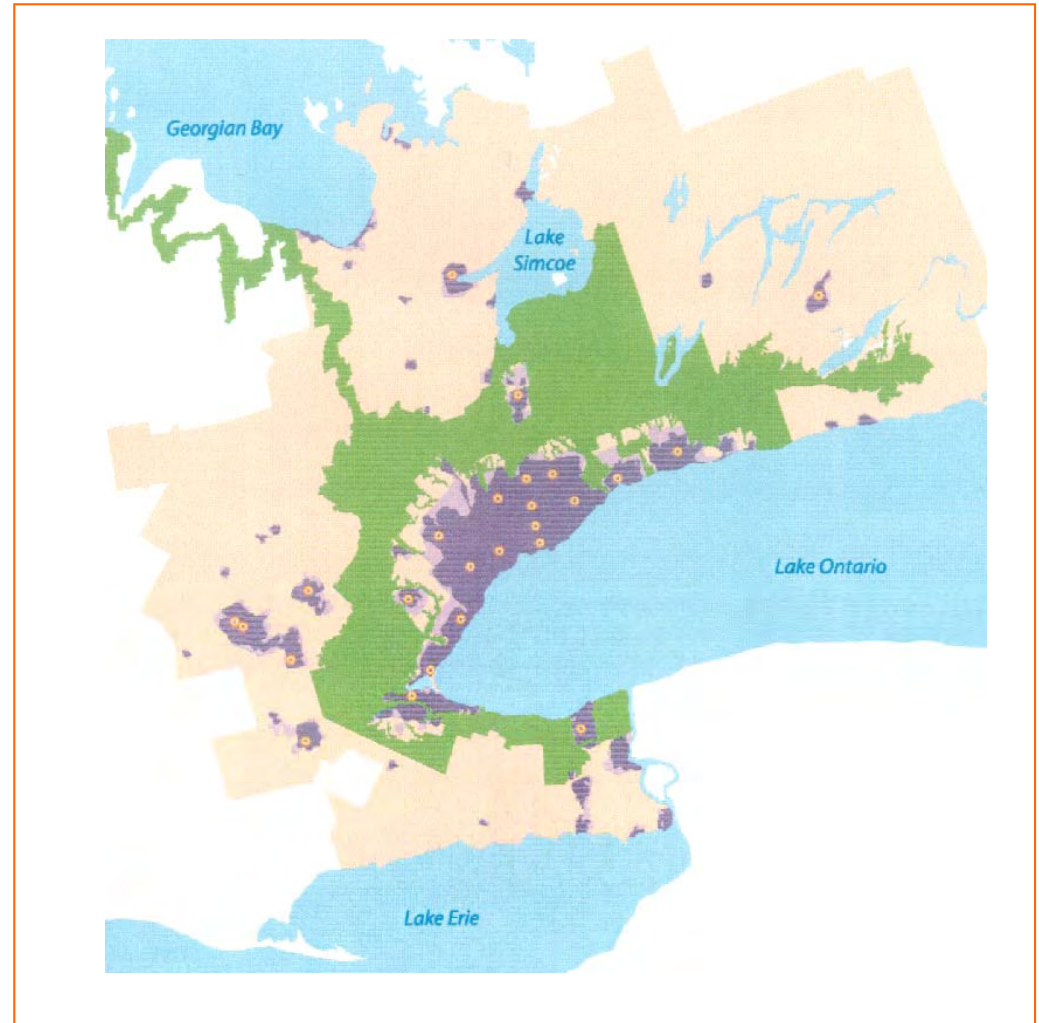
APPROACH: HOW WE WORK

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Policy Context : Provincial

Places to Grow, Provincial Plan

- Intensification and re-urbanization of urban growth centres, intensification corridors, major transit station sites, brownfields, and greyfields within existing built-up areas to create mixed-use, compact forms of development that are transit-supportive.
- A minimum of **40%** of all residential development will occur within built up boundaries of each upper- and single-tier municipality.
- Yonge Street identified for higher order transit to 2031.



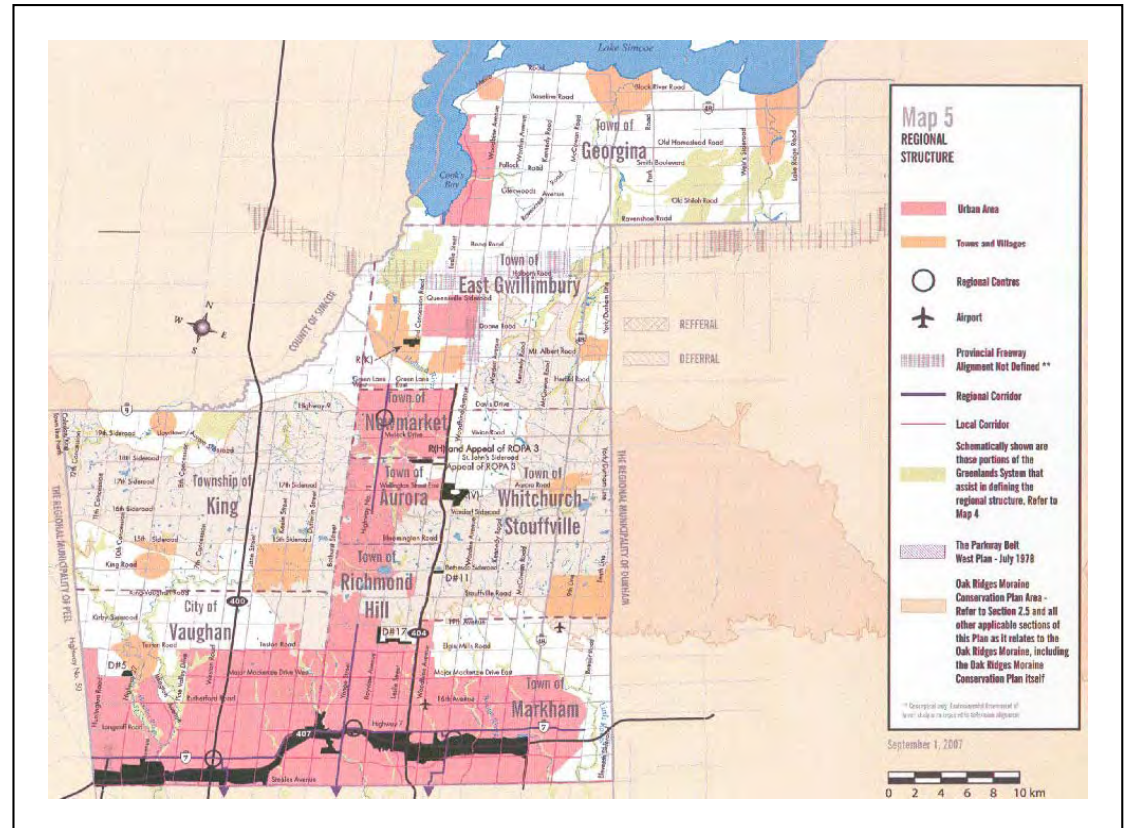
URBAN GROWTH CENTRES IN THE GOLDEN HORSESHOE

Policy Context : Regional

York Region Official Plan

- Establishes a system of centres and corridors that provide a focus for residential and commercial development
- Target a minimum of 30% of Region's population increase to existing built up portions of urban areas including under-utilized areas and areas in transition (policy 5.2.4)
- Yonge Street corridor is identified as a Regional Rapid Transit Corridor
- Key Development Areas should support an overall, long-term density target of **2.5 FSI** for Regional Corridors.

i.e.: Some sites will have an FSI of less than 2.5 and some sites will have more. The average in the area will be 2.5.



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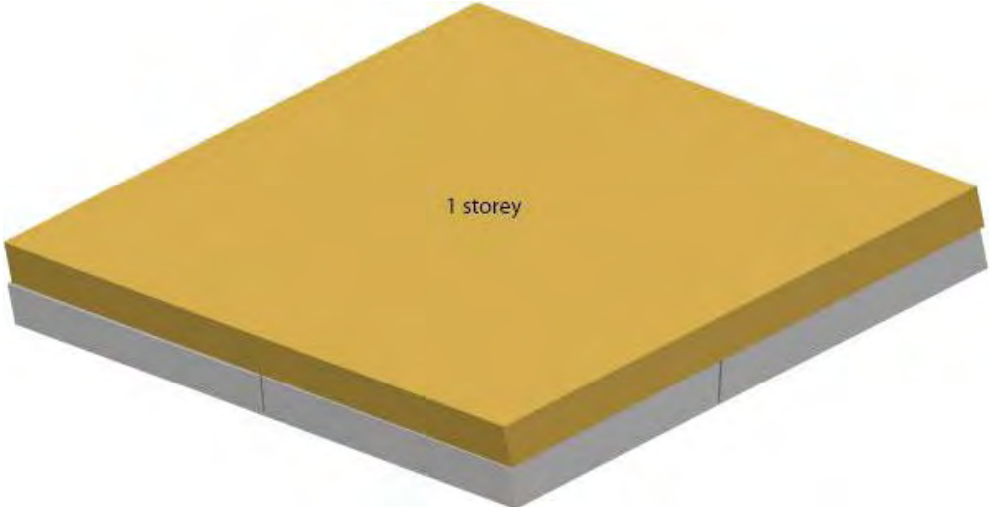
Floor Space Index (FSI) : What is it?

also known as Floor Area Ratio FAR

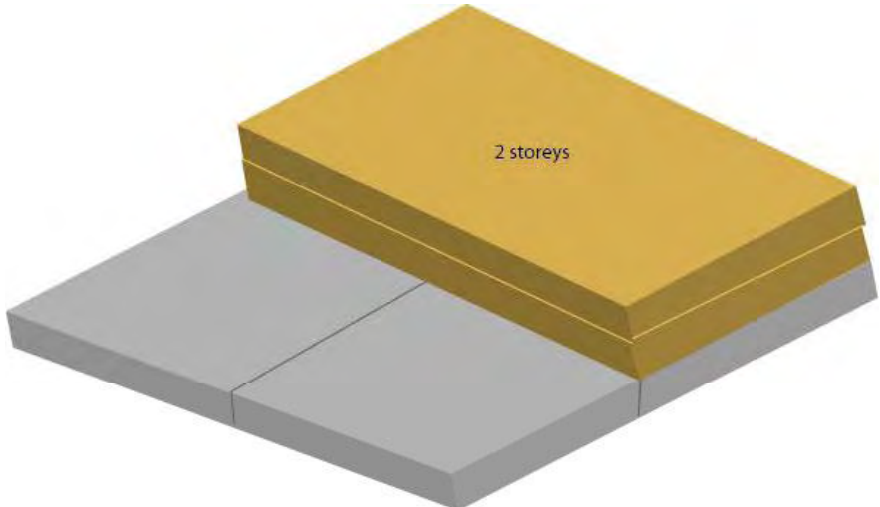
- Relationship between the floor area of a building and the lot it is situated on.

Building Gross Floor Area
Site Area

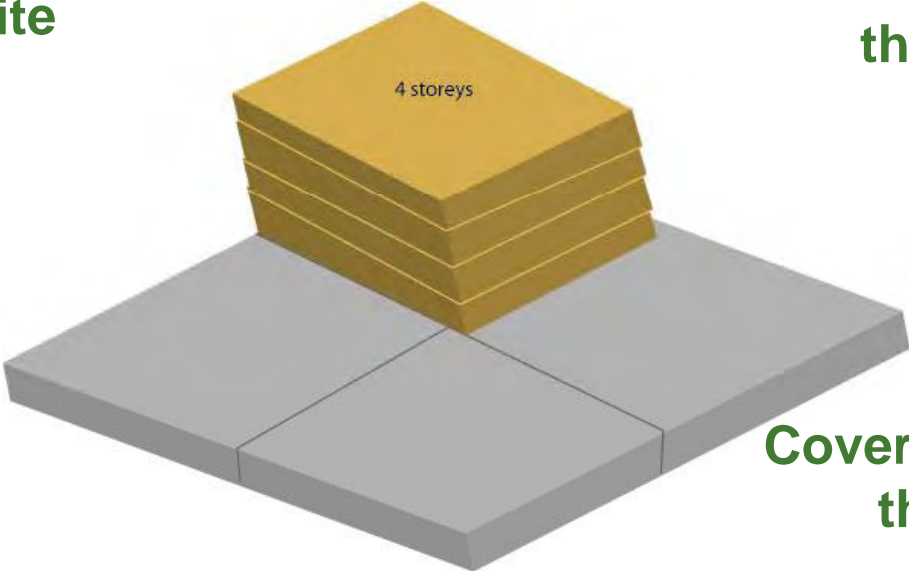
Floor Space Index (FSI) FSI = 1.0 : What it means



**Covering 100%
of the site**



**Covering 50% of
the site**




**Covering 25% of
the site**


Demonstration Site: What different FSI looks like along Lawrence Ave.


F.S.I.		2.0	2.5	3.0	3.5
ALLOWED GFA		32,124 m ²	40,155 m ²	48,186 m ²	56,217 m ²
POSSIBLE	P L A N				
	B U I L T				
F O R M					

Planning Context : Existing Land Use

Generalized Existing Land Use


 Low-Medium Density Residential
(single family detached, semi-detached, townhouses)


 Medium-High Density Residential Dwellings
(apartment buildings)

 Mixed Residential-Commercial
(commercial at-grade, residential above)


 Commercial

 Industrial

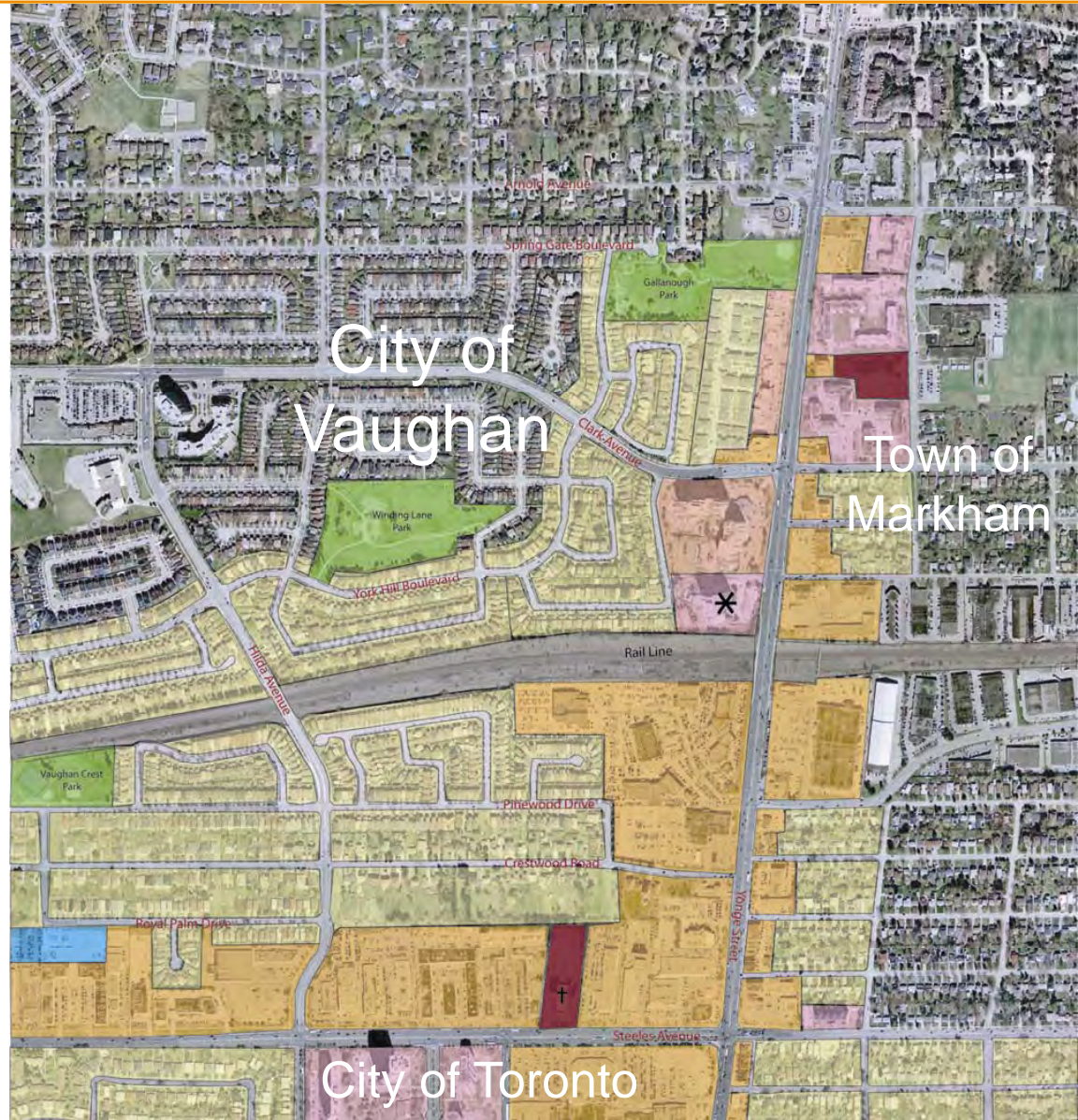
 Transportation/Industrial

 Parks/Open Space

 Institutional

 Permits limited non-residential uses
(day nursery, recreational uses)

 School site

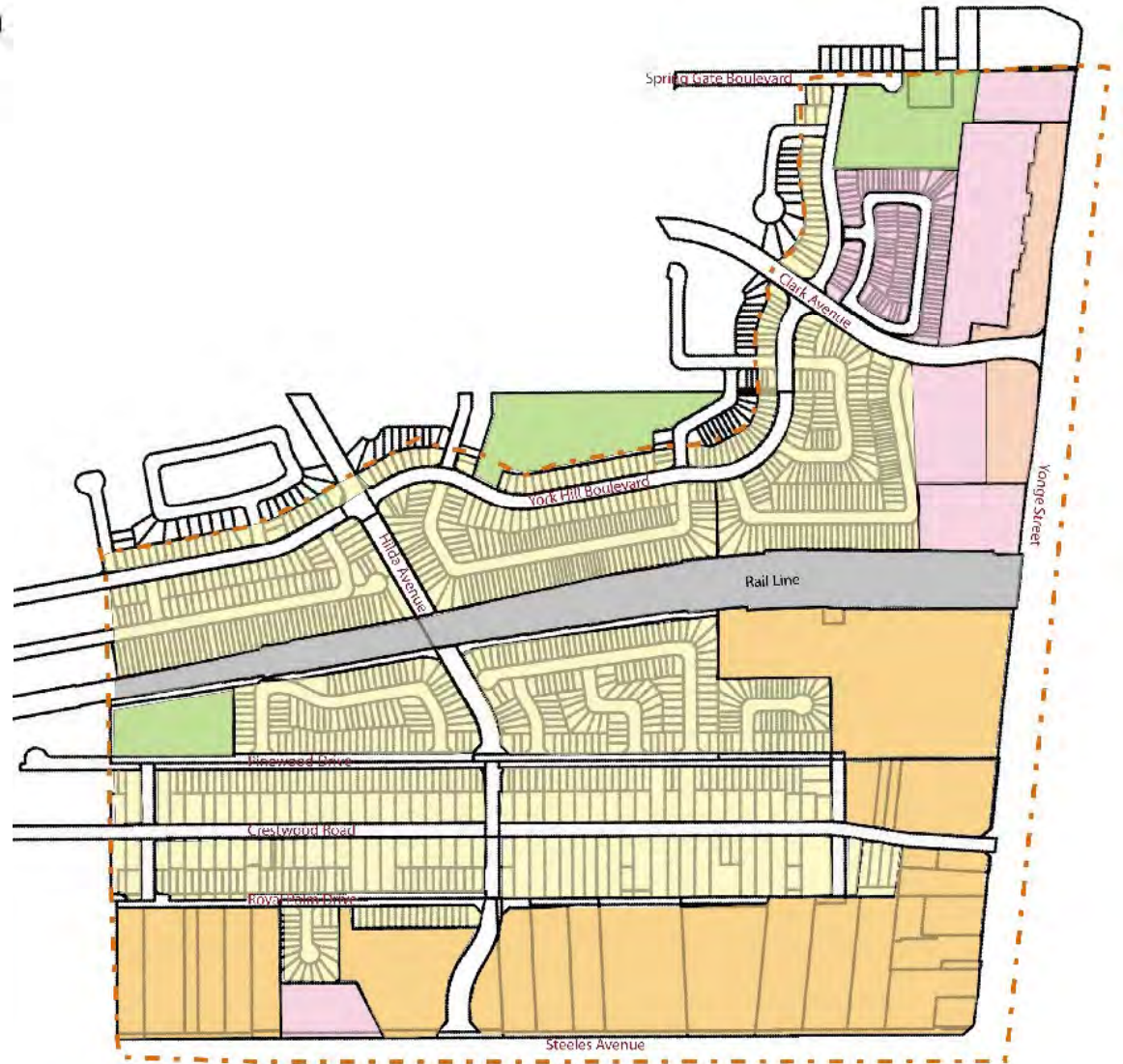


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Planning Context : Land Use Thornhill Vaughan Community Plan OPA #210

Land Use Thornhill-Vaughan Community Plan (OPA #210)









-  Low Density Residential
-  Medium Density Residential
-  Mixed Residential & Commercial
-  General Commercial
-  Parks/Open Space



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Town of Markham: Yonge + Steeles Corridor Study

Land Uses – Thornhill Secondary Plan

-  Housing Low Density
-  Housing Low Density Special
-  Housing Medium Density
-  Housing High Density II
-  Community Amenity Area:
Yonge St. Corridor
-  Community Amenity Area:
Yonge-Steeles
-  Institutional
-  Study Boundary



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Town of Markham: Yonge + Steeles Corridor Study

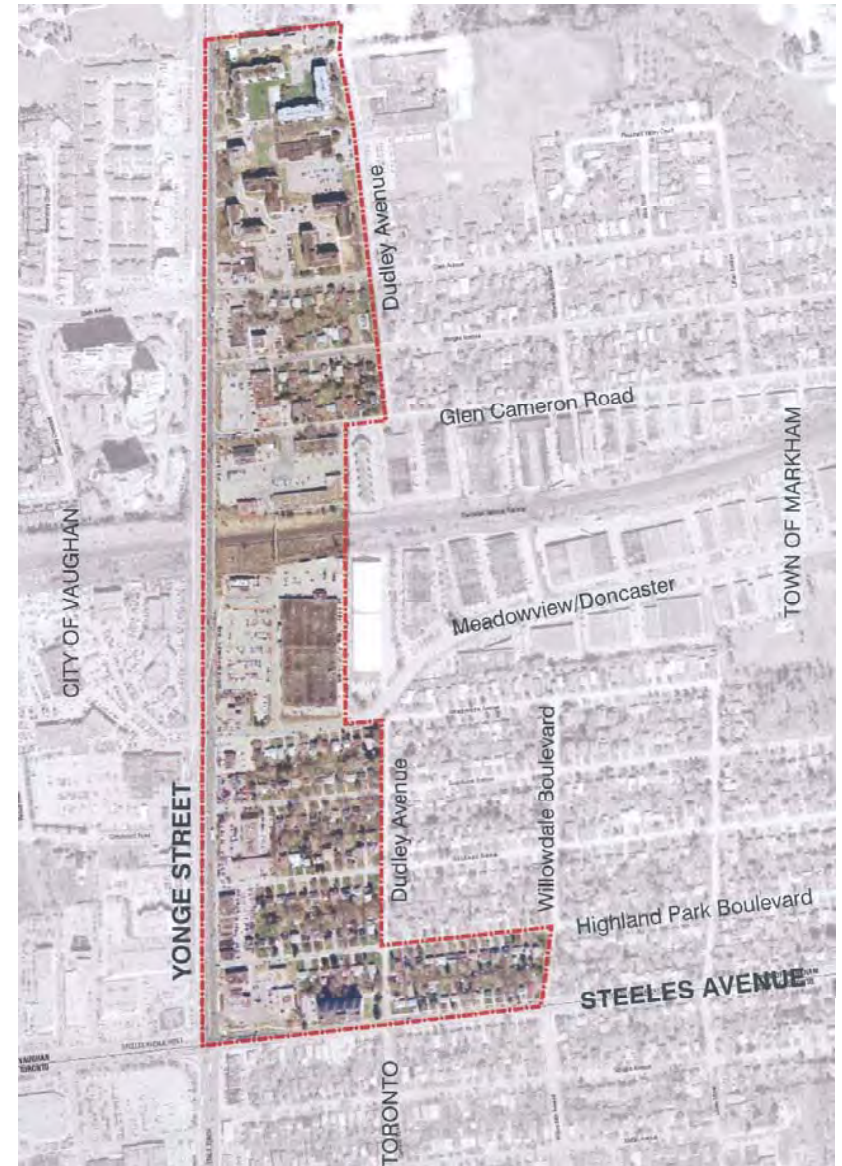
Overview of Proposed Plan

South of the Rail Line

- Mix of uses: residential, commercial and office
- All non-residential uses will be along Yonge Street
- Non-residential at-grade will be mandatory

North of the Rail Line

- Mix of uses similar to South end
- Non-residential at-grade will be permissive



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Existing Street Character and Physical Form along Steeles & Yonge

Building form is:

- Predominately low rise.
- Built for the short term i.e. car dealerships, strip plazas, medical offices etc.
- Set back from the street with parking out front.

The pedestrian environment is uncomfortable due to:

- Limited pedestrian amenities i.e. seating, trash, lighting, shade trees.
- Several lanes of fast moving traffic.
- A very wide street cross section.

The visual environment is dominated by:

- Overhead wires, utility poles and utilitarian lighting.
- Large pylon signs, billboards and temporary signage.

Overall:

- General need to strengthen neighbourhood character and identity.
- Well served by public transit.



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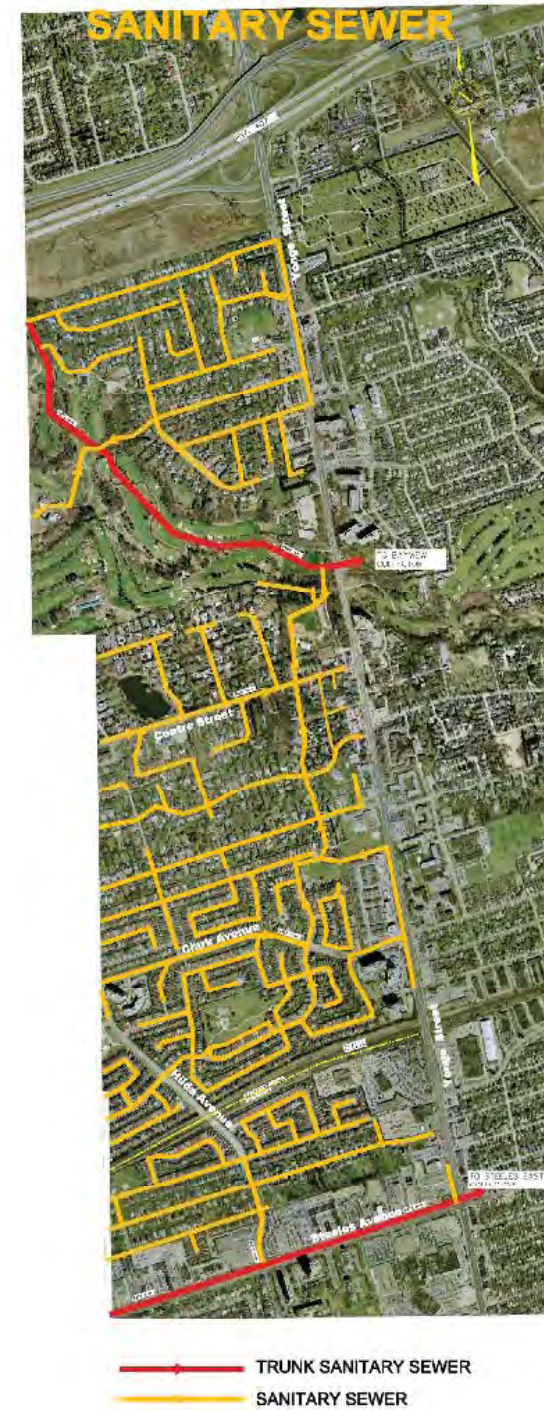
Existing Services : Sanitary Sewers

North Study Area

- The sanitary sewers contained within the study area north of the C.N. railroad tracks outlet to the 0.9m diameter sanitary trunk sewer located within the Uplands Golf Club and Thornhill Country Club properties.
- Trunk sewer flows east to west, under Yonge Street and into the Town of Markham and is known as the Bayview Collector.

South Study Area

- The sanitary sewers contained within the study area south of the C.N. railroad tracks outlet to the 375mm diameter sanitary trunk sewer that flows east to west under Steeles Avenue. This sewer is known as the Steeles East Collector.



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Existing Services : Storm Sewers

North Study Area

- Outlet to the valley containing the Uplands Golf Club and Thornhill Country Club properties and flow uncontrolled into the Don River.

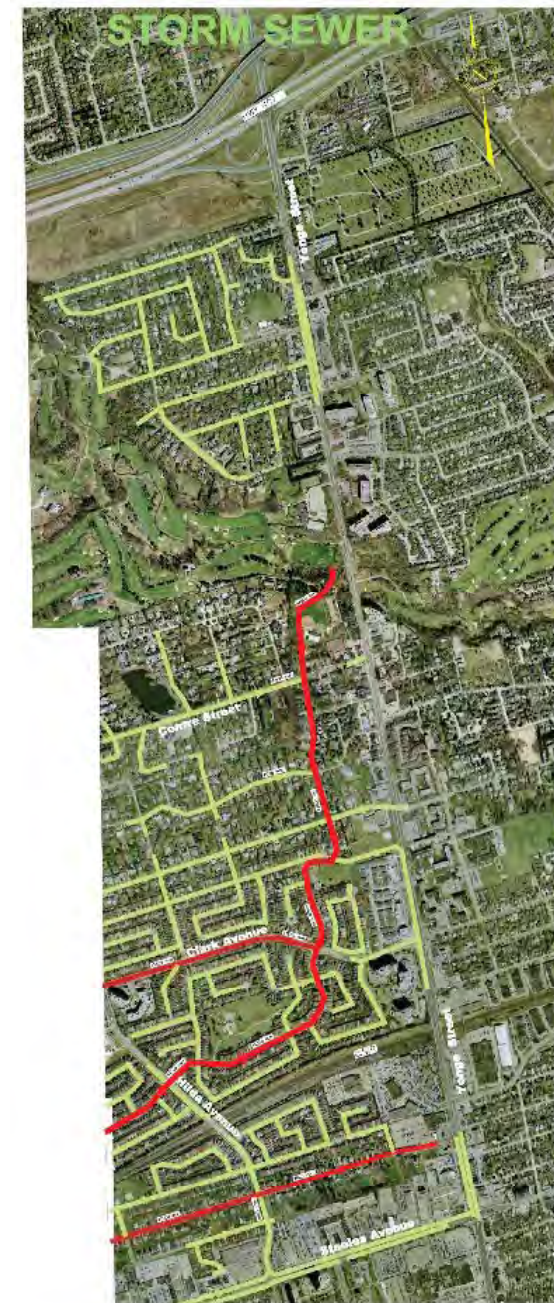
South Study Area

North of the C.N. railroad tracks

- Outlet to the 3.0m diameter storm sewer located at the east limit of the Thornhill Country Club property, just west of Yonge Street and flow into the Don River.

South of the C.N. railroad tracks

- Outlet to the 1.95m diameter storm sewer flowing west along Crestwood Drive.



— TRUNK STORM SEWER
— STORM SEWER

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Existing Services : Watermains

North Study Area

- Are of various size.
- Are connected to (fed by) the 300mm diameter watermain located within Yonge Street.
- Within Pressure District 6.

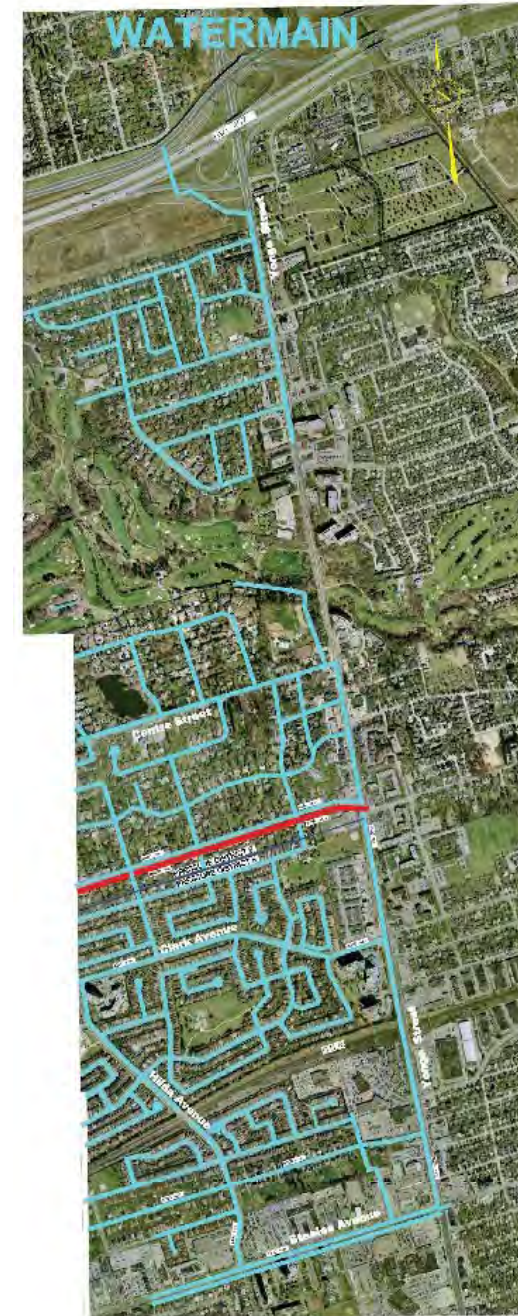
South Study Area

- Are of various size.
- Are connected to (fed by) 300mm diameter watermains located within major roadways throughout the area, including Yonge Street.
- Located within two pressure districts, 5 and 6.

Due to elevation differences, there are two separate watermain systems. One for the lower elevation area (Pressure District 5) and one for the higher elevation area (Pressure District 6). This division of districts is required in order to keep everyone's water pressure within an acceptable range.

Trunk Watermain

- Traverses the south study area, from Bathurst Street to Yonge Street.
- 1.350m diameter trunk watermain.
- Operated by the Region of York.
- Supplies water to both pressure districts.



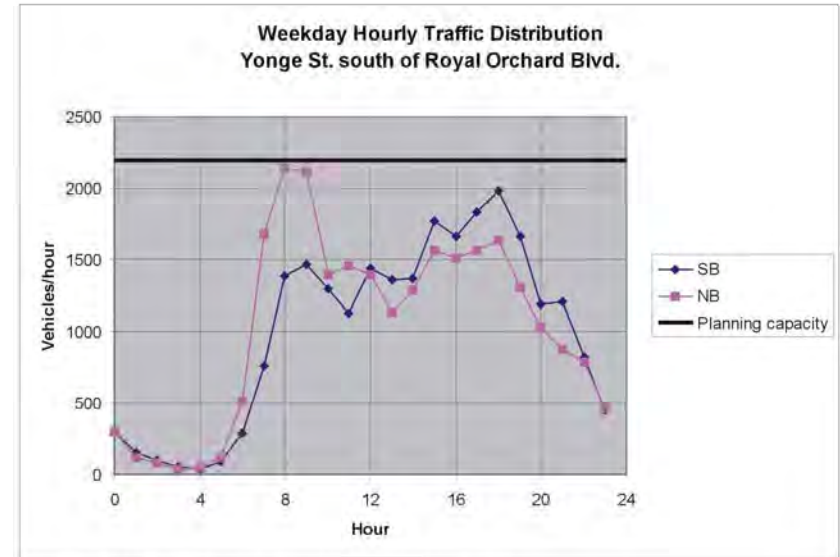
Transportation : Yonge Street Existing Conditions

Yonge Street is a **primary transportation corridor** serving south-central York Region and the Thornhill area.

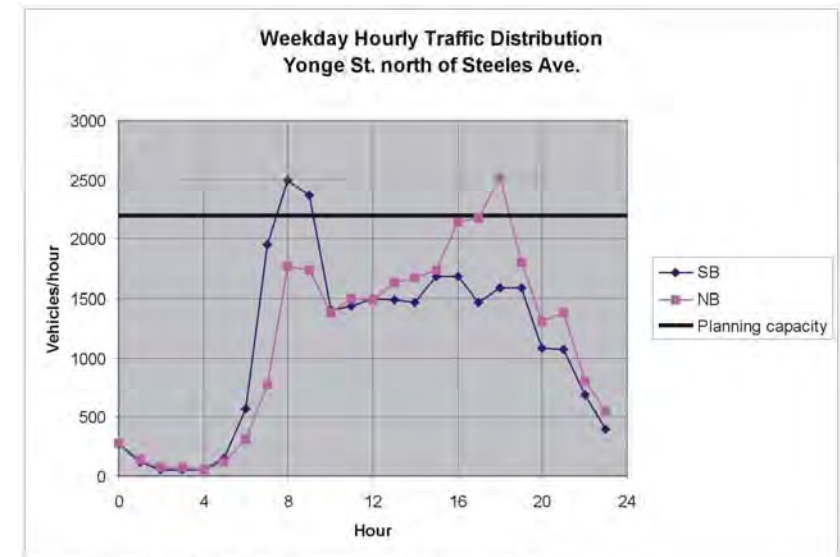
- Major road connection to regional urban centres, Highway 407, and Finch subway.
- VIVA buses and 4 local YRT routes converge onto Yonge Street bound for Finch subway.

Existing Conditions

- Yonge Street corridor operating at or above capacity in peak hours in south end of corridor and near capacity in north end of corridor.
- Yonge / Steeles intersection is operating at capacity.
- Other intersections north of Steeles have some localized capacity available (particularly off-peak direction).



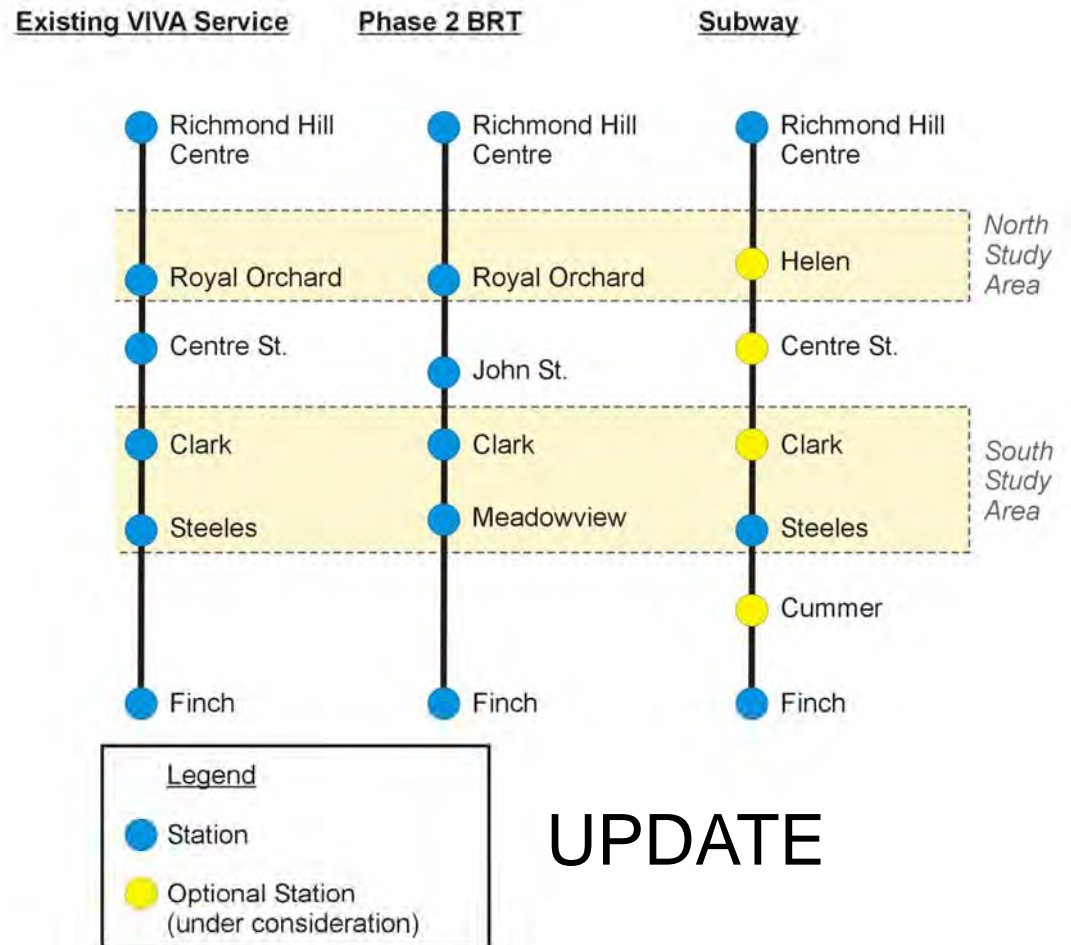
Source: Region of York surveys, Wednesday, November 21, 2007



Source: Region of York surveys, Wednesday, November 21, 2007

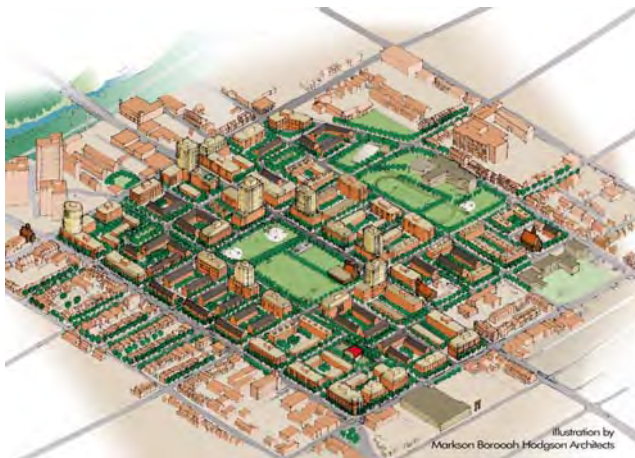
Transportation : Yonge Subway Extension

- Timing **on hold** pending confirmation of funding.
- Stations planned at Meadowview (Steeles), Clark, John, Royal Orchard, and Richmond Hill Centre (Highway 7).
- Yonge subway extension from Finch to Highway 7 (Richmond Hill Centre terminal) included in MoveOntario 2020 as a longer-term project but not yet funded or approved.
- Preliminary planning and engineering currently underway but still needs to undergo Environment Assessment.
- Earliest potential opening is the year of **2016**.
- Stations confirmed at Steeles and Richmond Hill Centre (Highway 7).
- Intermediate stations under consideration at Cummer, Clark, Centre, and/or Helen.



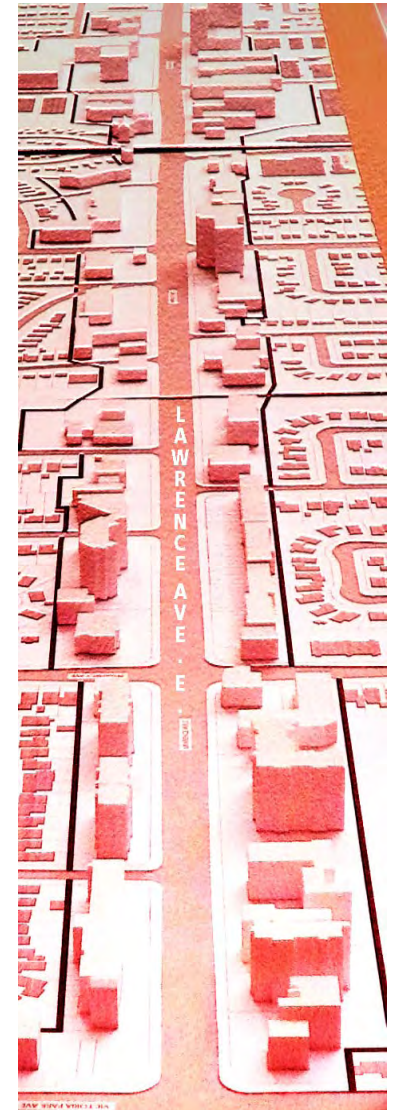
Our Green Design Goal – Building A Sustainable Neighbourhood

LEED® Neighbourhood



Promoting and Improving Our Vision : Community Engagement and Consultation

- Engage the Community
- Involve Vaughan citizens to be part of a Community Consultation Group.
- Observers welcome from neighbouring municipalities.
- Conduct Design Workshops.
- Present demonstration plans
- Utilize multi-media tools i.e. physical working model, City website, computer animation.



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PRECEDENTS

PREVIOUS AVENUE STUDIES : KINGSTON ROAD



Existing



Phase 1



Phase 2



Phase 3

(Source: City of Toronto)

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PRECEDENTS

PREVIOUS AVENUE STUDIES : THE QUEENSWAY



Existing



Phase 1



Phase 2



Phase 3

Deploying Density



3009 Bloor St., Toronto



Port Credit, Mississauga



King James Place, Toronto



Port Credit, Mississauga



Oakville, Ontario



Port Credit, Mississauga



Whitby, Ontario



Jarvis and King, Toronto



Oakville, Ontario



Port Credit, Mississauga



Lakeshore Village, Etobicoke



Port Credit, Mississauga

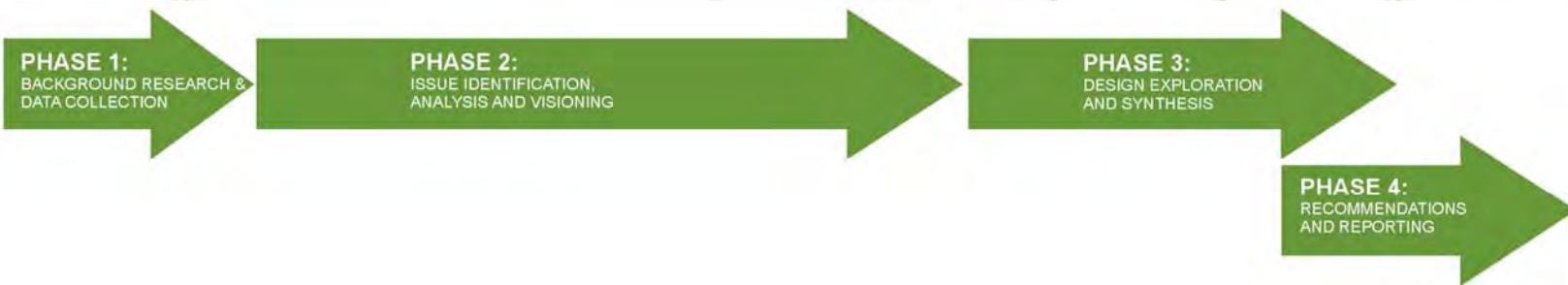
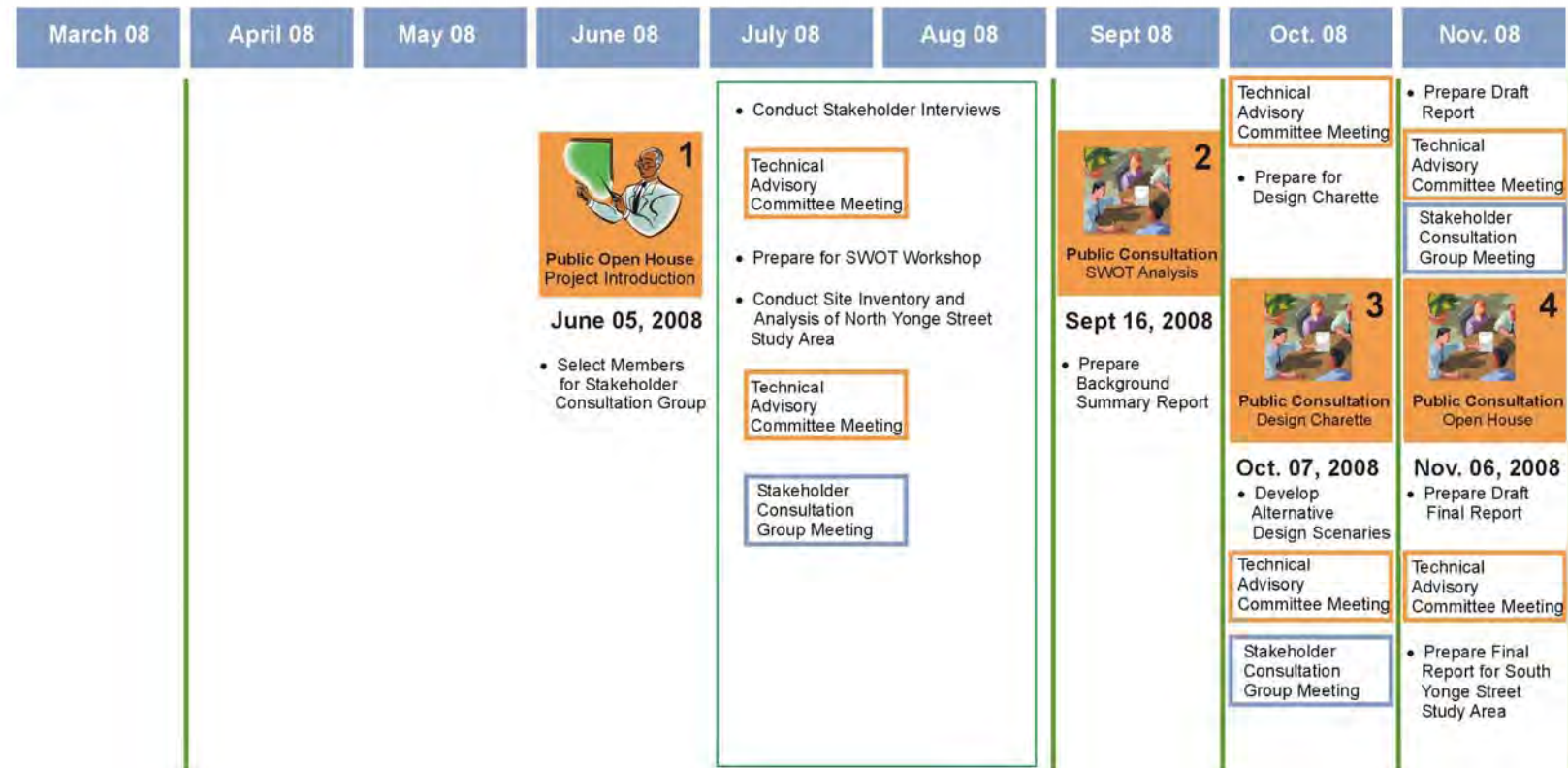
PRECEDENTS

STREETSCAPE IMPROVEMENT EXAMPLES



Yonge Street South Study Area – Schedule

March 2008 – Dec. 2008



North Study Area
• Begins in Dec. 2008