

Perkins&Will



Yonge-Steeles Corridor

Urban Design and Streetscape Plan

DRAFT



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1.0

Introduction

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IN THIS CHAPTER

- 1.1. Purpose and Background
- 1.2. The Yonge Steeles Corridor
- 1.3. How to Use this Document

1.1

Purpose and Background

Change is coming to the Yonge and Steeles area as planning moves forward for the Yonge North Subway Extension into York Region. With catalytic transit investment comes development interest, density, increased population and a transformation of the built environment. Along with the updated Yonge Steeles Corridor Secondary Plan (2022), the Urban Design Study and Streetscape Plan will guide the transformation of the corridor to ensure that it develops as an attractive, transit-oriented, vibrant and sustainable urban environment and a destination that attracts people and businesses.

The Urban Design Study and Streetscape Plan covers the same area as the Yonge Steeles Corridor Secondary Plan, which includes the north side of Steeles Avenue, between Yonge Street and Palm Gate Boulevard, and two segments along the west side of Yonge Street: 1) between Steeles Avenue and Arnold Ave, and 2) between the Thornhill Golf Course lands and Highway

407. Uniquely, the Yonge Steeles Corridor forms the City of Vaughan's south-eastern boundary, with the study area bordering the City of Markham to the east and the City of Toronto to the south. Additionally, the Steeles Avenue right-of-way (ROW) is under the jurisdiction of the City of Toronto, and the Yonge Street ROW is under the jurisdiction of York Region; thus, the creation of the Urban Design Study and Streetscape Plan involved significant collaboration with partners and its implementation will require ongoing coordination.

In addition to the Yonge Steeles Corridor Secondary Plan (2022), this document builds upon other City policy and directions, including the City of Vaughan Official Plan (2010), City-Wide Urban Design Guidelines (2018) and City-Wide Streetscape Implementation Manual and Financial Strategy (2014). It also incorporates York Region's South Yonge Street Corridor Streetscape Master Plan as the basis for streetscape plans for Yonge Street.



Figure 1. Aerial of the Study Area boundary



Longbridge Road

North Area

Royal Orchard Station

Centre Street

CITY OF VAUGHAN

Arnold Avenue

Clark Avenue

CITY OF MARKHAM

Yonge Street

Clark Avenue Station

South Area

Steeles Avenue Station

Steeles Avenue

CITY OF TORONTO

Figure 2. Map of the Study Area

1.2

The Yonge Steeles Corridor

The Yonge Steeles Corridor extends nearly four kilometres along Yonge Street and 1.4 kilometres along Steeles Avenue West. It has differing existing conditions and potential for change along its length. For the purpose of describing these different contexts, the Corridor has been divided into four distinct character segments.

A. South Area - South of CN Rail

Along Steeles Avenue West and Yonge Street south of the CN Rail corridor the study area is characterized by large parcels containing low density car dealerships and strip malls. East of Hilda Avenue the study area's northern boundary is the back fences of deep single-family lots fronting Crestwood Road. West of Hilda Avenue the northern boundary is Royal Palm Drive or the back fences of single-family lots fronting Royal Palm.

The street network in this area is extremely limited, making it very unfriendly to pedestrians. Intersections on Steeles and Yonge are typically at least 400 metres apart. The vast pavement of the parking lots and lack of softscaping, street trees and greenspace both limit natural stormwater management and exacerbate the heat island effect for pedestrians.

The large parcels and anticipation of the future Steeles Avenue Station make this area attractive for redevelopment and the City has already received development applications for a number of properties.



Figure 3. South of CN Rail - car dealerships on Yonge Street



Figure 4. South of CN Rail - strip malls on Steeles Avenue

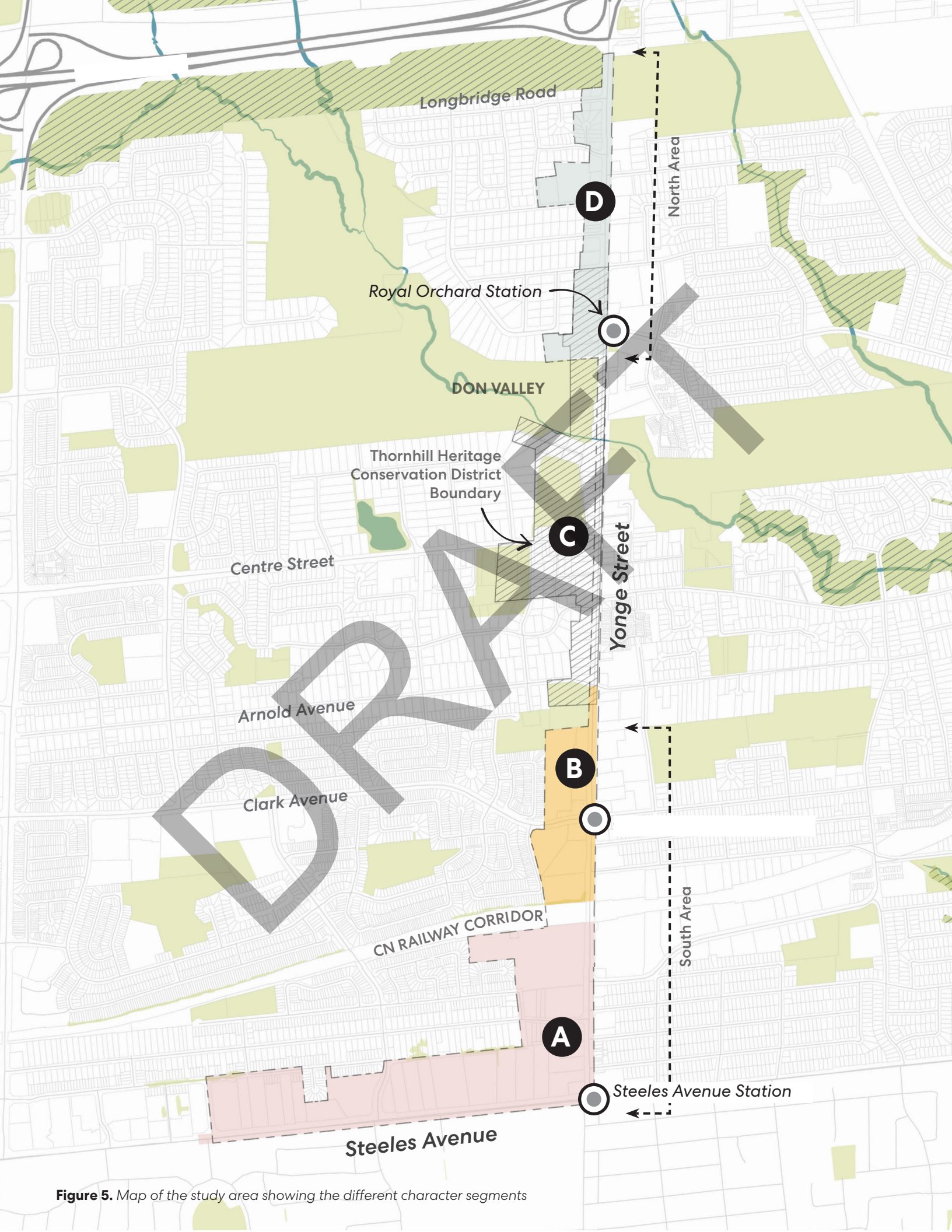


Figure 5. Map of the study area showing the different character segments

B. South Area - North of CN Rail

The South Area - North of CN Rail runs along Yonge Street between the CN Rail Bridge and Arnold Avenue and is very distinct from the segment to its south in its existing characteristics. Immediately north of the rail corridor there are high-rise residential buildings in a "tower in the park" format with wide, treed setbacks from Yonge. North of Clarke Avenue - and the future Clarke Avenue Station - the height transitions down to a mid-rise scale, including both office and residential. Residential buildings typically have retail at grade with surface parking between the building and Yonge Street. Height also scales down from east to west, with a townhouse development creating a transition to single family homes in the neighbourhood behind.

C. Old Thornhill Village

Old Thornhill Village runs along Yonge Street between Arnold Avenue and the Thornhill Golf Course. This character segment falls within the boundaries of the Vaughan Thornhill Heritage Conservation District and is most distinct from other parts of the study area with built form primarily composed of low-rise heritage homes and commercial buildings. For this segment the study area boundary is limited to Yonge Street and the streetscape has already been planned in York Region's South Yonge Street Corridor Streetscape Master Plan. There are also streetscape policies in the Thornhill Vaughan Heritage Conservation District Plan (2007) that apply in this character segment.



Figure 7. North of CN Rail - tall buildings on Yonge Street

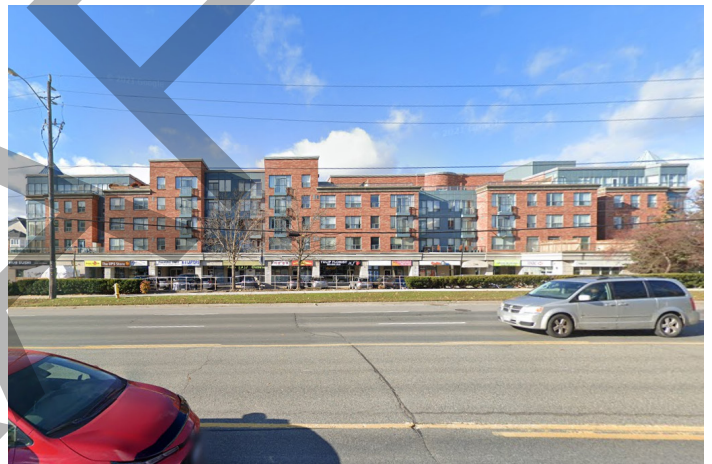


Figure 6. North of CN Rail - mid-rise mixed use buildings on Yonge Street



Figure 8. Old Thornhill Village

D. North Area

The North Area runs along Yonge Street between the Thornhill Golf Course and Highway 407. The future Royal Orchard Station will be close to the southern end of the character segment. The existing scale of this character segment is low rise, with a wide variety of frontage conditions on Yonge Street. In some areas residential homes address Yonge Street directly with very shallow setbacks, elsewhere commercial plazas have surface parking between the building and Yonge and towards the north the Dorian Place development creates a backlotted condition on Yonge. Lots are much shallower than in the South Area and single-family homes are present immediately behind the Yonge Street frontage, leaving much less potential for high density redevelopment in this character segment.



Figure 9. North Area - commercial plazas on Yonge Street



Figure 10. North Area - residential homes addressing Yonge Street



Figure 11. North Area - residential homes backlotted onto Yonge Street

1.3

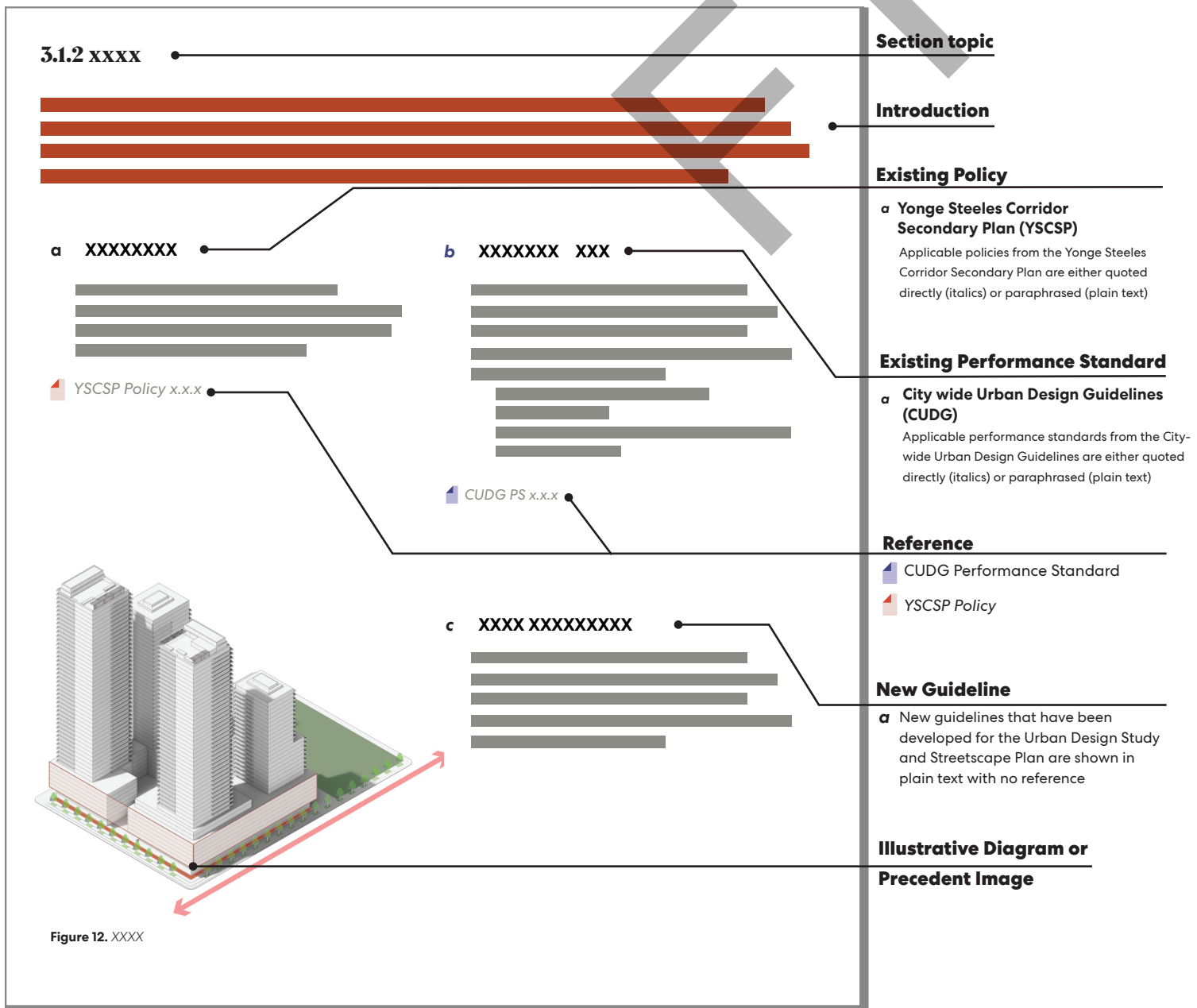
How to use this document

The Urban Design Study and Streetscape Plan is a reference document that supplements the urban design policies of the Yonge Steeles Corridor Secondary Plan.

The document is structured into six chapters:



The guidelines for built form, public realm and streetscape in Chapters 3 through 5 follow a consistent template and iconography as outlined below. Relevant policies and performance standards from the Yonge Steeles Corridor Secondary Plan and City-wide Urban Design Guidelines are incorporated into the chapters in order to consolidate all urban design and streetscape guidance applying to the Yonge Steeles Corridor in one place for ease of reference.



2.0

Vision and Framework

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IN THIS CHAPTER

- 2.1. Vision
- 2.2. Guiding Principles
- 2.3. Framework

2.1

Vision

The vision and guiding principles for the Yonge Steeles Corridor Urban Design Study and Streetscape Plan build on the vision and principles for the area described in the Secondary Plan. The Secondary Plan primarily focuses on land uses, however there are some references to the type of built form and public realm it strives to create and that this document sets out in greater detail. These include:

- Promoting well-designed intensification
- Encouraging a fine-grained network of publicly accessible pedestrian walkways framed by appropriately-scaled development that creates comfortable walking conditions
- Cooperation and connectivity between properties for vehicle and pedestrian movement to the public roads system and parks
- Minimizing the ecological footprint of the residential and working population
- Minimizing impacts on the adjacent existing low-density residential areas in regard to shadow, access to sunlight, wind conditions, sky view and outlook issues by using a 45-degree angular plane to transition from high-rise development on Yonge Street and Steeles Avenue West
- Creating a desirable public and private realm that prioritizes spaces for pedestrians and cyclists, enhances the walkability of the neighbourhood, and creates a coherent character

The vision and guiding principles for the Urban Design Study and Streetscape Plan on the next two pages extend these ambitions to speak more specifically about the type of built form and public realm envisioned for the Yonge Steeles Corridor as it redevelops.

The Yonge Steeles Corridor will accommodate high quality and sustainable transit-supportive intensification within an exceptional public realm that supports the daily experience of residents, employees and visitors.

2.2

Guiding Principles

Design Excellence



As a signature location within the City of Vaughan, the Yonge Steeles Corridor will demonstrate design excellence both in its built form and public realm.

Sustainability



The Yonge Steeles Corridor will incorporate sustainability best practices in its buildings, streetscapes and open spaces.

Diversity



The Yonge Steeles Corridor will include a variety of high quality public and private open spaces that serve the needs of its diverse population.

Safety and Accessibility



The Yonge Steeles Corridor will provide a safe and accessible environment that encourages people to choose to walk, cycle and take transit.

Compatibility



New development in the Yonge Steeles Corridor will be designed to integrate into the existing context and provide appropriate transitions to surrounding neighbourhoods.

Collaboration



The City of Vaughan will work closely with its public sector partners and with private sector developers to implement the vision for the Yonge Steeles Corridor.

Connectivity



The Yonge Steeles Corridor will provide seamless transit, walking and cycling connections to surrounding areas.

Flexibility



Planning for Yonge Steeles Corridor will anticipate future opportunities for transit oriented development at station areas.

2.3 Framework

The Yonge Steeles Corridor Secondary Plan promotes well-designed intensification to: maximize the use of existing and planned infrastructure including transit and servicing; create a complete community that contains a range of uses and activities; and, provide a public park system to accommodate a growing population. The following framework maps reflect the land uses, densities, heights, street network and parks network established in Schedules 2 to 5 of the Secondary Plan, augmenting them with further detail from other City and partner plans and a finer grain of detail developed through this study.

2.3.1 Land Use

Land use designations for the City of Vaughan are outlined in both the City's Official Plan (2010) and the Yonge Steeles Corridor Secondary Plan (2022). The study area includes six land designations; High-Rise Mixed Use, High-Rise Residential, Mid-Rise Mixed Use, Mid-Rise Residential, Low-Rise Mixed Use and Low-Rise Residential. The South Area is primarily designated High-Rise Mixed Use, with some areas of High-Rise and Mid-Rise Residential for transition to existing neighbourhoods. The North Area is primarily designated Mid-Rise Mixed Use and Low-Rise Mixed Use with some Low-Rise Residential for transition.

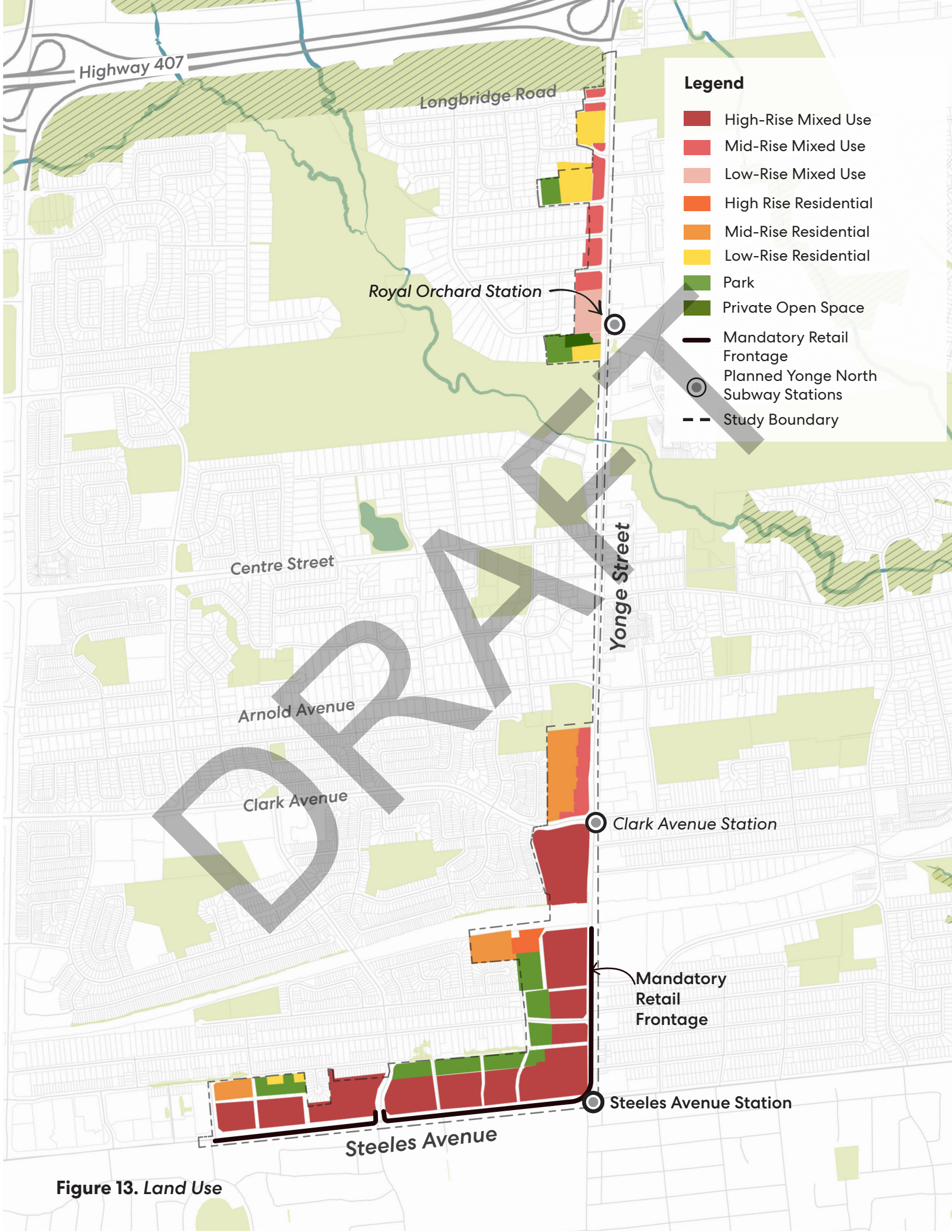
For detailed information regarding land use designations within the study area, refer to Section 9.2.2 of the City of Vaughan Official Plan and Section 3.0 of the Yonge Steeles Corridor Secondary Plan.

2.3.1.1 Active Frontages

The Secondary Plan identifies blocks on Yonge Street and Steeles Avenue West within the South Area - South of the CN Railway as having "Mandatory Retail Frontages." This means that a minimum of approximately 60 percent of each ground floor frontage shall be used for active uses, including retail, office, hotel, transit and/or community facilities. The built form guidelines in Chapter 3 of this document contain guidance for the design of ground floor frontages to support the kind of active frontage and lively pedestrian environment envisioned on Yonge Street and Steeles Avenue West.



Figure 12. Retail Frontage at 19 & Mercer, Seattle WA.
Source: Weinstein A+U



Legend

- High-Rise Mixed Use
- Mid-Rise Mixed Use
- Low-Rise Mixed Use
- High Rise Residential
- Mid-Rise Residential
- Low-Rise Residential
- Park
- Private Open Space
- Mandatory Retail Frontage
- Planned Yonge North Subway Stations
- Study Boundary

Figure 13. Land Use

2.3.2 Height and Density

The overall residential density target for the study area identified in the Secondary Plan is 2.5 FSI (*SP Policy 2.0*) based on the York Regional Official Plan policy respecting Yonge Street as a Regional Corridor. The approach to the distribution of density is to reinforce higher densities and taller buildings along Yonge Street and Steeles Avenue West and transition down to the west and north in order to minimize impacts on the adjacent existing neighbourhoods. Heights and densities are significantly lower in the North Area than in the South Area - north of the CN Railway due to the different existing contexts and lot sizes.

No heights are identified in the South Area - South of the CN Railway and the densities (FSIs) are minimums required to achieve the population and jobs numbers in the Secondary Plan. The angular plane policies of the Secondary Plan and design guidelines provided in chapter 3 of this document will be used to establish appropriate heights in this area as development is proposed.



Figure 14. Proposed built form at Yonge and Eglinton, Toronto

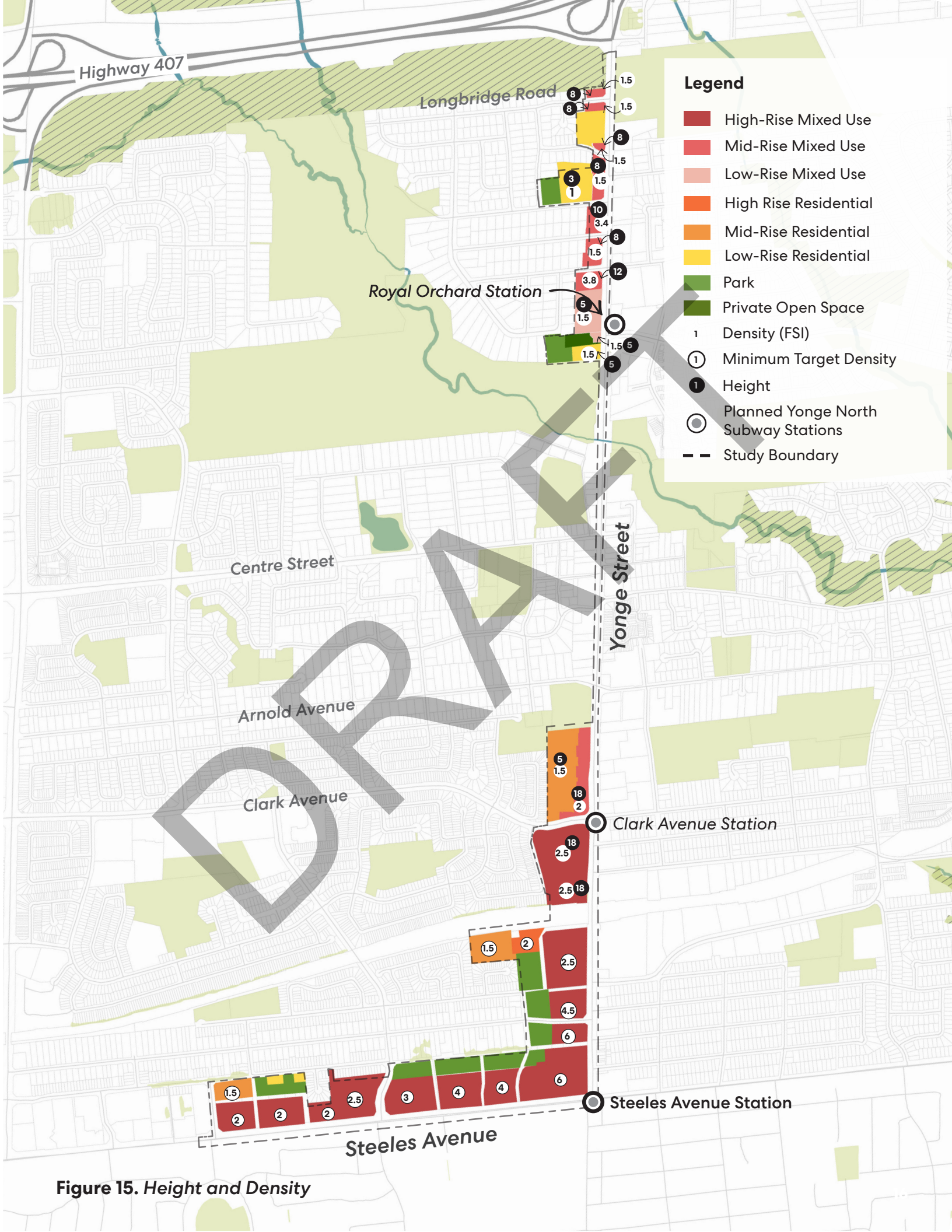


Figure 15. Height and Density

2.3.3 Parks and Open Spaces

Planned parks and open spaces will serve many functions including recreational amenity, pedestrian and cycling connections, and provision of adequate greenspace to support a growing residential population. The Secondary Plan also locates parks and publicly accessible open spaces to serve as a transition between existing low-rise residential neighbourhoods and the new mid- to high-rise developments proposed along the Yonge Street and Steeles Avenue West frontages. The parks and open space system from the Secondary Plan may be augmented with plazas at key intersections (such as in conjunction with subway station entrances) to provide a robust and diverse open space network as outlined in the guidelines in chapter 4.

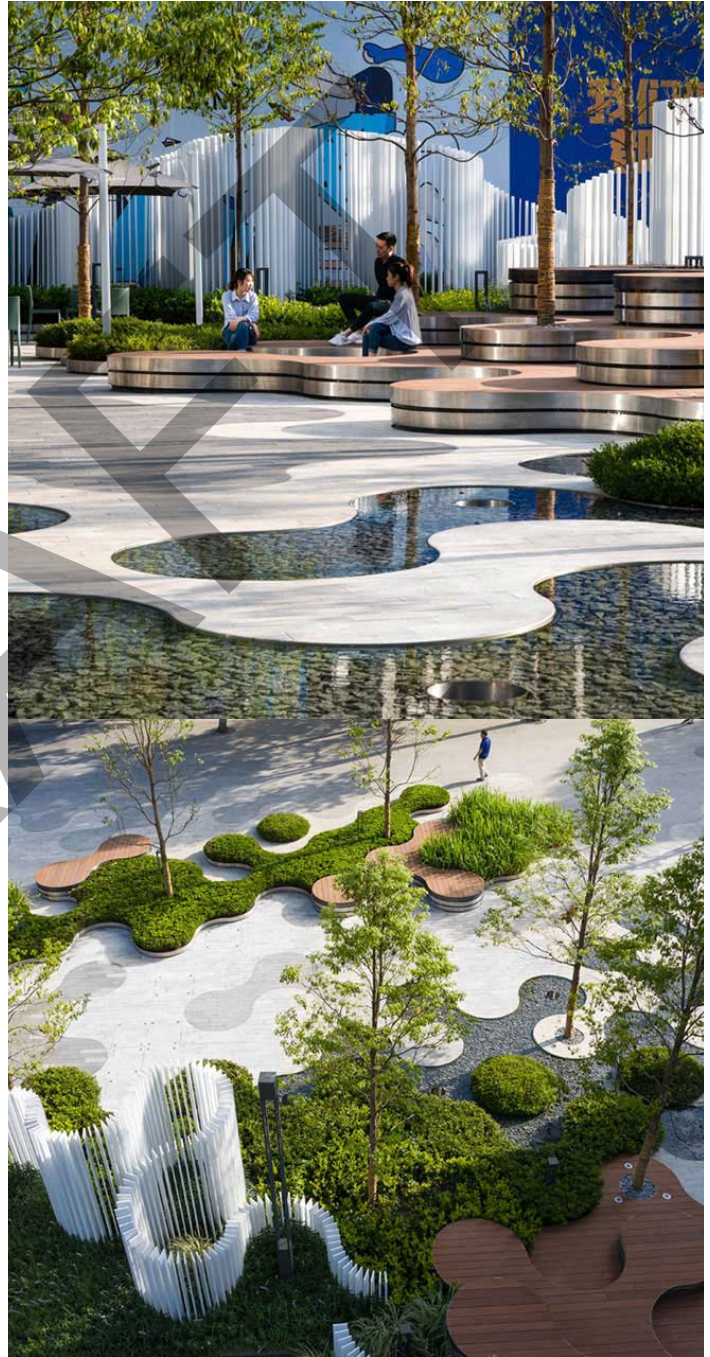


Figure 16. Urban Park in Chengdu, China
source: www.abitare.it



Legend

- Existing Open Space
- Natural Heritage
- Lands to be Conveyed to the City for Park Purposes
- Publicly Accessible Open Space
- Private Open Space
- Proposed Park
- + Existing Public Squares
- Planned Yonge North Subway Stations
- Study Boundary

Figure 17. Parks and Open Space Network

2.3.4 Transportation Network

The transportation network in the South Area of the Yonge Steeles Corridor will be expanded for all modes to meet the needs of the future high density residential population and commercial activity. The Secondary Plan supports the intensification goals of the study area by protecting for planned and future transit while also focusing on creating a well connected neighbourhood with a fine grained road network, safe and comfortable public realm and active transportation.

2.3.4.1 Proposed Street Network

As per the Yonge Steeles Corridor Secondary Plan, the South Area will have a new road network which will divide the existing large blocks into smaller blocks that provide opportunities to access the main streets by foot, bicycle or motorized vehicle, while at the same time providing opportunities to disperse traffic onto Yonge Street and Steeles Avenue West. A key component of this street system is the extension of Royal Palm Drive from Hilda Avenue to Yonge Street.

Streets within the study area have been categorized into four different types, consistent with the Vaughan Complete Streets Guidelines (draft).

- **Intensification Arterial**
- **Intensification Minor Collector**
- **Intensification Local**
- **Woonerf**



Figure 18. Market Street, Toronto ON
source: dtah

2.3.4.2 Intersections and Pedestrian Crossings

Intersections and pedestrian crossings are important to ensuring the real and perceived safety of pedestrians and cyclists, which in turn affects people's decisions to move around via active transportation. *Figure 20* shows a network of existing and proposed signalized intersections and pedestrian crossings (which may take different forms depending on the context) that provides opportunities to cross streets approximately every 250 metres or less where there are destinations on both sides. All proposed locations will need to be evaluated by City of Vaughan transportation staff and, in the case of Yonge Street and Steeles Avenue West, explored in coordination with York Region and the City of Toronto who have jurisdiction over those streets.



Figure 19. Pedestrian Intersections.
source: NACTO

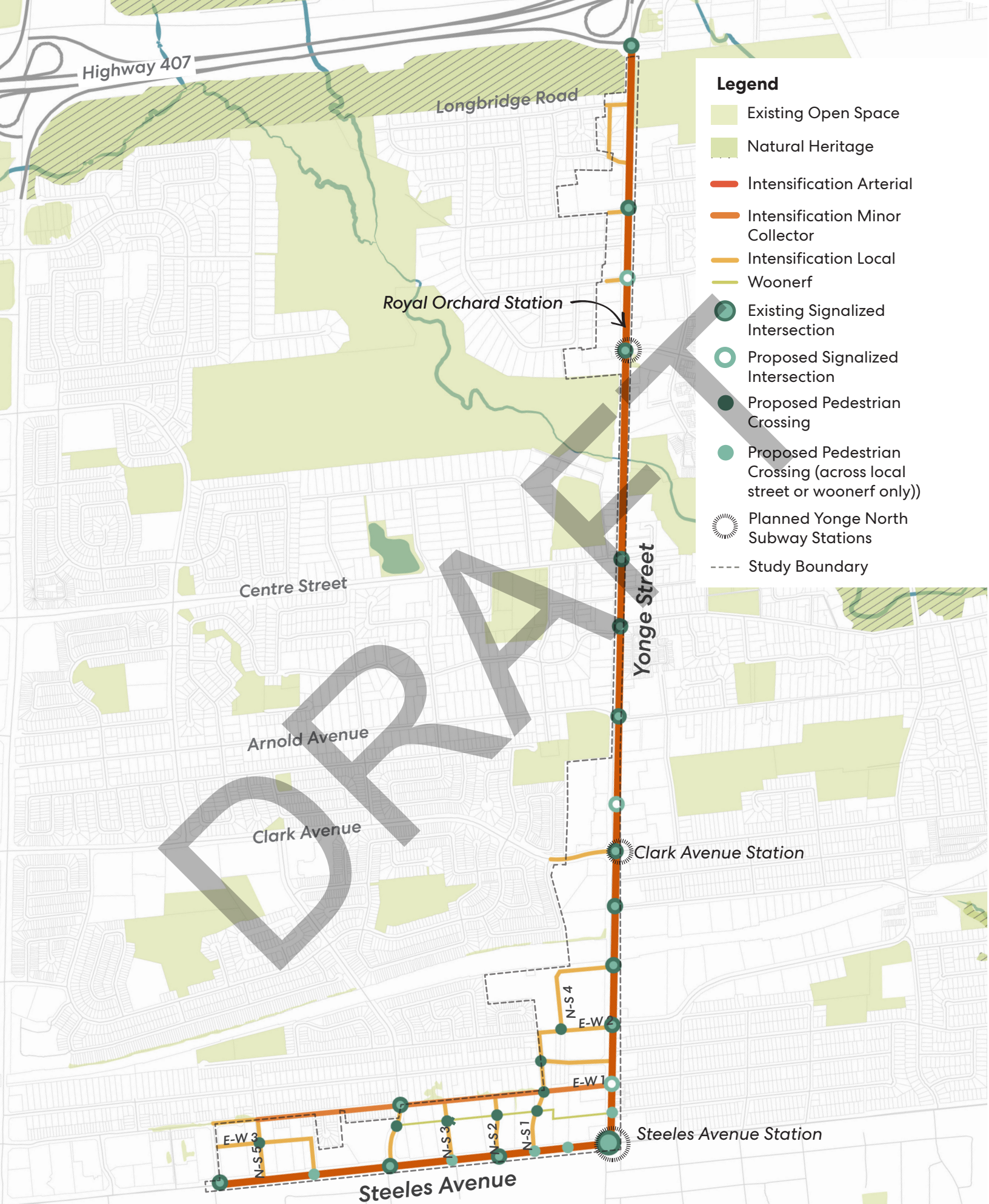


Figure 20. Road Classifications

2.3.4.3 Transit

Yonge Street is identified in the *Growth Plan* as an improved higher order transit corridor. The Yonge North Subway Extension will bring three stations to the study area: **Steeles Station, Clark Station** and **Royal Orchard Station**.

The transportation network improvements in the Yonge Steeles Corridor Secondary Plan and this Urban Design Study and Streetscape Plan are designed to make these stations as accessible as possible by walking and biking for the people of Vaughan. People within a five-minute walk (approximately 500 metres) and ten-minute walk (approximately 800 metres) should have a direct, comfortable and pleasant walking experience to access the stations.

In addition to the subway, Metrolinx has identified Steeles Avenue as a future bus rapid transit (BRT) corridor and the Toronto Transit Commission has identified Steeles Avenue West as a priority bus corridor through its RapidTO program. A bus terminal is also proposed at the intersection of Yonge Street and Steeles Avenue, making this a highly significant location for commuter transfers.



Figure 21. Highway 7 Bus Rapid Transit Corridor, Toronto
source: Spacing Magazine

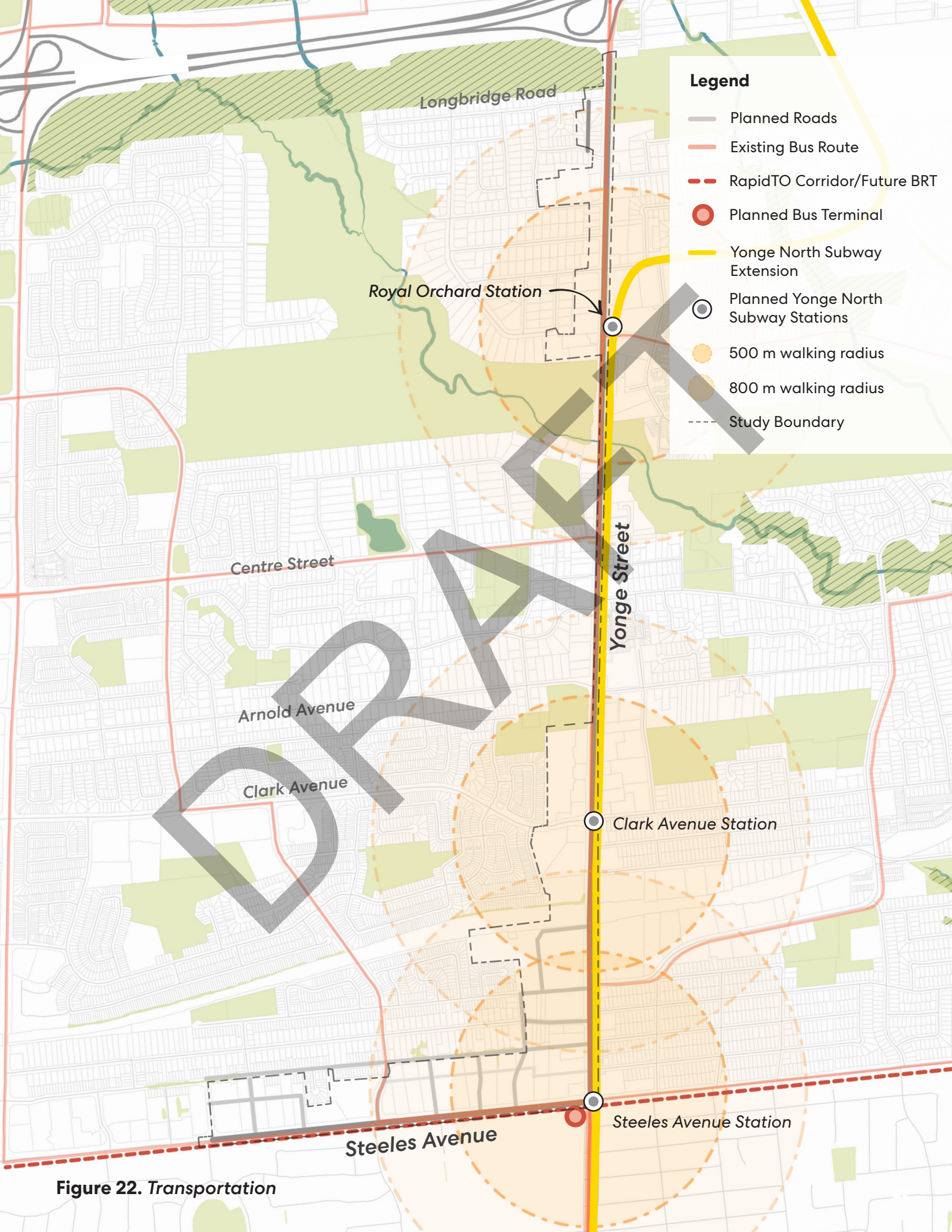


Figure 22. Transportation

2.3.4.4 Cycling Network

To support the intensification of the Yonge Steeles Corridor several plans are in place to establish a connected cycling system connecting the interior residential neighbourhoods to the future transit corridors along the periphery of the study area.

The Secondary Plan aids in establishing a fine grained cycling network by requiring that all new streets within the South Area - south of the CN Railway are planned to accommodate cycling in dedicated lanes. York Region's South Yonge Street Corridor Streetscape Master Plan also plans for dedicated cycle lanes. This Urban Design Study and Streetscape Plan proposes that when Steeles Avenue West is reconfigured to accommodate the proposed BRT cycle lanes are incorporated there as well to complete a comprehensive cycling network for the Yonge Steeles Corridor.

The northern boundary of the study area also connects to York Region's South York Greenway, a proposed cycling, pedestrian and micromobility route that may span the entirety of York Region.



Figure 23. Protected bike lane in Washington DC
source: www.ggwash.org

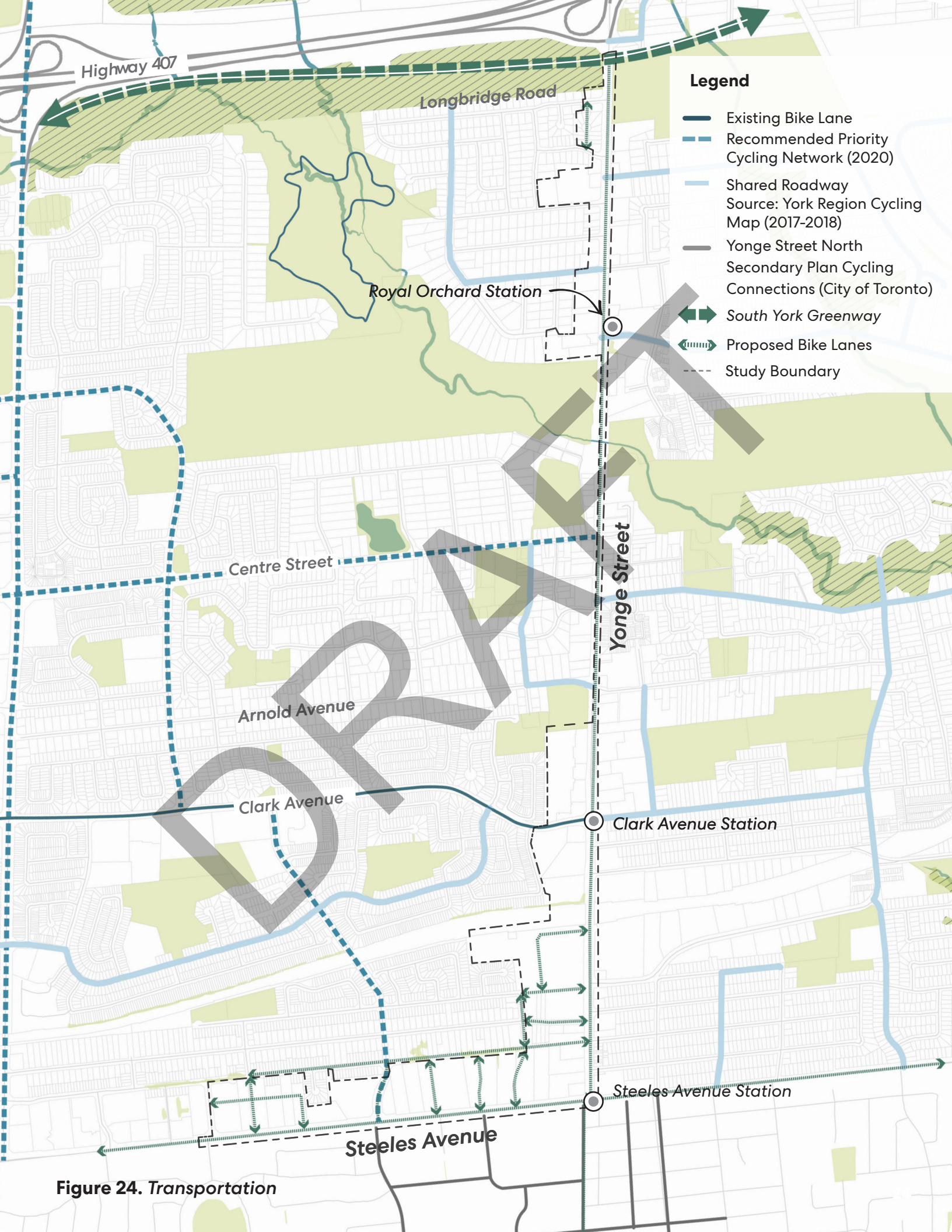


Figure 24. Transportation

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3.0

Built Form

This chapter expands upon the Secondary Plan direction for designing buildings which enhance the pedestrian experience. These guidelines define height and scale parameters and set aspirations for how new buildings should interact with the public realm and contribute to the overall character of the Yonge Steeles Corridor.

IN THIS CHAPTER

- 3.1. Built Form Priorities
- 3.2. Site Design
- 3.3. Building Design

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3.1 Built Form Priorities

Design Excellence



The standard of design in the Yonge Steeles Corridor will be commensurate to its location as a gateway into the City of Vaughan that lies along the region's busiest subway line.

Transit Oriented Development



The Yonge Steeles Corridor will be a demonstration of transit oriented development in its organization of massing and in how design facilitates access to transit.

Context-driven Urban Form



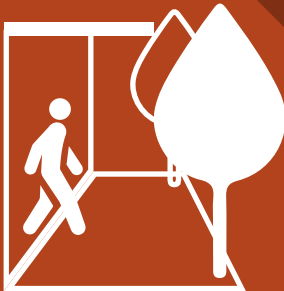
The scale, massing and design of buildings in the Corridor will respond to the surrounding context including nearby low-rise neighbourhoods, heritage resources, parks and open spaces and transit facilities.



Pedestrian Comfort

The impact of built form on pedestrian comfort in the public realm will be of primary importance in the design of buildings.

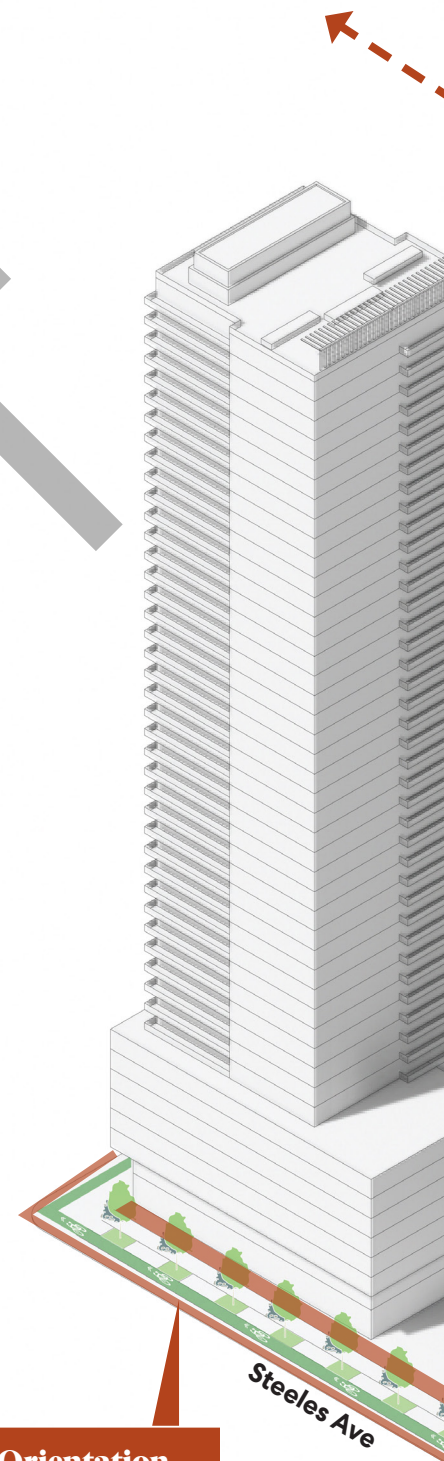
Street Life



The design of buildings will create the conditions at grade to foster an animated and lively public realm.

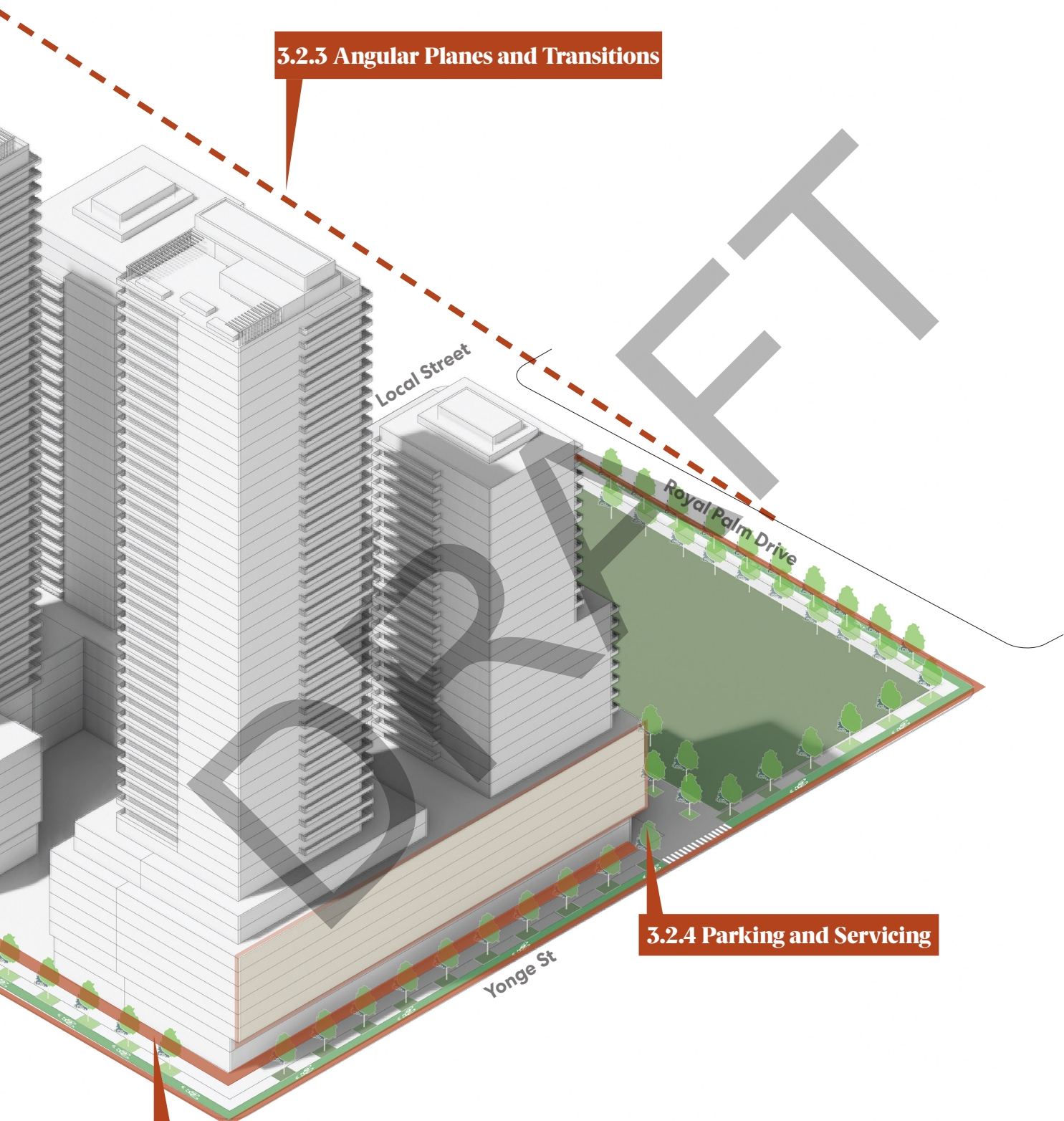
3.2 Site Design

Good site design creates an intuitive interface between buildings, open spaces, and streets. Given the large-scale redevelopment that will be taking place in the Yonge Steeles Corridor, there is opportunity to be intentional about the location and orientation of buildings, location and configuration of parking and servicing, setbacks, and transition strategies to ensure site design supports the City's objectives for the Corridor.



3.2.1 Location and Orientation

3.2.3 Angular Planes and Transitions



3.2.2 Setbacks

3.2.4 Parking and Servicing

3.2.1 Location and Orientation of Buildings

Buildings should be positioned to create a predictable and continuous image of the street which frames adjacent open spaces, streets, and amenity areas and ensures they are safe and comfortable spaces. Relationship to the street, positioning of taller elements and pedestrian porosity through sites are important considerations in site design.

Policies & Guidelines:

a. STREET RELATIONSHIP

- i. Primary building frontages should directly address Yonge Street and Steeles Avenue West to facilitate transit-oriented development and a walkable Corridor.
- ii. Buildings should establish a continuous streetwall which frames streets and provides enclosure to adjacent parks, amenity spaces and other open spaces.
- iii. Increased visual permeability should be provided at intersections to maintain vehicular lines of sight for the safety of all pedestrians, cyclists, and motorists.

b. TALLER BUILDING ELEMENTS

- i. *Towers should be oriented to maximize sunlight access on parks by limiting those building facades which face the park to generally a maximum 25 metres wide.*

 YSCSP Policy 3.1.5

- ii. *The tower separation distance should be a minimum 25 metres.*

 YSCSP Policy 3.1.7


- iii. The location and orientation of taller building elements must adhere to the Secondary Plan angular plane and transition strategy, which minimizes impacts to the low-rise neighbourhoods west of the Corridor (see Section 3.2.3 Angular Planes and Transitions).

c. MID-BLOCK CONNECTIONS

- i. Mid-block connections can be used to break up long street walls and to establish convenient pedestrian pathways. The following should be considered in the design of mid-block connections:
 - *Appropriate lighting and wayfinding signage should be incorporated.*
 - *Blank walls fronting onto mews are discouraged. Active frontages should address the mid-block connection.*

 CUDG PS 5.2.11

d. OPEN SPACES

- i. Open spaces that result from deeper setbacks on the ground floor should incorporate landscaping and programming to create a “green approach”. Refer to the City-wide Urban Design Guidelines for further direction on implementing the Green Approach.
 CUDG PS 5.3.1, 6.1.1, and 6.1.2
- ii. Open spaces that are internal to a development site should be reserved for pedestrian active uses.
- iii. Open spaces integrated at the ground level are encouraged along adjacent streets to provide deeper setbacks and opportunities for active uses.

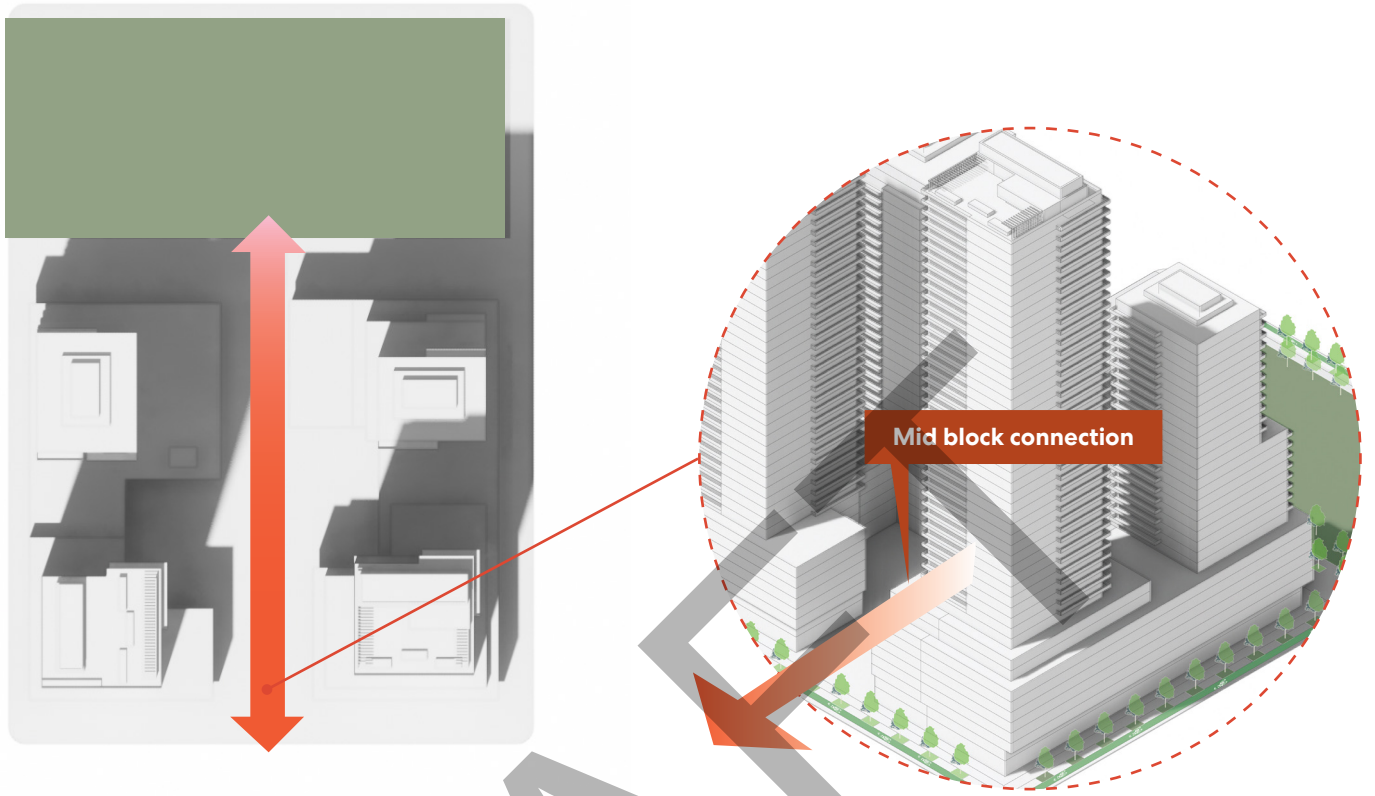


Figure 25. Midblock connections

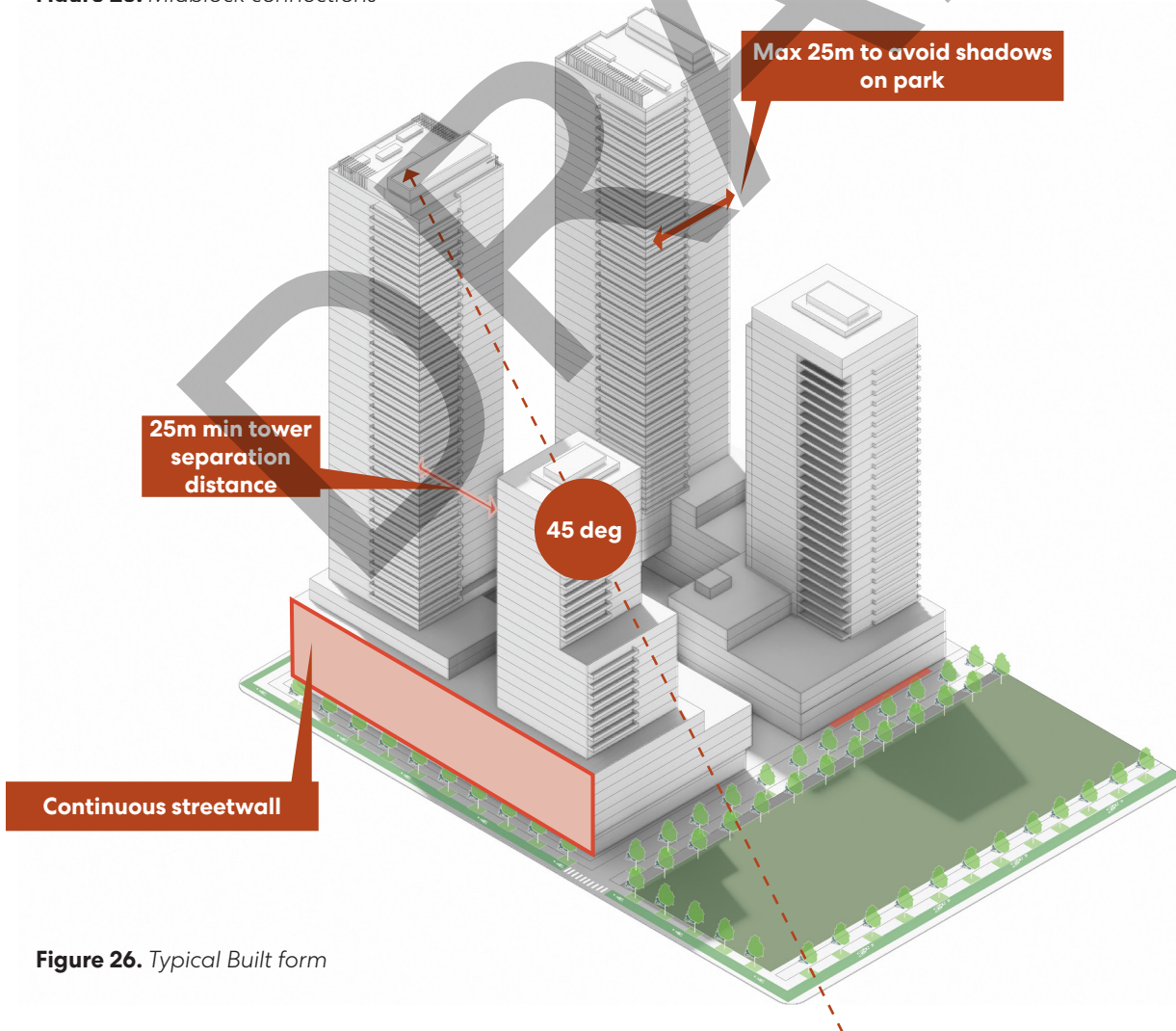


Figure 26. Typical Built form

3.2.2 Setbacks

In most urban neighbourhoods buildings are located close to the street with limited setback zones. Setbacks that do exist can be used to enhance the pedestrian experience by allowing for spillover space for activities inside the building, providing weather protection or accommodating an enhanced streetscape with landscape features and street trees. The treatment of setbacks in the Yonge Steeles Corridor will reflect its role as a lively and transit-supportive intensification area.

Policies & Guidelines:

a. MINIMUM SETBACKS

- i. *Along Yonge Street and Steeles Avenue West, approximately 3 metres at grade building setback to provide retail spill out spaces, space for tree planting and street furniture such as benches and bike racks.*
- ii. *Along local streets, approximately 3 metres at grade building setback unencumbered by building elements, including but not limited to such building elements as stairs, porches, and columns.*
- iii. *On all streets, a minimum of 1 metre setback clear of any projections must be provided.*

 YSCSP Policy 3.1.12

b. GROUND FLOOR FRONTAGE ZONE

- i. For development with retail, commercial, or residential uses along Intensification Corridors, the frontage zone should include:
 - *LID in front yard setbacks (15% soft landscape)*
 - *Expanded front yard setback wherein at-grade active and retail uses and the podium above are permitted to encroach up to 50% into setback*
 - *A 3 - 10m front yard setback zone allows for building projection and massing variation to provide architectural diversity while*

supporting the City's Green Approach. Refer to the City-wide Urban Design Guidelines for further direction on implementing the Green Approach.

- ii. For development adjacent to parkland, the following design considerations should be applied:

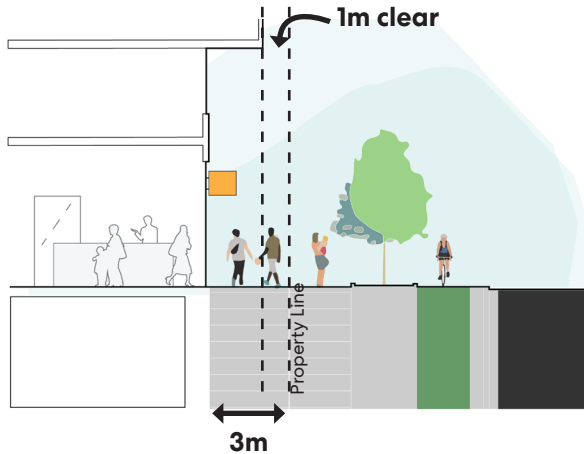
- *A minimum setback of 1m should be applied from the edge of the property line for maintenance purposes.*
- *Where applicable, apply expanded setbacks to provide double row of trees on either side of a ROW.*

- iii. For development adjacent to cultural heritage and/or existing buildings, the frontage zone should:

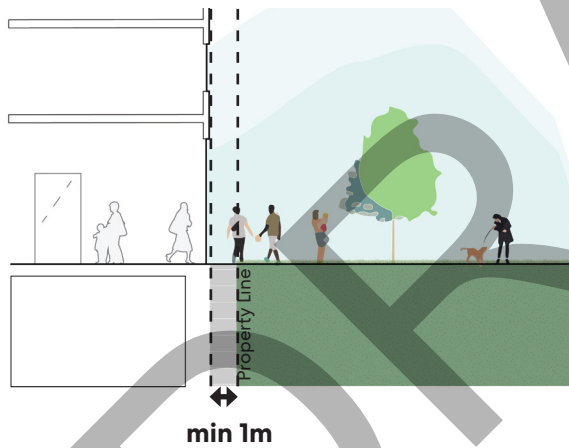
- *Provide a setback or recessed setback that is consistent with heritage and/or existing buildings.*

 CUDG PS 4.3.7, 4.3.8, 5.2.1, and 5.3.1

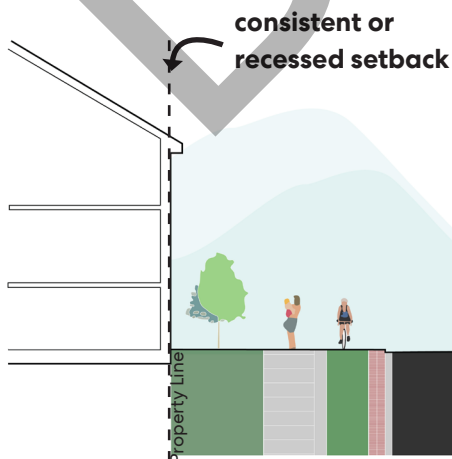
Frontage Conditions



A. Retail, commercial or residential frontage



B. Development adjacent to parkland



C. Development adjacent to cultural heritage

Figure 30. Frontage conditions

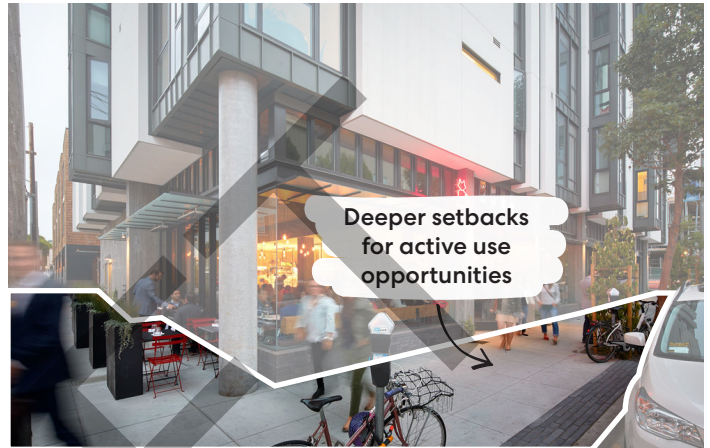


Figure 27. Retail, commercial, or residential frontage zone
300 Ivy, San Francisco | Fletcher Studio

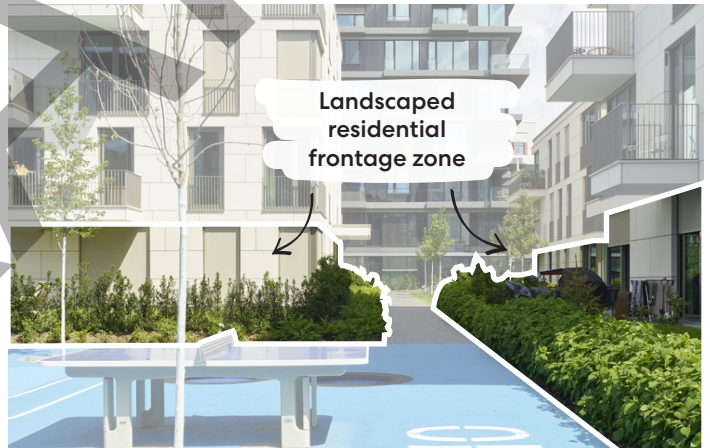


Figure 28. Frontage zone of development adjacent to parkland
Oasis Residential Tower, Germany | Tchoban Voss Architekten

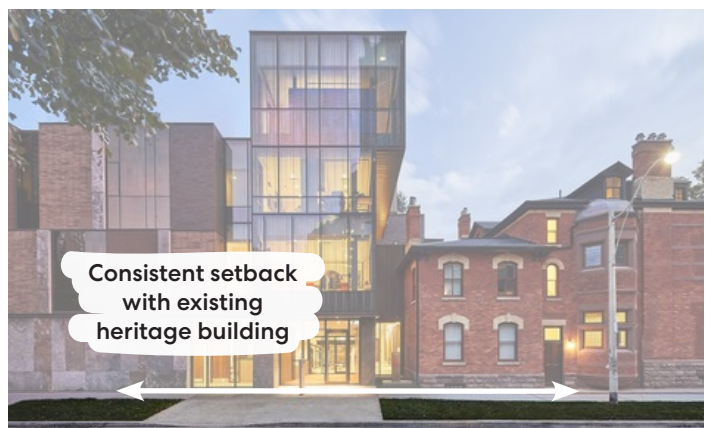


Figure 29. Frontage zone of development adjacent to cultural heritage, Casey House, Toronto | Hariri Pontarini Architects

3.2.3 Angular Planes and Transitions

In the South Area - South of the CN Railway where the Secondary Plan does not establish maximum height limits angular planes will be an important tool to ensure appropriate transition to open spaces and nearby low-rise residential areas. Angular planes are an urban design tool that relies on the angle of the sun at different times of year to dictate maximum heights that preserve access to sunlight and minimize shadowing and wind impacts.

The North Area overlaps with the Thornhill Vaughan Heritage Conservation District which includes lands just south of Thornhill Avenue (see Figure 5). Transitions to heritage resources should be sensitive to the scale and height of adjacent properties.

Policies & Guidelines:

a. 45-DEGREE ANGULAR PLANE

The angular plane is measured from the property line of the existing dwellings in the stable low-rise residential areas points throughout the Corridor to accommodate site-specific limitations, as detailed in the following:

i. All mid-rise and high-rise buildings should generally fit under the 45-degree angular plane taken from the at-grade lot line of the adjacent low-rise residential areas within the Vaughan boundary to achieve the following:

- When applying the 45-degree angular plane to development south of the future extension of Royal Palm Boulevard, the 45-degree angular plane shall be measured from the northern limit of the future right-of-way of such extension
- Maximize direct sunlight on Parks for 5 hours of sunlight at spring/fall equinox. Notwithstanding the foregoing, for the Park blocks identified as P4, P5, P6 and P7, less than 5 hours is acceptable by virtue of their location on the north side of the development blocks. (See section 4.2 for Parks guidelines)
- Minimize shadow impact on low-rise residential properties to the greatest extent possible

 YSCSP Policy 3.1.4

b. TRANSITIONS TO HERITAGE RESOURCES

- ii. Buildings should provide appropriate transitions to heritage assets which maintain views to the heritage structure.

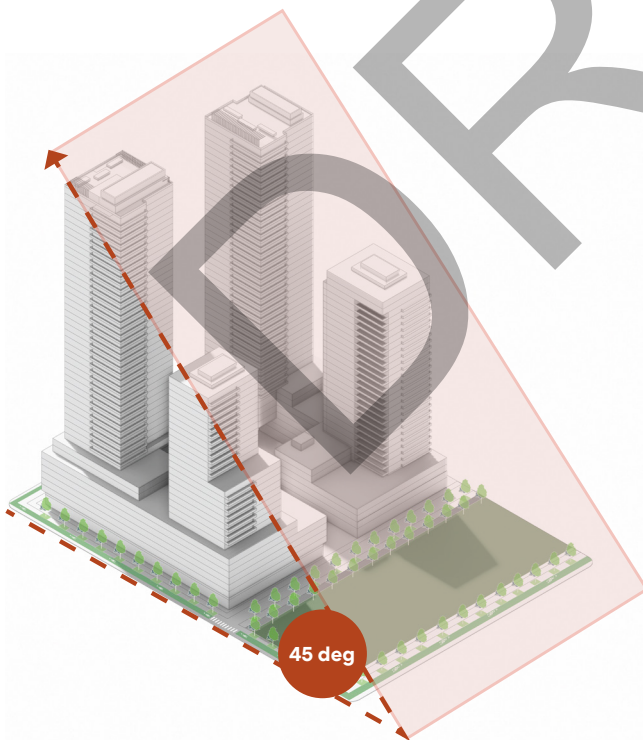


Figure 31. Typical 45-Degree Angular Plane

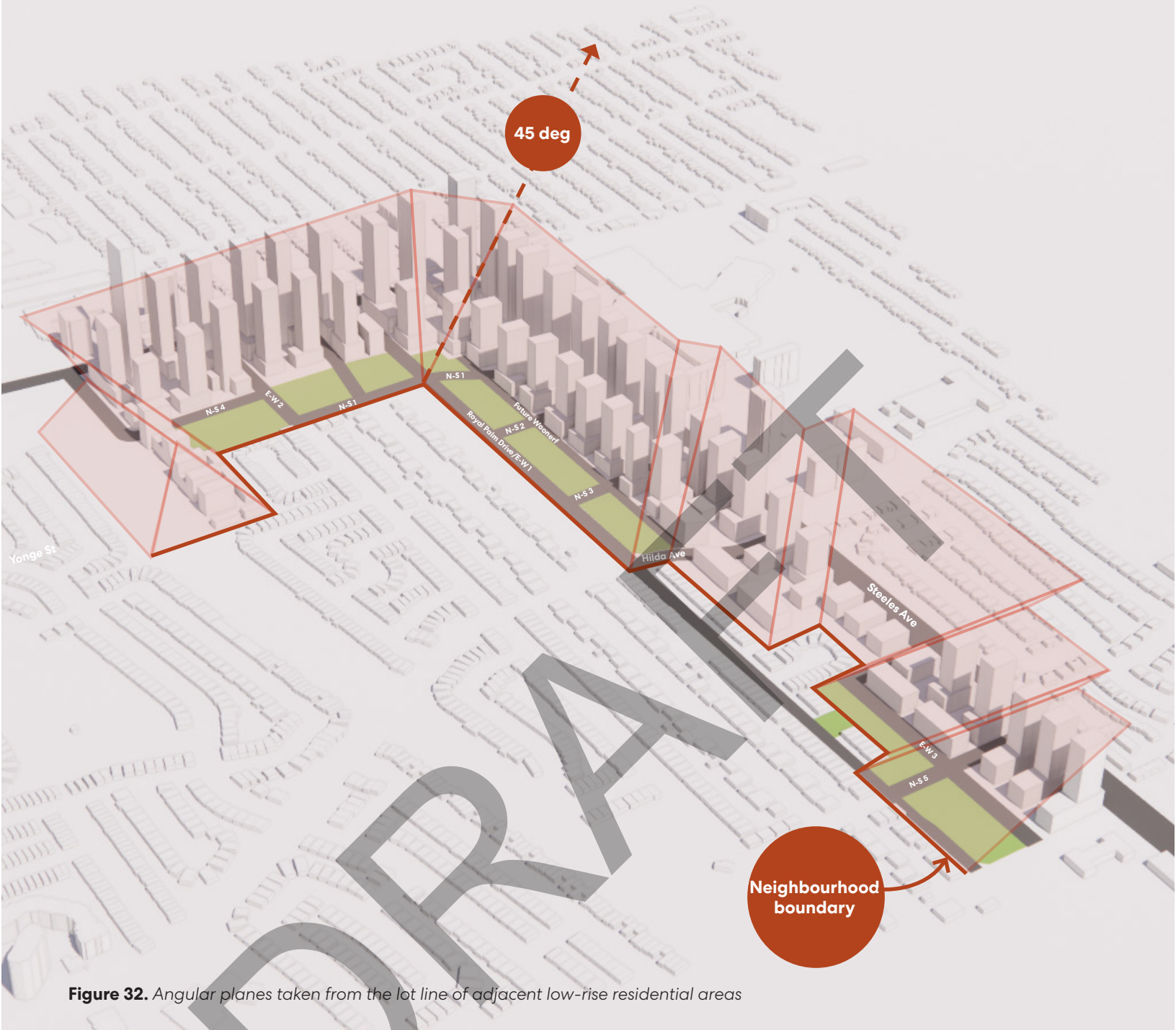


Figure 32. Angular planes taken from the lot line of adjacent low-rise residential areas

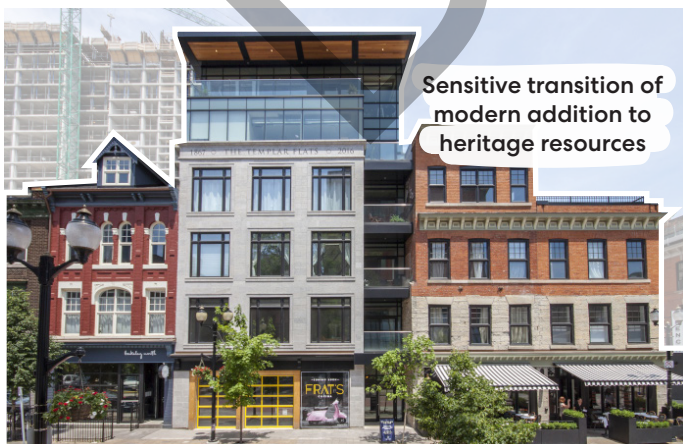


Figure 33. Templar Flats in Hamilton
source: Ontario Association of Architects



Figure 34. Regent Park, Toronto ON
source: NAK design strategies

3.2.4 Parking and Servicing

New private streets within the Yonge Steeles Corridor, including the private road/mews (woonerf) between development fronting Steeles Avenue West and the park, will primarily function as service streets. Everyday “back of house” operations of buildings, including easy and convenient delivery and maintenance access, should be designed to contribute to a positive pedestrian experience despite the utilitarian function.

Policies & Guidelines:

a. LOCATION

- i. Buildings in the Secondary Plan Area will be designed to provide vehicular access to individual sites from locations other than the Yonge Street or Steeles Avenue West frontages.
- ii. Parking and servicing access should be internal to development blocks and not on Public Streets.
- iii. Parking shall be provided underground to the greatest extent possible.
- iv. On-street parking shall be encouraged on minor collector and local streets throughout the Secondary Plan, and on higher order streets where appropriate.

■ YSCSP Policy 3.2, 3.1.16, 3.1.17, 3.1.22

b. PARKING STRUCTURES

Parking structures should:

- i. Be lined with active uses at grade facing public roads and parks.
- ii. Above the first level, generally be lined with active uses facing public roads and parks and/or include facades finished with high quality materials to minimize the visual impact of the structure on the public realm.
- iii. Include appropriate setbacks between existing and planned residential and exposed parking structures to mitigate noise and light pollution

- iv. For expansion of existing uses, generally be lined with active uses facing public roads and parks and/or include facades finished with high quality materials to minimize the visual impact of the structure on the public realm and include appropriate setbacks between existing and planned residential and exposed parking structures to mitigate noise and light pollution.

■ YSCSP Policy 3.1.18

c. CAR-SHARE SPACES

- i. The design of off-street parking facilities shall be encouraged to accommodate spaces for car-share programs and include reserved spaces for drivers of car-share vehicles.

■ YSCSP Policy 3.1.21

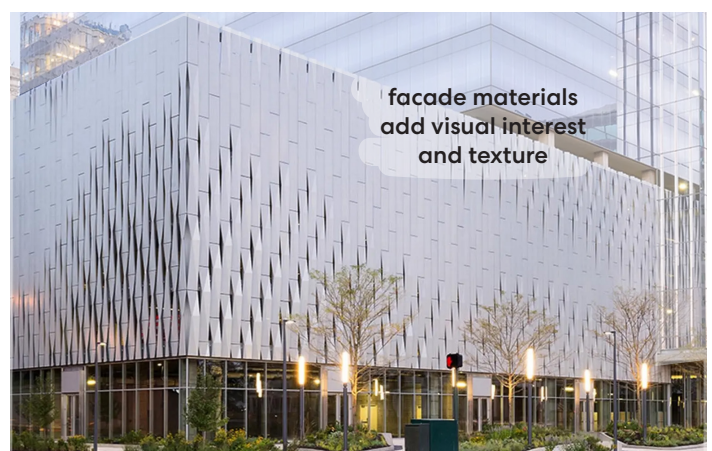


Figure 35. Parking structure with active use
Gateway Plaza Parking Garage | Richmond, Virginia

c. PICK-UP DROP-OFF AREAS

- i. Where possible, pickup and drop-off locations should be located on public streets, excluding Yonge Street and Steeles Avenue West.

YSCSP Policy 3.1.19

d. SERVICING AREAS

- i. Where private/mews are within High-Rise Mixed-Use areas and adjacent to parks, the following are required:
 - The private road should provide for a connected network for the blocks and primarily serve as the service street.
 - The building facades facing the park on a private street should have a high-quality architectural treatment for the servicing, loading and vehicle ramp areas facing the park.

- Provide wrap-around active uses on the corner to animate the park frontage.

YSCSP Policy 3.1.13

e. INTERIM USE

- i. Where interim use of lands for parking for existing uses, construction access, and staging purposes is permitted, ensure that site access and circulation are designed for both the interim and ultimate conditions to help the City achieve its long-term vision for the Corridor.

f. CONSOLIDATED ACCESS

- i. To limit the number of driveway accesses, access points shall be consolidated where functionally possible.
- ii. Through-lanes are encouraged to minimize vehicle turnarounds.

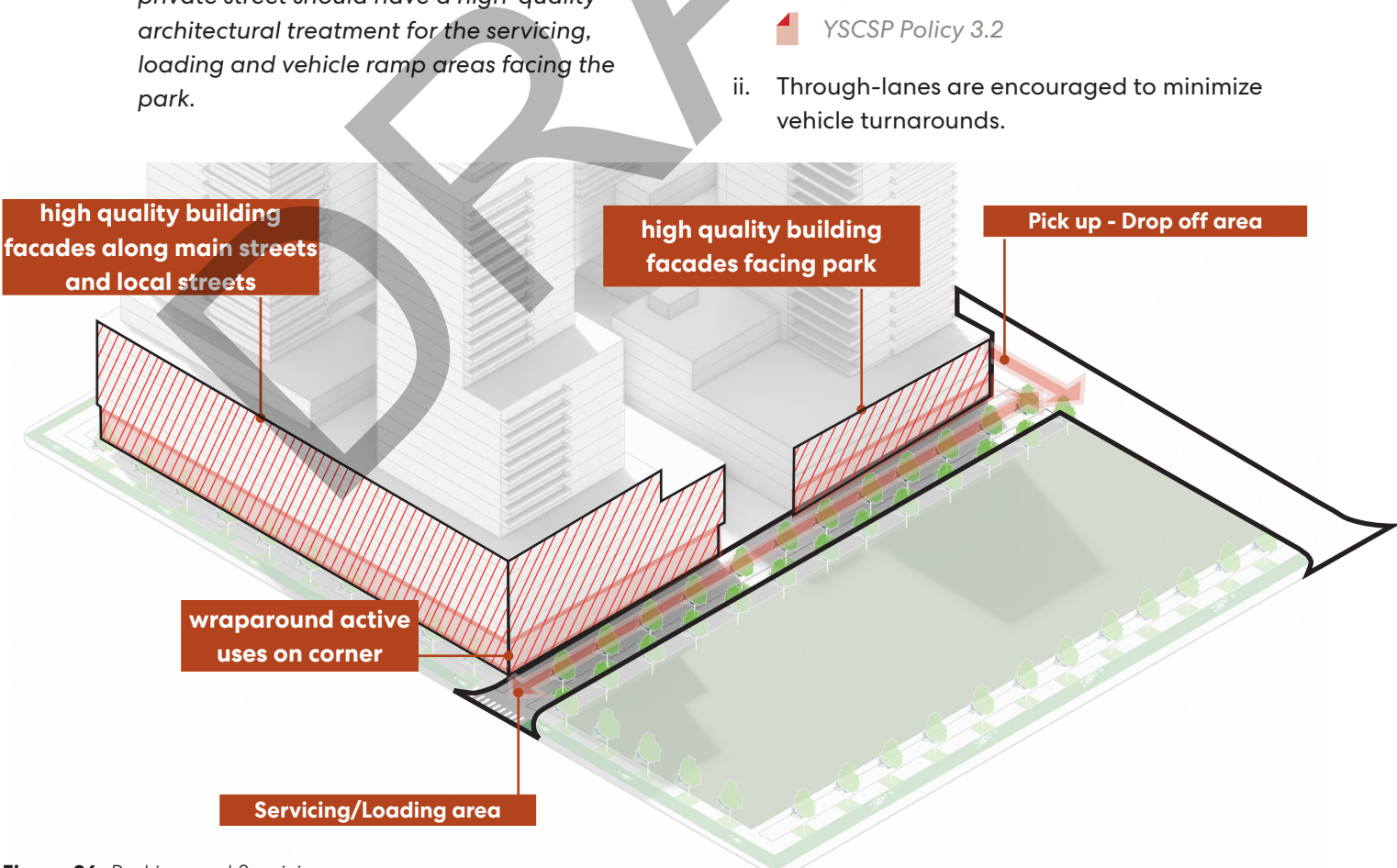
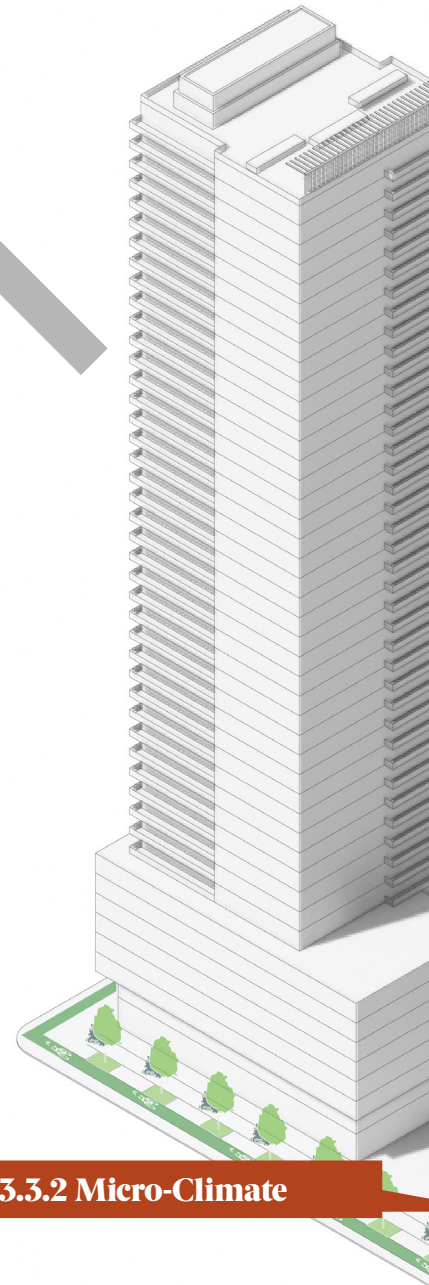


Figure 36. Parking and Servicing

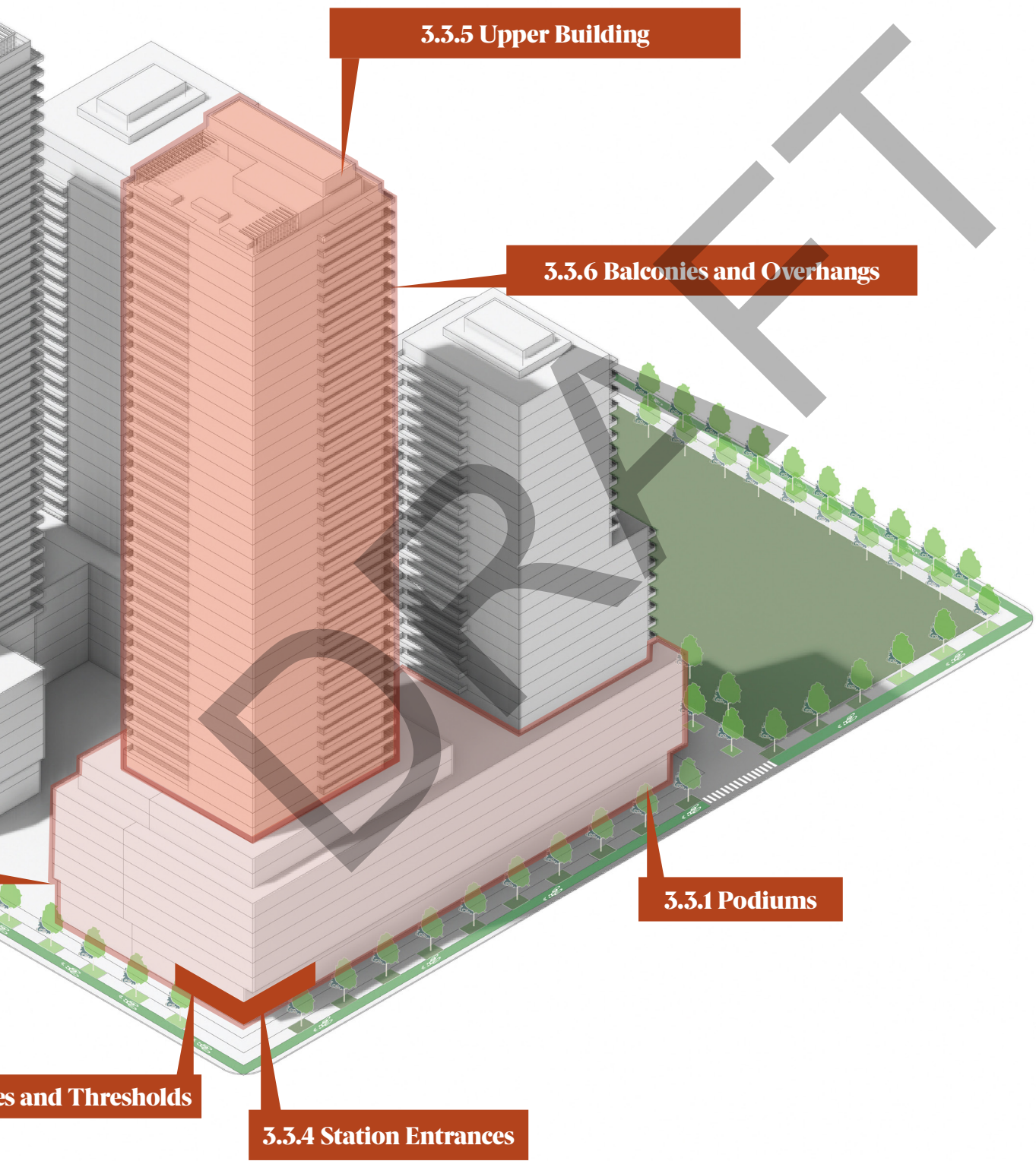
3.3 Building Design

Building design, particularly at grade, plays an important role in people's experience of place. This section establishes the expectations for building design in this signature location within Vaughan.



3.3.2 Micro-Climate

3.3.3 Entrance



3.3.5 Upper Building

3.3.6 Balconies and Overhangs

3.3.1 Podiums

3.3.4 Station Entrances

3.3.3 Curb Cuts and Thresholds

3.3.1 Podiums

Podiums influence the character of the streets and open spaces they frame. The streets of the Yonge Steeles Corridor are envisaged as “places” that support activities and a vital street life, therefore podiums should be designed to prioritize the pedestrian experience.

Policies & Guidelines:

a. HEIGHT

- i. *The minimum ground floor building height should be 4.5 metres in mixed-use designations.*
- ii. *The maximum building podium height should be as follows:*
 - *8 storeys where podiums directly front on Yonge Street and Steeles Avenue*
 - *An increase in podium height which directly fronts Steeles Avenue or Yonge Street up to 10 storeys may be acceptable, provided that the top two storeys of the podium have a minimum 3 metre step back clear of any projections*
 - *6 storeys in all other locations*

 YSCSP Policy 3.1.8 & 3.1.9

b. STREETWALL

- i. *The building exteriors shall achieve the following:*
 - *Minimize blank facades on public streets and parks*
 - *Break-up the massing of buildings that are longer than 80 metres with articulation and/or pedestrian access, where possible*
- ii. *Buildings located at street corners are encouraged to include architectural features that enhance the visual prominence and identity of these important locations within the Secondary Plan Area.*

- iii. *Where private roads/mews are within High-Rise Mixed-Use areas and adjacent to parks, the following are required:*

- *The building facades facing the park on a private street should have a high-quality architectural treatment for the servicing, loading and vehicle ramp areas facing the park*
- *Provide wraparound active uses on the corner to animate the park frontage*

 YSCSP Policy 3.1.11 , 3.1.13 & 3.1.14

c. MANDATORY RETAIL FRONTAGE

- i. *Permitted retail uses and community facilities are encouraged within the ground floor of all mixed-use buildings.*
- ii. *A mandatory retail area is required for the ground floor of buildings that front onto Yonge Street or Steeles Avenue West located within the South Area, as per Schedule 3 (South) (of the Secondary Plan, also illustrated on Figure X of this document).*
- iii. *Within the mandatory retail area, a minimum of approximately 60 percent of the building ground floor frontage along Yonge Street and Steeles Avenue West shall be used for retail uses, office, hotel, transit uses and/or community facilities. For this policy, motor vehicle sales shall not be considered as part of the 60 percent retail area.*

 YSCSP Policy 3.4.3

iv. Where there is an active frontage:

- Use glazing to ensure clear views into the ground floor from the pedestrian realm.
- Ensure building entrances are easily accessible and located frequently along the frontage.



Figure 37. Active ground floor use | Seattle, Washington
source: www.bizjournals.com

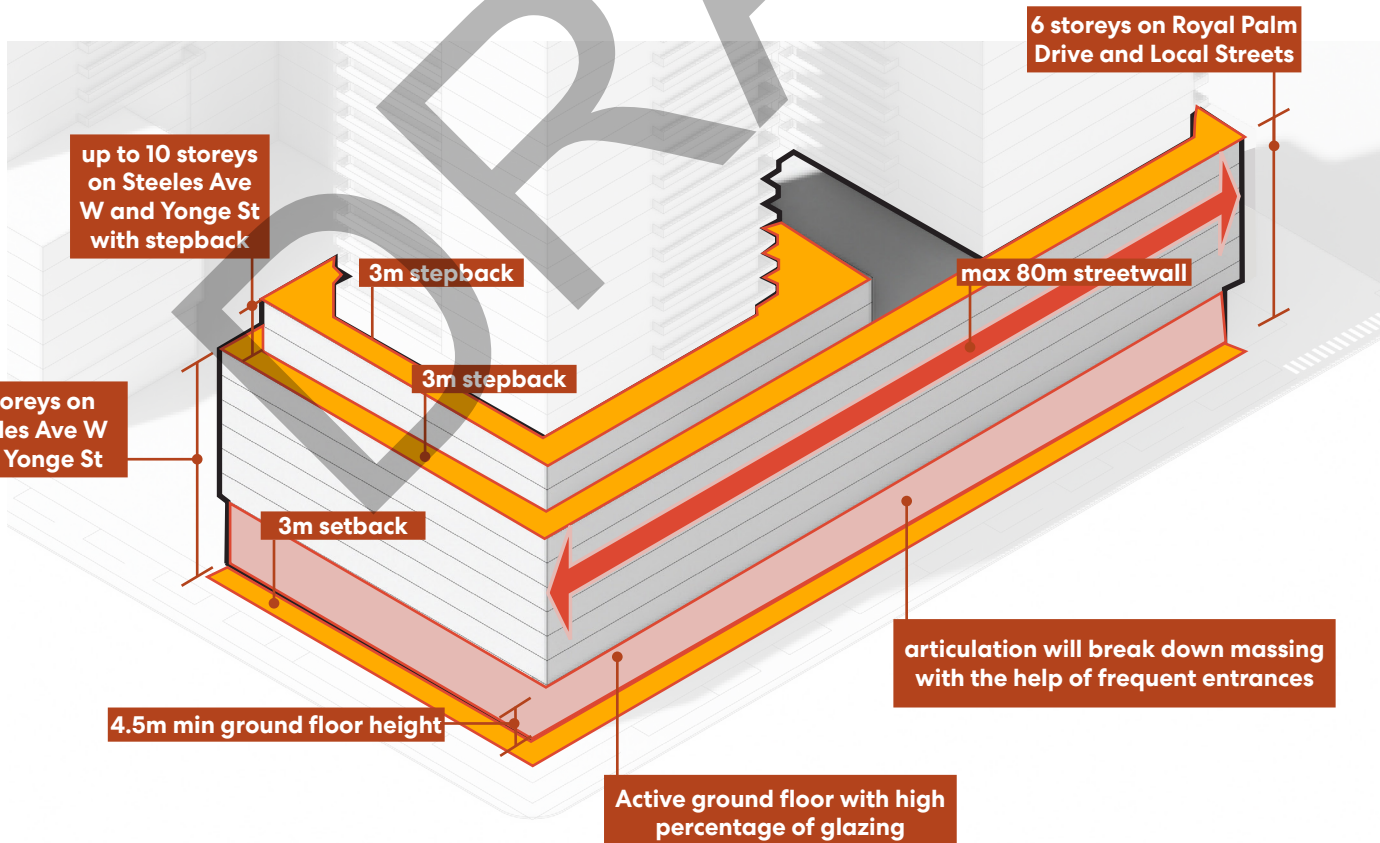


Figure 38. Typical Podium

3.3.2 Micro-Climate

People need to be comfortable in the public realm if they are to choose to walk or use active transportation. New development, particularly of tall buildings, can impact the micro-climate of an area and make conditions less comfortable if not appropriately managed. The following guidelines help direct climate responsive design through building articulation, materiality, and new technologies to alleviate wind, rainfall, and sunlight impacts on the micro-climate.

Policies & Guidelines:

a. BUILDING ORIENTATION AND MATERIALS

- i. Orient buildings, outdoor spaces and entrances to maximize sun exposure and passive heating during cool months and to provide shaded areas during warm months. A south-facing orientation that allows winter solar gains is appropriate, provided that it is well-shaded during summer. Deciduous trees and outdoor shade structures will help to provide cool areas during the summer while maximizing sun exposure during the winter.
- ii. Utilize paving, buildings and roof materials that will reduce heat storage and glare.

 CUDG PS 5.2.2

b. BUILDING ARTICULATION AND CANOPIES

- i. Design buildings with articulation, stepping, canopies, arcades, and landscape to reduce wind effects at the pedestrian level and in public spaces or POPS, both for walking and sitting, and to maximize sunlight in private and public open space.
- ii. Incorporate weather protection such as canopies, cantilevers, and overhangs at major building entrances.
- iii. Projected overhangs, canopies or setbacks should be integrated into the building design to protect pedestrians from negative wind impacts.

- iv. When locating building entrances, consider dominant winter winds and the potential for snow infiltration. Placement and detailing of canopies, wing-walls and wind screens can provide protection for entrances.

 CUDG PS 5.2.2



Figure 39. Canopies | Vida Shoes International, New York
source: Danny Foster & Architecture

3.3.3 Entrances and Thresholds

Entrances and thresholds are a way to signal to people passing by whether a space is public or private and how they should interact with it. The design of building entrances should respond to the function of the street and uses within the building. Guidelines for buildings with residential units at grade are particularly relevant for new local streets in the South Area, while guidelines for buildings with commercial units at grade are particularly relevant for buildings within the Mandatory Retail Frontage area and any mixed-use buildings.

Policies & Guidelines:

a. TREATMENT BY BUILDING USE

Residential Uses at Grade

- i. *Ensure that an effective transition between public and private space is created. In general, a third of the front setback should create a transitional space that is designed as part of the public ROW, while the remaining two thirds should be designed as a private front yard.*
- ii. *Grade changes should be avoided from the public street to shared entrances or lobbies.*
- iii. *Individual front yard treatments should create a residential streetscape character and provide privacy from adjacent units and the street. This can be achieved through grade changes, landscape, setbacks, a low wall or other treatment to provide a separation between public and private space.*
- iv. *A minimum 50% soft landscape should be provided within the front setback area where residential units are at grade, while a minimum of 15% soft landscape should be provided for shared entrances.*
- v. *Individual units at the base of a larger building should be designed to complement the overall building, and should provide sufficient access to natural lighting and privacy.*



Figure 40. TOD in Marine Gateway, Vancouver BC
source: www.marinegateway.com



Figure 41. Ground floor units at Canary District, Toronto ON
source: www.strata.ca

Commercial Uses at Grade

- i. Ground floor commercial units should include visible commercial signage, significant glazing and pedestrian amenities.
- ii. Direct entrances should be provided from the primary street to retail units or commercial buildings.
- iii. Grade changes should be avoided from the public sidewalk into ground floor commercial or office uses.
- iv. Create ground floor retail units that vary in size and width.
- v. Commercial buildings may include spill-out spaces to complement indoor uses and provide seating or gathering areas.
- vi. Active spill-out spaces may be predominantly hardscaped with seating or commercial displays.
- vii. A minimum of 15% soft landscape should be provided within the front setback area for the width of the commercial frontage.

 CUDG PS 5.3.8



Figure 42. Daniels Spectrum, Toronto ON
source: www.plangroup.ca



Figure 43. Ground floor retail at 100 Queens Quay East, Toronto
source: www.plangroup.ca

3.3.4 Station Entrances

The Yonge Steeles Corridor will provide transit-oriented development in support of the Yonge North Subway Extension. Facilitating convenient access to stations is an important part of transit-oriented design. These guidelines should be used to inform the City of Vaughan’s coordination with Metrolinx regarding the design of Steeles Avenue, Clark and Royal Orchard Stations.

Policies & Guidelines:

a. DESIGN INTEGRATION

- i. Locate station entrances towards the main intersection for ease of access and highest visibility from surrounding areas. If the station is not located at an intersection, locate entrances towards the public street or major destination with clear signage.
- ii. Wherever possible at-grade station entrances on the City of Vaughan side of Yonge are preferred. Where this is not possible, provision should be made for sub-surface connections to transit stations.
- iii. Ensure architectural prominence of the station entrance so that it is identifiable from the surrounding public realm and residential or commercial entrances.
- iv. Integrate public art within the building design or public realm to emphasize station entrances.
- v. Co-locate bike parking, wayfinding signage, and other pedestrian amenities (e.g. seating, lighting, trash receptacles, etc.) around the main station entrances to support multi-modal interchanges.

b. INTERIM CONDITIONS

- i. When a building or site is developed ahead of transit infrastructure, design buildings to be “transit-integration ready” with opportunities for station entrances or sub-surface connections in future.

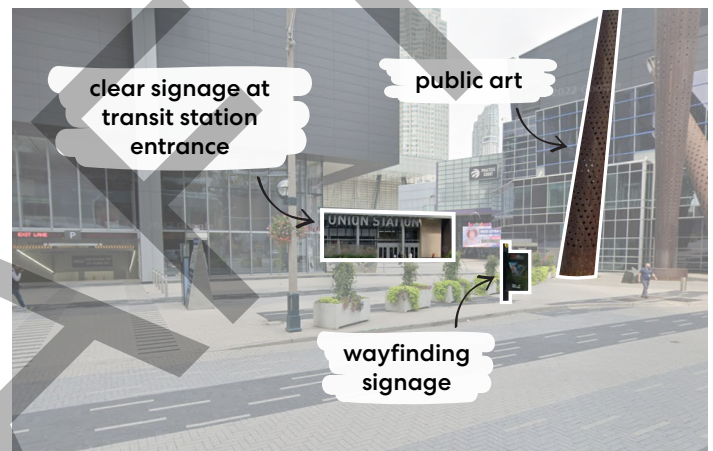


Figure 44. TOD at Maple Leaf Square, Toronto ON
source: IBI Group



Figure 45. Transit Station at Pitt St Station, Sydney
source: www.coxarchitecture.com.au

3.3.5 Upper Building

Mid-rise and tall building typologies are the primary forms which will support higher densities within the Corridor. Above the podium, upper storeys that form a tower should be stepped back and appropriately scaled to develop a comfortable pedestrian experience.

Policies & Guidelines:

a. STEPBACK

- i. Where a podium form is proposed, the tower should be stepped back approximately 3 metres from the podium. Notwithstanding the above, the upper storey cantilevers may be incorporated above a height of 7.5 metres

 YSCSP Policy 3.1.10

b. TOWER FLOOR PLATE

- i. The building maximum tower floor plate for residential buildings should be 850 square metres.
- ii. A larger tower floor plate may be permitted to facilitate the location of employment uses in the Yonge Steeles Corridor.

 YSCSP Policy 3.1.6

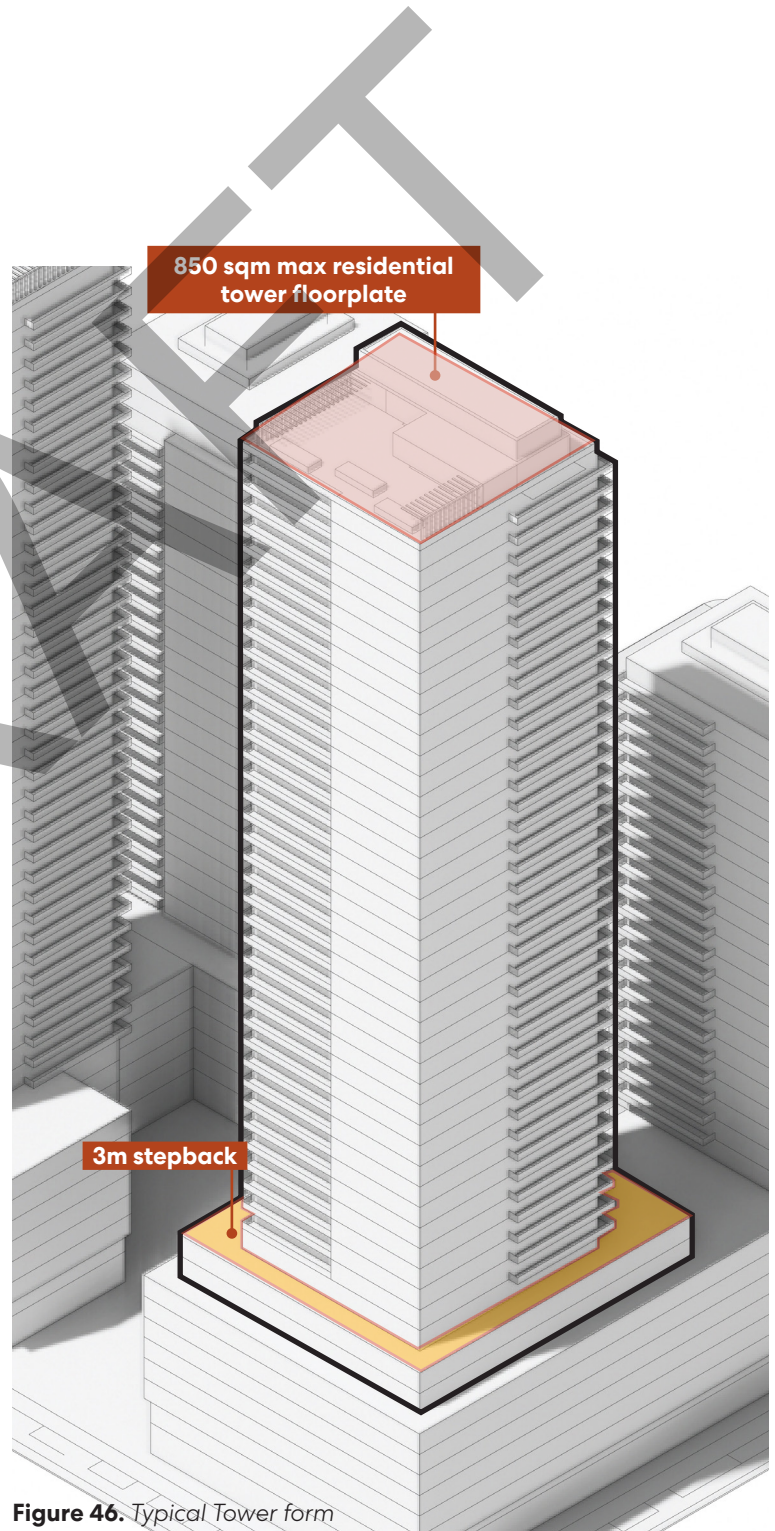


Figure 46. Typical Tower form

3.3.6 Balconies and Overhangs

The largely mixed-use nature of the Corridor results in varying interfaces between uses on one site. The following guidelines provide context-specific direction which helps seamlessly integrate balconies into the overall building design.

Policies & Guidelines:

a. BALCONIES

- i. *Balconies should be designed to extend interior living space. They should be of a usable shape and size, relative to unit size.*
- ii. *Inset balconies are preferred as they reduce visual impact of overall massing, while adding visual interest to the building facade.*
- iii. *Where glass balconies are used, they should be treated to be bird-friendly for the first 16 metres. A mix of materials is encouraged.*
- iv. *The design of balconies should consider the building's energy performance to reduce thermal bridging and manage solar gain.*
- v. *Consider building orientation, sunlight penetration, wind direction, acoustic and visual privacy in the selection of balcony type (e.g. recessed, cantilevered, or partially recessed).*

 CUDG PS 5.3.14

- iii. Overhang support columns should not impede movement along the pedestrian clearway and should be spaced to allow for light penetration into interior spaces.
- iv. Overhangs should be designed to mitigate wind effects for pedestrians.
- v. Columns should be spaced a minimum of 2.5 metres apart and overhangs should be a minimum of 5 metres deep to maximize opportunities for weather protected outdoor amenity space.

 CUDG PS 5.3.14

b. OVERHANGS

- i. Overhangs should be designed as part of the overall building.
- ii. Overhangs should be designed to provide a feeling of openness, enlargement of the public realm and visibility, using well-scaled and distanced support columns, building materials and height above grade.

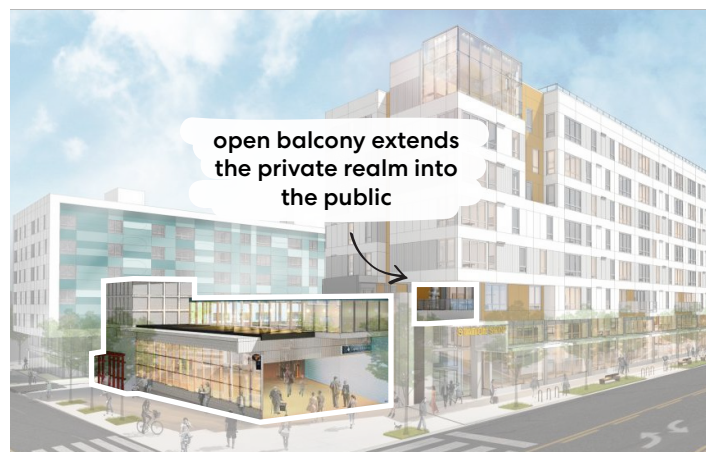


Figure 47. Mixed-use development connected to a rail station with open balconies.

DRAFT

4.0

Public Realm

The public realm of the Yonge Steeles Corridor will be a dynamic addition to Vaughan's parks and open space network and a foundational aspect of the transformed Yonge Steeles neighbourhood. Public parks and streets will be augmented by a network of private open spaces. The public realm will support a high quality of life among existing and new residents.

IN THIS CHAPTER

- 4.1. Public Realm Priorities
- 4.2. Parks
- 4.3. Privately Owned Public Spaces (POPs)
- 4.4. Public Art
- 4.5. Lighting

DRAFT

4.1 Public Realm Priorities

Distinct Identity



Public realm design will be used to create a cohesive and distinct identity for the new community along the Yonge Steeles Corridor.

Diverse Open Spaces



The Yonge Steeles Corridor will provide a variety of open spaces to meet the needs of existing residents, new residents, workers and visitors to the area.

Safety and Accessibility



Safety and accessibility will be prioritized in the public realm of the Yonge Steeles Corridor so that people of all ages and abilities feel welcome and comfortable.

Context-responsive



Public realm design will respond to both the existing and new development to create a seamless experience.

Sustainability and Resilience



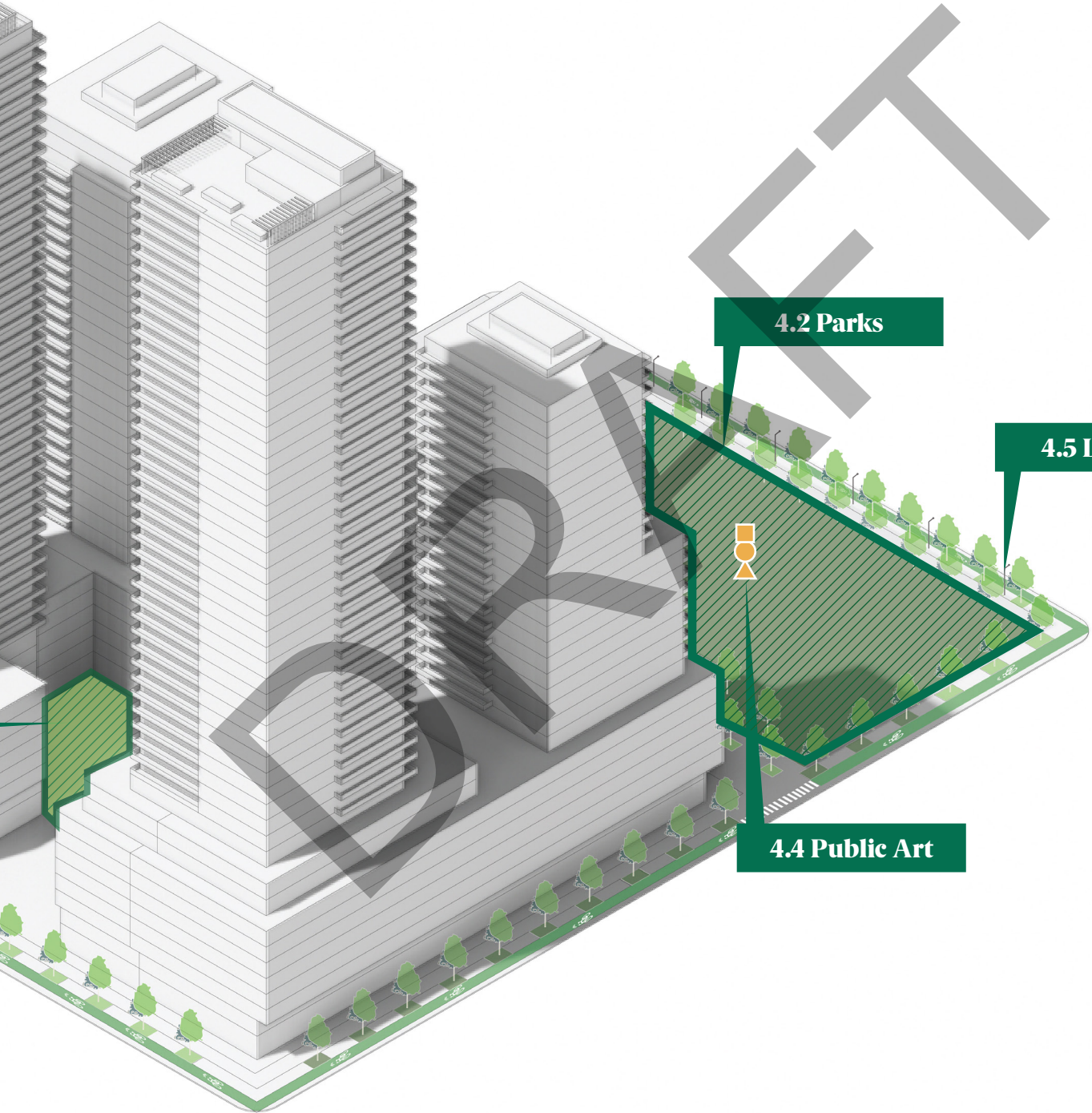
The parks, streets and open spaces within the Yonge Steeles Corridor will help to mitigate extreme weather, create new natural habitats, and establish a comfortable environment for its residents.

This chapter builds on the built form guidelines by addressing the spaces in between the buildings that shape our experience of a community. It is primarily focused on the South Area where the Secondary Plan establishes a brand new open space network to serve the new community and existing residents in surrounding areas.

The North Area will continue to be served by Langstaff School Park and Riverside Park, however guidelines may still be relevant where there are opportunities to enhance the open space network through incremental change.



4.3 Privately Owned Public Spaces (POPS)



4.2 Parks

4.5 Lighting

4.4 Public Art

4.2 Parks

The Corridor’s parks will be a fundamental part of the urban design and definition of the Yonge Steeles neighbourhood. The expanded parks network will be comprised of both more intimate spaces and larger recreational lands. In the South Area, the new multi-block park south of the Royal Palm Drive extension will anchor the open space network and offer a refuge from busier Yonge Street and Steeles Avenue West.

Policies & Guidelines:

a. FORM AND DESIGN

i. *The form and design of the Parks and publicly accessible open space, shown on Schedule 4 (of the Secondary Plan, reflected on Figure 48), shall facilitate:*

- Visual links to Yonge Street and Steeles Avenue West
- A safe environment for users
- Accessibility to all demographic and cultural groups, including people with disabilities
- Comfort and flexibility for users during all seasons of the year
- The design and programming of individual parks and recreational facilities is to achieve a connected and comprehensive park system

 YSCSP Policy 4.3

b. ADJACENT CONDITIONS

Private road/Mews interface

i. Where there is a private road/mews between development and parks required by the Secondary Plan (park blocks P5, possibly park blocks P6 and P7) the following should be considered:

- include tree plantings along the Private Road/Mews that are compatible with and augment the pedestrian experience along the sidewalk.
- include accessible paths and trails that connect with the pedestrian networks along the Private Street/Mews
- grade the landscape to contain stormwater within the park and discourage overland flows onto the private street/mews
- provide a clear demarcation point (line) that clarifies operational responsibilities between the park and private street/mews.

Direct Park Interface

ii. Where parks interface directly with development with no intervening private road or mews required by the Secondary Plan (park blocks P2, P3 and P4) the following should be considered:

- planting and trees should be coordinated with adjacent development
- a minimum 1 metre setback should be provided from any building frontage to accommodate maintenance requirements.

Rear Yard Interface

iii. Where parks interface directly with the rear fences of adjacent low-rise residential homes (park blocks P1 and P6), a buffer of



Legend

- Parks** (Secondary Plan identified Parks P1 - P7)
- Publicly Accessible Open Space**
- Direct Park Interface**
- Private road/mews Interface** (Refer to section 3.2.4)
- Rear Yard Interface**

*The Secondary Plan identifies a proposed park on this block, however the extent of the proposed park and whether the open space shall be considered as parkland, POPS or amenity space shall be determined through the residential development proposals within this block.

Figure 48. Park system

unprogrammed park space should be provided immediately adjacent to the fences to protect the privacy of residents and prevent incursion of park activity into private backyards (e.g. frisbees flying over fences).

c. SUNLIGHT

- i. *Maximize direct sunlight on Parks for 5 hours of sunlight at spring/fall equinox. Notwithstanding the foregoing, for the Park blocks identified as P4, P5, P6 and P7 in Schedule 4, less than 5 hours is acceptable by virtue of their location on the northside of the development blocks*

 YSCSP Policy 3.1.4

d. PROGRAMMING

- i. The City's parks programming process should consider the following:
 - The provision of both passive and active park spaces to allow for a variety of experiences.
 - The provision of facilities and spaces that cater to the needs of all parks users in Yonge-Steeles, including seniors, children, families, workers and visitors.
 - Opportunities to provide parks facilities that are underprovided or missing in the existing parks network in the area.
 - Parks programming priorities identified by the community through a public consultation process.
 - Sunlight conditions on each park block. Where possible, facilities for active recreation programming should be directed to park locations which receive more sunlight, while passive and ecological programming may be located in park locations which receive less sunlight.

- Opportunities for the integration of community centre facilities and libraries with park space.

e. ECOLOGY AND MANAGEMENT

- i. The planting selection should contribute functionally and aesthetically to the park's overall design and experience. Species should be adapted to particular site conditions and programmatic needs of each space, including foot traffic and active and passive uses.
- ii. Opportunities to coordinate and share stormwater management strategies between parks and public rights-of-way should be explored.

f. CIRCULATION

- i. Circulation through parks should respond to pedestrian and bicycle desire lines. For example, if a mid-block connection connects Steeles Avenue West to the park, the circulation network should facilitate pedestrians and cyclists continuing through the park and reaching sidewalks and bicycle lanes on Royal Palm Drive.

g. ENCLOSURE AND VIEWS

- i. Design concepts for parks should establish a strong sense of enclosure with trees, but maintain views into and out of the park, specifically at street intersections, pedestrian crossings, and other paths.



Figure 49. New Parkland Hospital, Dallas
source: www.corgan.com

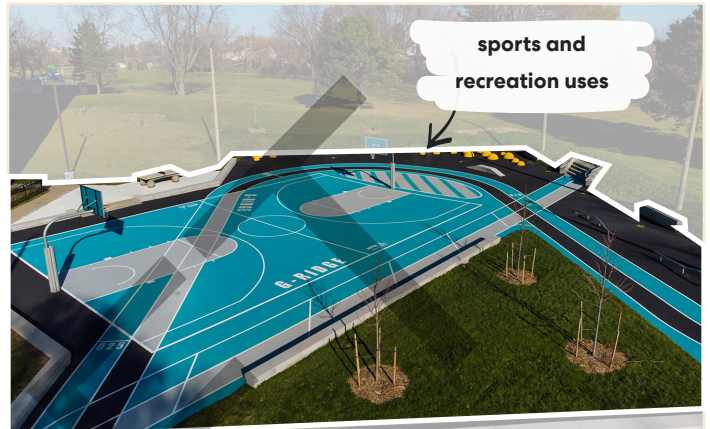


Figure 50. Gordonridge Community Multi-Sport Court, Toronto ON
source: www.eraarch.ca



Figure 51. Greenville town square, South Carolina
source: www.greenvillejournal.com



Figure 52. Centennial Centre Park, Colorado
source: www.dcla.net



Figure 53. Atlanta BeltLine, Atlanta
source: www.afar.com



Figure 54. Blue Ribbon, Shanghai
source: 100architects


4.3 Publicly Accessible Private Open Space (POPS)

Publicly Accessible Private Open Spaces (POPS) are owned and maintained by private entities but are accessible to the public and designed to be welcoming to and used by the public. The Secondary Plan identifies several POPS which serve a connecting function between public streets and parks and a buffering function from existing low-rise development and the CN Railway corridor. Further opportunities for POPS may be identified through development proposals. These spaces should be meaningful additions to the City’s parks and open space network.

Policies & Guidelines:

a. MINIMUM REQUIREMENTS

The appropriateness of any proposed POPS will be considered through the development application process and the POPS shall meet the following criteria:

- i. *An easement in favour of the City granting public access over the POPS area.*
 - ii. *Design, programing and maintenance of the POPS area to the City’s satisfaction and if necessary appropriate agreements with the City.*
 - iii. *The final design for the POPS shall be addressed through the site plan review process.*
 - iv. *POPS shall be universally accessible with high quality and low maintenance programs, and visually and physically accessible from public streets.*
 - v. *POPS should have proper signage identifying them as public places.*
 - vi. *Developments are discouraged to have servicing/loading directly facing POPS.*
-  YSCSP Policy 3.4.6.3
- vii. *Planted areas within POPS should maintain a minimum soil depth of 1.5m to support mature trees.*

b. PRIORITY LOCATIONS

Opportunities for POPS are identified in the Secondary Plan and further expanded below. Acceptance of any proposed POPS is at the discretion of the City.

Transit Stations

- i. In areas adjacent to future transit stations along the Yonge North Subway Extension (YNSE) line, POPS are encouraged to create comfortable waiting areas that support transfer functions between modes of transit and the broader community. Opportunities for POPS in these locations should be considered in coordination with Metrolinx.

Prominent Corners

- i. POPS are encouraged at key street corners to provide clear sight lines and create deeper setbacks from the street edge (see Fig. 55)

Mid-block Connections and Courtyards

- i. Mid-block connections through development blocks that provide pedestrian shortcuts between destinations (e.g. Steeles Avenue West and the park) may be considered as POPS. Courtyards within development blocks may be considered as POPS if they are clearly designed and signed for public use and access and visible from public rights-of-way.
- ii. Mid-block connections should maintain a clear, continuous universally-accessible path of travel.

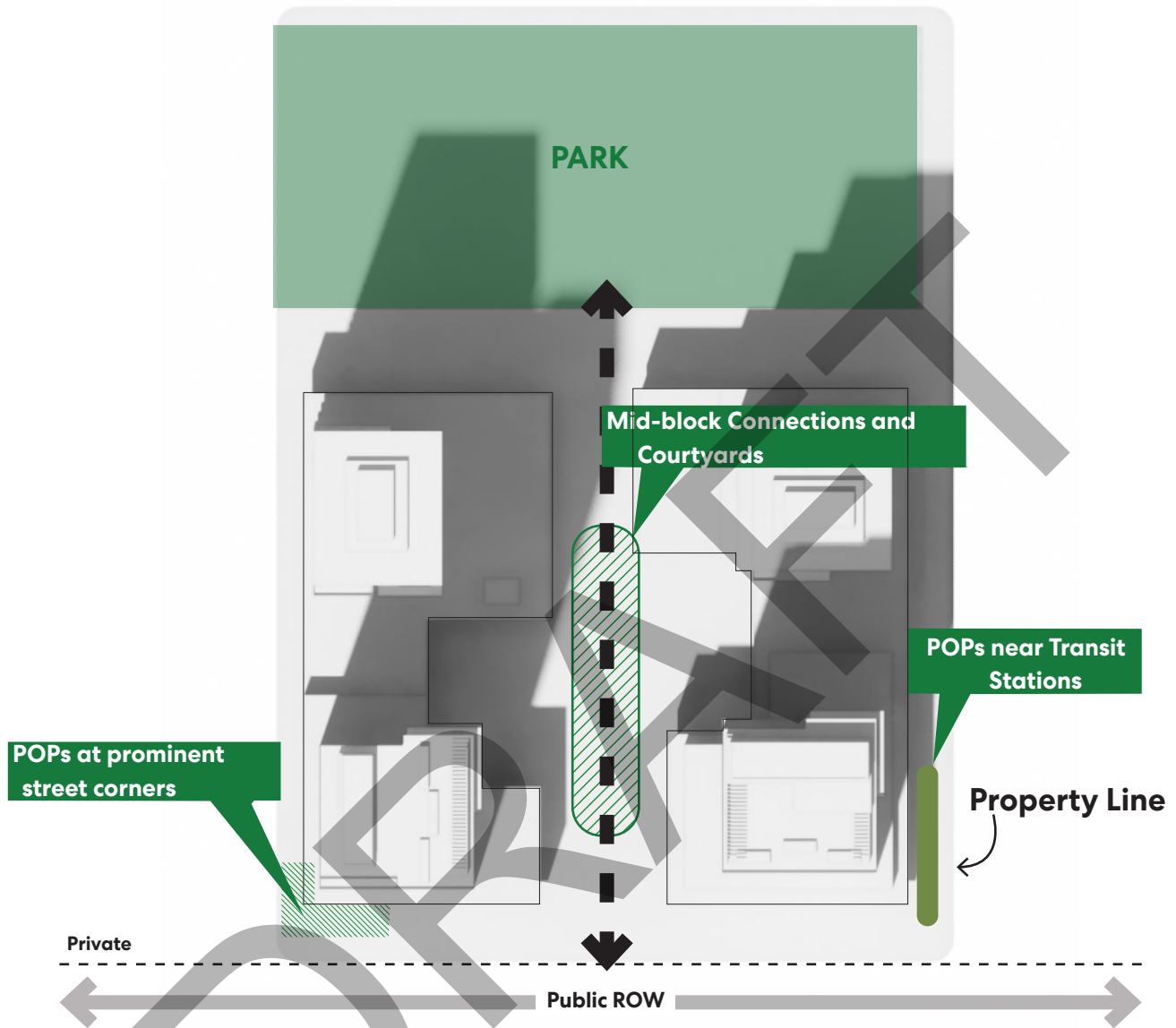


Figure 55. Priority POPs location



Figure 56. Marine Gateway, Vancouver BC
source:Perkins&Will



Figure 57. MaRS, Toronto ON
source:www.bharchitects.com



Figure 58. Proposed POPs in Well Development, Toronto ON
source: www.spacing.ca

a. ACTIVE EDGES

- i. *POPs may be located adjacent to retail spill-out spaces or patios associated with commercial units, but these uses should not be located within the POPs unless they are publicly accessible without purchase.*

▣ CUDG PS 6.2.8

b. ENCLOSURE AND VIEWS

- i. *To maintain sight lines and a full visibility of the open space, high canopy trees are recommended.*

▣ CUDG PS 6.2.8.



Figure 59. Paley Park, New York
source: www.pps.org

4.4

Public Art

Public art will be used to create a cohesive identity for the new neighbourhood and mark important destinations in the Corridor. These guidelines identify key locations for public art to facilitate those objectives. Public art can be used to enliven spaces, draw people in to key destinations as well as contribute to wayfinding by acting as a landmark.

These design guidelines build upon the City-Wide Public Art Program directions. The City-Wide Public Art Program should be consulted for specific guidance relating to the City of Vaughan's process for securing public art such as commission methods and implementation.

Policies & Guidelines:

a. ACCESSIBILITY

- i. *Public art should be displayed in exterior public spaces and should be accessible 24 hours a day, or throughout the site's hour of operations for settings such as parks, community centres, and public plazas.*
- ii. *Public art should be visually and physically accessible.*
- iii. *Public art is encouraged within private developments that have significant public spaces (i.e. courtyards, lobbies, forecourts, plazas, etc.).*

 CUDG PS 5.2.14

b. TYPES OF PUBLIC ART

- i. *Public art should be durable and low-maintenance and should be complemented by adjacent landscape where appropriate.*
- ii. *Consider public art that is interactive or integrated as part of site furnishings or other infrastructure.*
- iii. *Consider temporary installations as well as permanent pieces.*

 CUDG PS 5.2.14

- iv. Consider opportunities to integrate public art with wayfinding.
- v. Public art can be free-standing or integrated into the design of the building.

c. LOCAL COLLABORATION

- i. *Significant public art pieces should be the subject of design competitions to support local artists and to promote excellence and innovation.*

 CUDG PS 5.2.14

d. COHESIVE AND UNIFIED IDENTITY

- ii. Public art should be place-specific and should explore opportunities to celebrate the culture and heritage of the Yonge Steeles Corridor.
- iii. Landowners should coordinate complementary art pieces to achieve a cohesive design language and unified identity.
 - *Sites may be reserved for groupings of complementary pieces, including temporary installations.*

 CUDG PS 5.2.14

e. PRIORITY LOCATIONS

Yonge Street-Steeles Avenue West Intersection

- i. The Secondary Plan identifies the north-west corner of Yonge Street and Steeles Avenue West as an important gateway into the City of Vaughan where public art and design features should be incorporated to emphasize visual prominence.

 YSCSP Policy 3.4.1

Parks and Open Spaces

- ii. Public art should be placed in the Corridor's parks as they are publicly accessible communal areas which are highly frequented. In addition to the new parks in the South Area there is opportunity to enhance Langstaff School Park and Riverside Park in the North Area with public art. POPS are also appropriate locations for public art. Public art within the park parcels should be coordinated across the entire South Area to ensure a thematic and narrative consistency

Public Facilities and Institutions

- iii. Public facilities and institutions such as community centres, libraries, theatres and cultural spaces are important civic landmarks within a community and should incorporate public art should any locate within the Corridor. Public art pieces in these locations can help with storytelling and establishing a sense of community and inclusivity.

Mandatory Retail Frontages

- iv. High-traffic retail destinations are strategic locations for highly visible public art. Public art should be considered adjacent to mandatory retail frontages on segments of Steeles Avenue West and Yonge Street to enhance visual interest on these shopping streets.

View Termini

- v. Public art can be very effectively used at prominent view termini. The CN Railway overpass is a key view terminus within the Corridor.

Transit Stations

- vi. Public art should be coordinated with transit facilities along the Yonge North Subway Extension. In particular public art should be encouraged at station entrances, including Steeles Station, Clark Station, and Royal Orchard Station. Opportunities for public art in these locations should be considered in coordination with Metrolinx.

Infrastructure

- vii. The application of public art on infrastructure is encouraged as an opportunity to beautify functional objects and complement adjacent landscape. Key infrastructure opportunities include the CN Railway crash wall, drainage infrastructure, and electrical boxes. These pieces should be particularly durable and low maintenance.



Figure 60. Water Guardians by Jennifer Marman and Daniel Borins , Toronto ON | source: www.spacing.ca



Figure 61. Priority Public Art Locations



Figure 62. Carlton Learning Precinct, Melbourne
source: www.premiersdesignawards.vic.gov.au



Figure 63. Public art as furniture | Bench sculptures in London UK
source: thewhitewall.co.uk

4.5 Lighting

Lighting will be an important component in creating a pleasant atmosphere which feels safe, is attractive, and minimizes the impacts of light pollution. It should be used to activate spaces, such as plazas, transit stations and stops, major intersections, and mid-block connections, so that people feel comfortable and are more likely to use them.

Policies & Guidelines:

a. MINIMUM DESIGN STANDARDS

- i. *The design and location of lighting should consider sustainability and the impacts of light pollution including: energy efficiency, induction lighting, solar power and street reflectors, and sensors.*
- ii. *In efforts to save energy and create a comfortable and pedestrian-friendly boulevard, photometric calculation should consider the ambient lighting from adjacent buildings.*
- iii. *All pedestrian and streetscape lighting should be 'dark sky' friendly to minimize light pollution*
- iv. *In key areas, lighting can be used to accent special features, such as building features, heritage properties, landscape, and signage.*

 CUDG PS 5.2.15

b. LIGHTING ZONES

Open Spaces

- i. Lighting of parks should respond to the scale of the open space and surrounding context without illuminating adjacent residential uses or streets.
- ii. Lighting in more intimate open spaces and plazas should be intentionally designed to support pedestrian movement and safety.
- iii. Lighting design along the park edges should respond to adjacent land uses and aim to limit undesirable light infiltration.

Mandatory Retail Frontages

- iv. Lighting strategies within the Mandatory Retail Frontage should incorporate varied lighting fixtures and ambient light from buildings to appropriately illuminate pedestrian paths along highly active retail zones and animate active frontages.

Gateways

- v. Iconic lighting should be used to illuminate gateways and emphasize visual prominence.
- vi. Where possible, integrate/co-locate lighting features with public art, signage, and street furniture within gateway areas to reduce physical and visual obstructions



Figure 64. Innovation Plaza, Philadelphia, PA
source:www.segd.org

Transit Stations

- vii. Transit stations and stops - both subway stations on the Yonge North Subway Extension and stops along the Steeles West BRT - should incorporate lighting to enhance comfort and safety of transit users. Lighting in these locations should be considered in coordination with Metrolinx.
- viii. Where future subway station entrances are integrated into the building, a coordinated lighting plan should be established.

Public and Private Streets

- ix. Consistency in street and pedestrian lighting should be achieved across the Corridor to promote a strong identity.

Mid-block Connections and Courtyards

- x. Mid-block pedestrian connections and publicly-accessible courtyards should be well-lit and “blind spots” should be minimized to maintain a sense of safety across the public realm.

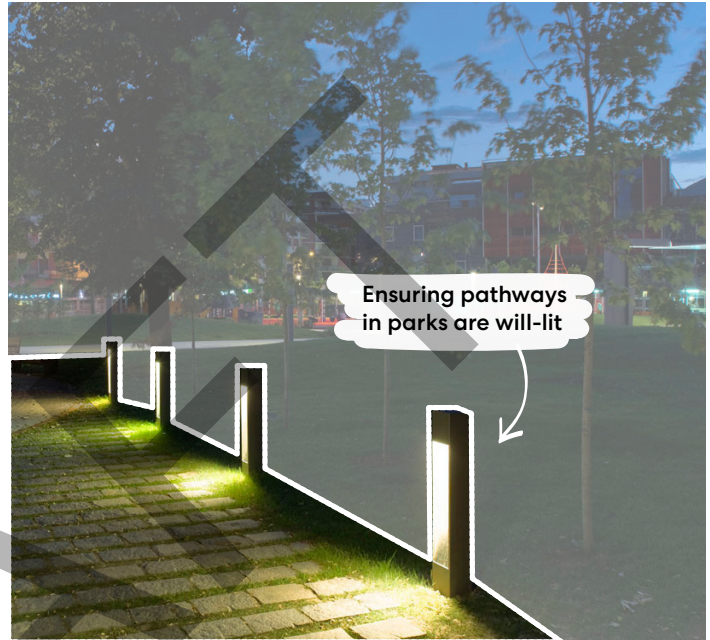


Figure 65. *Topa Urban Lighting for lighting pathways in parks*

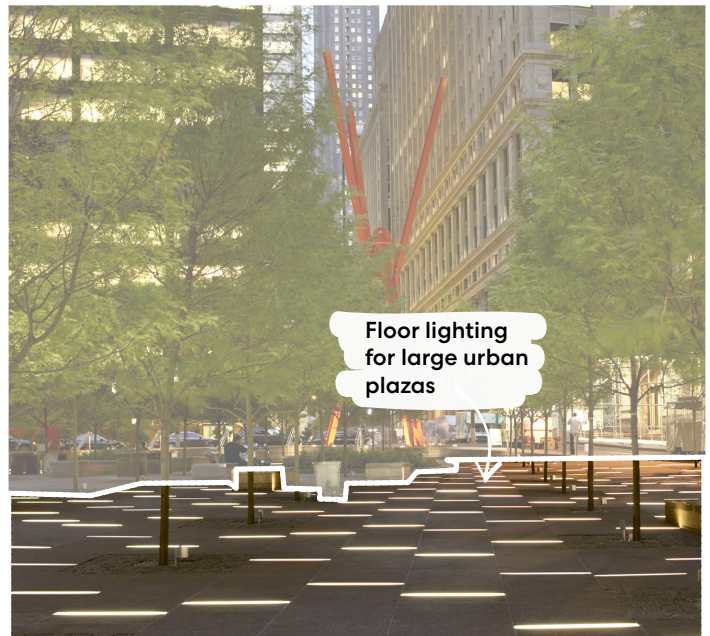


Figure 66. *Zuccotti Park, New York*

DRAFT

5.0

Streetscape Master Plan

The Yonge Steeles Corridor Secondary Plan area will be home to three new subway stations along Yonge Street, creating the impetus for the transformation of the streets within this intensification area. The major arterials of Steeles Avenue West and Yonge Street will be completely transformed into active, transit-rich main streets that safely accommodate a large number of people walking and traveling on bikes. Local streets with narrower rights of way will support the day-to-day lives of the residents within a safe and comfortable public realm. These are supported by a network of private streets and mid-block connections that prioritize pedestrian movement within dense mixed use developments while also accommodating loading and servicing needs.

IN THIS CHAPTER

- 5.1. Streetscape Priorities
- 5.2. Steeles Avenue West
- 5.3. Royal Palm Drive / E-W 1
- 5.4. Local Streets
- 5.5. Private Roads/Mews (Woonerf)
- 5.6. Yonge Street
- 5.7. Streetscape Design Component Matrix

DRAFT

5.1 Streetscape Priorities

Transit



The streetscape will respond to existing and planned transit routes, station locations and designs and supporting facilities along Steeles Avenue West and Yonge Street.

Active Transportation



The streetscape will promote active transportation to achieve last mile connectivity to transit and local destinations and encourage active and healthy lifestyles.

Pedestrian Comfort and Safety



The streetscape will prioritize the comfort and safety of users of all ages and abilities both at intersections and on the boulevard.

Context-based Street Design



The streetscape design will respond to its immediate context of adjacent uses, built form and open spaces with appropriate and integrated design solutions.

Green Infrastructure



The streetscape will support biodiversity and resilience to extreme weather events by integrating features such as bioswales, rain gardens and other bioretention infrastructure.

Streetscape plans have been prepared for six public street types - Steeles Avenue West, three different conditions along Yonge Street, Royal Palm Drive and new local streets - and one private street type, the woonerf.

Legend

- Steeles Ave West
- Royal Palm Drive
- New Local Streets
- Yonge St (Typical)
- Yonge St (Heritage)
- Yonge St (Don River Bridge)
- ▤ Private Road/Mews (Woonerf)
- ⊙ Planned Yonge North Subway Stations
- Study Boundary

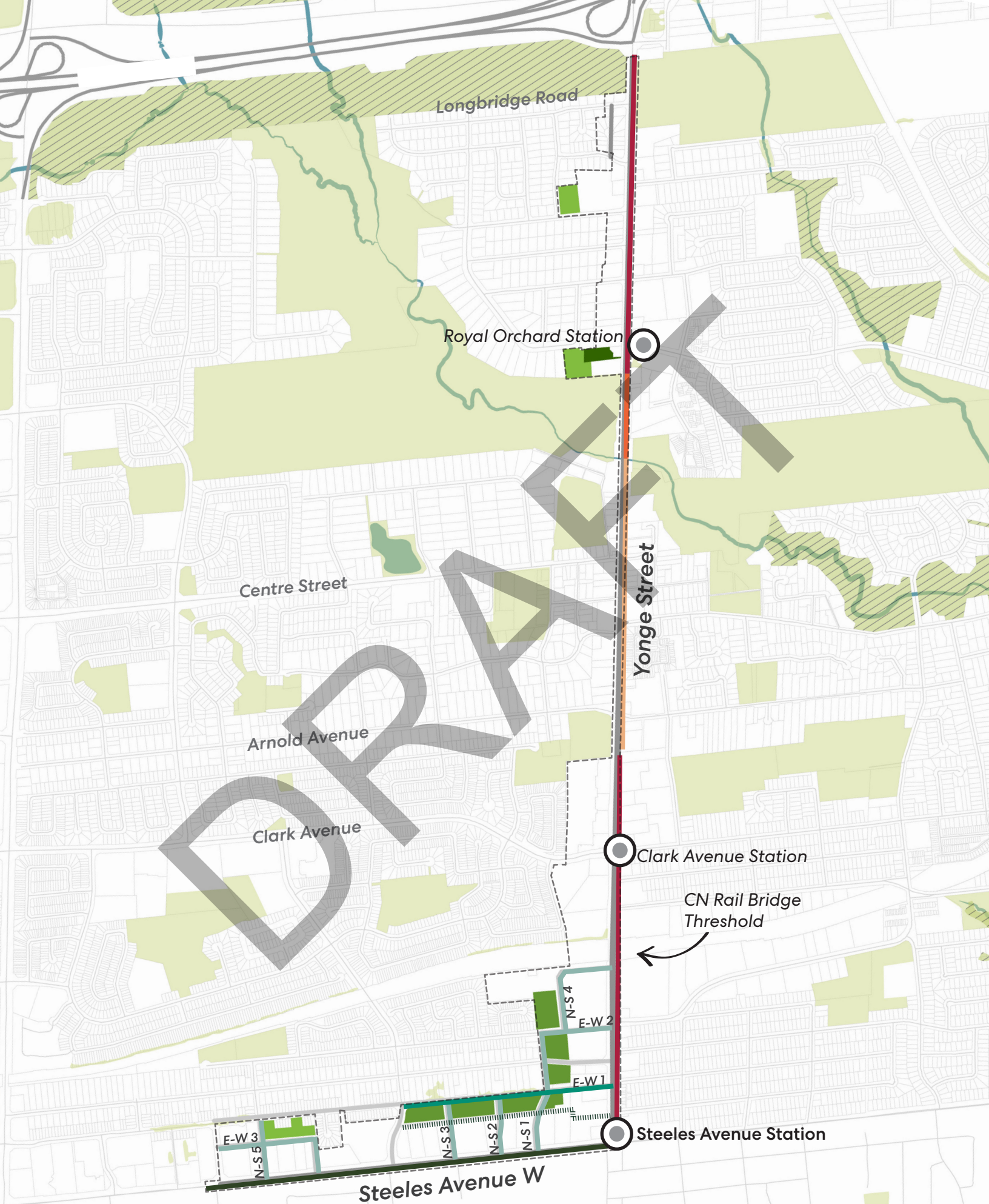


Figure 67. Streetscape Types

5.2

Steeles Avenue West

Steeles Avenue West is a major thoroughfare with both local and regional significance and is the boundary between the City of Vaughan and the City of Toronto. It is under the jurisdiction of the City of Toronto and is planned by Metrolinx as a BRT corridor in the long term for which a ROW increase from the current 36 metres to an ultimate condition of 45 metres (47 metres at intersections) is required. Operations and maintenance of the northern boulevard is to be further determined among the municipal stakeholders.

Steeles Avenue West has strategic significance to Vaughan as a major street within the Yonge Steeles intensification area that will need to support significant new development and the accompanying population. It is important for the City of Vaughan to work with the City of Toronto and Metrolinx on an appropriate boulevard design on the north side of Steeles to facilitate active transportation to Steeles Station. Since the BRT will likely not be built for many years, establishing an interim condition on Steeles as parcels begin to redevelop will also be important.

Policies & Guidelines:

- a. *The jurisdiction of the current ROW of Steeles Avenue is entirely within the City of Toronto.*
- b. *Lands with frontage onto Steeles Avenue West are required to provide a 23.5 metre ROW tapering to a 22.5 metres ROW as measured from the centreline of the existing 36 metre ROW. Upon approval of the Environmental Assessment for the future Steeles Avenue bus rapid transit route, the required ROW may be adjusted without amendment to this plan.*
- c. *The municipal ownership of the additional ROW to accommodate the Bus Rapid Transit Route will be dedicated to York Region.*
- d. *Future signalized intersections along Steeles Avenue West and Yonge Street are subject to the approval by others such as the City of Toronto and York Region.*
- e. The City of Vaughan will continue to work with the City of Toronto and Metrolinx to ensure the following guidelines are met in the design of the Steeles Avenue West streetscape and Steeles Avenue BRT corridor.
 - f. The northern boulevard on Steeles Avenue West should, at a minimum, accommodate the following:
 - i. A **2.0 metre pedestrian clearway** to accommodate significant pedestrian traffic.
 - ii. A **2.5 metre landscape/amenity zone** which includes street trees and other plantings for pedestrian comfort and stormwater management.
 - iii. A **2.0 metre cycle track** which is protected from vehicular traffic by a **1.0 metre continuity strip**.
 - g. Where possible, an additional row of trees within the private setback is recommended to augment the tree canopy and enhance pedestrian comfort.
 - h. The northern boulevard should be designed to an Enhanced streetscape level of service as defined by the City-Wide Streetscape Implementation Manual.
 - i. A median should be provided at all signalized intersections, including those without BRT stops, to provide refuge for pedestrians when crossing the large right-of-way.

 YSCSP Policy 5.9.13 - 5.9.14

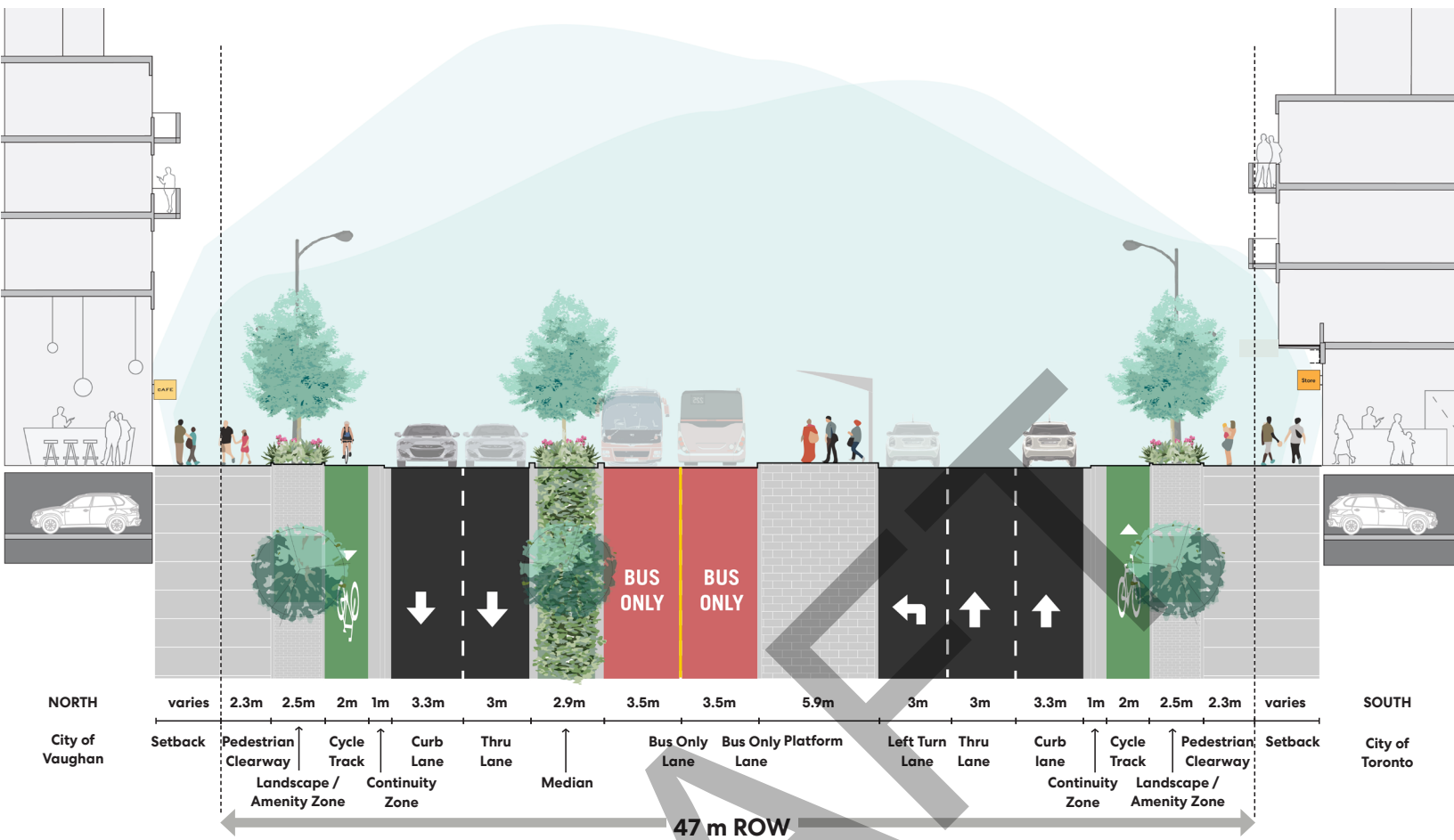


Figure 68. Steeles Avenue W - Intersection Cross Section

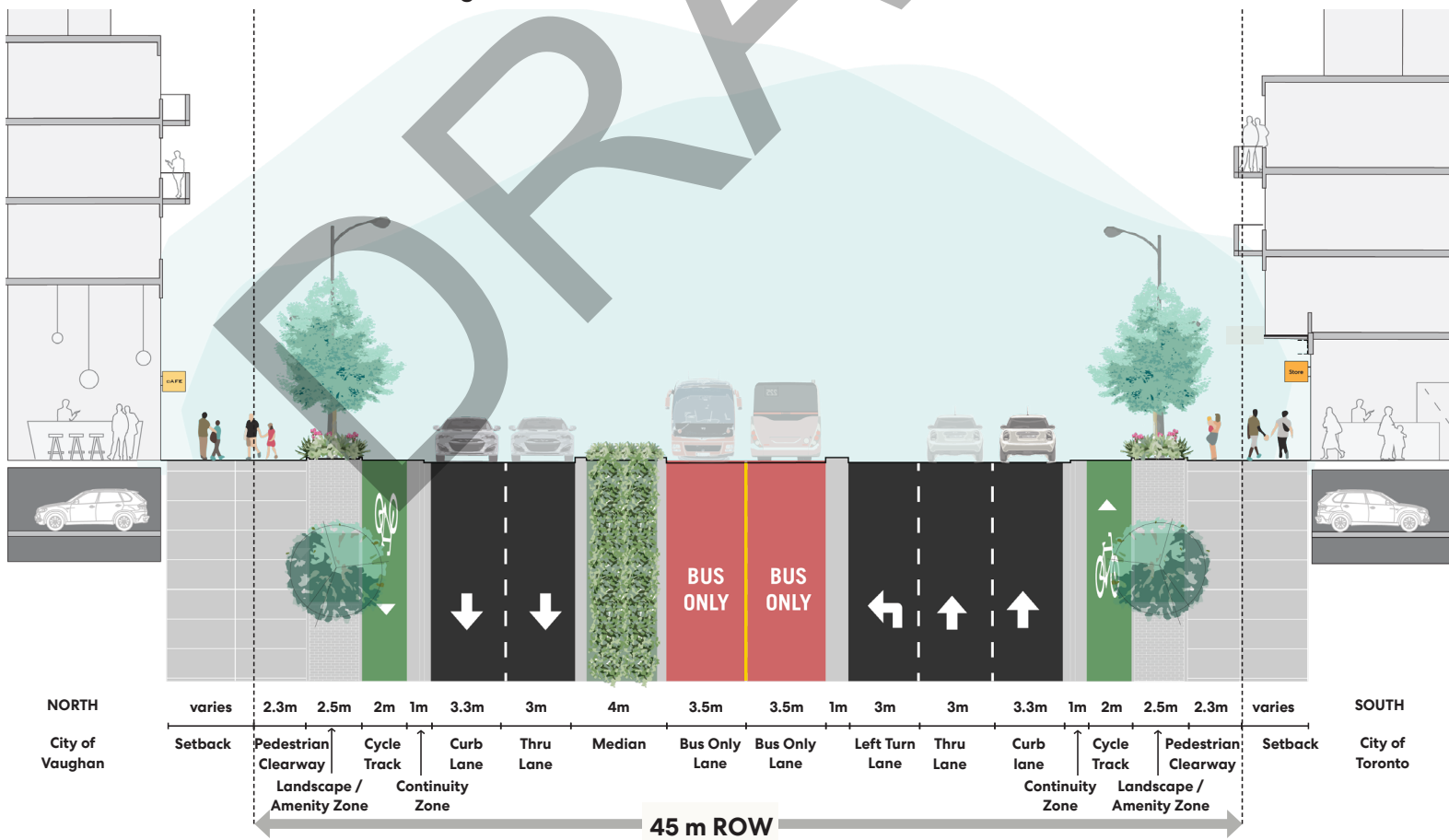


Figure 69. Steeles Avenue W - Midblock Cross Section

Note: Design shown south of the northern boulevard is conceptual only. Metrolinx and the City of Toronto will be developing the design of the curb-to-curb area and southern boulevard.

- j.** Adequate supportive facilities such as bicycle parking, left turn queue boxes and crossing treatments and signals must be provided.
- k.** A protected intersection design where pedestrians and cyclists are separated from cars with the help of buffers is encouraged at the intersection of Steeles Avenue West and Yonge Street to

accommodate large volumes of pedestrian crossings at the subway station.

- l.** BRT stops should be visible, safe and convenient and must provide a comfortable user experience through the integration of signals, landing pads, seating, lighting, and information.

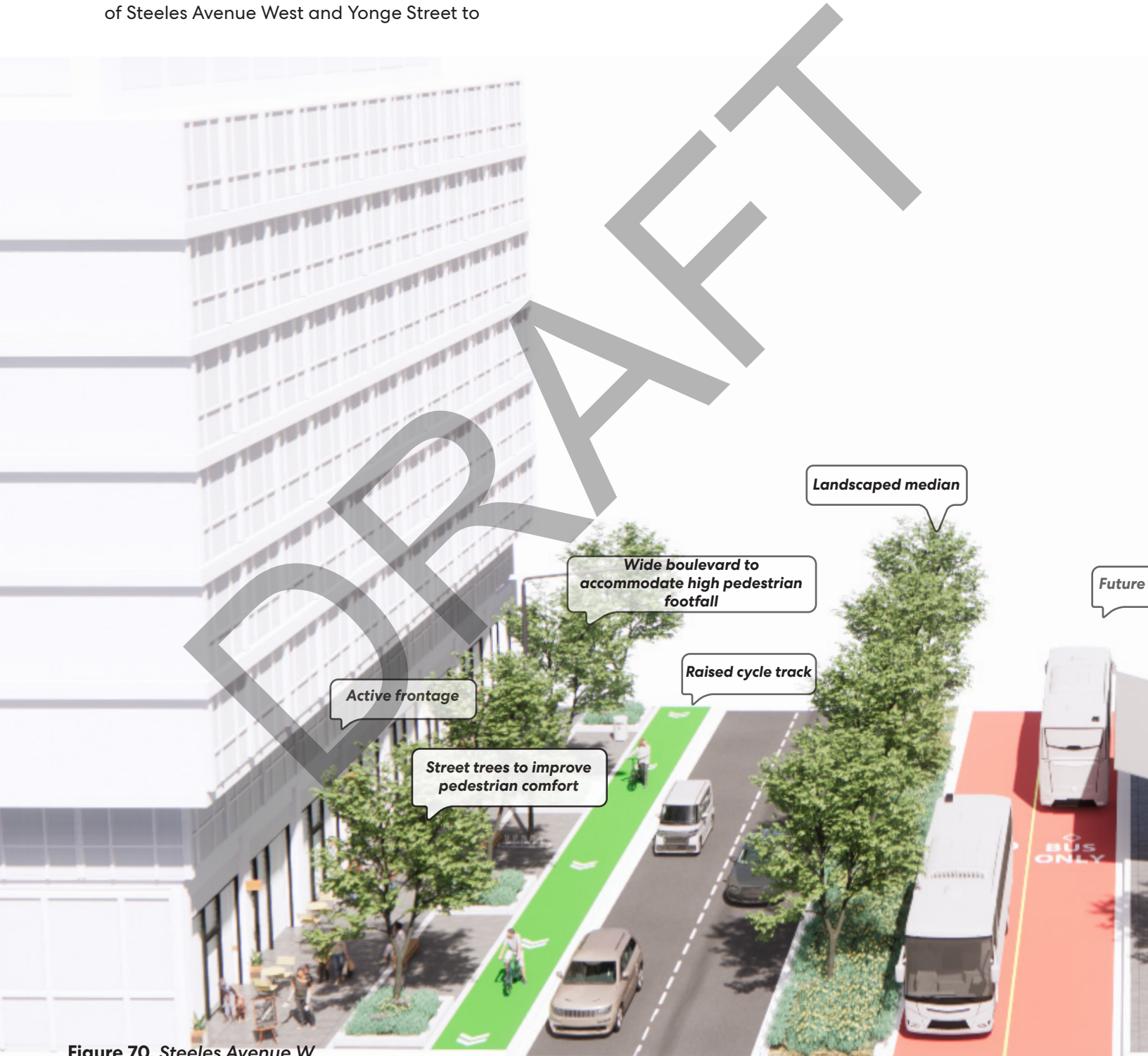
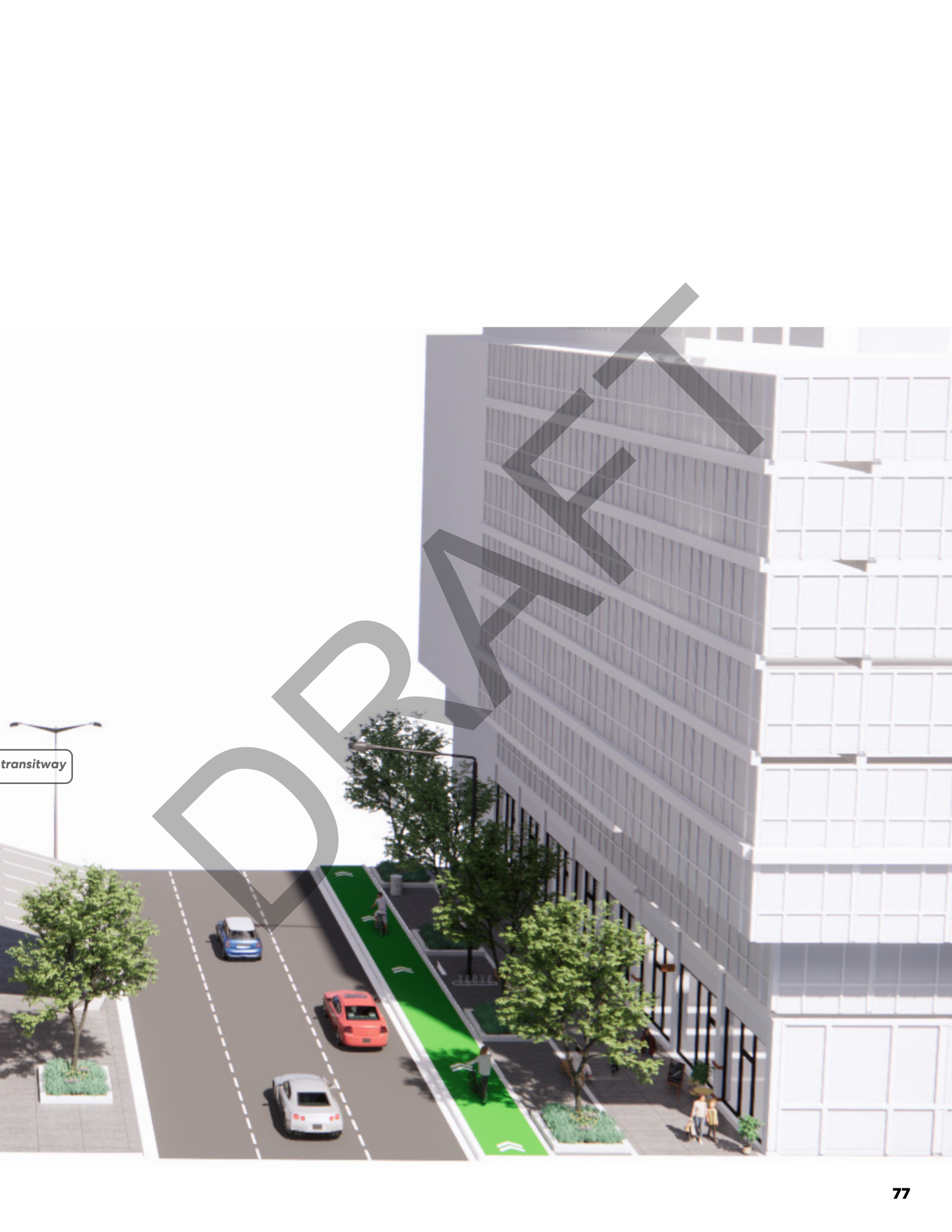


Figure 70. Steeles Avenue W

Note: Design shown south of the northern boulevard is conceptual only. Metrolinx and the City of Toronto will be developing the design of the curb-to-curb area and southern boulevard.



transitway

5.3

Royal Palm Drive/ E-W 1

Future Road E-W 1 is an extension of Royal Palm Drive from Hilda Avenue to Yonge Street. The extension will fill a gap in the current street network, creating a more fine-grained and walkable pedestrian network that better meets the needs of an intensification area. As a brand new street of nearly 750 metres in length E-W 1 provides an opportunity to implement best practices in streetscape design and demonstrate how Vaughan will be building streets in the future.

E-W 1 will have two very different contexts along its length; the section between Hilda Avenue and NS-1 abuts the future park on the south and the rear fences of houses fronting Crestwood Road on the north; and the section between NS-1 and Yonge Street is bound by two large parcels anticipated to redevelop as mixed-use, high-rise buildings. The streetscape plans for Royal Palm are flexible to respond to these two differing conditions, with adjustments to the components included in the landscape/amenity zone to suit the immediate context. The plans also anticipate that lots on Crestwood Road may be subdivided in the future to create a frontage condition on the north side of Royal Palm Drive.

Three options have been developed and evaluated for Royal Palm Drive:

Option 1: The raised cycle track is located along the curbside and separated from the pedestrian clearway with the help of a wide landscape/amenity zone.

Option 2: On the south side, the landscape/amenity zone is located adjacent to the park, resulting in the cycle track next to the pedestrian clearway. On the north side, the landscape zone is moved to the curbside with the cycle track and pedestrian clearway next to each other.

Option 3: A bi-directional cycle track is located on the south side, allowing for a wider landscape/amenity zone on both the north and south side of the boulevard.

The next few pages provide cross sections of the options and a table comparing the three. The options will be developed further through an Environmental Assessment process.

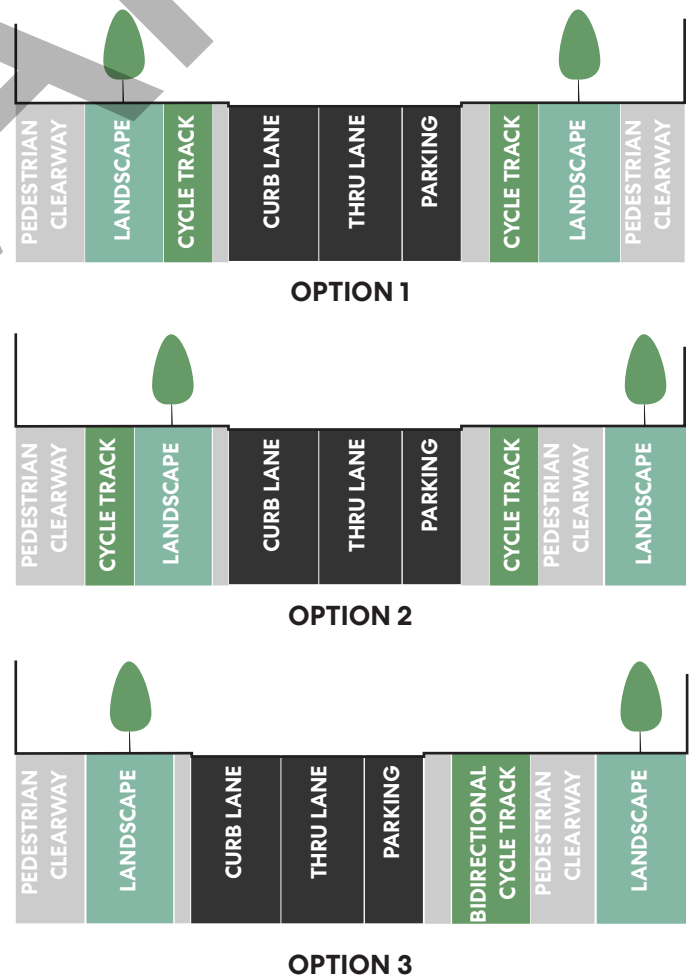


Figure 71. Royal Palm Drive/ E-W 1 Options

OPTION 1

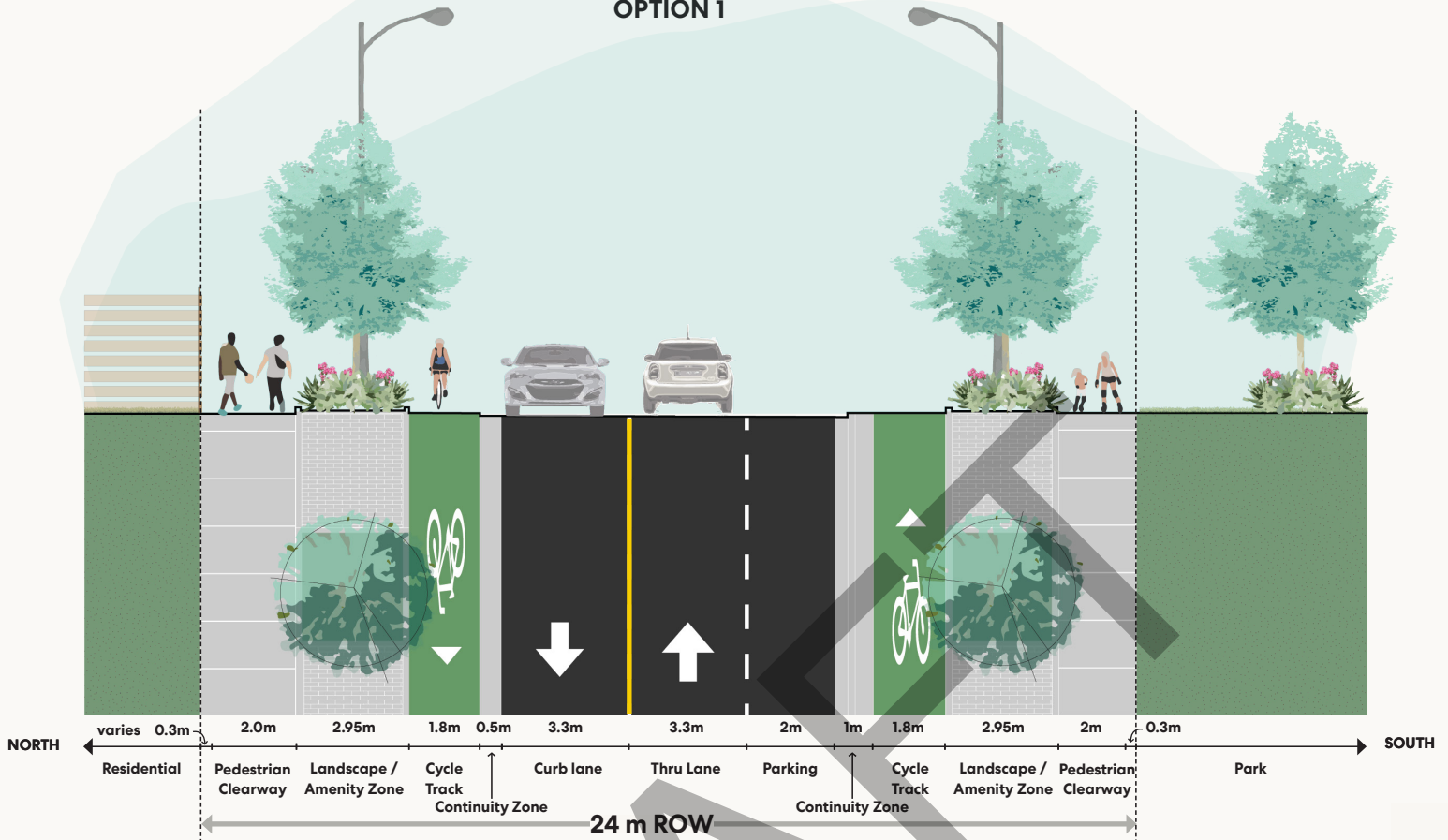


Figure 72. E-W 1 from Hilda Ave to N-S 1 Cross Section

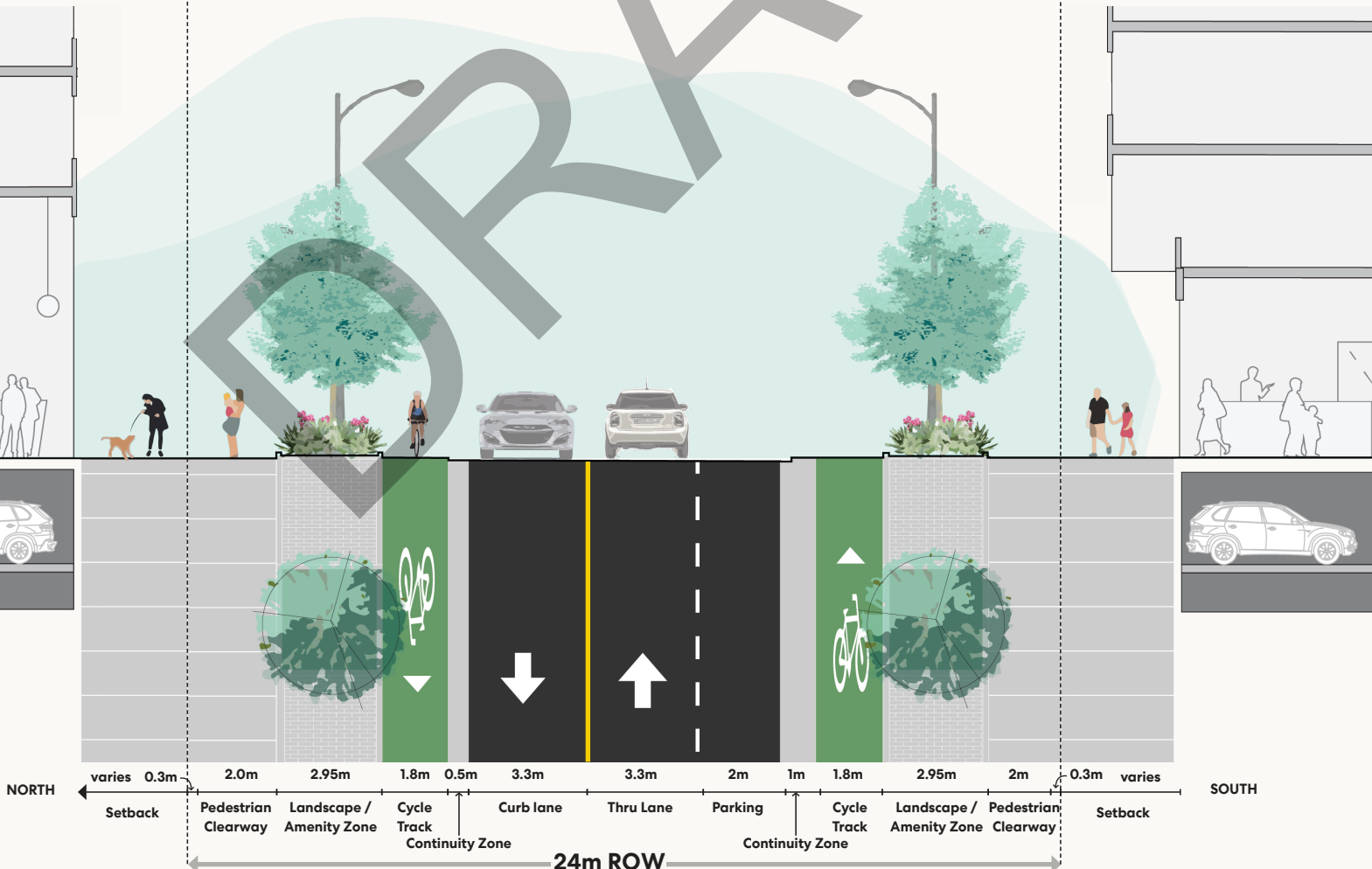


Figure 73. E-W 1 from N-S 1 to Yonge Street Cross Section

OPTION 2

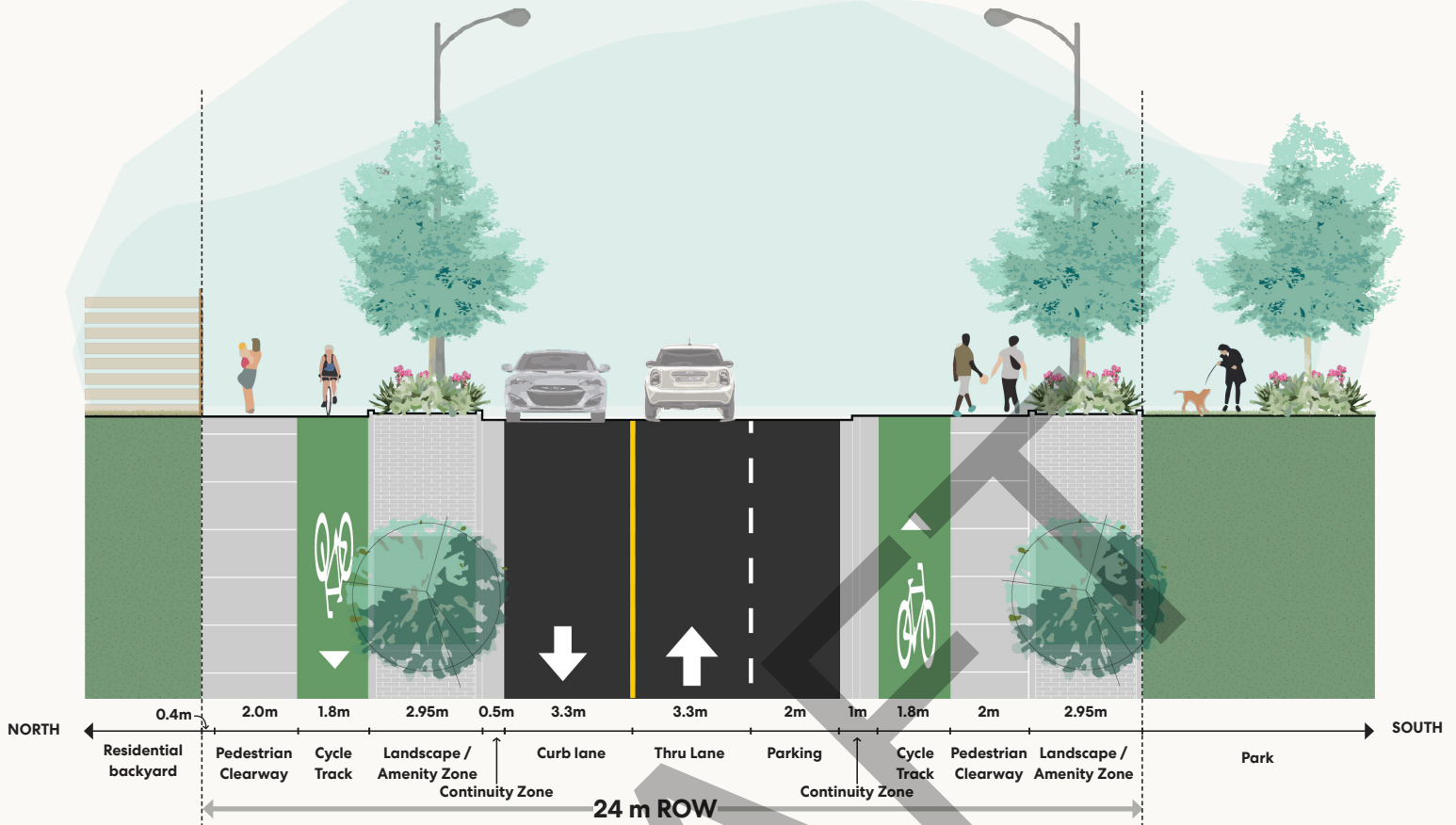


Figure 74. E-W 1 from Hilda Ave to N-S 1 - Cross Section

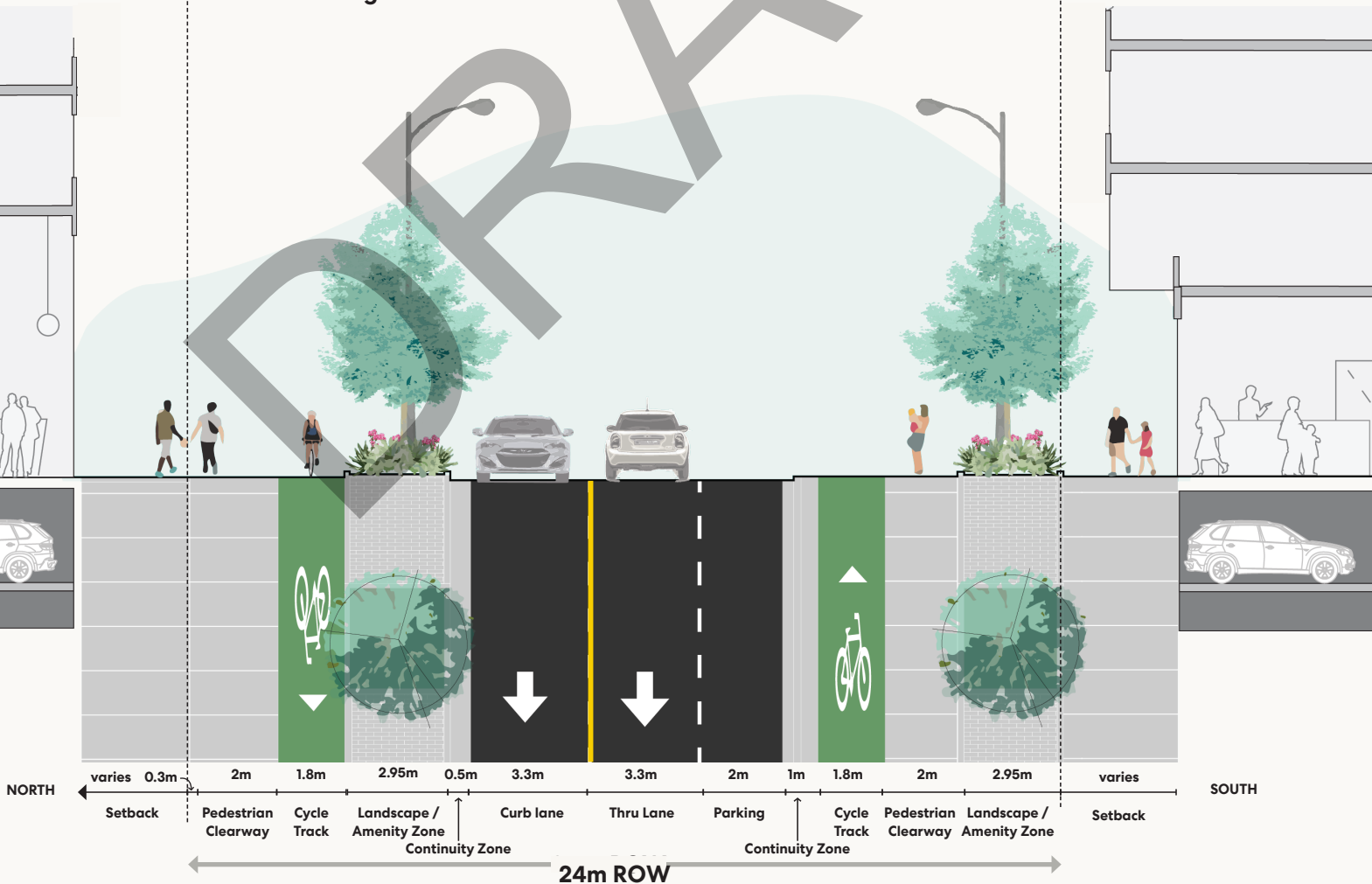


Figure 75. E-W 1 from N-S 1 to Yonge Street Section

OPTION 3

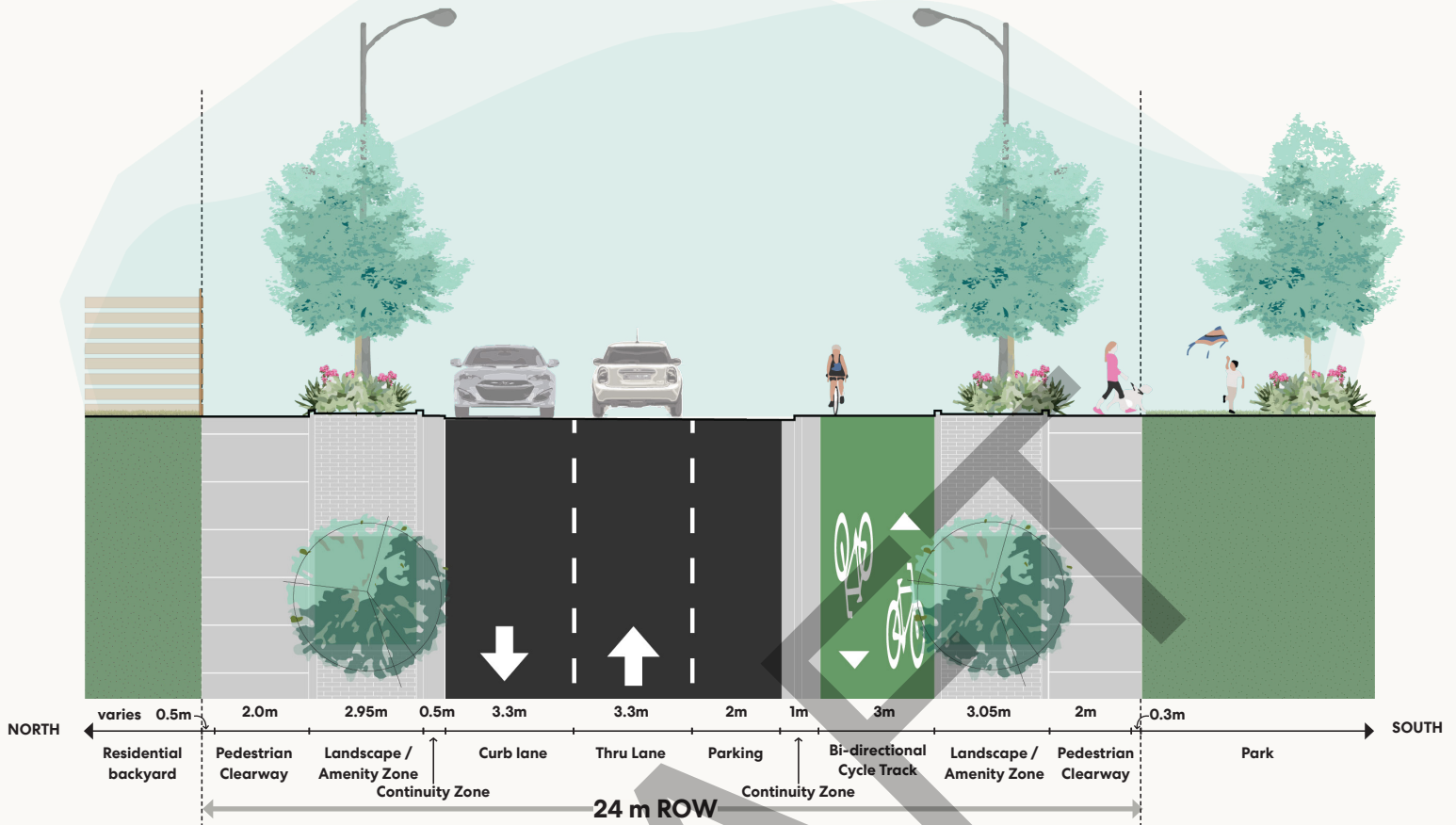


Figure 76. E-W 1 from Hilda Ave to N-S 1 - Cross Section

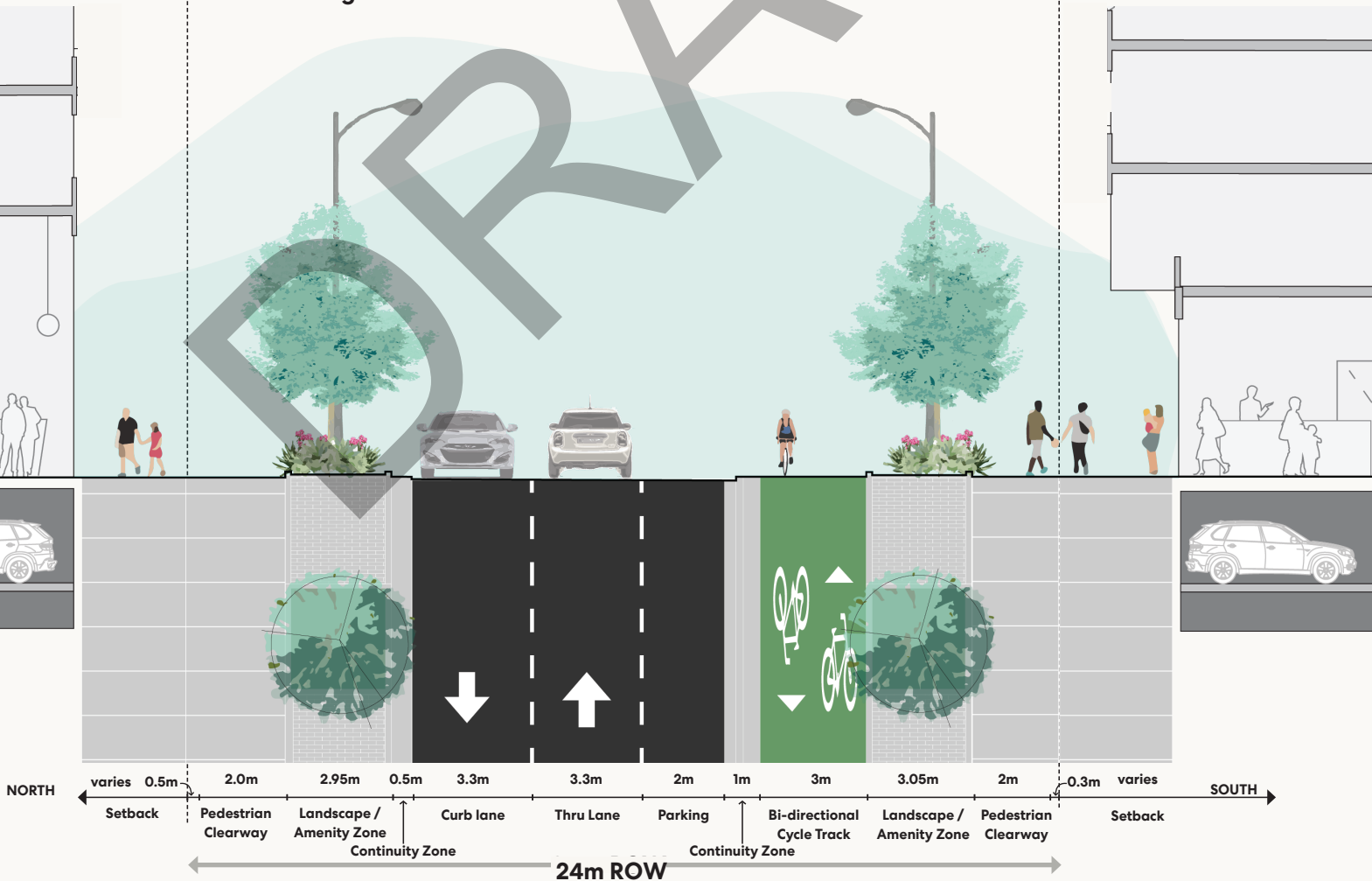


Figure 77. E-W 1 from N-S 1 to Yonge Street Section

Comparison

	Option 1	Option 2	Option 3
Cycle Track	<ul style="list-style-type: none"> • Cycle tracks separated from the pedestrian clearway with the help of the landscape/amenity zone ensures pedestrian safety. 	<ul style="list-style-type: none"> • Increased risk of interaction between pedestrians and fast moving cyclists. 	<ul style="list-style-type: none"> • If north frontage develops, fewer disruptions to cycle track due to curb cuts.
Landscape/ Amenity Zone	<ul style="list-style-type: none"> • Soil cells in landscape/amenity zone can span under the cycle track or sidewalk allowing for higher soil volume, therefore healthier trees. 	<ul style="list-style-type: none"> • Combining landscape strip with the park allows for tree roots to spread into the park soil, resulting in healthy trees. 	<ul style="list-style-type: none"> • Wider landscape/amenity zone that helps the healthy growth of street trees, provides ample space for street furniture and other utilities.
Pedestrian Zone	<ul style="list-style-type: none"> • Sidewalk acts as a buffer between the park and the street ROW, clearly distinguishing maintenance responsibilities between different City departments. 	<ul style="list-style-type: none"> • Increased risk of interaction between pedestrians and fast moving cyclists. 	<ul style="list-style-type: none"> • Wider boulevard space for pedestrian movement.

Table 1. Comparison of Royal Palm/E-W 1 options

Policies & Guidelines:

a. The required ROW width is 24 metres and generally should be equally shared between the lands on the north and south side of the future Royal Palm Road, and to align with Woodward Avenue at the intersection of Yonge Street; subject to the results of a future Environmental Assessment.

 SP Policy 5.9.9

b. E-W 1 will be designed to accommodate one lane of vehicle traffic in each direction and an on-street parking lane on the south.

c. The boulevards should accommodate, at a minimum, the following elements, for which different configurations may be considered as shown in the options:

- i. A pedestrian clearway of at least **2.0 metres** on either side to accommodate local pedestrian traffic.
- ii. A landscape/amenity zone of at least **2.9 metres** on either side which includes street trees, bio retention infrastructure and street furniture.
- iii. A cycle track, which may be bidirectional (**min 3.0 metres**) on the south side or uni-directional (**min 1.8 metres**) on either side, and which is protected from vehicular traffic with a buffer of at least 1.0 metres.

d. E-W 1 should be designed to an Enhanced streetscape level of service as defined by the City-Wide Streetscape Implementation Manual.

e. For the safety of pedestrians and cyclists, traffic calming measures such as raised intersections

and speed tables are encouraged on E-W 1 where it meets other local streets,

i. Enhanced pedestrian crossing infrastructure at the intersection of E-W 1 with N-S 2 and N-S 3 should be introduced should a frontage condition be developed on the north side of the street.

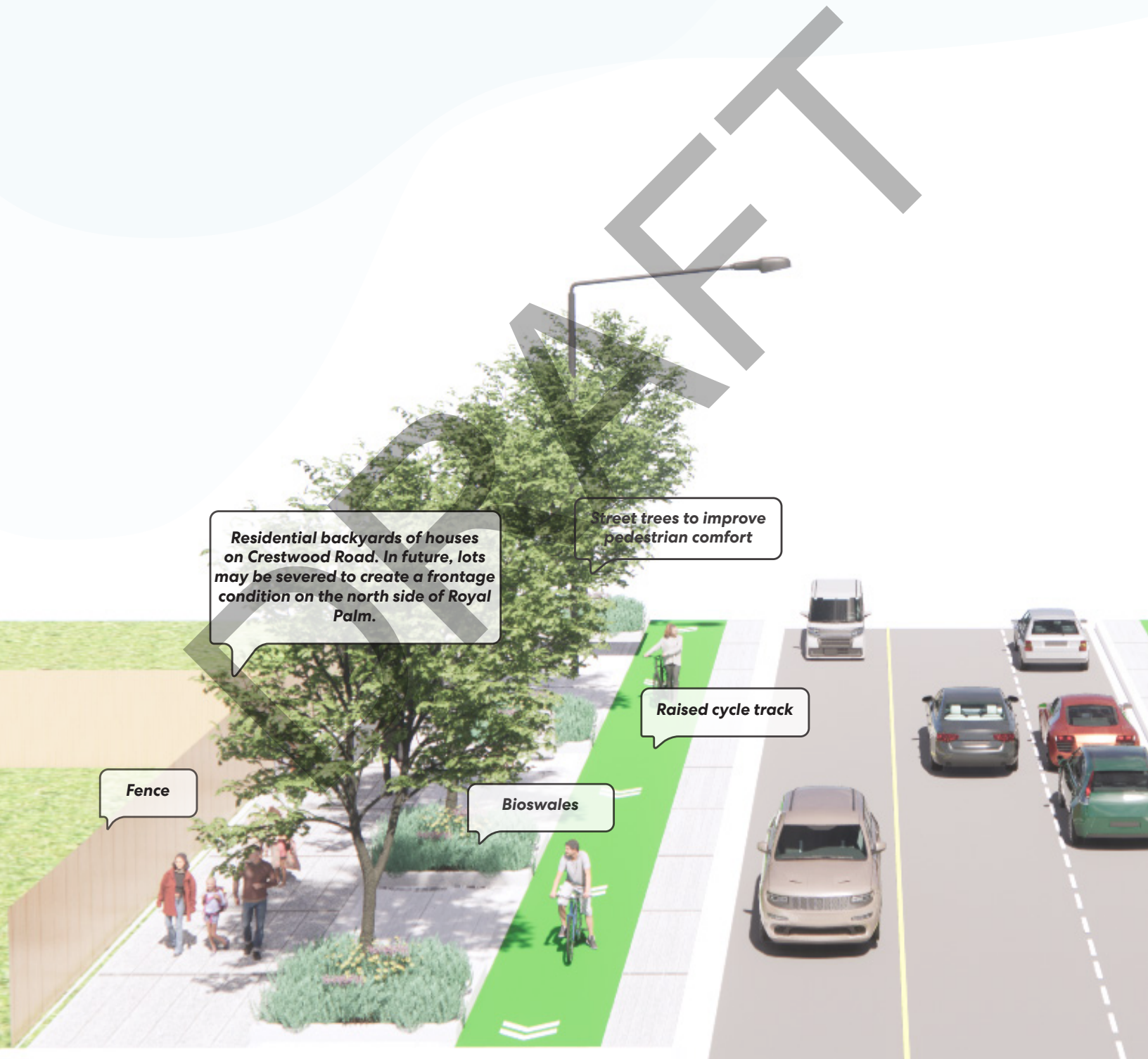
f. The City of Vaughan should explore with York Region and the City of Markham the introduction of a signalized intersection at the convergence of E-W 1, Yonge Street and Woodward Avenue. This intersection would improve pedestrian safety by addressing a walkability gap caused by the current distance of 400 metres between intersections on Yonge Street north of Steeles Avenue in what will be a dense and vibrant area in close proximity to a subway station.

i. A protected intersection design where pedestrians and cyclists are separated from cars with the help of buffers is encouraged in this location.

g. Continuity in surface treatment and streetscape elements (seating, lighting and signage) is encouraged where E-W 1 meets public open spaces including the park on the south side and publicly accessible open spaces that may be part of new developments.

h. Opportunities to make Royal Palm Drive a showcase for green infrastructure design such as such as the integration of bioswales and raingardens in the landscape/amenity zone should be explored through the EA process.

OPTION 1



Residential backyards of houses on Crestwood Road. In future, lots may be severed to create a frontage condition on the north side of Royal Palm.

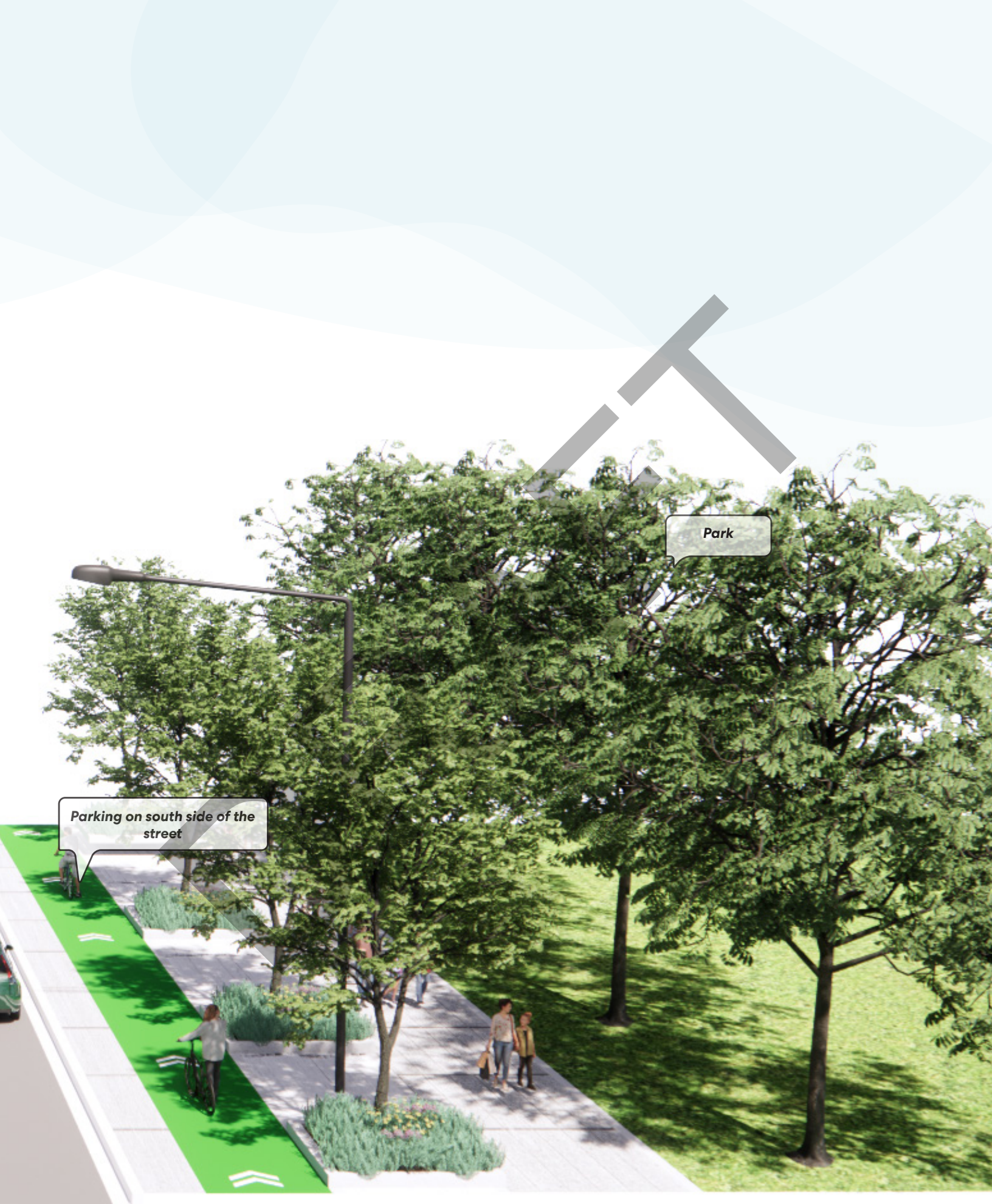
Street trees to improve pedestrian comfort

Raised cycle track

Fence

Bioswales

Figure 78. Rendering of Royal Palm/ E-W 1



Parking on south side of the street

Park

5.4


New Local Streets


The Yonge Steeles Corridor Secondary Plan identifies seven new local streets in addition to E-W 1/Royal Palm extension, known as E-W 2, E-W 3, N-S 1 (extension of Powell Road), N-S 2, N-S 3, N-S 4 and N-S 5. These new local streets break up the large blocks along Steeles Avenue West and Yonge Street and create a fine-grained pedestrian network. The new local streets are intended to be complete local streets that serve all modes with dedicated infrastructure for pedestrians and cyclists.

The majority of the length of new local streets will have high-rise development on either side, with ground floor uses anticipated to be largely residential in character with active uses wrapping the corners at Steeles Avenue West and Yonge Street. Portions of the new local streets are adjacent to the new park on one or both sides. The streetscape plans for N-S 1 (extension of Powell Road) will be developed further through an Environmental Assessment process.

Policies & Guidelines:

- a.** Future Roads N-S 1, N-S 2, N-S 3, N-S 4, N-S 5 and E-W 2 will each have a ROW width of 23 metres. Secondary Plan policies address requirements for alignment, how final alignment is to be determined and requirements for support from public sector partners.

 *SP Policy 5.9.2 - 5.9.7, 5.9.11*
- b. Future Road: E-W 3:** *The required ROW is 23 metres. E-W 3 can be removed as a public ROW subject to the establishment and approval as a private road. The private road is subject to the approval of the property owners within Blocks 8 and Block 9 impacted by E-W 3 and the City of Vaughan. The private road shall provide access to all properties as proposed by E-W 3. The minimum width of the private road shall be 11 metres to accommodate vehicle, pedestrian and cycling movement and landscaping adjacent to the future park in a mews type condition.*

 *SP Policy 5.9.12*
- c.** Local streets will be designed to accommodate one lane of vehicle traffic in each direction and an on-street parking lane.
- d.** The boulevards on either side of the new local streets should, at a minimum, accommodate the following within a 7.2 metre wide public realm:

 - i.** A **1.8 metre pedestrian clearway** to accommodate local pedestrian traffic.
 - ii.** A **2.45 metre landscape/amenity zone** which includes street trees and other plantings for pedestrian comfort and stormwater management.
 - iii.** A **1.8 metre cycle track** which is protected from vehicular traffic with a **1.0 metre buffer**.
- e.** Local streets should be designed to a Standard Urban streetscape level of service as defined by the City-Wide Streetscape Implementation Manual.
- f.** For the safety of pedestrians and cyclists, traffic calming measures such as raised intersections and speed tables will be encouraged at the intersections of local streets, where local streets meet the woonerf and at pedestrian crossings of local streets at Steeles Avenue West and Yonge Street.
- g.** All local streets must include a row of ornamental street trees at 10 metre intervals and other plantings on either side of the street. These trees must be placed on a continuous soil trench to ensure good health of the trees.

- h.** Adequate breaks must be provided in the soil trench at building entrances and to accommodate streetscape elements such as bike racks
- i.** Continuity in surface treatment and streetscape elements (seating, lighting and signage) is encouraged where the new local streets meet public open spaces such as the park and publicly accessible open spaces that may be part of new developments.

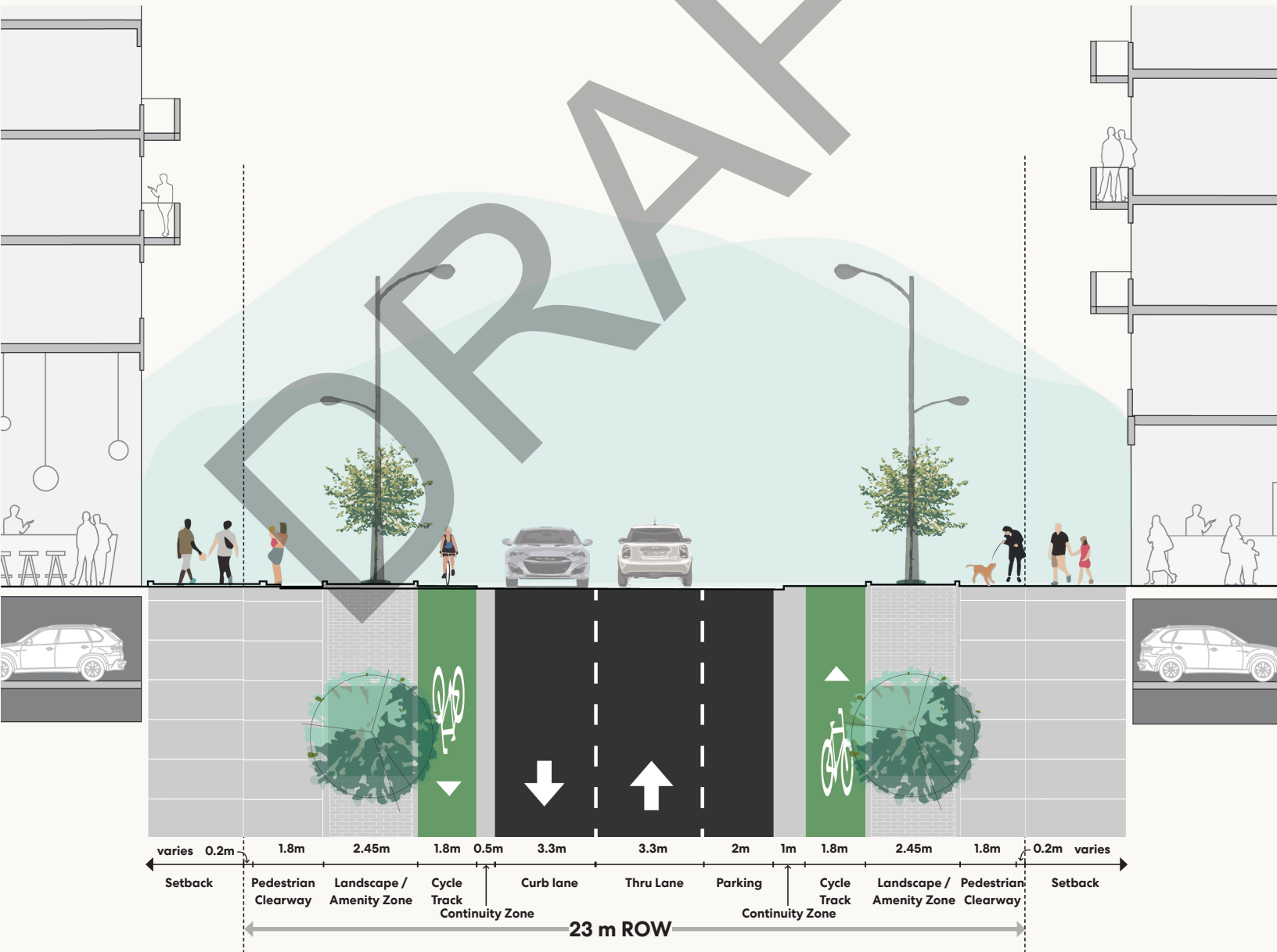


Figure 79. New Local Streets - Cross Section

WEST



Retail/Residential frontage

Ornamental trees

Raised cycle track

Figure 80. Rendering of New Local Streets

EAST



Wide boulevard

Retail/Residential frontage

5.5

Private Road/Mews (Woonerf)

The Yonge Steeles Corridor Secondary Plan identifies a 14 metre wide private mews between the new park and development on Steeles Avenue West. The mews will provide a buffer between development and public park space and accommodate parking and loading entrances so that facades on local streets remain pedestrian-focused. As it will interface with the park and will be used for east-west pedestrian movement the mews will be designed as a woonerf to signal pedestrian priority. The mews will be implemented by developers as parcels on Steeles Avenue West redevelop and will require coordination among them to ensure consistent design and materiality as identified in this plan.

Policies & Guidelines:

- a. The Secondary Plan identifies the elements of the 14 metre mews and their dimensions in Appendix D (South). The mews will have a 2.0 metre pedestrian strip, 6.0 metre vehicular strip and 6.0 metre POPS strip.

 *SP Appendix D (South)*

- b. The 14 metre mews will be designed as a shared street/woonerf.
- c. The woonerf will be designed to accommodate a pedestrian clearway (pedestrian strip) on either side, a vehicle strip and a landscape/amenity zone (POPS strip).
- d. The landscape/amenity zone should include a row of street trees.
 - i. The City of Vaughan should consider the inclusion of trees at the southern edge of the park to create a robust tree canopy and promote pedestrian comfort.
- e. Paving across the woonerf should be textured and flush with the curbs to ensure pedestrian priority.
- f. Street elements and furniture such as light poles, curbs, planters, bollards and benches should be used to differentiate the zones of the woonerf.



Figure 81. Shared Street - Clematis Street, West Palm Beach, Florida
source: Dover, Kohl & Partners

- g. Landowners should coordinate with the City to ensure consistent design and materiality as the woonerf is implemented through development.
- h. The pedestrian clearway will be separated from the vehicle strip with the help of bollards to improve pedestrian safety.

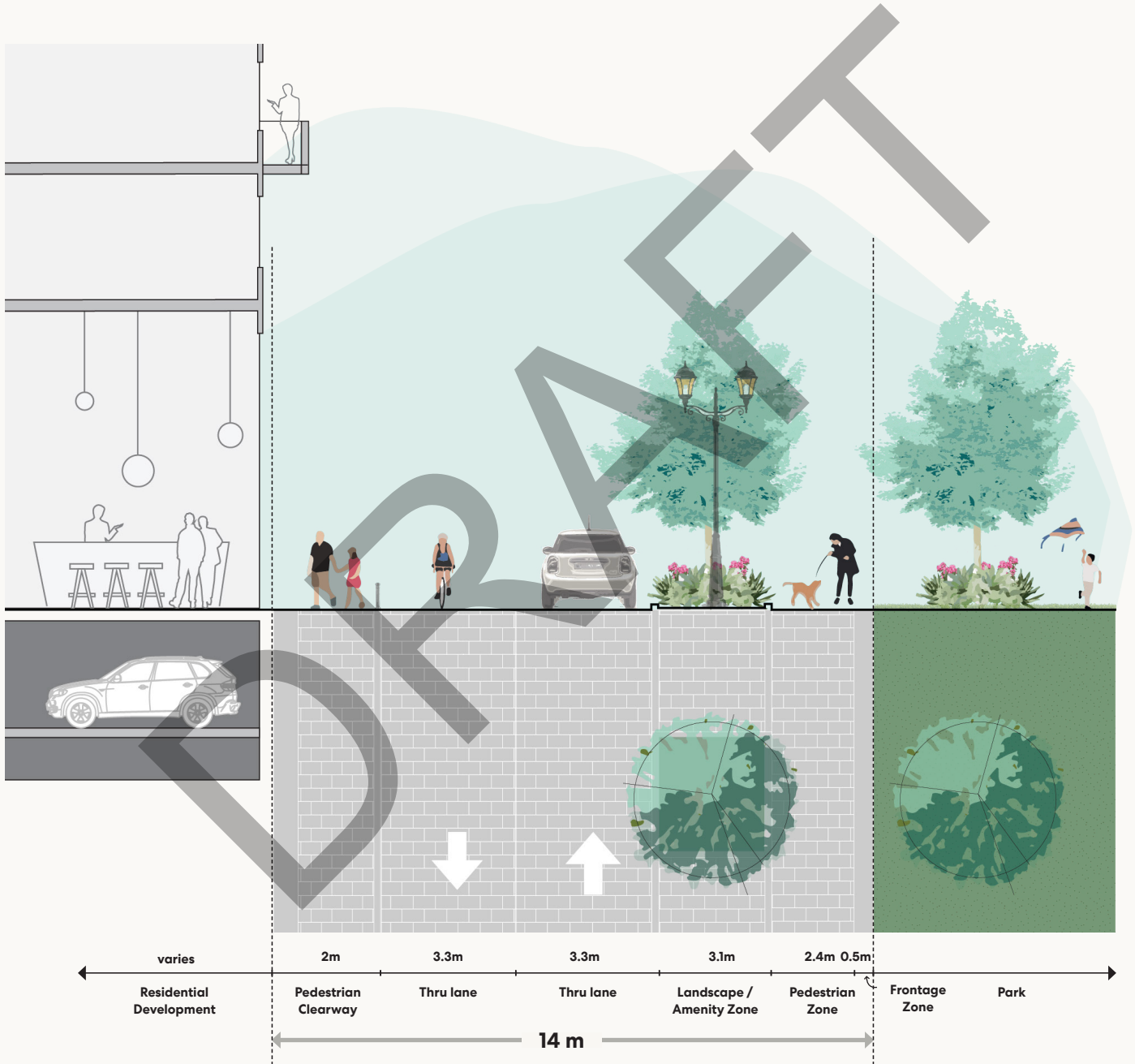


Figure 82. Private Road/Mews Cross Section

NORTH



Figure 83. Rendering of Private Road/Mews



Street trees for pedestrian comfort



5.6

Yonge Street

York Region's South Yonge Street Corridor Streetscape Master Plan Study (2021 update to original 2012 master plan) sets out the plan for Yonge Street's transformation into a vibrant main street for York Region. The City of Vaughan will be participating in the implementation of the Yonge Street streetscape and will be responsible for maintenance of the boulevard on the Vaughan side.

As the streetscape plan is already complete and endorsed, this study illustrates the plan for Yonge Street as developed by York Region.

The streetscape along Yonge Street can be categorized into three types within the Yonge Steeles Corridor Secondary Plan area;

1. Typical:

- The Yonge Steeles Centre, Clark District & New Thornhill Village areas have a **37.6 metre** proposed right-of-way with a **9.0 metre** wide boulevard space on the City of Vaughan side.
- The **9.0 metre** wide boulevard consists of a **4.0 metre** wide Landscape/Amenity zone along the curb side, a **2.0 metre** wide cycle track and a **3.0 metre** wide Pedestrian clearway adjacent to the property line.

2. Heritage:

- The Old Thornhill Heritage District has two boulevard conditions based on the proposed rights-of-way
 - **37.5 metre ROW:** A **9.0 metre** wide boulevard consists of a **4.0 metre** wide landscape/amenity zone along the curb side separated from the vehicular lanes with a **1.0 metre** wide buffer, a **2.0 metre** wide cycle track and a **3.0 metre** wide pedestrian clearway adjacent to the property line. This section also includes hanging planters and banners on the street light poles.
 - **30.55m ROW:** A **6.5 metre** wide boulevard consisting of a **1.5 metre** wide amenity

zone along the curb side separated from the vehicular lanes with a **1.0 metre** wide buffer, a **1.5 metre** wide cycle track and a **2m** wide pedestrian clearway adjacent to the property line separated by a **0.5 metre** wide buffer. This section does not include any street trees or planting other than hanging planters on the street light poles.

3. Don River Bridge:

- The Don River Bridge section has a **8.0 metre** wide boulevard space with a **5.0 metre** wide observation deck.
- The **9.0 metre** wide boulevard consists of a **4.0 metre** wide landscape/amenity zone along the curb side, a **1.5 metre** wide cycle track and a **2.5 metre** wide pedestrian clearway adjacent to the property line.

Phase 4B of the South Yonge Street Corridor Streetscape Master Plan Update provided Streetscape Detailed Design Guidelines, therefore no guidelines are provided here. As with Steeles Avenue West, the implementation of the vision for Yonge Street will require coordination with many partners including York Region, the City of Markham and Metrolinx.

Refer to the South Yonge Streetscape Master Plan prepared by York Region for further guidelines on Yonge Street.

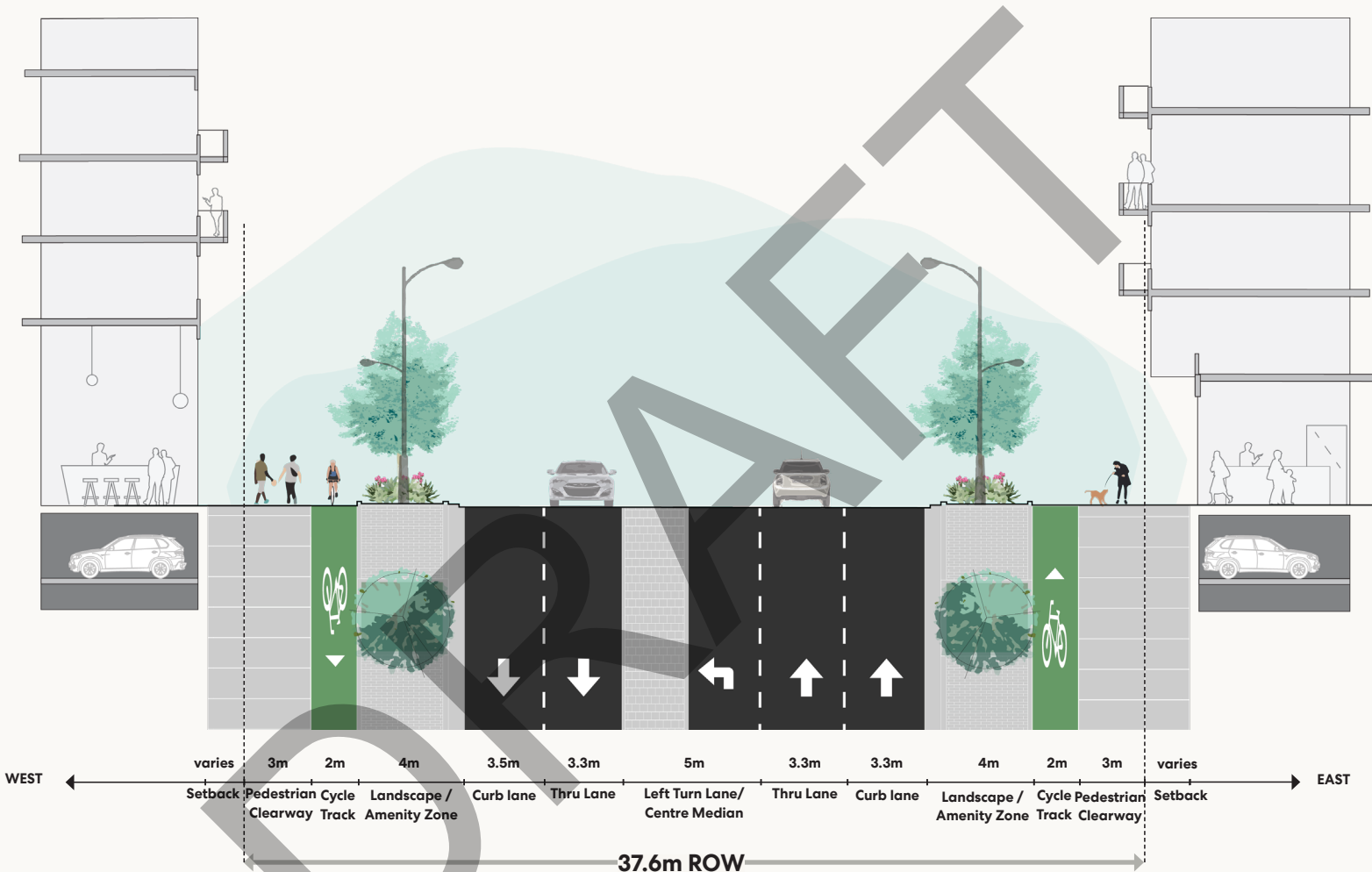


Figure 84. Yonge St - Typical Cross Section

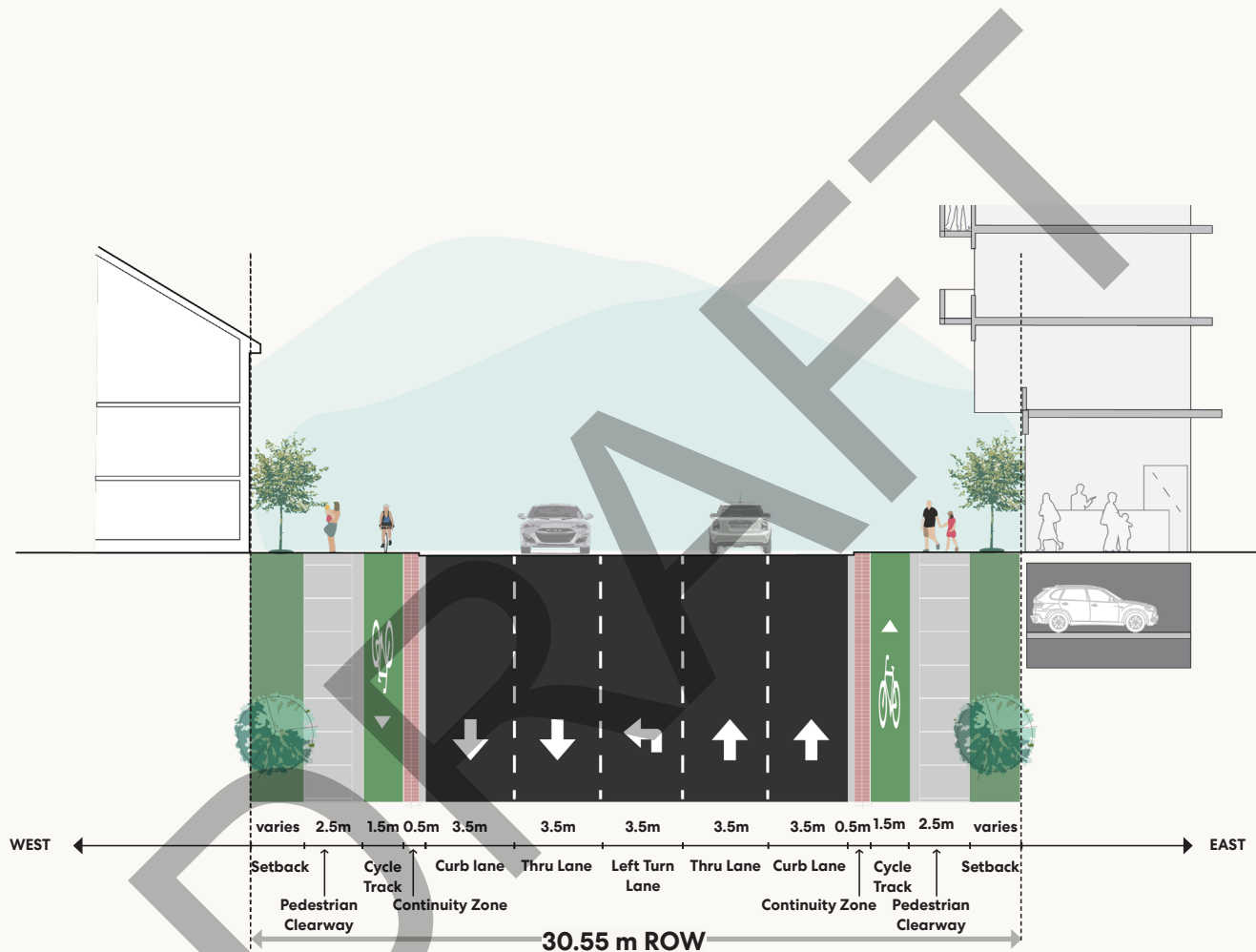


Figure 85. Yonge St - Heritage Segment Cross

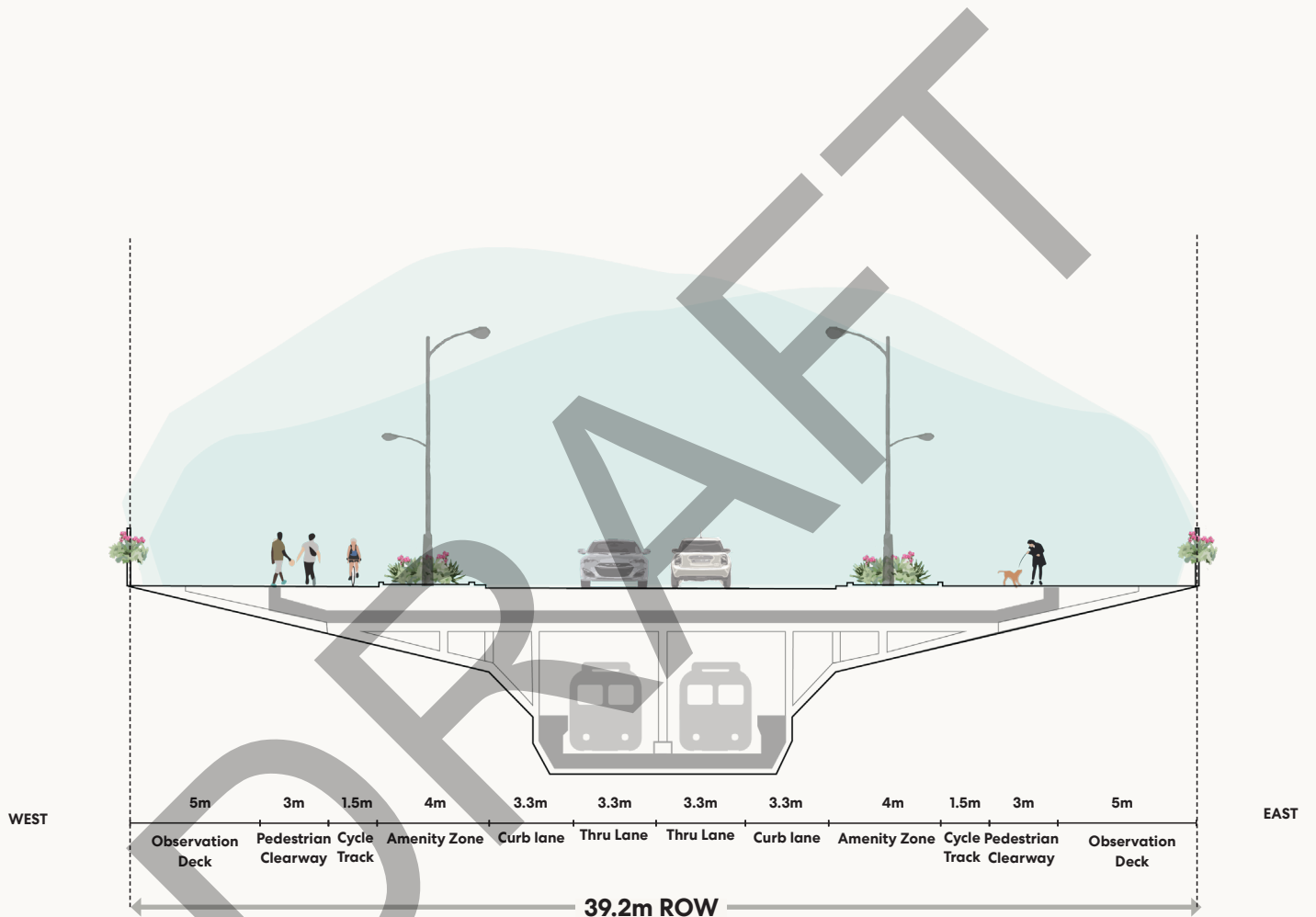


Figure 86. Yonge St - Don River Bridge Segment Cross Section



Active frontage

Wide boulevard

Street trees

Raised cycle track

Figure 87. Render of Yonge St - Typical Segment



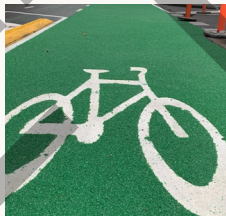







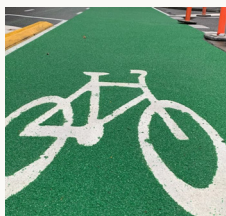


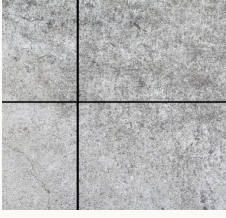




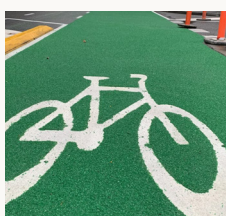



5.7 Streetscape Design Components Matrix

	CONTINUITY STRIP ZONE	LANDSCAPE/ AMENITY ZONE				
	Continuity Strip	Hardscape	Trees & Planters	Softscape/LID Measures	Soil Cells	Bench
Steeles Ave W						
Royal Palm Drive						
Local Streets						
Yonge St						
Yonge St Heritage						

Note: See pg.108 for the detailed specifications of each of the components

The Streetscape Design Components Matrix graphically shows the intended components to be used in each of the street types. The components listed below are from the Vaughan Citywide Streetscape Implementation Manual. Approved streetscape plan designs may override the matrix.

	PEDESTRIAN CLEARWAY ZONE	CYCLE TRACK	ILLUMINATION
Waste Receptacles	Main Field	Cycle Track	Street Lighting
			
			
			
			
			

DETAILED SPECIFICATIONS

CONTINUITY STRIP



POURED-IN-PLACE CONCRETE

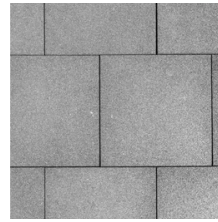
Colour: Natural
Finish: Light broom w/saw-cut control and expansion joints to form reduced panel design.



PRECAST UNIT PAVERS ON CONCRETE BASE¹

Type: Town Hall by Unilock
Colour: Burgundy Red
Size: 250x100 x70mm
Pattern: Soldier Course

LANDSCAPE/AMENITY ZONE



PRECAST UNIT PAVERS ON CONCRETE BASE

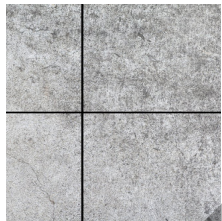
Colour: Natural
Pattern: Large format Plank Style



PRECAST UNIT PAVERS ON CONCRETE BASE¹

Type: Town Hall by Unilock
Colour: Burgundy Red
Size: 250x100 x70mm
Pattern: Herringbone

PEDESTRIAN CLEARWAY



POURED-IN-PLACE CONCRETE

Colour: Natural
Finish: Light broom w/saw-cut control and expansion joints to form reduced panel design.



STREET BENCH²

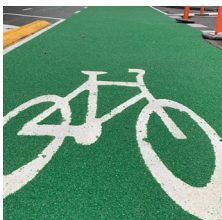
Manufacturer: Landscape Forms
Style: Neoliviano
Material: Metal / Wood
Colour: Aluminum Finish / Jarah Wood



BICYCLE RACK²

Manufacturer: Landscape Forms
Style: Bola
Material: Embedded Powder Coat
Colour: Stainless Steel

CYCLE TRACK



ASPHALT ON CONCRETE BASE

Cycling facilities must meet Ontario Traffic Manual Book 18: Cycling Facilities guidance.



WASTE RECEPTACLES²

Manufacturer: Landscape Forms
Style: Select Letter Receptacle (double unit, solid body, perforated doors)
Material: Powdercoated Metal
Colour: Silver (body, door), Black (trim ring, signage plate)

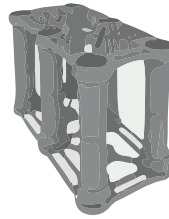
1. Specification from South Yonge Street Master Plan -Equivalent products will be considered subject to review and approval by the City of Vaughan
 2. Manufacturer and Specifications from Vaughan Citywide Streetscape Implementation Manual - Equivalent products will be considered subject to review and approval by the City of Vaughan

LANDSCAPE/AMENITY ZONE



DECIDUOUS TREES

50mm caliper deciduous trees



STRUCTURAL SOIL CELLS

600mmx1200mm Soil Cells



ORNAMENTAL TREES

Ornamental Pear or
Lilac or Amur Maple



STREET LIGHT

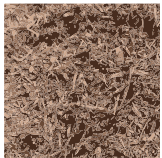
6-7m in height

Street lighting should meet the City's Engineering Design Criteria and Standard Drawings. Designers must consult an electrical engineering consultant to ensure adequate lighting levels and coverage.



SOFTSCAPE

Deciduous Shrubs 600mm height



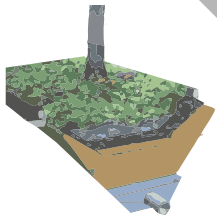
Mulch



PEDESTRIAN LIGHT

4-5m in height

Street lighting should meet the City's Engineering Design Criteria and Standard Drawings. Designers must consult an electrical engineering consultant to ensure adequate lighting levels and coverage.



LOW IMPACT DEVELOPMENT MEASURES

Storm water management rain gardens or Bioswales or Bio-retention ponds



PLANTER

Hanging Flower baskets

DRAFT

6.0

Implementation

The transformation of the Yonge Steeles Corridor will take place incrementally over many years through actions by many players in both the public and private sectors. This chapter lays out a strategy for implementation and phasing that relies on coordination and cooperation between multiple departments, municipalities, agencies, landowners and other stakeholders.

The strategy for implementation of the vision articulated in the Yonge Steeles Corridor Secondary Plan and this Urban Design Study and Streetscape Plan will be different across the study area due to the vastly different patterns of existing parcels, land ownership and uses. The City of Vaughan will be required to take a more active role in the implementation of the new street and block pattern and open space network in the South Area – South of the CN Railway, while the City's role in implementation in the rest of the study area will be more focused on review of development applications to implement incremental change.

IN THIS CHAPTER

- 6.1. Partners and Stakeholders
- 6.2. Phasing
- 6.3. Implementation

6.1

Partners and Stakeholders

Figure 89 illustrates the major partners and stakeholders the City of Vaughan will need to coordinate with in various parts of the study area.

York Region

As the upper tier municipality York Region is an important partner in the implementation of the Yonge Steeles Corridor Plan. York Region also has jurisdiction over Yonge Street and has prepared the South Yonge Street Corridor Streetscape Master Plan to guide the transformation of the streetscape. Key items for coordination include:

- Planning for the design and implementation of the Yonge North Subway Extension
- Implementing the South Yonge Street Corridor Streetscape Master Plan
- Planning for the design and implementation of the South York Greenway
- New and upgraded intersections on Yonge Street
- Relocation and upgrade of bus transit stops and facilities
- Aligning the new road network and cycling connections to and from Yonge Street
- Development applications on Yonge Street

City of Markham

The east side of Yonge Street immediately adjacent to the study area is within the City of Markham. Key items for coordination include:

- New and upgraded intersections on Yonge Street
- Opportunities to create a coordinated bicycle network that extends between the City of Vaughan and City of Markham
- Development applications on Yonge Street

City of Toronto

The south side of Steeles Avenue West immediately adjacent to the study area is within the City of Toronto and Steeles Avenue itself is under the jurisdiction of the City of Toronto. Key items for coordination include:

- Planning for the design and implementation of RapidTO in the short term and Bus Rapid Transit (BRT) in the long term on Steeles Avenue West
- Opportunities to align the new road network and cycling connections that will be created north and south of Steeles Avenue West
- New and upgraded intersections on Steeles Avenue West
- Access from the City of Vaughan side of Yonge and Steeles to Steeles Avenue Station (potentially a below-grade connection)
- Development applications on Steeles Avenue West










Metrolinx

As the region's transit agency, Metrolinx will be responsible for planning and implementing the major transit investments in the Yonge Steeles Corridor that have prompted the City to plan for intensification and growth. Key items for coordination include:

- Planning for the design and implementation of the Yonge North Subway Extension, including station entrances and plazas
- Planning for the design and implementation of the Steeles Avenue BRT
- Development applications on Yonge Street



Legend

-  RapidTO Corridor (Toronto) /Future BRT (Metrolinx, Toronto)
-  Yonge North Subway Extension (Metrolinx)
-  Planned Subway Stations (Metrolinx)
-  Natural Heritage (TRCA)
-  Proposed Yonge Street Intersections (York, Markham, Vaughan)
-  South Yonge Street Corridor Streetscape Master Plan (York)
-  Royal Palm Drive extension and new local streets (Vaughan)
-  South York Greenway (York)
-  Study Boundary

CITY OF VAUGHAN

CITY OF MARKHAM

CITY OF TORONTO

Longbridge Road

Clark Avenue

Steeles Avenue Station

Figure 89. Map of the Study Area

Toronto and Region Conservation Authority (TRCA)

The City of Vaughan will need to work with the TRCA in its role regulating construction, alteration and development activities in and around valleys, streams and wetlands. The North Area of the Yonge Steeles Corridor includes land within the TRCA's Regulated Area along Yonge Street by the Thornhill Club. The key item for coordination will be development within the TRCA's Regulated Area.

Landowners and Developers

Other than public rights-of-way, the majority of the land in the Yonge Steeles Corridor today is owned by private interests. Landowners and developers will be important partners in implementing the vision for the Corridor. The majority of the new street network and open space network in the South Area will be implemented incrementally as landowners bring forward applications to redevelop their parcels. Coordination will be required not only between the City and landowners but between landowners themselves to ensure orderly development as parcels redevelop at different times. Key items for coordination include:

- Zoning and site plan review of development applications to address issues of scale, massing, circulation, open space, urban design and sustainability
- Dedication of public rights-of-way (ROW), including the Royal Palm Drive extension, new local streets and expansion of the Steeles Avenue West ROW
- Parkland dedication
- Securing POPS
- Development Charges (DCs) and Community Benefits Charges (CBCs)
- Coordination of interim conditions and final conditions
- Coordination between adjacent landowners on shared access, interim conditions and public realm design

6.2 Phasing

Phasing of the transformation of the Yonge Steeles Corridor is not straightforward due to the many partners who will be involved. The timing for implementation of the transformative transit infrastructure coming to the Corridor is beyond the City of Vaughan's control. The following establishes phasing priorities for the City of Vaughan, with the understanding that many external factors will influence the timing of the Corridor's redevelopment.

- Focus on transformative elements that are in the City of Vaughan's control. These include:
 - Undertaking Environmental Assessment processes for the Royal Palm Drive and Powell Avenue extensions and implementing these new streets as soon as possible.
 - Securing new local streets and new public parks as development applications come forward on Steeles Avenue West and Yonge Street.
 - Undertaking a parks programming exercise for the new public parks planned in the Corridor.
 - Undertaking a facilities planning exercise to determine the need for indoor community facilities in the study area
- Continue to update and develop City of Vaughan policy and plans to implement the vision for the Corridor:
 - Update the zoning by-law based on the Secondary Plan.
 - Review and update relevant policy documents such as the Vaughan Pedestrian and Cycling Master Plan (2020) and the Active Together Master Plan (2018) to ensure improvements recommended in the Yonge Steeles Corridor Urban Design Study and Streetscape Plan are captured
 - Undertake capital planning for infrastructure improvements in the Corridor
 - Undertake operations and maintenance planning for improvements in the Corridor
 - Work with landowners and developers on coordination between development applications, adherence to the guidelines in this document and securing contributions and dedications for infrastructure development

6.3

Implementation Tools

There are a number of implementation tools and funding mechanisms through which the City can influence the build out of the Yonge Steeles Corridor and secure funding for the projects detailed in this document.

Section 34 of the Planning Act (Zoning Bylaws).

Section 34 of the Planning Act allows municipalities to pass zoning bylaws to regulate the development of land. Policy 3.1.23 of the Secondary Plan states that the implementing zoning by-law shall establish specific requirements related to building height, massing, setbacks and stepbacks in conformity with the policies of the YSCSP.

Section 37 of the Planning Act (Community Benefits Charges/CBCs).

Section 37 of the Planning Act authorizes the City to adopt a community benefits charge (CBC) by-law and collect CBCs to pay for the capital costs of facilities, services and matters that are required to serve development and redevelopment. The City of Vaughan passed a CBC Strategy and associated by-law on June 21, 2022. The by-law allows for the collection of CBCs against developments that are five or more storeys and ten or more residential units at 4% of the value of the lands proposed for development. CBCs will be an important source of revenue to fund facilities and services that are needed to serve the new population of the Yonge Steeles Corridor.

Section 41 of the Planning Act (Site Plan Control Area).

Section 41 of the Planning Act allows municipalities to approve components of development applications such as building siting and site design, landscaping, circulation and access and lighting. Site Plan Control will be particularly important in the Yonge Steeles Corridor to ensure coordination of these elements among all landowners and parcels so that the Corridor redevelops in a coordinated and cohesive manner.

Section 42 of the Planning Act (Conveyance of Land for Park Purposes).

Section 42 of the Planning Act allows municipalities to pass a parkland dedication by-law and secure land or cash-in-lieu of parkland as part of the approval of new development. The City of Vaughan recently undertook a Parkland Dedication Guideline Study which led to the approval of a new Parkland Dedication By-law on June 28, 2022. The Parkland Dedication By-law will be a key tool in developing the new open space network in the South Area of the Yonge Steeles Corridor.

Development Charges Act (DCs). The Development Charges Act allows municipalities to pass a Development Charges By-law and collect fees from new development to fund growth-related infrastructure in a sustainable way. In the City of Vaughan, a new City-Wide Development Charges By-law 109-2022 will be effective June 1, 2023. Development in Vaughan is also subject to York Region's DC By-law and Education DC By-laws.

Cost Sharing Agreements. Section 8.1 of the Secondary Plan establishes the City's right to require front ending agreements and/or cost sharing agreements to ensure that development in the Secondary Plan area is coordinated and the costs of the municipal and community infrastructure, lands and/or facilities are fairly and equitably shared without adverse impact on the City's financial capability.

Purchase or Expropriation of Land. Section 8.2 of the Secondary Plan allows the City, at its discretion, to directly purchase or expropriate lands for planned infrastructure improvements in order to provide for orderly development in the Secondary Plan area. In the case of lands identified for the construction of the local road network where such lands are the subject of a development application the dedication of these lands will be required as a condition of approval.

Plans of Subdivision and Development Plans. Plans of Subdivision may be required to secure infrastructure improvements or conveyances of land for local roads or parks. Sections 8.3 and 8.5 of the Secondary Plan address the requirements for Plans of Subdivision and Development Plans. Development Plans will be an important tool to ensure the orderly development of each block of the Secondary Plan area, particularly in the South Area – South of the CN Railway where Schedule 6 of the Secondary Plan establishes nine proposed development blocks. Comprehensive assembly within the development blocks is encouraged. Development Plans/Development Concept Reports will establish the contextual relationship of the proposed development to existing and proposed development in the surrounding area and consider coordination between adjacent properties