

Yonge-Steeles Corridor

Urban Design & Streetscape Plan

March 6th, 2023 | Virtual Public Meeting



VAUGHAN

Perkins&Will

Project Team



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Agenda

- 1. Project Team**
- 2. About the Project**
- 3. Vision and Guiding Principles**
- 4. Urban Design Framework**
- 5. Urban Design Guidelines**
- 6. Streetscape Plans**
- 7. How the plan will be implemented**
- 8. Next Steps**
- 9. Discussion**



Land Acknowledgment

We respectfully acknowledge that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Vaughan is currently home to many First Nations, Métis and Inuit people today. As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.

About the Project

Study Area



City of Vaughan

City of Markham

City of Toronto

Highway 7

Uplands Golf & Ski Club

Royal Orchard Station

Yonge-Steeles Corridor Secondary Plan Area

Clarke Avenue Station

Yonge North Subway Extension

Steeles Avenue Station

Clarke Ave

CN Railway

Yonge St

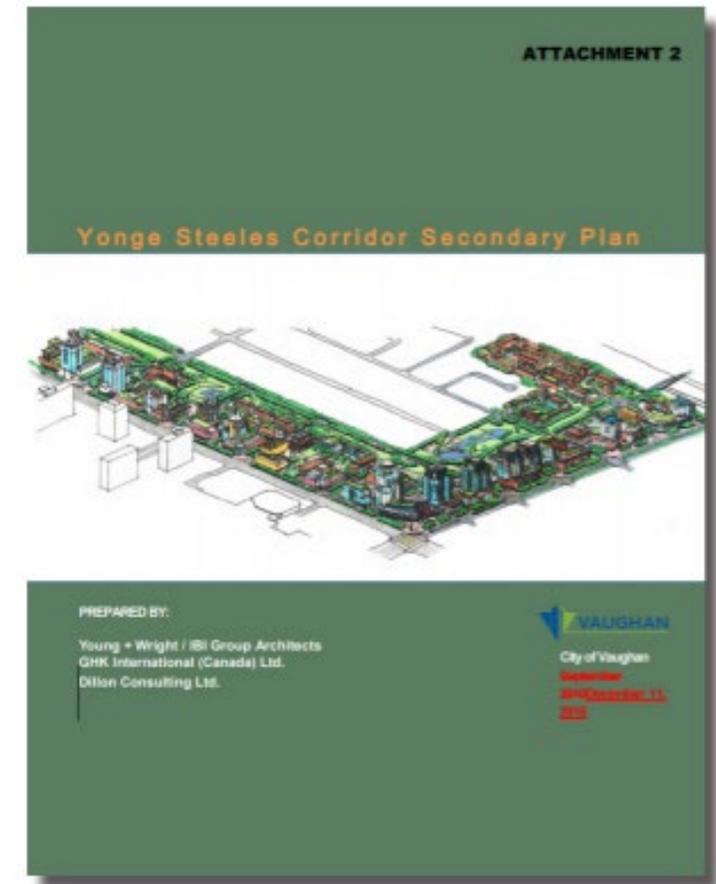
Steeles Avenue W

Centrepont Mall



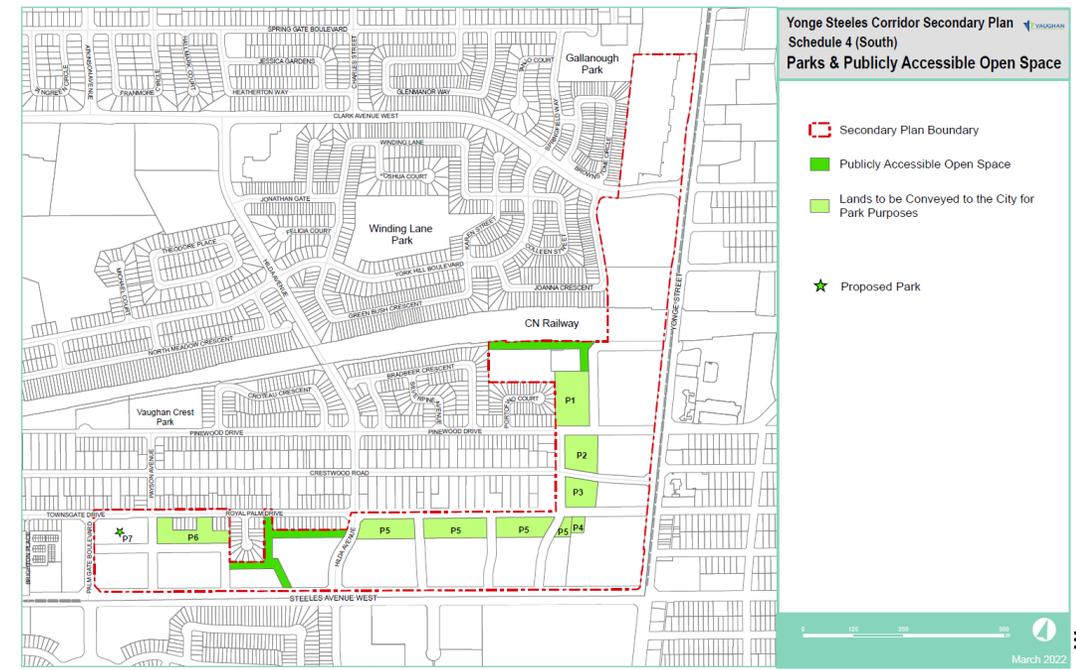
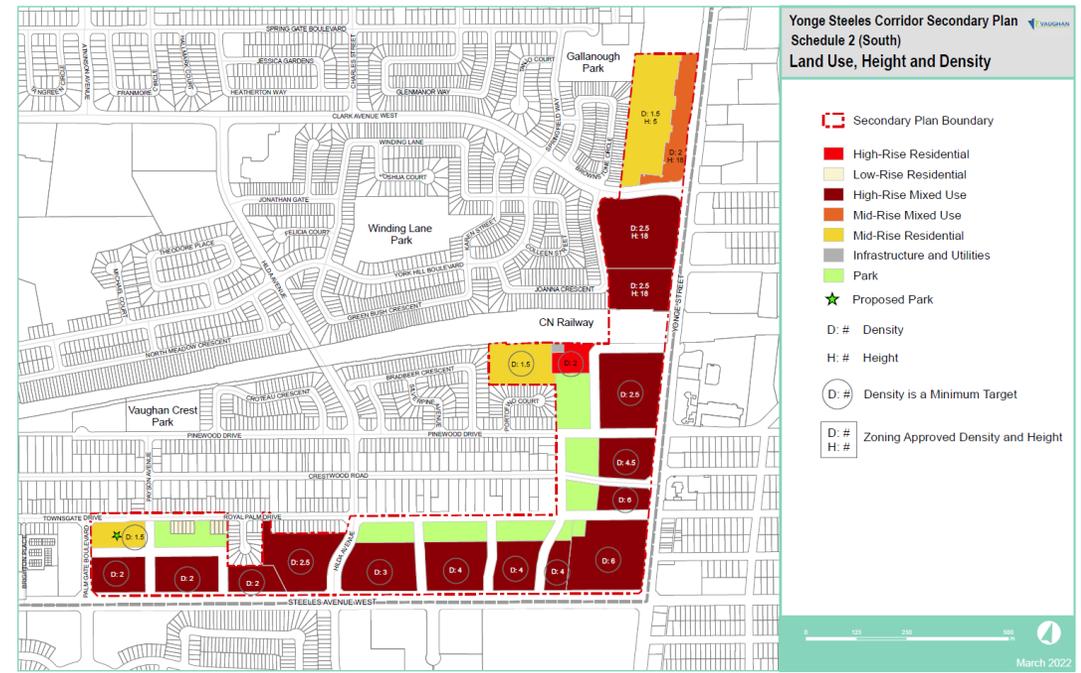
Yonge-Steeles Corridor Secondary Plan

- The purpose of the Yonge-Steeles Corridor Secondary Plan is to **guide the intensification and redevelopment** of the corridor anticipated as a result of the planned subway extension.
- A Secondary Plan is a **land use plan for a particular area of a municipality** which provides more detailed policies for the area it covers, such as public spaces, parks and urban design.
- The Plan was **originally approved in 2010** but appealed to the Ontario Land Tribunal (OLT).



Yonge-Steeles Corridor Secondary Plan

- An amended Secondary Plan was approved by Council in March 2022.
- An OLT settlement was reached in August 2022 bringing the majority of the Secondary Plan into effect.
- Changes to the Secondary Plan are focused in the southern area and include revised **heights, density, road network and parks.**
- New **urban design policies** are the starting point for the urban design guidelines.



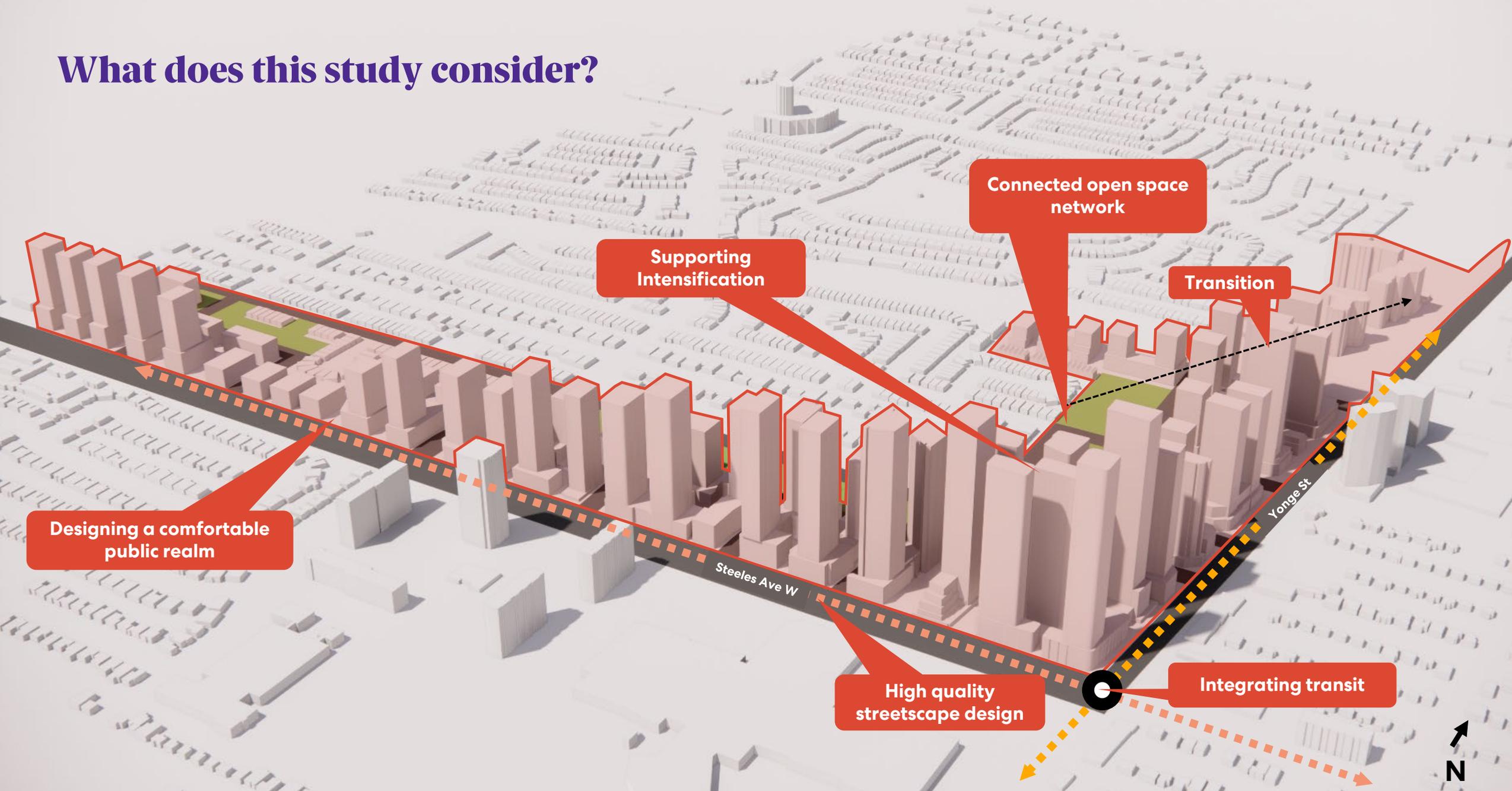
Scope of the Study

The Yonge Steeles Corridor Urban Design Study and Streetscape Plan consists of three components:

1. The development of a design framework and urban design guidelines for built form and public realm
2. A detailed streetscape plan
3. An implementation and phasing strategy including operations and maintenance costing



What does this study consider?



Study Timeline

DEVELOPMENT OF DESIGN FRAMEWORK

1

- » Understand the existing characteristics and development trends of the neighbourhood
- » Build from existing streetscape and secondary plans to design framework
- » Engagement Activities
 - Stakeholder Workshop #1
 - Technical Advisory Committee #1
 - Councilor's Working Group

STREETSCAPE PLAN

2

- » Develop concrete plans and strategies to support the vision
- » Develop and test alternative streetscape design concepts
- » Engagement Activities
 - Technical Advisory Committee #2
 - Vaughan Design Review Panel

IMPLEMENTATION AND PHASING

3

- » Work with costing consultant to develop costing for implementation of the streetscape plan, including O&M
- » Engagement Activities
 - Stakeholder Workshop #2
 - Technical Advisory Committee #3
 - Public Open House
 - Presentation to City Council

We are here!

December 2020

Vision & Guiding Principles

Vision Statement

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.

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 and will lead the city with complete streets and streetscaping that enhance the district identity and user experience.



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.



Connectivity

The Yonge-Steeles Corridor will provide seamless connections by transit, walking and cycling to surrounding areas in the City of Vaughan and neighbouring municipalities.



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 and gives opportunity for pause and rest.



Sustainability

The Yonge-Steeles Corridor will incorporate sustainability best practices in its buildings, streetscapes and open spaces, and will prioritize parks and green space to serve the population.



Compatibility

New development in the Yonge-Steeles Corridor will be designed to integrate into the existing and planned context and provide appropriate transitions to local sites, surrounding neighbourhoods and natural settings.



Flexibility

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



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.

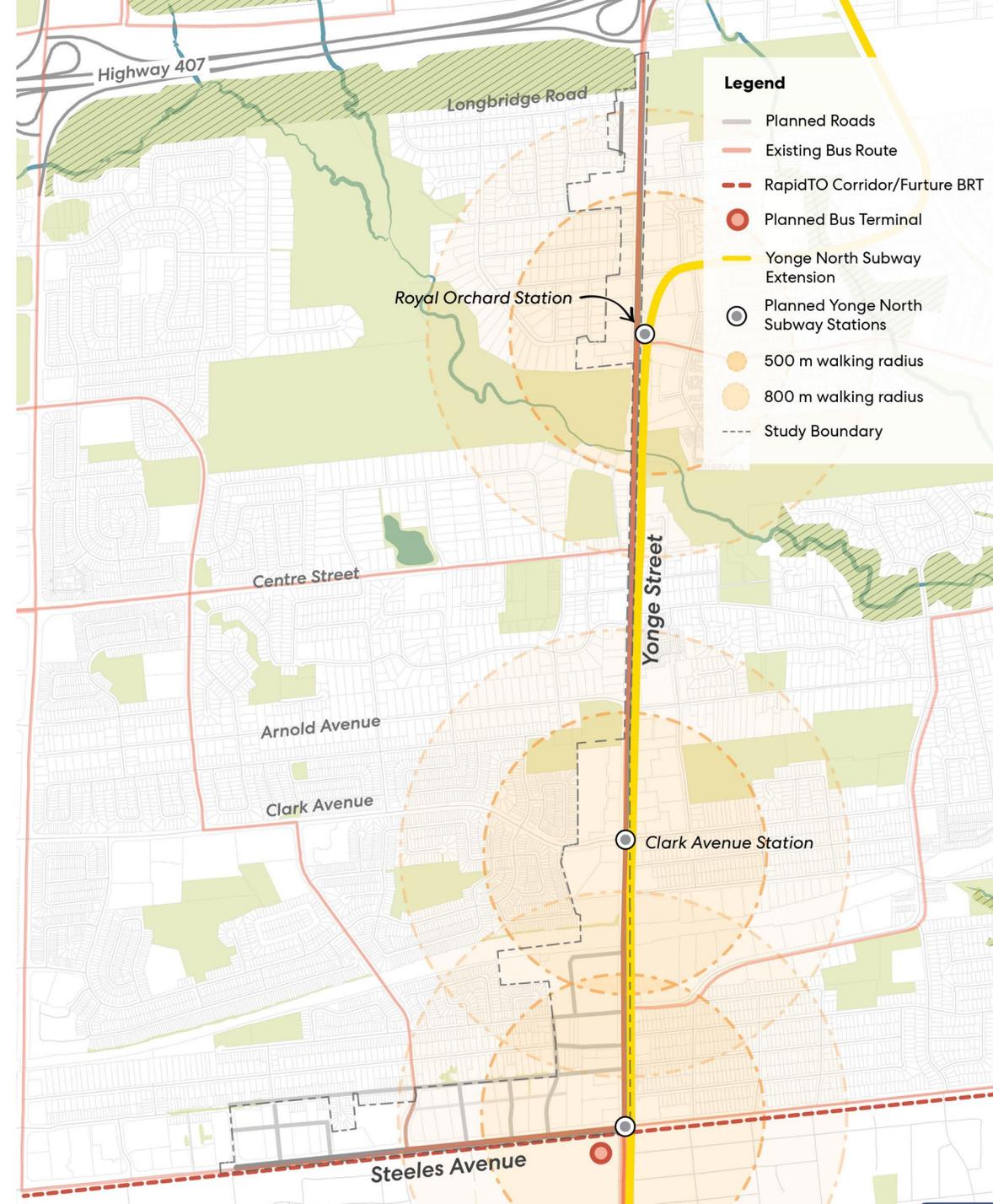
Urban Design Framework

Transit

- Yonge North Subway Extension includes three new stations within the study area
 - **Steeles Avenue Station**
 - **Clarke Avenue Station**
 - **Royal Orchard Station**
- Future BRT is proposed along Steeles Ave W
- The majority of the study area will be within 800m of a subway station

Data Sources

- Street network: Secondary Plan



Road Network

- Existing large blocks in the South Area have been broken down with a **new street network** to create a walkable neighbourhood
- Yonge St and Steeles Ave will support the transit activities along the corridors
- **Royal Palm has been extended to Yonge St** and will act as a green spine through the study area
- Introduction of 14m woonerf between the continuous series of east-west parks and development

Data Sources

- Road locations: Secondary Plan
- Road classification: Determined by project



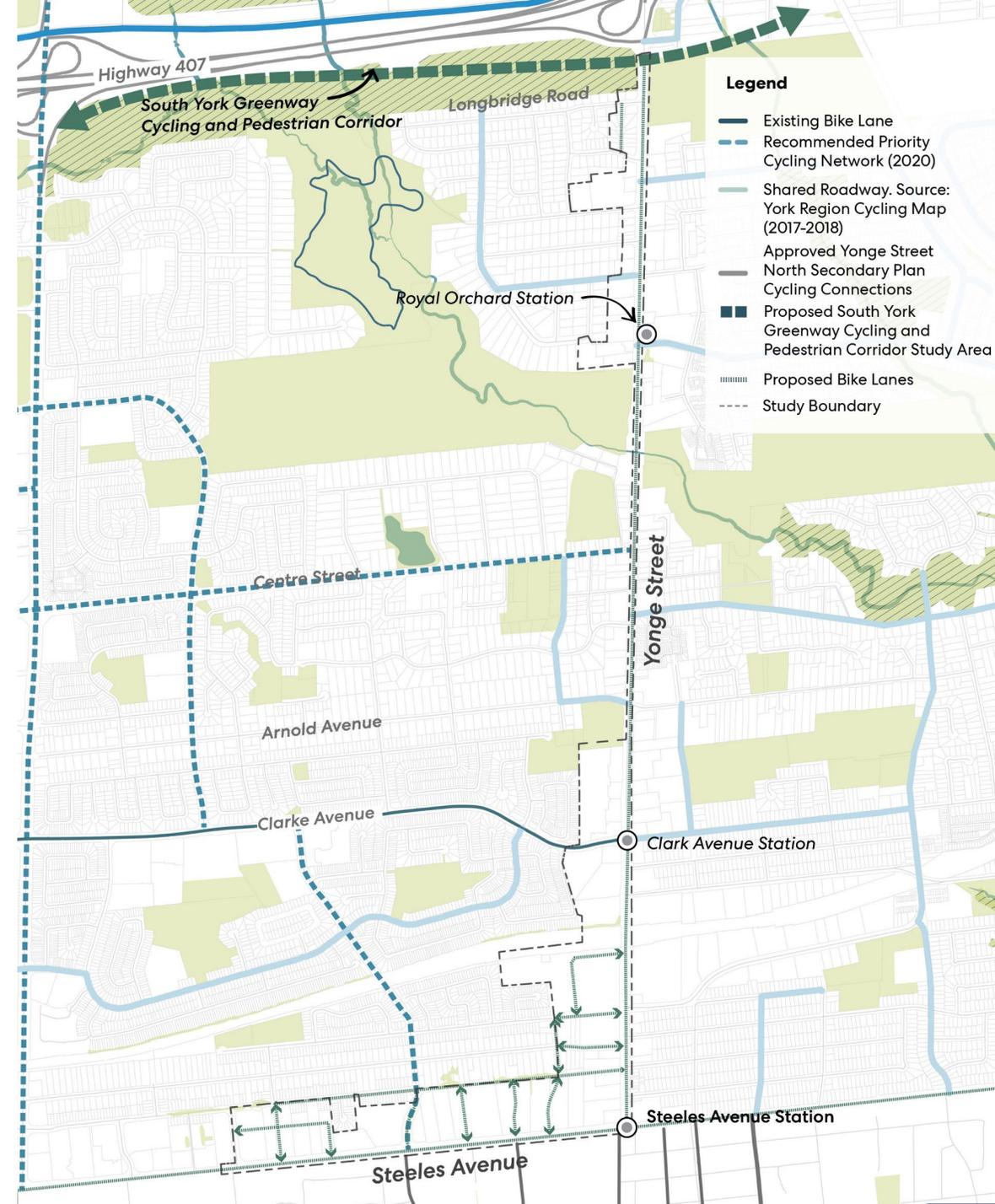
Figure 8. Road Classifications

Cycling Network

- Existing dedicated bike lanes along Clarke Avenue
- Bike lanes proposed on Yonge Street as part of York Region's South Yonge Street Master Plan
- New local roads planned in the Secondary Plan area will have **protected bike lanes**, some of which connect to bike lanes proposed in the City of Toronto's Yonge Street North Secondary Plan

Data Sources

- Street network: Secondary Plan
- Cycling network: 2020 Pedestrian and Bicycle Master Plan Update, South Yonge Street Master Plan, Project team input for new routes



Land Use and Density

- The South Area has predominantly High-Rise Mixed-Use designations along Yonge St and Steeles Avenue
- The North Area has predominantly Mid-Rise & Low-Rise Mixed-Use designations
- Mandatory retail frontage on Steeles Ave West and Yonge Street in South Area

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
- Infrastructure and Utilities
- 1 Density (FSI)
- ① Minimum Target Density
- Height
- Mandatory Retail Frontage
- ⊙ Planned Yonge North Subway Stations
- - Study Boundary



Data Sources

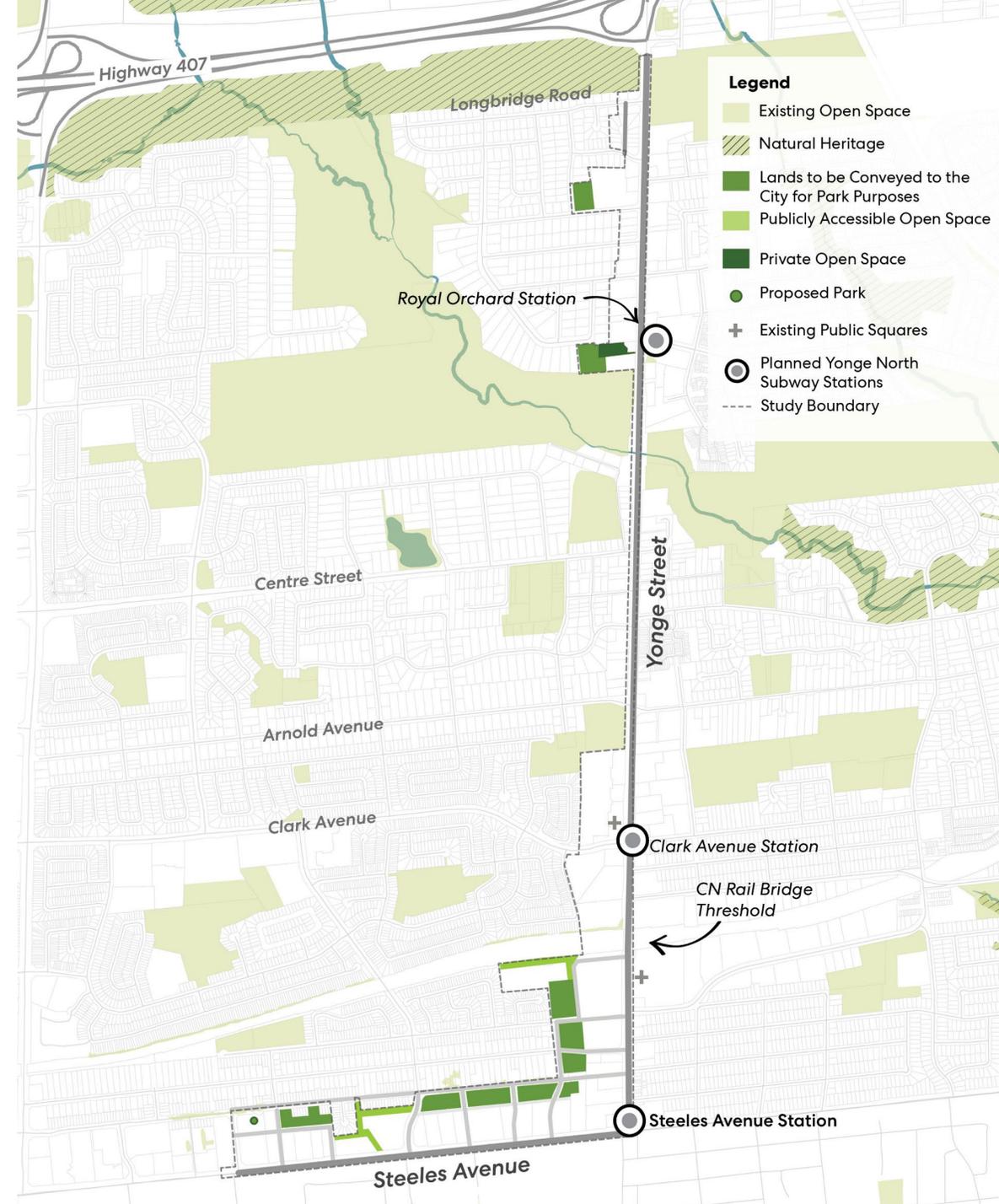
- Land Use and Density: Secondary Plan

Parks and Open Spaces

- Significant **new parkland proposed** in the South Area to support the growing population of Yonge-Steeles
- Two new parks proposed in the North Area

Data Sources

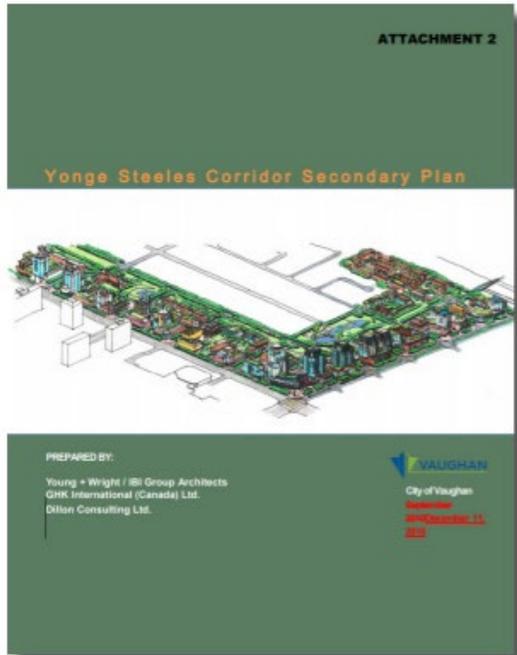
- Open space locations: Secondary Plan



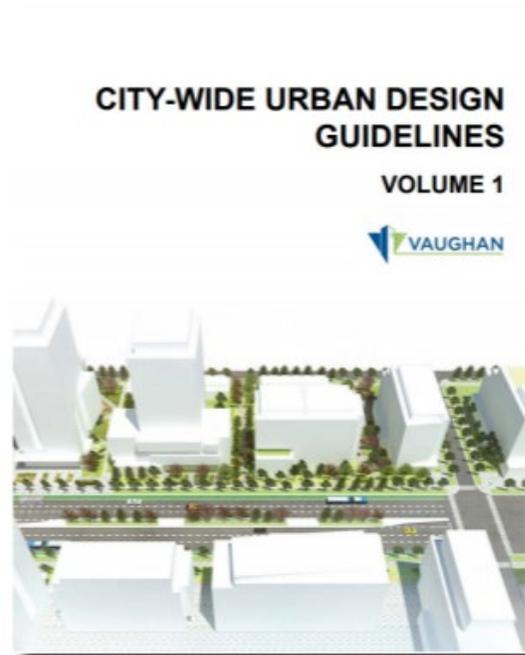
Urban Design Guidelines

Foundational Documents & Format

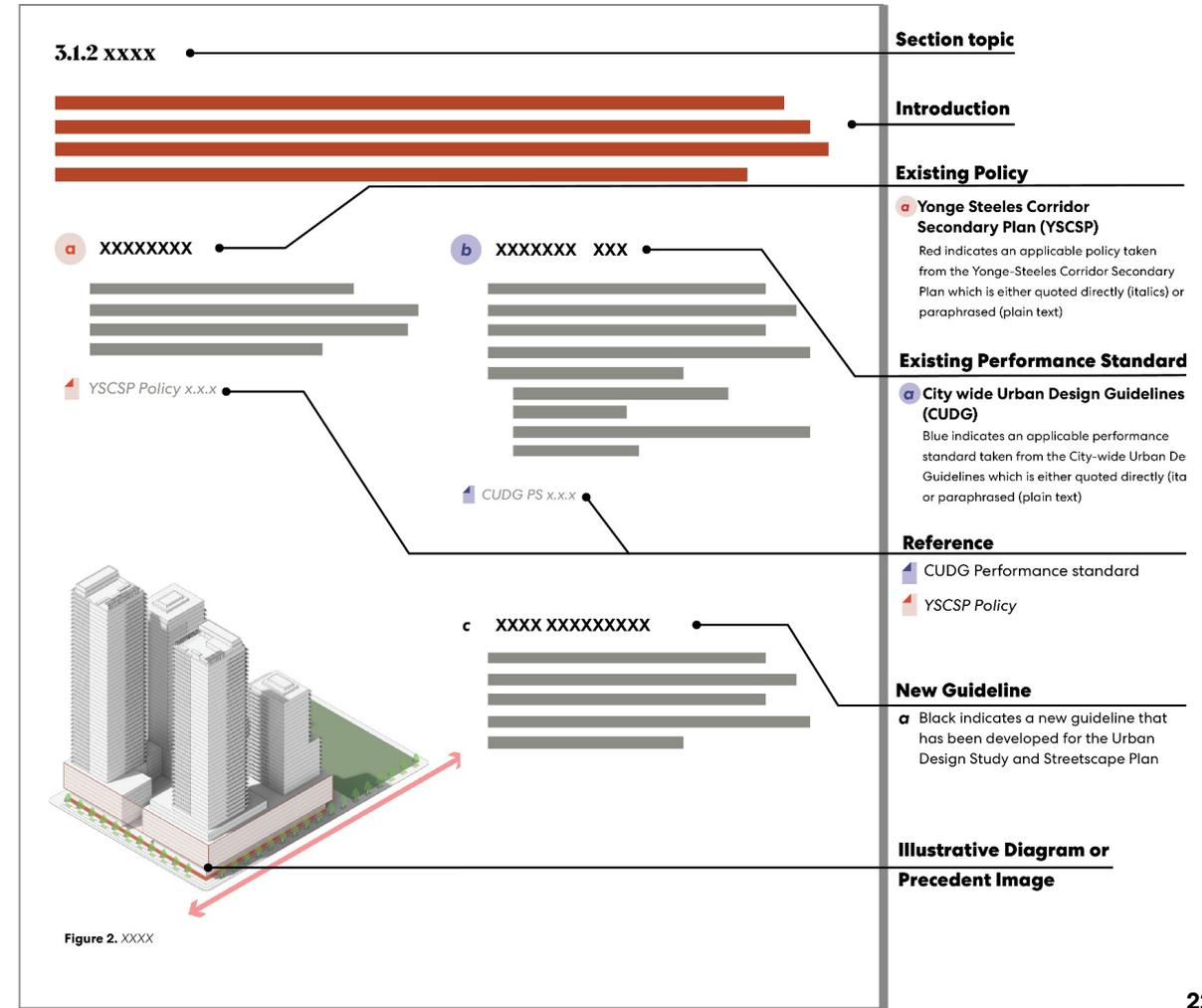
Yonge-Steeles Corridor Secondary Plan (2022)



Vaughan's City-Wide Urban Design Guidelines



Urban Design & Streetscape Guidelines Format

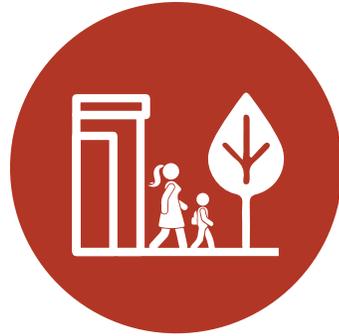


Urban Design Priorities



Active Uses

Conveniently locating a mix of uses and transit supportive elements will promote a vibrant neighbourhood.



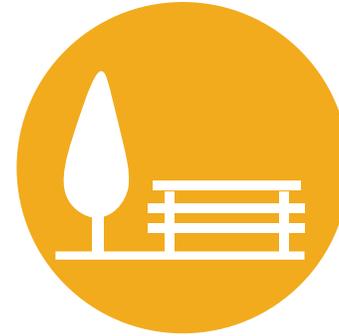
Pedestrian Comfort

The built form and public realm will be physically comfortable.



Good Urban Form

Good urban form is context-driven and enhances user experience.



Distinct Open Spaces

Open spaces will be iconic and meaningful additions to the neighbourhood.



Sustainability & Resilience

Buildings will be shaped to be sustainable and open spaces will have restorative in function.

Good Urban Form: Goals



Views are maximized while negative impacts on neighbouring buildings and the public realm are minimized.



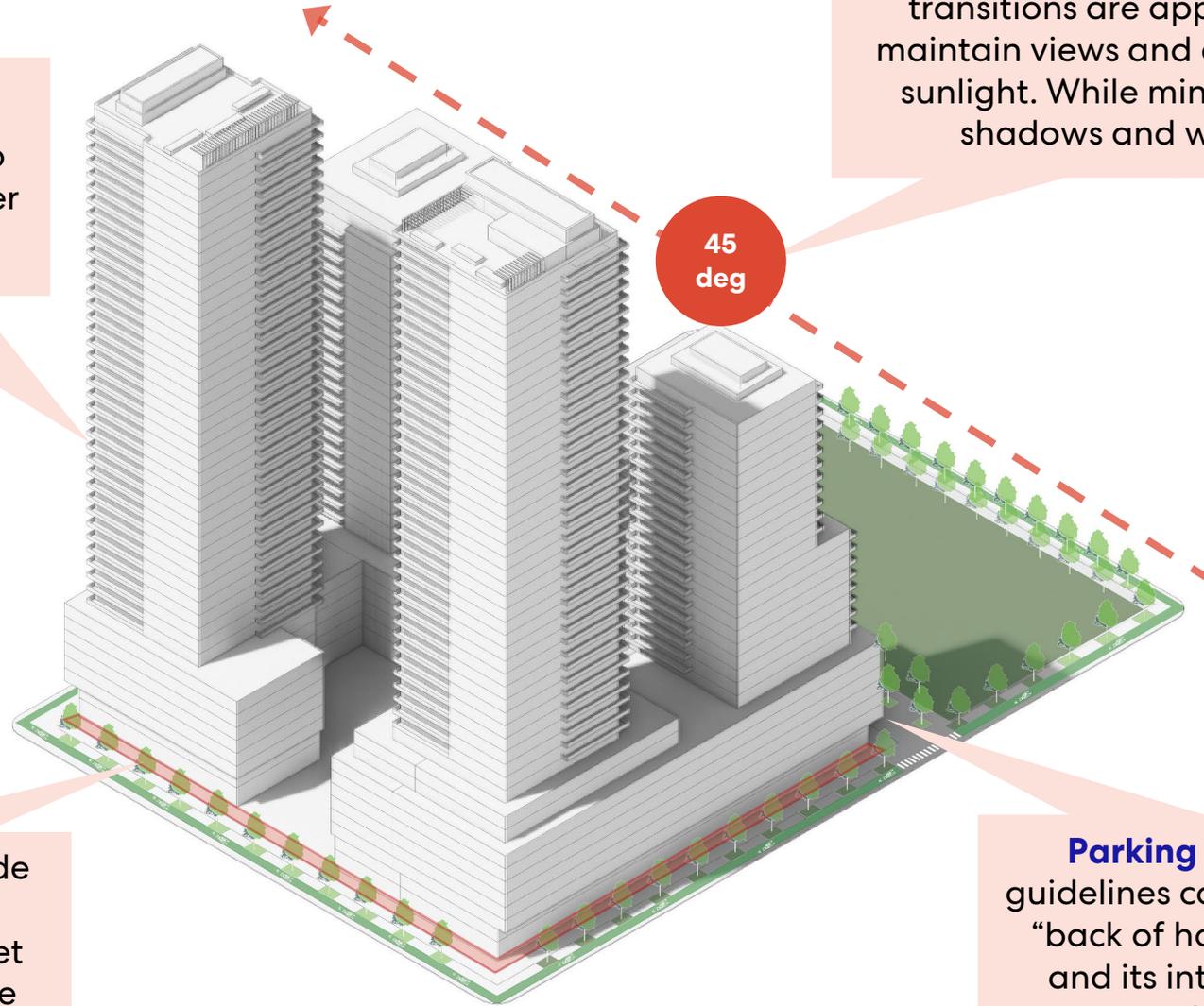
Heritage buildings and sites are respected.



Support a range of activities and amenities in front of the building.

Good Urban Form: Strategies

Building Location and Orientation responds to the context and character of the Corridor



Angular Planes and Transitions guidelines ensure appropriate transitions are applied to maintain views and access to sunlight. While minimizing shadows and wind

45 deg

Setback guidelines provide minimum setbacks to establish a coherent street edge that supports active uses and vibrant streets

Parking and Servicing guidelines consider the design “back of house” operations and its interface with the public realm

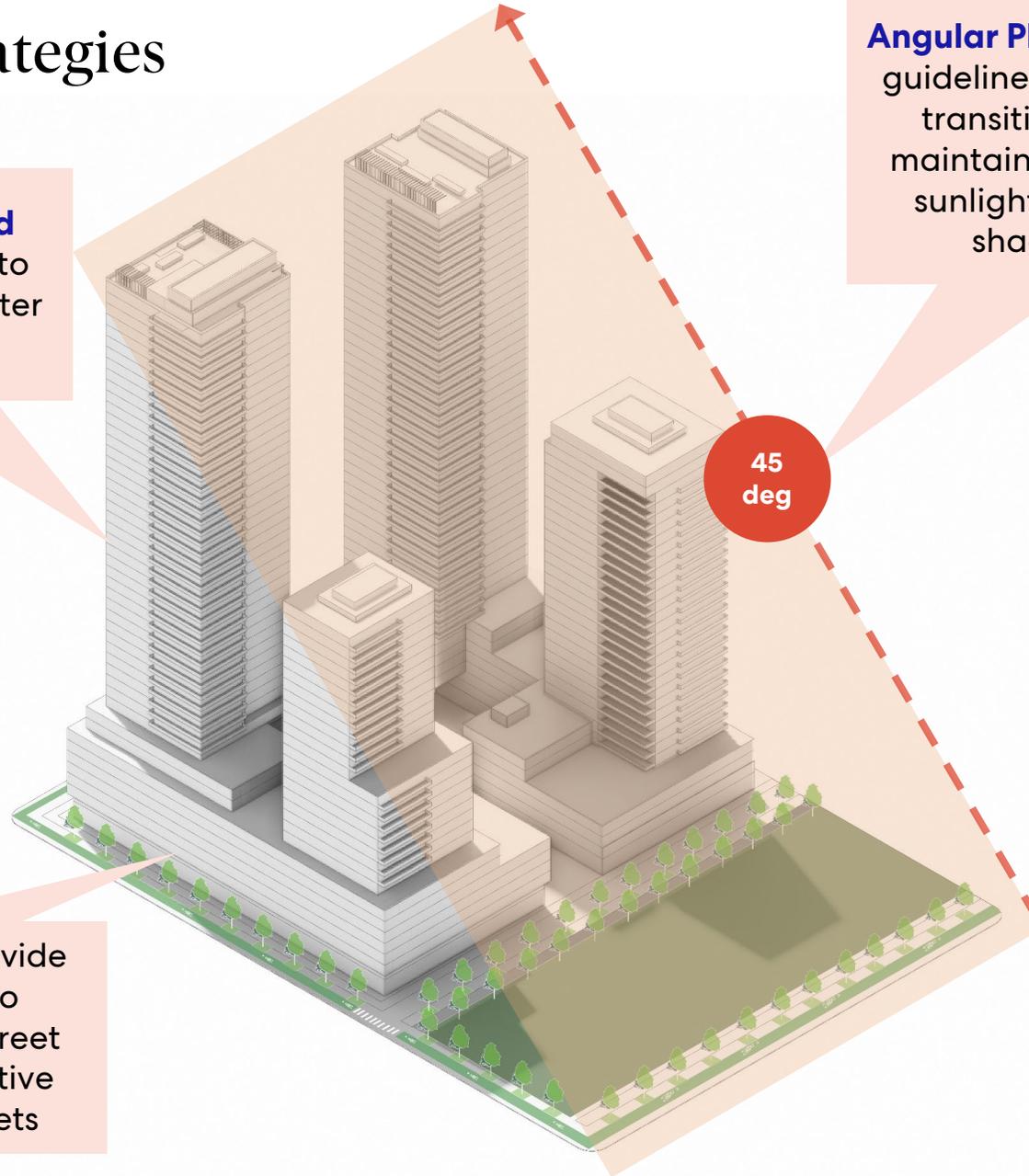
Good Urban Form: Strategies

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45 deg



Good Urban Form: Strategies Cont'd

Setback Conditions

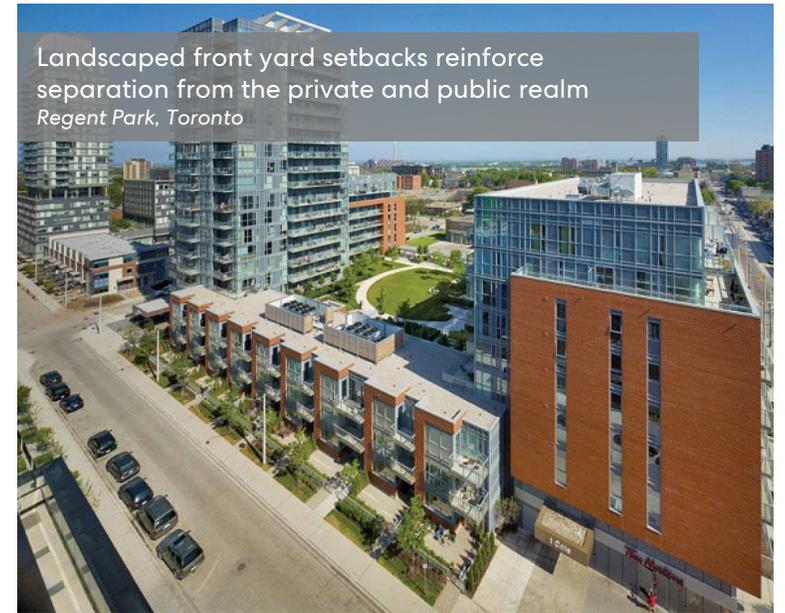
Parks and Open Space Condition



Yonge St, Steeles Ave, and Commercial Condition



Residential Condition



Heritage Condition



Pedestrian Comfort: Goals



Maximize access to sunlight and provide protection from wind for people to gather and enjoy outdoors.



Scale buildings to improve the pedestrian experience.

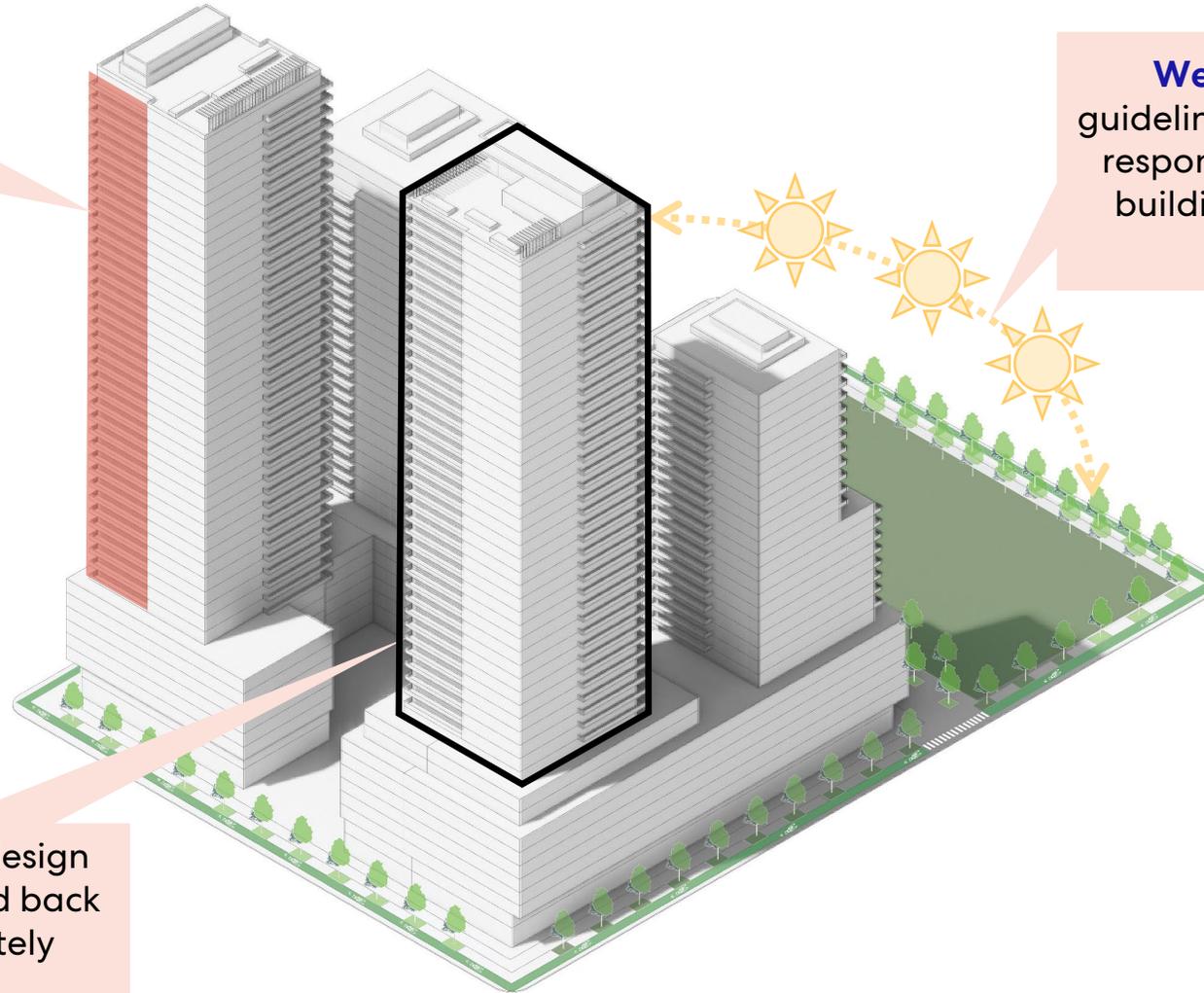


Create comfortable streets with space for trees and benches.

Pedestrian Comfort: Strategies

Balconies and Projections

guidelines encourage context-specific design considerations for building articulation



Weather Protection

guidelines help direct climate responsive design through building articulation and materials

Upper building design should be stepped back and appropriately scaled

Active Uses: Goals



Promote active uses like restaurants, cafes and community facilities on the ground floor.

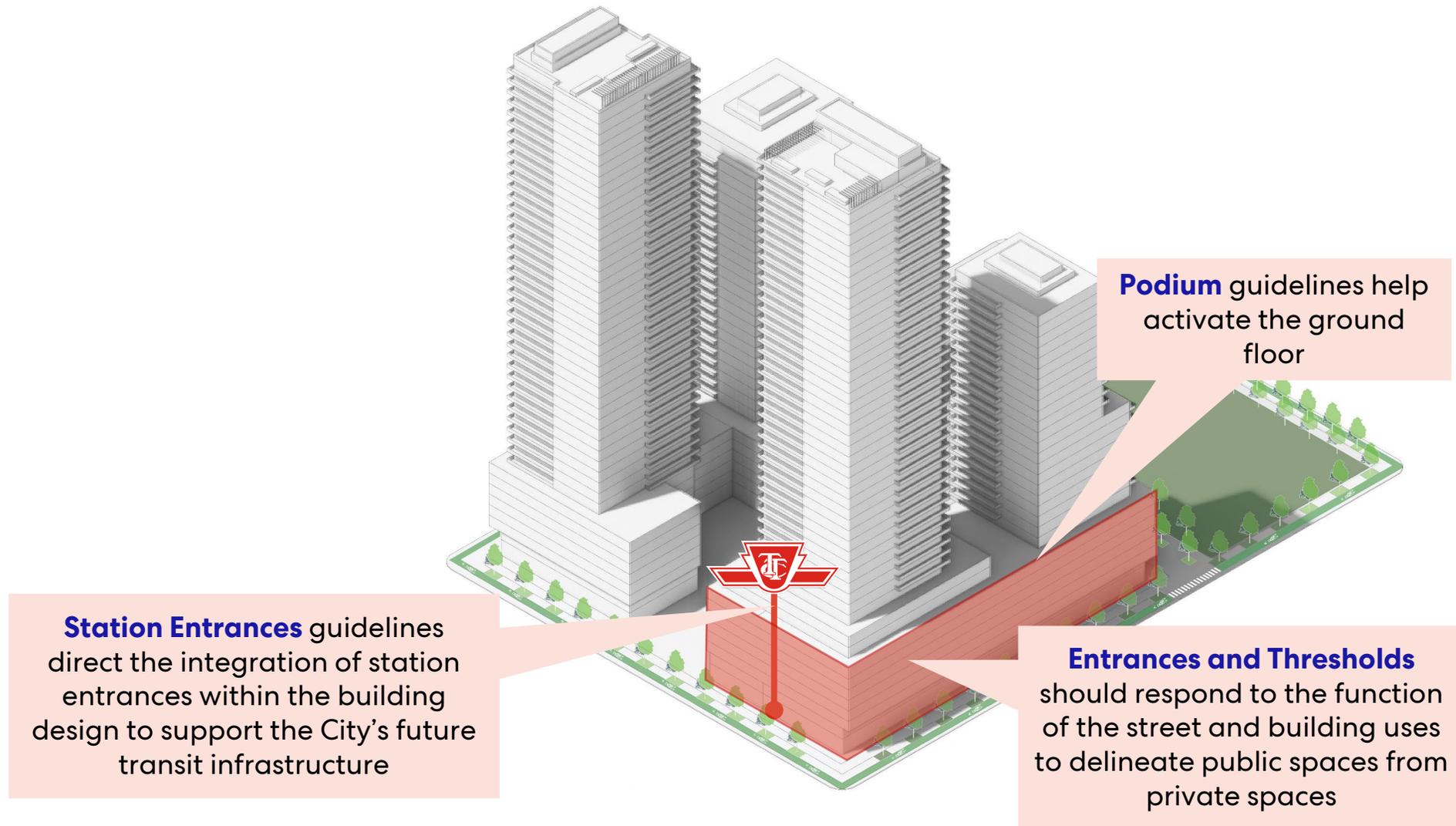


Encourage people to use transit by supporting access to stations from the sidewalk and within mixed-use development.



Support diversity of uses within walking distance.

Active Uses: Strategies



Distinct Open Spaces: Goals



Design open spaces with a pedestrian-first approach.



Public open spaces are high-quality, meaningful additions to the city and local neighbourhood.



Develop synergies between economic growth, ecological sustainability, active living, and sense of community.

Distinct Open Spaces: Strategies

Lighting guidelines offer suggested lighting zones which respond to context-based needs to ensure open spaces are usable and lively

Public Art guidelines highlight key opportunities for public art within the Corridor.

Privately Owned Public Spaces (POPS) will form key linkages and contribute to a finer grain of pedestrian connectivity.



Parks guidelines provide design direction for a range of park types, from more intimate spaces to larger recreational fields.

North Area
South Area



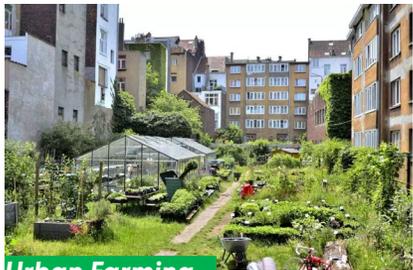
Distinct Open Spaces: Strategies Cont'd

Parks Programming

Passive/ecological



Native garden



Urban Farming



Greenscape

Sports and Play



Sports court



Splash pad



Kids play area

Community



Community gathering space



Urban Plaza



Outdoor shade structure

Recreational



Continuous pedestrian & cycle path



Group activities



Dog Park

Distinct Open Spaces: Strategies Cont'd

Public Art

Public Art at Parks and Open Spaces



Public Art at Key Destinations

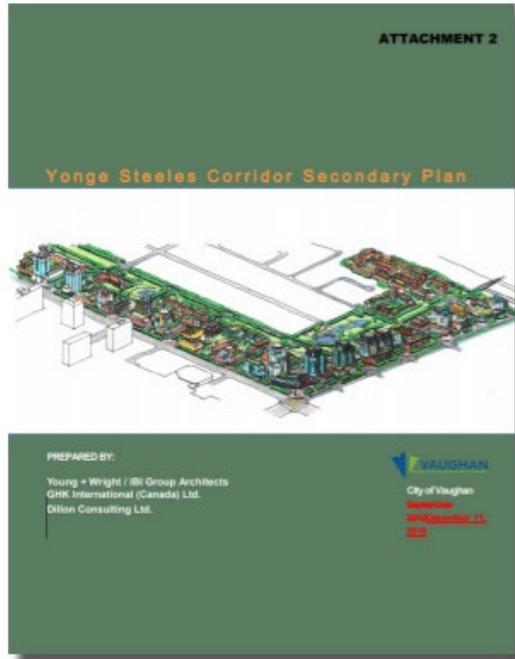


Public Art on Private Development

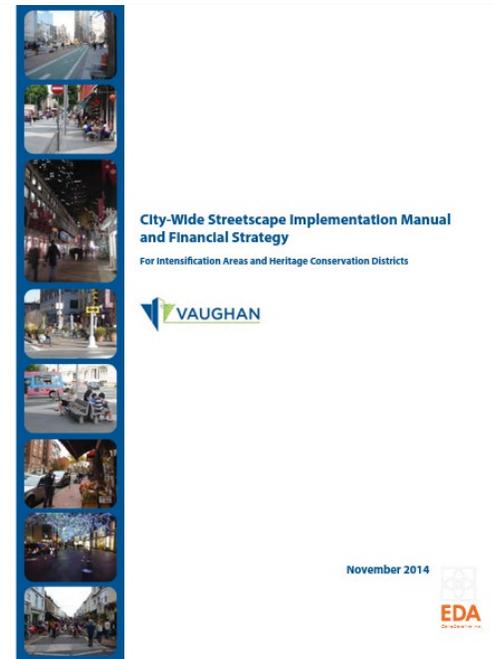


Streetscape Plans

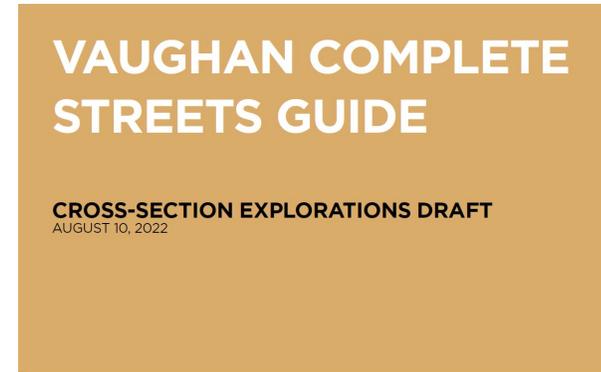
Foundational Documents



**Yonge-Steeles
Corridor Secondary
Plan (2022)**



**City-wide Streetscape
Implementation
Manual and Financial
Strategy (2014)**



**Vaughan Complete
Streets Guide
(ongoing)**



**South Yonge Street
Corridor Master
Plan update (2020)**

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



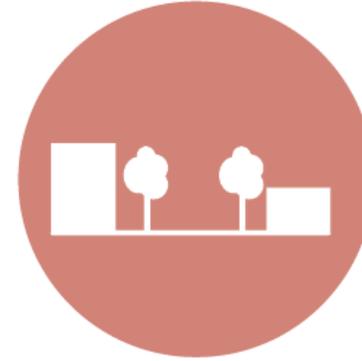
Active Transportation

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.

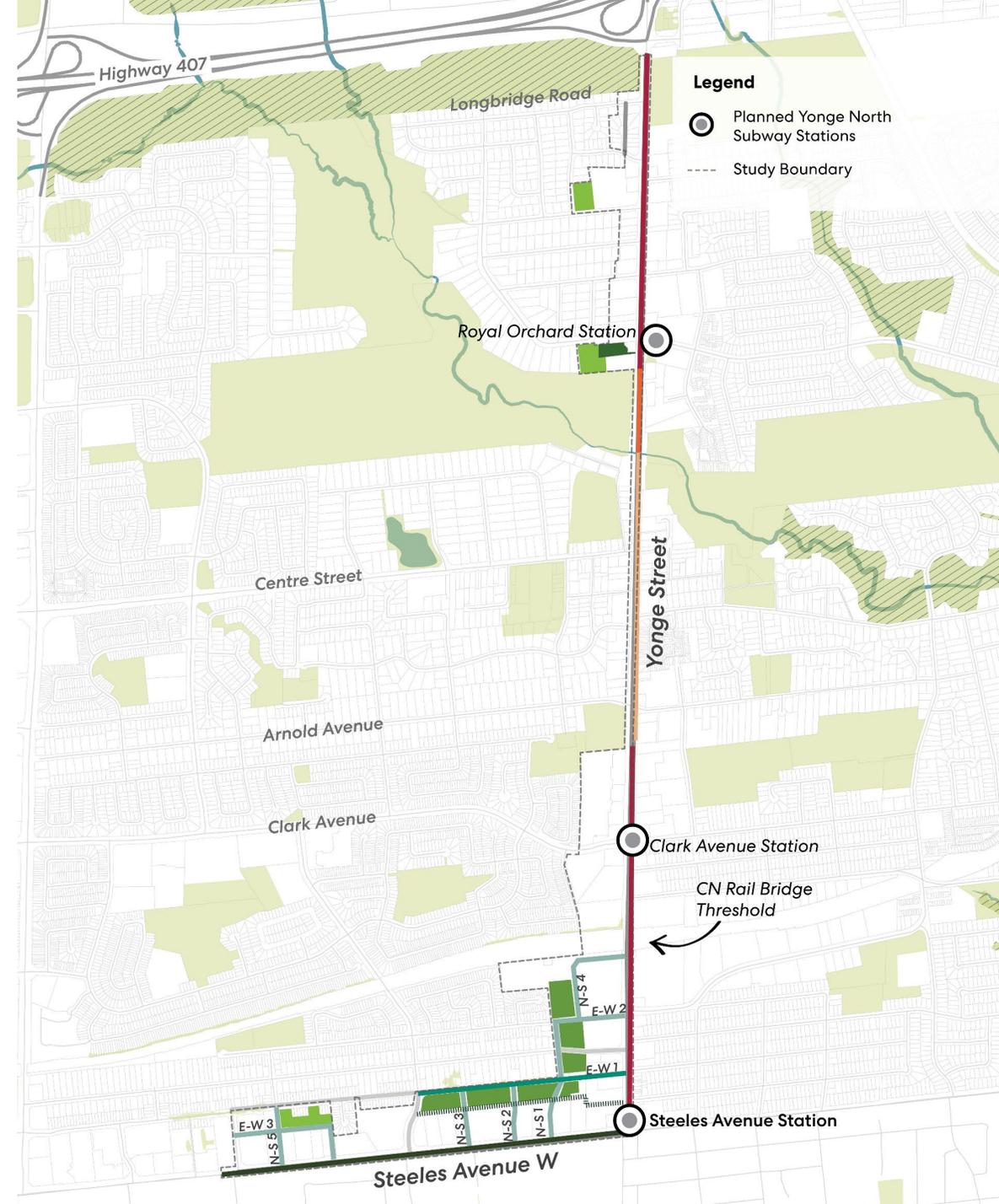


Green Infrastructure

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

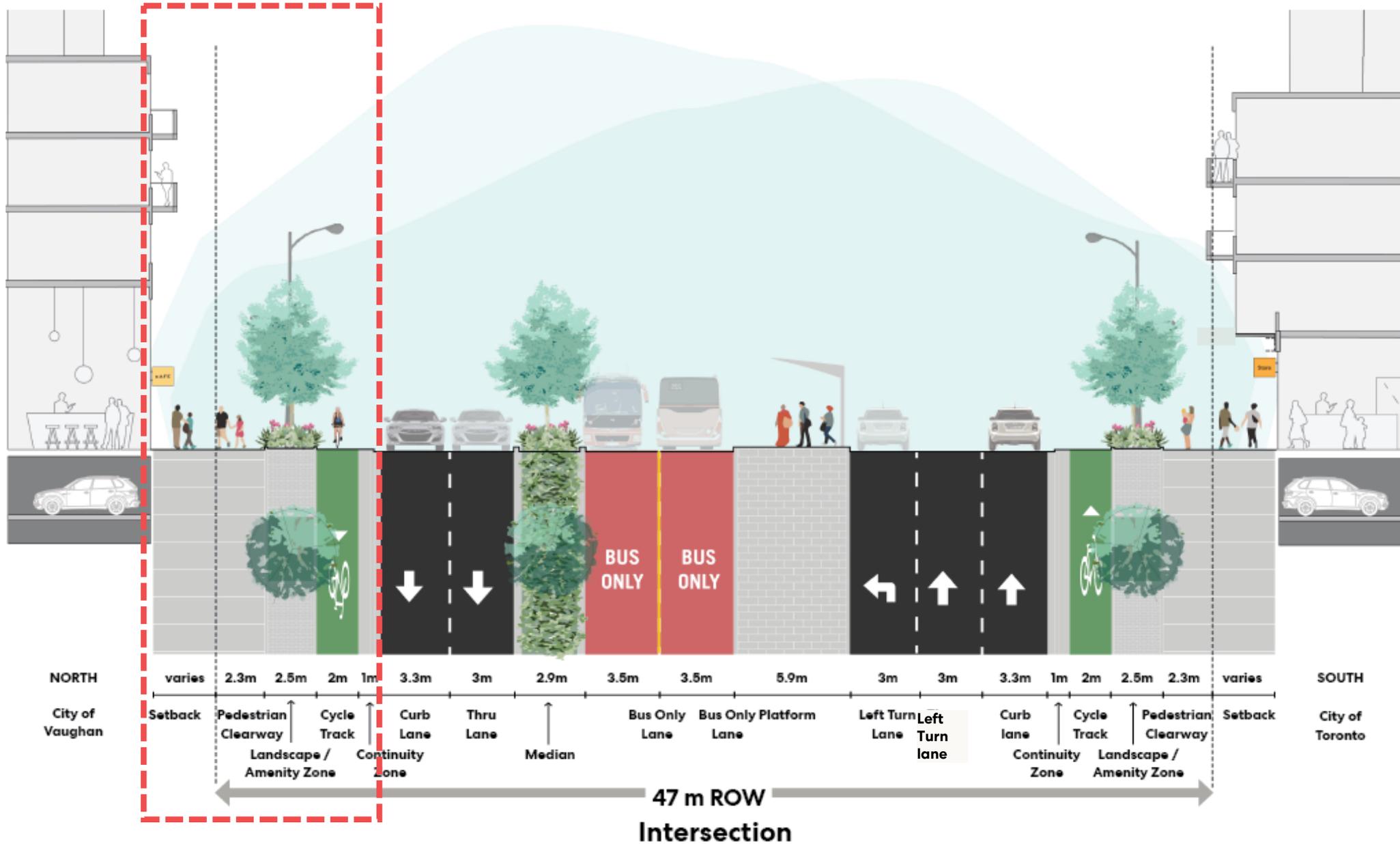
Streetscape Types

-  Steeles Ave W
-  Royal Palm Drive
-  New Local Streets
-  Yonge St (Typical)
-  Yonge St (Heritage)
-  Yonge St (Don River Bridge)
-  Woonerf



Steeles Avenue West

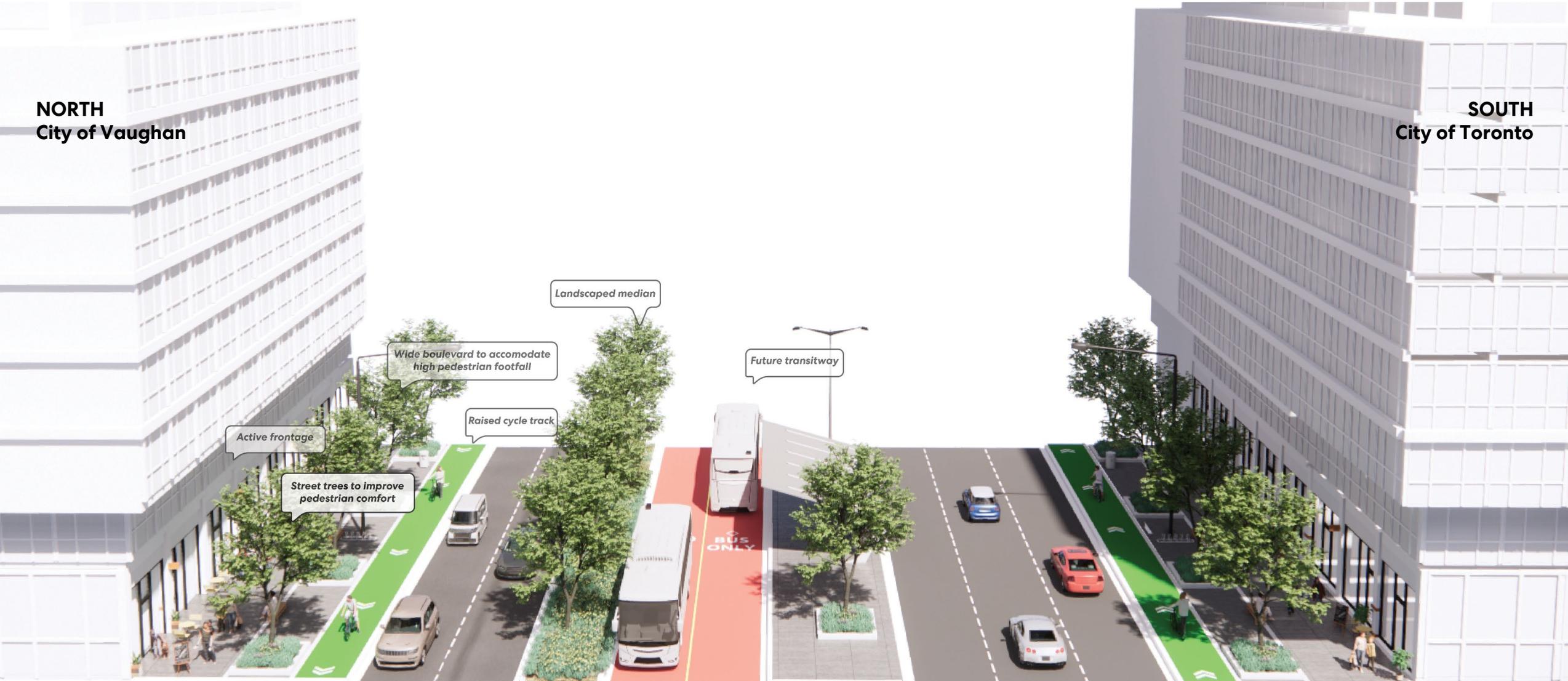
* Section based on preliminary direction from the City of Toronto. To be developed through future EA for Steeles BRT.



Steeles Avenue West

NORTH
City of Vaughan

SOUTH
City of Toronto



Active frontage

Street trees to improve pedestrian comfort

Wide boulevard to accommodate high pedestrian footfall

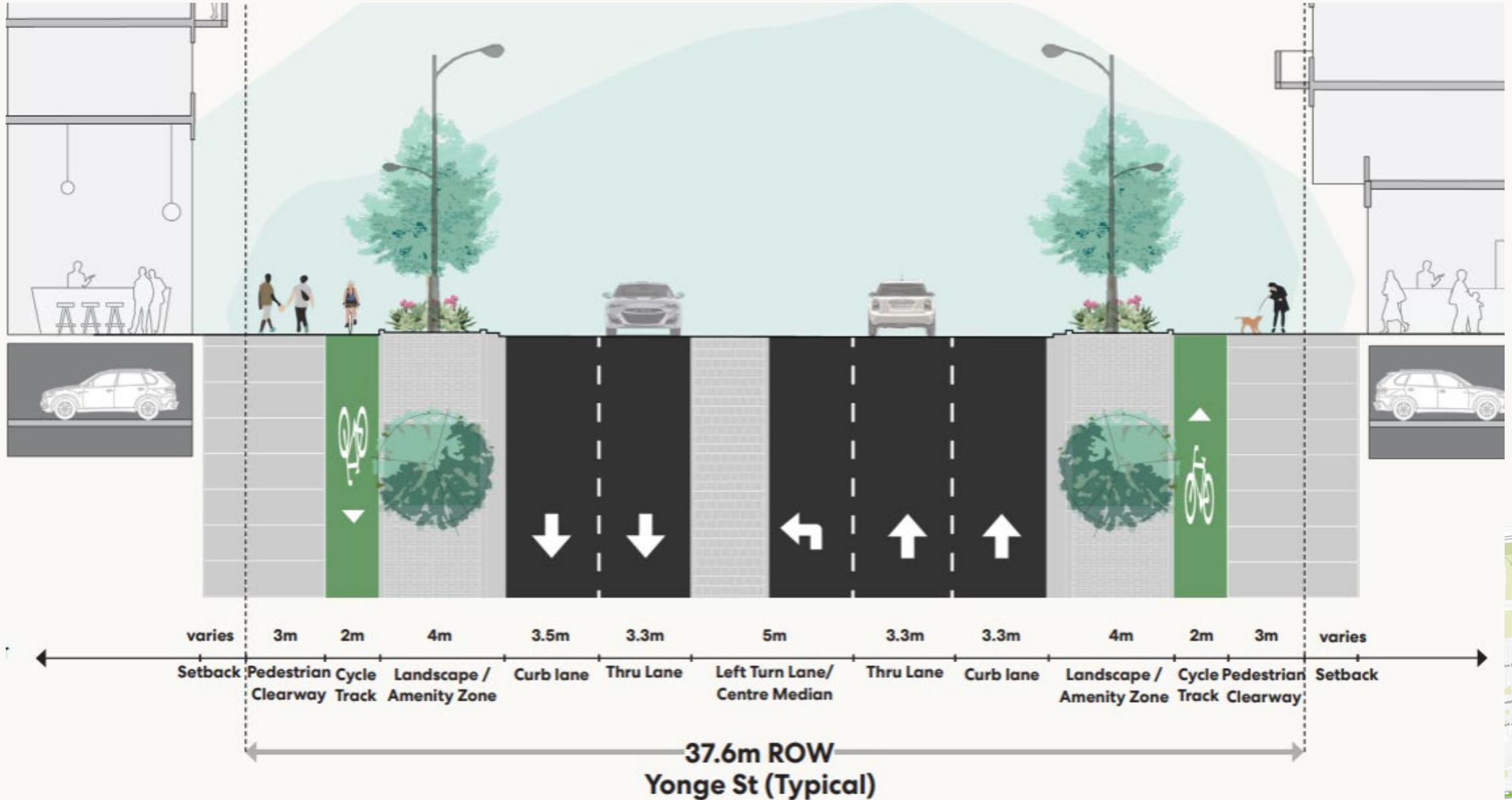
Raised cycle track

Landscaped median

Future transitway

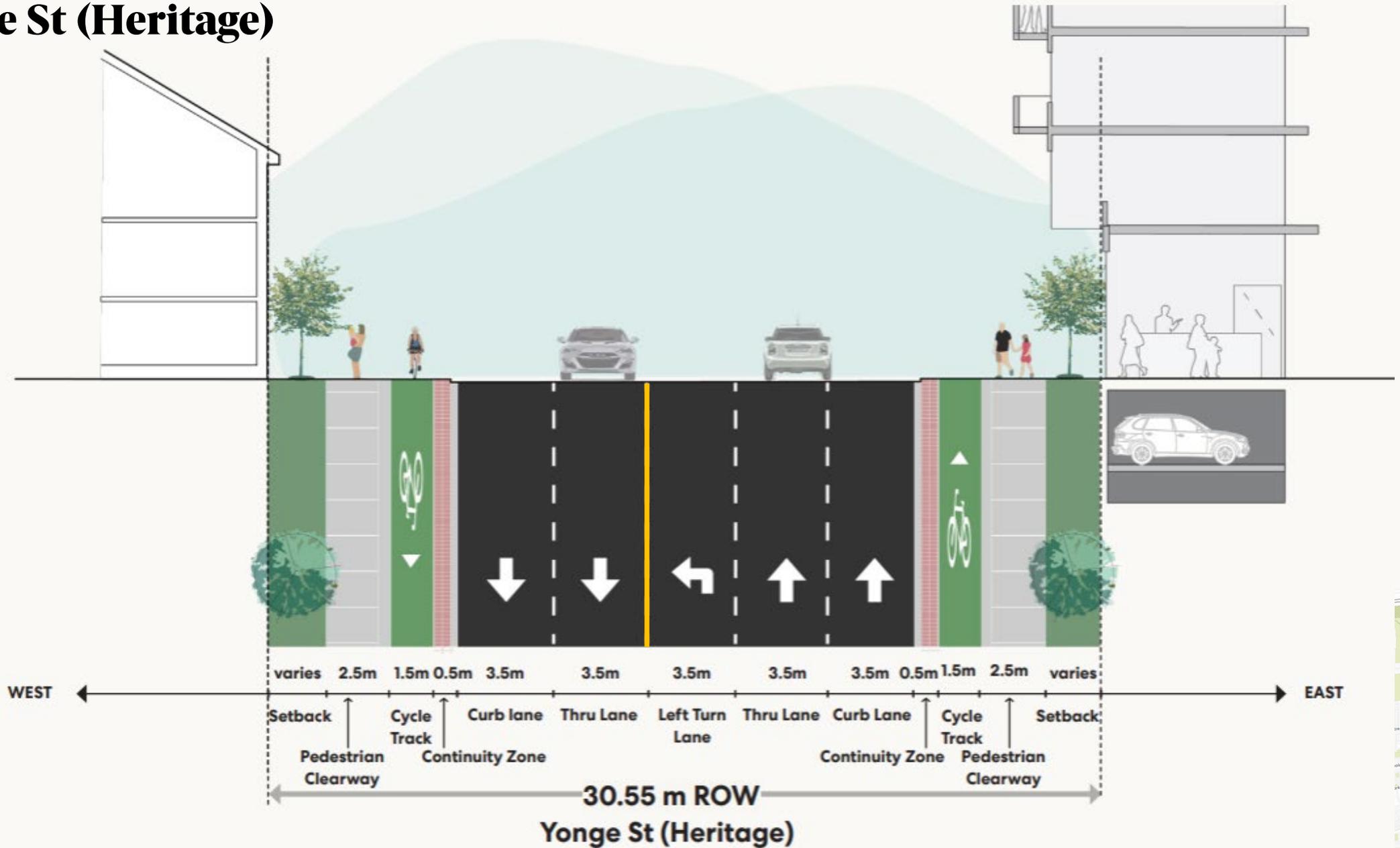
BUS ONLY

Yonge St (Typical)

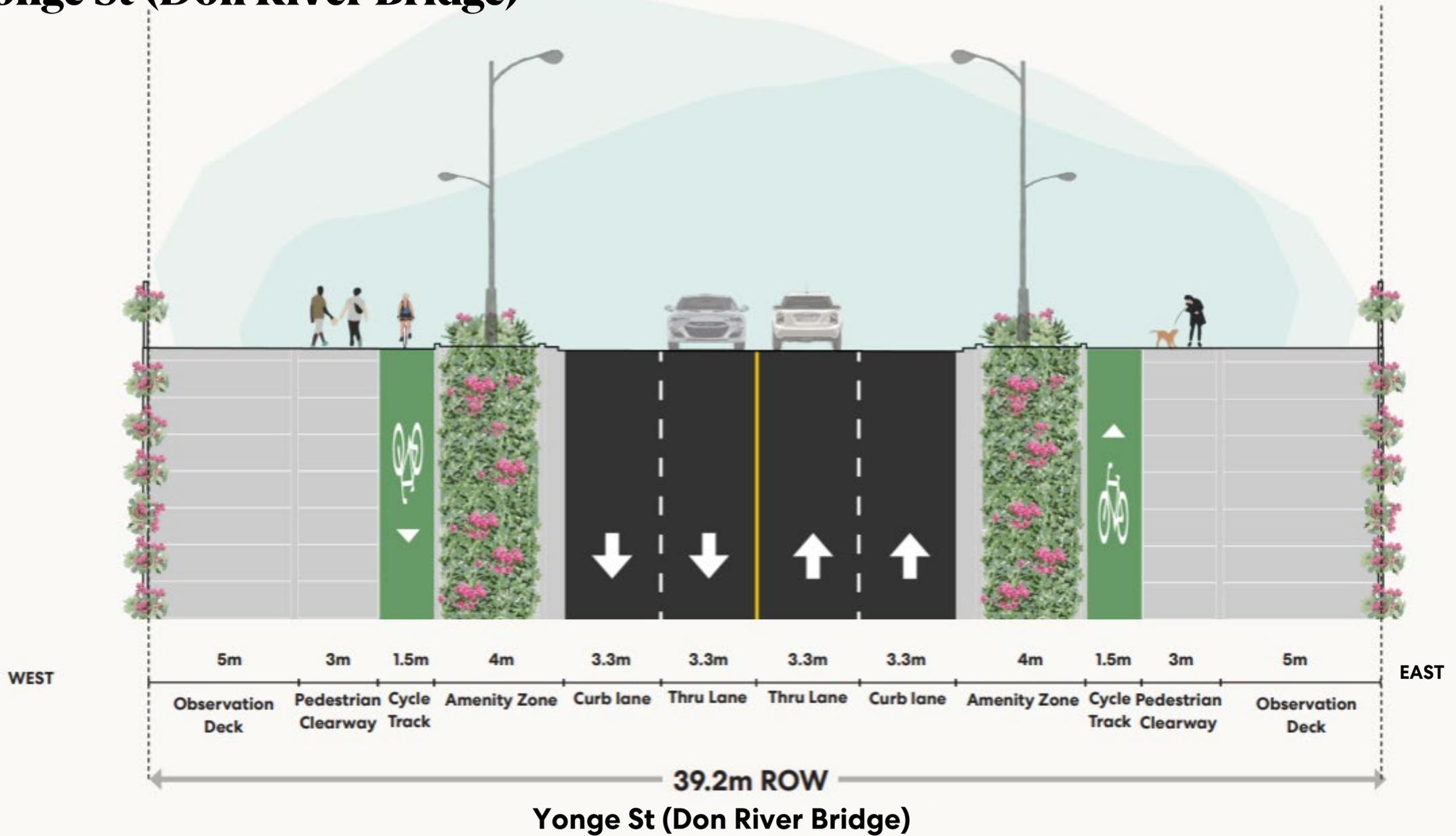


37.6m ROW
Yonge St (Typical)

Yonge St (Heritage)



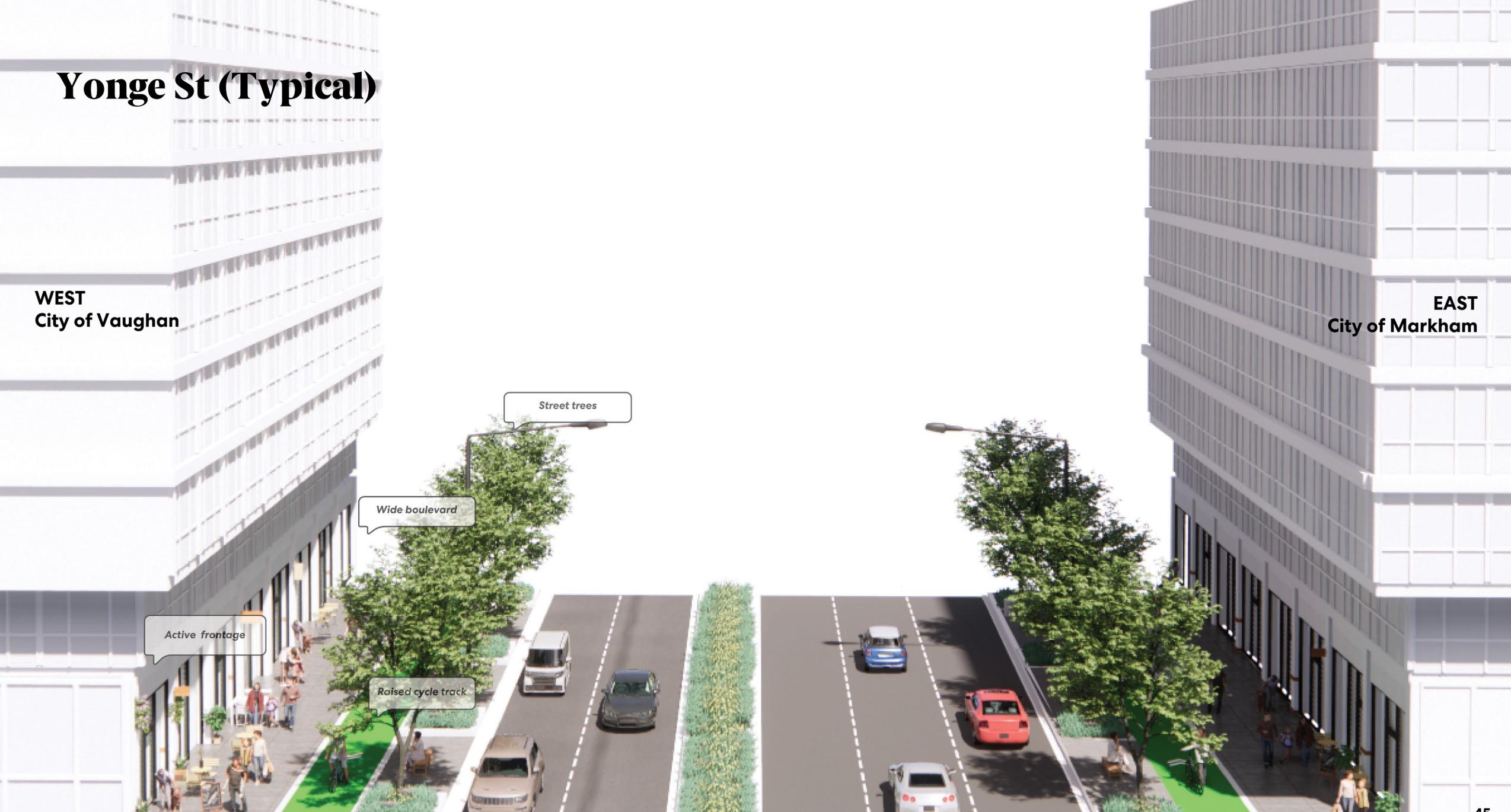
Yonge St (Don River Bridge)



Yonge St (Typical)

WEST
City of Vaughan

EAST
City of Markham



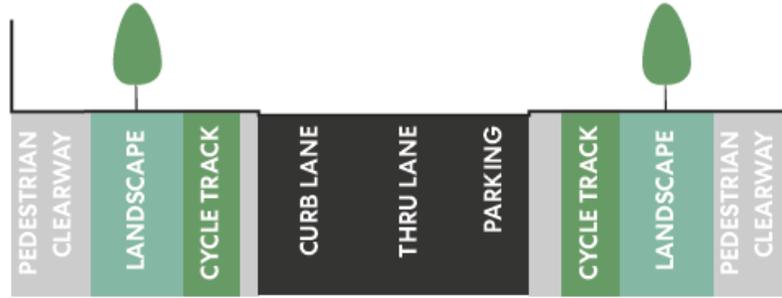
Active frontage

Wide boulevard

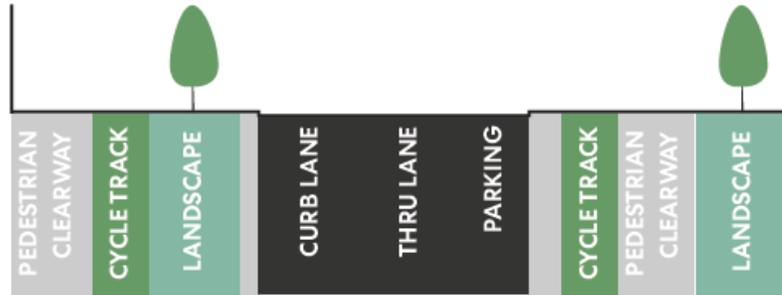
Street trees

Raised cycle track

Royal Palm drive



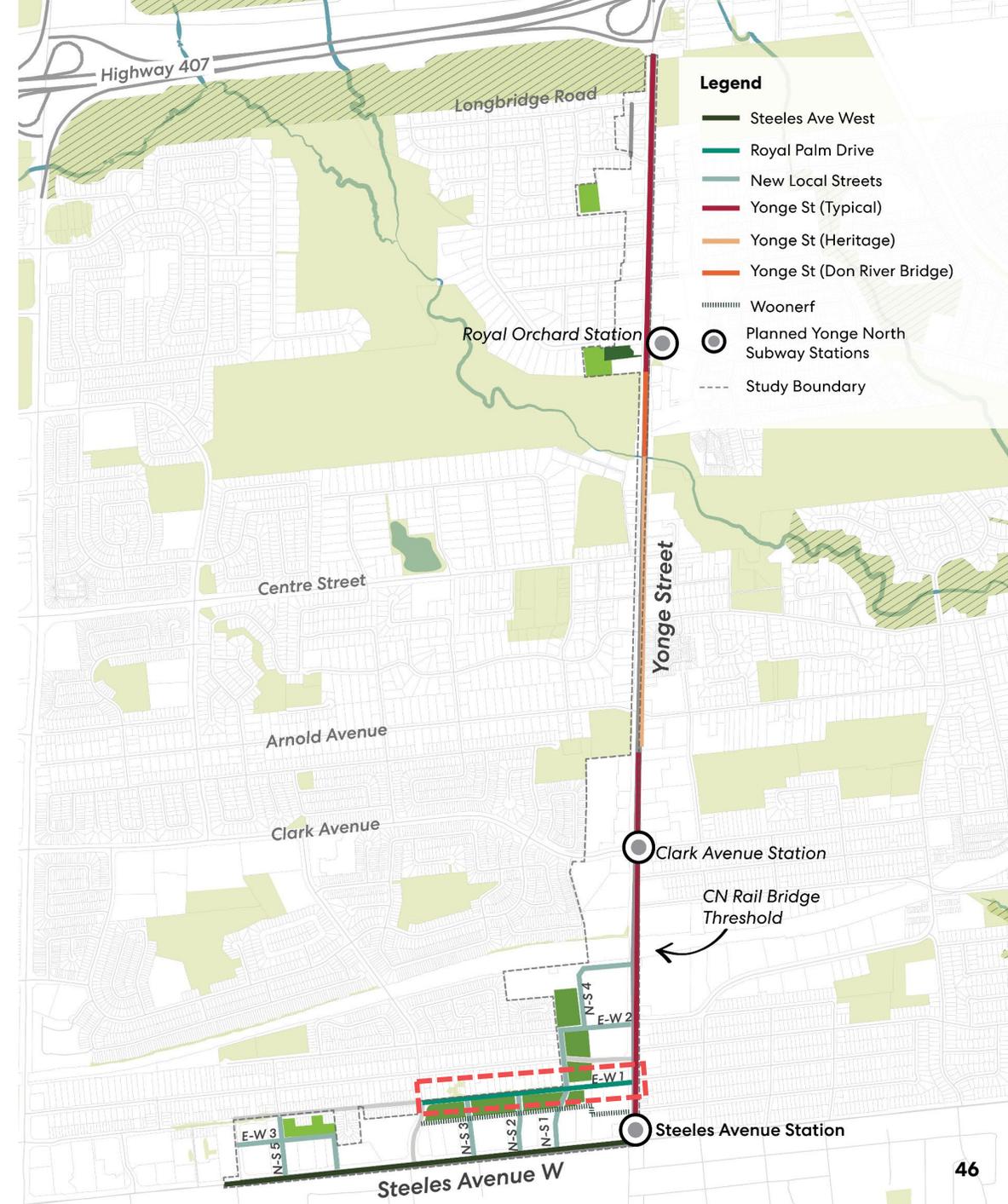
OPTION 1



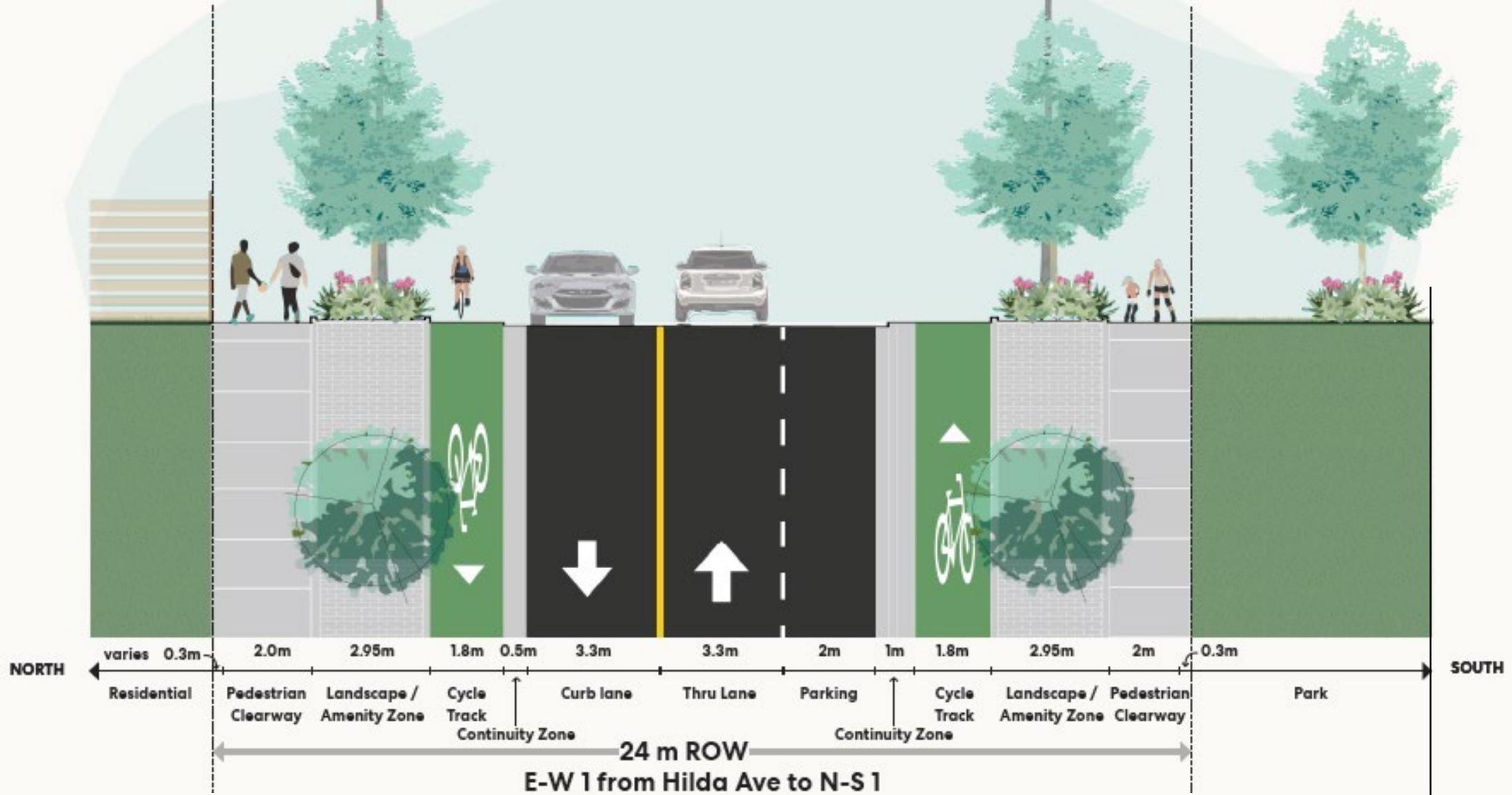
OPTION 2



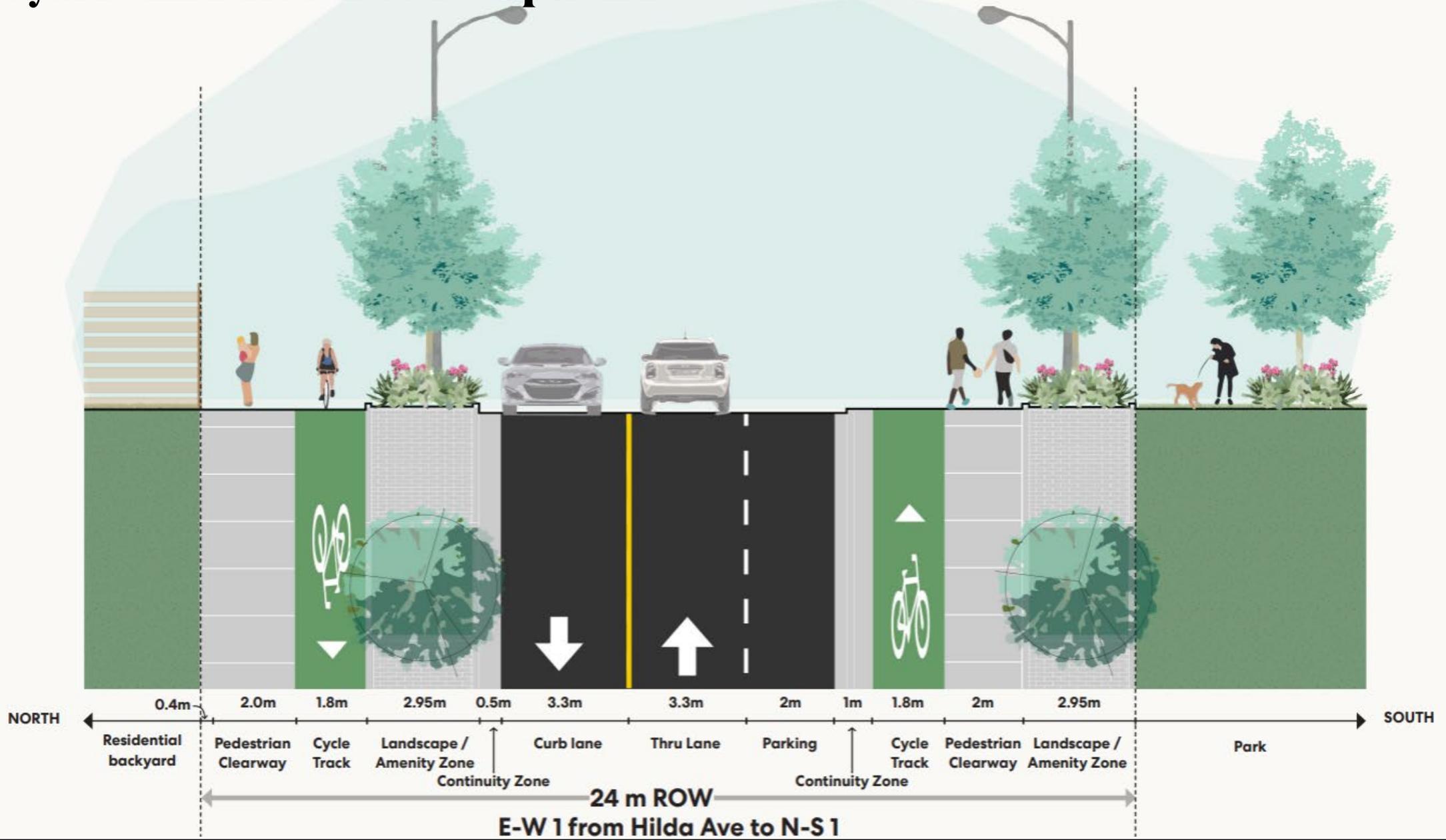
OPTION 3



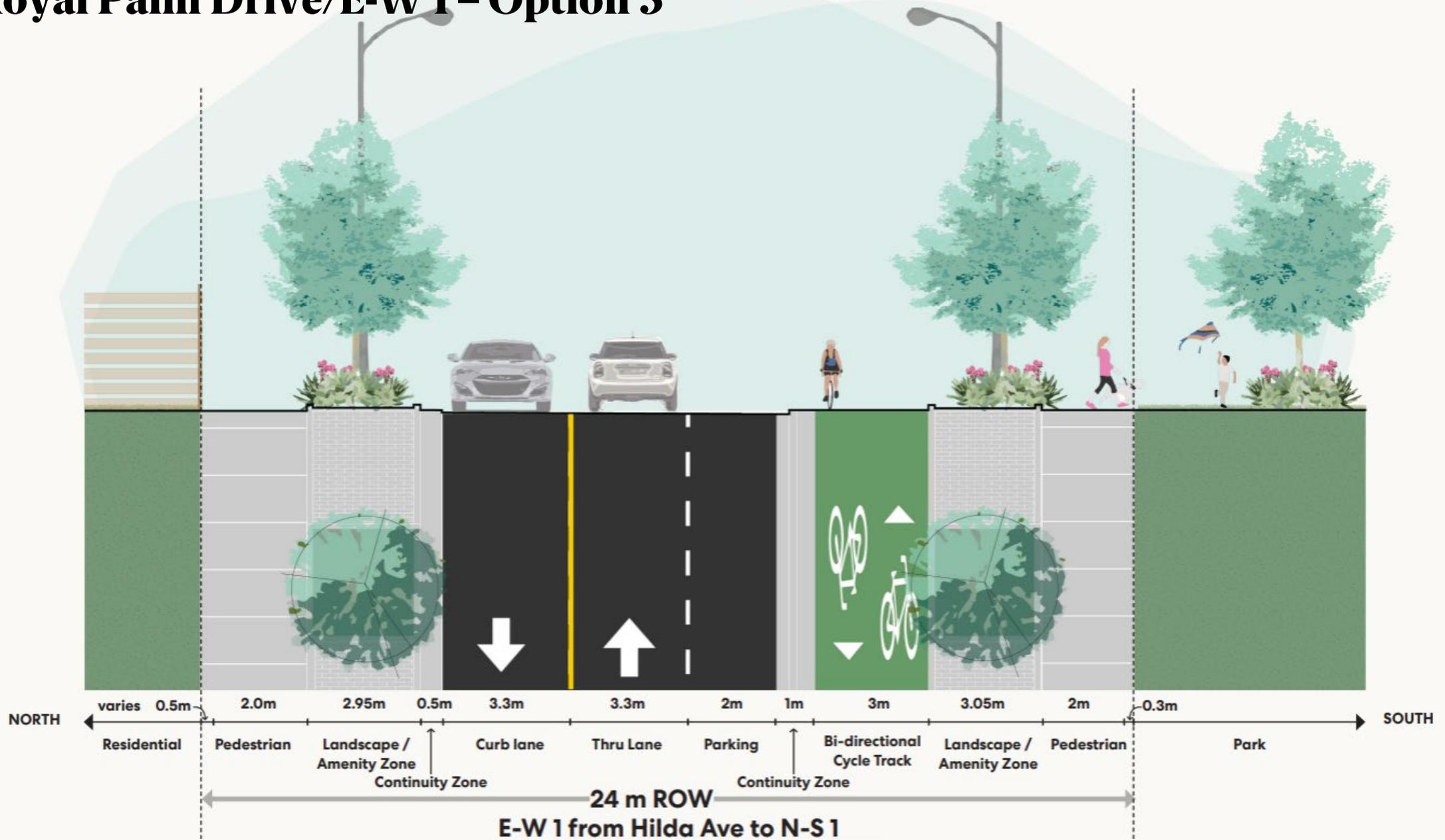
Royal Palm Drive/E-W 1 – Option 1



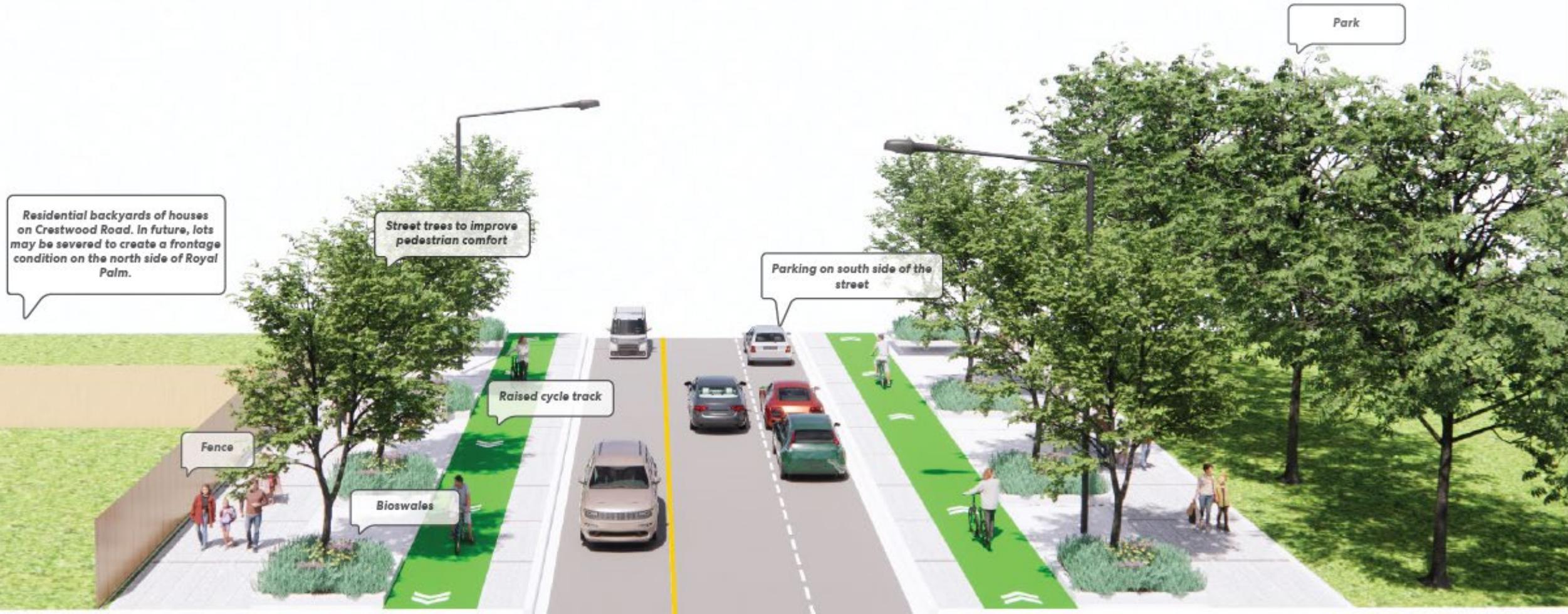
Royal Palm Drive/E-W 1 – Option 2



Royal Palm Drive/E-W 1 – Option 3



Royal Palm Drive/E-W 1 – Option 1



New Local Streets

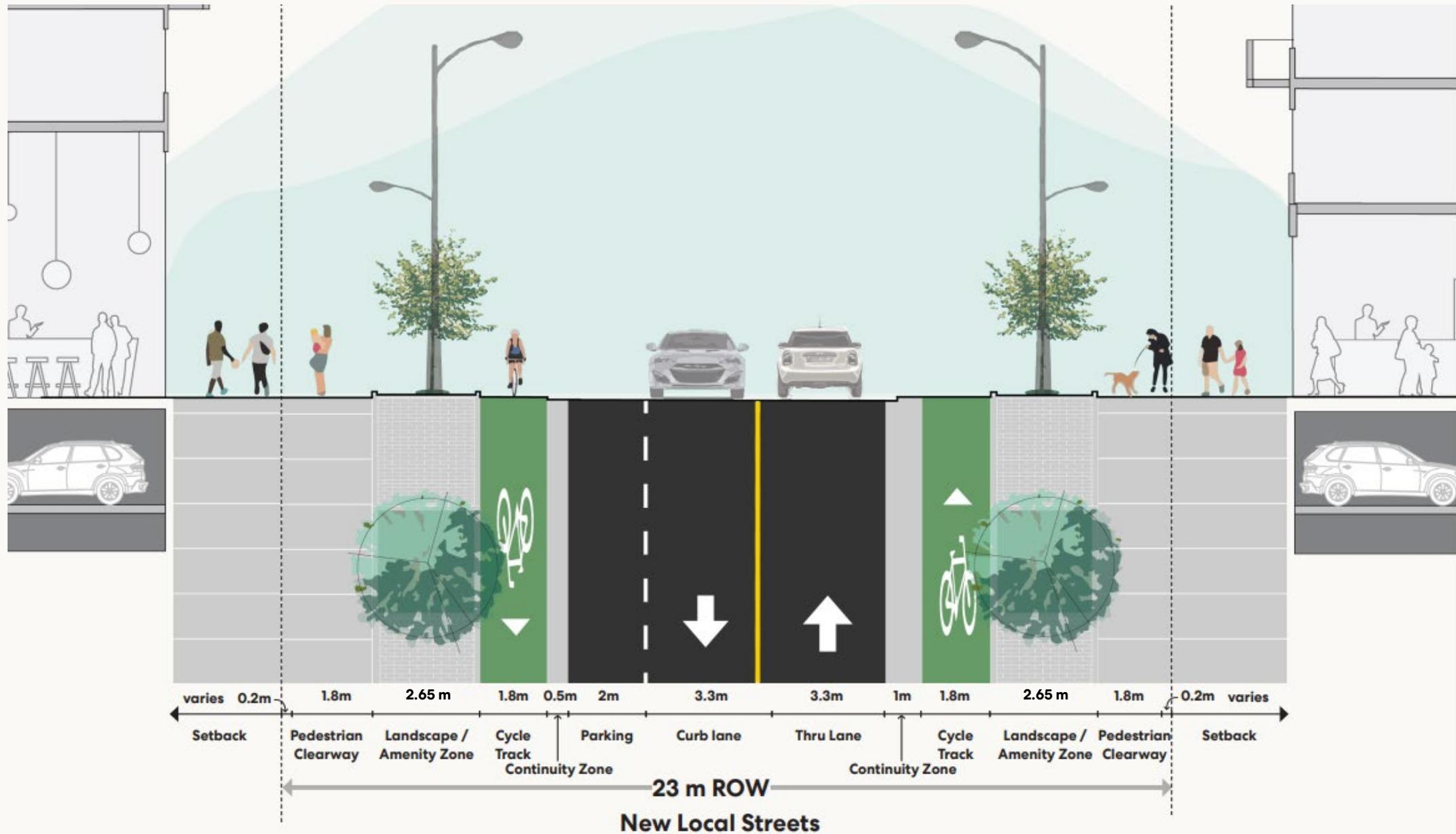
- Seven new local streets in the South Area



Capitol Avenue Streetscape, Springfield IL



New Local Streets



New Local Streets



Retail/Residential frontage

Ornamental trees

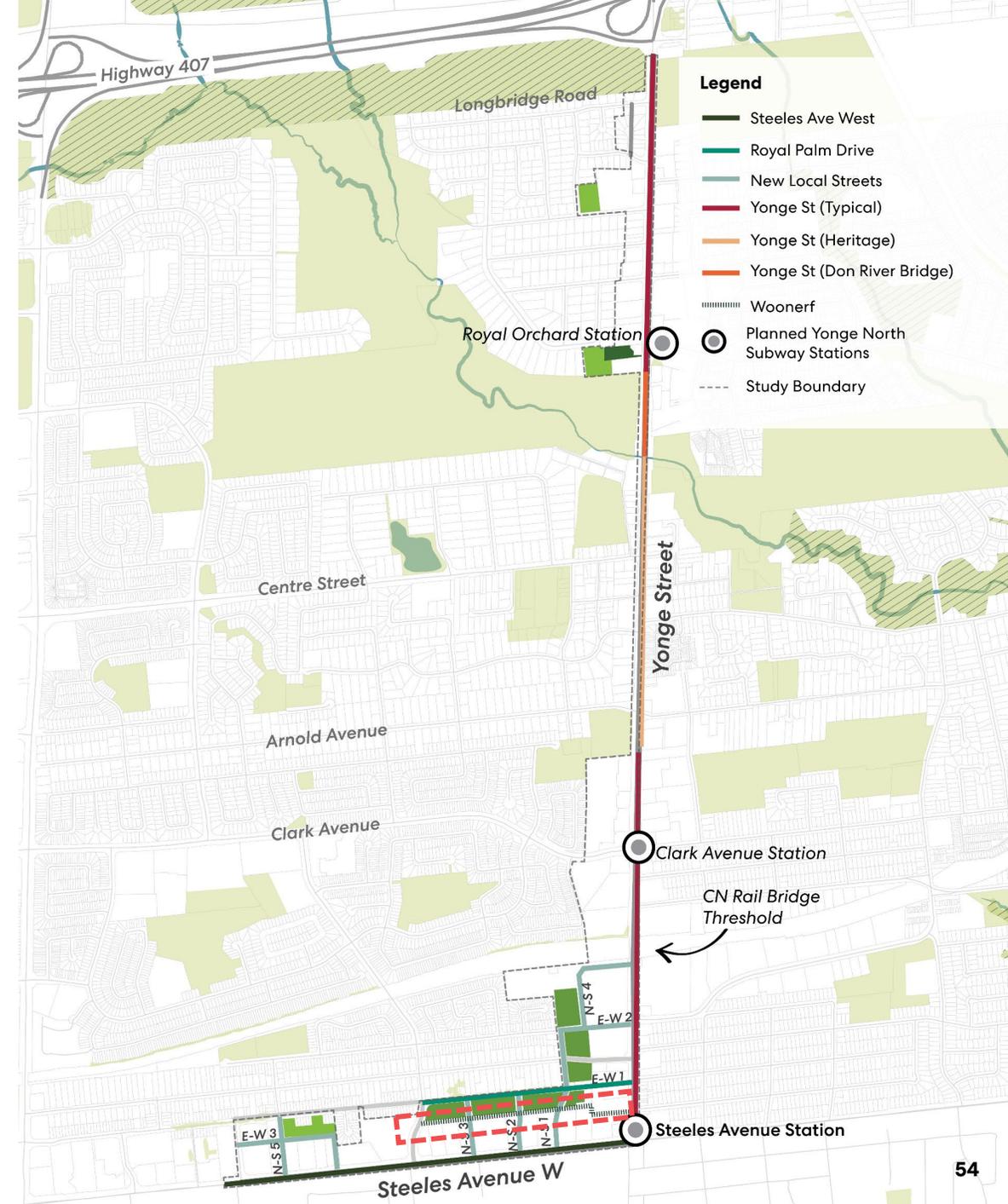
Raised cycle track

Wide boulevard

Retail/Residential frontage

Woonerf

- Private east-west connection between the park and development on Steeles Avenue West



Woonerf



Residential frontage

Paved shared street

Bollards

Street trees for pedestrian comfort

Implementation

Implementation Pathways & Tools

Policy Updates – City of Vaughan

- Active Together Master Plan
- Transportation Master Plan

Capital Projects – City of Vaughan

- Royal Palm Drive Extension
- Powell Avenue Extension

Capital Projects – Others/Joint

- Yonge North Subway Extension
- Yonge South Streetscape Master Plan
- Steeles Avenue BRT

New Development

- Development applications
- Development review by City of Vaughan and commenting agencies
- Development charges
- Community Benefits Charges
- Parkland dedication

Discussion

Next Steps

Timeline

- Feedback period until March 27, 2023
- Revise and finalize the Urban Design and Streetscape Plan
- Council update – late May, 2023

**To learn more visit the
website:**

Vaughan.ca/YongeSteeles

Contact Information

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