



Yonge Street Study
City of Vaughan

Public Open House

March 30, 2009

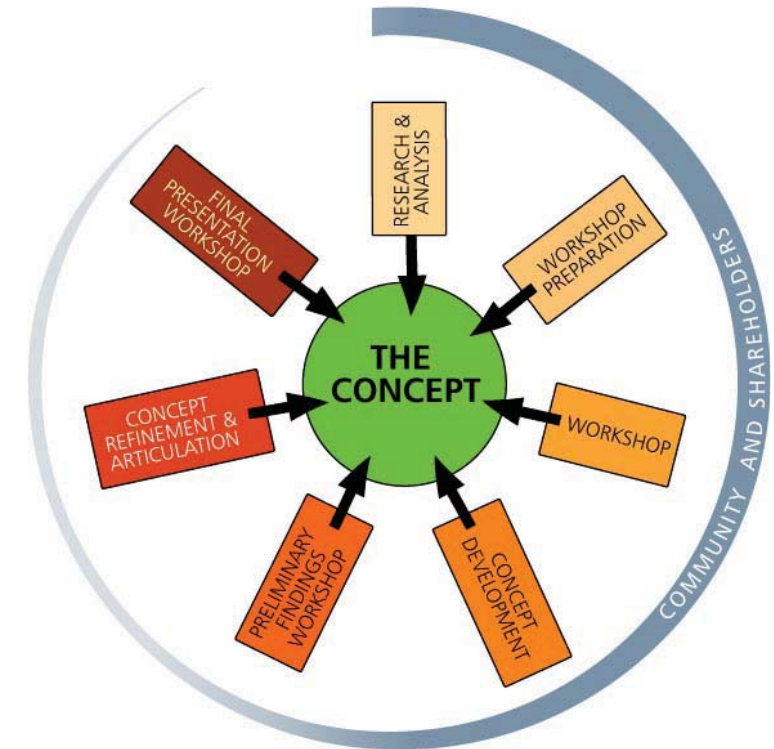


Young + Wright / IBI Group Architects



Agenda

1. Introduction
 - Public Consultation
 - Work Status
 - Amendments and Refinements
2. Project Overview
 - Vision & Principles
3. Planning Framework
 - Land Use
 - Density and FSI
 - Building Height
 - Ground Level Animation
 - Zoning Approach Summary
4. Built Form
 - Built Form Demonstration
 - Massing Approach
 - Density Implications
 - Skyline / Street Elevations
 - Angular Planes
 - Shadow Impact
 - Gateway / Placemaking
 - Street Wall
5. Streetscaping & Pedestrian Experience
6. Open Space & Park System
7. Transportation
8. Service
9. Sustainability
10. Q & A Period
11. Summary
12. Next Steps



Yonge Street Study

Project Overview

Vision

- A vibrant, healthy, mixed-use community
- Land use and urban design that is compact, transit and pedestrian-oriented, and sustainable.
- Provides alternatives to automobile use, and reflects advanced environmental performance.
- Safe and accessible for all residents and workers
- Attractive streetscapes and neighbourhood amenities

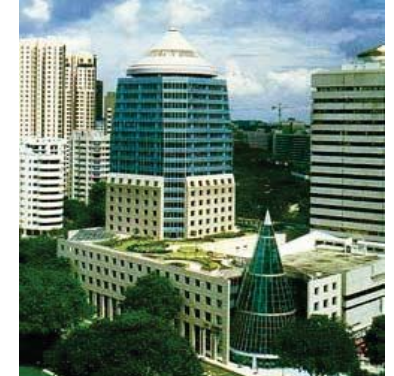


Project Overview

Principles

Land Use

- Develop intensification
- Support transit at key locations
- Reflect the Province's direction as set out in the Places to Grow Plan
- Create lively main streets
- Encourage a mix of land uses and building types: Residential, Commercial, Retail
- Responds to community needs
- Cultivate economic opportunities



Project Overview

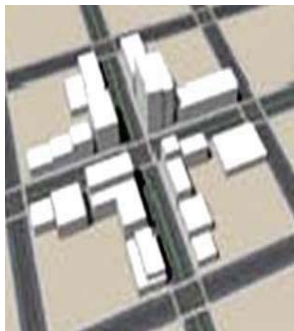
Principles

Street Network and Built Form

- Create appropriately scaled buildings
- Encourage 'diversity within unity' of building forms
- Develop a pleasant, safe, network of streets and paths
- Respect surrounding communities
- Support design innovation and excellence.

Transportation

- Improve traffic operations/street access
- Protect existing neighbourhoods from traffic infiltration
- Provide safe cycling connections
- Create excellent pedestrian amenities
- Promote all alternatives to auto use
- Provide for mid block access to Yonge Street and Steeles Avenue



Street Network & Built Form / Infrastructure & Sustainability

Project Overview

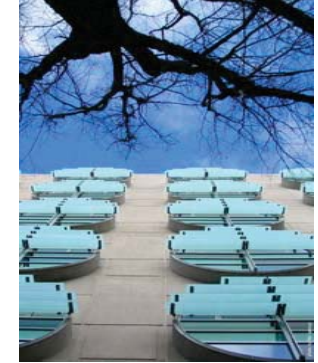
Principles

Open Space / Connections

- Create a network of attractive green and open spaces including parks, sidewalks, roads, and trails
- Enhance connections within and between neighbourhoods

Infrastructure and Sustainability

- Reduce demand related to energy, water, resources and waste treatment
- Support efficiency for energy water, resources and waste treatment
- Coordinate servicing capacity to respond to increased demand



Open Space & Connections / Streetscape

Project Overview

Principles

Gateways and Placemaking

- Protect and enhance the area's existing assets including the existing heritage of Thornhill
- Promote Yonge Street as an important corridor
- Identify and promote areas of significance

Streetscape

- Create a coherent character for Yonge Street and Steeles Avenue
- Support interest, variety, comfort and safety for pedestrians
- Rejuvenate under-utilized areas



Gateways and Placemaking

Yonge Street Study

Project Overview

Design Charrette Outcomes

GROUP A | Steeles: Palm Gate Blvd to Yonge St

Conceptual Diagram



Project Overview

Design Charrette Outcomes

Conceptual Model



GROUP A *Steeles: Palm Gate Blvd to Yonge St.*

Reporting Back

- Any proposed bus terminal will be underground
- Podiums and taller buildings at Yonge/Steeles with retail at-grade; highest density at this intersection (38-40 storeys mentioned)
- Step backs - transitioning along Steeles and towards adjacent residential
- Roadway networks decreasing block size/opening up blocks
- Main move should be an extension of Woodward Avenue to take congestion off Steeles
- New road north/south to connect with Woodward extension; move traffic signals from Hilda to this new intersection
- Linear park system along roadway (Woodward Boulevard)
- Repeatable blocks, interior open spaces (parkettes, walkways) in blocks
- Extending Royal Palm Drive with townhouses on either side and linear park system
- Linear park system adjacent parkettes, two large parks at either end
- Residential/apartments/condos from Hilda onwards with setbacks and forecourts
- Roadway along Woodward Road – one-way or two-way with park in the middle (prefer one-way)
- Consider dimensions for landscaping of linear boulevard between roads, dimensions of roadway, directions for traffic flow.
- North portion of Woodward should be dead-ended at the park and serves as local street to townhouses
- Boulevard between roads as wide as possible for tree planting, walkway and benches
- 4-6 storey podium bases

Yonge Street Study

Project Overview

Design Charrette Outcomes

GROUP B Yonge: Steeles to Clark Av.

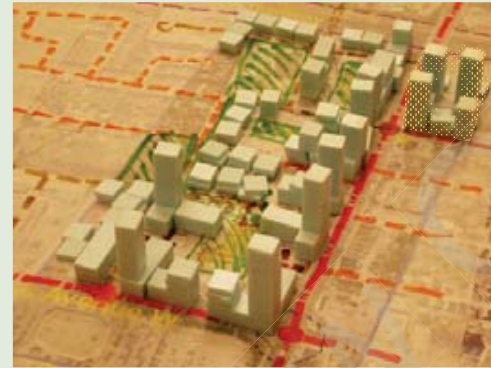
Conceptual Diagram



Project Overview

Design Charrette Outcomes

Conceptual Model



GROUP B Yonge: Steeles to Clark Av.

Reporting Back

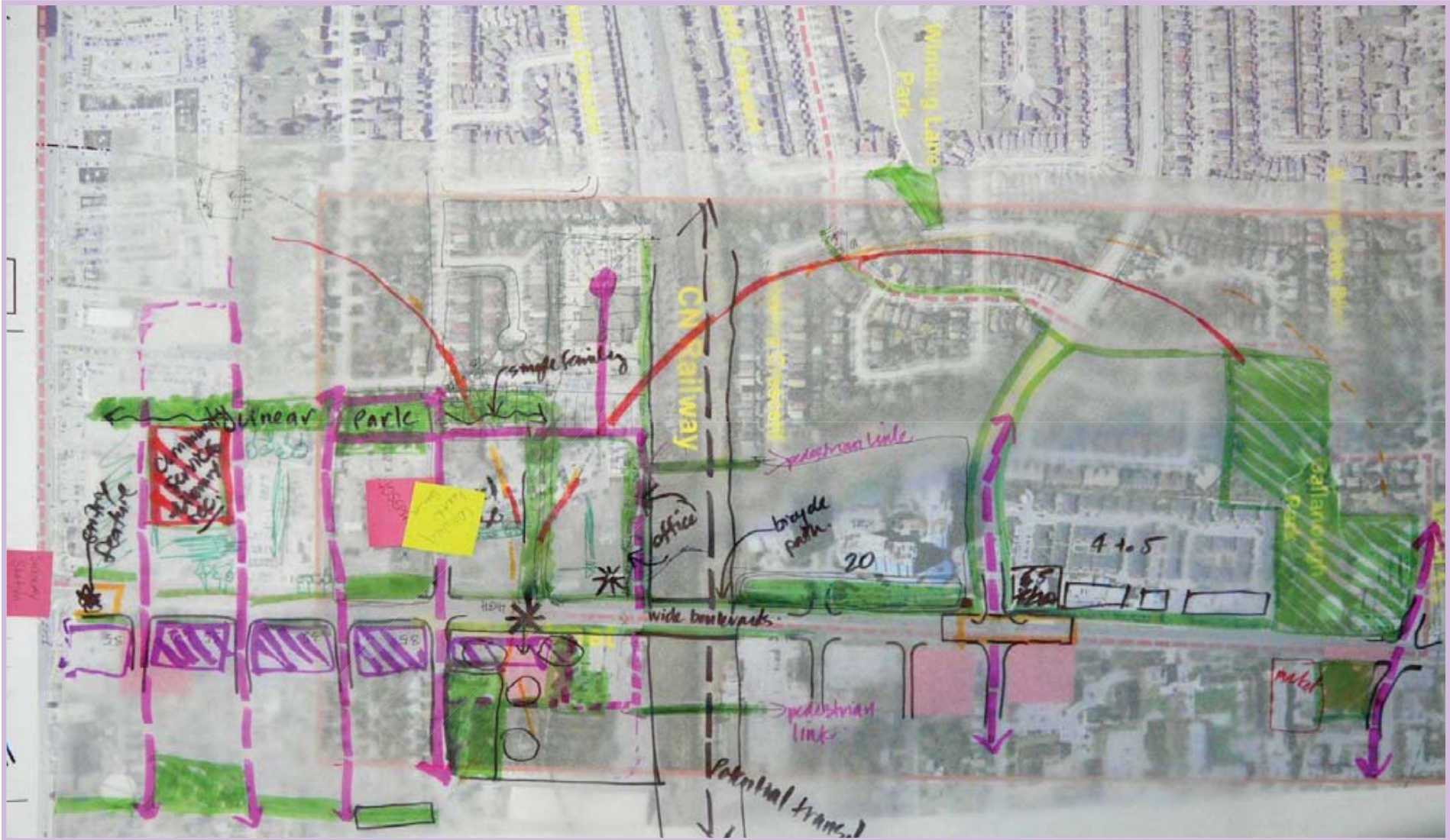
- Assume underground stations at Yonge and Steeles to minimize the effect on lands
- Gateway at Yonge and Steeles
- Six storey podium with four towers of 36-40 storeys to help frame this important intersection
- Possible creation of new east-west road at separation between residential and existing commercial
- Creation of two north-south road connections, to create increase flow of traffic
- Possible park on west side of protected City road allowance, to provide a buffer
- Central park and Yonge and Steeles block
- Phased development based on road implementation
- Possibility of two-storey underground shopping connection to subway/bus terminal
- Connectivity to green spaces
- Parking standard to be reduced to reflect proximity to transit
- Approximately 5.5 times coverage
- Liberty Project [Yonge Street, in Markham), proposing four 30-storey towers at 3.8 FSI
- Gradation of density from corner of Yonge and Steeles to stable residential
- Possible pedestrian connection over CN Rail line
- Introduction of signalized intersections on Steeles Avenue

Project Overview

Design Charrette Outcomes

GROUP C Yonge: Pinewood Dr to Arnold Ave.

Conceptual Diagram



Project Overview

Design Charrette Outcomes

Conceptual Model



GROUP C Yonge: Pinewood Dr to Arnold Ave.

Reporting Back

- Make connections wherever possible
- First [consider] pedestrians, then cyclists, then cars
- Issue of car dealerships – parking underground?
- Subway entrances respond to local context
- Connect with Markham grid – east/west. Mirror a similar block pattern.
- Markham has 3.5 frontage on Yonge
- Need for connection over railway
- ‘Buffer’ between stable residential
- Street along rail line (south side) – should connect with Markham grid
- Create character with buildings facing the street
- Lower rise buildings facing green corridor
- Higher density towards Yonge
- Full service provisions supporting densities provided. I.e. public buildings, retail, etc.
- Higher buildings at corner to create a visual gateway
- Start with green/open space connections which will become the focal points of the community
- Connectivity of green space currently connected by roads
- Opportunity to connect with Markham – east-west connections
- Linear open spaces as a transition between new development and existing residential
- ‘Passive recreation’ areas, not necessarily for sports
- Use green/open space as a buffer between taller buildings and existing residential, as well as along the rail line
- Create a green boulevard along Yonge including planting edge, a wide pavement for pedestrians, row of trees along sidewalk, bicycle paths, and a row of trees through the centre
- Wide pavement for pedestrians
- Bicycle paths
- Tree boulevards
- Specific architecture for heritage district
- Building situated to maximize sun exposure and minimize wind effects

Yonge Street Study

Project Overview

Design Charrette Outcomes

GROUP D Yonge: Thornhill Country Club to Longbridge Rd

Conceptual Diagram



Project Overview

Design Charrette Outcomes

GROUP D Yonge: Thornhill Country Club to Longbridge Rd

Conceptual Model



Reporting Back

- There were strong ideas about revolution versus preservation
- The economics of the area will change with the subway development
- Network stays the same – no new streets
- Low density development along Yonge Street of 4-7 storeys
- Major park and two small urban parks (passive parks)
- Major pedestrian spine network which connects subway and parking in hydro corridor
- Pedestrian connection off of Yonge Street leading to public open spaces
- Streetscape ample setbacks from streets to provide supporting streetscape character
- Major gateway at northeast corner of Longbridge integrated with future Longbridge subway stop
- A distinctive landmark will be created

Yonge Street Study

Project Overview

Vision



Demonstration Plan South – Preferred Option (A)

Yonge Street Study

Project Overview

Vision



Demonstration Plan South – Option B

Yonge Street Study

Project Overview

Vision



Demonstration Plan North