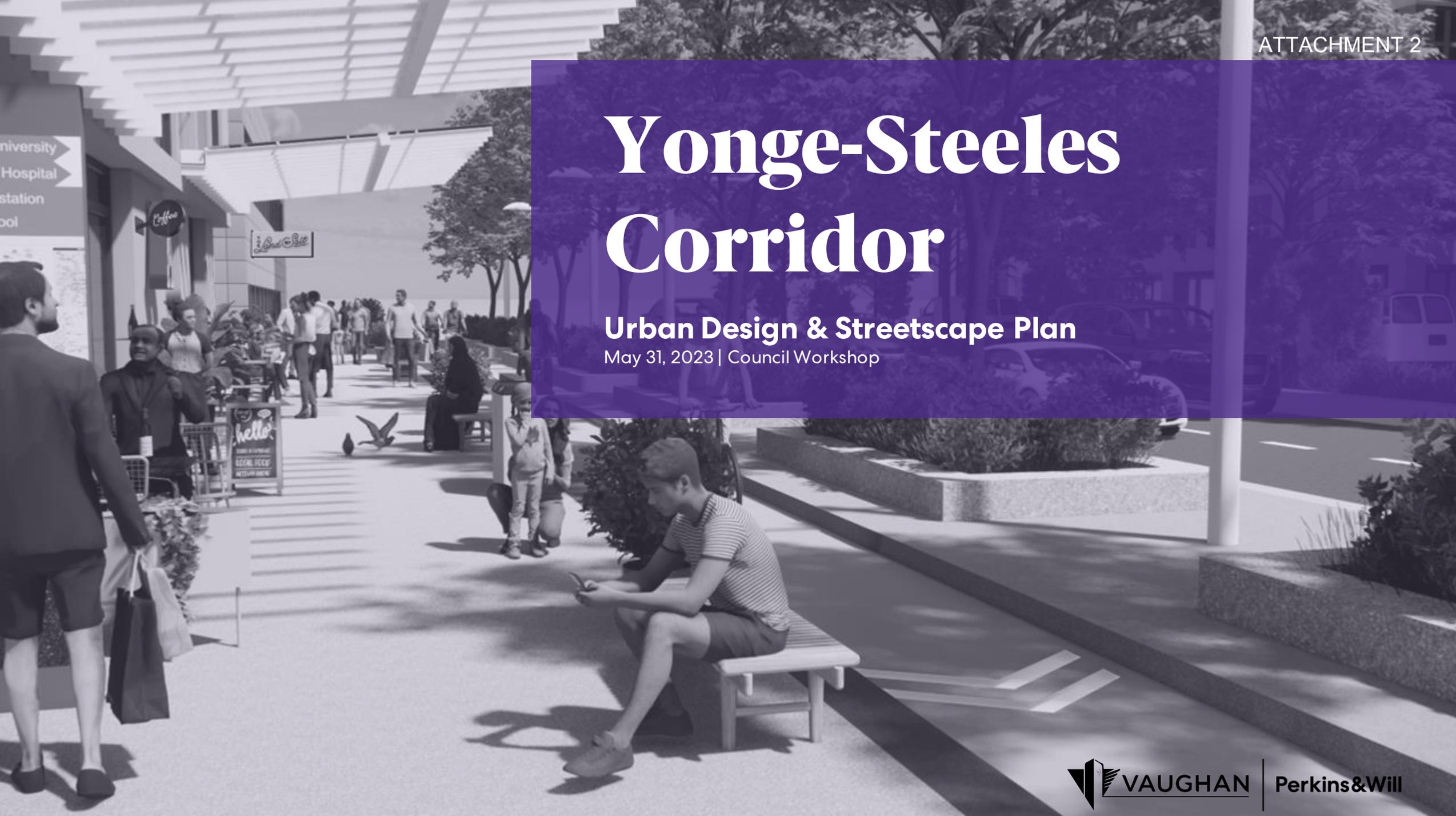


# Yonge-Steeles Corridor

**Urban Design & Streetscape Plan**

May 31, 2023 | Council Workshop



# Project Team



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# Agenda

**1. Project Team**

**2. Project Scope and Process**

**3. Engagement Process and What We Heard**

**4. Design Guidelines**

**5. Streetscape Plans**

**6. Implementation**



# 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.

# Project Scope and Process

# 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



# Project 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

Completed: December 2020

## 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

Completed: June 2021

## IMPLEMENTATION AND PHASING

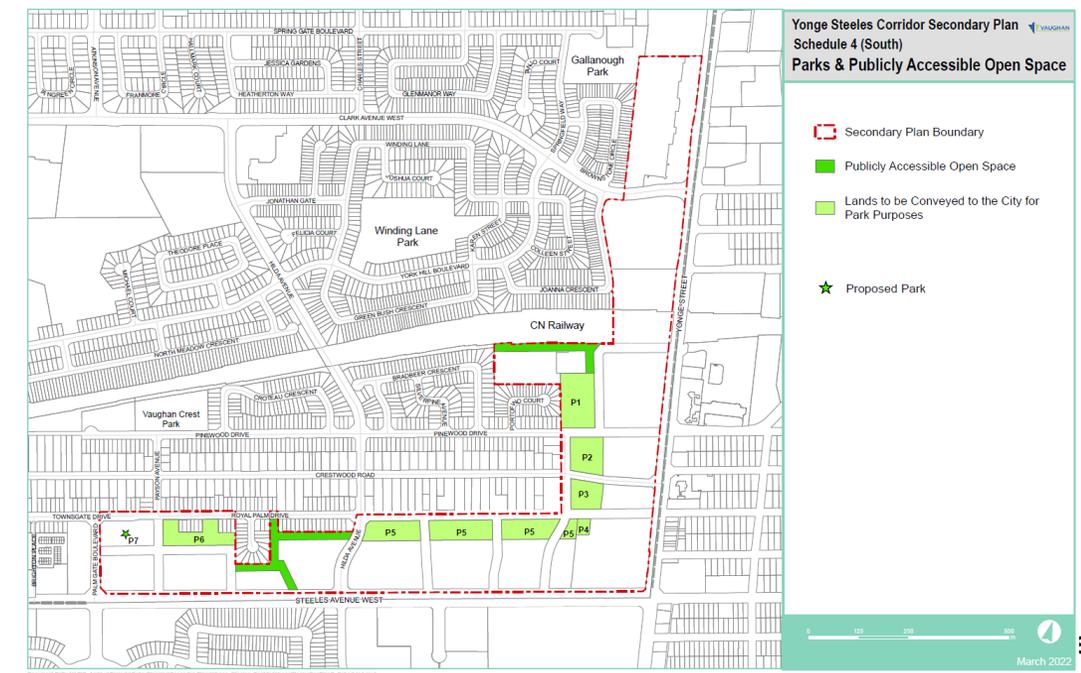
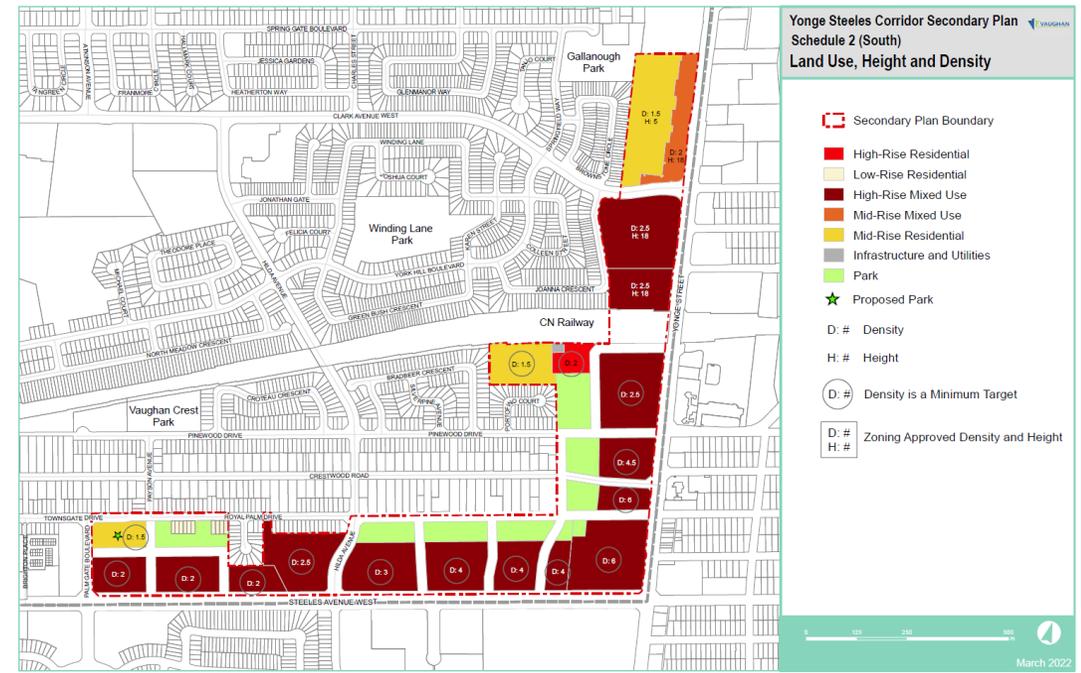
# 3

- » 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!**

# Secondary Plan Update

- 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.



# Project Scope

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



# Engagement Process and What We Heard

# Engagement Process – Who We Consulted

## Stakeholder Advisory Committee Workshops (2)

**Who:** landowners, developers, local ratepayers' associations, members of the former Councillor's working group for Yonge Steeles

**When:** Q4 2020 and Q4 2022

**Purpose:**

- Understand opportunities and constraints
- Develop and validate vision and guiding principles
- Develop and validate design guidelines and streetscape plans

## Technical Advisory Committee Meetings (3)

**Who:** York Region, City of Markham, City of Toronto, Metrolinx, YRRTC, TRCA, relevant City of Vaughan departments

**When:** Q4 2020, Q2 2022, Q4 2022

**Purpose:**

- Coordinate applicable standards, studies, and capital projects
- Develop and validate design guidelines and streetscape plans
- Coordinate on implementation roles and responsibilities

## Design Review Panel Meeting (1)

**Who:** DRP

**When:** July 29, 2021

**Purpose:**

- Present background analysis and preliminary vision and principles, structure plans and streetscape plans for feedback

## Public Meeting (1)

**Who:** the public

**When:** March 6, 2023, followed by a comment period until March 31, 2023

**Purpose:**

- Explain the study and its relationship to the Yonge-Steeles Corridor Secondary Plan
- Get feedback on the vision and principles Get feedback on the design guidelines and streetscape plans
- Answer questions

# Engagement Process – What We Heard

## Stakeholder Advisory Committee Workshops (2)

- Develop retail hierarchy with real focal points where retail is enhanced by high-quality streetscapes
- Develop guidelines for podium heights and setbacks that are proportional to the streets
- Sidewalk dimensions on the public realm should be defined
- Royal Palm Drive should function as an amenity which benefits the public
- POPS should be planned prior to construction to achieve a cohesive character, and implemented with development

## Technical Advisory Committee Meetings (3)

- Need to coordinate with partners on planning and implementation
- Clear delineation of responsibilities is needed for operations and maintenance

## Design Review Panel Meeting (1)

- Creating a frontage on the north side of Royal Palm is an amazing opportunity
- There needs to be coordination between municipalities on all four sides of the Yonge-Steeles corner

## Public Meeting (1)

- Values new park network but concerns about maintaining views to parks and ensuring parks get sun
- A cohesive identity for the Corridor to tie the new community together is important
- Concerns about safe streets and value of traffic calming, safe intersections, speed cameras, etc.

# Urban Design Guidelines

# 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.

## 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.

## Street Life

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

## 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.

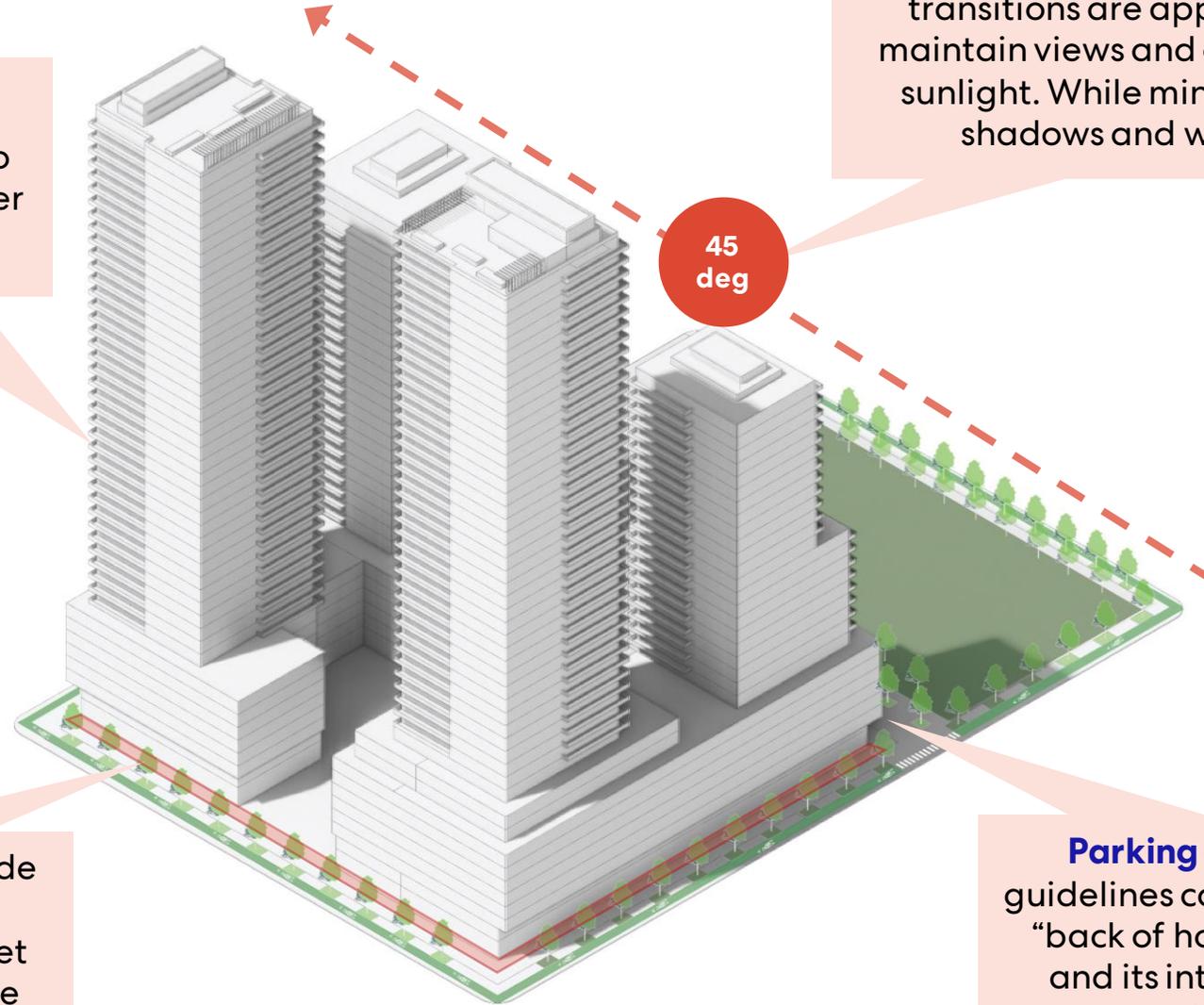
## Pedestrian Comfort

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

# Built Form: Site Design

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

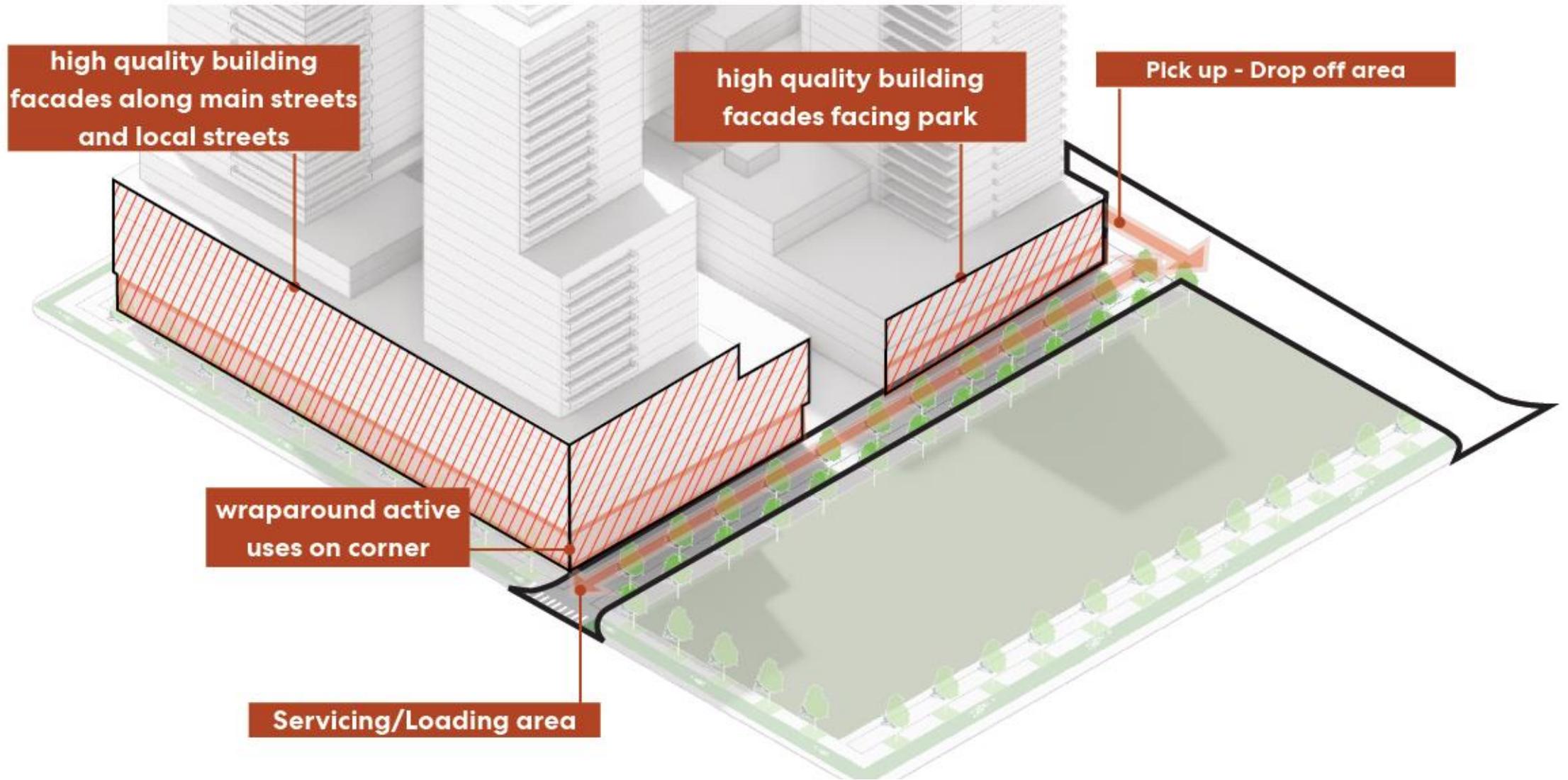
**Angular Planes and Transitions** guidelines ensure appropriate transitions are applied to maintain views and access to sunlight. While minimizing shadows and wind



**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

# Built Form: Site Design



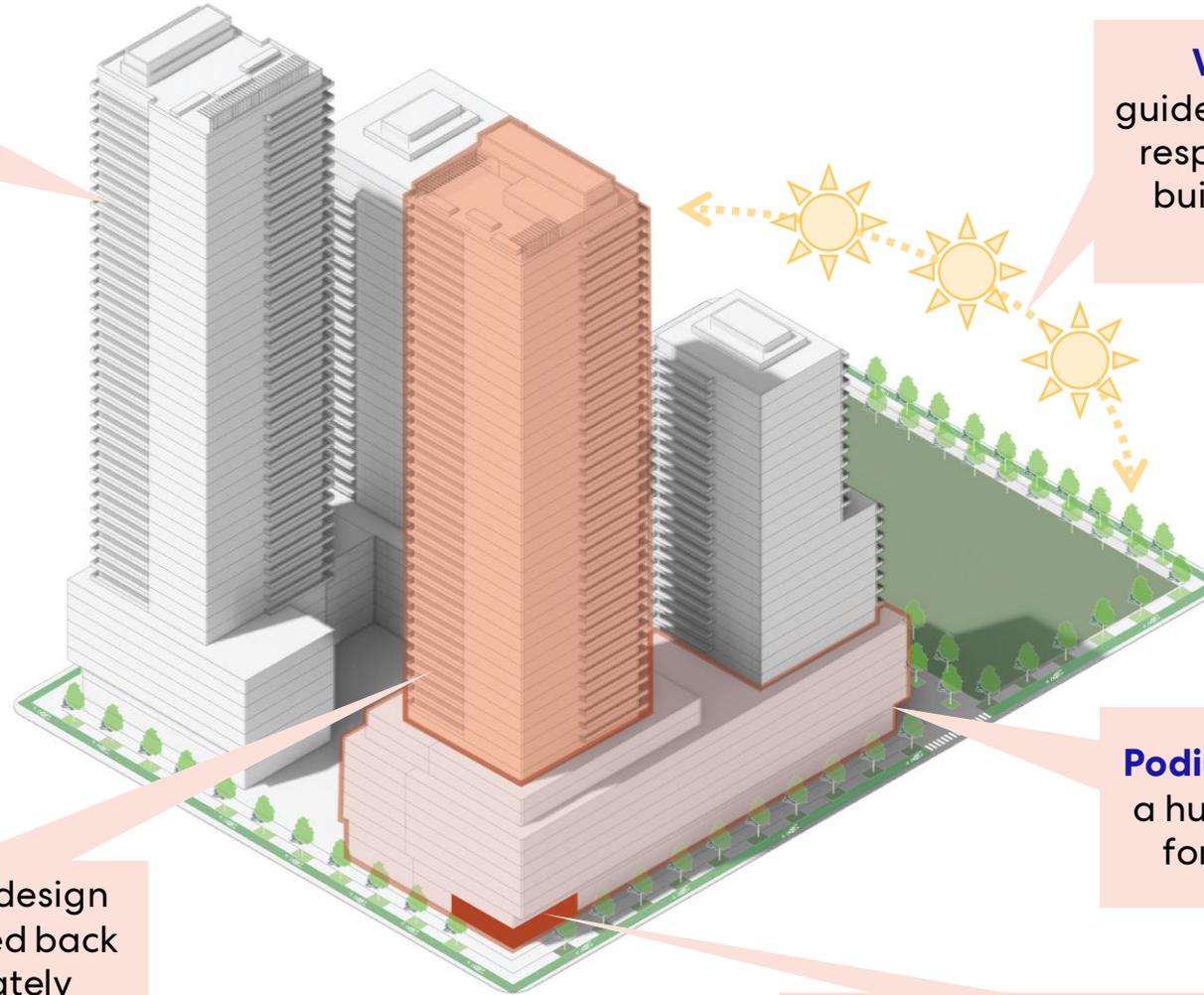
# Built Form: Building Design

## 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

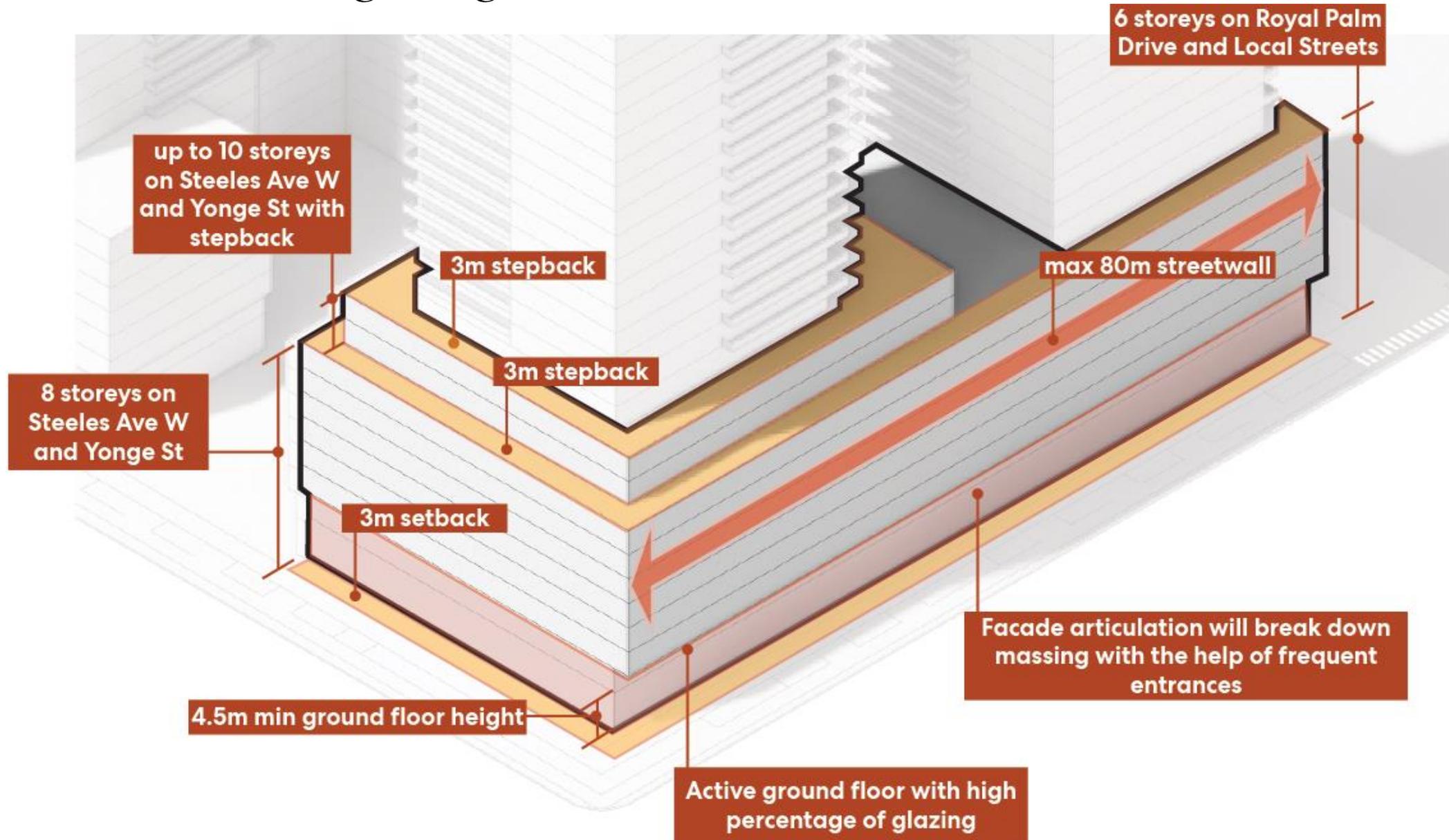


**Upper Building** design should be stepped back and appropriately scaled

**Podium** design should create a human-scaled experience for pedestrians at grade

**Station Entrances** should be integrated into development where possible

# Built Form: Building Design



# 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.



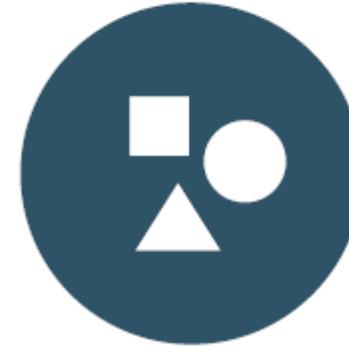
## Safety and Accessibility

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.



## 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.



## 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..



## Context-responsive

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

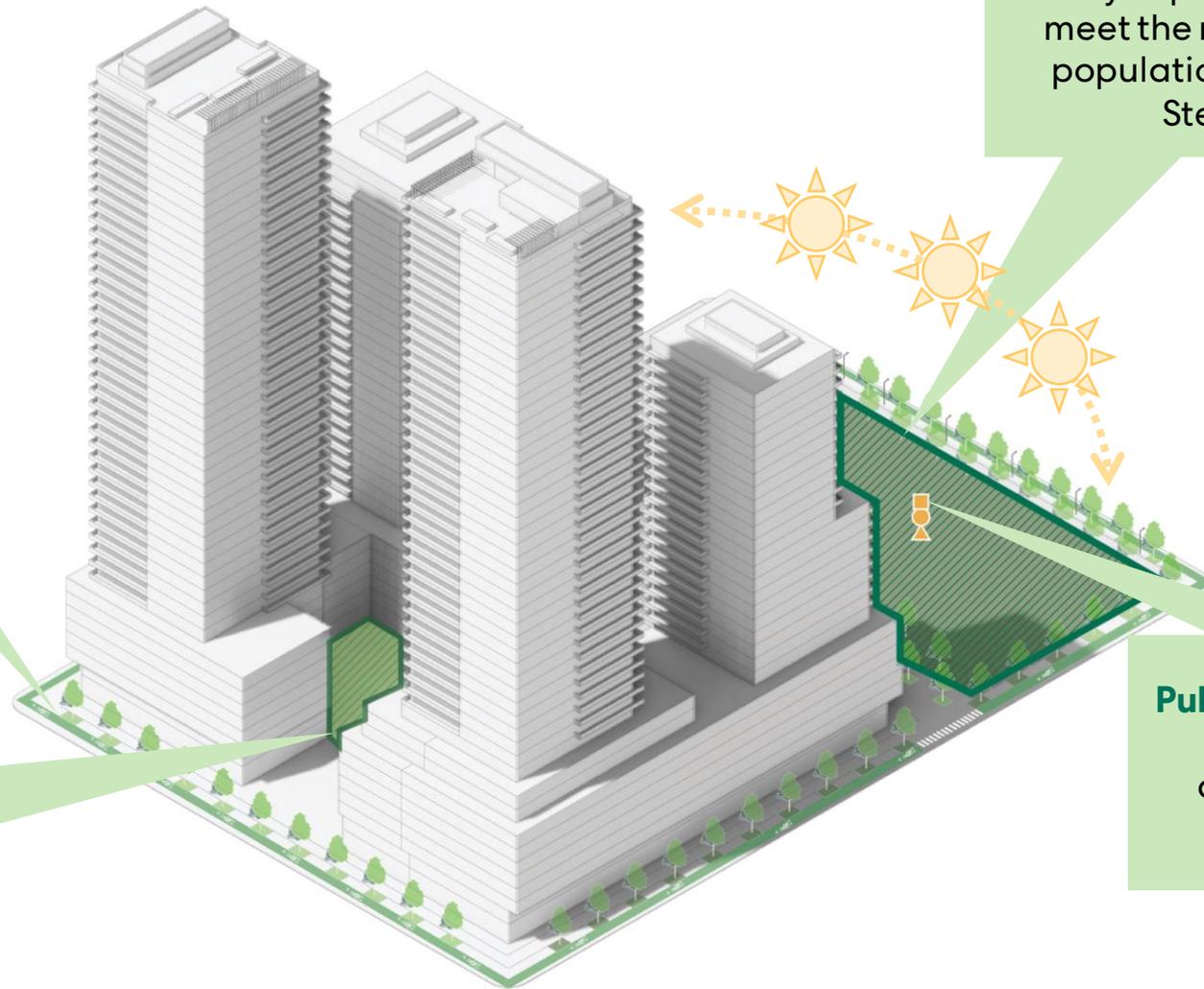
# Public Realm

**Lighting** should be used to ensure safety and create a cohesive identity for Yonge Steeles

**POPS** should enhance the open space network with plazas and mid-block connections

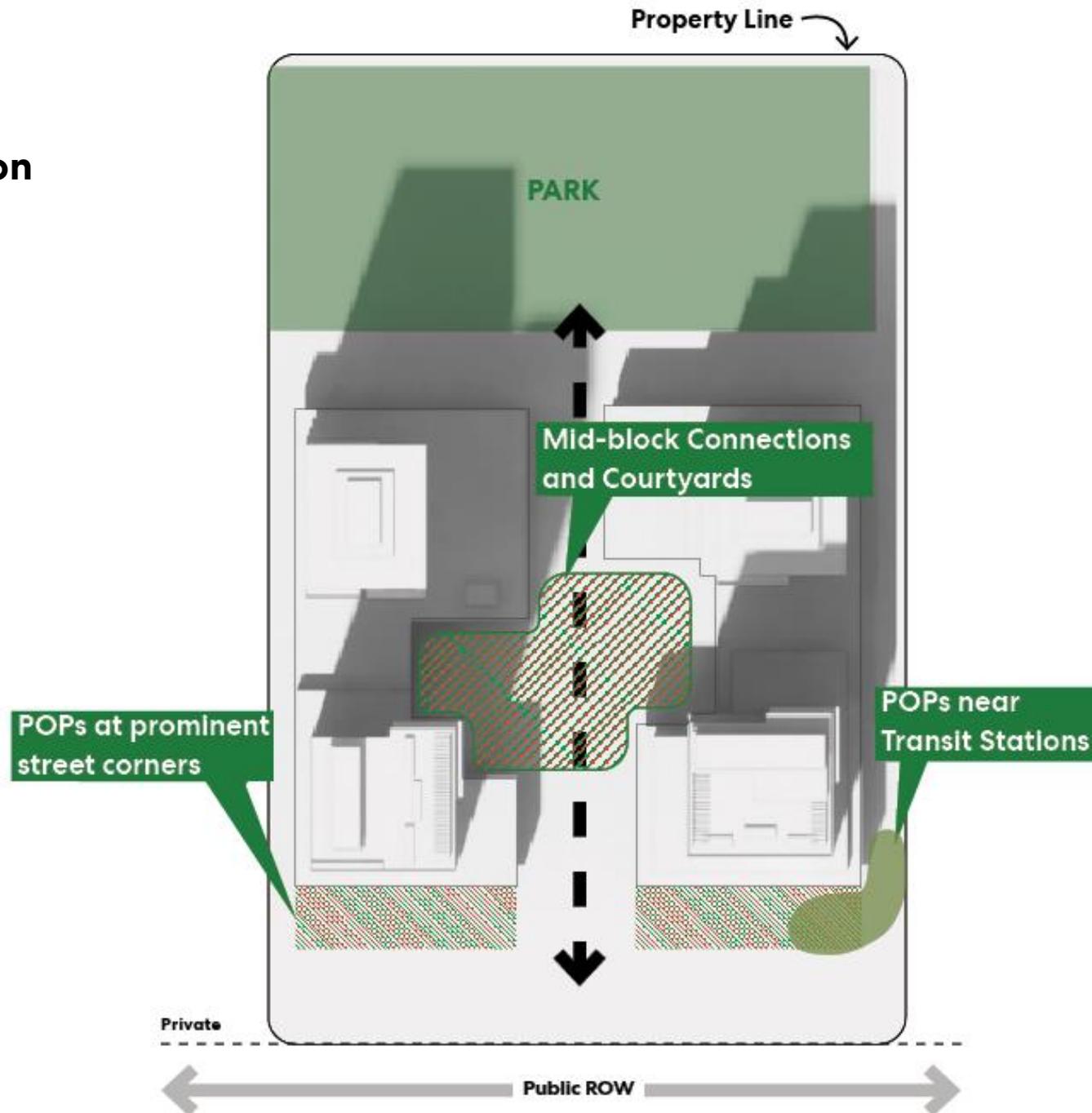
**Parks** should provide a variety of programming to meet the needs of the population of Yonge Steeles

**Public art** should be used to create a cohesive community identity for Yonge Steeles



# Public Realm

## Priority POPs location



# Streetscape Plans

# 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.

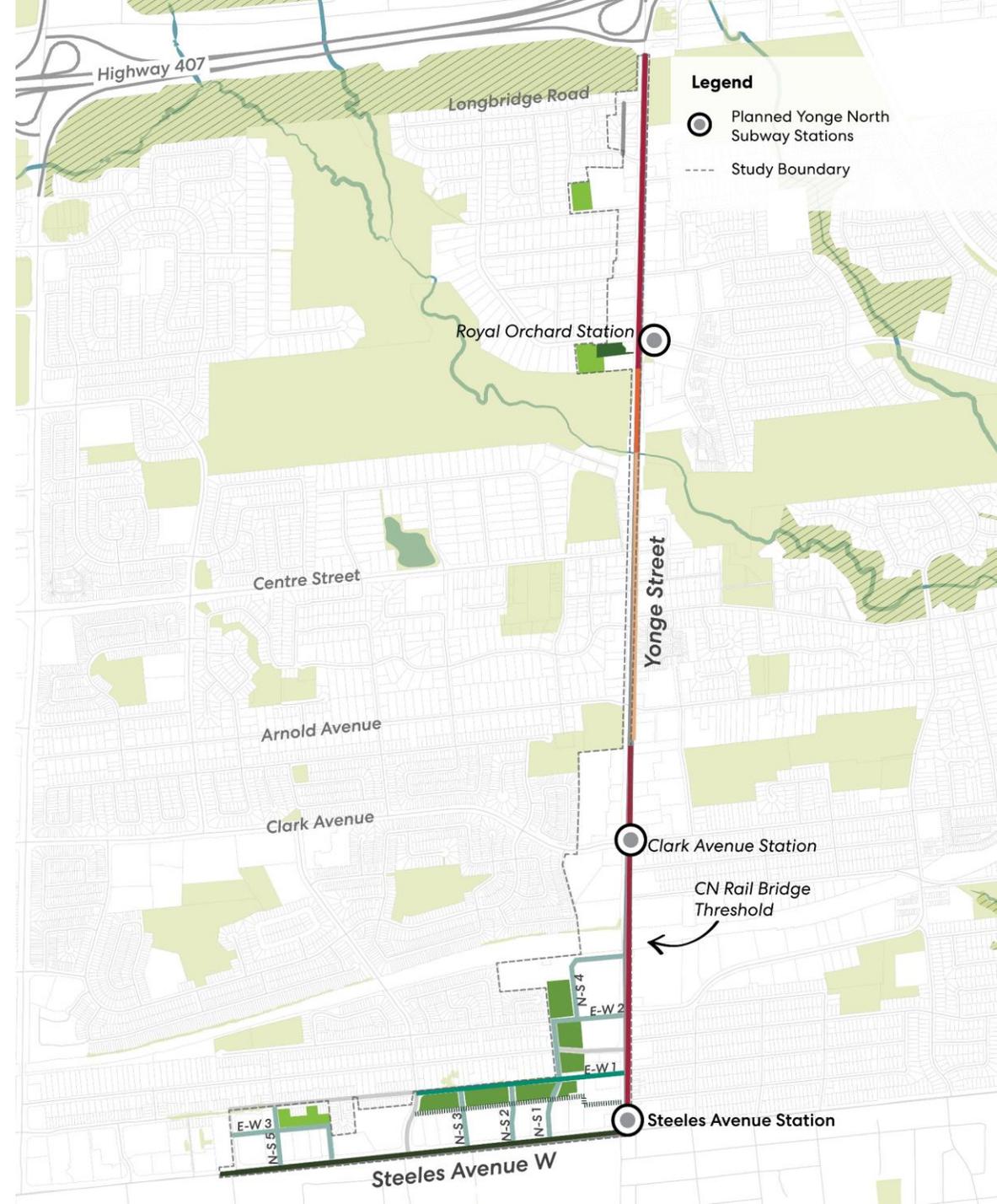


## **Green Infrastructure**

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

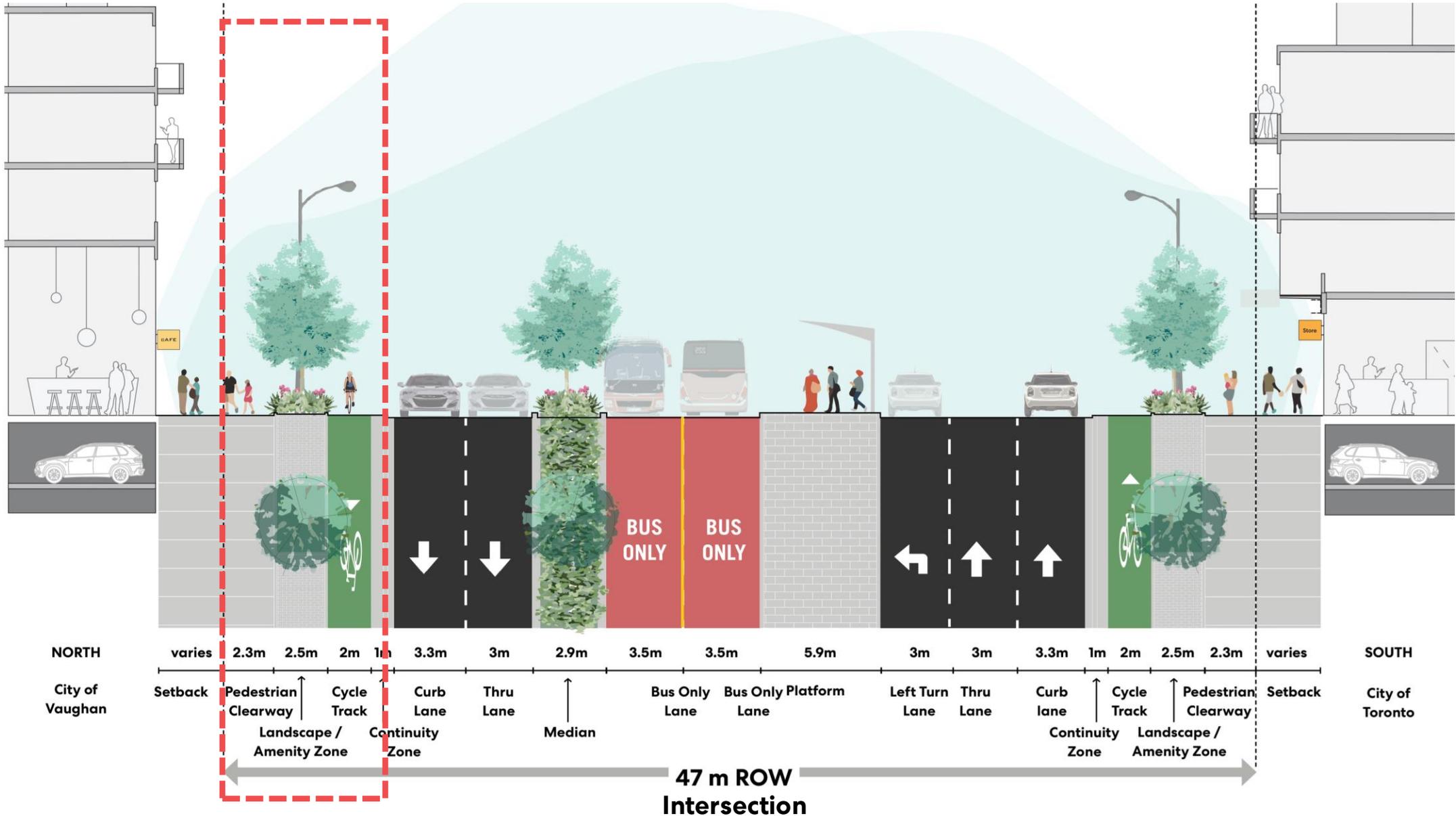
# Streetscape Types

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

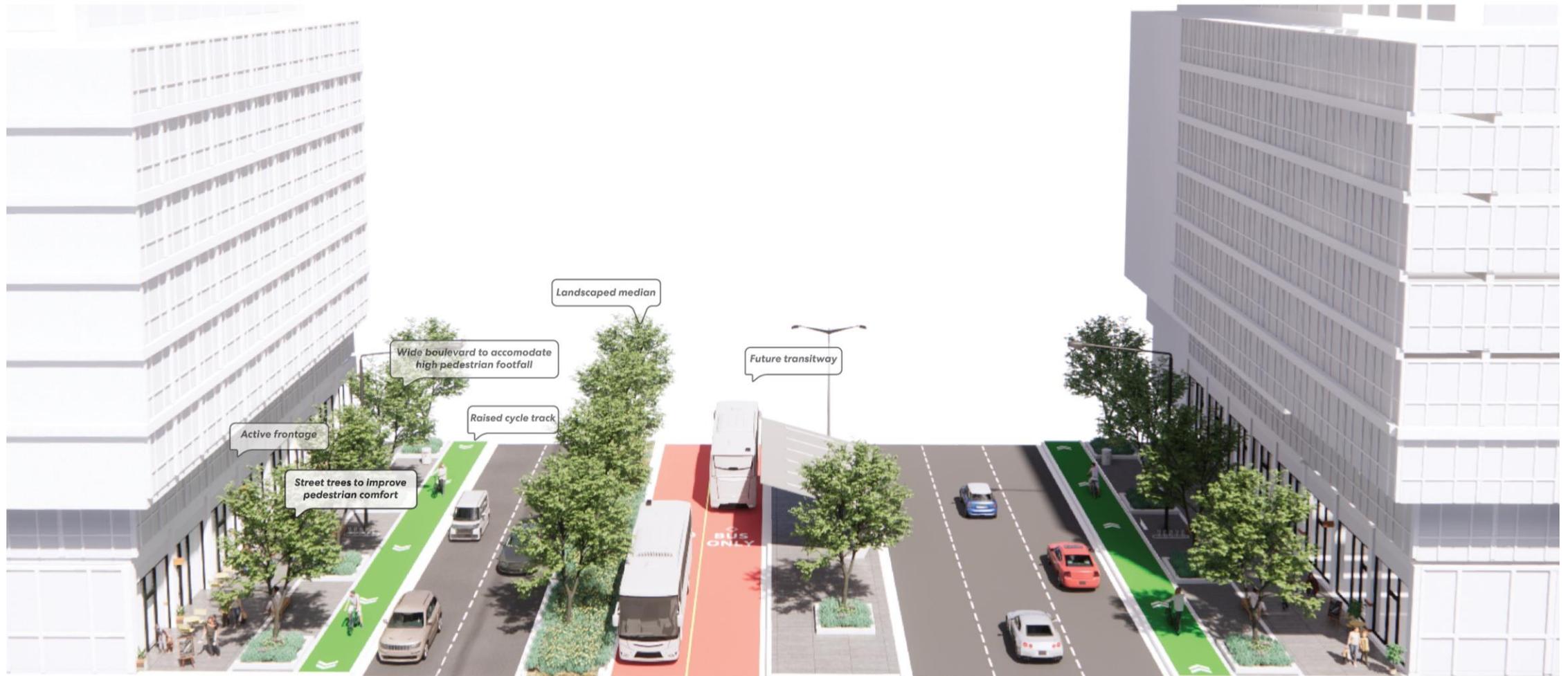


# Steeles Avenue West

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



# Steeles Avenue West

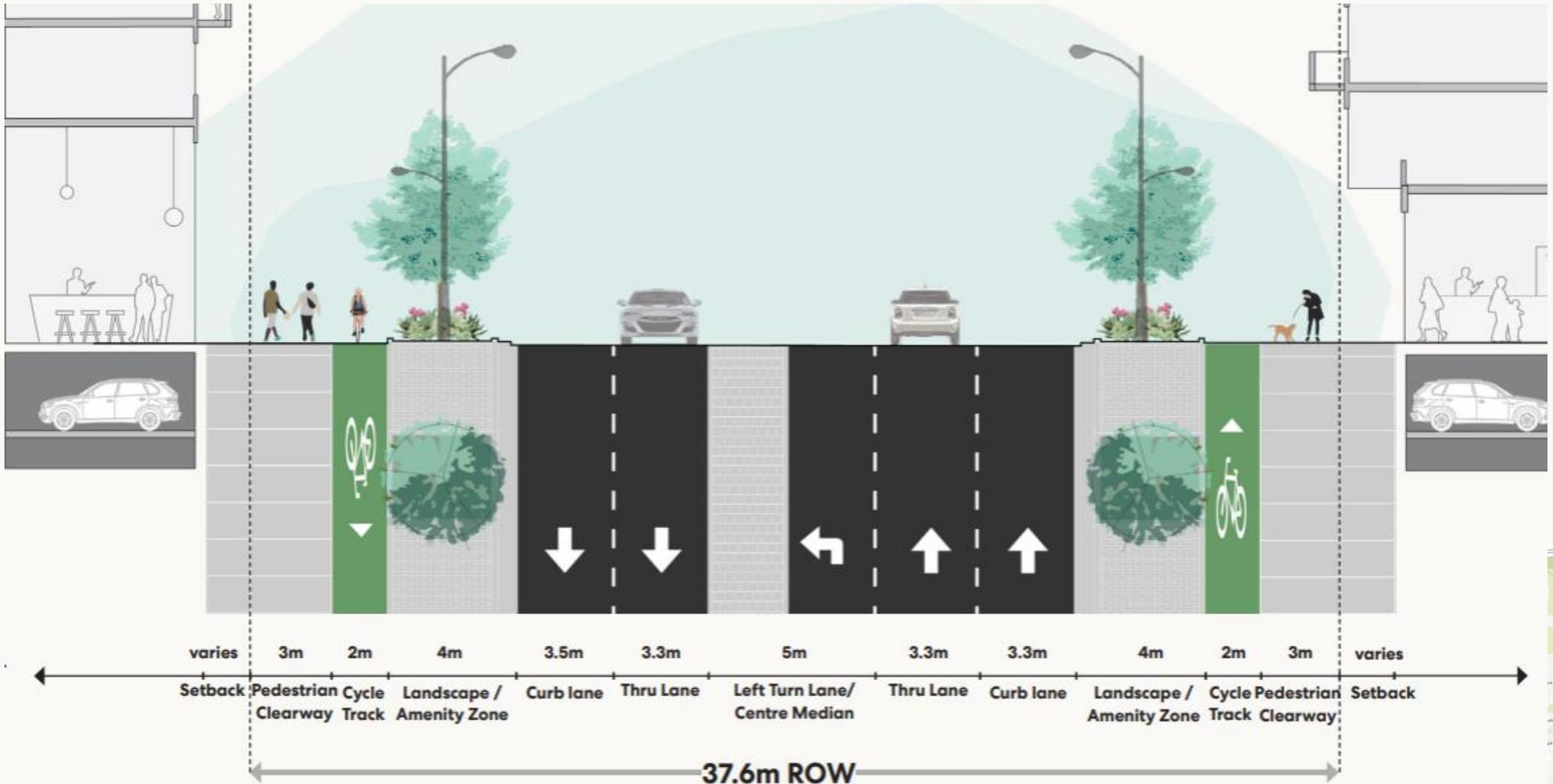


**NORTH**  
City of Vaughan

**SOUTH**  
City of Toronto

*Design shown south of the north boulevard is conceptual only. Metrolinx and the City of Toronto will be developing the design of the curb-to-curb area and south boulevard*

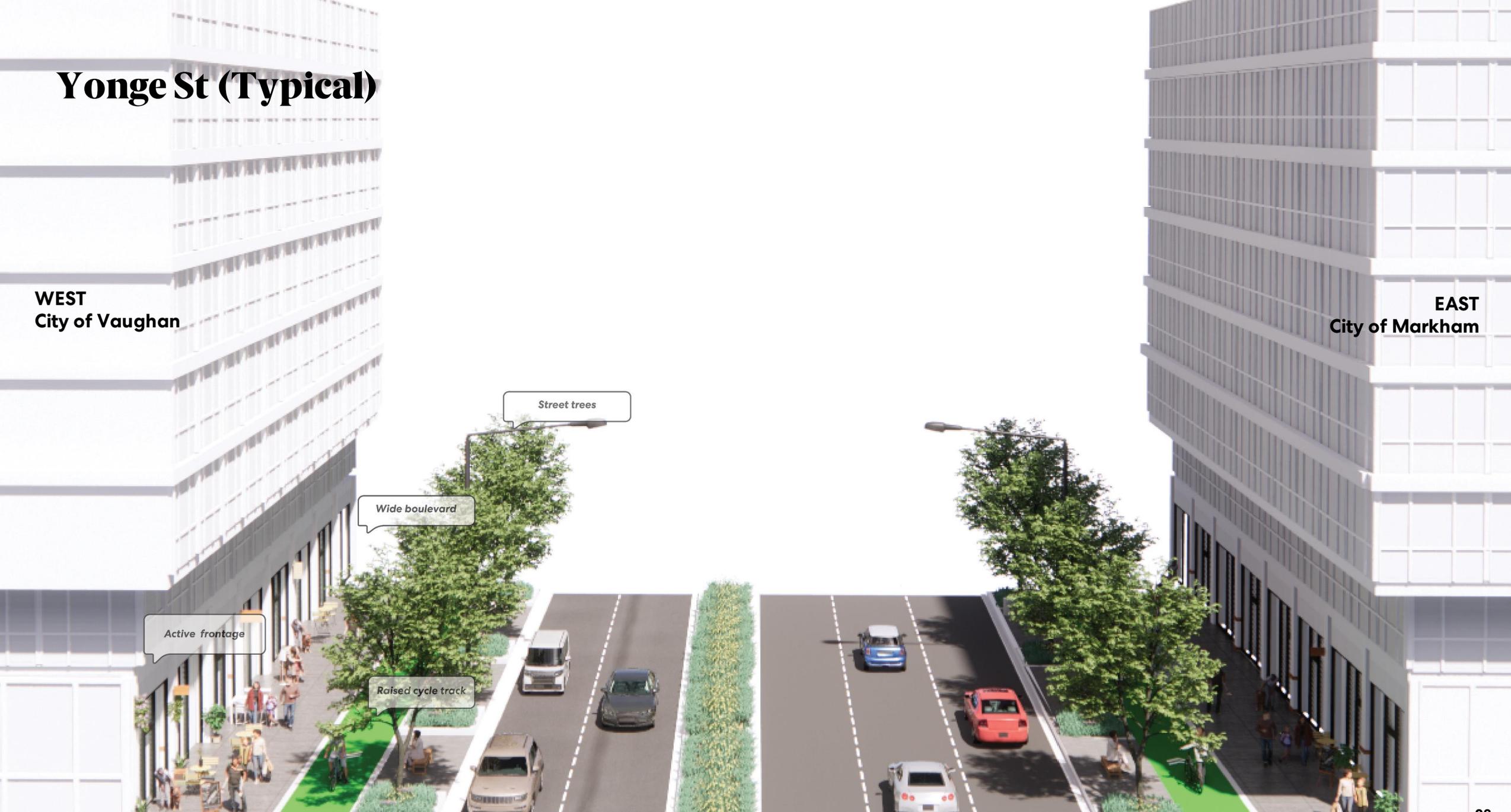
# Yonge St (Typical)



# Yonge St (Typical)

WEST  
City of Vaughan

EAST  
City of Markham



# Royal Palm Drive



OPTION 1

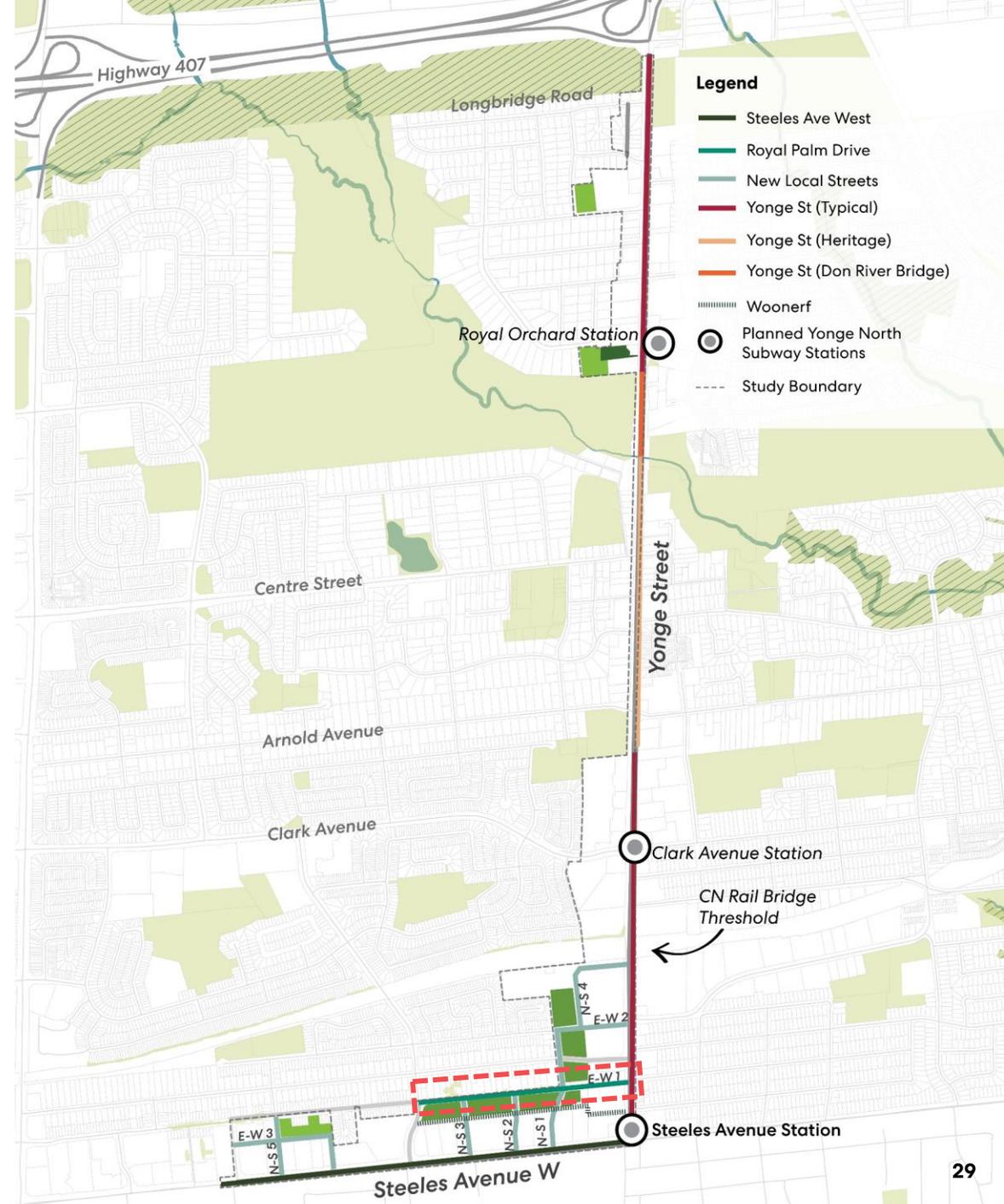


OPTION 2

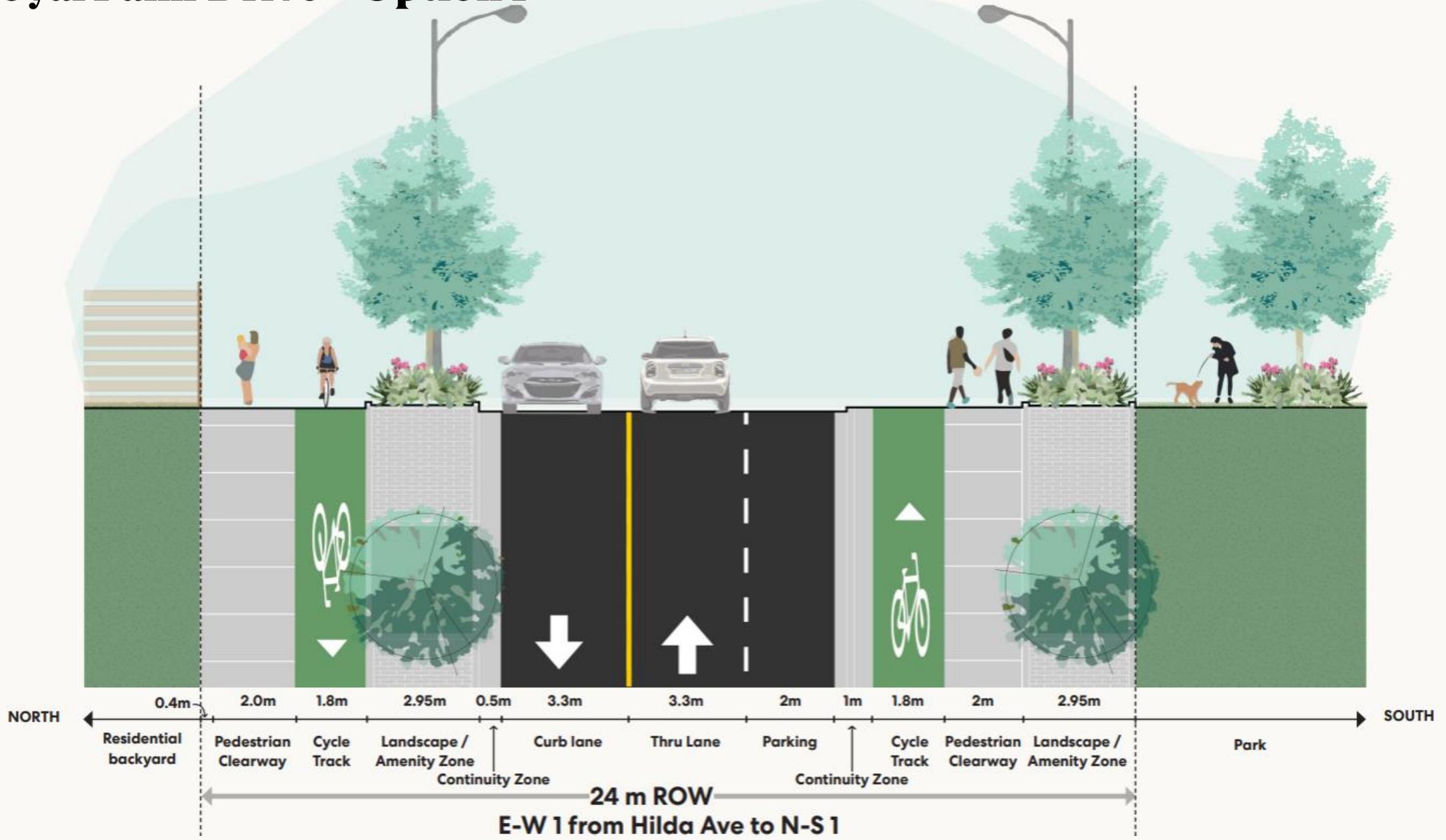


OPTION 3

Design of Royal Palm Drive will be determined through EA



# Royal Palm Drive – Option 1



# Royal Palm Drive – 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

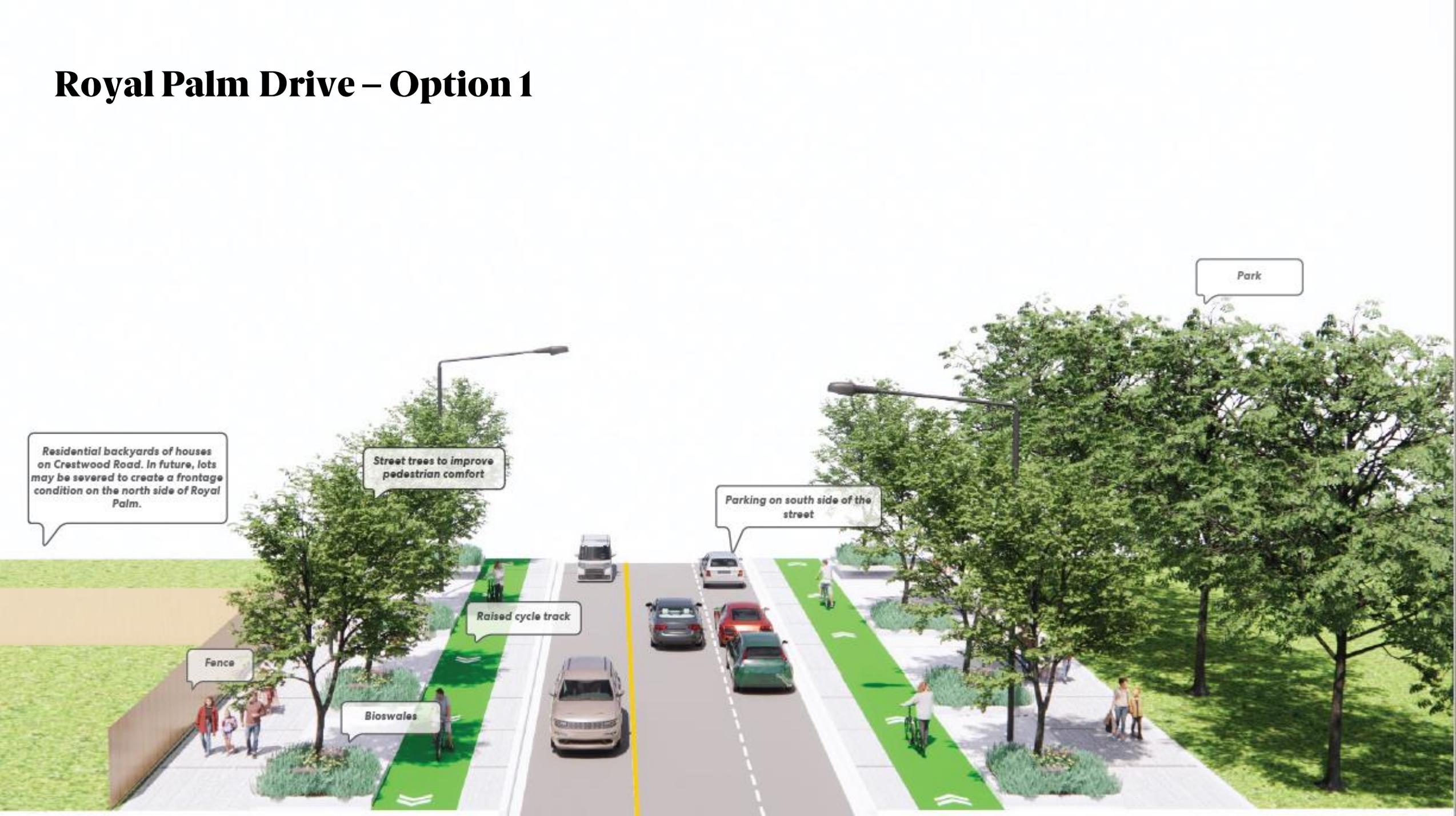
Park

Fence

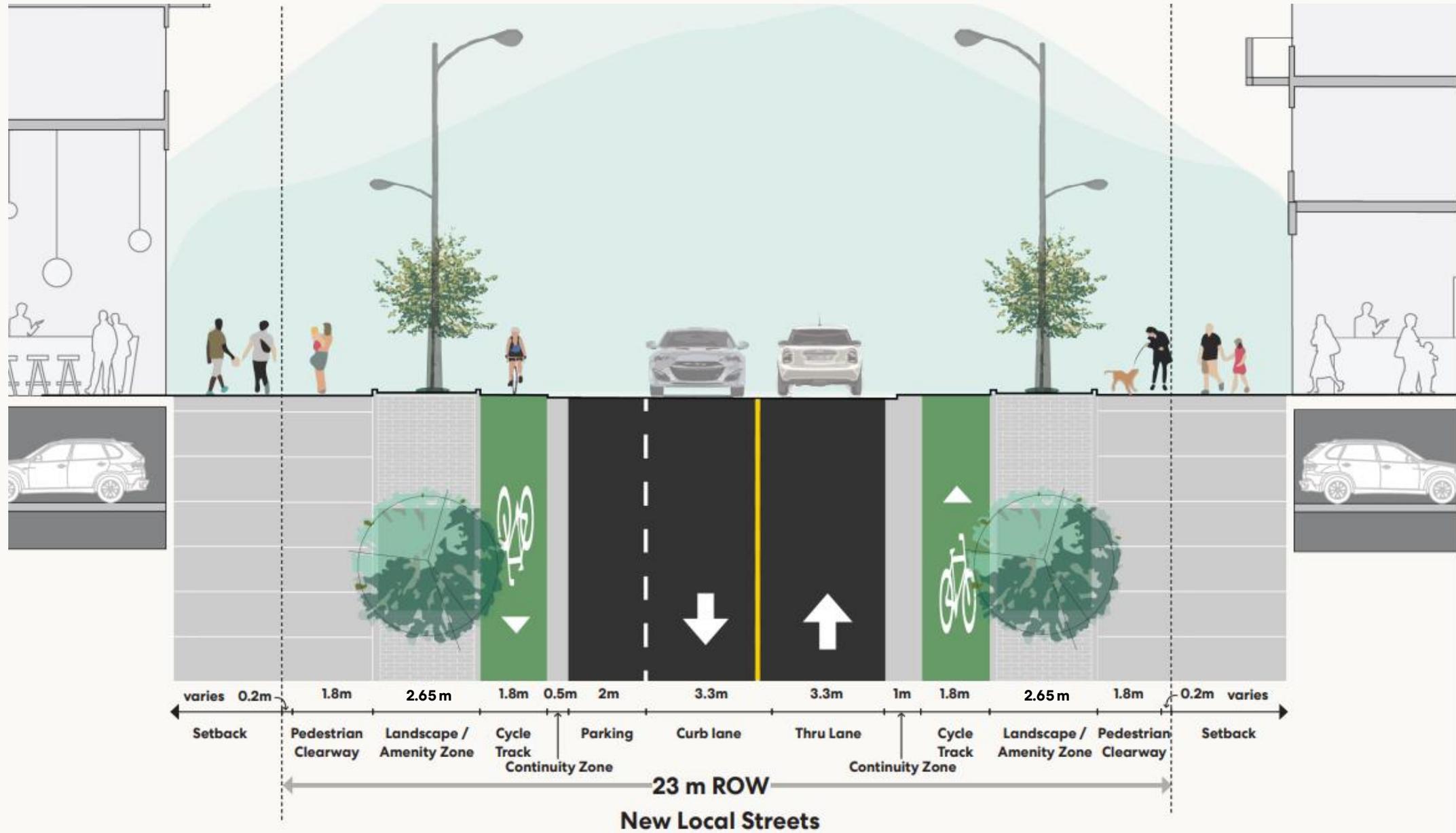
Raised cycle track

Parking on south side of the street

Bioswales



# New Local Streets



# New Local Streets



Retail/Residential frontage

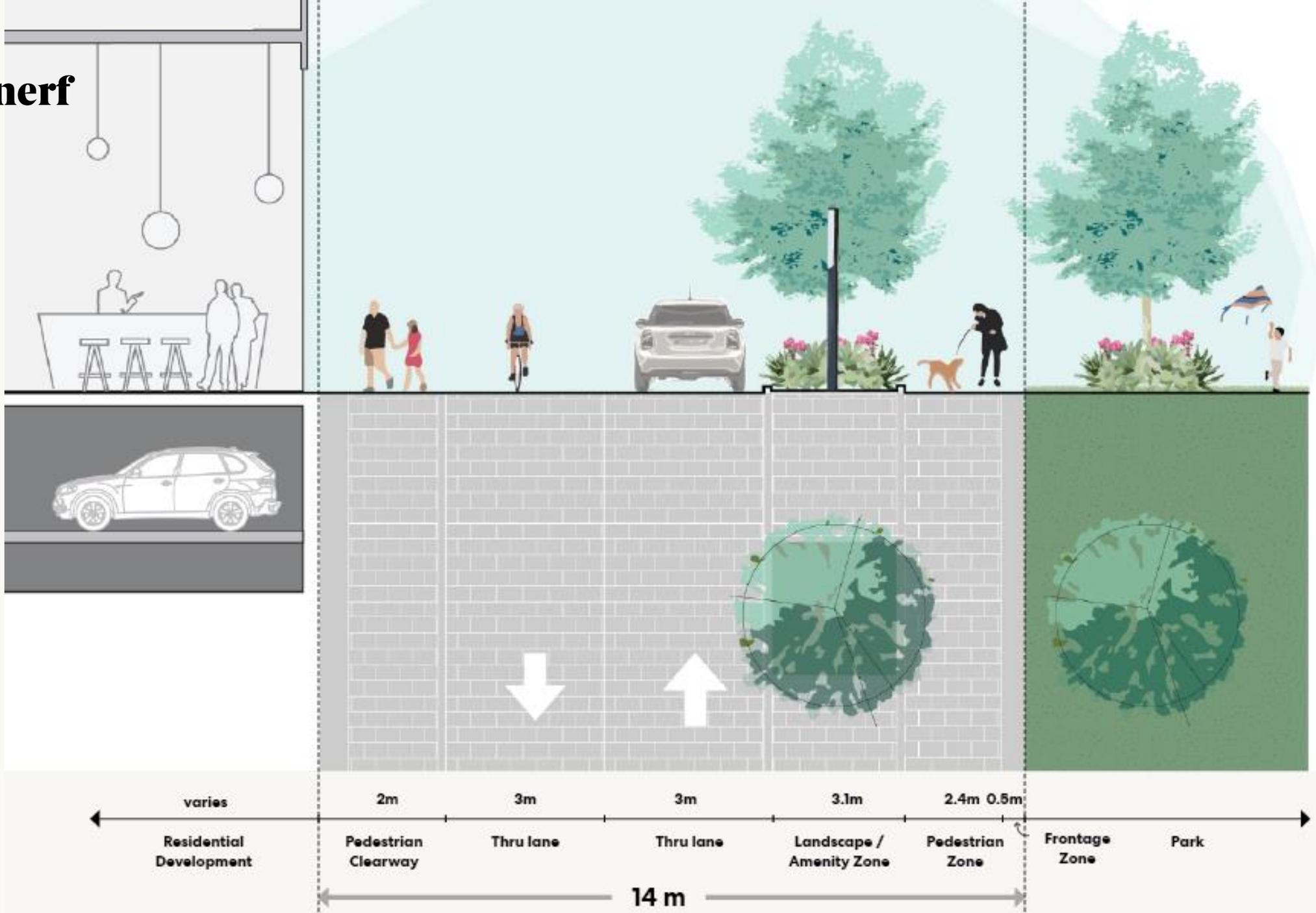
Ornamental trees

Raised cycle track

Wide boulevard

Retail/Residential frontage

# Woonerf



# Woonerf



*Residential frontage*

*Paved shared street*

*Bollards*

*Street trees for pedestrian comfort*

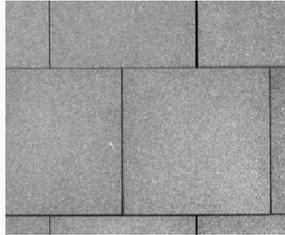
# Streetscape Design Components

## Continuity Strip



Poured-in-place concrete

## Pedestrian Clearway



Precast unit pavers on concrete base

## Landscape/Amenity Zone



50mm caliper deciduous trees



Ornamental Pear or Lilac or Amur Maple

## Street furniture



Street bench

## Street Lighting



Streetlight



Precast unit pavers on concrete base



Precast unit pavers on concrete base



Deciduous Shrubs 600mm height



Hanging Flower baskets



Waste Receptacles



Pedestrian light

## Cycle Track



Asphalt on concrete base



CU- Structural Soil



Structural Soil Cells



Bicycle Rack



Lantern lights at Thornhill Heritage Area

# Implementation

# Implementation Partners

## Coordination

- Coordination with public sector partners on transformative infrastructure investments
- Coordination with and between private developers on development applications



# Short Term Priorities (pre-2030)

## Next Steps

- Key City of Vaughan next steps include:
  - EAs for Royal Palm Drive and Powell Road extensions
  - Yonge & Steeles Community Parks Master Plan and Implementation Strategy
  - Public Art Strategy
  - Community Facilities Strategy
  - Operations and Maintenance Strategy for new streets
  - Implementation of guidelines in development application review



# Medium and Long Term Priorities

## Medium Term (2030-2040)

- Coordination with Metrolinx on Yonge North Subway Extension
- Coordination with York Region, City of Markham and Metrolinx on South Yonge Street Corridor Streetscape Master Plan implementation on Yonge Street

## Long Term (after 2040)

- Coordination with City of Toronto, York Region and Metrolinx on Steeles Avenue BRT
- Coordination with York Region on Yonge Street bridge expansion

**Questions?**

# Thank You!

