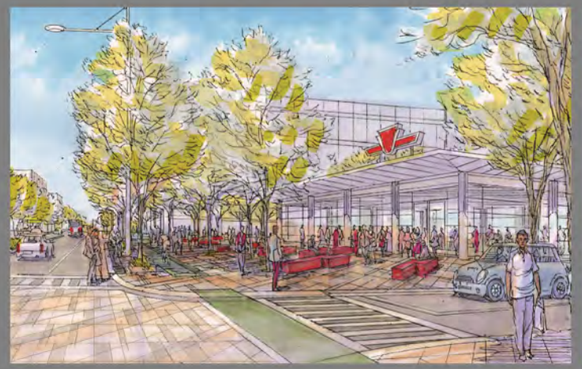


3

DRAFT MASTER PLAN

3.0 DRAFT MASTER PLAN

3.1 FUNCTIONAL STREET DESIGN CONSIDERATIONS

3.1.1 PHILOSOPHY AND APPROACH

Taking Concept C as the basic structural framework, the street design for the South Yonge Street Corridor Streetscape Master Plan will become a place that people will “travel to” rather than “travel through” as the implementation of the subway becomes a reality. It will combine the functional requirements of street design in an urban setting with the qualitative elements that ensure the street is accessible, becomes a destination both day and night and creates vibrant social spaces that define community focus. The function and nature of Yonge Street will change substantially once the proposed subway is completed. As with the 2012 Master Plan, York Region’s “Transit FIRST” philosophy that the automobile is secondary is emphasized here. More precisely, Objectives 2, 3 and 5 of the following objectives, as stated in the Introduction of the 2016 York Region Transportation Master Plan, would guide the updating of this 2020 Master Plan:

- Objective 1 – Creating a world class transit system
- Objective 2 – Create a road network fit for the future
- Objective 3 – Integrate Active Transportation in Urban Areas
- Objective 4 – Maximizing the potential of employment areas
- Objective 5 – Making the last mile work

The Yonge Street of the future will be different in form and function of the Yonge Street of today. With a focus on multi-modal transportation, the corridor will change from being a conduit for cars to a conduit for people. Increasing transit and cycling usage will permit a higher number of people to use the corridor to get to destinations near and far, without requiring further increases in lane capacity to address growing population and employment.

KEY OBJECTIVES

- Maintain Bold, Sustainable, Achievable Vision Principles;
- Facilitate Yonge Street becoming a “place” rather than merely a “link”;
- Increase “universal accessibility” of Yonge Street corridor;
- Increase “connectivity” along and across Yonge Street at pedestrian, cycling and vehicular scales;
- Balance functional needs of corridor, including:
    - Movement of people, vehicles, and goods
    - Development opportunities
    - Neighbourhood accessibility/mobility
    - Business and historic characters

KEY CHALLENGES

- Integrate seamlessly the updated Streetscape Master Plan with the proposed future Yonge Subway Extension project;
- Provide basic 4 lane regional road corridor;
- Provide continuous protected cycling facilities on boulevard from Richmond Hill Centre to Toronto generally along Yonge Street;
- Provide quality pedestrian realm along entire length of study area;
- Increase East-West linkages between Vaughan and Markham sides of Yonge Corridor;
- “Urbanize” Yonge Street within the study area through strategically located on-street parking and reduced dimensions of right-of-way elements (lanes, daylighting triangles, corner radii, etc.)

KEY PRINCIPLES

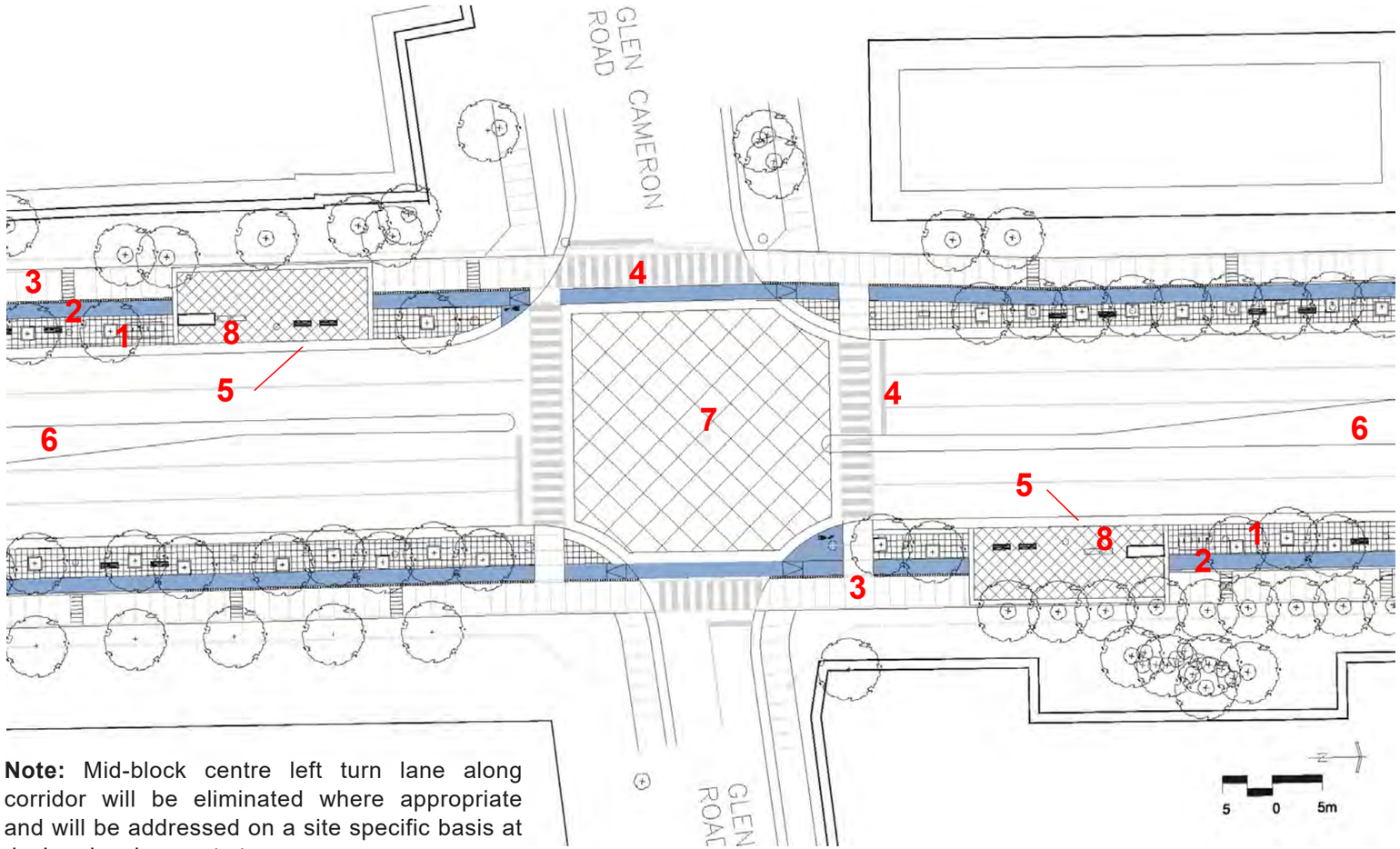
- Seamless interface between the new subway stations from the Yonge Subway Extension Project and the streetscape design on Yonge Street;
- Maintaining the integrity of the Council adopted “Bold, Sustainable and Achievable” streetscape vision for Yonge Street;
- Basic 4 lanes of vehicular traffic regional road corridor;
- Protected cycle tracks on Yonge Street in accordance with Region of York’s latest design guidelines;
- On-street parking within ‘bays’ in strategic locations;
- Minimize pedestrian crossing distances at signalized junctions;
- Increase Signalized junctions/pedestrian crossing

opportunities – consider adopting City of Toronto minimum spacing criteria of 215 metres (similar to some existing conditions along corridor);

- Adopt reduced lane dimensions (3.3 metres), daylighting provisions (5 to 10 metres triangles or radii), corner radii (7.5 metre radii or less);
- Eliminate Centre Left Turn lane along corridor, where appropriate - maintain left turn lanes with adequate storage at signalized intersections;
- Adopt Transition Period plans for 6 Lane and 4 Lane sections in accordance with Subway Extension project implementation schedule. (for “without Subway” to “with Subway” conditions).

3.1.2 TYPICAL INTERSECTIONS

1. Amenities Zone
   - Street Furniture - benches, trash receptacles, lighting, bicycle racks
   - w/ trees in grates and raised planters
2. In-Boulevard Cycle Facility
3. Pedestrian Clearway
4. Pedestrian Crosswalk
5. Continuity Strip
6. Centre Median w/ Tree /Shrub Planting
7. Special Treatment of Intersection
8. Bus Stop Location w/Shelter and Specialty Paving



Note: Mid-block centre left turn lane along corridor will be eliminated where appropriate and will be addressed on a site specific basis at design development stage.

Figure 54: Detail Plan- Typical intersection w/In-boulevard Cycle Facility

3.1.3 SUBWAY STATIONS

The Yonge North Subway Extension (YNSE) is one of four priority transit projects announced by the Province in 2019 for the Greater Toronto and Hamilton Area. As proposed, the Yonge Subway Extension would extend the TTC's Line 1 subway service 7.4 kilometres from Finch Station into Richmond Hill. Metrolinx and Infrastructure Ontario are working together to deliver the project, which will strengthen the regional transit system by extending subway service outside of Toronto into York Region. Most recent plans propose up to six stations, including transit hubs at Richmond Hill. Considerable attention must be placed on the seamless integration of these proposed subway station with the design of streetscape along Yonge Street.

Subway stations are key nodes in the urban fabric where way-finding devices, transitional spaces, and public meeting places coexist. They are key points of entering or exiting a neighbourhood and therefore have a major stake in how that neighbourhood's identity is represented. As such, the quality and design of their facilities and public open spaces should be informed by their immediate context so that they can act as concentrated portals to the character and identity of a particular area. In highly urban settings with fairly tight and consistent street walls (i.e., Yonge and Steeles), the incorporation of subway facilities into private building development sites is recommended. This would encourage the casual and transit related pedestrian activity to interact with the street edge and animate the ground floor. On dedicated sites in which standalone above ground buildings are possible (i.e. Clark Station) the design of these pavilions will be of utmost importance for the reasons stated above. Integration of these subway stations into the streetscape vernacular is paramount in order to create consistency.

In addition to these considerations, particular attention in all cases must be paid to the building's connection to the street. Buildings should be easily accessible as well as extremely visible to both pedestrians and vehicular traffic. A small public square connecting each station with the boulevard is encouraged. This would create a visual break in the street wall that can focus attention towards the building itself, giving it a prominent address as well as providing a public meeting place that is supported by bicycle parking and rental stations as well as street furniture.

3.1.4 BUS STOPS

Bus stops are minor nodes in the urban fabric that are also public meeting places, however on a smaller scale than subway stations. Bus stops along Yonge Street will utilize vivaNext Bus Rapid Transit standards to ensure consistency with the vivaNext identity. A corridor-wide review of bus stop locations should be undertaken once the timing of subway construction and future station locations have been determined. Locating stops on a near-side or far-side basis should be undertaken as part of a detailed review of the available boulevard space at the future proposed locations, with a mix of locations potentially being the most advantageous to the overall corridor's multi-modal functionality. The operational impacts to transit service of far-side stop locations should be balanced against the potential impacts to right-turning vehicles inherent with near-side stops. In all cases, bus stops should be located such that accessible connectivity between the pedestrian sidewalks and the vehicles can be safely achieved where conflicts exist with proposed cycling infrastructure.

3.1.5 VEHICULAR TRAFFIC

With the implementation of the proposed Yonge Street Subway Extension in the long term, Yonge Street will become a multi-functional urban street shifting the emphasis from a primarily vehicular traffic corridor to create a corridor with a streetscape that places a greater emphasis on community social spaces that are pedestrian and bicycle friendly.

The appropriate geometric design standards will be determined at the detailed design stage, at a time when corridor improvements are being implemented. This could include changes to the available lane widths, the presence of dedicated or channelized turning lanes, the intersection corner radii, and available daylighting triangles. An emphasis should be placed on context specific solutions that aim to improve the multi-modal functionality of the street. A reduction in the speed limit, through regulatory changes as well as design interventions, would reduce the speed differential between vehicles and bicycles. This would serve to increase safety at conflict points (such as intersections and driveways) as well as improve the overall 'feel' of the street. A reduction in the speed limit would also result in tangible impacts to the pedestrian realm, by allowing utility poles and street furniture to be placed closer to the curb line, reducing the spatial demands on the available boulevard area.

3.1.6 VEHICULAR ACCESS

Vehicular access to and from Yonge Street will be limited. It is strongly recommended that access to corner lots be from the side streets to reduce driver-cyclist and driver-pedestrian conflict points. Rear lanes should also be explored in appropriate locations for greater permeability into the community and access points off of Yonge Street.

3.1.7 PEDESTRIAN BOULEVARD

The Streetscape Master Plan is designed to accommodate for reduced traffic speeds, safe driveway crossings, an integrated streetscape amenities and cyclist/pedestrian facilities within the boulevard would be the key element to ensure that pedestrians and cyclists are prominent users of the street, along with automobiles. This will promote the Vision, as approved by York Region, of the 2020 Master Plan Update.

The proposed boulevard consists of streetscape amenities, a unidirectional cycle track and a pedestrian zone with a recommended width of between 5 to 9 metres generally. Where parking facilities are proposed, the width would be generally between 3 - 6 metres. The availability of lay-by parking needs to be weighed against the available boulevard space and available private setback.

In Old Thornhill Village District, it should be noted that the Region's preferred boulevard cross-section reflecting its current policy will not be able to be extruded along Yonge Street due to the presence of heritage buildings, existing trees and widths of existing R.O.W. Trees of good condition will be kept in place and the boulevard will have variations to acknowledge this local character. Here, the cycling facility and pedestrian zones would be combined to fit the existing width of R.O.W. Streetscape amenity zones may not be able to be uninterrupted.

3.1.8 CYCLING FACILITIES

With Concept C, appropriate dimensions for integrated streetscape amenity, cycling facilities and pedestrian walkway along Yonge Street vary depending on their location within the corridor. At locations such as the Old Thornhill Village where the widths of the available existing boulevard are less than 6 metres, the proposed cycling facility would be installed adjacent the vehicular lanes, separated from vehicular traffic by a approximately 150 mm above the road grade; the recommended width of the cycle track would be 2.5 metres including a 0.5 metre buffer zone, ensuring ample protection for the separated cycling facility from vehicular traffic. Where the boulevard width is 9 metre or more, the width of the cycle track would be 2 metres with a 0.5 metre buffer between the 4.0 metre streetscape/ amenity zone and 3 metre pedestrian zone. (Please refer to cross-sections above). Within the Yonge and Steeles District, with a highly urban character exists and significant constraints on the available right-of-way exist, it is proposed to utilize a shared multi-modal zone (4 metres combined cycle track and pedestrian zone), buffered from the vehicular traffic by a 4-metre wide streetscape/gateway zone.

Minimum horizontal and vertical clearances within the cycle facility will be maintained to ensure sufficient operating space is provided for cyclists and avoid any protrusions of planting, signage, light poles and any other obstructions.

With Concept C, appropriate dimensions for integrated streetscape amenity, cycling facilities and pedestrian walkway along Yonge Street may vary depending on their location within the corridor. At locations such as the Old Thornhill Village where the widths of existing R.O.W. are less than 6 metres, cycling facility would be installed along a new raised curb at 150 mm above road surface elevations; recommended width of the cycle track would be 2.0 metres including a 0.5 metre buffer zone on the road side. Where widths of the boulevard are 9 metre or more, the width of the cycle track would be 2 metres with a 0.5 metre buffer between the 4.0 metre streetscape/amenity zone and 3

Note (Figure 57): Due to the varying widths of the ROW within the corridor, actual location of hydro poles, light poles, street signs and any other obstructions will be addressed on a site specific basis at design development stage.

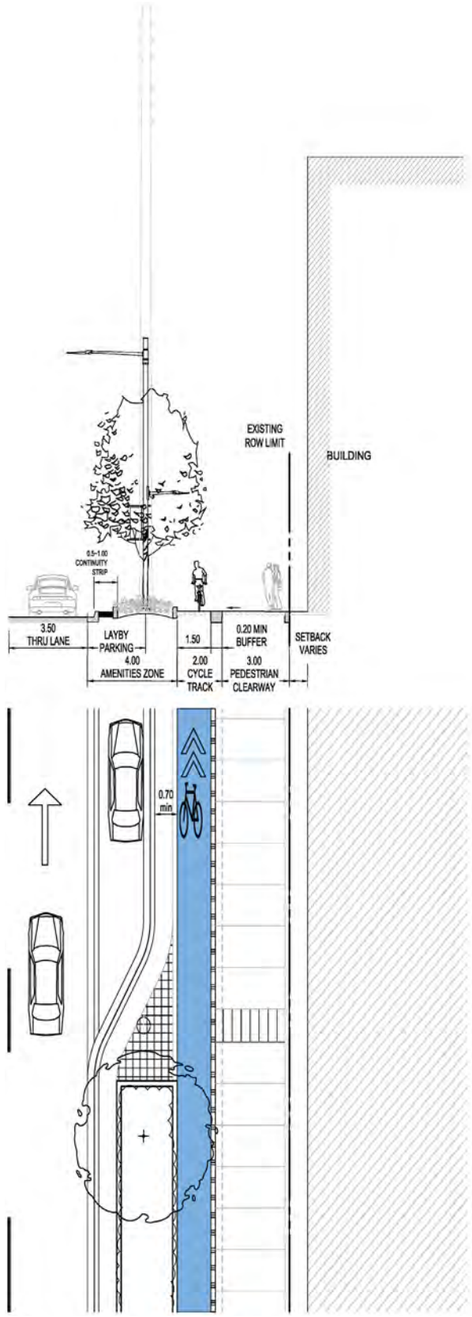


Figure 55: Option 1: Cycle Track protected by 2.5m lay-by parking with min. 0.7m "dooring zone" from cycling facilities and by min 0.2m buffer strip adjacent to Pedestrian Clearway.

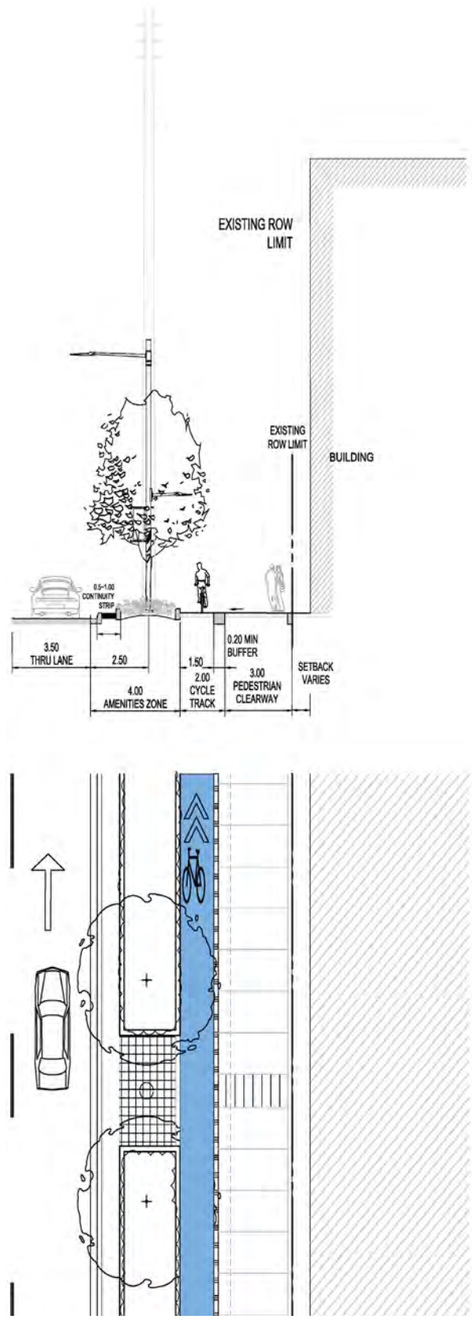


Figure 56: Option 2: Cycle Track protected by 4.0m Amenities Zone raised planters and by min 0.2m buffer strip adjacent to Pedestrian Clearway

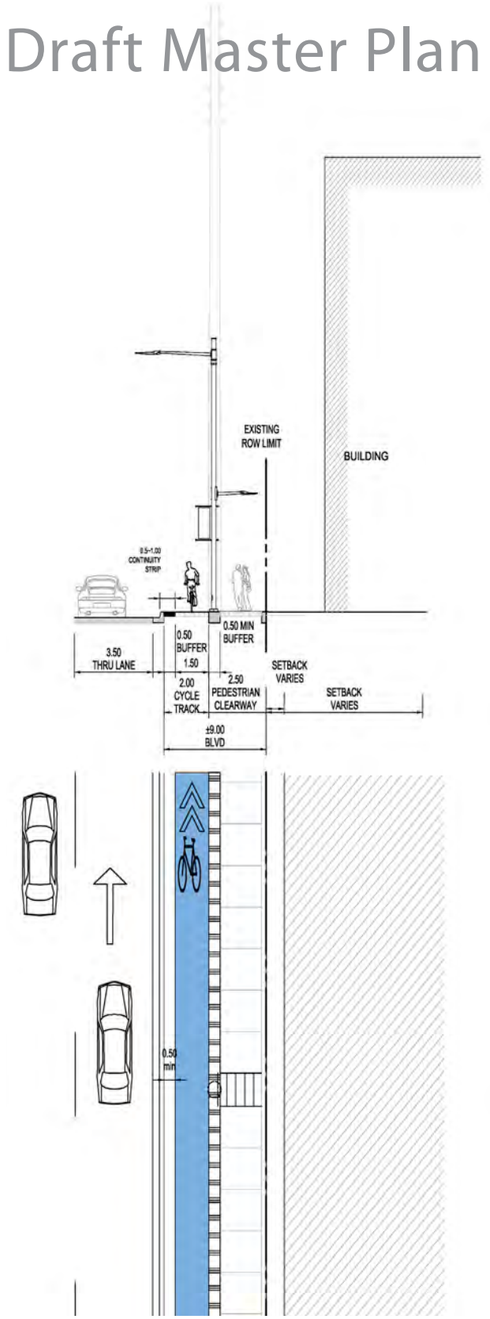


Figure 57: Option 3: Cycle Track protected by 0.5m min buffer strip within Continuity Strip adjacent to the roadway and by min 0.5m buffer strip adjacent to Pedestrian Clearway

3.2 OVERALL CONCEPT DESCRIPTION

Yonge Street is the social, cultural and economic Main Street of York Region. It is the binding element that stitches the three municipalities, their various communities and neighbourhoods along its length into a continuous and harmonious corridor. As such, it is envisioned that the development of an integrated streetscape plan that will enhance the civic image and overall quality of life in York Region. The concept is based on the understanding that a subway will be constructed throughout the study area from Finch Station to Richmond Hill Centre. However, detail implementation schedule has not been determined.

Updating of the Master Plan Concept is built on the seamless integration of the Preferred Master Plan Update Option, as detailed in Section 2.0 above, preserving the essence of the original 2012 Master Plan's "Linked Districts Concept Approach". The concept created a vision for the South Yonge Street corridor that would:

- Reinforce and strengthens the notion of a continuous unified street;
- Recognize the diversity and individual character area expression along the corridor;
- Embrace multi-functional street requirements that integrates public transit, enhanced pedestrian and cycling systems;
- Implement Region's latest active transportation policy through articulating new and safe cycling facilities within a holistic, attractive and functional boulevard of streetscape amenities and pedestrian walkways and activity nodes;
- Support flexibility relative to traffic management;
- Establish a consistent, unified design vocabulary for streetscape components including paving materials, street lights, tree planting, furniture and wayfinding systems;
- Distinguish local district heritage and connects with adjacent communities;
- Promote innovation in green infrastructure, sustainability and technology;
- Inform future development to create vibrant and active streetscape edges;
- Creates value in the public realm that supports and encourages private development;
- Establish and supports new cutting-edge standards in operations and maintenance.

3.3 STREETSCAPE FEATURES AND EXPERIENCE

3.3.1 APPROACH

Streetscapes are experienced in several ways and relate to how and at what speed the user moves along the corridor. For example, the streetscape is sometimes experienced as one small local area at a time, where the user moves from home to the subway station, does some local shopping on the way home in the evening or on weekends within one of the local districts. At other times, the streetscape is experienced as a series of "episodes" or "events" as one moves along the street whether as a pedestrian on the sidewalk, as a cyclist in the protected cycling lane, as a motorist in a car, as a passenger waiting for or riding on a bus. All these modes offer a variety of ways to experience the street and all offer different experiences of the same spaces.

The streetscape concept for Yonge Street celebrates the cultural and natural heritages unique to Yonge Street, the longest and perhaps the oldest street in Canada. It strives to create a cohesive, yet diverse streetscape experience for all users. It is achieved through the use of consistent streetscape elements and components that articulate continuity together with the unique features of each of the character districts that punctuate and define the "episodes" along the street.

Cohesiveness is achieved through the identification of a strong streetscape design framework that is articulated through a series of consistent streetscape features and design elements including:

- Generous pedestrian sidewalks with consistent surface materials;
- Protected cycling facilities that are from vehicular traffic with a distinct surface treatment;
- Functional and yet thematic Street lighting that creates a strong design statement both in form and in lighting effect;
- Street tree planting that provides shelter from the street and shaded sidewalks for a comfortable pedestrian experience;
- Street furniture and signage that creates a distinctive design statement through skilful articulation of colour, form and location.

Diversity is achieved through the recognition of the unique character districts with appropriate design expression for each. Given that the character areas are unique, different design strategies are required for each:

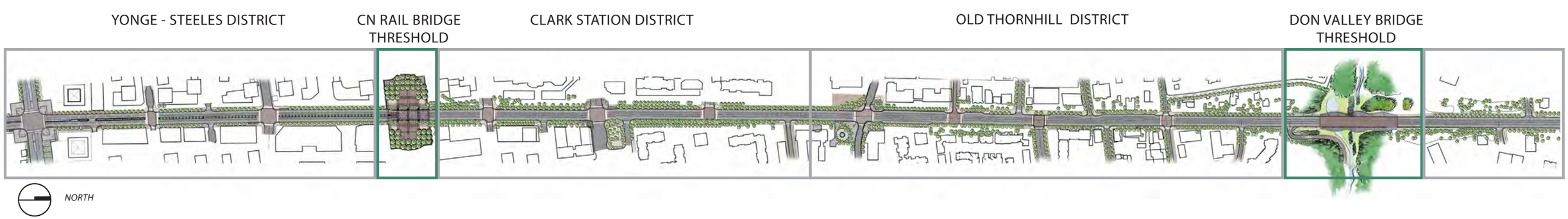
- Vibrant heritage areas, such as Old Thornhill, are to be protected and enhanced through recognition of the village character and scale;
- Urban redevelopment areas, such as the Yonge Steeles Centre and the Richmond Hill Centre are to be articulated through development of higher density urban streetscape and place making strategies;
- Infrastructure components, such as the CN bridge, the Don Valley bridge and the 407 Interchange, will clearly express their function and contribute to the Yonge Street experience.

3.3.2 LINKS AND DISTRICTS STRUCTURE

In the 2012 Master Plan, the structuring elements of the concept include links, thresholds and districts. The links represent the continuous features of the streetscape – those features that are consistent throughout the study area from Steeles Avenue to Bantry Avenue such as street lights, protected cycle lanes, broad sidewalks and street furniture.

The thresholds represent the major infrastructure components that act in many cases as the transitional features between districts – the CN bridge, Don Valley Bridge and the 407 / Hydro corridor. These major infrastructure pieces are opportunities to create special “episodes” or experiences along Yonge Street as part of the public realm. It is recognized that these features

Figure 58: Districts Structure Plan



are created for other functional purposes, but offer interesting possibilities to carefully integrate them with the streetscape design in unique ways that may include special lighting, pedestrian viewing, interpretation and public art.

The districts are the core communities along Yonge Street – both those areas that are existing and to be protected and those that are proposed for redevelopment.

3.3.3 DISTRICT CHARACTER AREAS PHILOSOPHY

Three strategies are required to create distinct identity for the character areas and thresholds along Yonge Street – one that builds on existing character in some districts, one that creates appropriate new character in other districts and one that leverages the opportunities inherent in the infrastructure thresholds. Strategy 1 - Protect and Enhance Existing Character

Strategy 1 - Protect and Enhance Existing Character

Further developing the existing character areas such as the Clark Station district, Old Thornhill Village and New Thornhill districts to enhance their distinct characters will advance the overall streetscape identity and provide variation and along the corridor.

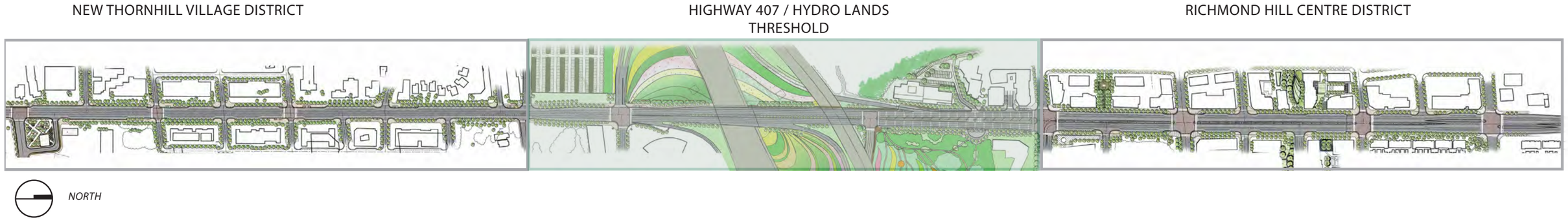
Strategy 2 - Create New Character

Developing urban character treatments for places along Yonge Street that are currently slated for major redevelopment including the Steeles to CN Rail Bridge district and the Longbridge/Langstaff district will also be important to the overall continuity and success of the streetscape plan. Utilizing a range of consistent strategies and techniques for these challenging areas will help to unify Yonge Street throughout the study area.

Strategy 3 - Leverage Infrastructure

In addition, the ability to “leverage the opportunities” related to the major infrastructure threshold components represents the other important strategy. The CN bridge offers the possibility of creating a much-needed public space along Yonge Street. The Don River bridge provides excellent viewing into the natural areas of the valley as well as opportunities for pedestrian access to the valley. The Highway 407/Hydro corridor presents the chance to create a large scale, bold landscape expression.

Figure 59: Districts Structure Plan



3.3.4 DISTRICT CHARACTER AREAS

3.3.4.1 YONGE – STEELES DISTRICT

The Yonge-Steeles District represents a highly urban streetscape condition – one that is consistent with the proposed high-density mixed-use development on both sides of Yonge Street and a major underground transit node.

Key features of the streetscape design in this district include:

- A four-corners gateway expression with enhanced and generous at-grade urban pedestrian spaces flanking Yonge Street;
- Access to below-grade transit station and subway is integrated into proposed new development;
- Two northbound and two southbound lanes for vehicular traffic;
- Left turn lane at Steeles Avenue with a special urban quality paved surface treatment;
- In-boulevard combined cycle track and pedestrian walkway on a continuous and attractive urban quality paved surface compatible with at grade retail and building entrances;
- High quality and generous streetscape amenities zones on both sides of Yonge Street;
- Raised centre median that contains locations for a series of iconic vertical features and planting;
- Large high canopy trees planted flush to grade and in raised planters with generous subsurface growing medium zones, drainage and irrigation;
- Single source street lights that continuously serve both vehicular and pedestrian spaces;
- Street lighting at intersections with pedestrian crossings provide enhanced light levels;
- Compatible with overhead electrical lines and poles (if required);
- No on-street parking on Yonge Street close to Steeles intersection;
- On-street parking is located on side streets;
- Off-street, structured parking is provided as part of new development;
- Access to new development sites is via side streets only.

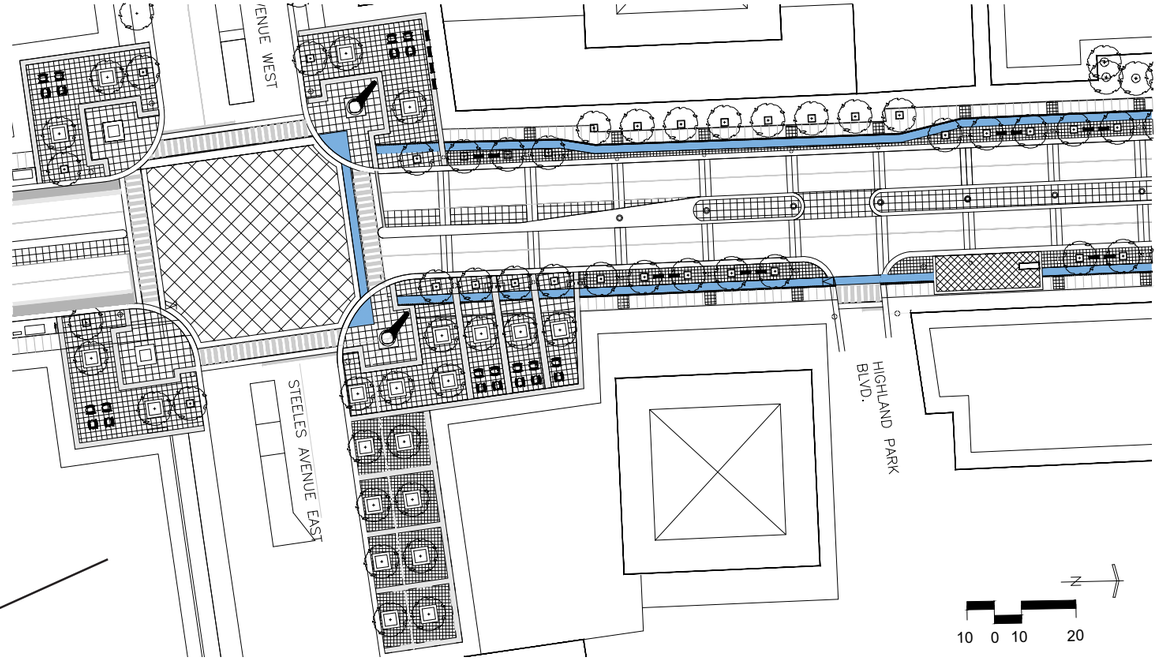


Figure 60: Detail Area

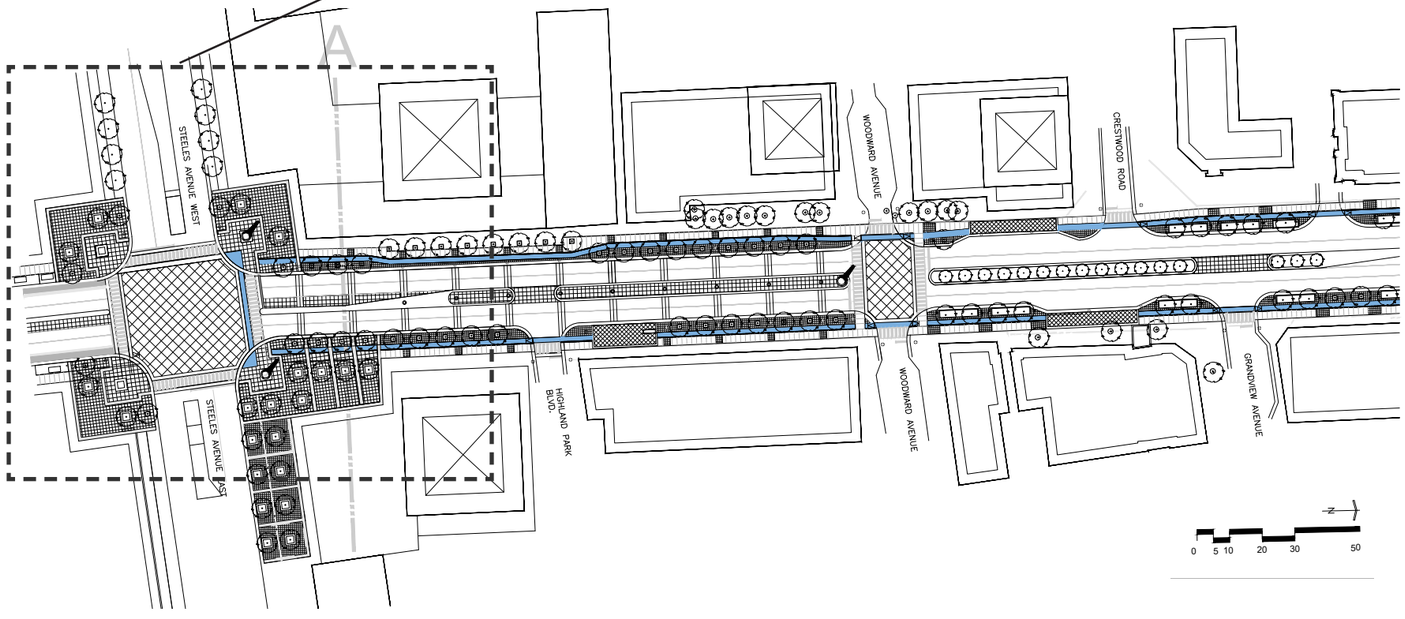
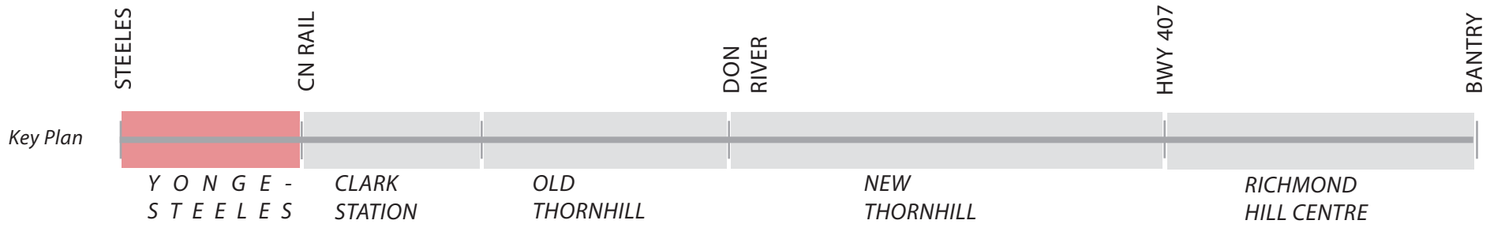


Figure 61: Context



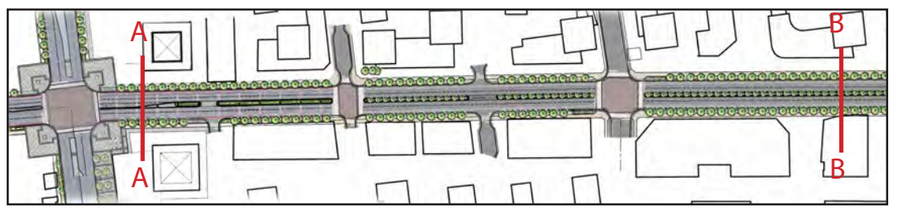


Figure 62, 63, 64, 65: Precedent Images

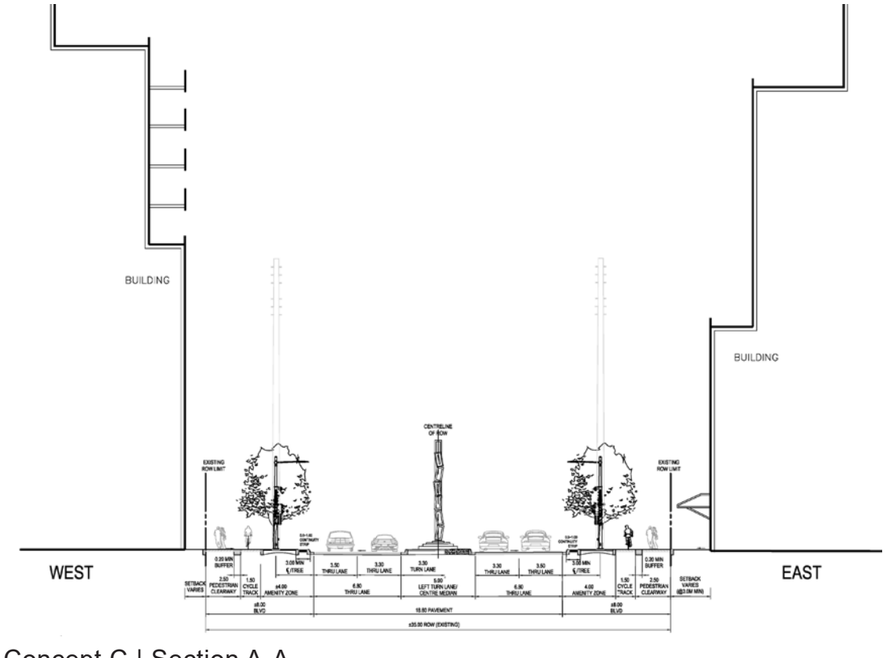


Figure 66: Concept C | Section A-A
Steeles Gateway Median

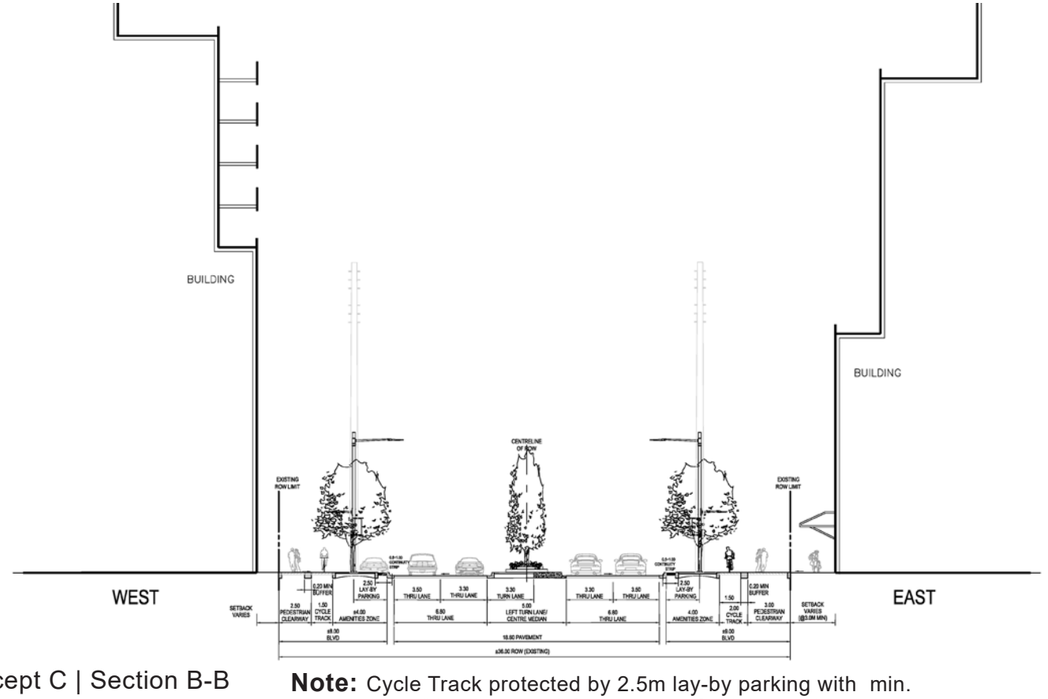


Figure 67: Concept C | Section B-B
Steeles Gateway Mid-block

Note: Cycle Track protected by 2.5m lay-by parking with min. 0.7m "dooring zone" from cycling facilities and by min 0.2m buffer strip adjacent to Pedestrian Clearway.

3.3.4.2 CN RAIL BRIDGE THRESHOLD

The CN Rail Bridge is located close to the highest point of land near the south end of the study area. It crosses a deep cut with a single railway track below. The streetscape scheme in this area of Yonge Street envisions a major expansion of the pedestrian space immediately adjacent to Yonge Street on a decked area over the railway cut on both sides. The addition of a publicly accessible multi-use and programmable space in this zone represents a significant opportunity for much needed urban open space along the corridor.

Key features include:

- Continuity of the in-boulevard cycle track and broad pedestrian sidewalks on both sides;
- Generous multi-use paved surfaces, for both the cycle track and pedestrian walkways, on both sides with appropriate street furniture;
- Continuous streetscape amenity on both sides of Yonge Street;
- Raised “green-roof” planting demonstration areas with indigenous tree and shrub planting;
- Look out spaces and interpretive plaques.

Figure 68: Detail Area

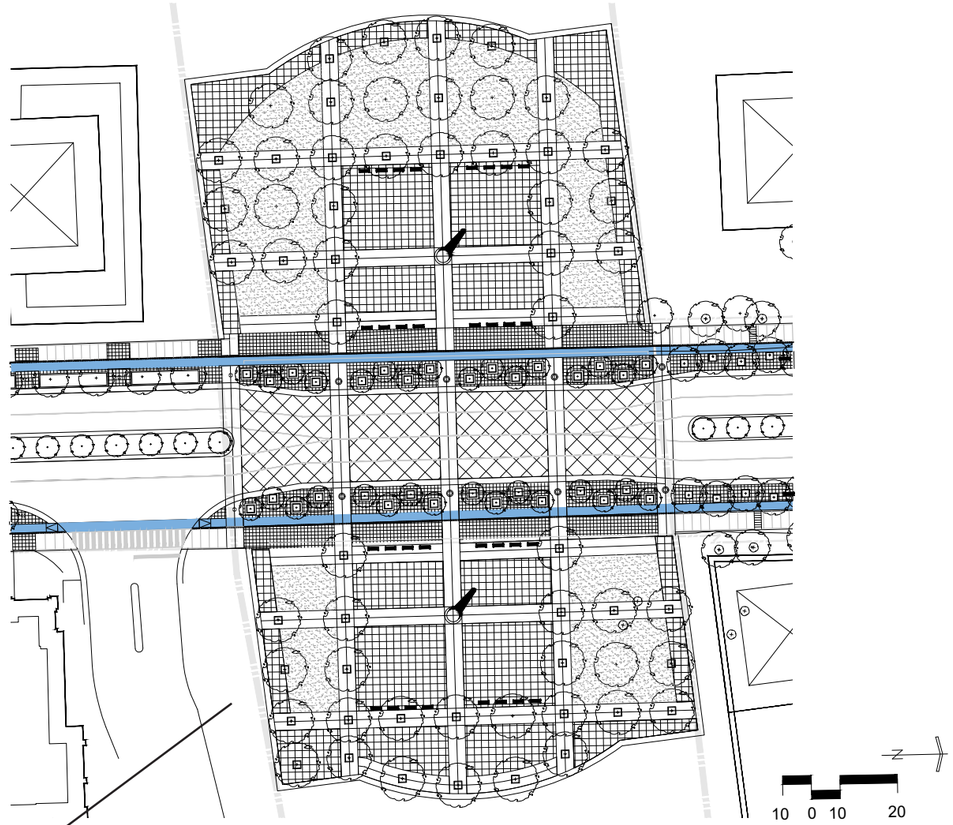
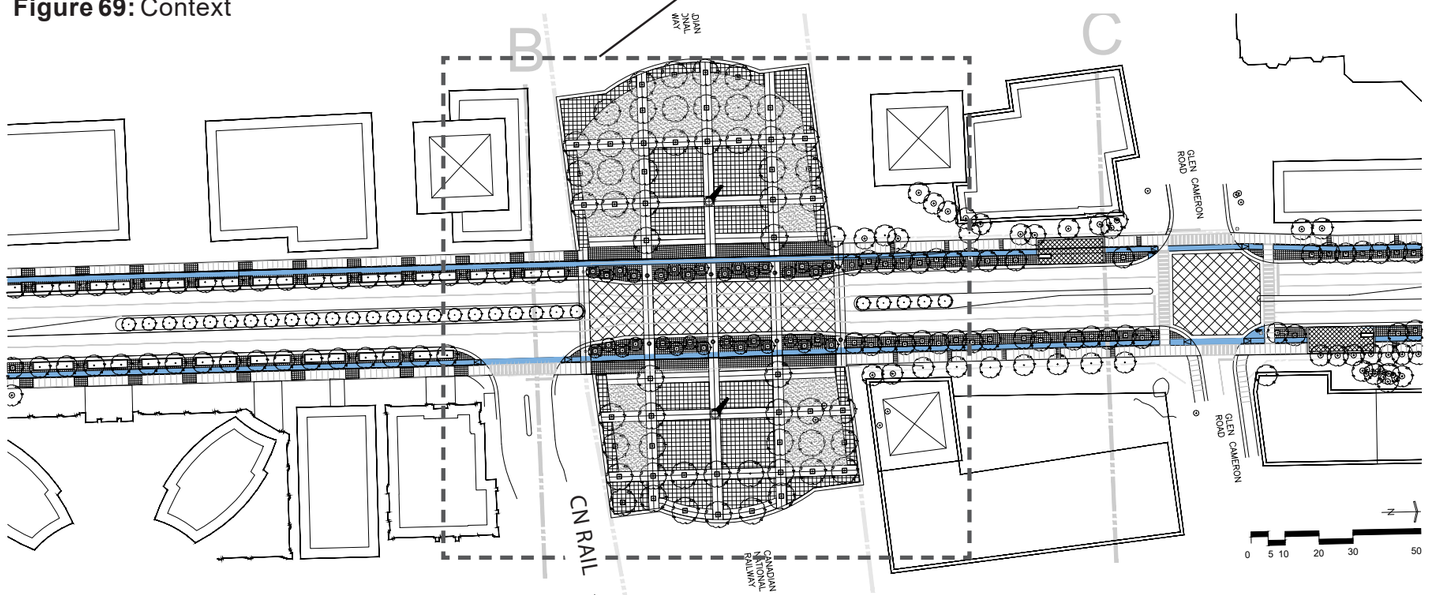


Figure 69: Context



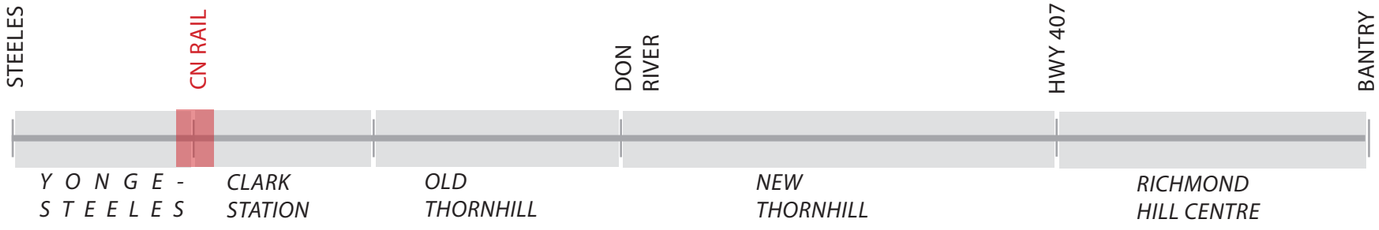
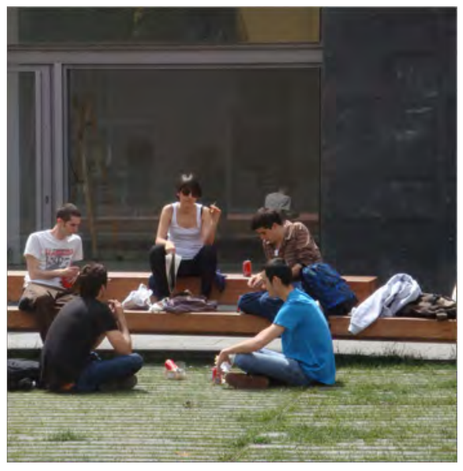


Figure 70, 71, 72, 73, 74: Precedent Images





3.3.4.3 CLARK STATION DISTRICT

The streetscape concept for the Clark Station District of Yonge Street builds on the existing qualities of the medium to high-density mixed-use development with generous green setbacks from the street edge. Some new development is proposed in specific areas with tighter setbacks.

Key features of the streetscape design in this district include:

- Access to the subway station at Clark is as a stand-alone building;
- Generous urban space adjacent to street at the Clark Subway Station;
- Two northbound and two southbound lanes for vehicular traffic;
- Continuous protected in-boulevard cycle tracks on both sides of Yonge Street;
- Continuous pedestrian sidewalks separated from the traffic by generous green planting zones;
- Double rows of large and smaller scale street trees in at-grade and raised planters with generous subsurface growing medium zones, drainage and irrigation;
- Single source street lights that continuously serve both vehicular and pedestrian spaces;
- Street lighting at intersections with pedestrian crossings provide enhanced light levels;
- Compatible with overhead electrical lines and poles (if required);
- No on-street parking on Yonge Street;
- On-street parking is located on side streets;
- Off-street, structured parking is provided as part of new development;
- Access to existing development is via Yonge Street;
- Access to new development sites is via side streets only.

Figure 75: Detail Area

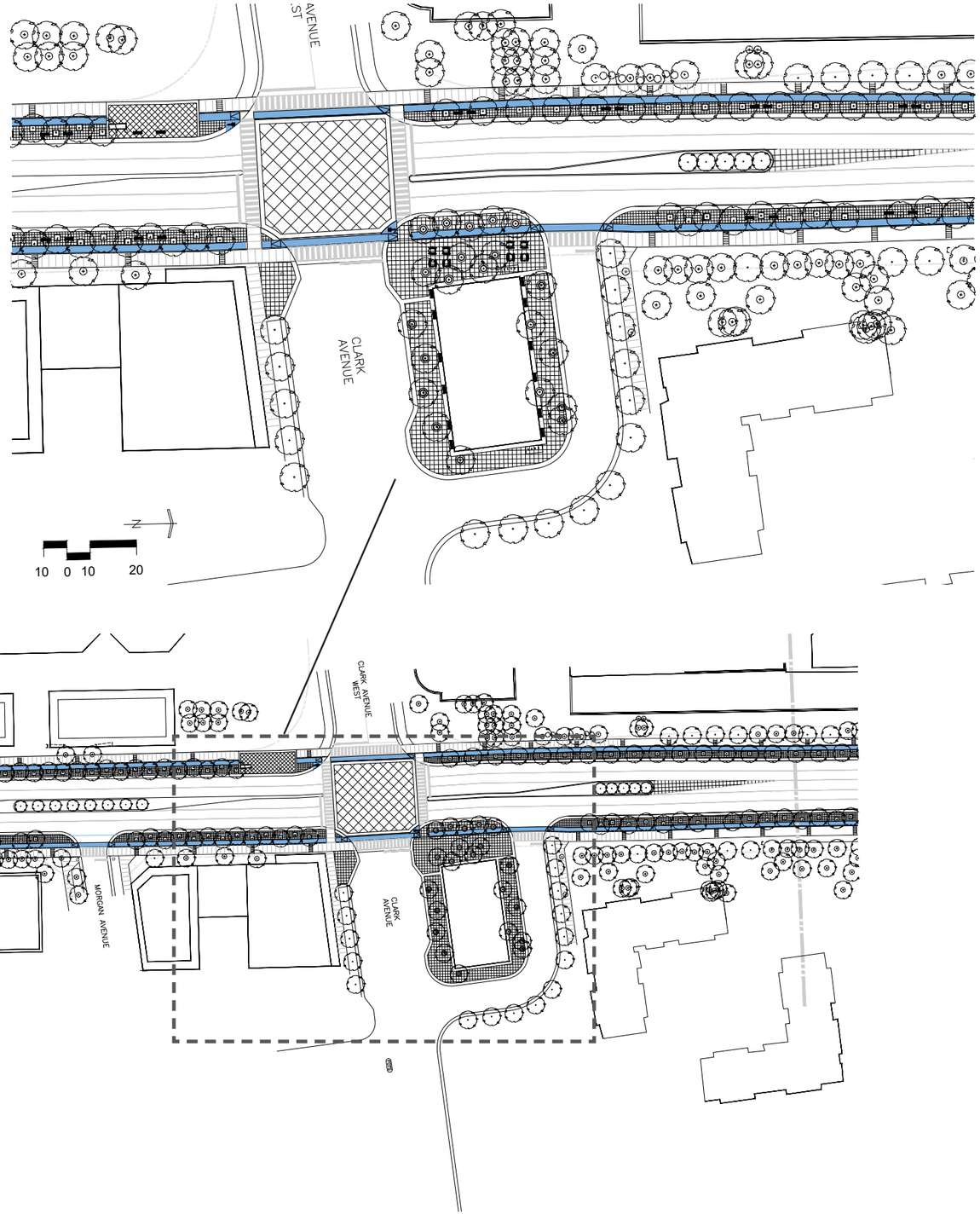


Figure 76: Context

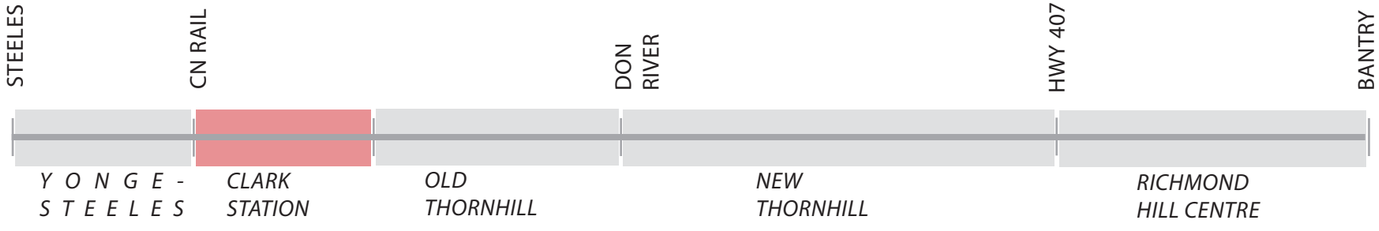
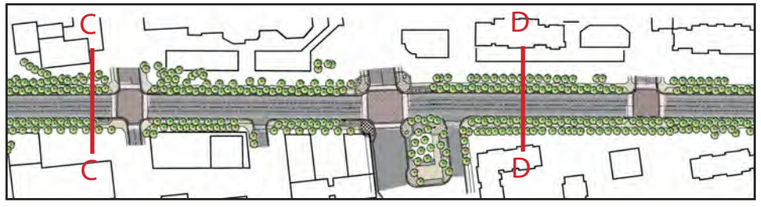


Figure 77, 78: Precedent Images



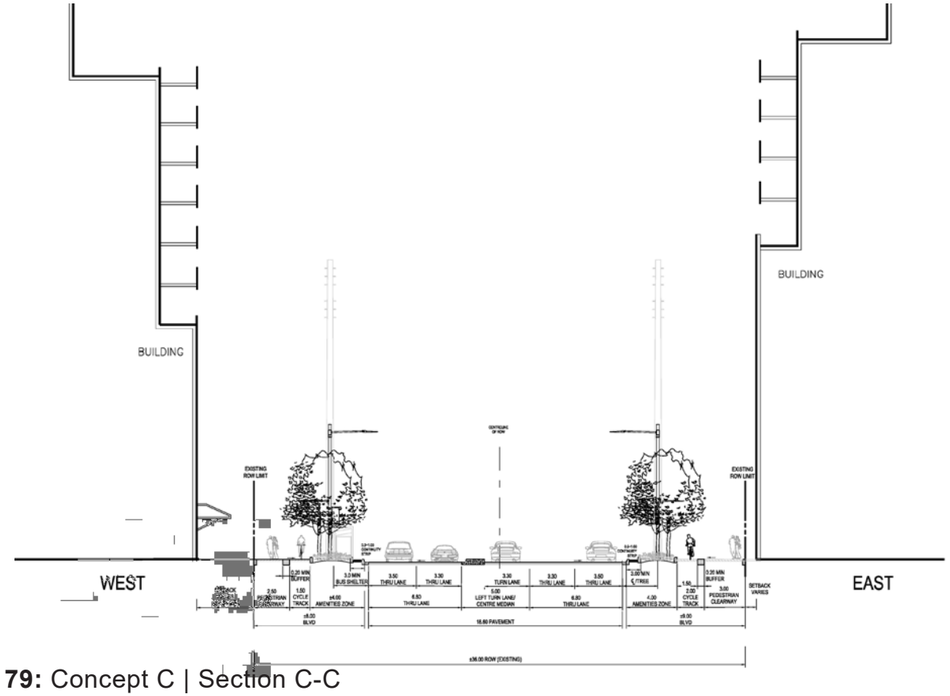


Figure 79: Concept C | Section C-C
Clark District Mid-block

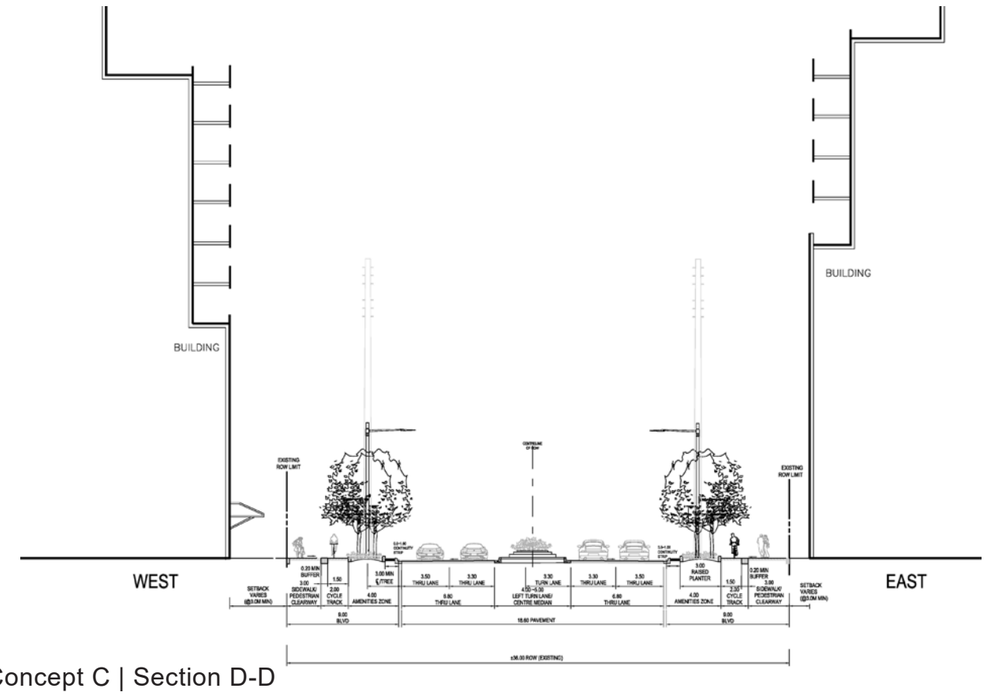


Figure 80: Concept C | Section D-D
Clark District

3.3.4.4 OLD THORNHILL DISTRICT

The streetscape of the Old Thornhill District of Yonge Street builds on the heritage village character of the area, respecting existing scale and setbacks and supports opportunities for social interaction within the community. The opportunity to create a public-private Gateway expression that combines public open space and community activities at the public school / market area is contemplated. This Gateway, highlighted in this concept would be respectful to pedestrian scale and surrounding heritage character setting.

Key features of the streetscape design in this district include:

- Two northbound and two southbound lanes for vehicular traffic;
- Continuous in-boulevard cycle tracks on both sides of Yonge Street;
- Protection and accommodation of existing, mature street trees;
- Continuous pedestrian sidewalks separated from the on-street parking areas by street trees and planting areas;
- Opportunities to create intimate scale public gathering spaces at street corners;
- Single row of large and smaller scale street trees in at-grade and raised planters with generous subsurface growing medium zones, drainage and irrigation;
- Single source thematic street lights that continuously serve both vehicular and pedestrian spaces;
- Street lighting at intersections with pedestrian crossings provide enhanced light levels;
- Compatible with overhead electrical lines and poles (if required);
- On-street parking is accommodated in lay-by areas on both sides;
- Off-street surface parking is provided as part of a rear-lane access / parking configuration;
- Access to existing development is encouraged to move to the rear-lane configuration;
- Access to new development is encouraged via side streets only.

Figure 81: Detail Area

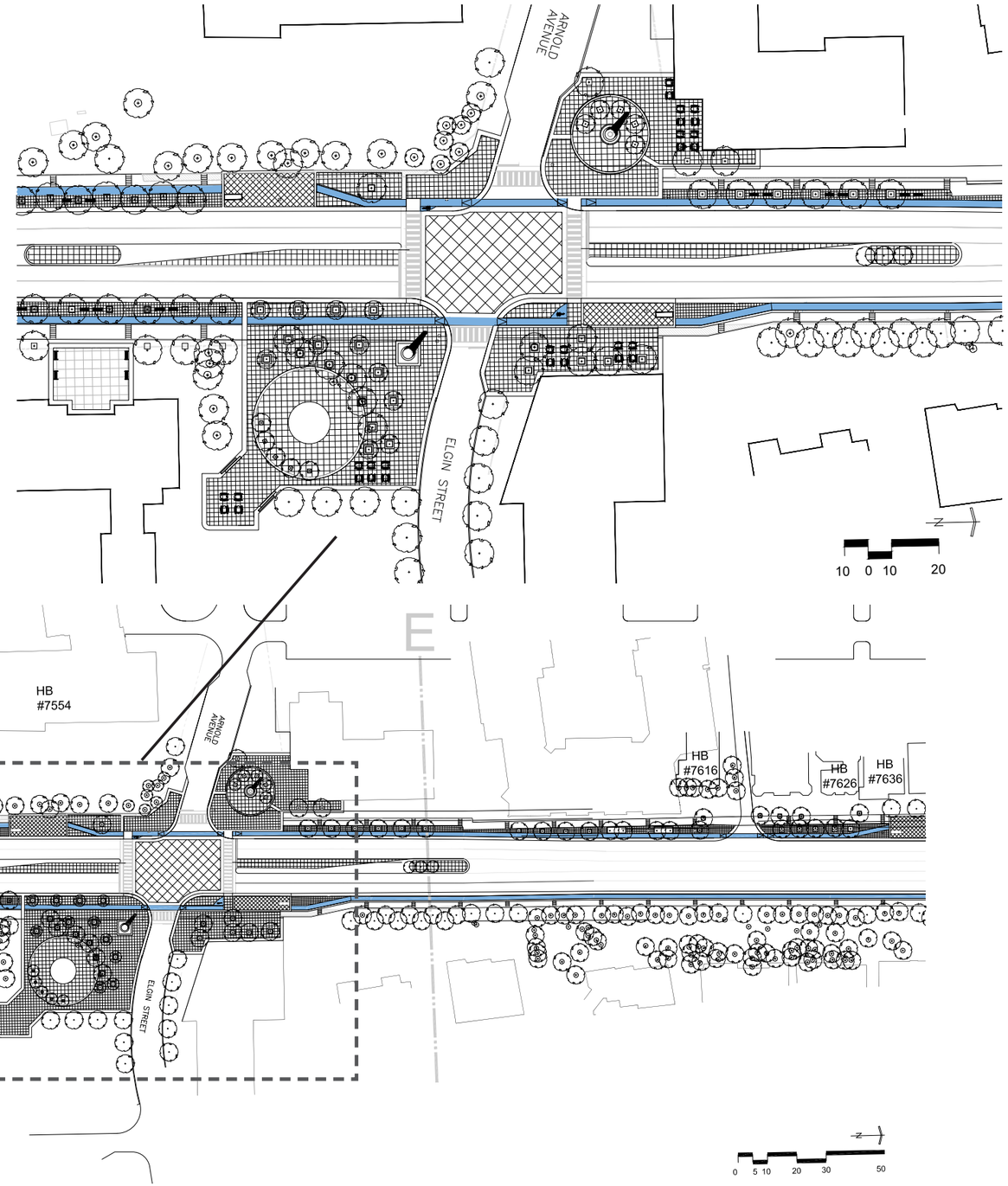


Figure 82: Context

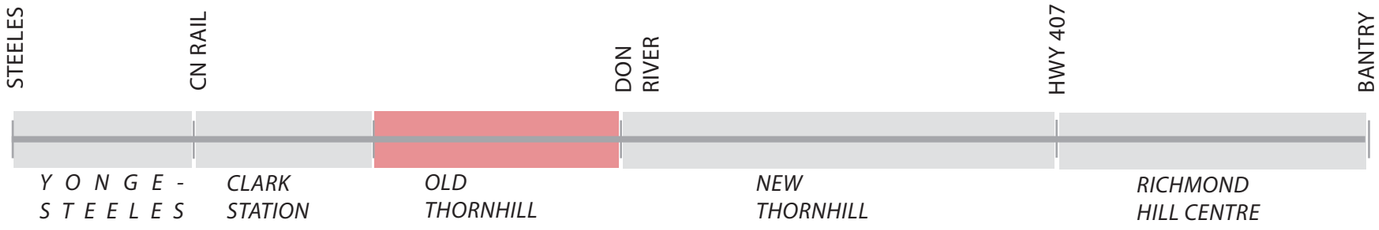


Figure 83, 84, 85: Precedent Images

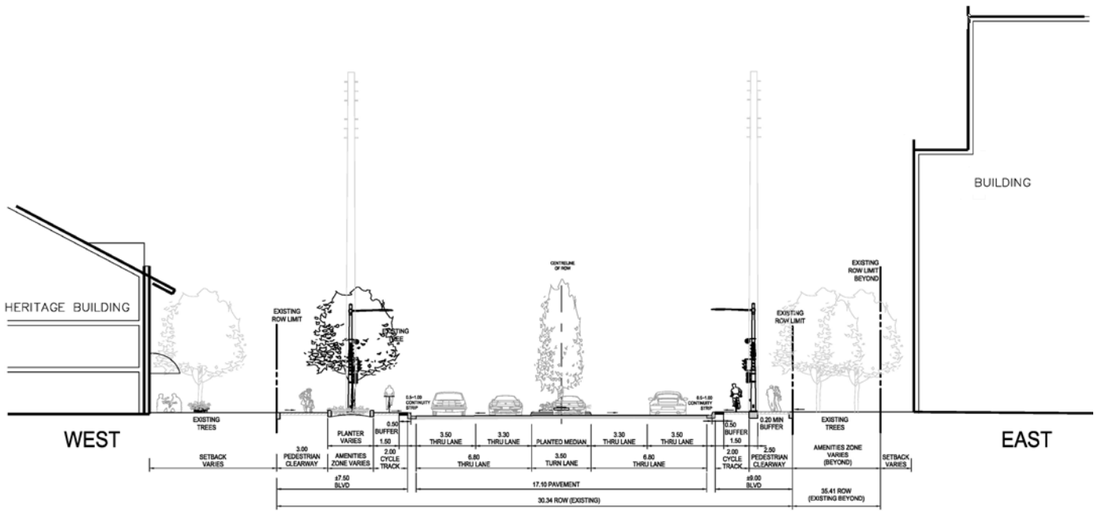


Figure 86: Concept C | Section E-E
Old Thornhill- Approach to Intersection

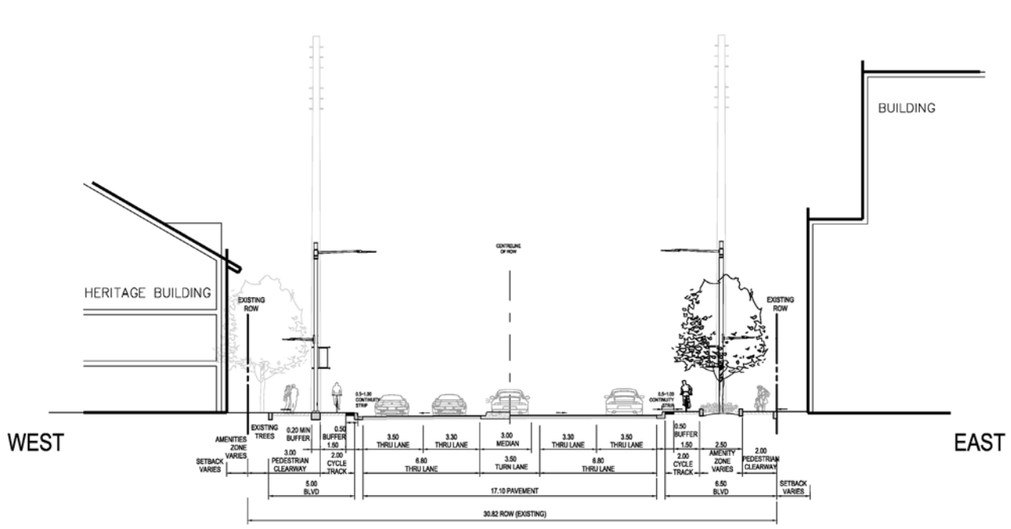


Figure 87: Concept C | Section F-F
Old Thornhill (Heritage)

3.3.4.5 DON RIVER BRIDGE THRESHOLD – THE VALLEY AS INTERPRETIVE GATEWAY

The Don River Bridge conveys Yonge Street across the Don River valley above the proposed subway line providing the opportunity for an expanded pedestrian surface deck flanking the roadway with overviews to the valley below, as well as exciting design expression for the bridge itself. As the streetscape transitions from Old Thornhill to New Thornhill, the design themes for the bridge and valley edges represent opportunities to extend the natural forest qualities into these adjacent streetscape edges.

Key features of the streetscape design in this district include:

- Two northbound and two southbound lanes for vehicular traffic;
- Continuous on-boulevard cycle facilities on both sides of Yonge Street - Optional physical separation may be preferred to conserve width across structure;
- Continuous pedestrian sidewalks separated from the street by the buffered cycle tracks;
- Raised “green-roof” planting demonstration areas with indigenous tree and shrub planting;
- Demonstration of stormwater management strategies (lowest elevation along Yonge Street);
- Interpretation of ecological, historical and related story lines;
- Single source street lights that continuously serve both vehicular and pedestrian spaces;
- No on-street parking is provided;
- Extension of the valley forests planting themes to connect with the streetscapes of Old and New Thornhill;
- Pedestrian access to valley lands.

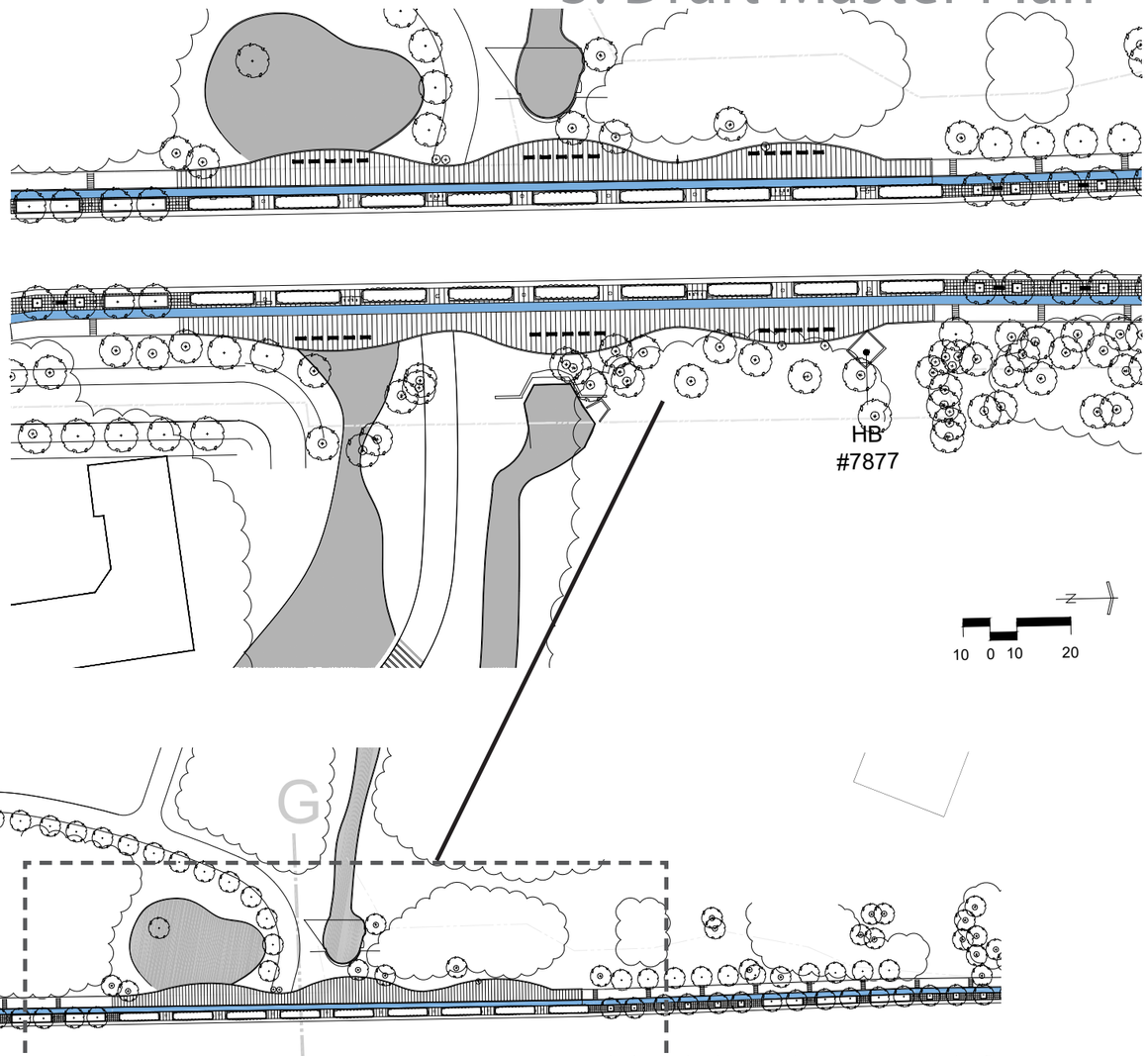


Figure 88: Detail Area

Figure 89: Context

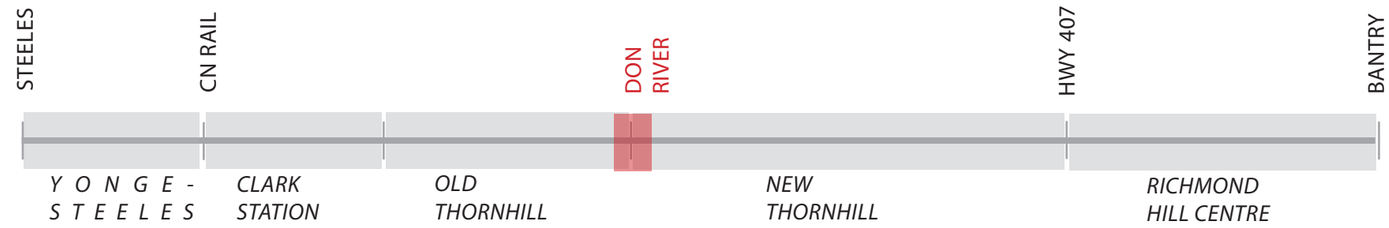
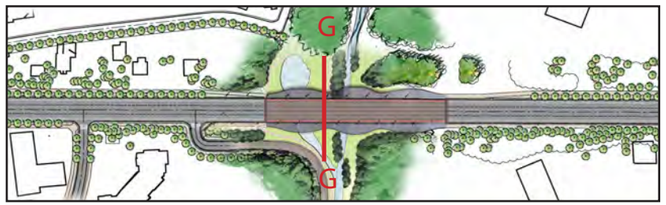
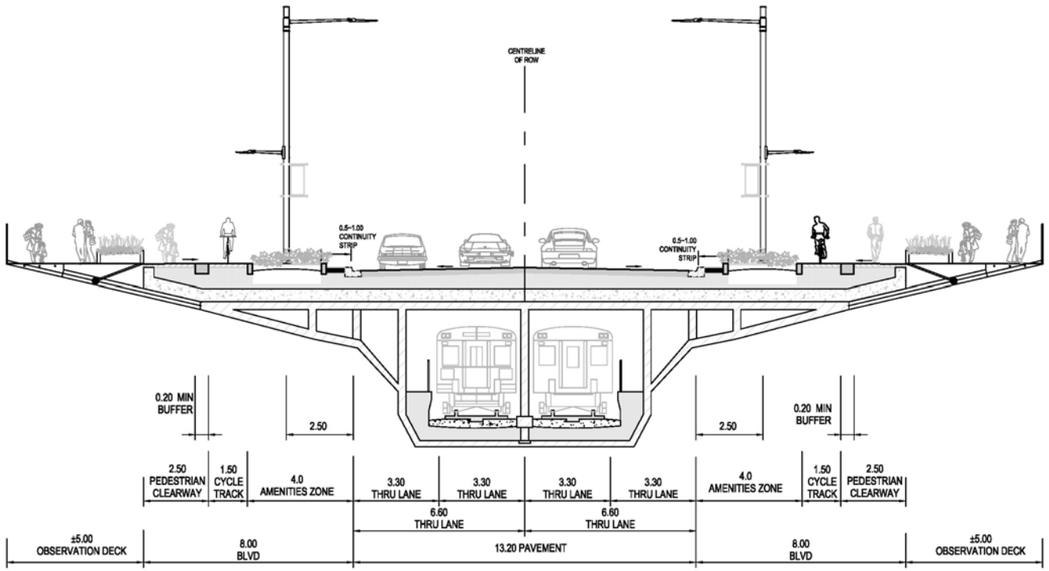


Figure 90, 91: Precedent Images



Key Plan - Sections

WEST



EAST

Figure 92: Concept C | Section G-G
Thornhill (Bridge)

3.3.4.6 NEW THORNHILL VILLAGE DISTRICT

The streetscape for the New Thornhill Village District respects the existing valley edge community character and accommodates redevelopment opportunities that include street-oriented, medium density, mixed use development within a “green” framework.

Key features of the streetscape design in this district include:

- Two northbound and two southbound lanes for vehicular traffic;
- Continuous on-boulevard cycle lanes with 4 metres of streetscape amenity zones 2 metres cycling facilities and 3 metres pedestrian clearway within existing R.O.W. on both sides of Yonge Street;
- Protection and accommodation of existing, mature street trees;
- Continuous pedestrian sidewalks separated from the on-street parking areas by cycle facility having a min. 0.7m “dooring zone”;
- Double rows of large and smaller scale street trees in at-grade and raised planters with generous subsurface growing medium zones, drainage and irrigation;
- Single source street lights that continuously serve both vehicular and pedestrian spaces;
- Street lighting at intersections with pedestrian crossings provide enhanced light levels;
- Compatible with overhead electrical lines and poles (if required);
- On-street parking is accommodated in lay-by areas on both sides adjacent to retail areas;
- Off-street surface parking is provided as part of a rear-lane access / parking strategy;
- Access to existing development is encouraged to move to the rear-lane configuration;
- Access to new development is encouraged via side streets only.

Figure 93: Detail Area

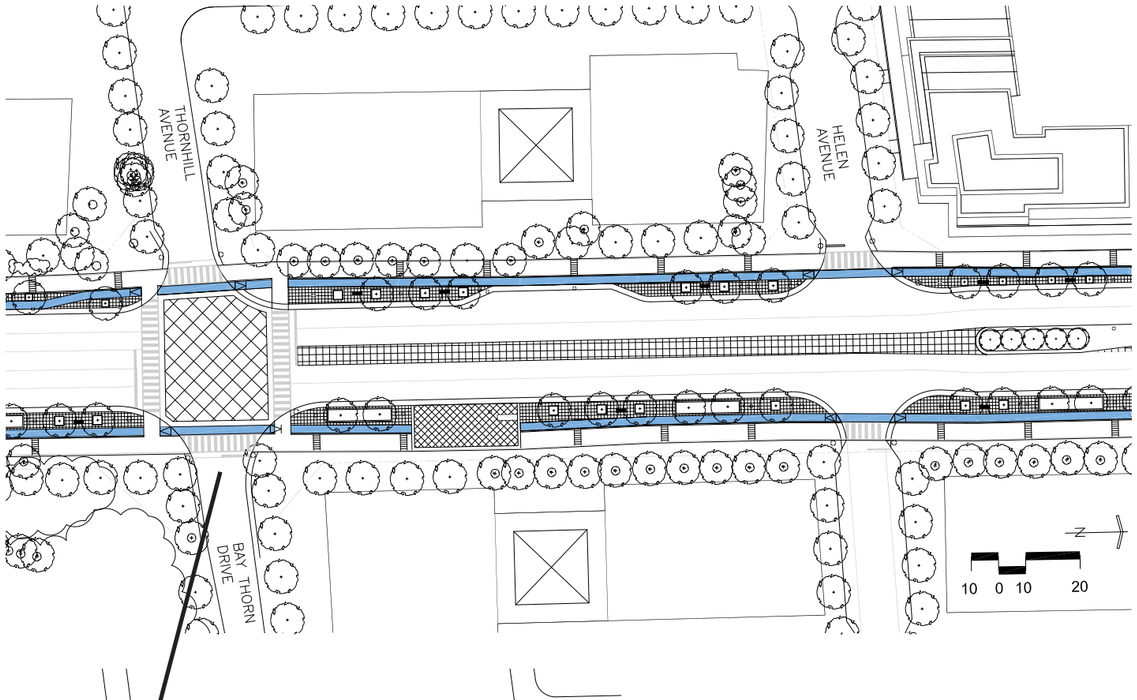
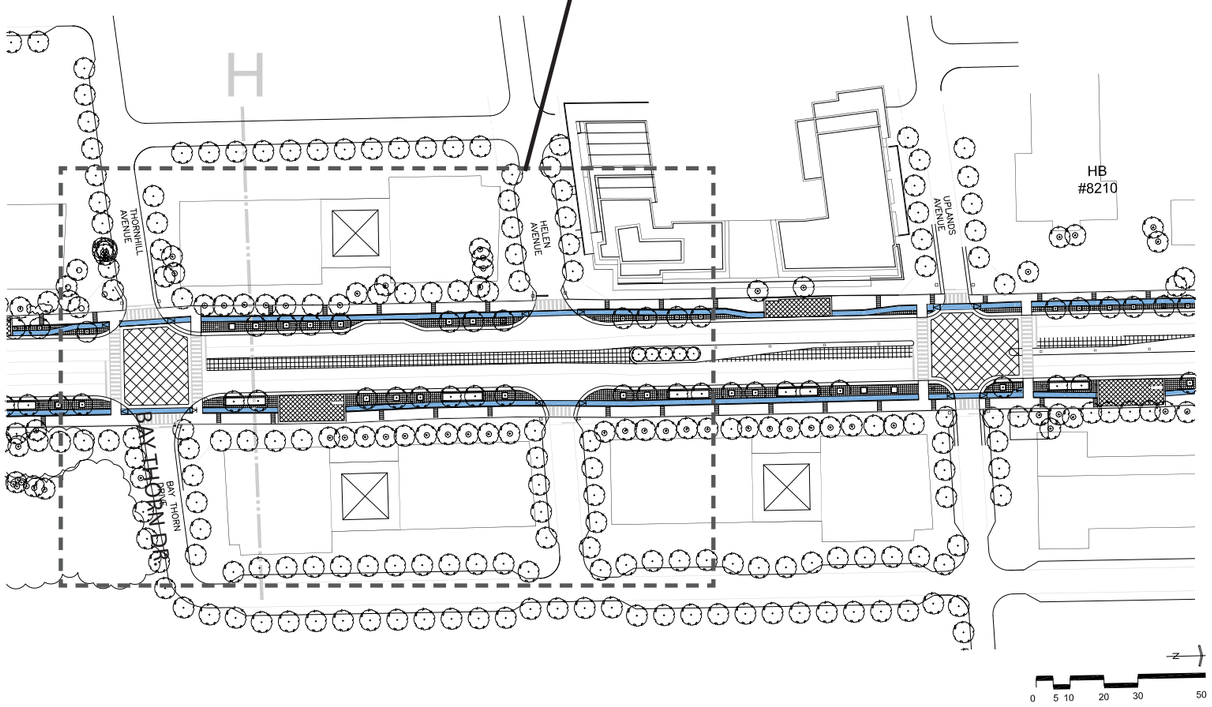


Figure 94: Context



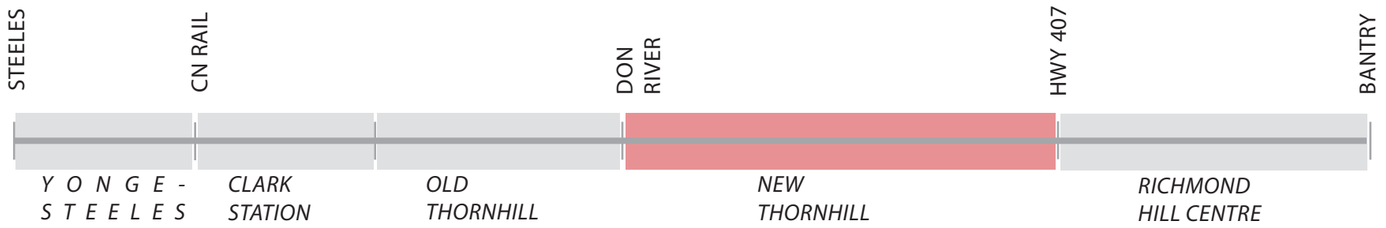
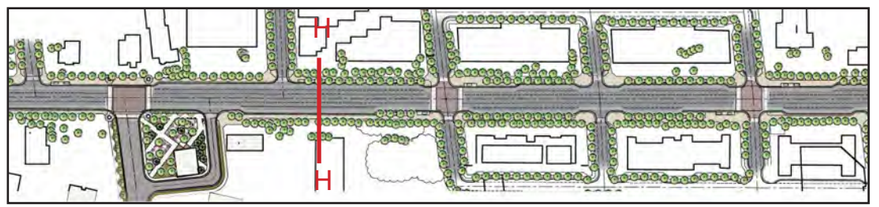


Figure 95, 96, 97: Precedent Images



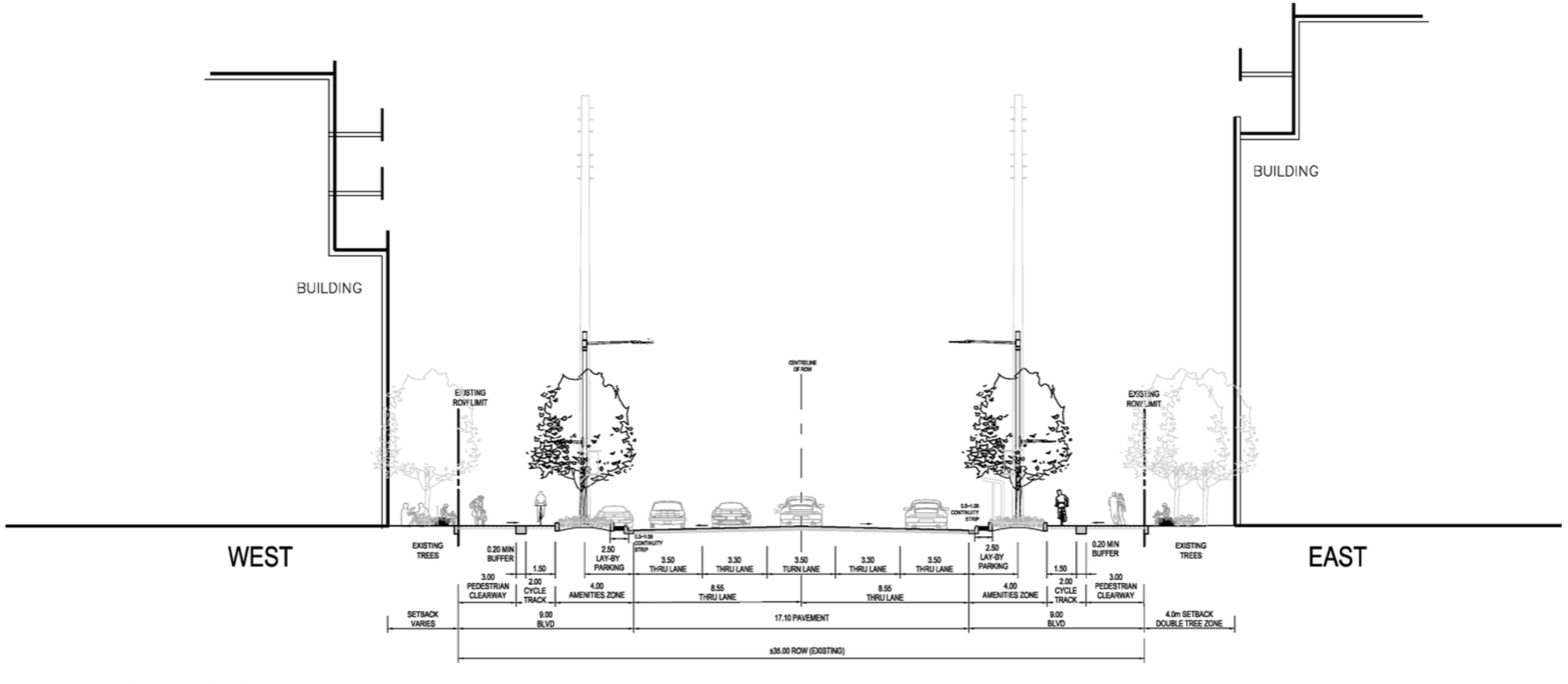


Figure 98: Concept C | Section H-H
New Thornhill

3.3.4.7 HIGHWAY 407 / HYDRO LANDS THRESHOLD

The streetscape of Yonge Street through the Highway 407 / Hydro Lands Threshold responds to the freeway scale and character of these large open landscape spaces. The roadway design adapts to the interchange geometry and access requirements while the continuous Yonge Street streetscape concourse treatments provide added safety and environmental enhancements for pedestrians and cyclists as well as opportunities for significant environmental public art installations.

Key features of the streetscape design in this district include:

- Lane configuration is as existing for vehicular traffic;
- Continuous on-boulevard cycle lanes on both sides of Yonge Street separated from traffic lanes;
- Single source street lights that continuously serve both vehicular and pedestrian spaces with special treatments under the overpass;
- Street lighting at intersections with pedestrian crossings provide enhanced light levels;
- Compatible with overhead electrical lines and poles (if required);
- No on-street parking is provided;
- Off-street commuter surface parking lot (1200-1500 cars) utilizing green strategies for stormwater management is provided within the Hydro lands on the west side of Yonge Street;
- Access to new development at the Langstaff Centre community is via Langstaff Road;
- Subway station at Langstaff is connected to the west side commuter parking lot via an underground pedestrian tunnel;
- Significant opportunities for large scale public art installations that are compatible with the regulatory requirements for Hydro transmission corridors and limited access highways;
- Large scale landscape development conveying the gateway expression to York Region.

Figure 99: Detail Area

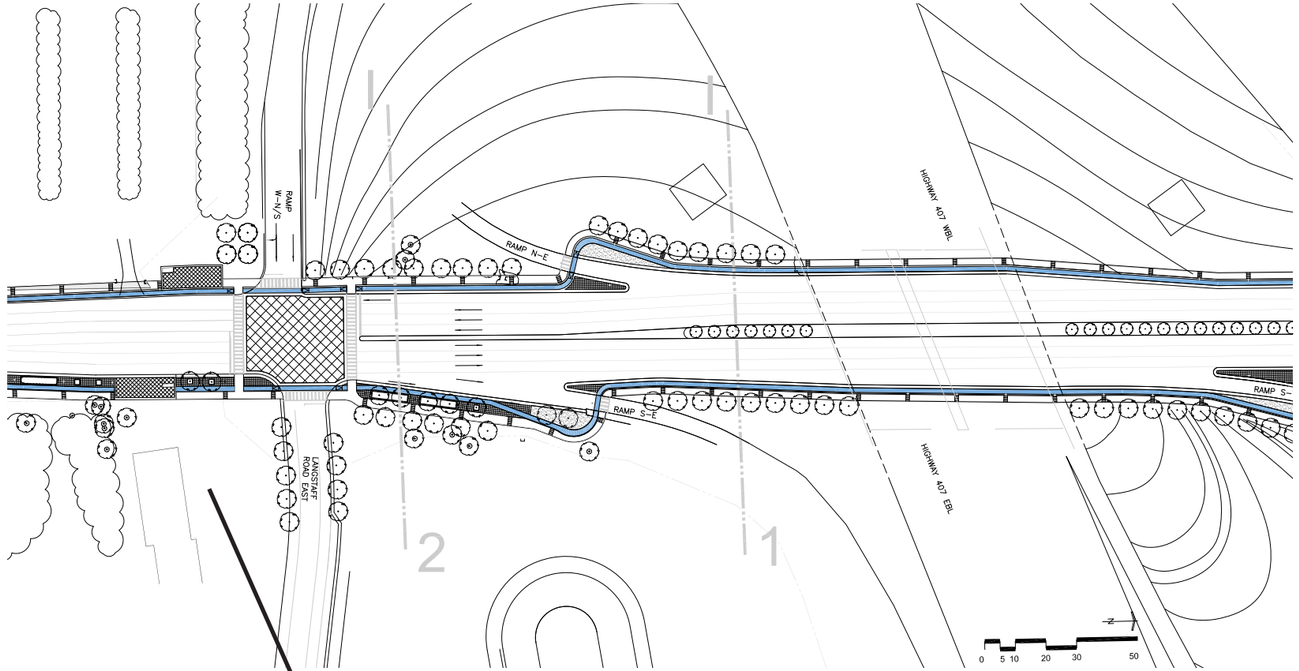
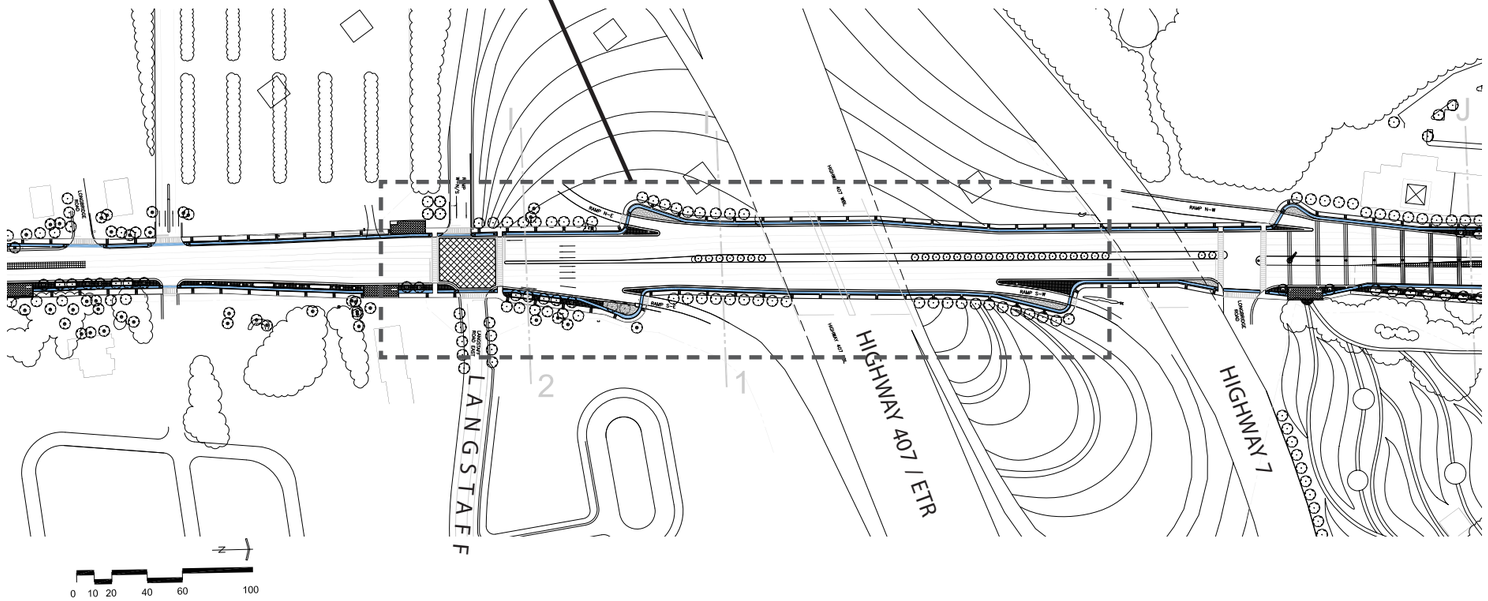
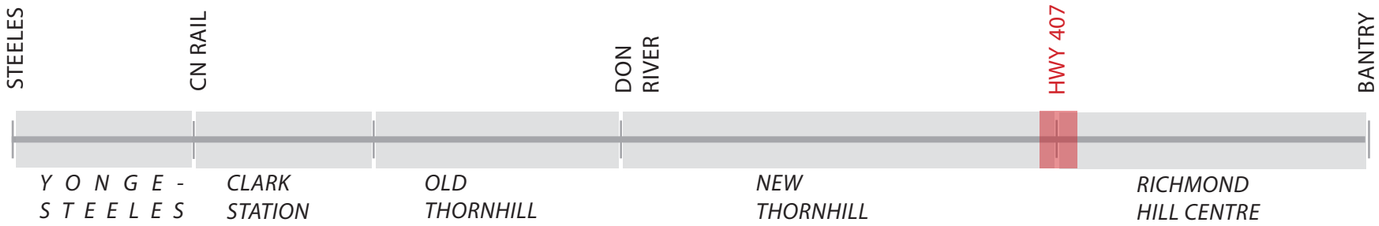
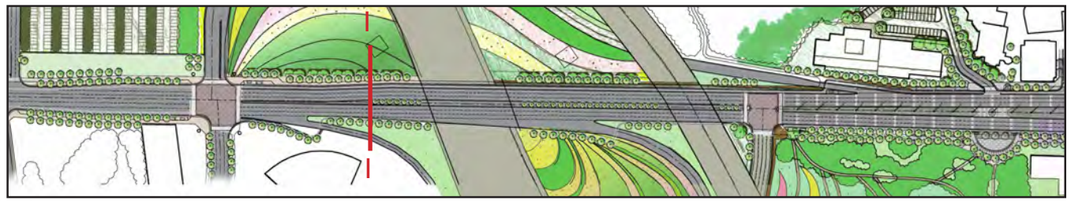


Figure 100: Context







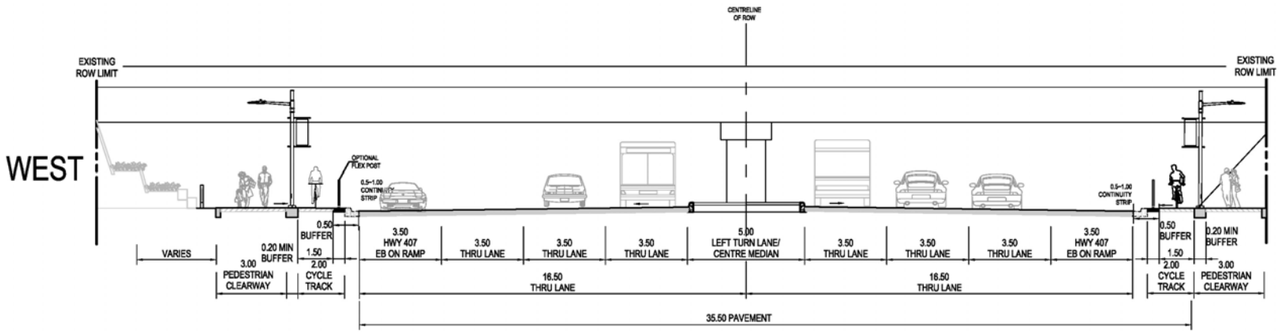


Figure 101: Concept C | Section I-I
407 w/Reduced Shoulder

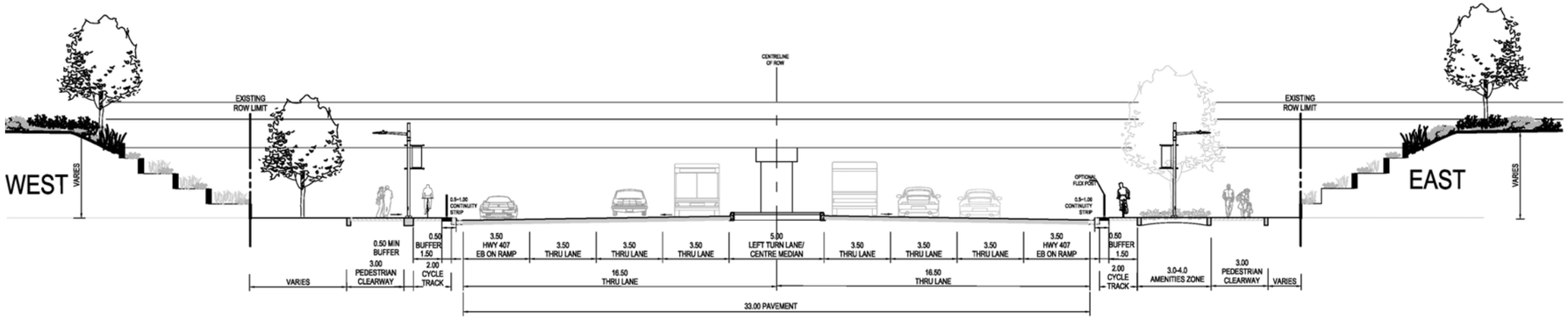


Figure 102: Concept C | Section I-I
Approaching 407
@ Langstaff Road East

NOTE: Flex posts are optional and to be confirmed with York Region operations/city

Figure 103, 104: Precedent Images

3.3.4.8 RICHMOND HILL CENTRE DISTRICT

The Richmond Hill Centre District represents a highly urban streetscape condition – one that is consistent with high-density mixed-use development and integration of a major Bus Rapid Transit (BRT) system within the Yonge Street corridor and recognition as a major regional transit hub. Terminates at Garden Avenue, the Updated Master Plan will be transition into and integrated with recent streetscape implementation north of Garden Avenue.

Key features of the streetscape design in this district include:

- Centrally located two-way BRT system within the Yonge Street corridor;
- Two northbound and two southbound lanes for vehicular traffic interfacing with the vivaNext BRT north of Garden Avenue;
- Continuous on-boulevard combined cycling and pedestrian facilities on both sides of Yonge Street to be transitioned harmoniously into on-road cycling facilities south of Garden Avenue;
- Raised centre median that contains locations for a series of iconic vertical features and planting;
- Wide pedestrian sidewalks that provide a continuous urban quality paved surface compatible with future at-grade retail and building entrances;
- Large metropolitan-scale street trees planted flush to grade and in raised planters with generous subsurface growing medium zones, drainage and irrigation;
- Single source street lights that continuously serve both vehicular and pedestrian spaces;
- Street lighting at intersections with pedestrian crossings provide enhanced light levels;
- Compatible with overhead electrical lines and poles (if required);
- Off-street, structured parking is provided as part of new development;
- Access to new development sites is via side streets only.

Figure 105: Detail Area

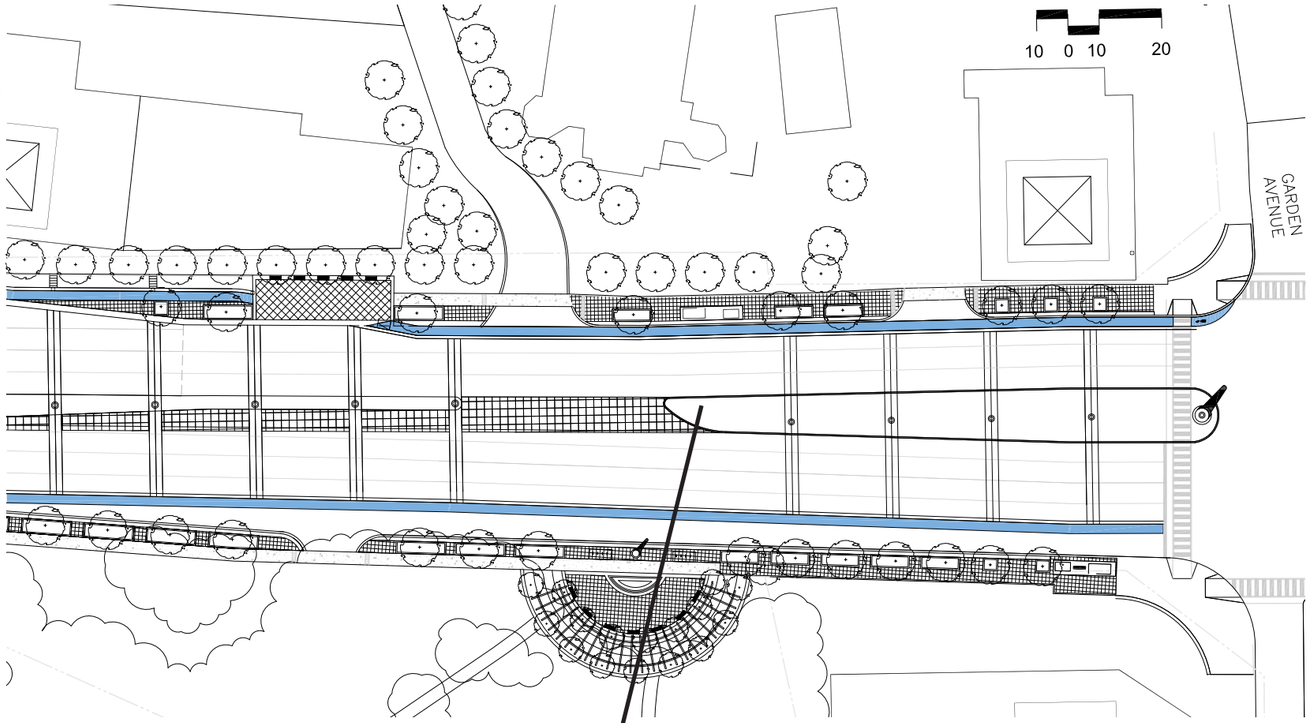


Figure 106: Context

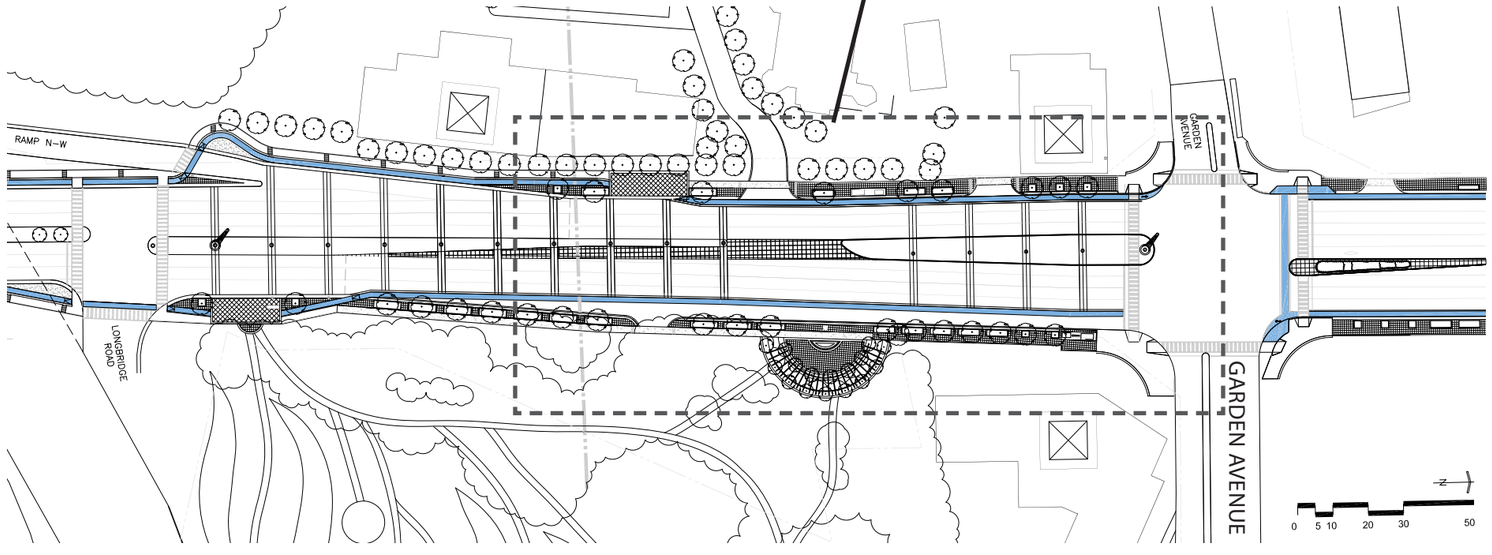
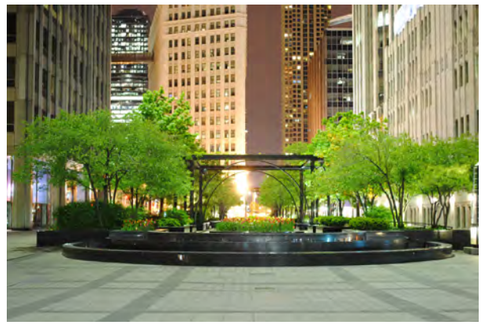
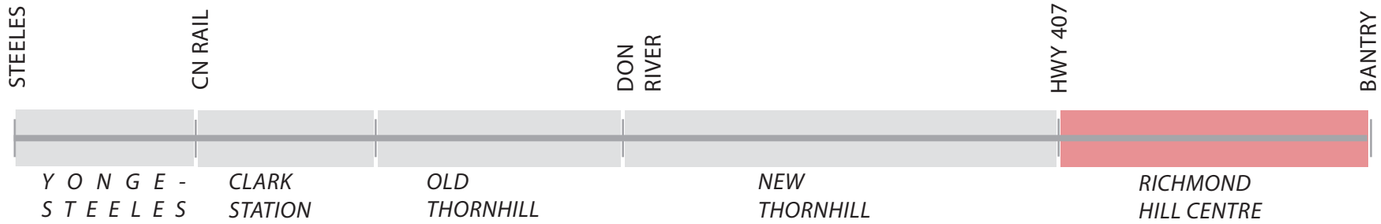
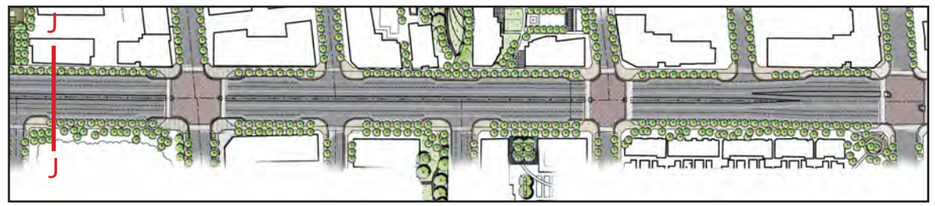


Figure 107, 108: Precedent Images







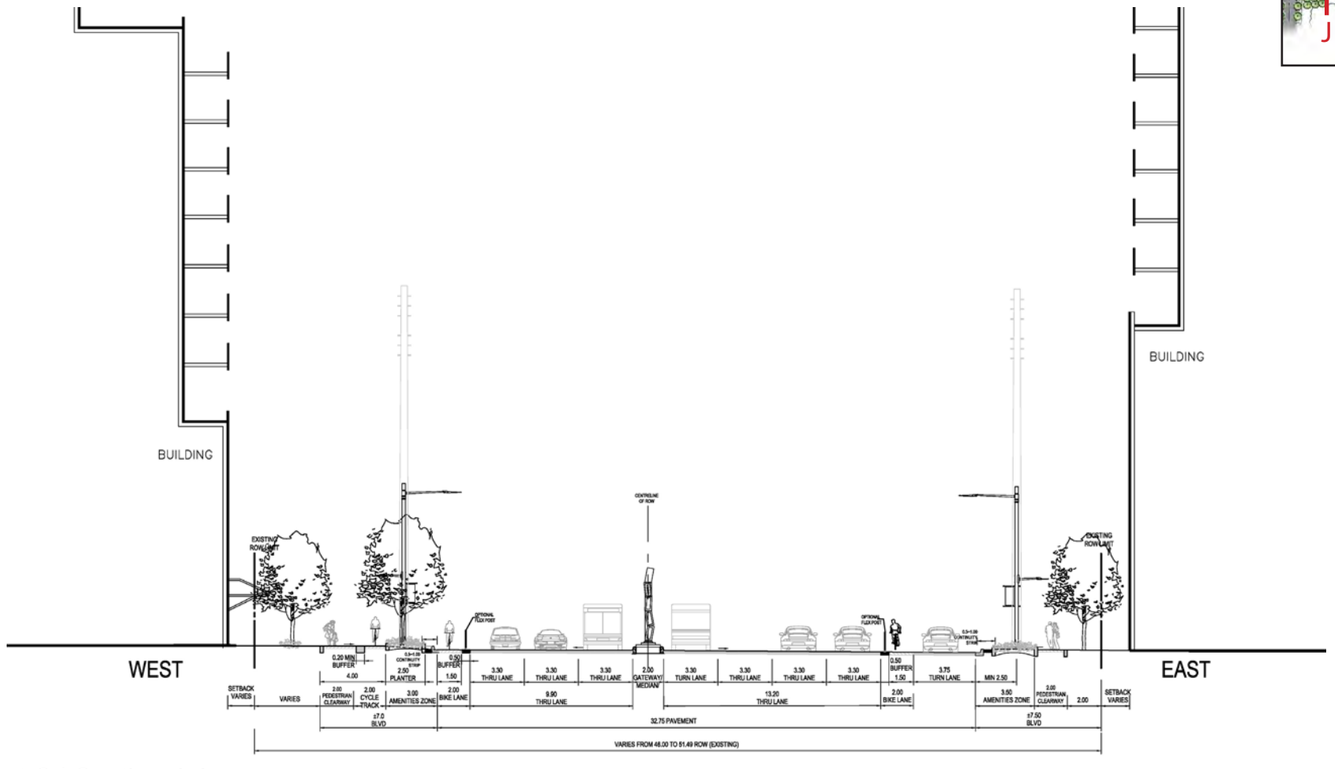


Figure 109: Concept C | Section J-J
Richmond Hill Centre District: Transition to Existing Conditions at Garden Avenue

NOTE: Flex posts are optional and to be confirmed with York Region operations/city

3.4 BUILT FORM AND PLACE MAKING

3.4.1 PHILOSOPHY AND APPROACH

The “Place-Making” philosophy for the South Yonge Street Corridor Streetscape Master Plan will focus on establishing a strong and cohesive streetscape that supports a “hybrid” urban experience that authentically “samples” the series of existing and anticipated character areas along Yonge Street. These include the primary intensification centres at the Yonge-Steeles Centre and the Richmond Hill - Langstaff Centre, the historic Thornhill local centre intensification area and the Yonge Street primary intensification corridor segments that link the primary and local centres. This Updated Master Plan is intended to be a strong and dynamic framework within which new planning and design studies and implementation of new development can evolve and flourish. A new Secondary Plan and Streetscape Master Plan are currently being undertaken for the South Yonge and Steeles District by City of Vaughan. It is recommended that this Updated Master Plan be referenced as a guidance throughout the process of these new studies.

The identity of Yonge Street is linked to how its strong and cohesive streetscape subtly and proactively shifts its form as it moves through various areas in order to enhance and enable their contextual characteristics to be expressed in the public realm. This is achieved by responding to existing and future conditions of topography, density, scale and permeability of built form, as well as the uses that line Yonge Street in each area. By identifying key opportunities within these areas for public place making directly related to Yonge Street, the potential for “episodes” are created. These can be either existent in the built form, proposed developments or natural features, but all are selected because of their potential to become both identifiers for each area while setting up concentrated moments of interface with the built form along Yonge Street. Ultimately, by stitching these “episodes” together with the proposed cohesive streetscape, a dynamic and continuous public realm is encouraged that invites both active and passive activities of differing intensities, ranging from participation in retail transactions, to social gathering, to commuting and even to intimate moments of pause.

Currently, a new Secondary Plan and Streetscape Master Plan are being undertaken for the Yonge and Steeles District by City of Vaughan. Findings and recommendations of their studies will need to be integrated with this updated South Yonge Street Corridor Streetscape Master Plan upon its completion. The updated Master Plan is intended to be a strong and yet dynamic framework within which changes can take place over many years to come.

Figure 110, 111: Dynamic publicly accessible spaces

3.4.2 STREET EDGE

The street edge along Yonge Street should be continuous to provide a defined edge and identity to the street, but will undergo shifts in setback and permeability according to the general contextual character of the specific areas as it moves through them. Bringing active uses at grade into an intimate relationship with the pedestrian realm will be of utmost importance to the promotion of a vibrant pedestrian street life. This interaction between ground floor uses and the public sidewalk can be encouraged through the following suggested variations to the street edge: With the placement of cycle facilities on boulevard, this interaction will be further strengthened.

Key elements in strengthening street edges:

- Widening the boulevards to allow for a generous promenade and space for cycling facilities, lingering, sidewalk merchandising and restaurant patios.
- Where possible and appropriate, encourage grade related retail along Yonge Street to promote a continuous active street edge. Installation of bicycle parking facilities along the corridor would contribute to a vibrant and active street edge.
- Encourage all primary entrances for retail as well as residential developments and underground parking facilities to be accessed off of Yonge Street to both enliven and strengthen the activity along the street edge. All building entrances must be incorporated into the Yonge Street elevation to ensure a cohesive retail environment at grade at strategic locations.
- Mandatory build-to lines will be recommended in certain areas to strengthen a sense of place and vitality for the pedestrian realm.
- Encourage publicly accessible parkettes, courts and squares, on both public and privately owned land to expand the active use of the street into concentrated settings for public social life and activity. The adjacent relationship of these open spaces to the ground floor uses that line their perimeter encourages pedestrians to linger, lengthening the amount of time they are exposed to shop fronts, while increasing foot traffic.
- The family of street furniture (lighting, benches, planters, bicycle parking, transit shelters, etc.), which is proposed to be consistent in type and aesthetic along the length of Yonge Street, must be strategically placed to reinforce the type of street edge desired. Its placement must both support and help define the specific context of the street environment as it changes. For example, this may entail increasing the number of benches when the street edge opens up to a square, using planters to define the edges of private space, or increasing from one to two rows of trees in order to achieve a green atmosphere in one area over another.

Figure 112, 113, 114: Strong street edges with publicly accessible spaces are encouraged

3.4.3 BUILT FORM AND MASSING

The topography of the study area has a curious and somewhat reciprocal relationship with its built form. The street itself is elevated at its two ends (Steeles Avenue and in Richmond Hill), creating a valley condition between these two points at the Don River. Reciprocally, the built form along this corridor has similar tendencies, being both taller and denser at its high points and much lower and more permeable at its center point. Since the epicenter of this valley (Old Thornhill) is characterized by several historic low-rise buildings, the future development of the built form along this portion of the street is not projected to increase in height, as its aim will be to respect the historic context. With this in mind, it is suggested that a consistent approach to developing the built form and massing along Yonge Street would be to reinforce this tendency to mimic the topography by coaxing the built form to respond to the gradual decent and ascent from its high points. This approach calls attention to both Steeles Avenue and Richmond Hill as concentrated urban gateways while accentuating the change in topography as one travels the length of the street.

This move will also emphasize the strong, linear character of Yonge Street as it bridges this topography. In fact, the infrastructure that becomes necessary for the street to move through this topography can be construed as opportunities to celebrate - for these are points at which Yonge Street interacts with the site's natural characteristics. The bridge over the CN Rail, the bridge over the Don River, as well as the concourse under Highway 407/ETR are opportunities in the built fabric that open up vistas - that create natural transition zones between neighbourhoods. With strategic, quality design these infrastructures can become strong identifiers and even destinations for this portion of Yonge Street.

3.4.4 PLACES AND SPACES

With the exception of the Yonge and Steeles District where a new South Yonge and Steeles Urban Design and Streetscape Studies are currently being undertaken by City of Vaughan, very limited amount of new similar studies have been undertaken since 2012. Detailed account of the contents of this Section in the 2012 Master Plan would be retained as frameworks for the incorporation of on-boulevard cycle facilities which would further energize and strengthen a sense of space within various districts along the corridor.

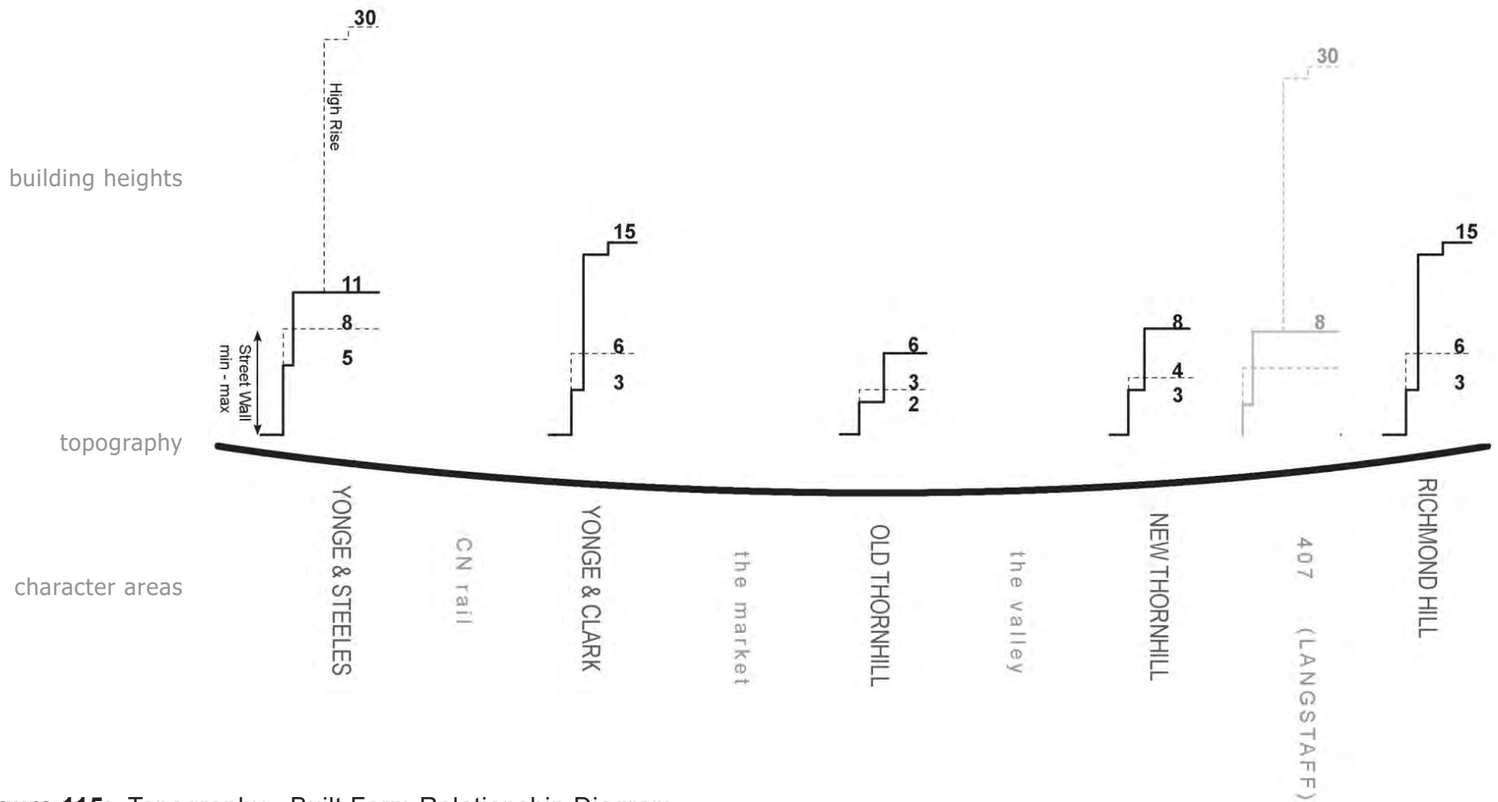


Figure 115: Topography - Built Form Relationship Diagram

3.5 STREETSCAPE ELEMENTS

3.5.1 PHILOSOPHY AND APPROACH

The philosophy for streetscape elements for the South Yonge Street Corridor Streetscape Master Plan Update will focus on a coordinated system to convey the identity of Yonge Street while reinforcing the unique character areas and ensuring the safety, accessibility and comfort of pedestrians, cyclists and motorists. Streetscape elements incorporated into the South Yonge Street Corridor include lighting and street furnishings which are generally to be located within the public realm of the street right-of-way. The general design of streetscape elements should complement one another as much as possible and be consistent with the overall design vision for South Yonge Street.

The streetscape consists of the zone from the building face to the curb and will be designed with equal consideration given for the elements within the right-of-way and the built form uses in the adjacent property.

3.5.1.1. SUSTAINABLE DESIGN CONSIDERATIONS

The sustainable design philosophy for the South Yonge Street Corridor Streetscape Master Plan Update is based on low impact development principles which encompass the natural and physical environment, the social environment and the economic environment. Green infrastructure offers a number of benefits including mitigation of urban heat island effects, reduction of energy demands, reduction of stormwater flows, protection from flooding, sequestration of carbon, filtration of air and water pollutants as well as a range of aesthetic improvements, social, community and economic benefits.

Associated benefits of incorporating sustainable design elements into the streetscape design include but are not limited to improved air quality, reduction of the urban heat island effect and enhanced human health and comfort, particularly within the streetscape.

This Master Plan Update further reinforces the adopted vision that Yonge Street will be a vibrant “Main Street” for York Region and a place for people to live, work and socialize. Encouraging development that is environmentally sustainable is an important element to achieve the overall vision. A number of performance measures can be utilized by York Region to ensure that any future development along Yonge Street adheres to the overall objective of sustainability. Details of these measures will be documented in details in the Phase 4 Report: Detailed Design Guidelines and Standards.

3.5.1.2. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) PRINCIPLES

Safe spaces are more enjoyable and attractive to a greater range of users. Good design of the environment can reduce the prevalence of fear and crime. Crime Prevention Through Environmental Design (CPTED) can help to reduce crime and fear through natural surveillance, territorial reinforcement, access control, and maintenance. With users’ safety in mind, CPTED principles shall be applied to designing new and existing streetscape and cycling facilities. The following CPTED strategies are most relevant to the design and implementation of streetscape and cycling facilities:

- Users of the cycling facilities and pedestrian facilities should be easily visible to people on adjacent roadways where possible. Landscape design and other physical elements should be configured to maintain sight lines and avoid blind spots;
- Minimize routing close to features that create hiding places such as dense shrubs and fences to increase natural surveillance;
- Provide the ability to find and obtain help: Signs along the cycling facilities, for example, should provide emergency phone numbers (including police, fire and ambulance), which can be called for the reporting of vandalism or other concerns;
- To project a sense of ownership: clear transitional zones from public to private spaces should be provided. Territorial reinforcement is the concept of creating places that are adopted by the legitimate users of the space while making it

less likely for people who do not belong to engage in criminal or nuisance behaviour at that location. This can be achieved by signage as well as clearly delineating public, private, and semi-public areas through landscape development;

- Design underpasses and bridges so that users can see the end of the feature as well as the area beyond;
- And finally, cycling and streetscape facilities should be well maintained. Burned out lights, overgrown paths, damaged sidewalks and cycling facilities indicate a general state of disrepair and detract from the feeling of security of the area.

3.5.2 LIGHTING

The design of lighting must consider functional safety, visual comfort and sustainability with sensitivity to the visual excellence of the total night streetscape. It must create a special sense of place and embrace the spatial composition as far as the eye can see.

The lighting of Yonge Street must meet regional and Transportation Association of Canada (TAC) Guide for the Design of Roadway Lighting standards for public safety and to contribute to the quality of the surrounding night environment, whether it is on roads, walkways, buildings or in open spaces.

Light for Livability

At night the Yonge Street should become “The Living Room of the community”. Like the interior of a home, exterior rooms surrounded by lit walls of adjacent buildings and landscape can become a vibrant and relaxed realm for public activity. People will feel comfortable to stop, talk and visit in a setting that enjoys attractive light that is not overwhelming or harsh. A thoughtful and experienced lighting design process will aim for comfort and vitality.

Light must be carefully controlled so that excessive brightness does not trespass on to adjacent spaces and properties. Light must especially not be wasted into the sky adding to light pollution.

Night light should render colors naturally with a warm glow. Comparing skin color is a good subjective test of light colour. Objective metrics are: 3000 to 3500 Kelvin, 80 plus Colour Rendering Index (CRI). Fixtures will use Light Emitting Diodes (LED), which can provide excellent quality, efficient, stable and long lasting lighting if quality equipment is used and properly maintained.

Special events and seasonal change can employ accessory power outlets to provide a temporary additional layer of interest and vitality, and offers the opportunity for engagement with specific community events.

Figure 116: Parliament Hill Stairs: Very low quantities of light from historical pedestrian fixtures invite visitors up the stairs. Soft vertical light on the buildings gives a feeling of comfort and good visibility.

Figure 117: Edmonton Legislature Grounds: The plaza is illuminated to high levels (20 lux) for festivals, but with many small fixtures, allowing each head to appear as sparkle instead of the glare that would come with fewer, larger fixtures.

Light for Visual Excellence

New lighting on Yonge Street needs to respond to its surroundings and bring out the history and topography. Placement of lights can clarify and strengthen the interrelationships of different parts of the street and add to the feeling of a single place. Spatial composition can be enhanced at night. Exterior spaces and facades can be lit to establish a hierarchy - a hierarchy of lighting impact relative to a hierarchy of neighboring spaces. Visual focal points can define entrances and connect centers of activity. By varying intensities or numbers of lights, emphasis can be placed on appropriate areas.

As buildings define the enclosure of spaces they form a backdrop or silhouetting trees and people. Three types of light should be considered: entry lights; ambient light from streets and surroundings; and supplementary flood lighting. Judicious use of interior lights can be balanced with the exterior lighting.

Clear open spaces, parks, plazas and lawns, often do not require horizontal illumination when surrounding vertical surfaces are properly illuminated. The lower pruning of soft landscape and trees must be considered to allow for lower horizontal views. In a larger composition, special landscape elements, trees or edges of plantings may benefit from special lighting. In most cases, trees and shrubs are best unlit.

Figure 118: Confederation Boulevard: The pattern of glowing fixtures is a strong design cue, marking this street as a special, social area. The density of lighting establishes the hierarchy of streets, easily identified from a distance without prior knowledge of a place.

Light for Safety & Security

The city illumination should provide a level of visibility not just for drivers, but which encourages pedestrians, accommodates cyclists and deters crime. Full colour, glare free light is required for movement in otherwise dark environments. People need to see in all directions, to identify dangerous situations and to have a feeling of security. The psychological perception of safety may be as important as actual protection from danger. Dark areas - “black holes” – must be minimized or avoided. Motion provides another dimension to the perception of light as people move and objects are silhouetted against lit surfaces.

It is essential to understand how the eye perceives the effect of light at night. People do not see horizontal illumination (measured in lux). They see the brightness of light reflected from a surface. It is the impact of the relative brightness and relative colour that gives visual recognition. Lighting design is the management of the relative brightness not simply the quantities of illumination.

Excessive relative brightness becomes glare and affects ones ability to see. Glare is to be avoided. As people move from one space to another, adaptation time is required for the eye to adjust to changes in light quantity.

Figure 119: West Block, Parliament Hill: Glare vs. Visibility - Roof mounted security lights caused glare, obscuring view of the building and impairing security

Figure 120: After implementation of appropriate lighting, the West Block building is visible, making not only the building more attractive but enabling safer, and easier use of the entire surrounding streetscape and landscape areas

Light for Access and Mobility

One of the most obvious functions of night lighting is to show the way along the street. The Transportation Association of Canada (TAC) Guide for the Design of Roadway Lighting is the guide, especially regarding cut-off lighting and glare control. As a Major Street, the recommended light quantity standard for horizontal illumination is an average of 17 lux with a minimum of 6 lux.

One of the keys to seeing well is the relative brightness of the light. Vertical luminance and luminaire brightness are often more important than horizontal illumination and must be carefully managed. It is good practice to mark intersections of circulation with light, particularly between where there are mixed uses of vehicles, bicycles and pedestrians.

A high degree of coordination is required between lighting and signage. Together they provide points of reference at night. In addition to lighting signs, light fixture placement can support wayfinding needs by creating lines and hierarchies. The location of traffic signals becomes part of the night light composition.

Light for Sustainability and Cost-Effectiveness

For public areas to be used effectively, lighting must be sustainable, in terms of how much energy is consumed. Product manufacturing, maintenance and disposal must also be considered.

Figure 121: Cork Town Pedestrian Bridge: Soft light floods the bridge floor from glare free LED lighting in the handrail, allowing safe use of the bridge without trespass to the low light level landscape below.

To save energy thorough lighting design, the most successful designs use light only where needed for the task for the periods of time required and use it as little as possible. It is essential to specify the correct efficient light source that will meet all the visual requirements, helping people to see and feel comfortable without using more light than is absolutely necessary. Since night is not black and white, the color of the light must be sensitive to the human night vision ability*. If the light does not meet these needs it does not save energy or money.

Generally, lighting fixtures should be chosen for cost effectiveness and for ease of maintenance. When new designs

Figure 122: Light for Sustainability: The Vimy memorial bridge uses streetlighting equipment to illuminate the drive lanes and sidewalks. Light trespass into the sensitive river environment is shielded and reflected to the structure, allowing a decorative effect without additional lighting systems for lower energy and reduced maintenance.

or specifications are demanded due to the uniqueness of the application, experienced evaluation is needed. Each time a new component is introduced, new warranties, maintenance skill sets, parts and labor, not to mention approvals, are required. The availability of a product over a long time period must also be considered.

In addition to capital costs, the life cycle costs must be considered. These include the costs of the energy, the lamp replacement and the maintenance over a period time. Two ways to reduce maintenance are to use long life lamps and have easy access when changing them.

Excellent lighting design considers future needs and growth in terms of space and product application. “Lighting is an art supported by science”. The final evaluation for greatest value is the amount of active public participation on Yonge Street at night.

3.5.2.1 LIGHTING SCHEME ONE

Pedestrian Lights

- Along edge of right-of-way
- 4 - 5 metres high, 10 - 14 metres on centre
- Formal pairing, with short poles for only pedestrian height fixtures in between shared poles

Street Lights

- 9 metres high, 25 - 35 metres on centre
- Staggered pattern
- Full lighting at intersections for higher light levels

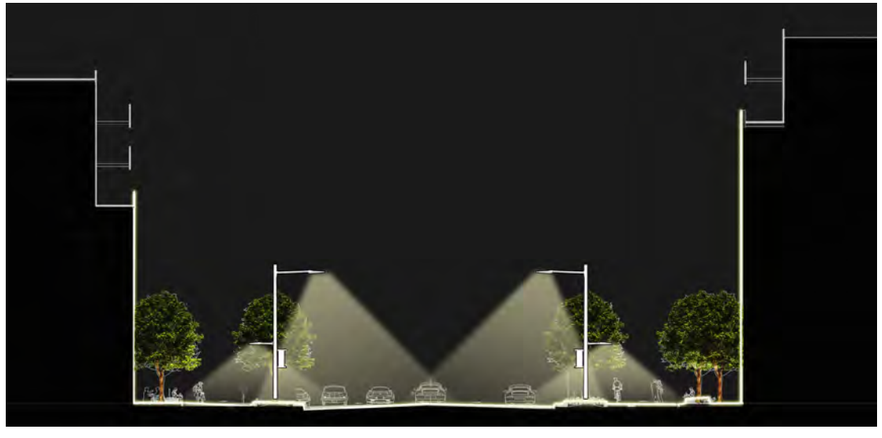


Figure 123: Pedestrian and street lights section

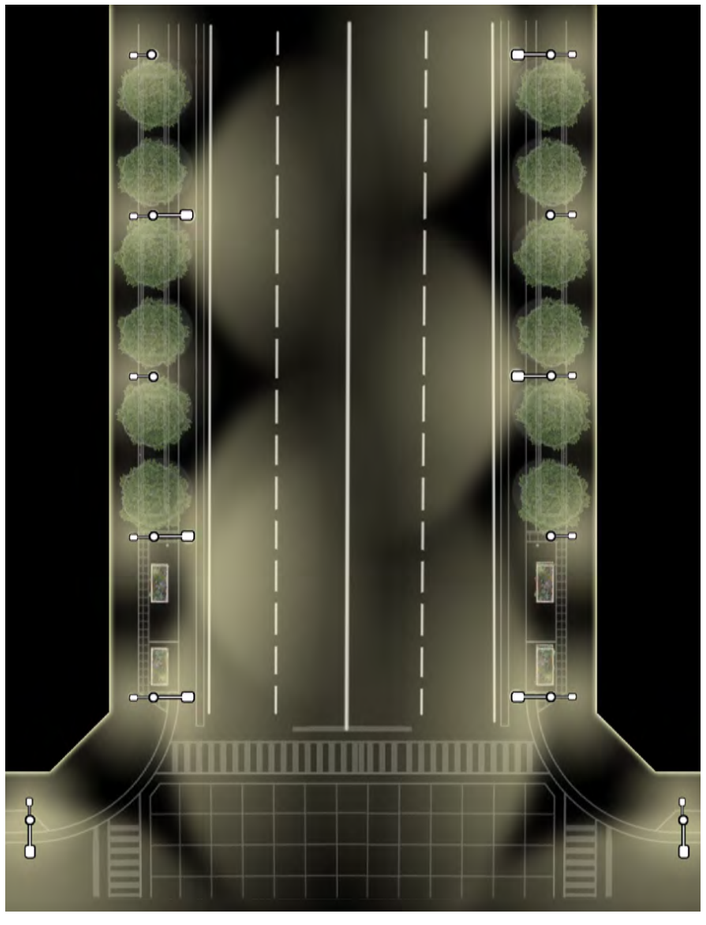


Figure 124: Pedestrian and street lights plan view

3.5.2.2 LIGHTING SCHEME TWO

Hydro Poles

- This option uses the Hydro poles for lighting locations, reducing the total number of poles in the landscape.
- This option may be more difficult to have a consistent banner appearance between regular poles and hydro poles
- Potential for more visual clutter as pole mountings are different for each pole type.

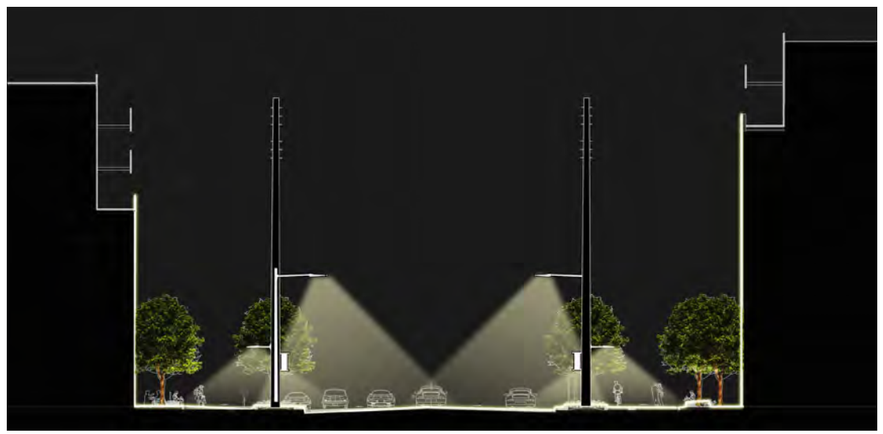


Figure 125: Hydro Poles lights section

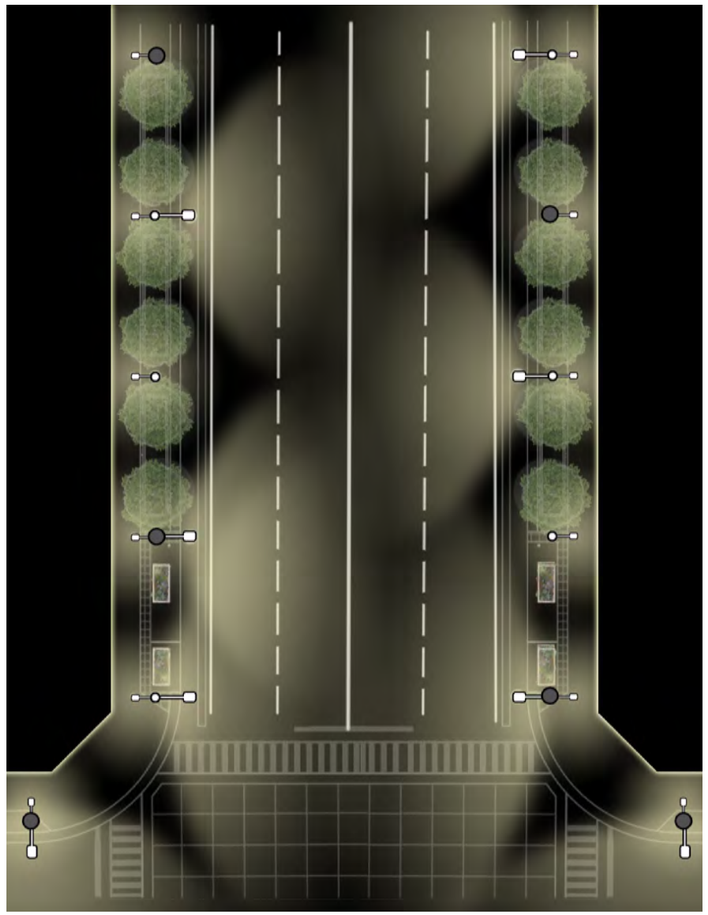


Figure 126: Hydro Poles lights plan view

3.5.2.3 FURTHER DETAILED INVESTIGATION

In the Master plan Phase 4 Report, details of vertical lighting calculation requirements and how they are impacted by the multiple jurisdictions will be documented graphically depicting this interface.

3.5.3 STREET FURNITURE

Street furniture shall be consistent and coordinated in design throughout the public areas of the South Yonge Street Corridor. Materials, colours and styles shall be complementary to the architectural style characterizing Yonge Street as a whole. The placement and design of the elements should be coordinated to avoid visual clutter.

Street furniture consists of such elements as transit shelters, benches, litter receptacles, newspaper boxes, information kiosks, and bike racks/bike shelters.

Additional 'design link' concepts were developed that coordinated with furniture. These elements include tree grates, tree guards and railings.

In consultation with local municipalities and stakeholders, individual heritage character shall be enhanced through detailed design of streetscape on a site specific basis at design development stage.

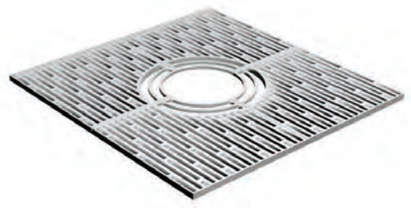
Figure 127: Street Furniture Elements

Railing

Canopy Shelter

Bicycle Rack

Bicycle Shelter



Tree Grate

Benches

Basic Transit Shelter

Waste / Recycling Receptacle

3.5.4 ACCESS, SIGNAGE AND WAYFINDING

The access and wayfinding philosophy for the South Yonge Street Corridor Streetscape Master Plan emphasizes the need to balance the role of Yonge Street as a regional street with increased neighbourhood level access through the provision of generous pedestrian spaces and great service to all users – those who live, work, play and visit the Yonge Street corridor.

A coordinated wayfinding system was developed to direct and inform vehicular and pedestrian traffic on Yonge Street. This family of signage elements provides a clear communication hierarchy and utilizes form, graphics and typography to achieve a uniquely York Region experience.

Signage elements will reinforce place making and identity features of the Streetscape Master Plan; while the branding of Yonge Street is recommended as a further study to be undertaken. Signage and wayfinding elements could utilize a graphic tactile surfacing based on graphic motifs to further delineate the streetscape character zones.

Types of signage and wayfinding elements included in the Streetscape Master Plan include:

- Primary intersection and mid-block Street Identification Signs
- Gateway branding beacons
- Regulatory Signs
- Pedestrian finger blade Signs
- Pedestrian Map Orientation Graphics
- Vehicular Directional Sign
- Interpretive Signs

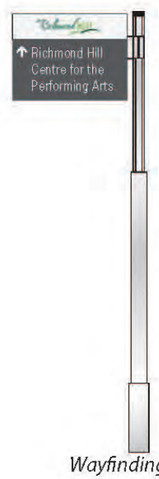
3.5.4.1 WAYFINDING ELEMENTS

Banner Poles

Street Name Sign

Street Name Sign

Directional Wayfinding Sign



Wayfinding Sign

Identification Sign

Orientation Sign

Figure 128: Wayfinding Elements

3.5.4.2 REGULATORY SIGNAGE

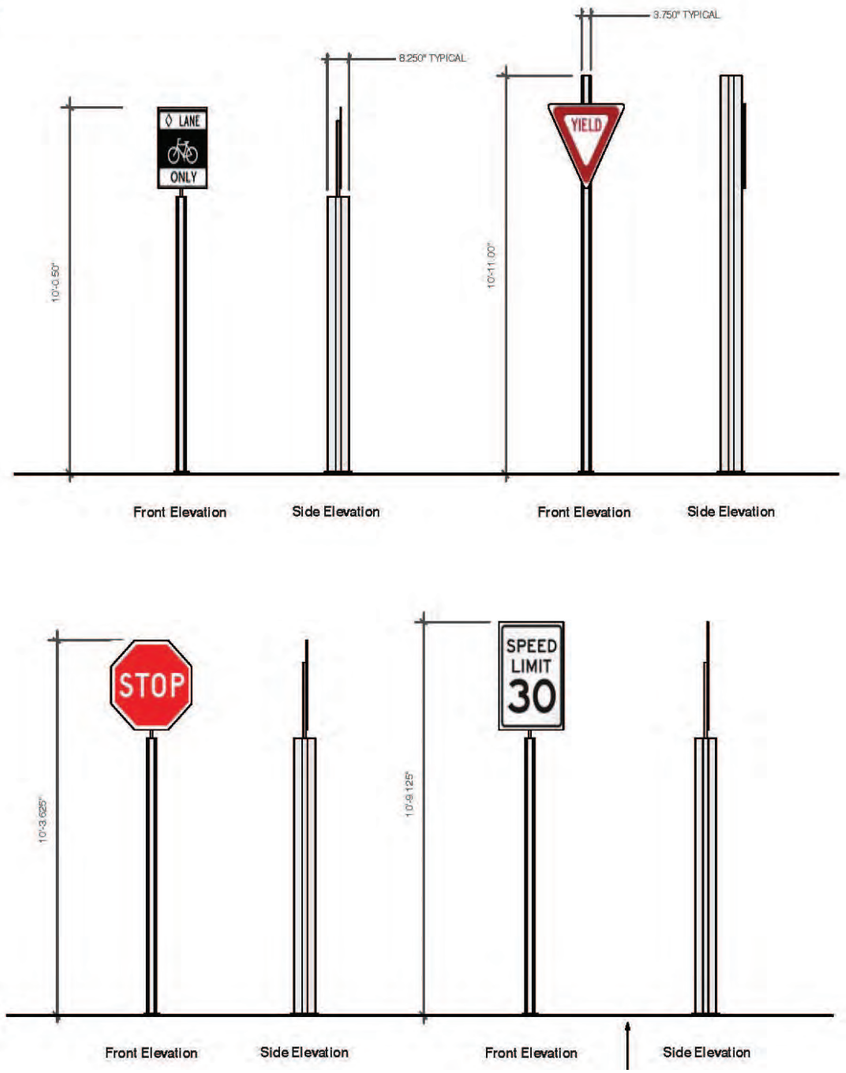


Figure 129: Regulatory Signage Elements

3.5.4.3 INTERPRETIVE SIGNAGE

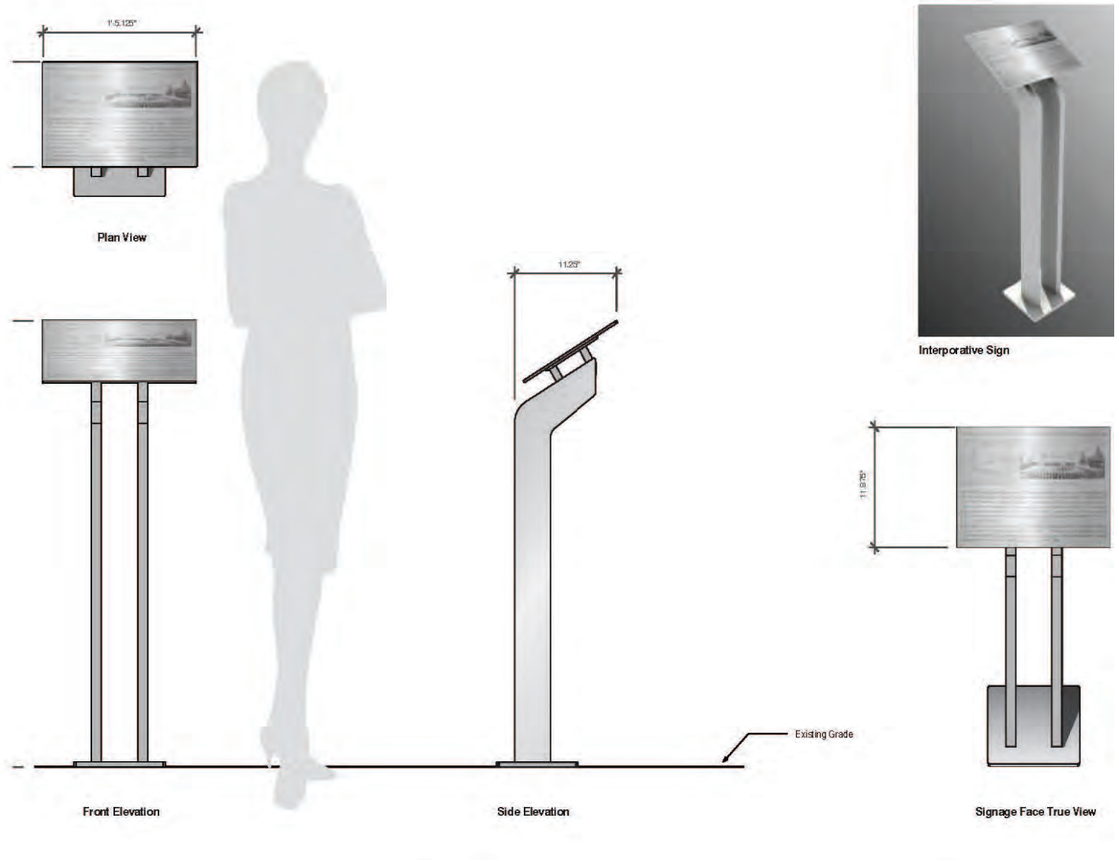


Figure 130: Interpretive Signage Elements

3.6 PUBLIC ART

3.6.1 PHILOSOPHY AND APPROACH

Promoting public art, and creating distinct outdoor features, infrastructure and rooms will encourage the use of public spaces, especially at those sites identified as catalysts for future development and will enhance the attractiveness of the public realm.

The Regional Official Plan Amendment (ROPA) has a policy regarding the Inclusion of public art in secondary plans for Regional Centres and Corridors. Under the objective of: “To achieve an urban, integrated and connected system of Regional Centres and Corridors.”, it is the policy of Council: (6) That comprehensive secondary plans for Regional Centres and key development areas along Regional Corridors be prepared by local municipalities and implemented in co-operation with the Region and related agencies. These secondary plans shall include: … (k.) policies that encourage the inclusion of public art in all significant private sector developments and that require the dedication of 1% of the capital budget of all major Regional and local municipalities to public art”.

Recommendations for both private and public sector participation in public art along Yonge Street have been identified and are discussed below.

3.6.1.1 Private Sector Participation

- Adoption of a percent for art programme through Section 37 or equivalent Planning Act mechanism including Bill 108. Artworks should be located in the most publicly accessible locations as possible. The City of Vaughan Public Art Programme, 2016, should provide precedent for the inclusion of public art in private sector developments within the Region.
- If desired by the Region, all or part of private sector contributions may be transferred off site. Off-site locations should be selected through an overview analysis of appropriate locations. A stakeholder committee representing local interests as well as expertise in art, architecture and urban design should be formed to select these sites.
- Where possible, as determined through the site selection process described above, opportunities for the provision of privately owned, publicly accessible space, adjacent to public boulevards should be encouraged. These spaces are excellent opportunities for the incorporation of public artwork, either as stand-alone works or as integrated artworks, in collaboration with landscape and architectural disciplines.
- Existing sites identified during the course of this study as suitable for offsite transfer include:
    - **Powerline Park:** Located south of the 407 and west of Yonge Street, the hydro-electric transmission corridor provides an excellent opportunity for the creation of a park-like space that capitalizes on the massive scale and specific use of this corridor.
    - **Valley Crossing Bridge:** Spanning the valley that is currently occupied by two golf courses, this bridge provides an opportunity for the incorporation of public art into an element of urban infrastructure. A collaboration with the bridge design team is recommended.
    - **CN Bridge:** Spanning the CN right of way, renovations to, or reconstruction of this bridge will provide an opportunity for public art vision in the design of improved public space.

3.6.1.2 PUBLIC SECTOR PARTICIPATION

- Artworks should be incorporated as part of public agency capital expenditure policy. One percent of capital projects should be allocated to the provision of public artwork. The Toronto Transit Commission (TTC) operates a percent for art programme; funds from this programme should be considered as a component of the funding base for the provision of public art.
- Existing public sites, identified during the course of this study as suitable for public funding include:
    - **TTC stations:** As a component of the TTC’s proposed

Yonge Subway extension, public artworks should be included within the stations and in the public areas around the stations.

- **CN Bridge:** As noted in the section on private sector funding opportunities, this bridge provides the opportunity for both private sector funding as well as funding from CN. Matched funding: one dollar from CN matched to every dollar from the private sector should be a reasonable request.
- **407 ETR:** This privately operated express toll road should be a partner in funding artworks near the roadway. Developing a relationship with this entity and encouraging their participation in public space improvement, including public art, is encouraged.





Figure 131, 132, 133, 134 & 135: Examples of publicly accessible art