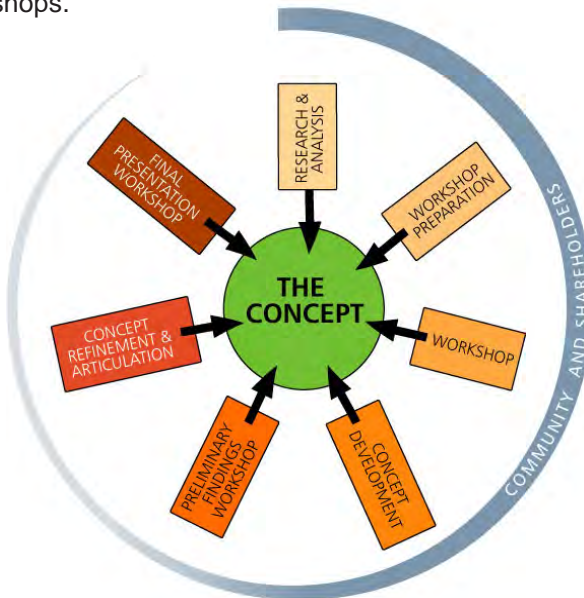


## 4.0 Summary of Public Consultation

The purpose of public consultation in this study is to engage the community by inviting Vaughan residents and members of the business and development communities to be part of a Community Consultation Group. Observers from neighbouring municipalities were also welcome to participate and contribute their ideas and opinions in the public meetings and workshops.



### 4.1 Summary of Background Information Public Open House

In June 2008, residents in Vaughan were invited to attend an open house at the Thornhill Presbyterian Church. The purpose of the meeting was to introduce the Study to area stakeholders and discuss the Study's

timing and process. Following a panel display, a presentation was given by the consultant team manager Tom Emodi (IBI Group/Young + Wright Architects), planner John Gladki (GHK Canada) and engineer Mike Walters (Dillon Consulting). The presentation consisted of a review of the study timeline, policy framework, and existing conditions. It also provided some examples of precedents that illustrated key issues pertinent to the Study such as revitalizing avenues, designing appropriate mid-rise buildings and streetscapes, and deploying density. A discussion period followed the presentation. Approximately 70 people were in attendance including City planning and design staff and a local councillor.



Community participants at the Public Information Open House

### 4.2 Summary of Strengths Weaknesses Opportunities Constraints (SWOT) Workshop

#### 4.2.1 Strengths

The study area has a number of strengths which will contribute to the future success of the community and help to facilitate positive growth and development including

- A high profile location with huge growth potential.
- A comprehensive public transit system (subway to be confirmed).
- Positive community interest and support.
- Large existing properties that are suitable for redevelopment.

- Existing properties are largely under-utilized therefore suitable for redevelopment (i.e. car dealerships and strip malls).
- The Town of Markham Yonge Street Study is near completion and will help to inform the City of Vaughan Yonge Street Study.

- overhead wires, utility stations and transformers.
- Cyclists must share the road with fast moving vehicles.



Community participants at the Design Charrette



The study area is well served by public transit

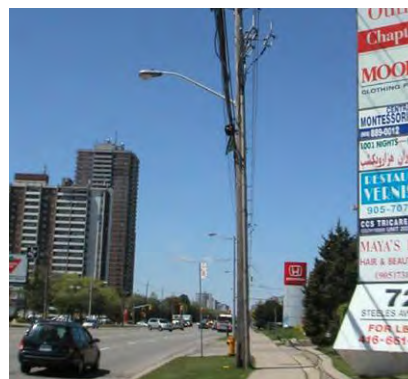


Fast moving traffic at the Yonge Street and Steeles Avenue intersection

#### 4.2.2 Weaknesses

In order to formulate the guiding principles needed for redevelopment, it is critical to identify the weaknesses of the study area.

- There is a predominance of uninspired architecture.
- Building are setback a great distance from the street with parking out front resulting in a fragmented streetwall.
- The neighbourhood lacks character and identity.
- Speed limits are high resulting in fast moving traffic.
- Traffic congestion is a problem during peak hours.
- There is a lack of pedestrian amenities such as benches, trash receptacles, pedestrian scale lighting, street trees for shade, etc.
- Large street blocks with minimal signalized crossings result in illegal, dangerous pedestrian crossings.
- There is a prevalence of street clutter ie: illegal temporary signage,



Study area displays a lack of pedestrian amenities



Significant building setbacks on under-utilized properties

### 4.2.3 Opportunities

Recognizing the opportunities in the Study Area is an important exercise in the SWOT analysis. Through this process it has become evident that there are a number of existing qualities and characteristics that should be utilized to its full advantage.

- Development of the prominent intersection of Steeles Avenue and Yonge Street will initialize a rebranding of the corridor.
- The strong heritage and architectural character of the Thornhill Heritage District will support place making activities.
- The area has an ability to attract higher order employment (office/commercial/retail), to support mixed use development using the recognizable Yonge Street brand.
- There are existing physical and visual access points to parks and open spaces.
- Pedestrian and cycling linkages are integrated with The Town of Markham system.
- The Study Area is bounded by three cities, Toronto, Markham and Richmond Hill, providing opportunities for the development of urban gateways.
- Intensification of the study area should be coordinated with the development on the east side of Yonge Street (Markham).
- Appropriate infrastructure and facilities to support the introduction of higher density future development should be provided.
- Implementing good urban principles is encouraged with new development to encourage diversified building form, scale and character.
- The creation of a comfortable connected pedestrian environment for Yonge Street and Steeles Avenue will animate the street and contribute to the neighbourhood character and identity.
- Consider density bonus program to stimulate future development.
- The implementation of principles found in LEED New Construction and Neighbourhood Development will create a sustainable, healthy community.



Opportunity for streetscape improvements



Example of new development utilizing good urban design principles

### 4.2.4 Threats

The final part of the SWOT exercise includes an analysis of any potential threats to the study area.

- Increased density will result in higher traffic volumes that may infiltrate into existing low density neighbourhoods.
- Future tall buildings may result in overshadowing and wind tunnels.
- Conflicts among related parties, such local community residents and developers, may arise as intensification develops.
- Future large development sites may require land assembly.
- There is a potential disconnect between the study approval process and the need for density to support transit.



New development may have shadow and wind impacts on existing residential areas



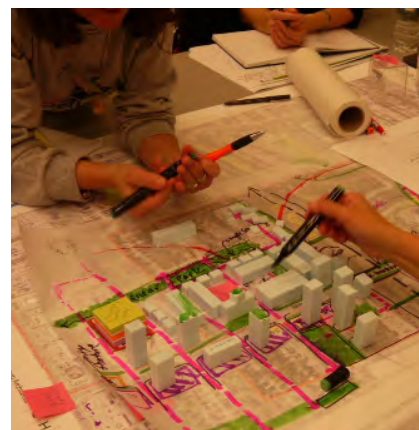
Threat of intensifying the existing traffic congestion issue

### 4.3 Summary of Design Charrette

In November of 2008 the City of Vaughan and the Consultant Team held a Design Charrette at Vaughan's Bathurst-Clark Library to involve the public in the process and obtain constructive input regarding their vision for the study area. To help communicate examples of successful urban design that could be applied to the study area, a series of precedent boards were set on display for the participants. Additionally, a sizeable 3D model of the study area was prepared to help familiarise participants with the site from an aerial perspective, presenting a useful overall view of the existing conditions. The Charrette was designed to run four parallel work sessions with groups defined by the following geographical areas:

- A. Steeles: Pine Gate Boulevard to Yonge Street
- B. Yonge: Steeles Avenue to Clark Avenue
- C. Yonge: Pinewood Drive to Arnold Avenue
- D. Yonge: Thornhill Country Club to Longridge Road

Participants were invited to select the area of their preference. Three groups were assigned for the South section, and one group for the North section, with overlapping boundaries between the group sites to produce a greater variety of concepts and ideas and allow for some comparison.



Yonge Street Study Design Charrette

Following a brief introduction of the study and a review of the previous stage of work, the agenda for the evening's charrette was explained and the workshop tools distributed to help guide the exercise. Each group was provided with an aerial map of their designated area, drawing tools, and a workbook with principles/precedents to help generate ideas and topics to address in their discussion. The workbook was designed to provide the Consultant Team with a record of the ideas and thought-processes of the team members throughout the work session. An as-

sortment of 3D model pieces representing various building forms were produced in advance and available to the groups as needed to help represent their ideas in a 3D format. A modeler was also on hand to provide specially requested massing forms allowing the group to test their ideas and produce a preferred concept.

At the end of the design session each group had produced an expressive and annotated 2D conceptual plan overlaid on their aerial map, with the 3D model pieces arranged on the plan to express their ideas regarding built form and massing. The model was then photographed as a permanent record of the Charrette, to be used as the basis for subsequent work on density and massing. For the reporting back session of the Charrette, a representative from each presented their ideas, concepts and design decisions. The Charrette concluded with final remarks from City staff and the consultant team, including next steps in the study process.

### 4.3 Urban Design Framework

The vision, principles and objectives were developed based on existing conditions, background review, and the comprehensive public consultation process during the first phase of the study and will guide the development of design, planning and transportation responses in the study area.

#### 4.3.1 Vision

The Vision for the Yonge Street Study is the result of a considerable process of research and analysis involving the consultant team, stakeholders, and the community. In June 2008, a Public Open House was held to introduce the project to the community and obtain preliminary input. The consultant team proceeded with a thorough site inventory and analysis, which included the inventory existing conditions of built form, land use, facilities and amenities, traffic capacity, parks and open space, infrastructure, and the planning context. The vision was further developed through the Public Consultation SWOT analysis held in September 2008. Analyzing and identifying the strengths, weaknesses, opportunities and threats played a key role in shaping a complete and comprehensive vision for the Yonge Street Study Area.

**Vision:** *Create a vibrant, healthy mixed-use community that is sustainable, accessible, attractive and safe for its residents and workers.*

#### 4.3.2 Planning Principles

In order to carry out the vision, a set of planning principles has been established to help direct the area's future growth and development. These principles are categorized by seven themes:

- Land Use
- Street Network and Built Form
- Transportation
- Gateway & Placemaking
- Streetscape

- Open Space & Connections
- Sustainability

Within each theme, a principle is presented followed by a series of objectives proscribed to achieve this principle.

#### Land Use

*Develop intensification that will support transit at key locations along the Yonge Street and Steeles Avenue frontages and reflects the Province's intensification goals as set out in the Places to Grow Plan.*

#### Objectives:

- Direct physical growth of the study area by creating a sustainable development framework.
- Provide the community with a level of certainty about the character, form and height of proposed development.
- Protect future investment for rapid transit opportunities
- Provide for appropriate intensification linked to rapid transit and station locations.
- Provide for lot consolidation to create developable parcels and coordinated building relationships.
- Create a lively main street with a mix of land uses and building types that responds to the needs of the community and cultivates economic opportunities.
- Provide for a mix of employment and residential uses, with active, street-related retail at grade.
- Provide for eyes on the street (through introduction of residential with commercial/other uses).
- Build/create economic opportunities.

#### Street Network and Built Form

*Provide for appropriately-scaled buildings that support a 'diversity within unity' of building forms, develop a pleasant, safe, network of streets and*

*paths, respect surrounding communities, and support design innovation and excellence.*

#### Objectives:

- Create a coordinated relationship to the street (i.e consistent street wall, building entrances at the street edge).
- Provide for a transition in scale between higher density buildings and stable residential areas to the west and north.
- Develop comprehensive guidelines for built form including: scale, massing, setbacks, stepbacks, height, etc.
- Encourage architectural excellence and innovation.

#### Transportation

*Promote sustainable and active transportation choices through better connections to important places between neighbourhoods, enhanced pedestrian and cycling infrastructure and improved access to transit.*

#### Objectives:

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

#### Gateway and Place Making

*Protect and enhance the area's existing assets including the preservation of the Thornhill Heritage District while promoting Yonge Street as a corridor of significance, character and high quality development.*

#### Objectives:

- Provide for gateways in the north and south that reflect the impor-

tance of Yonge and signal the entrance to Vaughan.

- Identify and promote areas of significance.
- Develop designs that take advantage of topographical variation.
- Identify appropriate locations for distinctive public spaces for gathering, public art, etc.

#### Streetscape

*Create a consistent vision for the streetscape along Yonge Street and Steeles Avenue that supports interest, variety, comfort and safety for pedestrians and rejuvenate under-utilized areas.*

#### Objectives:

- Provide excellent streetscape amenities that are coordinated across the entire study area including benches, lighting, light standards, and street trees.
- Provide for active uses at grade including cafes, seating areas and outdoor activity areas.
- Implement a parking strategy that reduces the visual clutter along the street (shared, rear, and underground) and minimizes curb cuts.

#### Open Space and Connections

*Create a network of attractive, connected green open spaces including parks, sidewalks, roads, and trails that will enhance neighbourhood connections within and between neighbourhoods. Connectivity within Vaughan and the adjoining Town of Markham, City of Toronto and Town of Richmond Hill.*

#### Objectives:

- Address the area's long term requirements for active and passive park space, consistent with the City's Active Together Plan.
- Protect and expand the existing tree canopy.
- Provide for a range of outdoor activity areas including adequate passive and active spaces, squares and sitting areas.

- Ensure a range of hard and soft surfaces for active and passive recreational activities.

### Sustainability

*Coordinate servicing capacity to respond to increased demand created by new development and utilise innovative technology in terms of energy, water efficiency, and waste reduction.*

#### Objectives:

- Reduce demand related to energy, water, resources, and waste treatment.
- Development approvals linked to capacity of sanitary, water and storm sewers.
- Promote an innovative approach to reduce stormwater infiltration and water use.
- Promote high standards of energy efficiency including use of passive solar, alternative and district energy where appropriate.
- Promote sustainable approaches to building design and construction.



## 4.4 Precedents

### 4.4.1 Land Use

#### Mixed Use Commercial



Mixed use - Commercial  
Vancouver



Mixed use - Commercial  
Vancouver



Mixed use - Commercial  
Vancouver

#### Mixed Use Residential



Facade - Residential  
Carlings Ansonia



Mixed Use - Residential

#### Public Place & Facilities



Small Commercial Street  
Barcelona



Urban Local Square  
Paris

#### Transit Oriented Development



Subway Entrance



Market Station  
Salt Lake City, UT



#### Density Diagram (2.0/2.5/3.0/3.5)

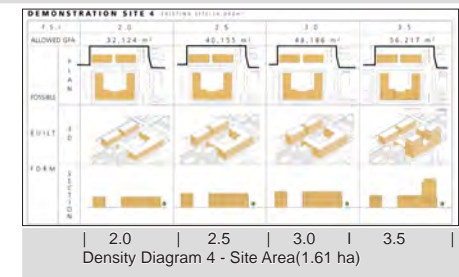
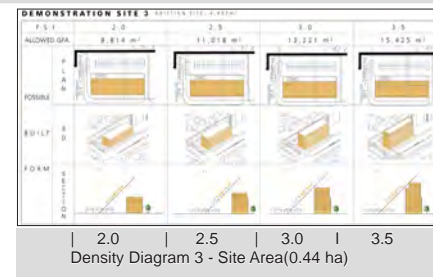
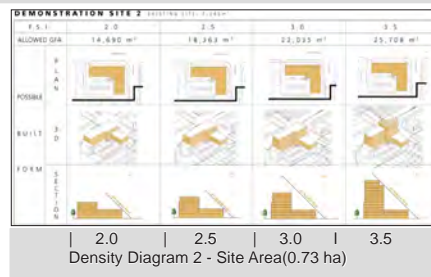
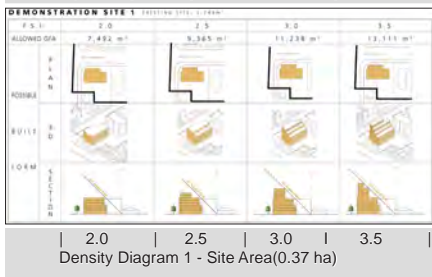


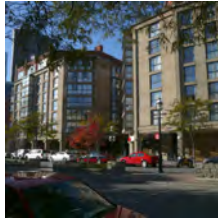
Fig. 45

## 4.4.2 Street Network and Built Form

### High Rise (Mixed use)



Mixed use - Street wall / Tower  
False Creek, Vancouver



Mixed use - Street Wall  
Toronto



Mixed use - Tower  
Vancouver

### Medium Rise (Mixed use)



Mixed use commercial / Residential  
Toronto



Mixed use commercial / Residential  
Port Credit



Mixed residential form - stepped back  
McMurrich Street, Toronto

### Architecture Details / Variety



Mixed use podium / tower  
Bay street, Toronto



Detail



Mixed use podium special entrance  
design brings sense of place / entry

### Street Network



Bayview Langstaff Plan  
Toronto



Street Network  
Barcelona



Street Network  
Barcelona

### Street Infill



Mixed use commercial / residential  
Front Street, Toronto



Mixed use, stepped-back  
Davenport Road, Toronto



Colonnade  
Downtown, Toronto



New development integrated with  
existing heritage district  
CBC BLDG Spark Street

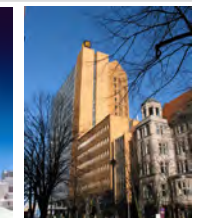


Street infill  
Toronto

### Massing Transition



Mixed use - Massing Transition  
City Centre, Tokyo, Japan



Massing Transition

Fig. 46

### 4.4.3 Transportation and Transit

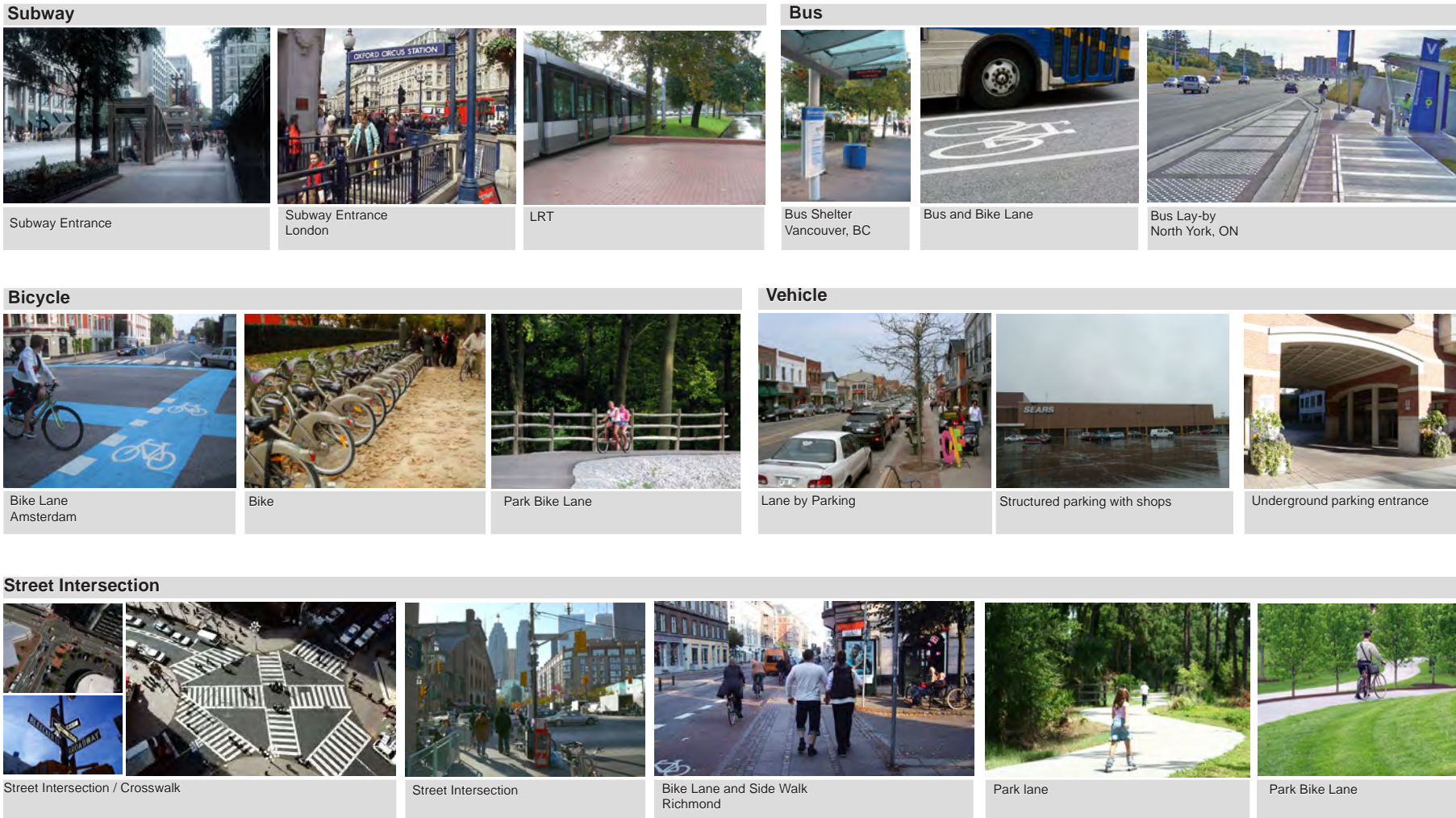


Fig. 47

### 4.4.4 Gateway & Place Making

#### Regional Gateway



Gateway  
Barcelona



Gateway  
Barcelona



Gateway- Tourism area



Gateway  
Barcelona



Gateway - Street  
San Diego



Gateway Down town  
St. Louis Missouri

#### Neighbourhood Gateway



Gateway - Street  
Bloor and Royal York, Toronto



Neighborhood Gateway  
Elliot Park



Neighborhood gateway  
San Diego, CA



Neighborhood gateway  
Lincoln Square



Gateway  
Washington DC



Gateway  
Barcelona

#### Access



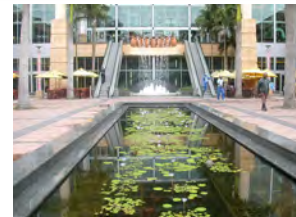
Gateway Center  
Downtown Newark



Gateway Center  
Orange County, CA



Gateway Center  
Orange County, CA



Shopping Centre entry



Portico  
Barcelona

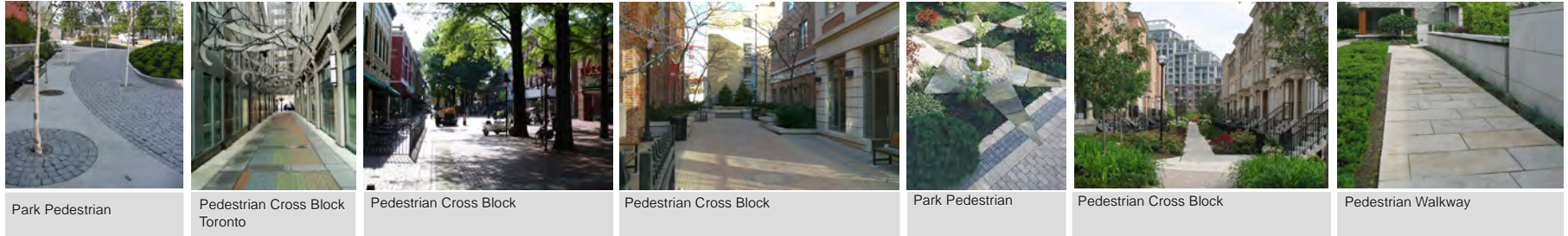


Pedestrian access to mixed use center  
China

Fig. 48

## 4.4.5 Streetscape

### Pedestrian Connections



### Public Boulevard



### Street Elements

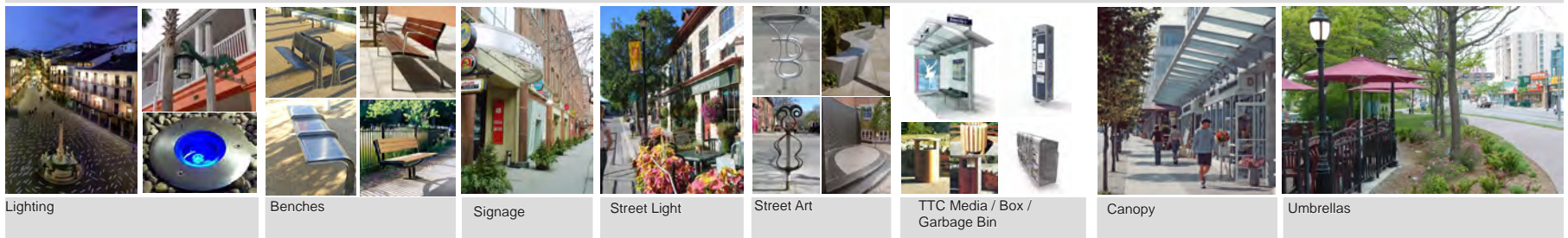


Fig. 49

## 4.4.6 Open Space and Connections

### Parks



Park - Traditional centre piece  
Paris



Skate board park  
Barcelona



Waterjet Plaza-Hard/Soft/Natural landscape  
Burlington



Art Park



Urban Park



Urban Park - Water jets

### Square



Urban Park  
Yorkville, Toronto



Grand Place  
Oxford



Grand Place  
Montreal



Keyaki Plaza - Passive  
Japan

### Parkette



Parkette



Parkette

### Court



Court yard - innovation  
Toronto



Court Yard - Passive

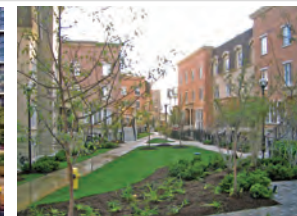


Court Yard - connection

### Linear Connection



Linear Connection - Pedestrian walk  
way, Vancouver



Linear Connection - Pedestrian walk  
way, Liberty Village, Toronto



Linear Connection - Dedicated bike  
path

Fig. 50

### 4.4.7 Sustainability

#### Green Roofs



Green Roof  
Richmond

Green Roof  
Beijing, China

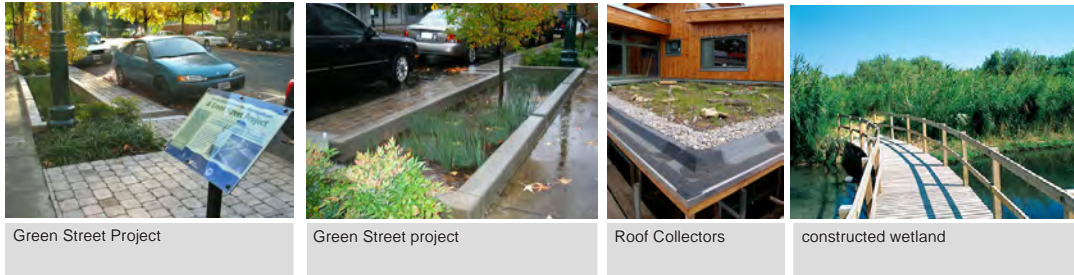
Green Roof

Green Roof

Garden Roof Plan  
Paris

Green Roof

#### Storm Water Management



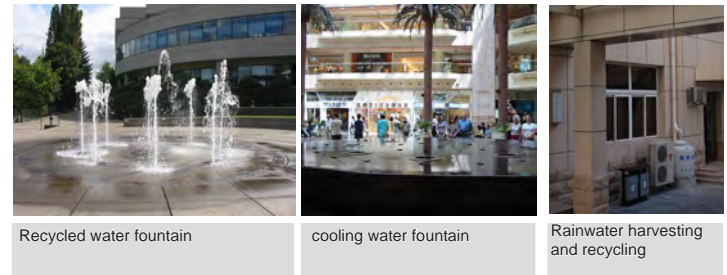
Green Street Project

Green Street project

Roof Collectors

constructed wetland

#### Water Recycling

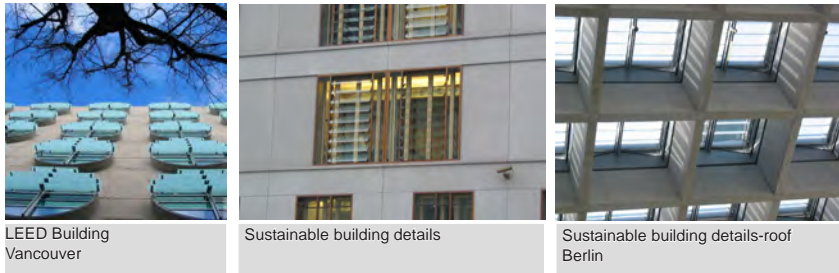


Recycled water fountain

cooling water fountain

Rainwater harvesting  
and recycling

#### Building Design

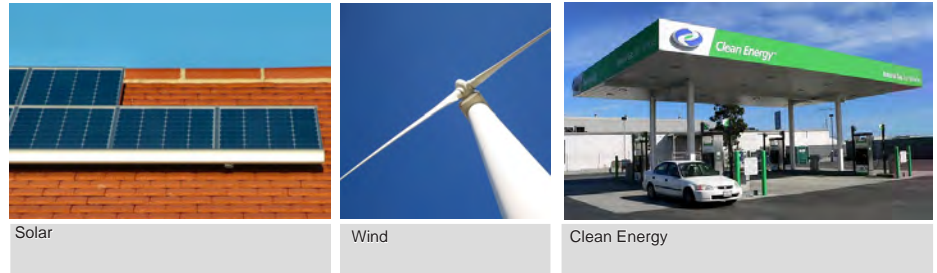


LEED Building  
Vancouver

Sustainable building details

Sustainable building details-roof  
Berlin

#### Energy Alternatives



Solar

Wind

Clean Energy

Fig. 51