



Yonge Street Study- Design Charrette Work Book

Nov.4, 2008



Young + Wright / IBI Group Architects

G H K



Tonight's Meeting

Welcome and Introduction

Presentation

6:30 p.m. – 6:50 p.m.

- Identify Issues based on SWOT feedback
- Introduction of group discussion structure and work tools
- Address Design Principles and Precedents

Group Interaction

6:50 p.m. – 8:10 p.m.

- Break out Groups
- Group Design Charrette: 4 parallel work sessions

- A. Steeles: Palm Gate Blvd to Yonge St
- B. Yonge: Steeles to Clark Av
- C. Yonge: Pinewood Dr to Arnold Ave
- D. Yonge: Thornhill Country Club to Longbridge Rd

Regroup

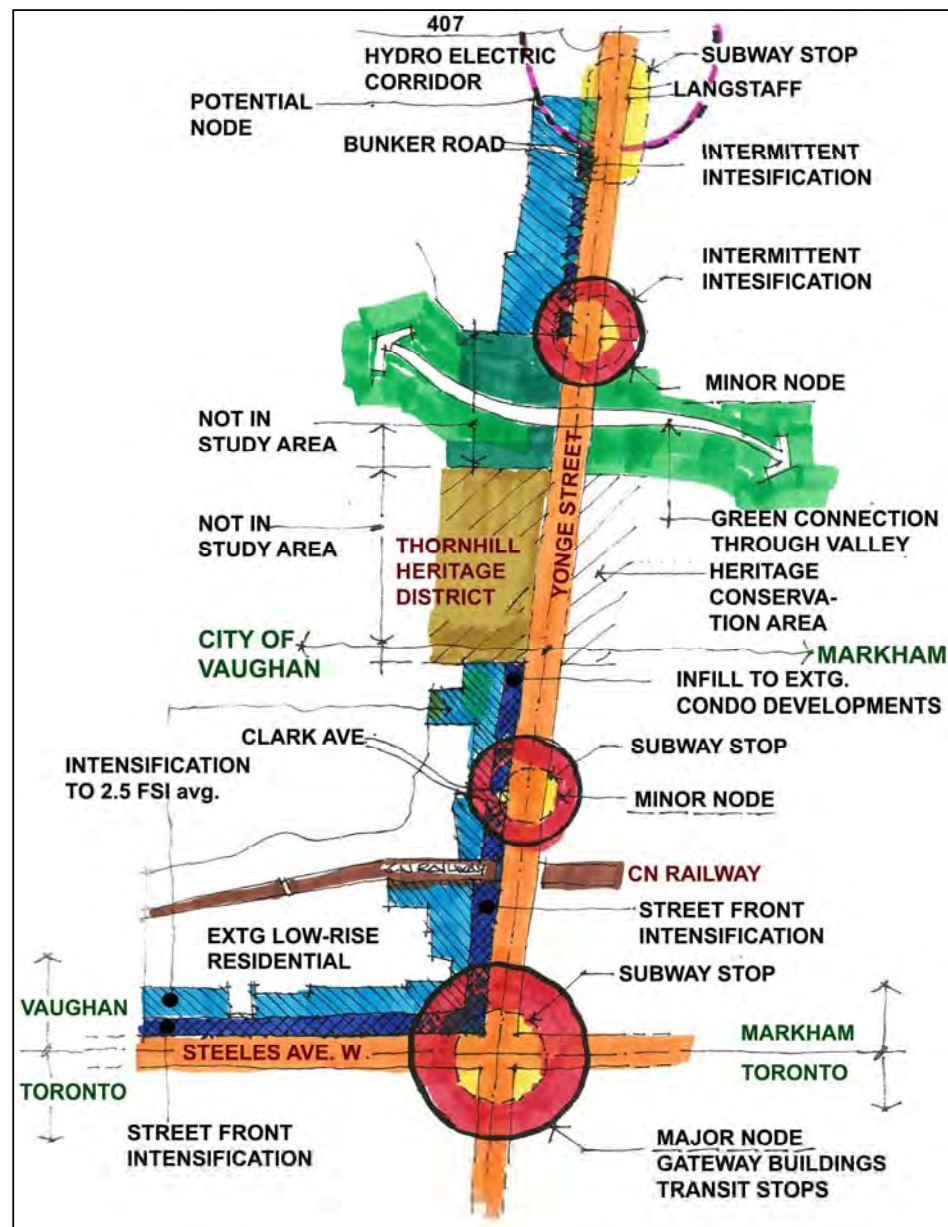
8:10 p.m. - 9:10 p.m.

- Reporting Back and Discussion

9:10 p.m. - 9:30 p.m.

- Summary
- Next Steps

Identification Map



Street Network and Built Form

Principles

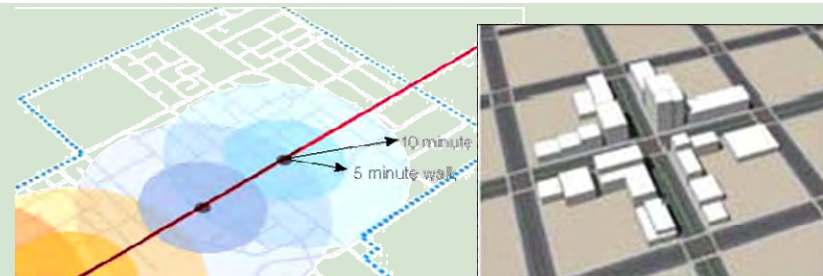


- **Protect and enhance the area's existing assets including the existing heritage of Thornhill**
- **Promote Yonge Street as an important corridor**
- **Identify and promote areas of significance**
- **Create appropriately scaled buildings**
- **Encourage 'diversity within unity' of building forms**
- **Develop a pleasant, safe, network of streets and paths**
- **Respect surrounding communities**
- **Support design innovation and excellence.**



• **Street Network**

- Street Grid
- Connectivity



• **Street Wall**

- Height
- Continuity
- Top / Bottom Coordination
- Porosity / Transparency



• **Height & Scale**

- Relative Heights
- Longitudinal Blocks
- Vertical Blocks
- Shadowing

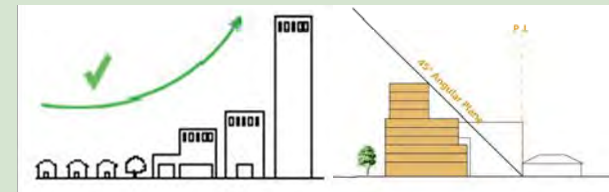


• **Transition**

- Stepping
- Vertical Breaks

• **Set backs**

- Horizontal / Vertical
- Angular Plans
- Shadowing



• **Parking & Access**

- Parking Strategies and Modes
- Screening
- Street Access / Building Access
- Servicing



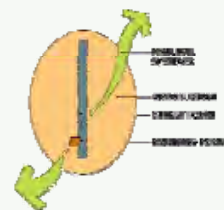
Action Guidelines

Open Space and Connections

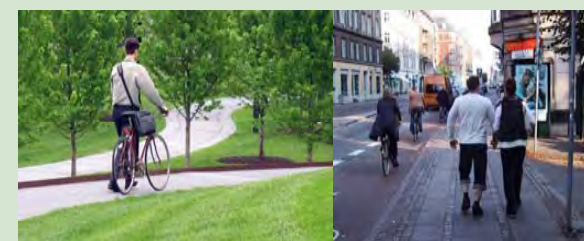
Principles



- Create a network of attractive green and open spaces including parks, sidewalks, roads, and trails
- Enhance connections within and between neighbourhoods
- Address the area's long term requirements for active and passive park space



- **Open Space Typology**
 - o Regional Park
 - o Community Park
 - o Neighbourhood Park
 - o Linear Connection
 - o Square and Parkette
 - o Courtyard
 - o Forecourt
- **Public Facilities & Schools**
 - Community Use
 - Connectivity
- **Open Space Network / Connectivity**
 - Green Network / Pedestrian and Biking System
 - Park System
 - Connection to the greater community
 - Conservation
 - Amenities for all users
- **Bicycle Route**
 - Network / Links
 - Street Routes
 - Dedicated Connections for Mid Block / Cross Block
 - Amenities
- **Pedestrian System**
 - Network / Links
 - Street Routes
 - Dedicated Connections for Mid Block / Cross Block



Action Guidelines

Streetscape

Principles



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



- **Street Hierarchy**
 - Arterial Roads
 - Connector Roads
 - Local Streets
 - Lanes / Driveways



- **Road Pavement**
 - Vehicle Lanes
 - Designated Bike Lane
 - Lay-by Parking
 - Pedestrian Crossing / Handicapped Issues
 - Paving / Marking / Decorative Paving



- **Boulevard (Public+ Private Realm)**
 - Sidewalk / Handicapped Issues
 - Public / Private Interface / Thresholds / Connections
 - Medians
 - Signage and Wayfinding
 - Amenities



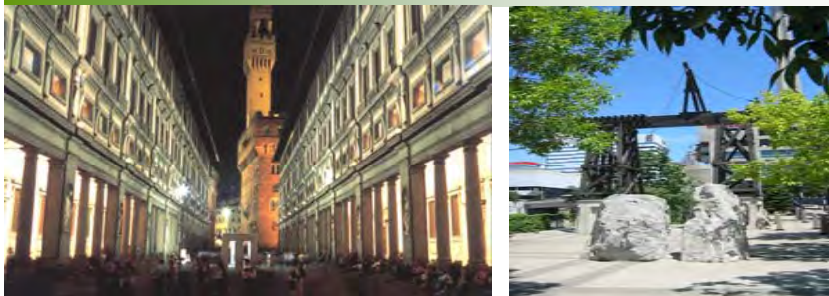
- **Streetscape Elements**
 - Lighting
 - Paving
 - Signage
 - Furniture
 - Street Tree
 - Landscaping
 - Public Arts



Action Guidelines

Gateway and Place Making

Principles



- **Protect and enhance the area's existing assets including the existing heritage of Thornhill**
- **Promote Yonge Street as an important corridor**
- **Identify and promote areas of significance**
- **Identify appropriate locations for distinctive public spaces for gathering, public art, etc.**



• **View & Vistas**

- Major / Minor Views and View Corridors
- Major / Minor Vistas
- Traveling and Terminators



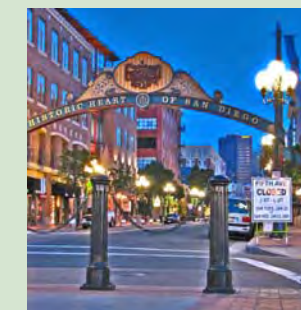
• **Regional Gateway**

- Traditional N/S Exist / Entry to Yonge Street Precinct
- Arrival
- Identity



• **Local Node**

- Concentration of Local Landmarks and Transit at crossroads
- Arrival
- Identity



• **Landmark & Features**

- Large Scale – Building / Monument
- Small Scale – Monument / Amenities
- Program and Policy for Culture / History / Art



• **Identity & Character**

- Thematic Treatment
- Program and Policy for Culture / History / Art

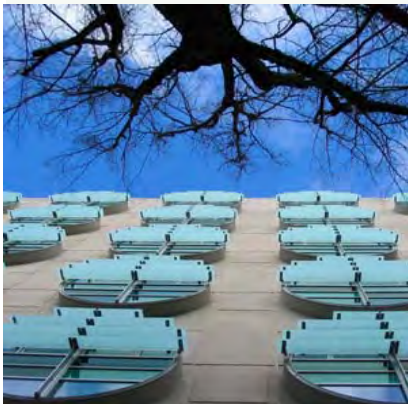
Action Guidelines

Infrastructure and Sustainability

Principles



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



- **Sustainable Site**
 - Reducing the Carbon Footprint
 - Reduce the Load on Natural Systems
- **Storm Water Management**
 - Rainwater Collection and Absorption
 - Naturalized Stormwater Management
 - Green Roofs
- **Energy Efficiency**
 - Advancement
 - District Energy
 - Geothermal
 - Solar Use
 - High – Performance Building Envelope / Systems
- **Green Building Strategy**
 - LEED Goals
 - Materials
 - Recycling / Composting
 - Design for Adaptive Re-use



Action Guidelines

Design Charrette Outcomes

GROUP A | Steeles: Palm Gate Blvd to Yonge St

Conceptual Diagram



Design Charrette Outcomes

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

Conceptual Model



Reporting Back

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

Design Charrette Outcomes

GROUP B | Yonge: Steeles to Clark Av

Conceptual Model



Reporting Back

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

Design Charrette Outcomes

GROUP C | Yonge: Pinewood Dr to Arnold Av

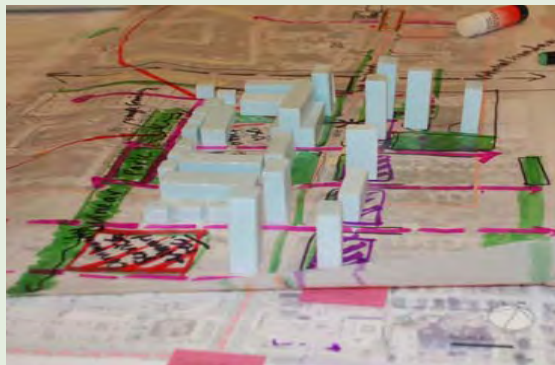
Conceptual Diagram



Design Charrette Outcomes

GROUP C | Yonge: Pinewood Dr to Arnold Av

Conceptual Model



Reporting Back

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

Design Charrette Outcomes

GROUP D | Yonge: Thornhill Country Club to Longbridge Rd

Conceptual Diagram



Design Charrette Outcomes

GROUP D | Yonge: Thornhill Country Club to Longbridge Rd

Conceptual Model



Reporting Back

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