

Yonge Corridor

Land Use and Built Form Study – Final Presentation

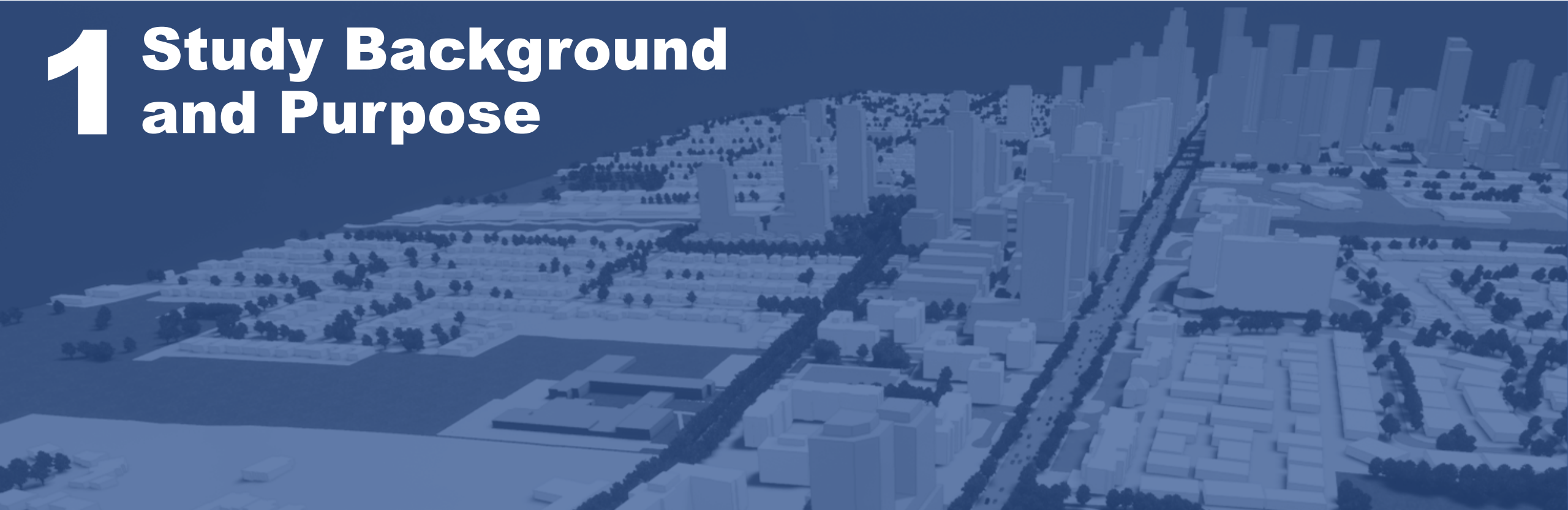
2022.06.13

URBAN
STRATEGIES
INC.

Presentation Outline

- 1. Study Background & Purpose**
- 2. Understanding the Corridor Today**
- 3. Developing the Massing**
- 4. Engagement and Feedback**
- 5. Study Summary**

1 Study Background and Purpose



Yonge North Subway Extension

Study Background

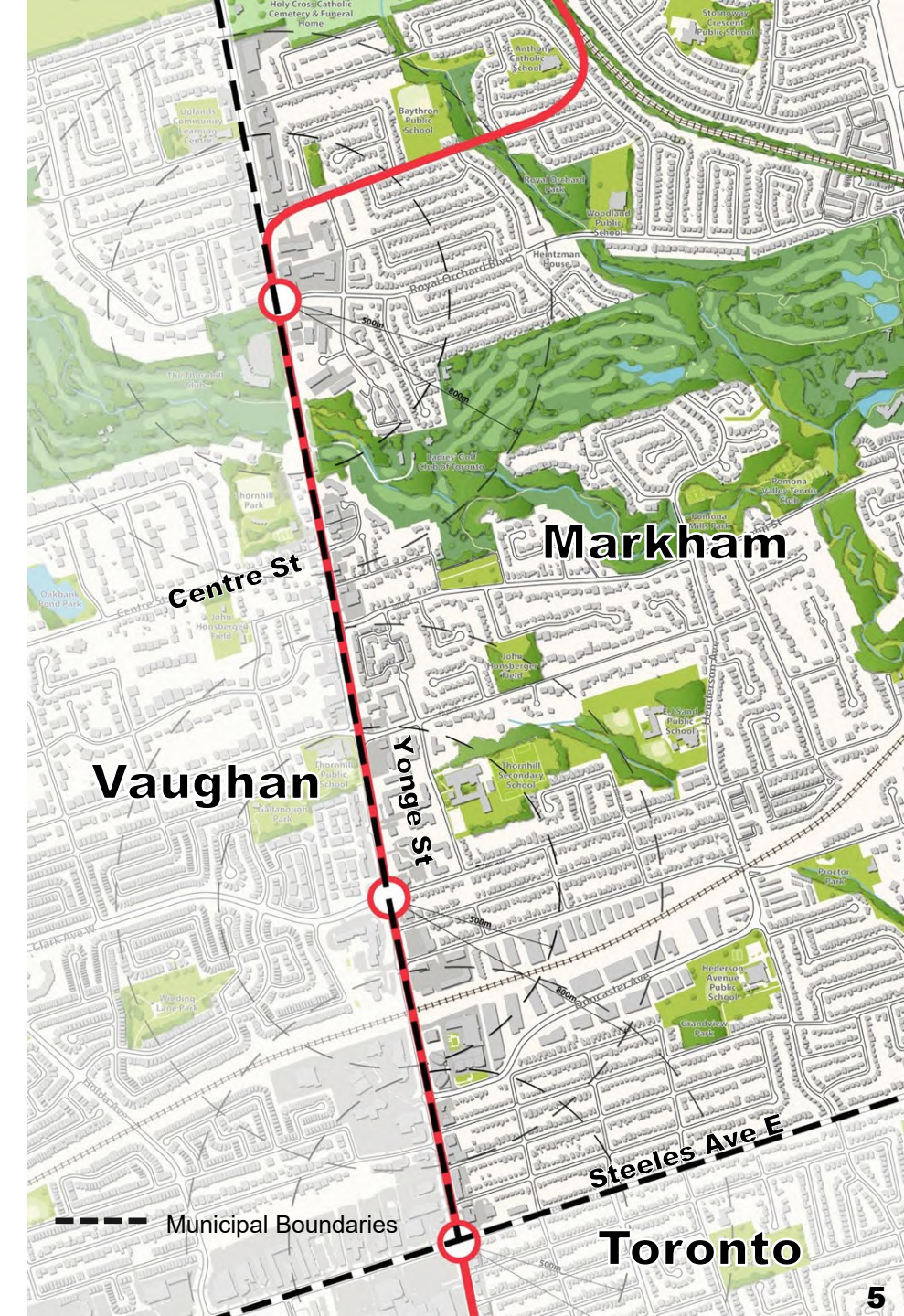
- The Yonge North Subway Extension (YNSE) will extend the TTC Line 1 service north from Finch Station into Vaughan, Markham and Richmond Hill.
- The latest plans propose five stations along an extension of ~8 km.
 - On July 16, Metrolinx announced that Clark Station will be included as the fourth station – along with Steeles, Bridge, and High Tech.
 - On April 20, Royal Orchard was announced as an additional confirmed station.
- The YNSE will transform the Yonge Corridor – making it faster and easier for people to travel between Markham, the greater York Region, and Toronto.
- Provides opportunity to realize transit-oriented communities along the Yonge Corridor.



Land Use and Built Form Study

Study Background

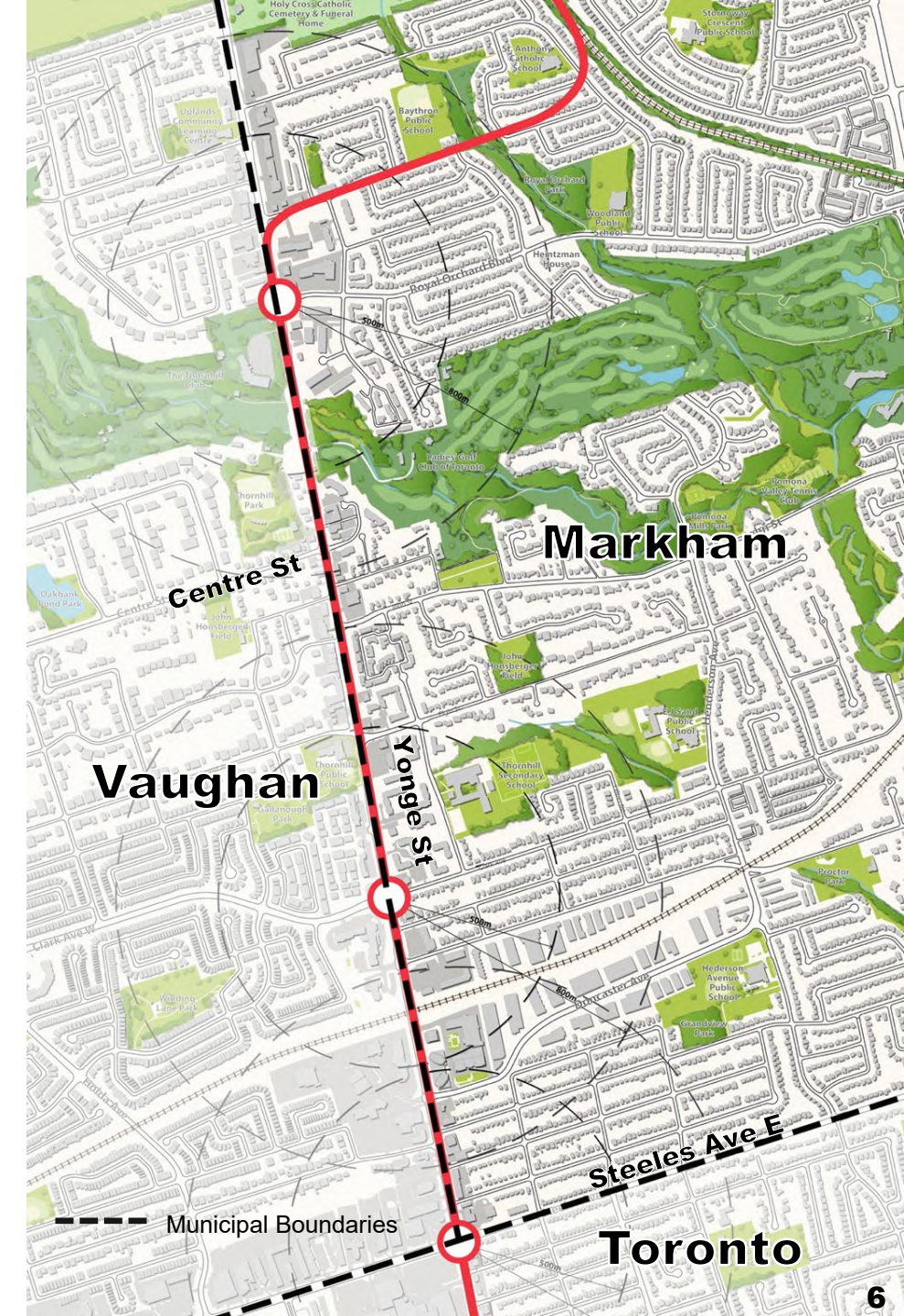
- Based on Council Direction to “accelerate work around the Steeles, Clark and Royal Orchard station areas... with a land use/built form study as work towards development of the Yonge Street Corridor Secondary Plan.”
- Includes development of a 3D model and preliminary built form, massing and land use concepts to:
 - Confirm the transit-oriented built form and community potential of the corridor.
 - Illustrate how a mixed-use, complete community can be achieved.
 - Consider how best to accommodate new employment, community amenities, improved connectivity and parks.



Land use and Built Form Study

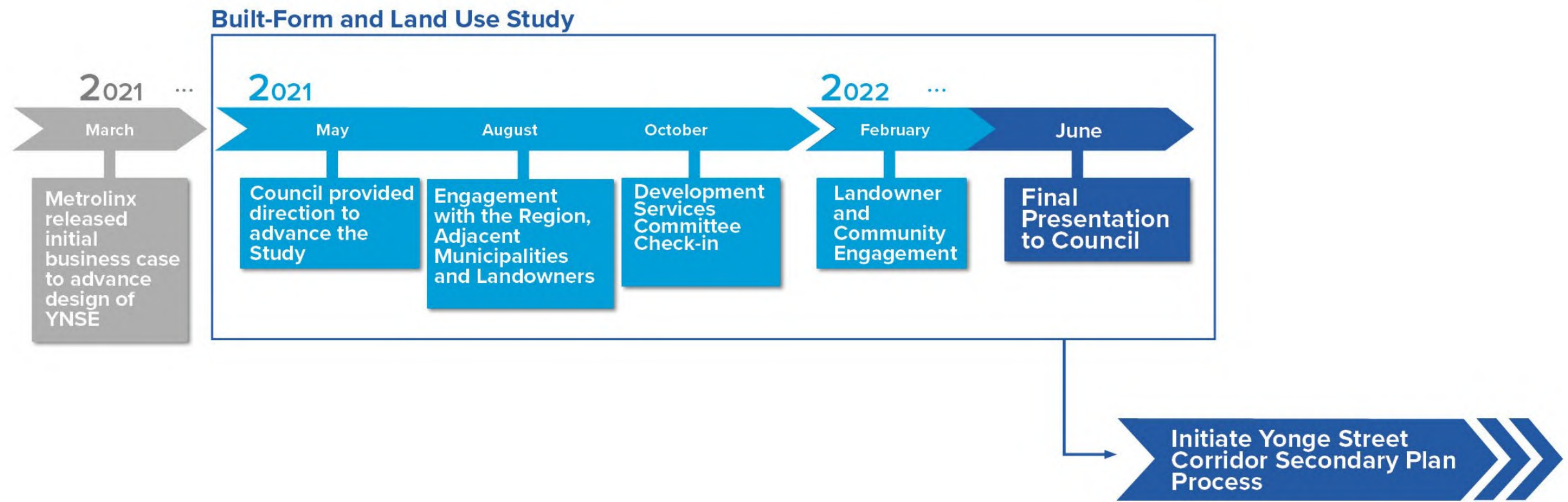
Study Purpose

- The purpose of the Land Use and Built Form Study was to test Markham's potential to accommodate transit-supportive densities, while advancing a range of other policy priorities:
 - Support complete communities, with access to employment.
 - Prioritize active mobility by delivering improved and fine-grained connectivity to realize the transit-oriented community potential.
 - Deliver new parks, community facilities, seniors housing, and affordable housing.
- The focus of the Land Use and Built Form Study was the Markham side of the corridor and the Study assumes the long-term, full build out of the area.
- **The Land Use and Built Form Study will inform the upcoming Yonge Street Corridor Secondary Plan process and updates to the Official Plan.**



Input to the Secondary Plan

Study Purpose



2 Understanding the Corridor Today



Assessing the Policy Context Study Approach

Provincial, Regional and Municipal Support for:

- Mix of residential and employment uses in close proximity to transit.
- Complete communities that prioritize walking, cycling and transit use; are supported by human services; and are compact with a mix of uses.

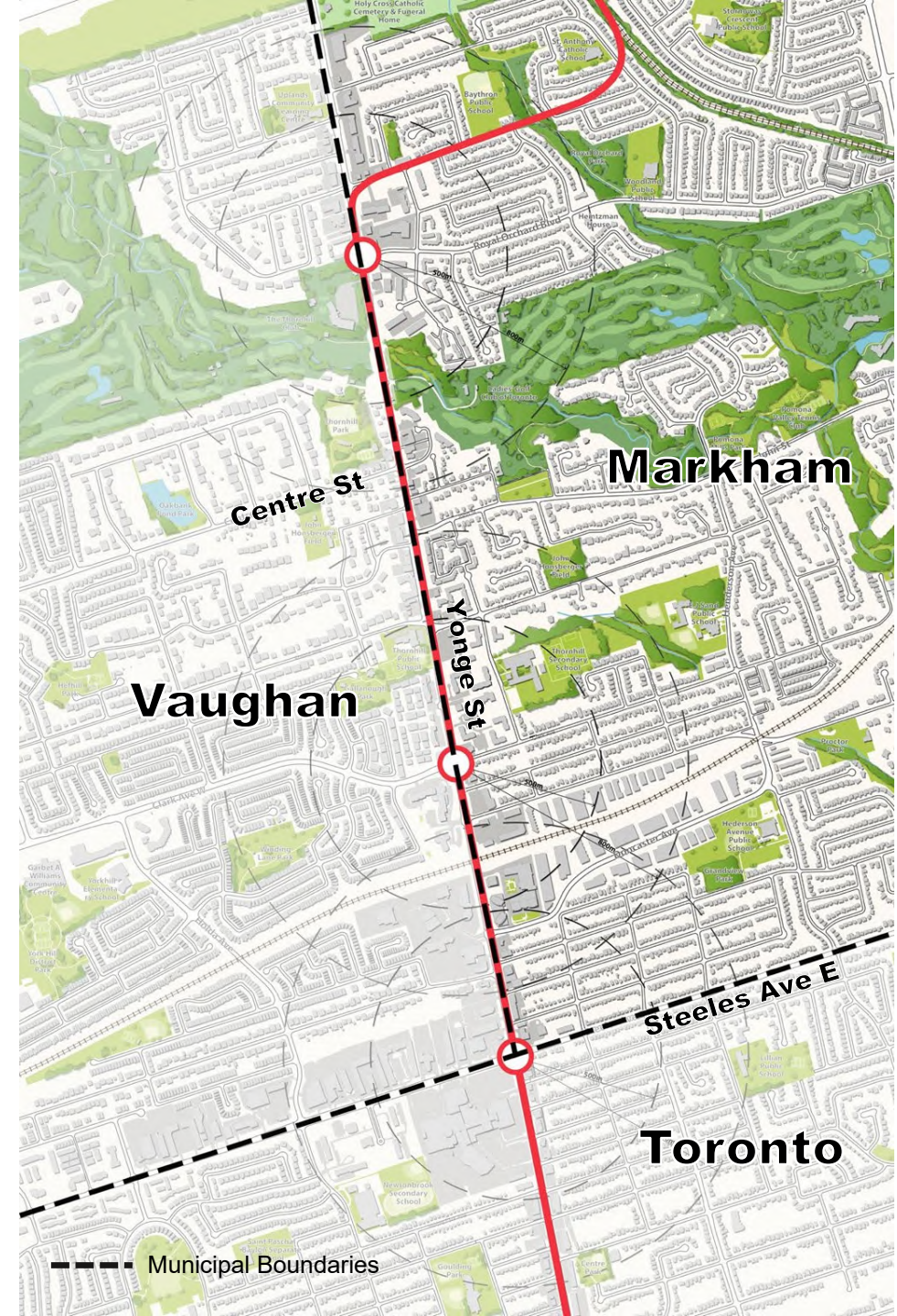
YNSE will be an important corridor to accommodate residential and employment intensification in close proximity to transit.

- Markham is projected to accommodate 619,200 residents (~120,000 new) and 309,200 jobs (~50,000 new) by 2051.
- Yonge Street Corridor is an area where growth in both people and jobs is being directed.
- Proposed Major Transit Station Areas (MTSAs) for Steeles, Clark and Royal Orchard.



Understanding the Corridor Study Approach

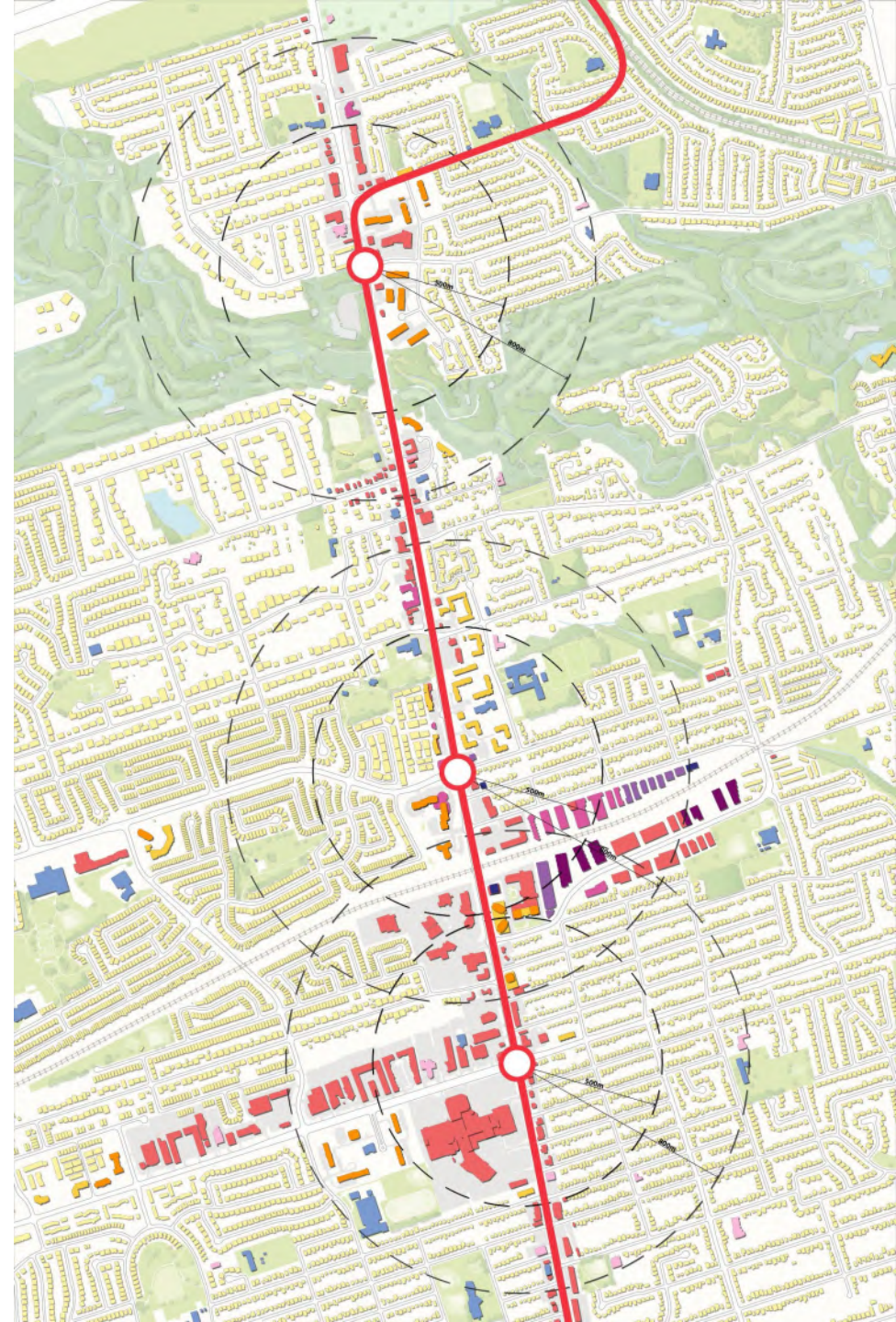
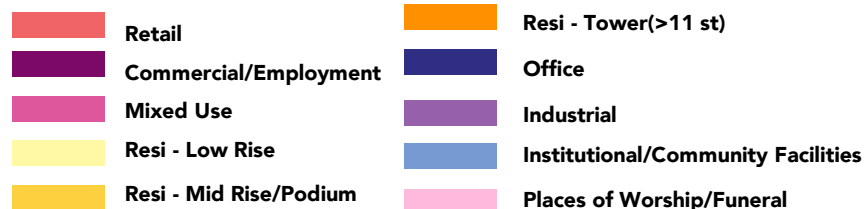
- Analyzed and mapped the existing conditions along both sides of the corridor:
 - Existing and Proposed Transit
 - Active Mobility Connections
 - Parks, Open Spaces and Natural Systems
 - Community Services and Facilities
 - Existing Built Form Character and Land Uses
 - The Emerging Context



Existing Character

Corridor Today

- Yonge Street is a diverse corridor with a mix of residential, retail, service and employment uses and a variety of characteristics.
- Areas east of Yonge Street are predominantly low-rise and residential in character.
- Service-employment designated areas along Doncaster and Glen Cameron are largely commercial.
- The Thornhill Heritage Conservation District and two golf clubs intersect with Yonge Street north of the Clark Station Area.



Royal Orchard Station Area

Existing Character



Stretch of small scale retail.



Established mid-century apartment buildings

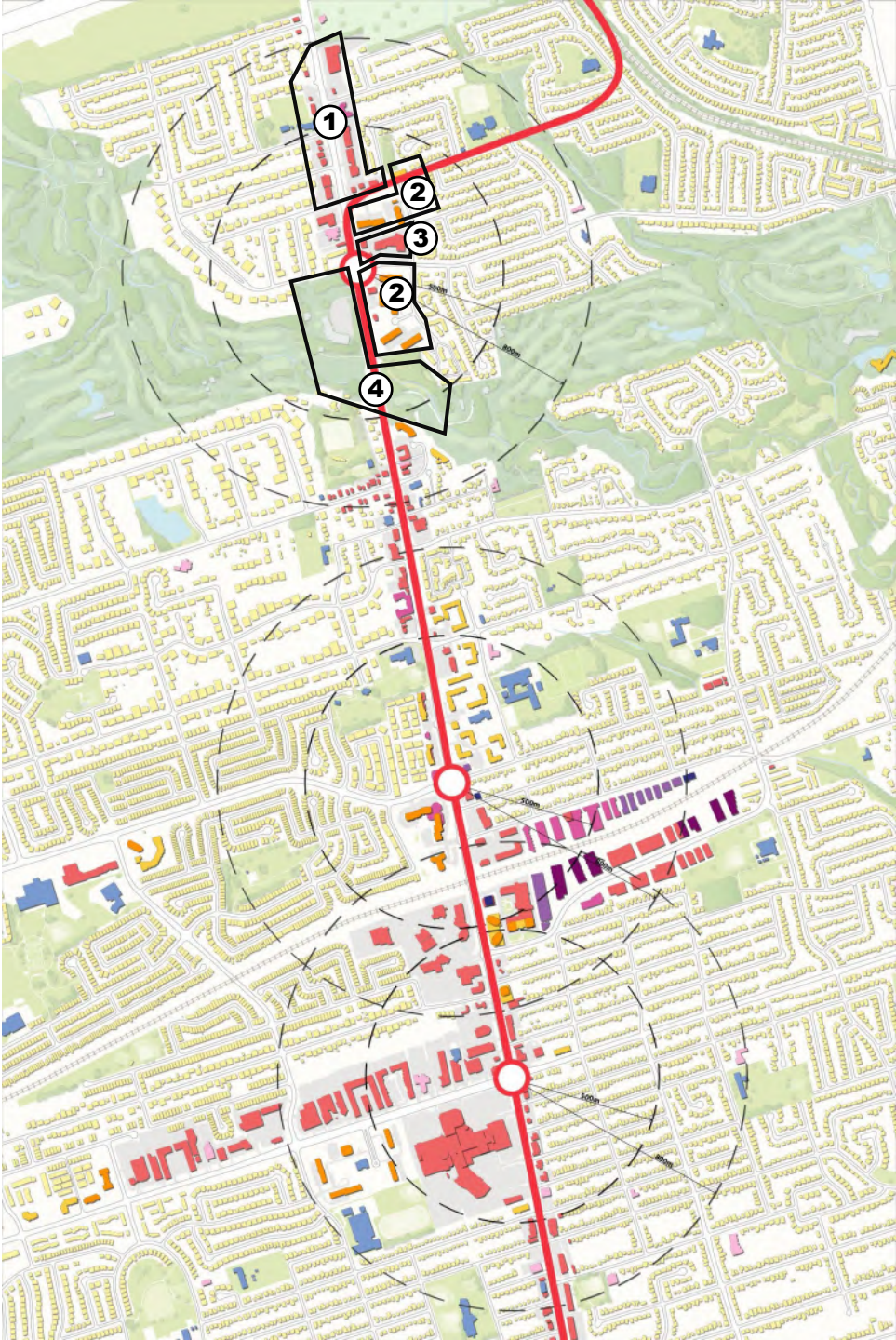


Grocery Store at Royal Orchard



Natural feature of the creek & golf clubs

 Retail	 Resi - Tower(>11 st)
 Commercial/Employment	 Office
 Mixed Use	 Industrial
 Resi - Low Rise	 Institutional/Community Facilities
 Resi - Mid Rise/Podium	 Places of Worship/Funeral




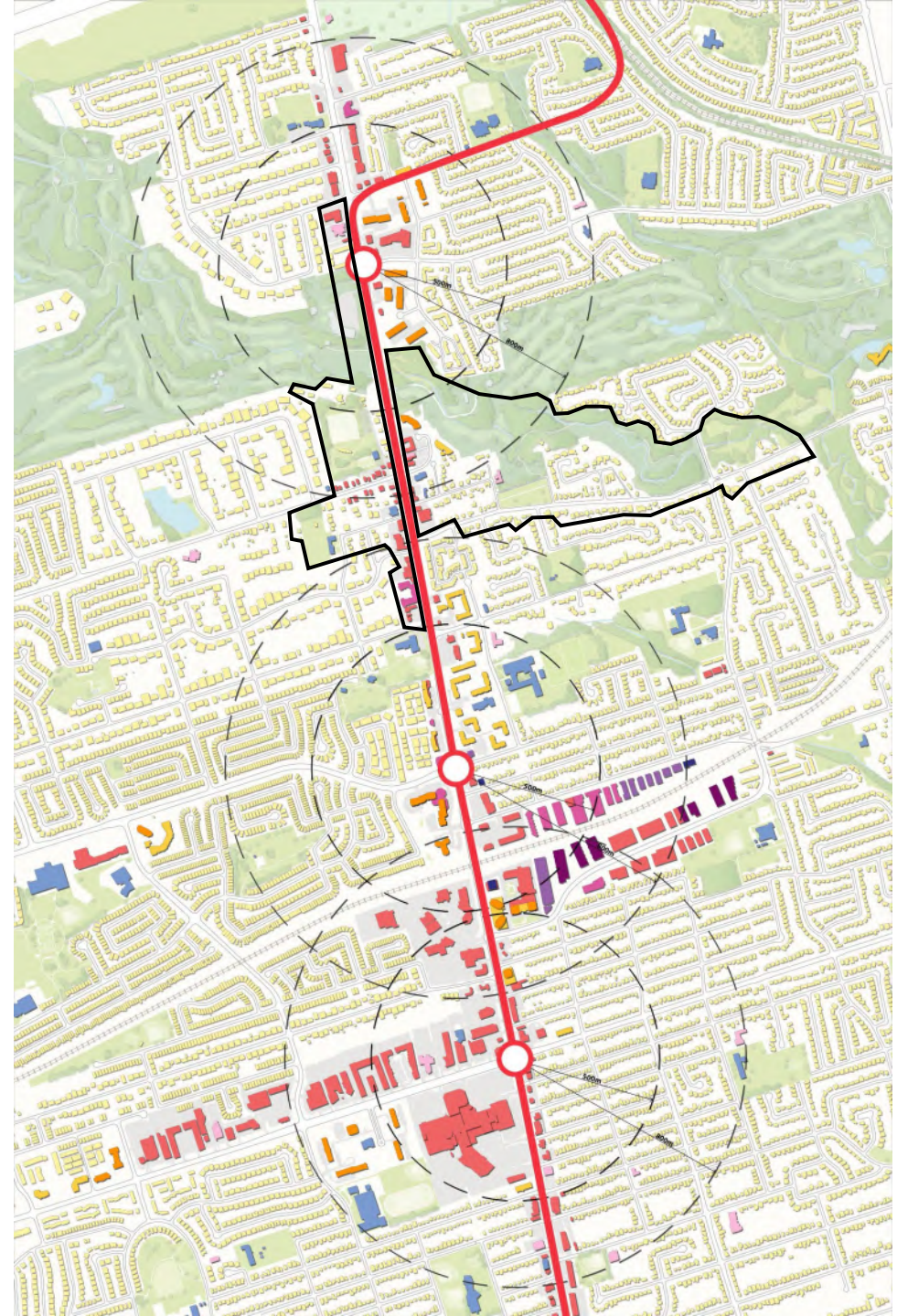
Thornhill HCD

Existing Character

- The Thornhill Heritage Conservation District (HCD) intersects with Yonge Street at Centre and John Street on both sides of Yonge.
- It includes a concentration of heritage properties at this intersection.
- The Thornhill HCD Plan looks to retain & restore all buildings identified as Class A Heritage, and to preserve the prevalent street pattern.



	Retail		Resi - Tower(>11 st)
	Commercial/Employment		Office
	Mixed Use		Industrial
	Resi - Low Rise		Institutional/Community Facilities
	Resi - Mid Rise/Podium		Places of Worship/Funeral



Clark Station Area

Existing Character



Established residential apartment buildings at Clark and Yonge




Redevelopment on the Vaughan side of Yonge St.

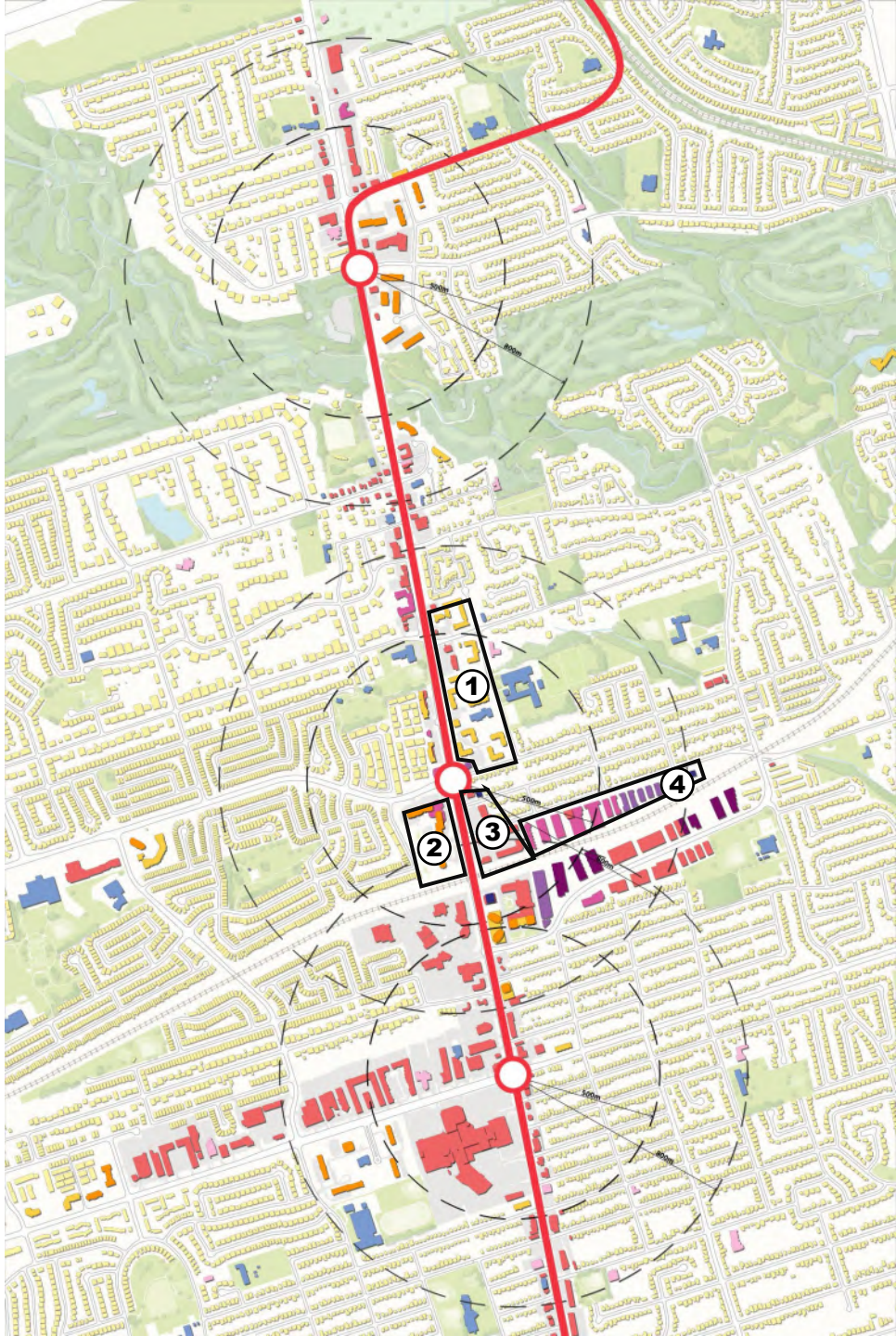


Strip mall retail condition at the Clark Intersection



Service Employment uses along Glen Cameron

- | | | | |
|---|------------------------|---|------------------------------------|
|  | Retail |  | Resi - Tower(>11 st) |
|  | Commercial/Employment |  | Office |
|  | Mixed Use |  | Industrial |
|  | Resi - Low Rise |  | Institutional/Community Facilities |
|  | Resi - Mid Rise/Podium |  | Places of Worship/Funeral |



Steeles Character Area

Existing Character



Large pad employment and retail uses



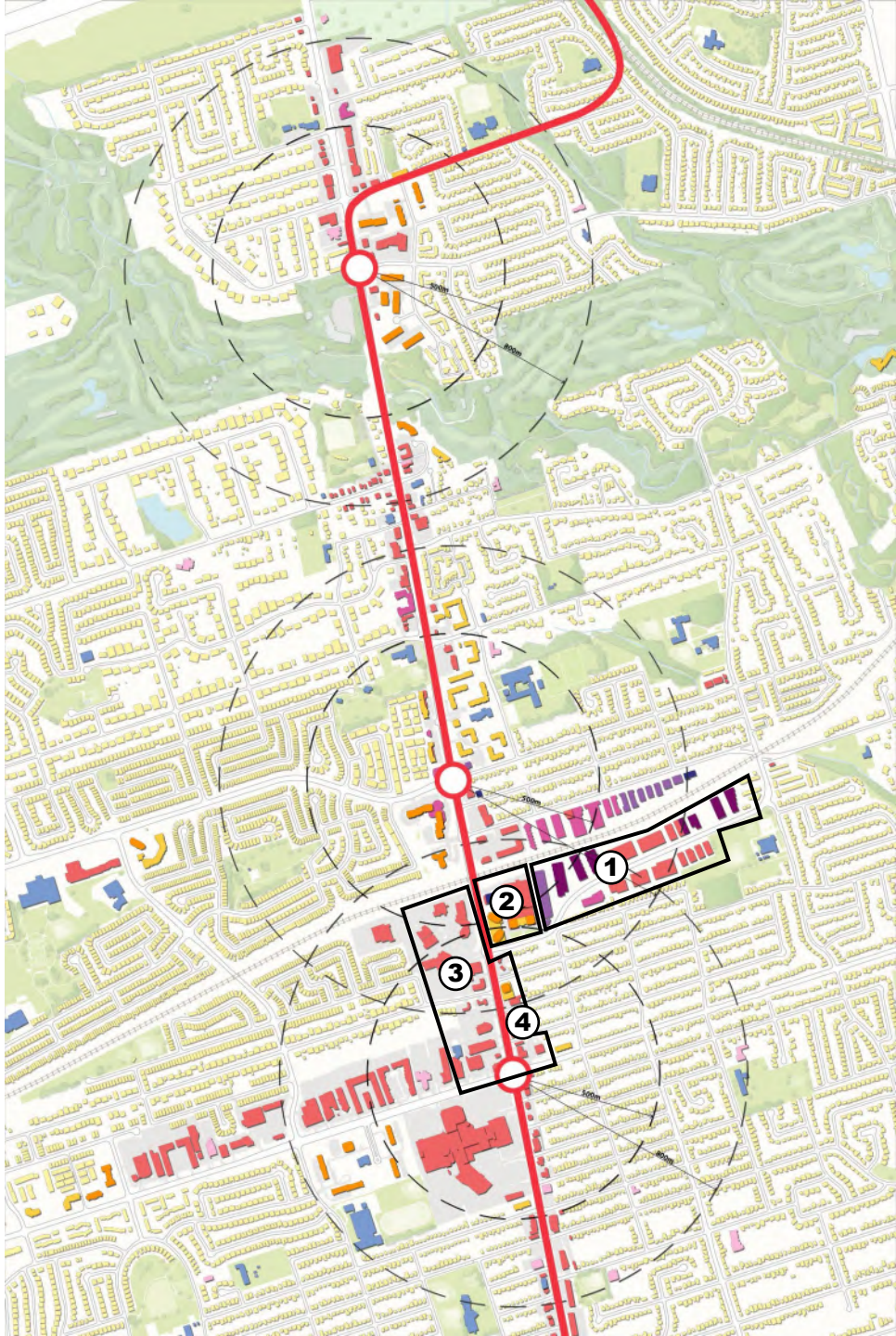
New residential & office of the World on Yonge



Yonge north of Steeles includes a wide variety of retail characters



- | | |
|--|---|
| Retail | Resi - Tower(>11 st) |
| Commercial/Employment | Office |
| Mixed Use | Industrial |
| Resi - Low Rise | Institutional/Community Facilities |
| Resi - Mid Rise/Podium | Places of Worship/Funeral |



Evolving Context

Proposed and Recent Development

- Complete applications and recently approved development



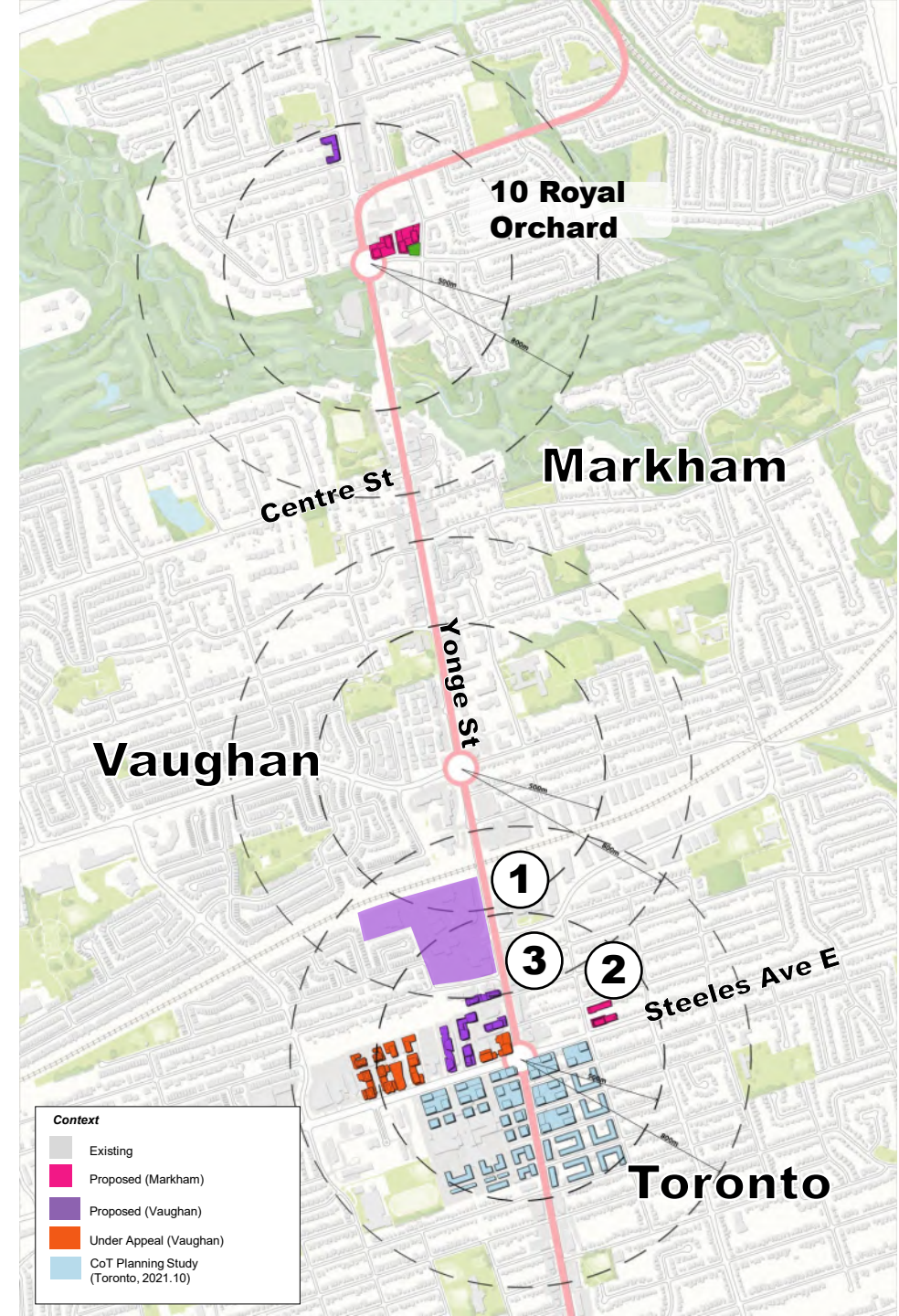
World on Yonge



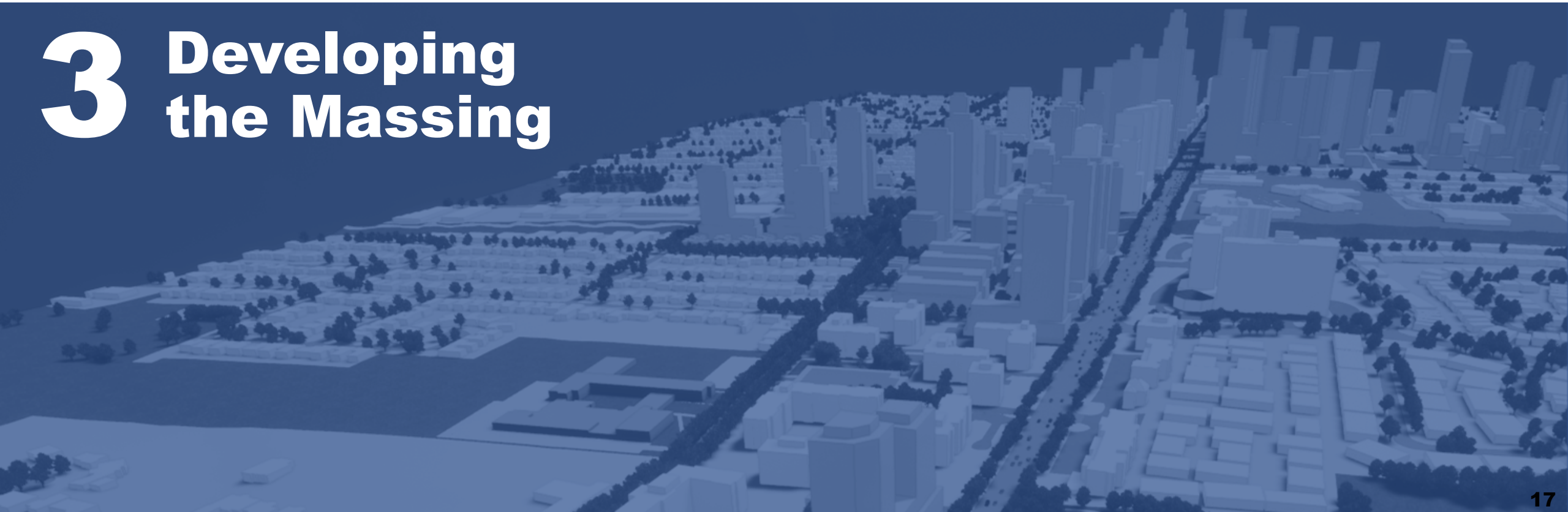
**Zonix Atlantis
(Proposed)**



The Vanguard Condominium



3 Developing the Massing



Principles

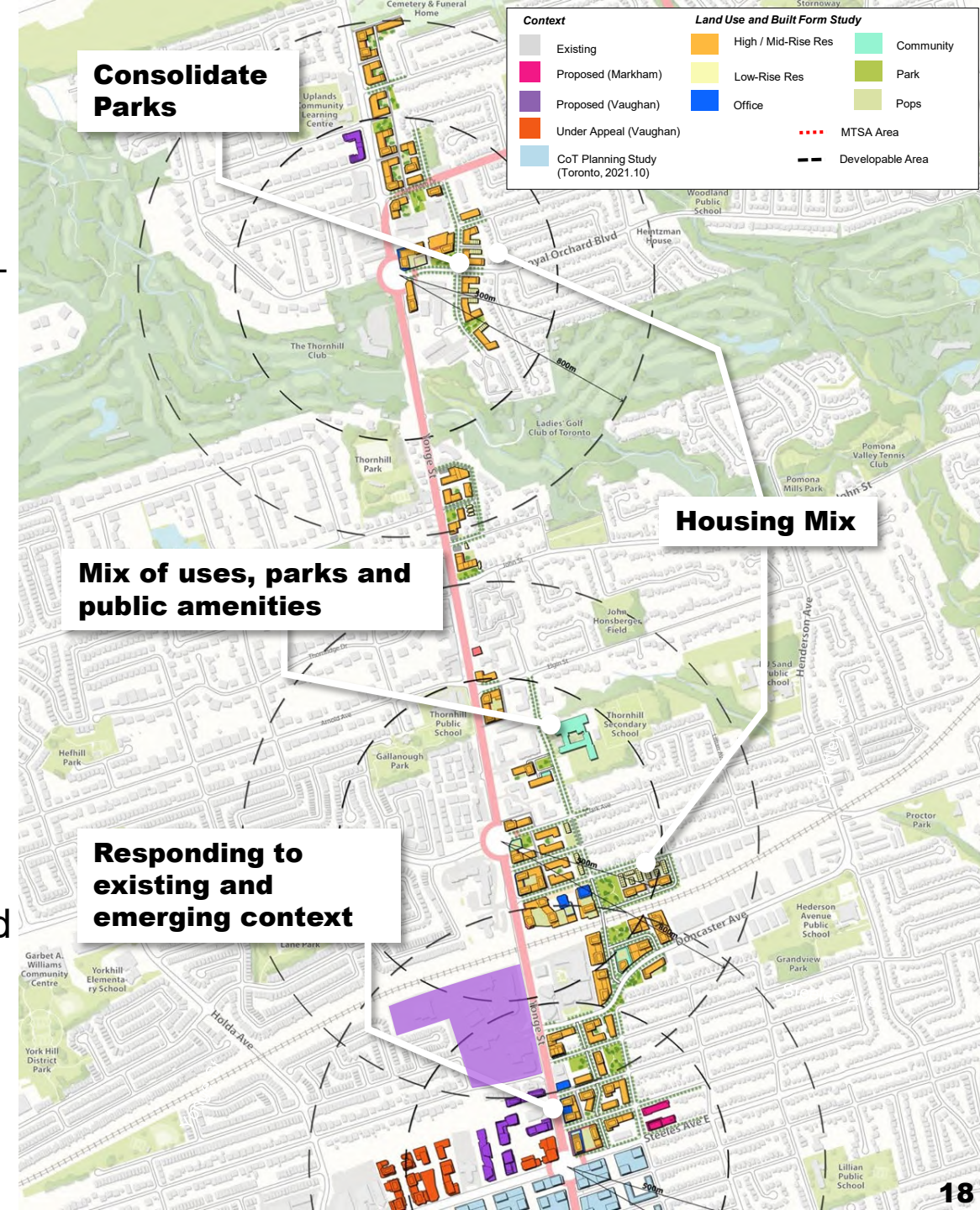
1. Respond to the existing and emerging context:

- Locate the highest intensity of development along Yonge – with height peaks at transit stations.
- Provide height transitions to established neighbourhoods.

2. Support complete communities by coordinating a mix of uses and enhanced public amenities and services to support existing and future residents.

- Seek opportunities to deliver employment – integrate new office into mixed-use podiums at stations or near proposed office uses.*
- Leverage opportunities to support new transit-oriented communities that include: new parks; community facilities (community centres, library, schools); seniors housing; and affordable housing.
- Assume retail fronting on to Yonge Street.
- Provide new consolidated parks/open spaces.

* Further study is required to understand the potential for office development along the corridor, which is recognized as an important location for future jobs.



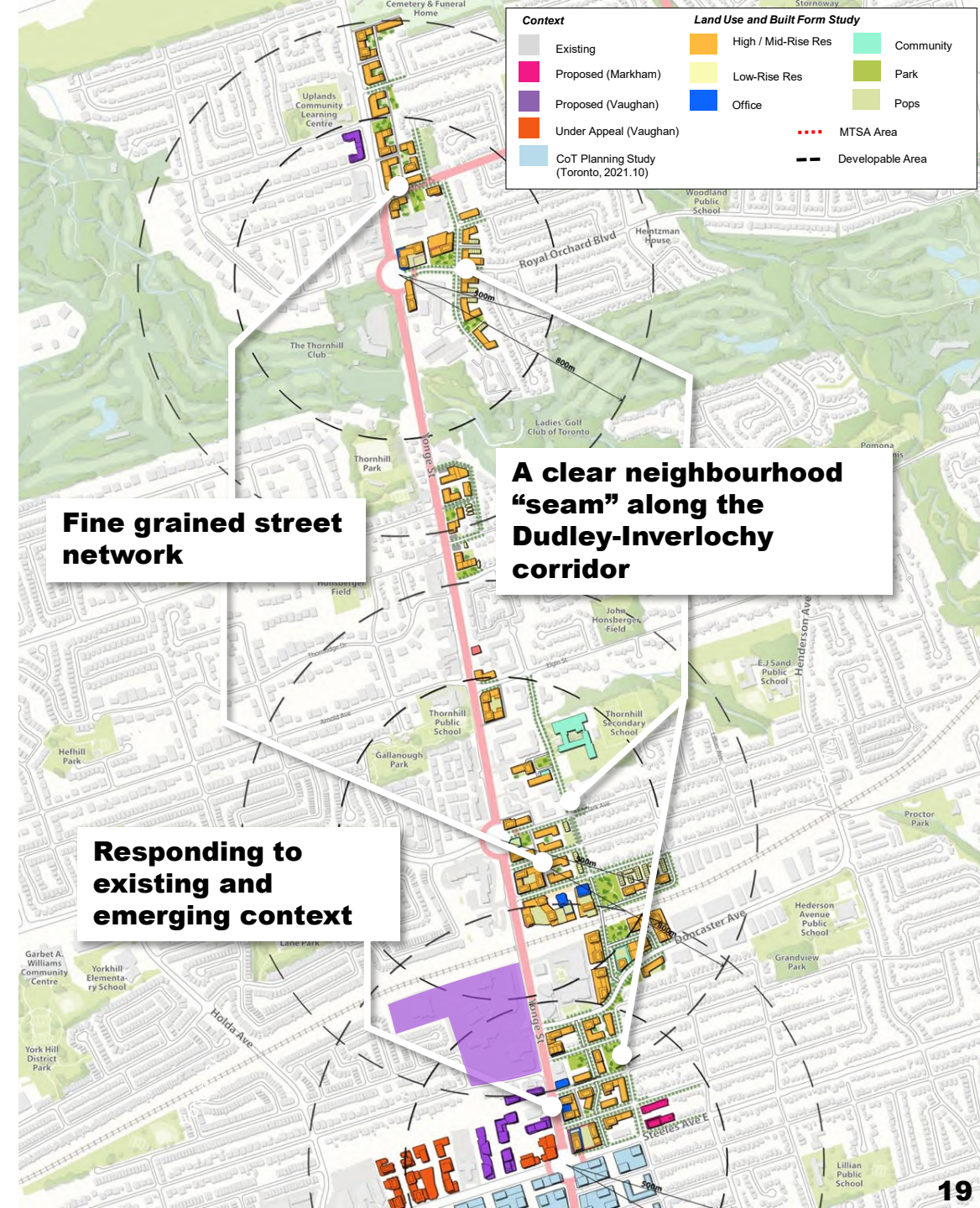
Principles

3. Deliver a fine-grained street network that improves connectivity for active modes.

- A Yonge Street laneway network at Royal Orchard.
- New north-south street at Steeles.
- New streets and blocks on larger sites.

4. Define a clear area of change with a neighbourhood “seam” along the Dudley-Inverlochy corridor to define low-rise neighbourhoods and integrate new development.

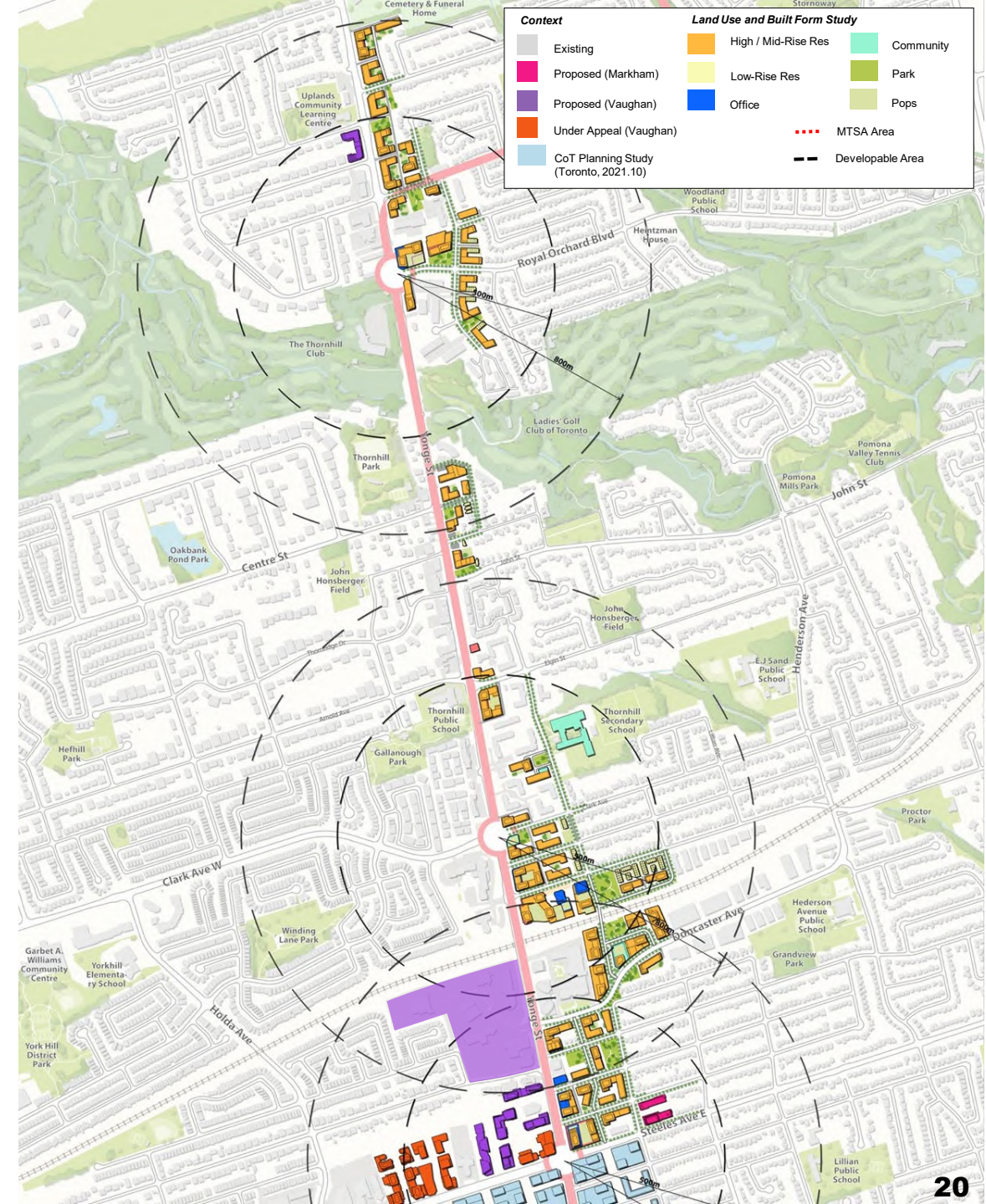
- Area of change is east of Yonge and generally west of Dudley-Inverlochy.
- The Dudley-Inverlochy neighbourhood “seam” as neighbourhood connector, supporting walking and cycling and connecting existing and new parks and community facilities.
 - Would be designed to minimize traffic impacts on existing neighbourhood streets.



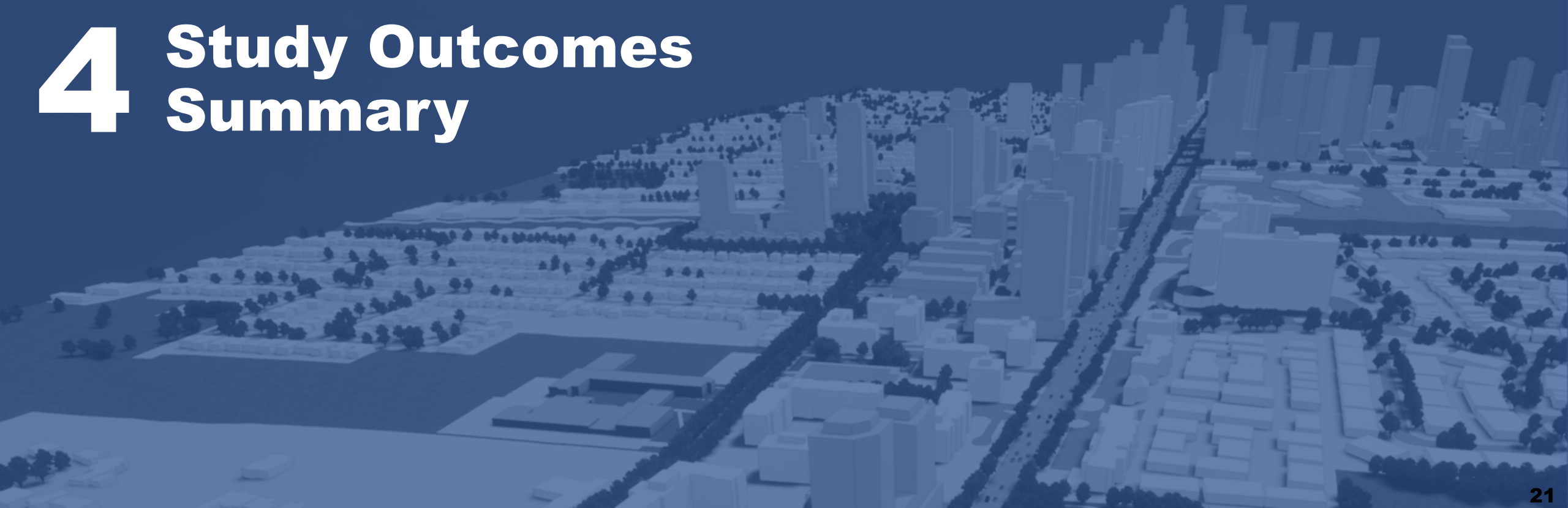
Built Form Assumptions

Test common built-form assumptions used within Markham / comparable municipalities to understand how they impact the Yonge Corridor.

- Locate the tallest towers at transit stations and in areas that are furthest from established neighbourhoods.
- Conform to a 45-degree angular plane from the edge of the area of change
- Mid-rise heights vary in response to context, while responding to the angular plane
- Tower Form Guidelines:
 - Podiums generally between 4 – 6 storeys
 - 800 square metres tower floor plates above the podium
 - 30 metres minimum tower separation distances



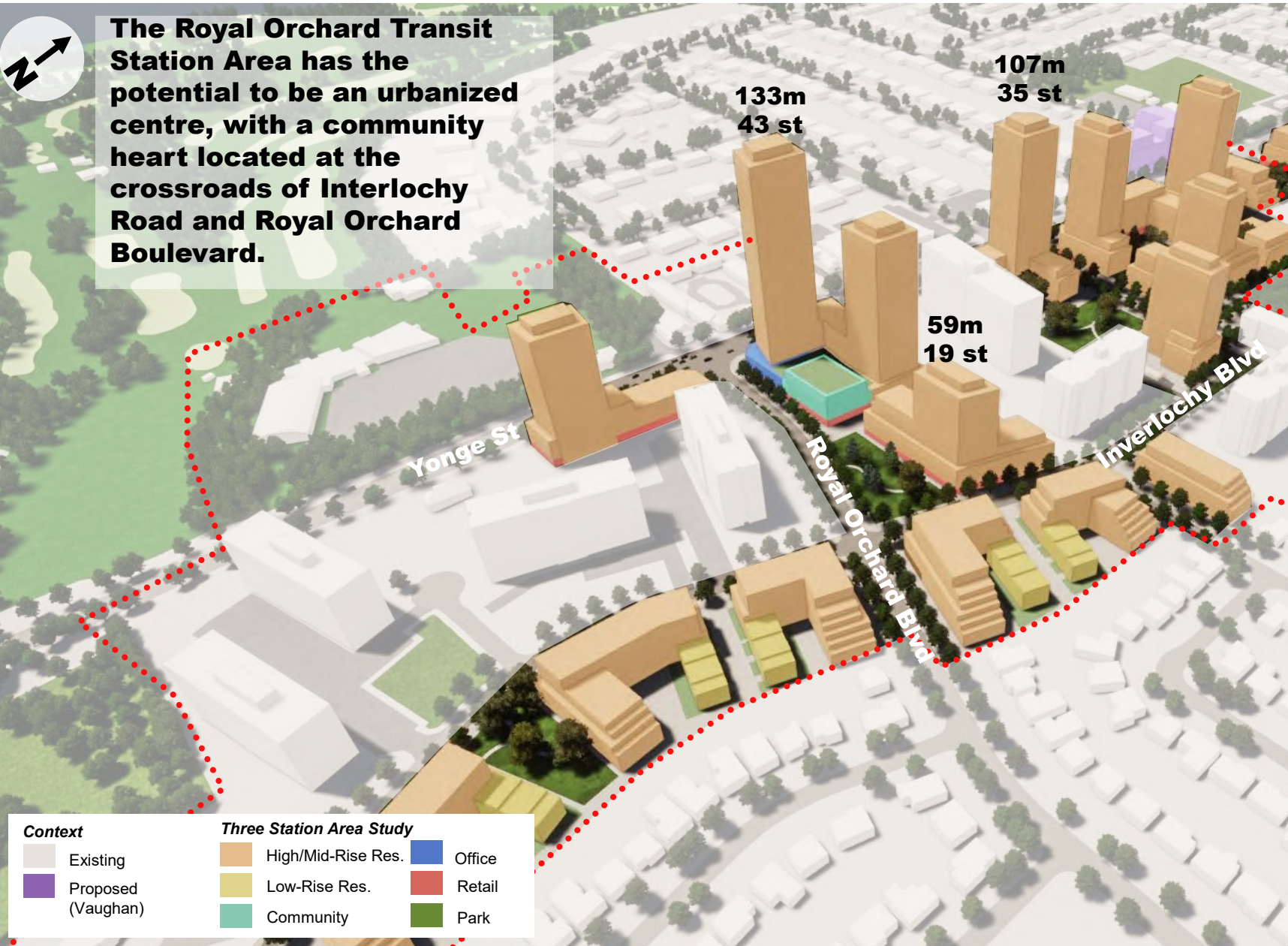
4 Study Outcomes Summary



Royal Orchard Station Study Area: Summary



The Royal Orchard Transit Station Area has the potential to be an urbanized centre, with a community heart located at the crossroads of Interlochy Road and Royal Orchard Boulevard.



Context

Existing

Proposed (Vaughan)

Three Station Area Study

High/Mid-Rise Res.

Low-Rise Res.

Community

Office

Retail

Park

ROYAL ORCHARD AREA SUMMARY	
STUDY OUTPUTS	
Units	~ 4,600
Population	~ 9,100
Jobs*	~ 700
Office	~ 200
Retail	~ 400
Institutional	~ 100
TOTAL	~ 9,800 People + Jobs
Developable Area	~ 7.5 ha
New Parks	~ 0.9 ha
TOTAL POPULATION AND JOBS AT FULL BUILD OUT	
Population	~ 13,100
Jobs*	~ 1,100
TOTAL	~ 14,200 People + Jobs

*Further analysis is underway to increase the projected jobs for the corridor

Clark Station Study Area: Summary



The Clark Station Area has the potential to accommodate a new transit-oriented community straddling the rail corridor.



Context

- Existing
- Proposed (Markham)
- Proposed (Vaughan)
- Under Appeal (Vaughan)
- CoT Planning Study (Toronto, 2021.10)

Land Use and Built Form Study

- High / Mid-Rise Res.
- Low-Rise Res.
- Community

- Office
- Retail
- Park

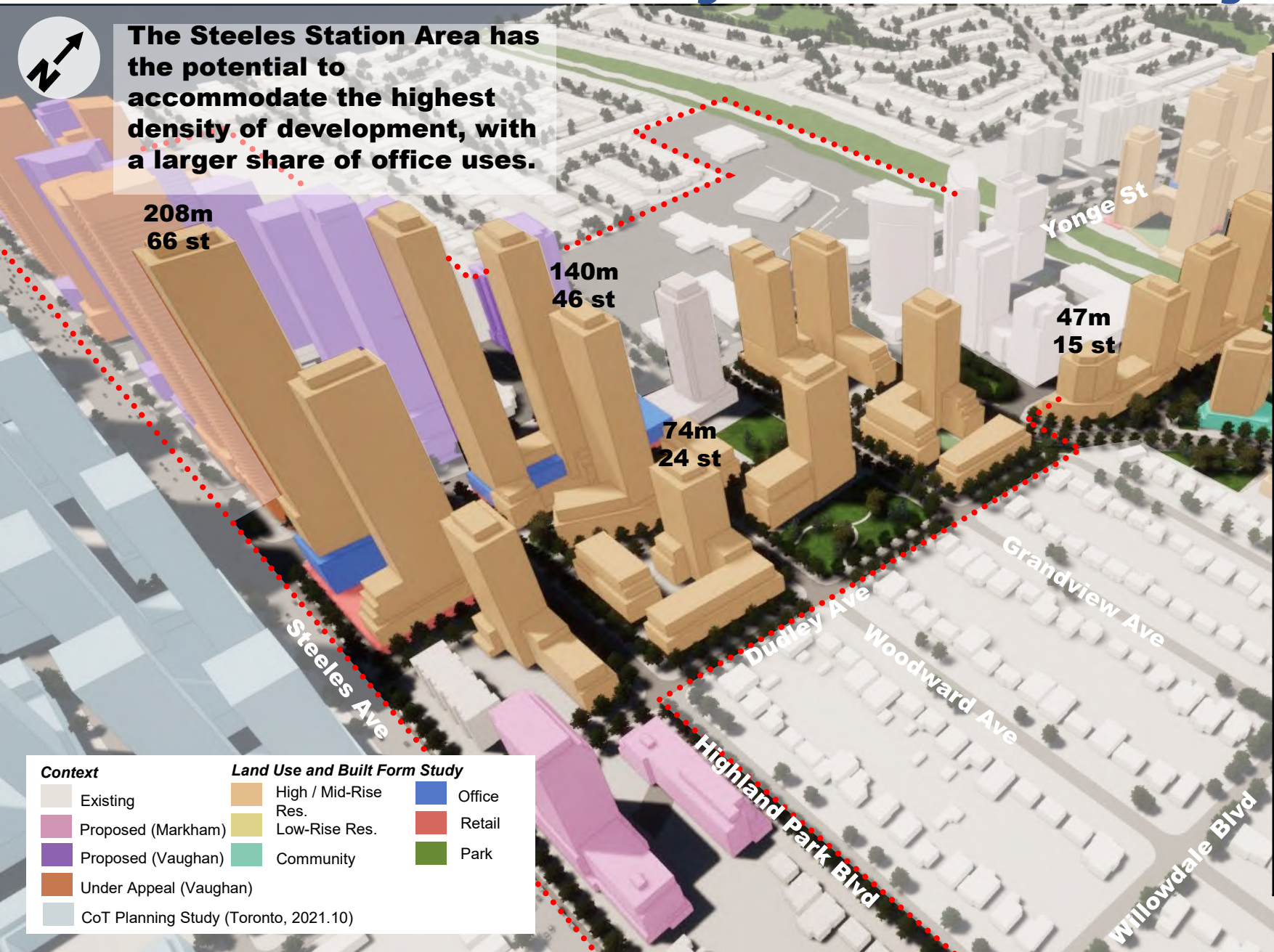
CLARK STATION AREA SUMMARY	
STUDY OUTPUTS	
Units	~ 4,900
Population	~ 9,900
Jobs*	~ 1,600
Office	~ 1,200
Retail	~ 300
Institutional	~ 100
TOTAL	~ 11,500 People and Jobs
Developable Area	~ 9.3 ha
New Parks	~ 1.0 ha
TOTAL POPULATION AND JOBS AT FULL BUILDING	
Population	~ 13,600
Jobs*	~ 2,500
TOTAL	~ 16,100 People + Jobs

*Further analysis is underway to increase the projected jobs for the corridor

Steeles Station Study Area: Summary



The Steeles Station Area has the potential to accommodate the highest density of development, with a larger share of office uses.



Context

- Existing
- Proposed (Markham)
- Proposed (Vaughan)
- Under Appeal (Vaughan)
- CoT Planning Study (Toronto, 2021.10)

Land Use and Built Form Study

- High / Mid-Rise Res.
- Low-Rise Res.
- Community
- Office
- Retail
- Park

STEELES STATION AREA SUMMARY	
STUDY OUTPUTS	
Units	~ 7,900
Population	~ 15,800
Jobs*	~ 1,500
Office	~ 1,100
Retail	~ 300
Institutional	~ 100
TOTAL	~ 17,300 People and Jobs
Developable Area	~ 10.1 ha
New Parks	~ 1.2 ha
TOTAL POPULATION AND JOBS AT FULL BUILD OUT	
Population	~ 19,200
Jobs*	~ 3,400
TOTAL	~ 22,600 People + Jobs

*Further analysis is underway to increase the projected jobs for the corridor

Summary

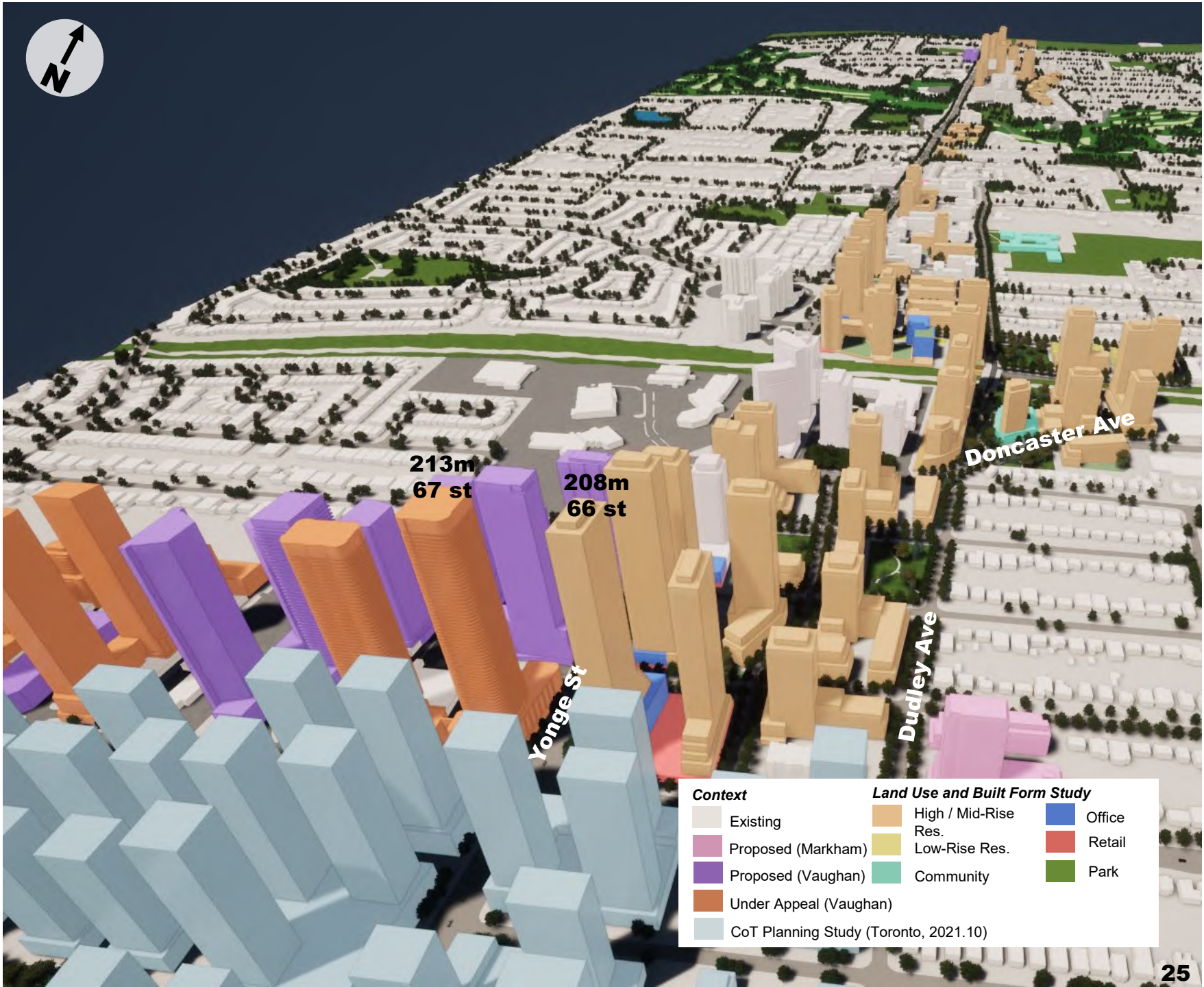
3 STATION LAND USE AND DENSITY STUDY OUTPUTS	
Units	~ 17,400
Population	~ 34,800
Jobs*	~ 3,800
Office	~ 2,500
Retail	~ 1,000
Institutional	~ 300
TOTAL	~ 38,600 People and Jobs
Developable Area	~ 26.9 ha
New Parks	~ 3.1 ha
TOTAL POPULATION AND JOBS AT FULL BUILD OUT	
Population	~ 45,900
Jobs	~ 7,000
TOTAL	~ 52,900 People + Jobs

Unit Size: 80 sm / 860 sf (net)

PPU (Source – City of Markham DC Background Study, Hemson 2018): 2

Employment Densities (Source – Hemson DC Background Study): Office – 25 sm/employee; Retail – 40 sm/employee; Institutional – 67 sm/employee

*Further analysis is underway to increase the projected jobs for the corridor



5 Engagement and Feedback



Purpose of Engagement:

Findings and outcomes will inform the scope and considerations for the future Yonge Street Corridor Secondary Plan.

- **Early Stakeholder Engagement**, July - August 2021
 - Engage stakeholders with interest along the corridor to gather technical input that would inform and shape land use and built form assumptions. Attendees included: City of Vaughan, City of Toronto, York Region, and prominent landowners.
- **Preliminary Findings: Landowner Engagement & Community Engagement**, February 16-17
 - Purpose: To share the preliminary land use and built form concepts with landowners and community members.
 - Purpose: To gather feedback to inform the scope and considerations for the Yonge Corridor Secondary Plan.

Key Themes of Engagement

- Built-form impacts on established neighbourhood
- Traffic and Mobility
- Consolidate green space and deliver community facilities
- Consider the broader development context
- Displacement and loss of services and amenities
- Support for “Neighbourhood Seam” concept

What We Heard: Neighbourhood Fit

Residents were concerned about impacts of development on neighbourhood character.

Landowners expressed that the study area should be increased and alternatives to a 45° angular plane should be explored.



Study Approach

- Applied a 45° angular plane from low-rise neighbourhoods.
- Tested development on larger sites and lands in closest proximity to the subway.

Recommendations for the Secondary Plan Process

- Include additional built-form and land use testing.
- Include opportunities to engage the community on how best to integrate development with established neighbourhoods.
- Include engagement on appropriate areas of change and stability.

What We Heard: Neighbourhood Fit




Study Approach

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- Tested development on larger sites and lands in closest proximity to the subway.

Recommendations for the Secondary Plan Process

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- Include opportunities to engage the community on how best to integrate development with established neighbourhoods.
- Include engagement on appropriate areas of change and stability.

What We Heard: Traffic and Mobility



Residents were concerned about increased congestion, neighbourhood infiltration and pedestrian safety.

Landowners wanted consideration for Transportation Demand Management strategies to reduce demand for parking.

Study Approach

- Directs the highest densities in closest proximity to transit.
- Integrated new streets to reduce neighbourhood infiltration.
- Tested a “Neighbourhood Seam”: for pedestrians and cyclists.

Recommendations for the Secondary Plan Process

- Include a transportation study to understand transportation needs and impacts.
- Identify ways to limit infiltration by delivering new pedestrian and cycling infrastructure.
- Include Transportation Demand Management strategies, including parking strategies.

What We Heard: Parks and Community Amenities



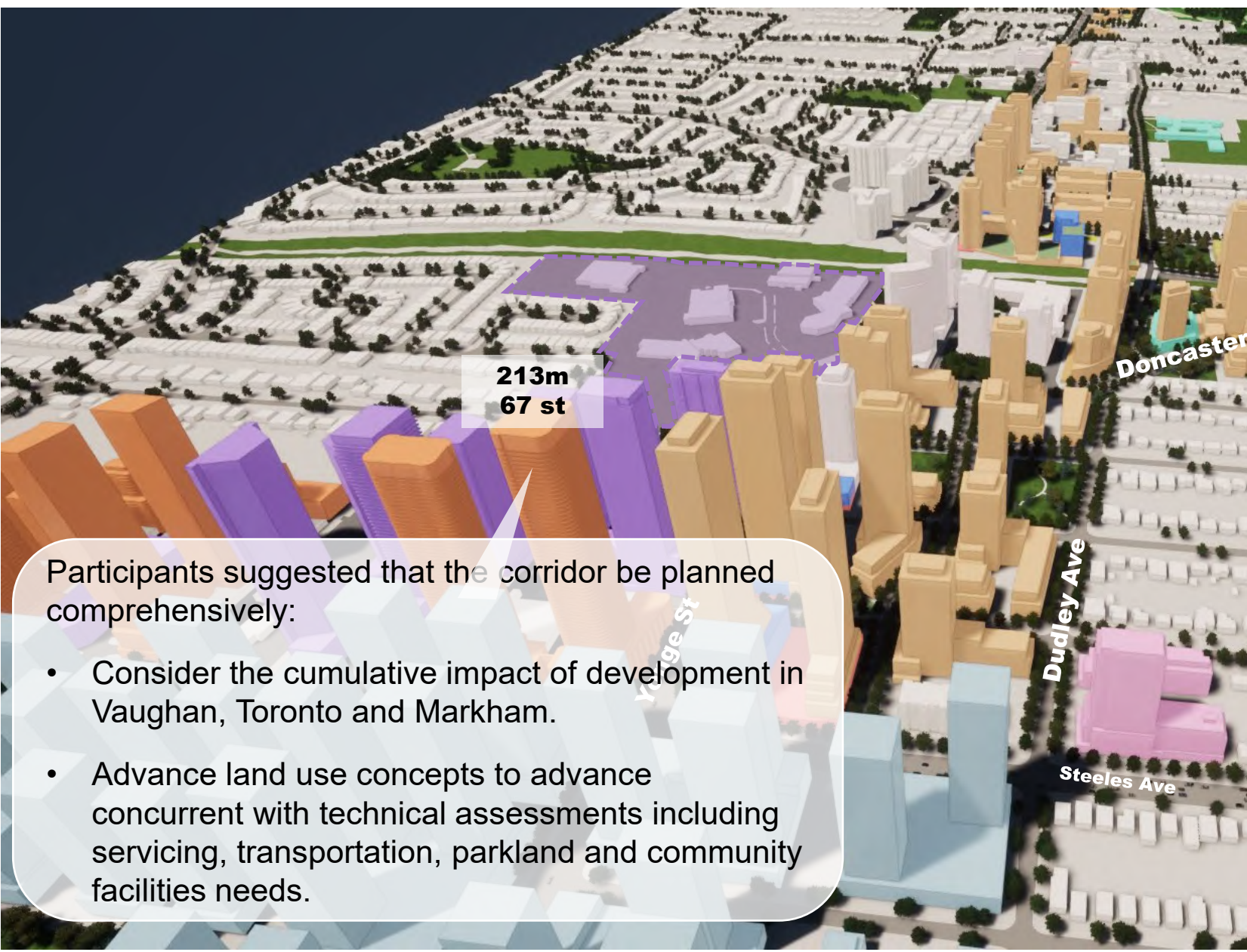
Study Approach

- Tested the delivery of larger consolidated open spaces within each station area.
- Tested opportunities to deliver new community uses with development.

Recommendations for the Secondary Plan Process

- Include opportunities to engage the community on parkland and community service priorities.
- Develop a parkland acquisition strategy to support the delivery of consolidated open space.
- Include a community services and facilities needs assessment.
- Consider expanding the Study Area.

What We Heard: Development Context



Participants suggested that the corridor be planned comprehensively:

- Consider the cumulative impact of development in Vaughan, Toronto and Markham.
- Advance land use concepts to advance concurrent with technical assessments including servicing, transportation, parkland and community facilities needs.

Study Approach

- Included coordination and meetings with the City of Vaughn and City of Toronto to understand the development context.
- Reflected the emerging built-form context.

Recommendations for the Secondary Plan Process

- Model and understand the implications of the latest development taking place in Vaughan and Toronto to base decision making on complete picture.
- Assess development from multiple perspectives, including: built form, mobility, servicing and community facility requirements.

What We Heard: Existing Jobs and Services



People were concerned about the impact of development on existing jobs, amenities and services.

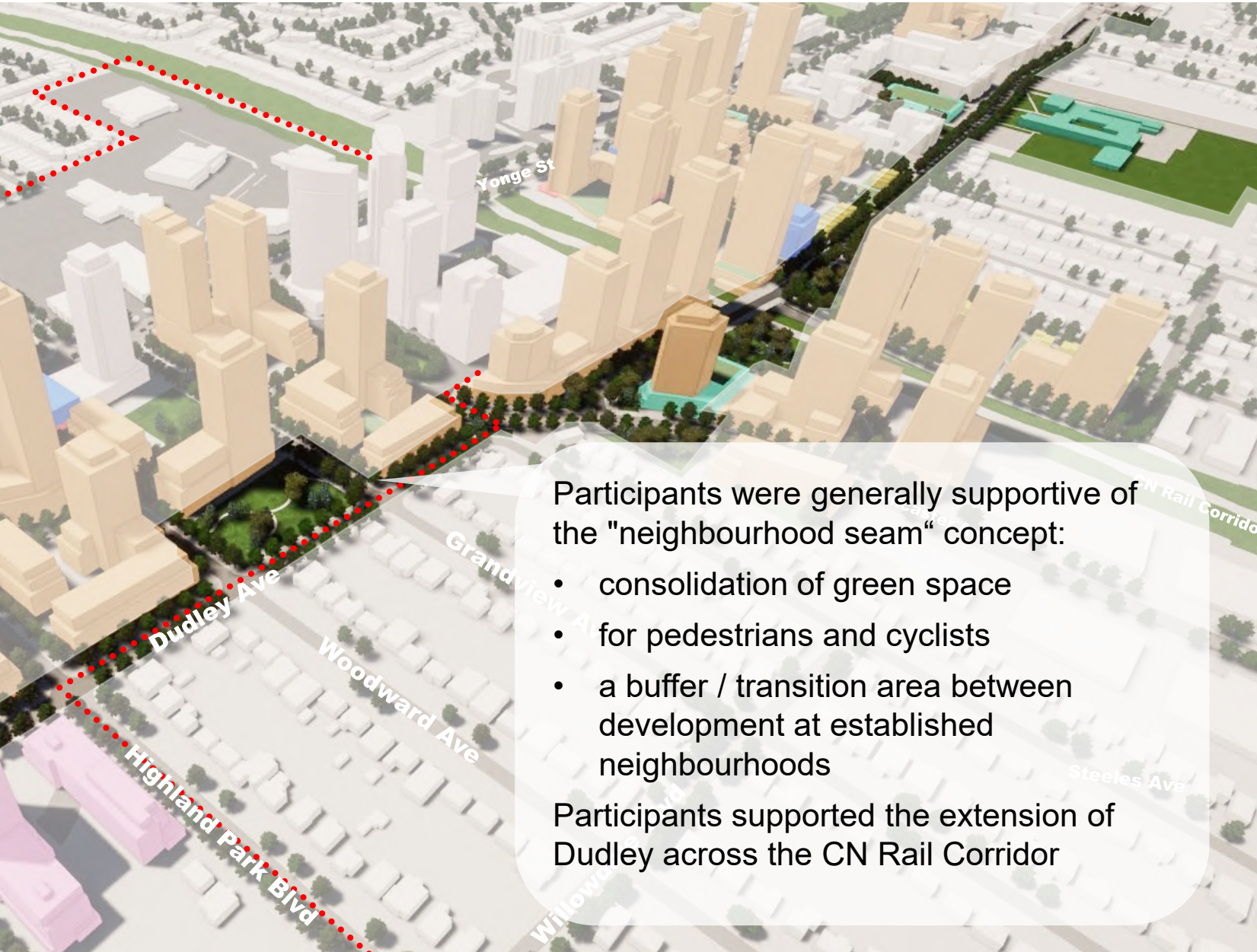
Study Approach

- Captured impact to jobs in the calculations.
- Included a mix of uses: retail at-grade along Yonge, office and employment uses at transit stations and along the rail corridor, and community facilities within each transit station.

Recommendations for the Secondary Plan Process

- Include a market assessment and strategies to support growth in retail and employment.
- Investigate policies and evaluate ways to limit displacement.
- Explore alternative land use mixes.

What We Heard: Neighbourhood Seam



Participants were generally supportive of the "neighbourhood seam" concept:

- consolidation of green space
- for pedestrians and cyclists
- a buffer / transition area between development at established neighbourhoods

Participants supported the extension of Dudley across the CN Rail Corridor

Recommendations for the Secondary Plan Process

- Explore opportunities to **reinforce the "neighbourhood seam"** vision for Dudley-Inverlochy.
- Consider ways that the "neighbourhood seam" can help **manage infiltration** into established neighbourhood.
- Explore the **alignment and impacts of a rail crossing** from a transportation engineering perspective.

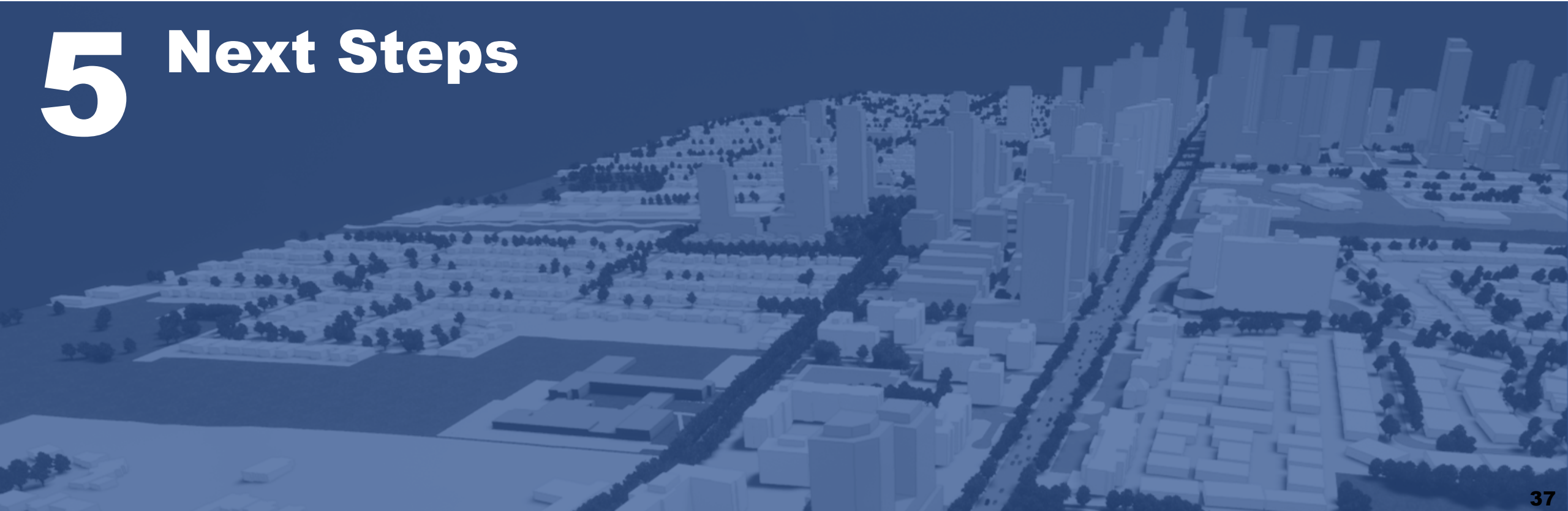
What We Heard: Neighbourhood Seam



Recommendations for the Secondary Plan Process

- Explore opportunities to **reinforce the “neighbourhood seam”** vision for Dudley-Inverlochy.
- Consider ways that the “neighbourhood seam” can help **manage infiltration** into established neighbourhood.
- Explore the **alignment and impacts of a rail crossing** from a transportation engineering perspective.

5 Next Steps



Key Learnings for the Secondary Plan Process

Responding to Community Feedback

- Consider **expanding the Study Area boundary**, in order to address a broader range of community priorities:
 - Increased and consolidated parkland.
 - Respectful transition to established neighbourhoods.
 - Increased community amenities.
- **Include a robust engagement and consultation process** with opportunities for influence at multiple stages across secondary plan process.
- **Learn from other advancing City of Markham studies** within communities experiencing growth.
- **Increased coordination with Vaughan and Toronto** to appropriately capture the full impacts of new development along the corridor.

Areas for Future Study

Building on the Land Use and Built Form Study

- Consider opportunities to **consolidate larger parcels** in order to better align with community priorities.
 - Additional study to determine Integrated Leisure Master Plan needs and Parkland area requirements based on projected population
 - Additional study by, and consultation with York Region District School Board
- Study the **appropriate level of parking and strategies to reduce congestion** along the corridor.
 - Consider the feasibility of reduced parking space allocations to limit the impact of intensification on congestion levels.
- Investigate how **Dudley Street and Inverlochy Boulevard can be enhanced to support multiple priorities**, including connectivity.
 - Study Dudley Street extension, bridge connection and intersection treatment.
 - Develop streetscape design and multimodal transportation plan.

Areas for Future Study

Building on the Land Use and Built Form Study

- **Consider the feasibility of office employment and retail.**
 - Include market assessment and implementation strategies.
 - Evaluate potential incentives and mechanisms to encourage office development and retail spaces in order to create a more balanced community.
- **Reconsider the role and function of the employment lands adjacent to rail corridor.**
 - Consider how these transit-adjacent lands can be leveraged towards a range of policy priorities, including delivering sustainable employment opportunities, affordable housing, senior housing, community facilities, and consolidated parkland.
- **Redevelopment of the York Housing site** at Royal Orchard.
 - Study how these transit adjacent lands can be leveraged to create additional housing units and value for the region, while still maintaining homes for existing residents.

Next Steps

- Scope the Yonge Street Corridor secondary planning process with consideration for learnings from the Land Use and Built Form Study
- Launch the Yonge Street Corridor secondary planning process.



Thanks

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