



# Yonge Corridor Secondary Plan – Interim Report

DSC Meeting – January 27, 2025



# Presentation Outline / Agenda

1. Introduction: Study Background, Study Area, and Process
2. Corridor Today: Existing Conditions and Engagement Summary
3. Emerging Concept and Directions
4. Next Steps

# 01

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## Introduction

- Study Background
- Study Area
- Process

# Project Introduction

## Overview

The Yonge North Subway Extension (YNSE) will extend the TTC Line 1 service north from Finch Station into Vaughan, Markham and Richmond Hill.

This is a generational city-building opportunity, realized over many decades, to leverage the investment in transit and the resulting development to advance a broad range of City objectives and community priorities...

A diverse mix of uses, including employment.

Parks and open spaces.

Space for community facilities.

Preserving heritage resources.

A greater focus on walking, micromobility, and transit.

While addressing to the corridor's distinct development, public realm and land use characteristics.

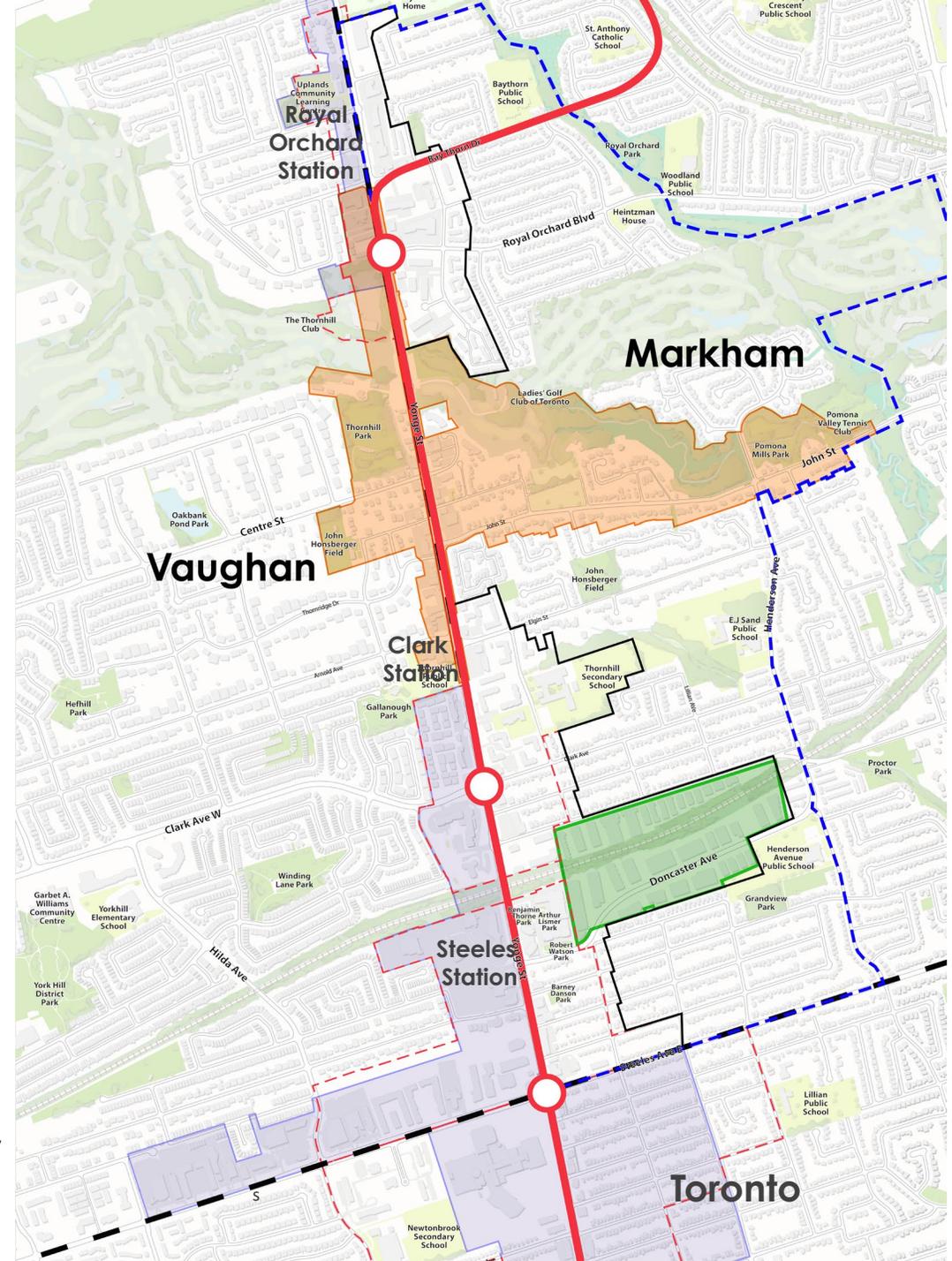


## Project Introduction

# Study and Secondary Plan Area

- The Official Plan identifies the Yonge Steeles Corridor and Yonge North Corridor as **Key Development Areas** requiring new/updated Secondary Plans.
- The Study will consider the Yonge Corridor and its adjacent neighbourhoods comprehensively.
- Both sides of Yonge Street and south of Steeles Avenue will be studied, to ensure a comprehensive understanding of the complete context.
- Throughout the Study, the Preliminary Secondary Plan Area will be revised and finalized.

- Preliminary Secondary Plan Boundary
- Municipal Boundaries
- Yonge Subway Extension
- - - Study Area Boundary
- - - Protected Major Transit Station Area Boundaries
- Vaughan & CoT Secondary Plan Areas
- Thornhill Heritage Conservation Districts
- York Region Official Plan Employment Area



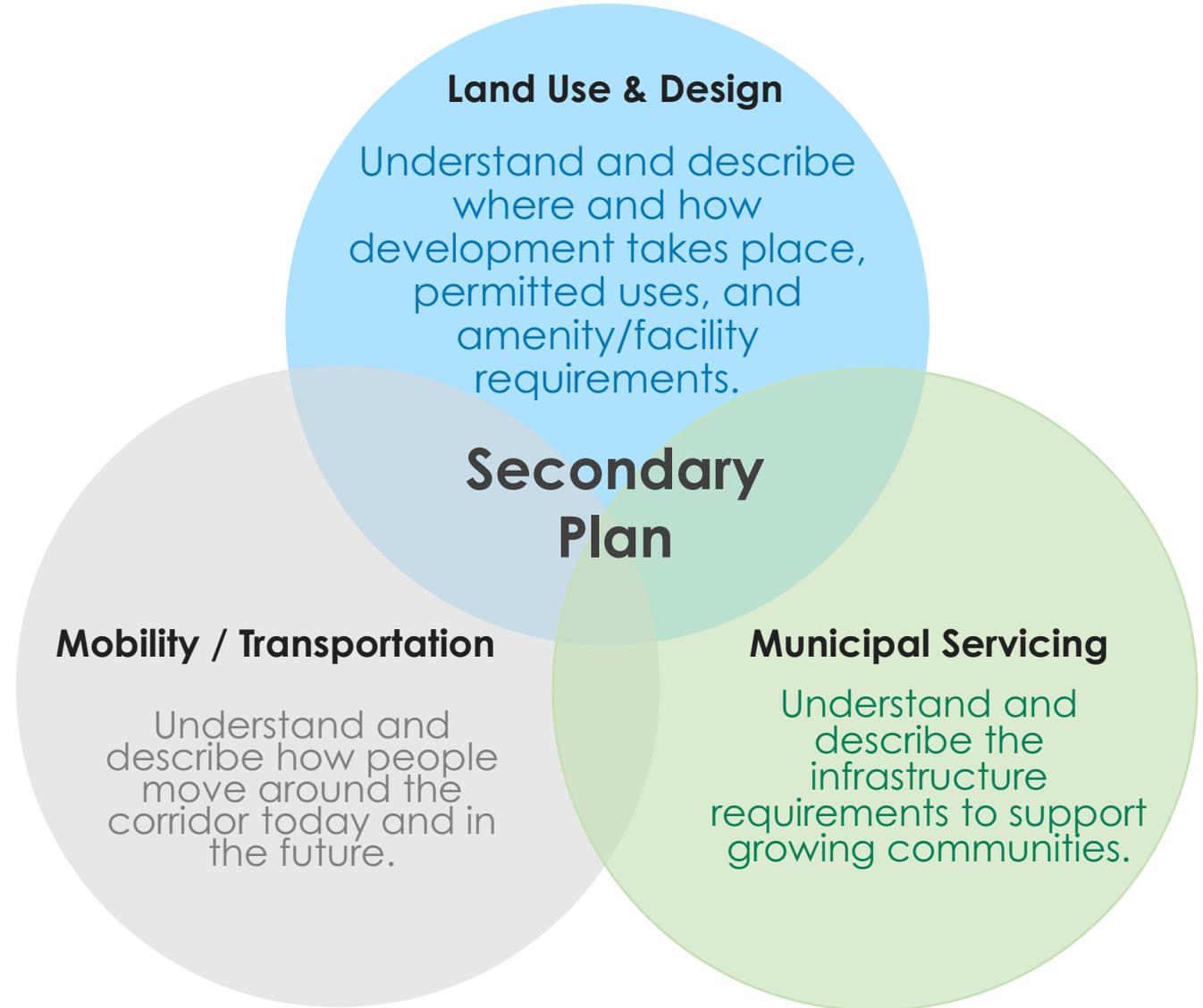
# Three Integrated Workstreams

The Secondary Plan for the Yonge Street Corridor is multidisciplinary and considers land use, transportation and municipal servicing.

## Consultant Team



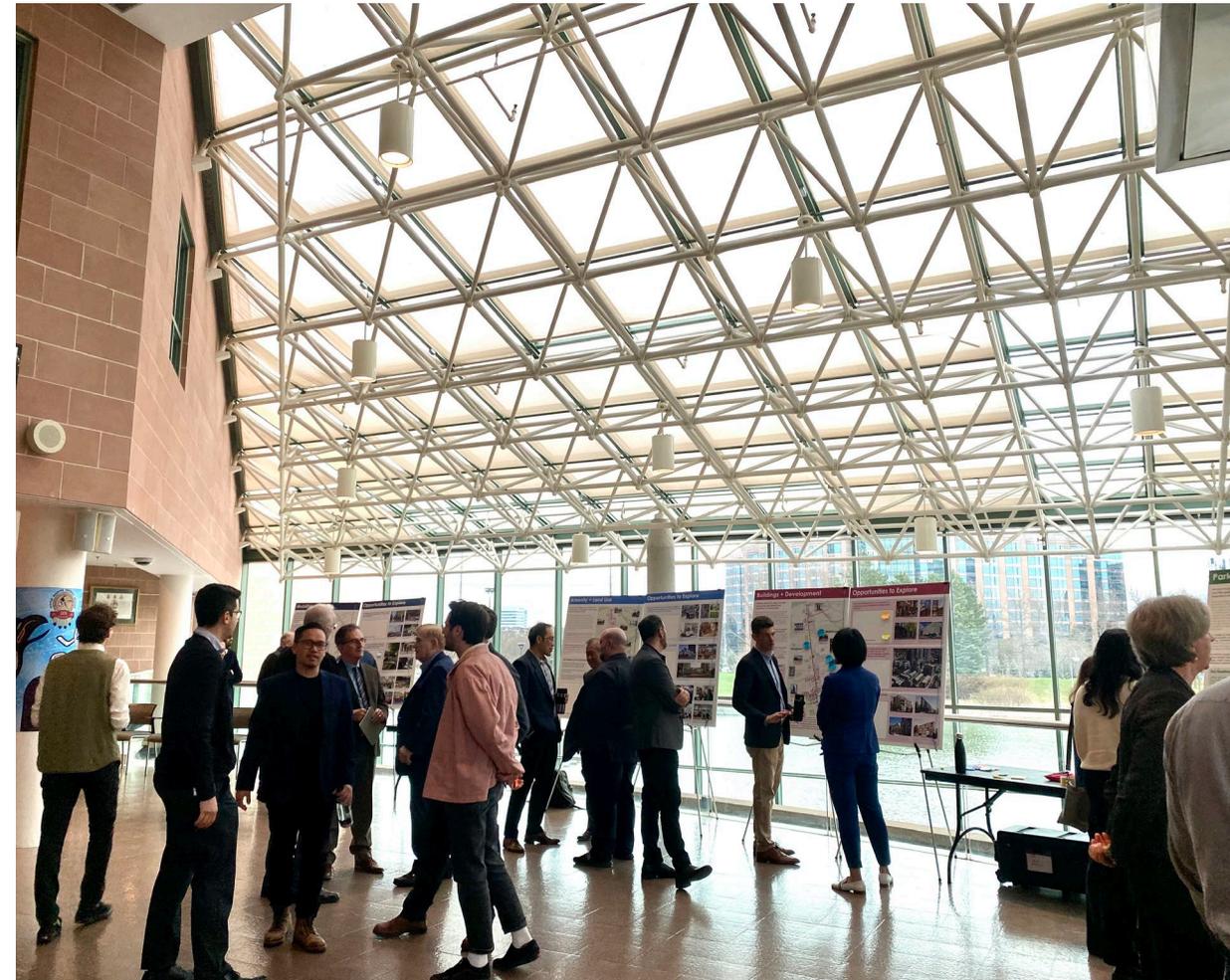
Robinson Gore



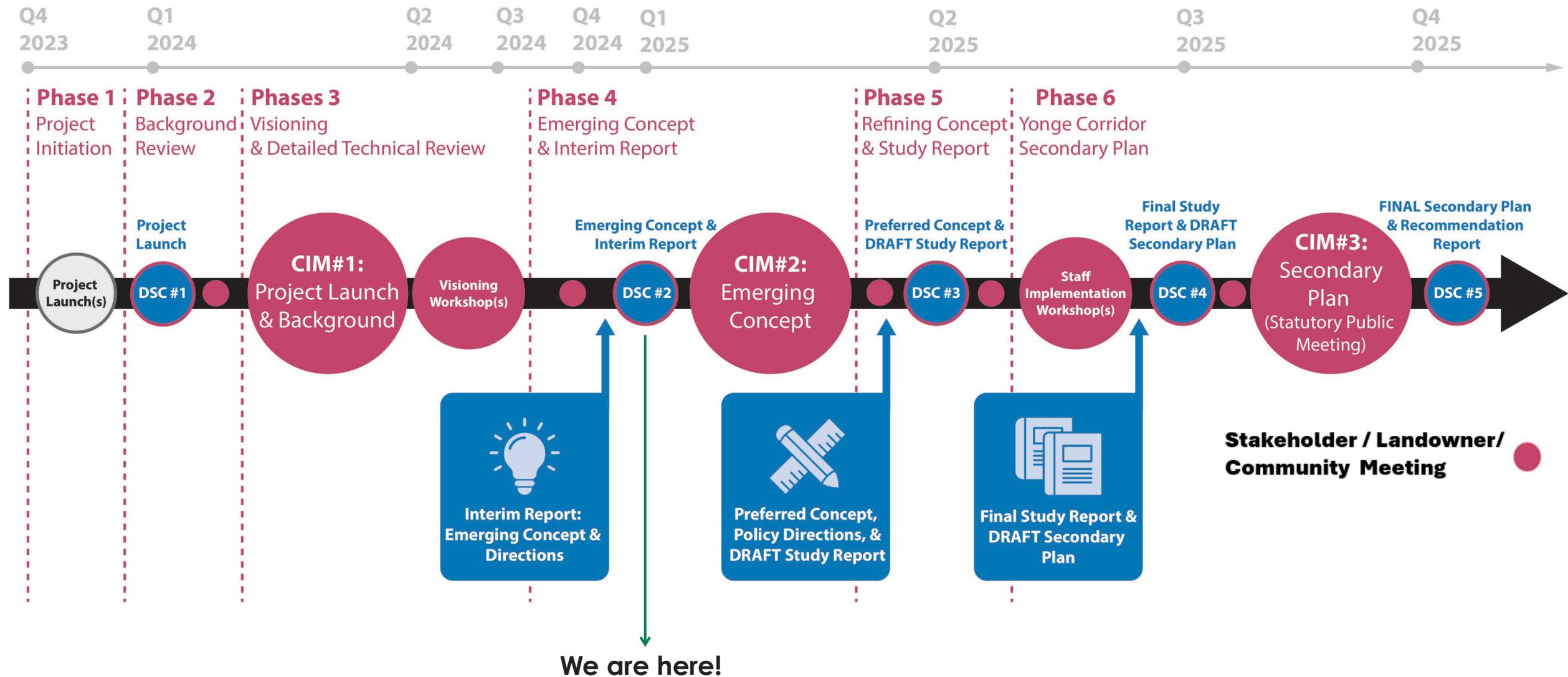
# Meaningful Engagement – Early and Often

The project will include a mix of interactive hybrid, virtual, and in-person engagement:

- External **Stakeholder/Agency Sessions** to identify key issues and confirm findings/directions.
- **Community Information Meetings** to broaden information access, invite targeted feedback, and address statutory requirements.
- **Visioning** to encourage in-depth dialogue about the future of the corridor.
- **Development Services Committee Presentations (DSC)** to affirm advancing materials.
- **Online engagement** hosted on Your Voice Markham.



# Process and Status Update

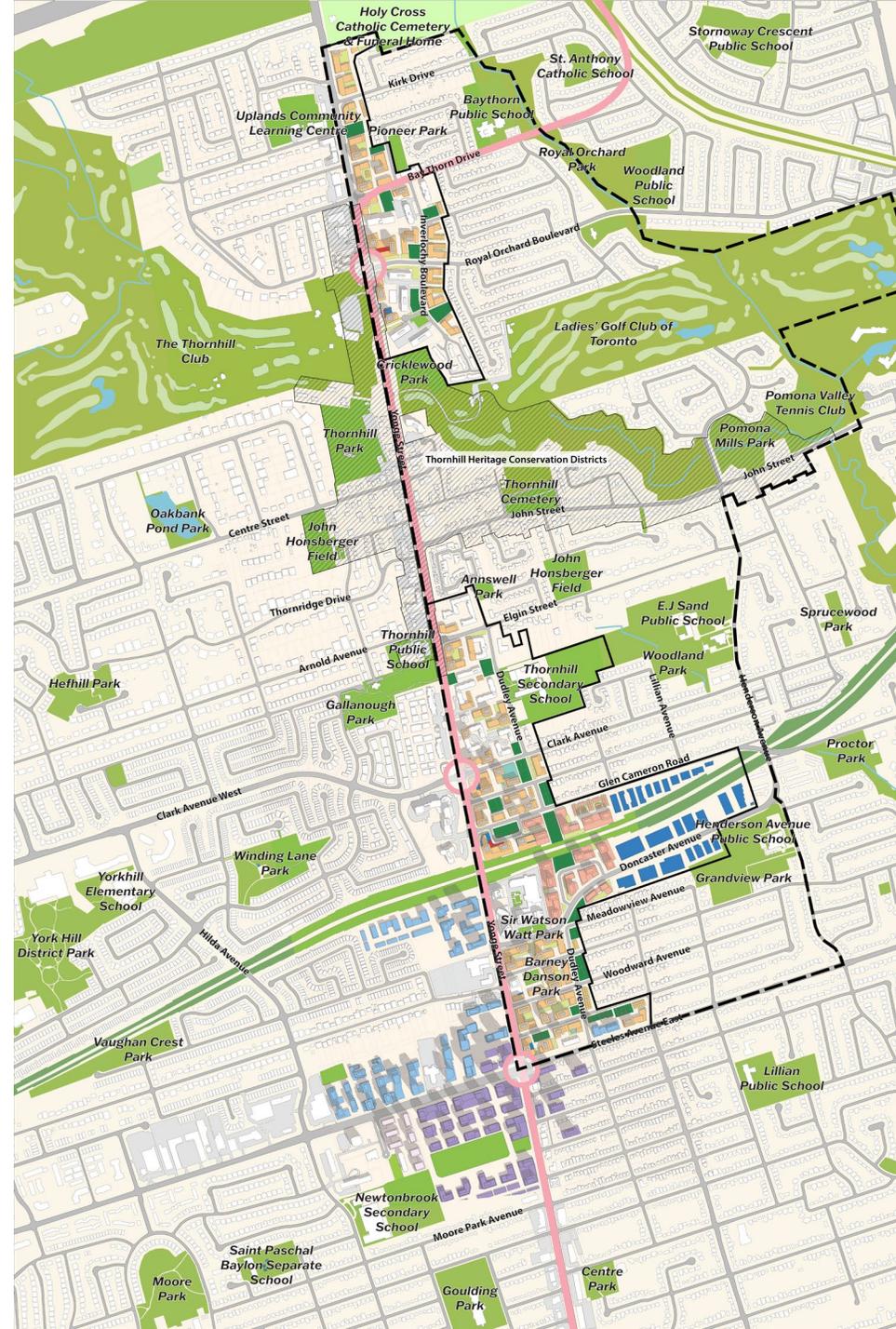


## Purpose of Today's Session

The purpose of this DSC Update is to:

- **Summarize the public and stakeholder feedback** to date regarding key topics and “places” along the corridor.
- Present an overview of the **Interim Report**, including an emerging **Vision** for the corridor, and the **Emerging Concept and Directions**, for consideration and input.
- **Request permission to further engage** the commenting agencies, members of the public and stakeholders on the Emerging Concept and Directions.

The Emerging Concept, Directions and preliminary massing are conceptual, and **will continue to be refined through further analysis, engagement and collaboration with Staff.**



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## Corridor Today

- Existing Conditions
- What We Heard

## Corridor Today: Existing Conditions

# A Corridor of Diverse Characters



Royal Orchard Station Area features a variety of small scale, automobile-oriented retail and mid-century apartment buildings.

Clark Station Area has strip-mall style retail, and contains a Service Employment area along Glen Cameron, adjacent to the rail corridor.



The Yonge corridor north of Steeles includes a variety of retail characters – including large pad-style employment and commercial uses, auto dealerships, and some more recent mixed-use development.

The Thornhill Heritage Conservation District and a Natural Heritage System bisect the corridor – in between Royal Orchard and Clark Station Areas – providing areas of both cultural and natural heritage.

# Corridor Today: Existing Conditions

## Emerging High-Density Character



1  
8127 Yonge, Under Appeal



2  
18 Athabaska, Under Review



3  
World on Yonge, Built



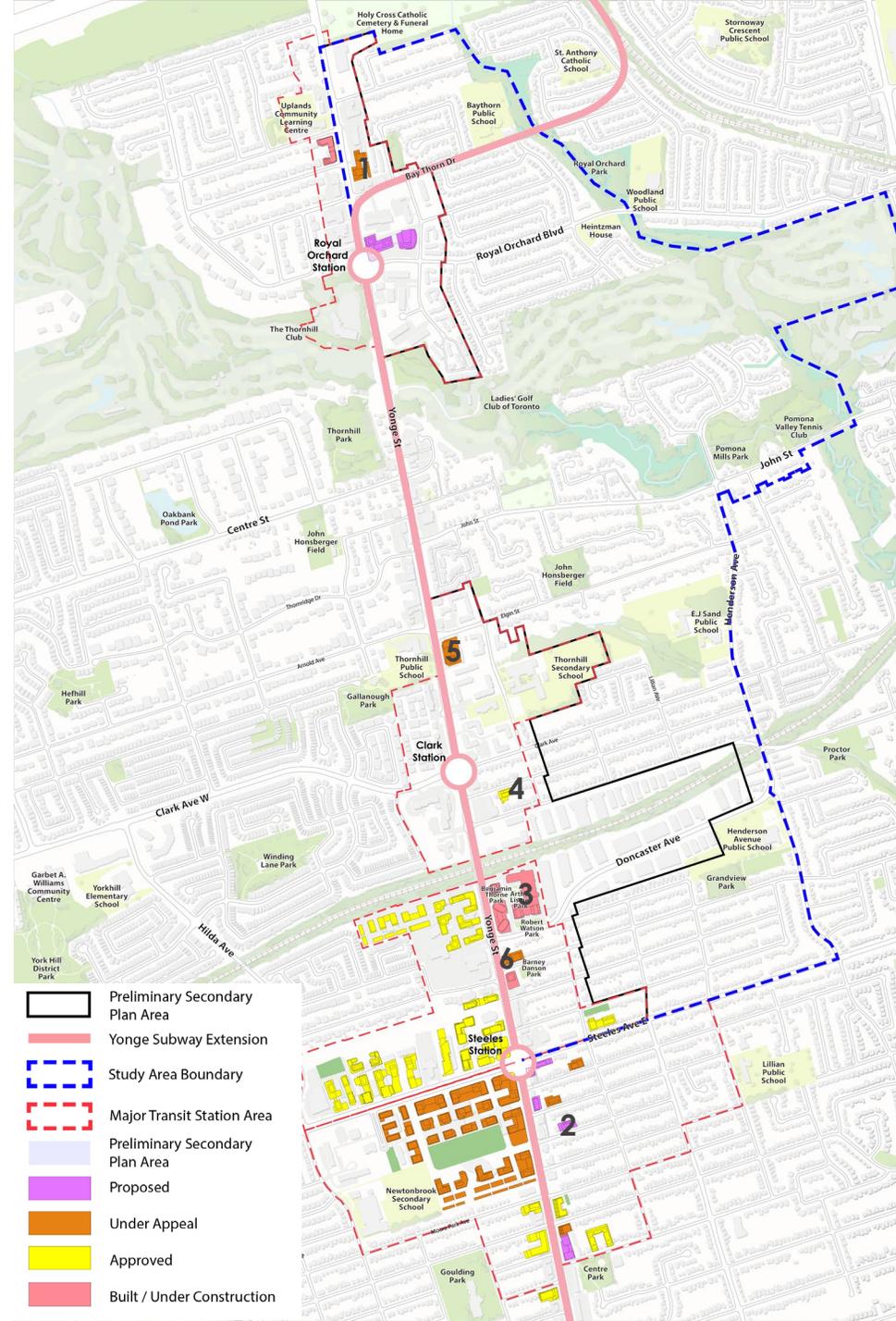
4  
17-23 Morgan Avenue, OLT Approved



5  
7509-7529 Yonge St, Under Appeal



6  
Grandview Tower, Under Appeal



# Public Community Infrastructure

## Community Services and Facilities

- Served by a variety of community services and facilities: three community centres; four school boards operating; two libraries; and a total of 15 licensed public childcare centres are in operation.

## Parks and Open Spaces

- There are 12 public parks located in the Study Area, which provide access to 54 acres (23 hectares) of open spaces.
- The Study Area contains an extensive ravine system which contributes 48 acres (19.5 ha) of open space.
- There is a distinct lack of public parks within the Preliminary Secondary Plan Area: 2.25 acres (0.9 hectares) of open space.



Sir Watson Watt Park.



The Thornhill Village Library has been operating since the 1960s.



E.J. Sand Public School.

## Mobility

### Travel Behaviour

- 40% of trips are to/from Toronto; 40% are to/from other areas in the Region; 10% are to/from other areas of the GTHA; and the remaining are internal.

### Pedestrian / Micromobility

- Poor connectivity with missing or narrow active transportation facilities.

### Transit

- Most routes are operating within capacity limits; some are over capacity at peak times.
- Most residents are located within 400 metres of a bus stop, but not all stops have frequent service.

### Automobile

- Yonge Street is congested during peak periods. Nearly all intersections along arterials operate at undesirably service levels.
- Traffic infiltration into residential neighbourhoods is taking place.



A six-lane portion of Yonge Street with centre turning lane.



Dudley Avenue is currently a shared cycling street.



Neighbourhood street without sidewalks.

## Infrastructure Servicing

New development will require infrastructure improvement to ensure a high quality of service and livability for existing and future residents.

### Water

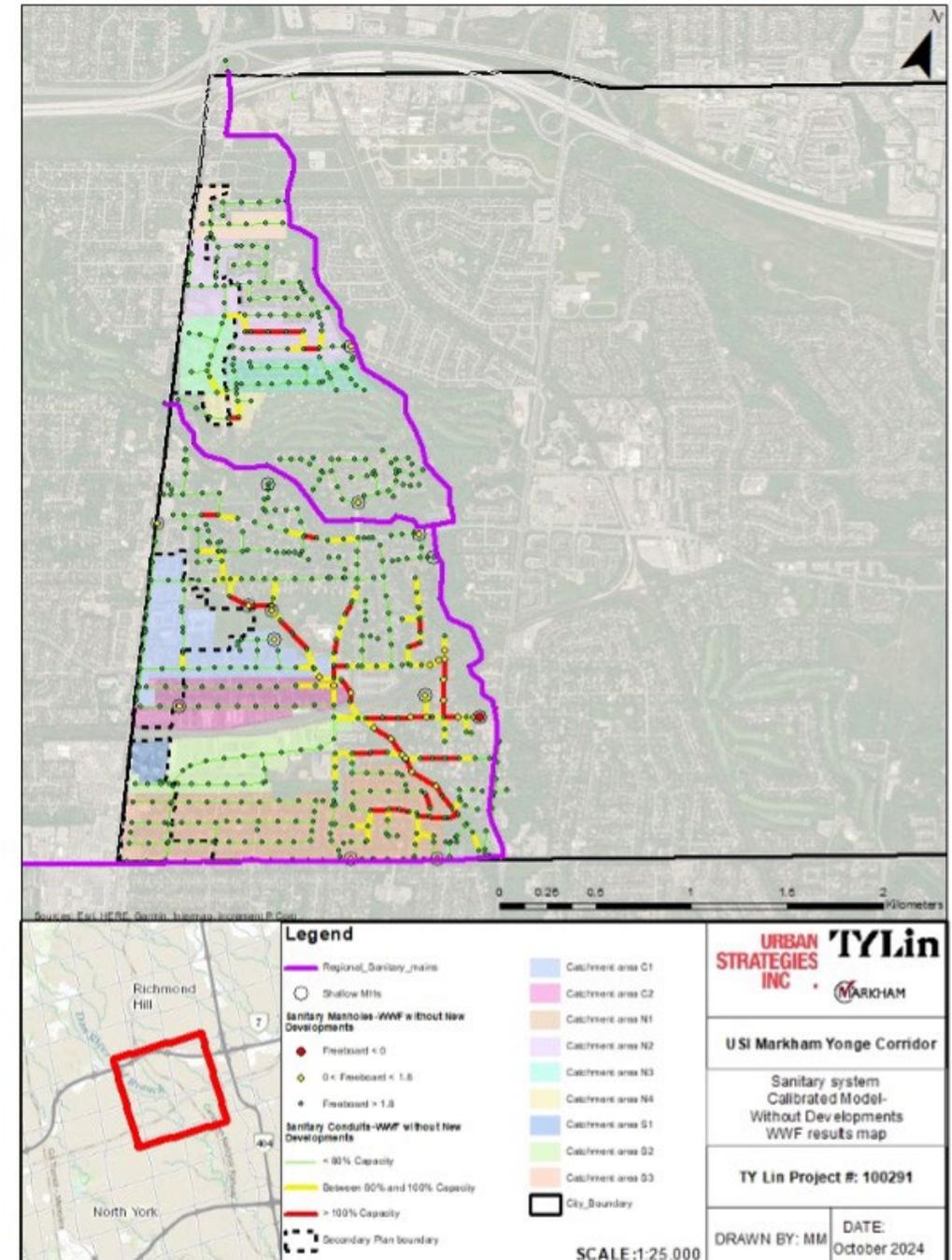
- Portions of the Study Area are at or approaching servicing capacity.

### Wastewater

- Existing sewers and sub-trunks that service the Study Area are at or exceeding their design capacities.

### Stormwater

- Portions of the Study Area are located within the flood plain, including parts of Dudley Avenue.

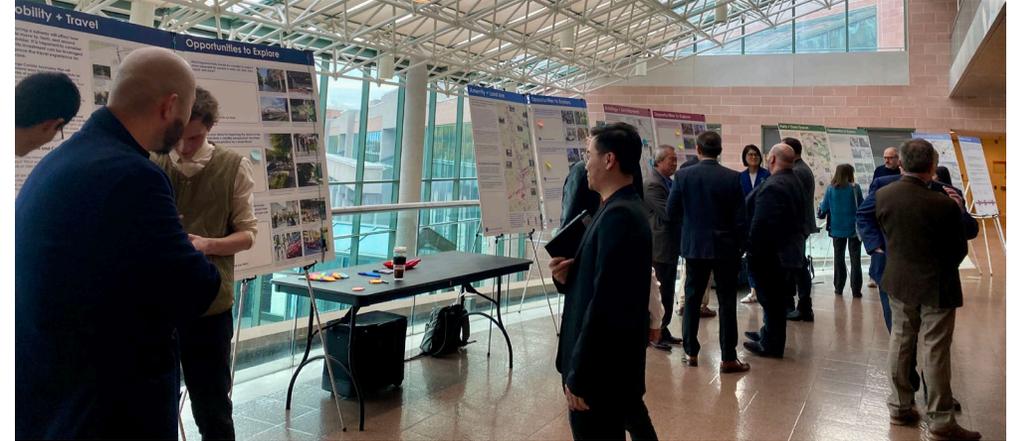


# What We Heard

Participants in public and stakeholder engagement understood that development and change is coming to the Corridor, and Yonge Street in particular.

There is a common interest in introducing policies that ensure incoming development respond to the Corridors unique sense of place, and improve the quality of life of existing residents:

- **Deliver Public Benefits:** new and improved parks and open spaces, destination "places of delight" for the community, new community facilities, additional services and amenities, and additional job-generating uses.
- **Appropriate Integration:** built form that appropriately transitions between Yonge Street and established neighbourhoods, a variety of building types.
- **Improved mobility options for all:** Connectivity should be improved, particularly for transit users, pedestrians, and cyclists.



# 03

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## Emerging Concept and Directions

- Vision and Place-Based Approach
- Emerging Directions
- Preliminary Output Forecasts
- 3-D Emerging Concept

# Yonge Corridor, Today and Tomorrow

Yonge Street is a commercial corridor integrated alongside a diverse mix of established neighbourhoods, cultural and natural heritage resources, and small-scale service and employment areas. The predominant mode of transportation is by car.

## The Yonge Corridor Secondary Plan will:

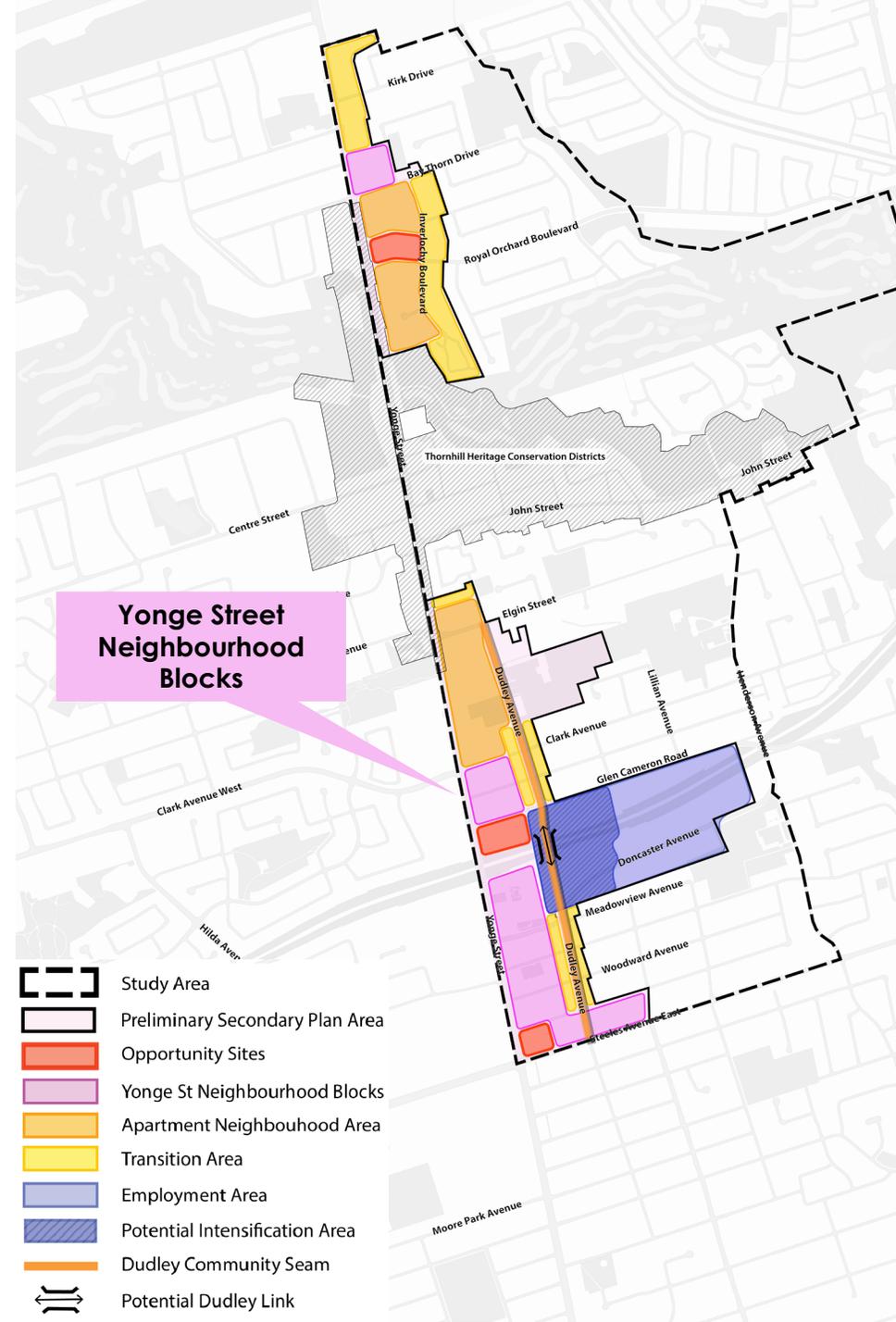
- Leverage transit to **transform the Yonge Corridor from a connector into a place of connection**: a stitch between the diverse neighbourhoods that intersect along its length.
- Encourage **thoughtful development** that responds to the corridor today.
- Support **complete, connected communities, with diverse housing options**, increased access to amenities (retail, services, community facilities, parks), and employment.
- Develop Opportunity Sites as places of connection — **comprehensive mixed-use developments complemented by signature public spaces** that encourage community gathering and reinforce community identity.
- Support **new ways of getting around**, focusing on connecting destinations along the Corridor, rather than travelling through it.

## Areas of Change

The three Protected Major Transit Station Areas (PMTSAs) are identified as **Areas of Change** and focus areas for intensification.

### Yonge Street Neighbourhood Blocks:

- Developed with tall buildings, with a perceptible Height Peak at/adjacent to the stations.
- Requirements to demonstrate a perceptible transition in scale.
- Should feature the greatest diversity of land uses, including various tenures and affordability levels, commercial retail units of various sizes, and diverse employment-generating uses.



# Areas of Change

The three Protected Major Transit Station Areas (PMTSAs) are identified as **Areas of Change** and focus areas for intensification.

### Opportunity Sites:

- Sites located closest to the proposed stations.
- **Anticipated to be comprehensively redeveloped:** high-density, mixed-use developments organized around **Signature Parks** to create places of delight.
- Should feature diverse housing opportunities, and a variety of uses, with non-residential uses deployed along the edges of the **Signature Parks**.

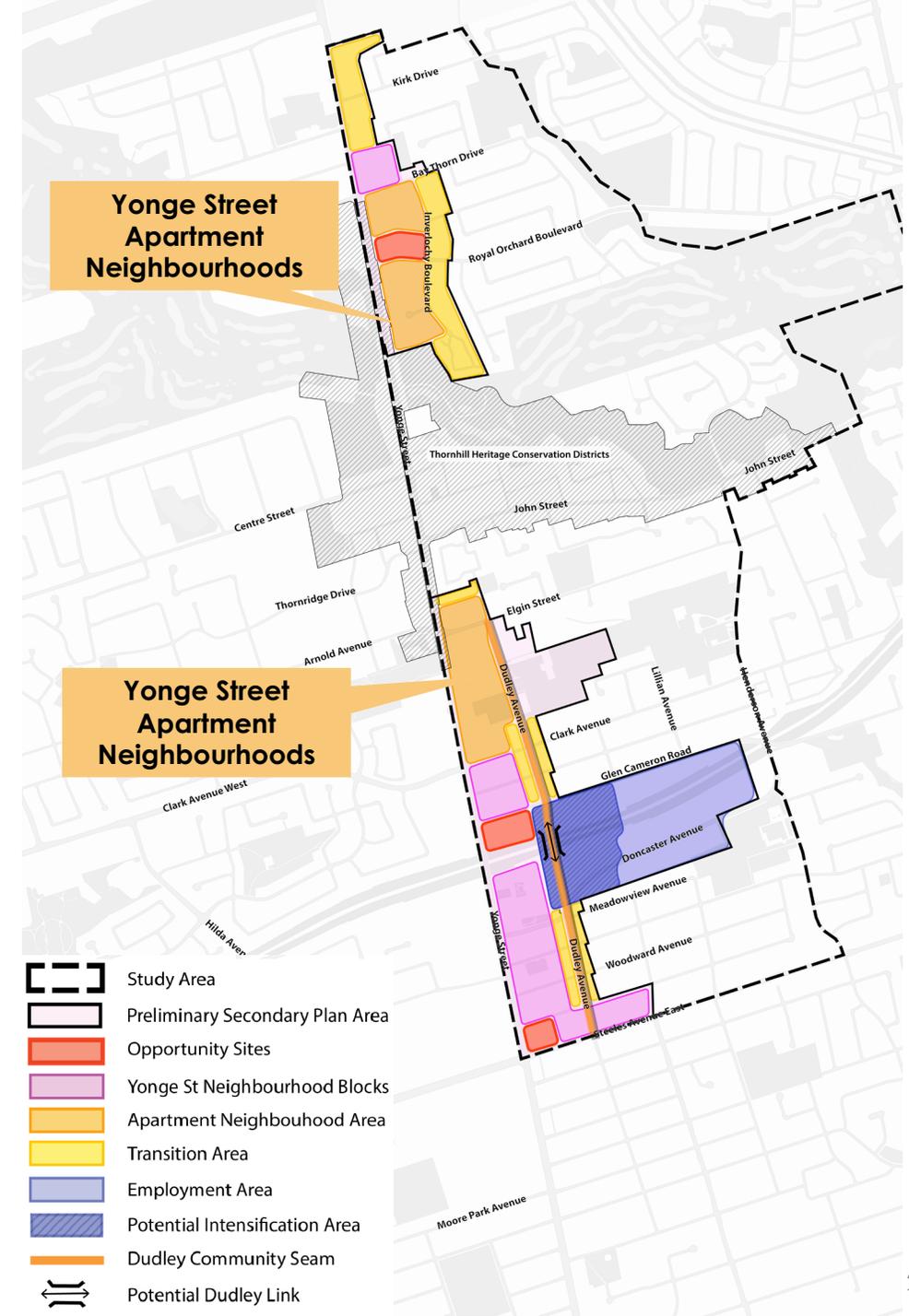


## Areas of Change

The three Protected Major Transit Station Areas (PMTSAs) are identified as **Areas of Change** and focus areas for intensification.

### Apartment Neighbourhoods:

- Anticipated to experience **Intensification over time or Comprehensive Redevelopment**.
- **Incremental intensification** should introduce mid-block connections and a greater variety of uses at-grade.
- **Comprehensive redevelopment** should reintegrate the subject site into the surrounding context, include a Signature Park and be guided by a rental replacement framework.



# Areas of Transition

- Identified as appropriate for mid-rise development to **support a transition in scale between Areas of Change and Areas of Continuity.**

### ***Dudley Community Seam***

- A mid-rise corridor that **supports transition between taller development along Yonge and low-rise areas.**
- Prioritized as a location for new parks, **open spaces and community facilities.**
- Designed as a **pedestrian and micromobility-priority corridor.**

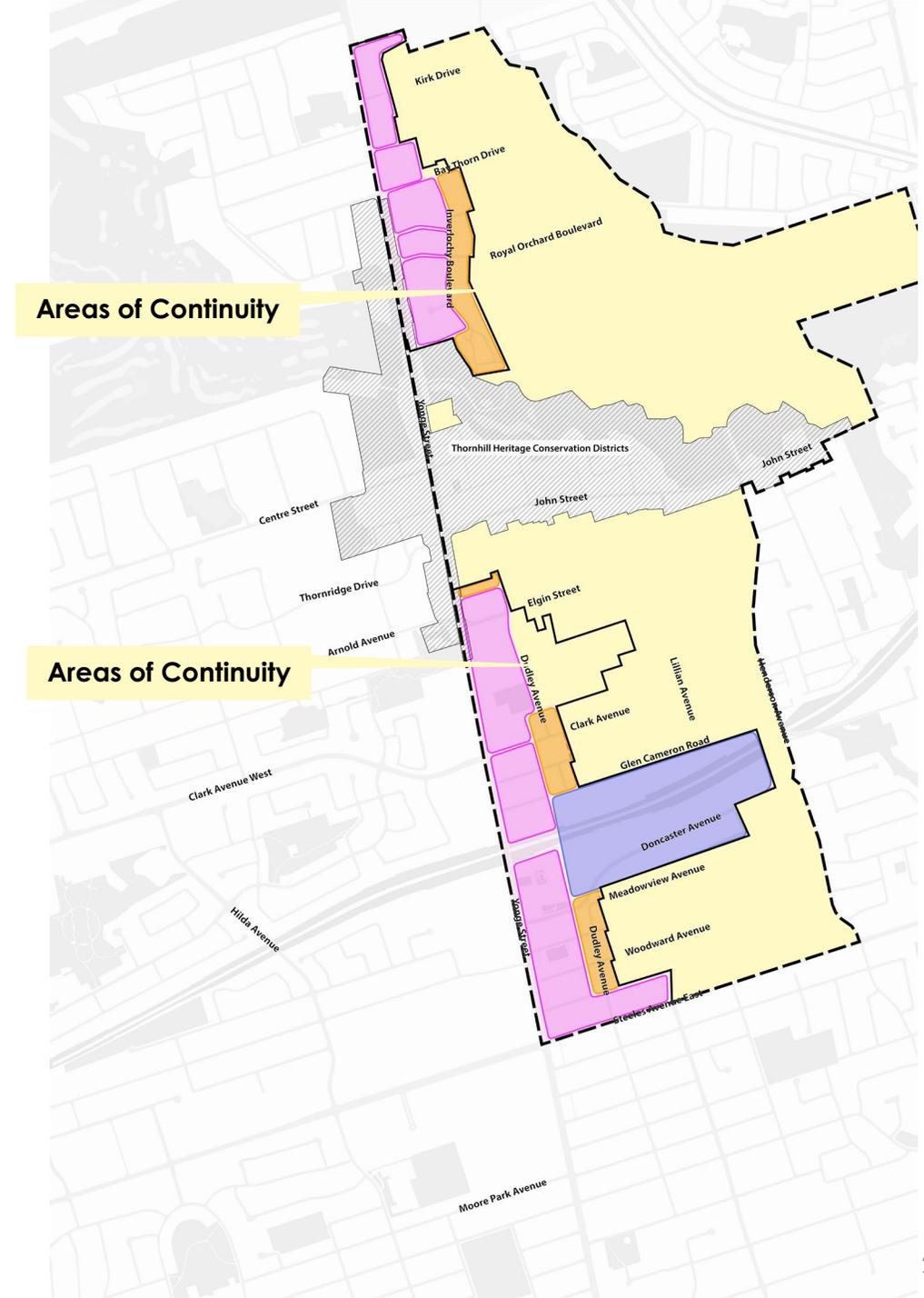
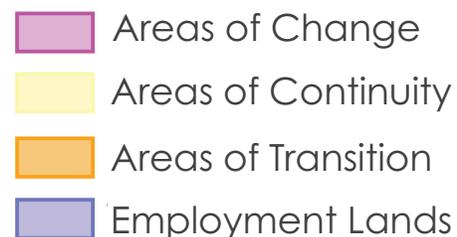
### ***Dudley Link***

- An **active mobility bridge across the rail corridor.**



# Areas of Continuity (including the Heritage Conservation District)

- Generally, outside the Preliminary Secondary Plan Boundary, no further policy direction is proposed.
- Established neighbourhoods will **experience gentle intensification and incremental change**, consistent with established policy and regulations
- Development within the Thornhill Heritage Conservation Districts (HCDs) will take direction from the relevant HCD Plans.



# Parks and Open Spaces

Expand open space access by delivering new parks and open spaces and enhancing/improving existing parks.

- Accommodate a variety of **new parks** (including those of various sizes and functions). **Invest in existing parks** to increase amenities.
- **Consolidate parkland** in Consolidation Zones to deliver functional parks that serve established and developing communities.
- Encourage the development of **Signature Parks within each Station Area**, located generally at Opportunity Sites abutting Yonge Street.

During the next stage of the project, we will be exploring parkland acquisition strategies for the corridor that will result in larger, consolidated parks.



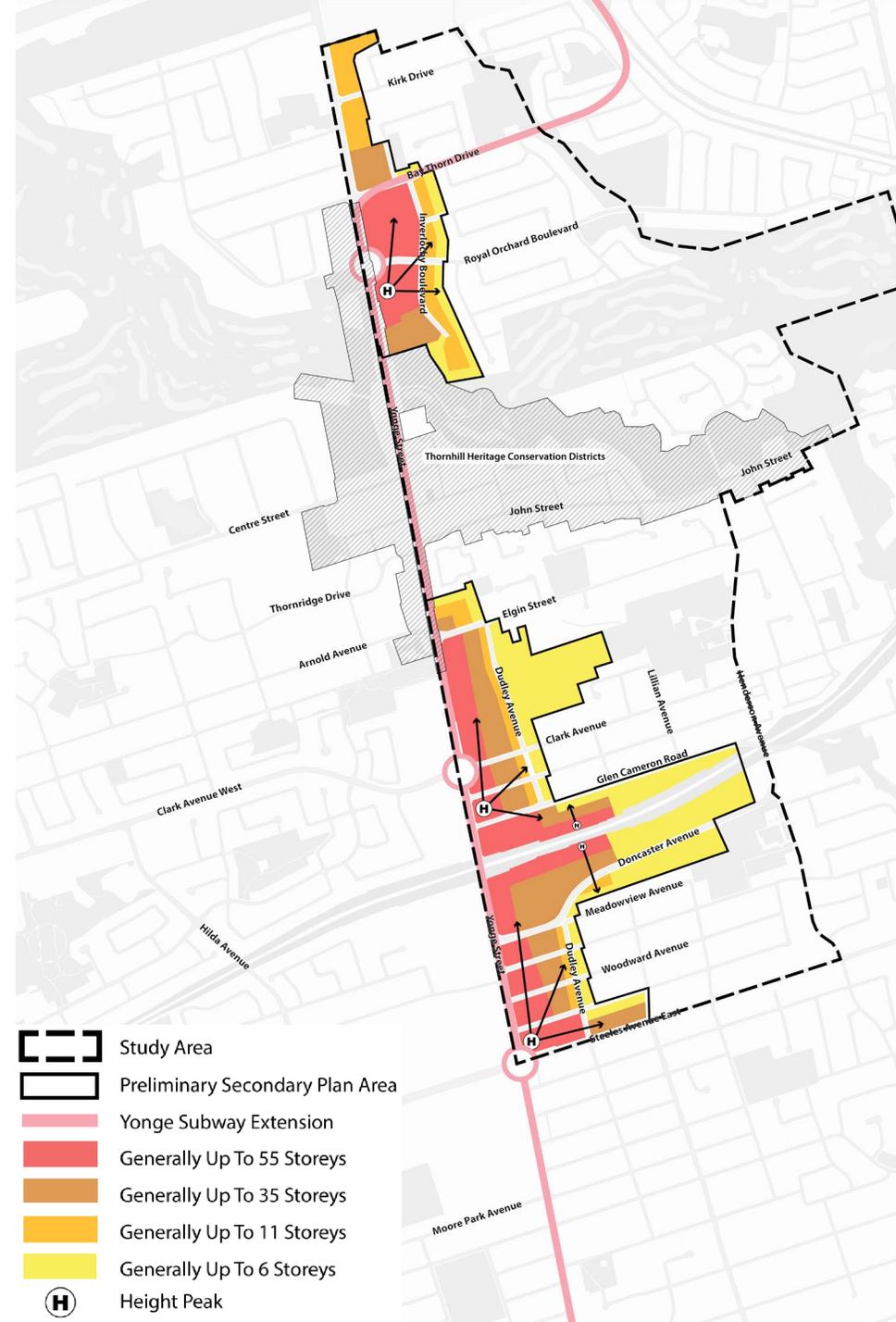




# Built Form and Density

Advance a built form approach that is responsive to both the existing conditions and the emerging context.

- Encourage a broad **mix of building types and heights, with the tallest buildings next to transit.**
- Include policies to **demonstrate a transition** in scale to low-rise areas.
- Apply a **performance-based approach to building design** to facilitate design variety and place-specific responses.
- Encourage **pedestrian-friendly design** that contribute to the quality of public space at street level.
- **Development within the Thornhill HCDs will take direction from the relevant HCD Plan.**



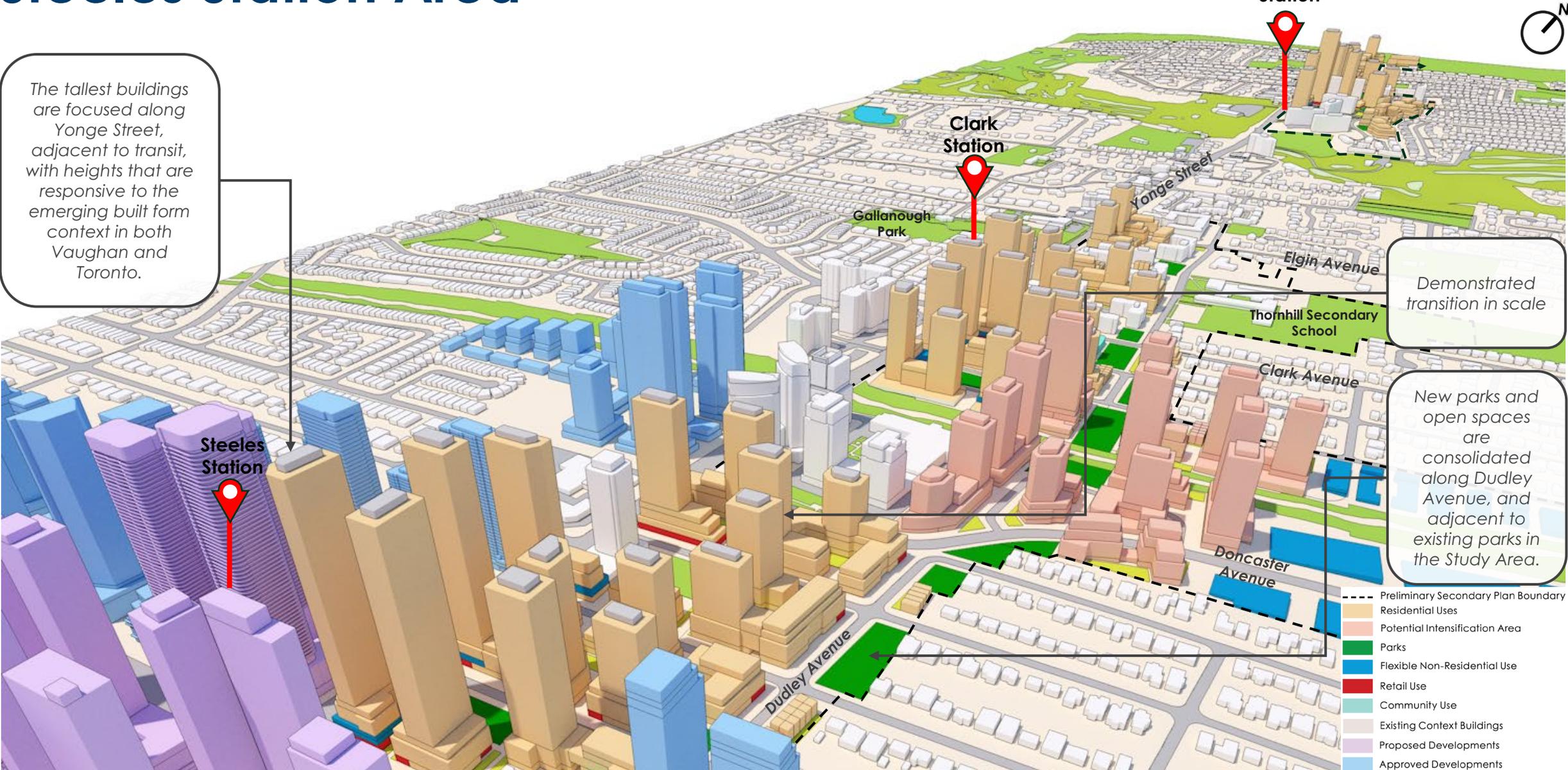
# Preliminary Output Forecasts

- Preliminary massing aligns with the Emerging Directions
- The net new population and jobs within the Preliminary Secondary Plan Area is ~58,700 residents and ~3,800 jobs.

<b>Total Population and Job Forecasts in the Secondary Plan Area</b> (Based on Preliminary Demonstration Massing)					
<b>Area</b>	<b>Total</b>	<b>Steeles</b>	<b>Clark</b>	<b>Royal Orchard</b>	<b>Employment Park</b>
<b>Population</b>	<b>~58,700 people</b>	~25,600	~18,900	~14,200	0
<b>Jobs</b>	<b>~5,250 jobs</b>	~2,250	~1,250	~1,100	~650
<b>Total</b>	<b>~63,950 people and jobs</b>	~27,850	~20,150	~15,300	~650

# Steeles Station Area

The tallest buildings are focused along Yonge Street, adjacent to transit, with heights that are responsive to the emerging built form context in both Vaughan and Toronto.



Demonstrated transition in scale

New parks and open spaces are consolidated along Dudley Avenue, and adjacent to existing parks in the Study Area.

- Preliminary Secondary Plan Boundary
- Residential Uses
- Potential Intensification Area
- Parks
- Flexible Non-Residential Use
- Retail Use
- Community Use
- Existing Context Buildings
- Proposed Developments
- Approved Developments

## Clark Station Area

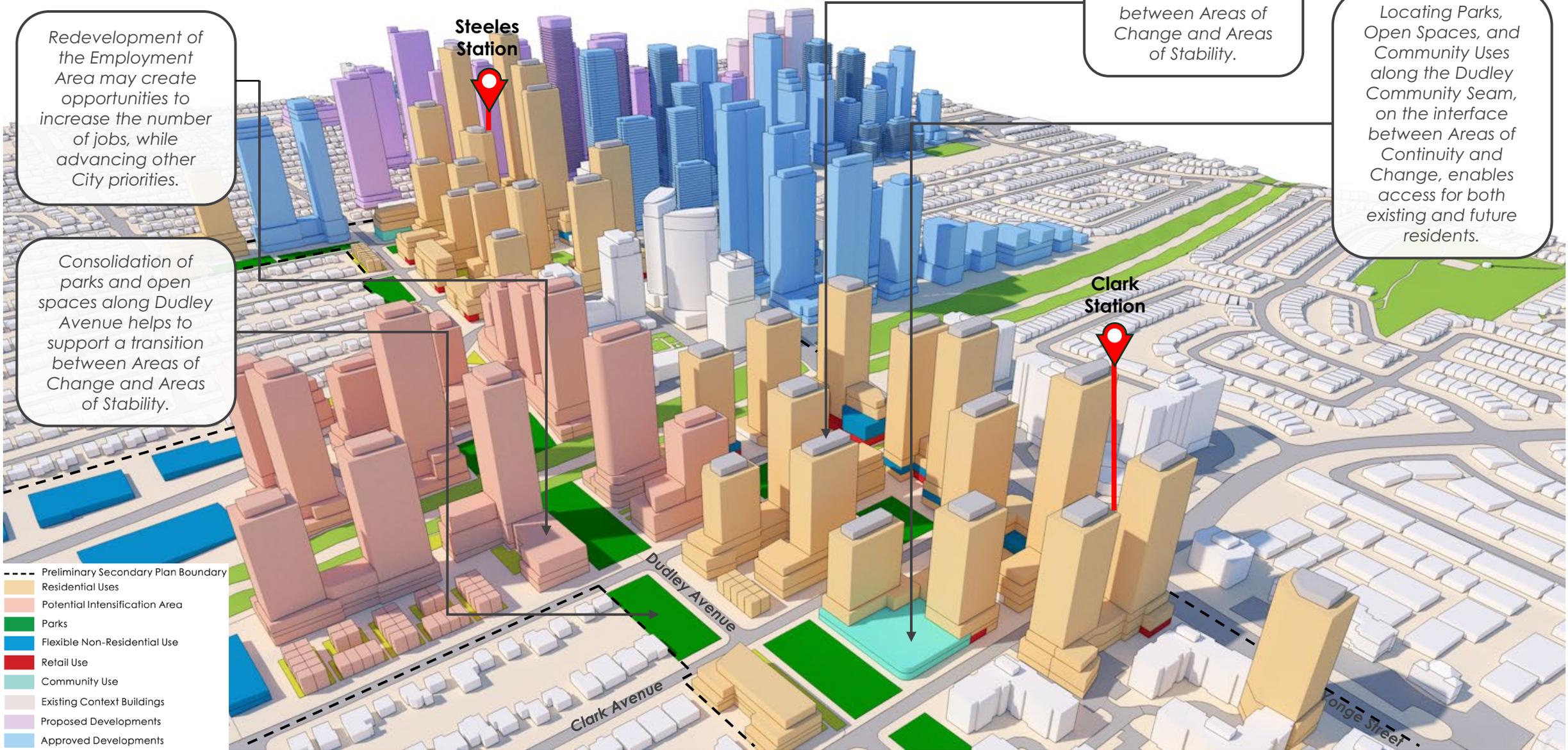


Redevelopment of the Employment Area may create opportunities to increase the number of jobs, while advancing other City priorities.

Consolidation of parks and open spaces along Dudley Avenue helps to support a transition between Areas of Change and Areas of Stability.

Development should demonstrate a clear built form transition between Areas of Change and Areas of Stability.

Locating Parks, Open Spaces, and Community Uses along the Dudley Community Seam, on the interface between Areas of Continuity and Change, enables access for both existing and future residents.



- Preliminary Secondary Plan Boundary
- Residential Uses
- Potential Intensification Area
- Parks
- Flexible Non-Residential Use
- Retail Use
- Community Use
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- Proposed Developments
- Approved Developments

# Royal Orchard Station Area

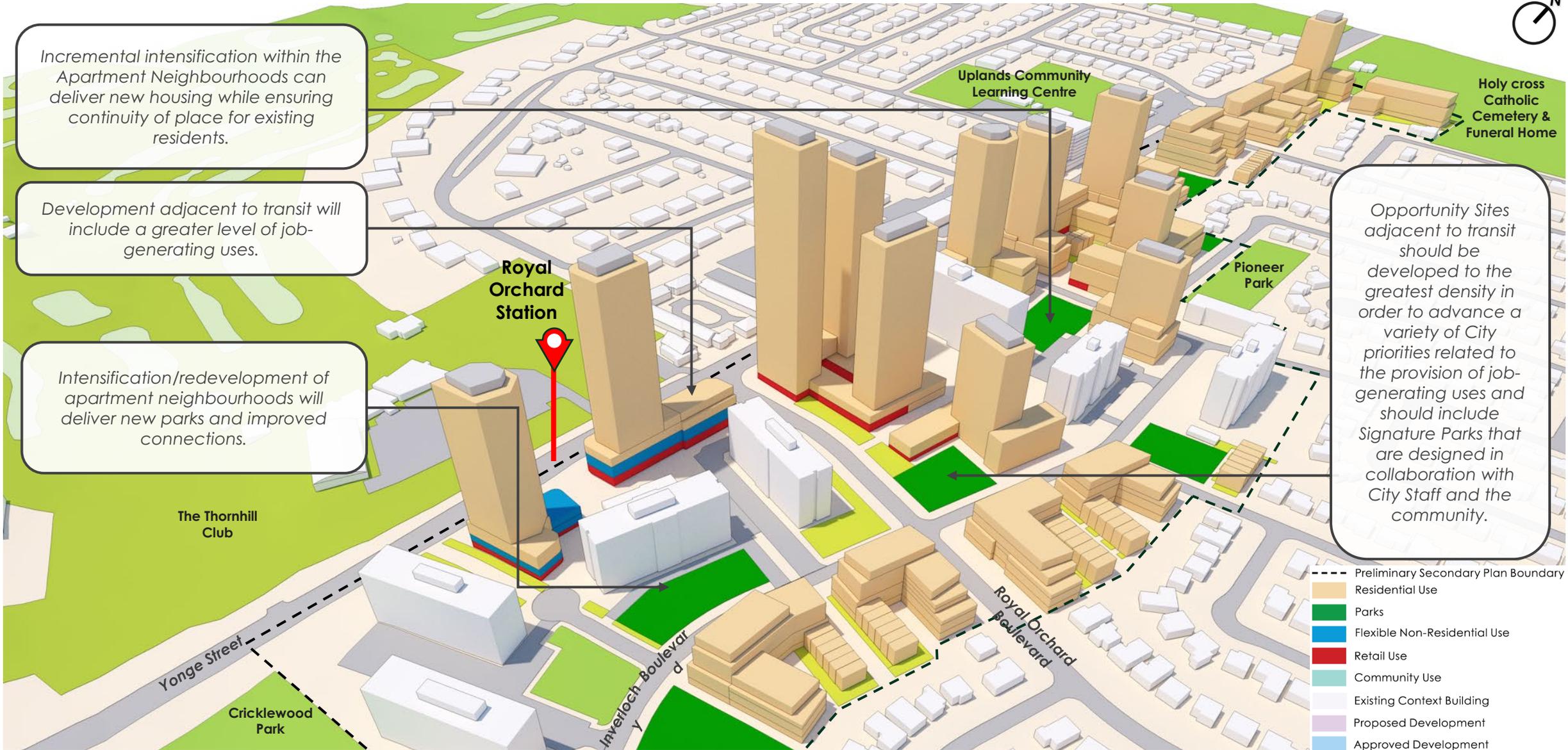


Incremental intensification within the Apartment Neighbourhoods can deliver new housing while ensuring continuity of place for existing residents.

Development adjacent to transit will include a greater level of job-generating uses.

Intensification/redevelopment of apartment neighbourhoods will deliver new parks and improved connections.

Opportunity Sites adjacent to transit should be developed to the greatest density in order to advance a variety of City priorities related to the provision of job-generating uses and should include Signature Parks that are designed in collaboration with City Staff and the community.



**04**

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**Next Steps**

# Upcoming Milestones Targets

- Preliminary mobility and servicing assessment to inform refinement to the concept (ongoing, finish by the end of **Q1 2025**).
- Community Information Meeting #2 to share the Emerging Concept and Directions for public feedback and discussion (**Q1 2025**).
- Additional targeted interest-holder engagement, to share and seek input on the Emerging Concept and Directions (**Q1 2025**).
- DSC #3 to share the outcomes of public engagement and seek direction regarding the refinement to the Emerging Concept and Directions(**Q2 2025**)

# Workplan

