



Yonge Corridor Secondary Plan

Special DSC Meeting – April 14, 2025

Today's Special DSC Session

On January 27, the YCSP – Interim Report was presented to the Development Services Committee (DSC).

The Interim Report was received and released for public consultation, subject to hosting a Special DSC Meeting for the purposes of a breakdown of the Yonge Corridor Secondary Plan that includes:

- A review of the proposed intensification on both sides of Yonge Street.
- Open space opportunities for the development of a complete community.
- The purpose of this Special DSC presentation is to review the above items.

Presentation Outline / Agenda

1. Responding to the Development Context and Emerging Directions
2. Background Servicing Review
3. Mobility Background Review and Emerging Directions
4. Parks and Open Space Vision and Emerging Directions



01

Responding to the Development Context

- Plan Overview and Objectives
- Vision and Place-Based Approach
- Emerging Concept Overview

Overview

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 greater focus on walking, micromobility, and transit.

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

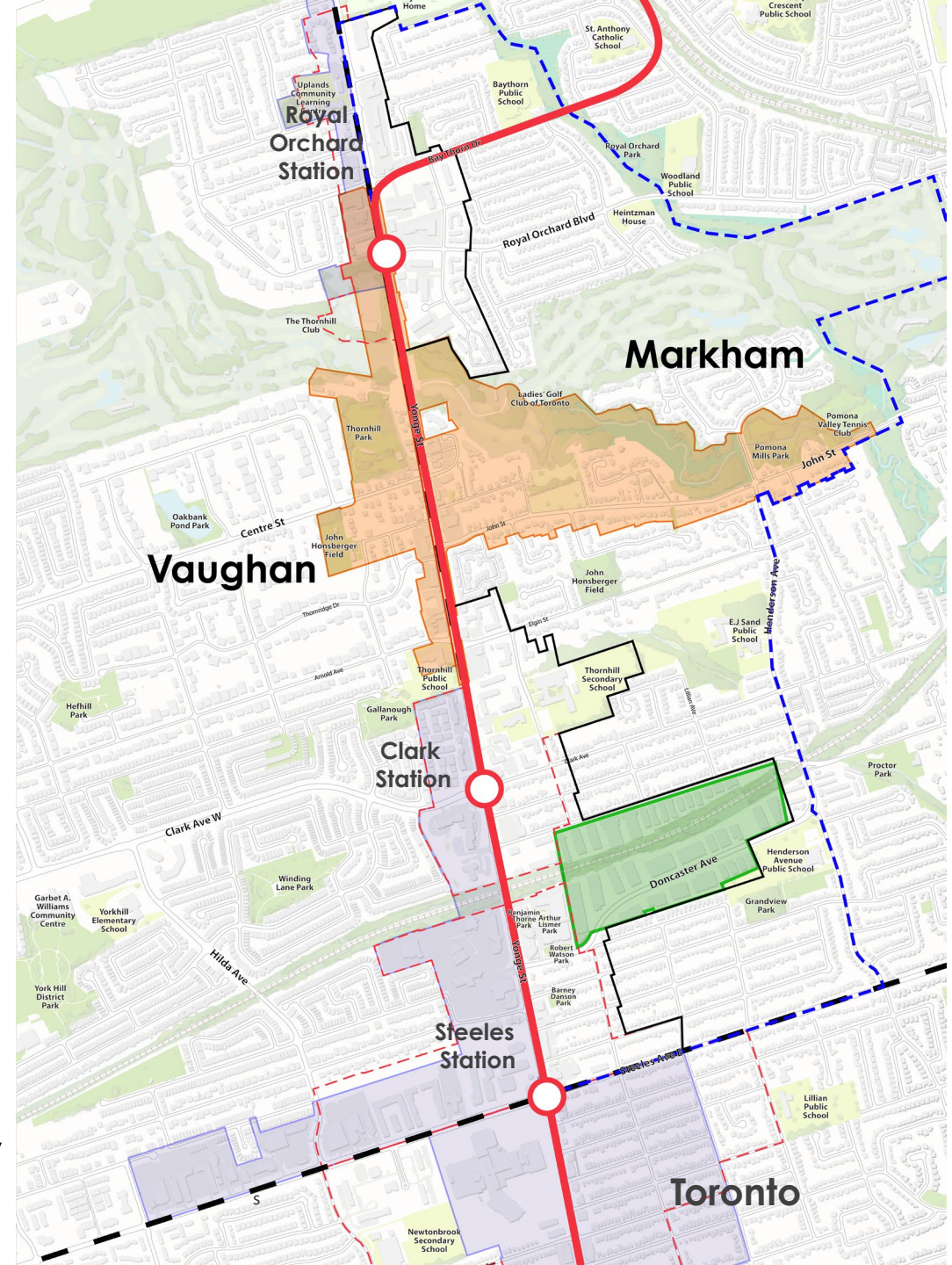


Project Background

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 Project objective is to prepare a Secondary Plan that responds to the existing and emerging development context: supporting incremental change while reflecting the long-term ambition of a creating complete, transit-oriented communities.
- The Project has considered the Yonge Corridor and its adjacent neighbourhoods comprehensively: Both sides of Yonge Street and south of Steeles Avenue have been considered, to ensure a comprehensive understanding of the complete context.
- Throughout the Project, the Preliminary Secondary Plan Area will be open to revisions until the Plan is finalized and approved.

- 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



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.

Place-Based Approach

Areas of Change

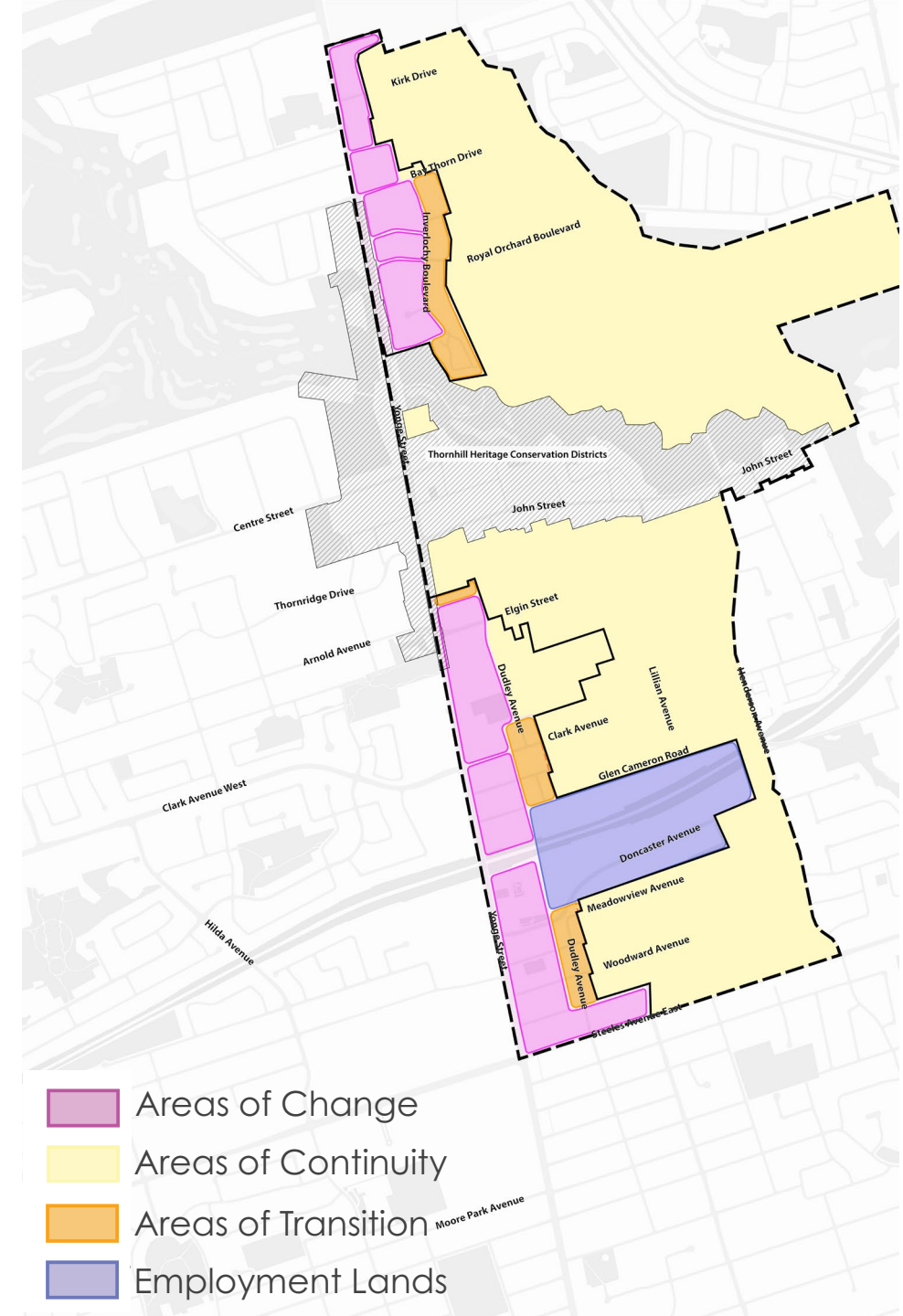
- The three Protected Major Transit Station Areas are focus areas for intensification and change.

Areas of Continuity

- Generally located outside the Preliminary Secondary Plan boundary.
- Will experience gentle intensification, consistent with established policy and regulations.
- Development within the Thornhill Heritage Conservation Districts (HCDs) will take direction from the relevant HCD Plans.

Areas of Transition

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



Areas of Change

Yonge Street Neighbourhood Blocks:

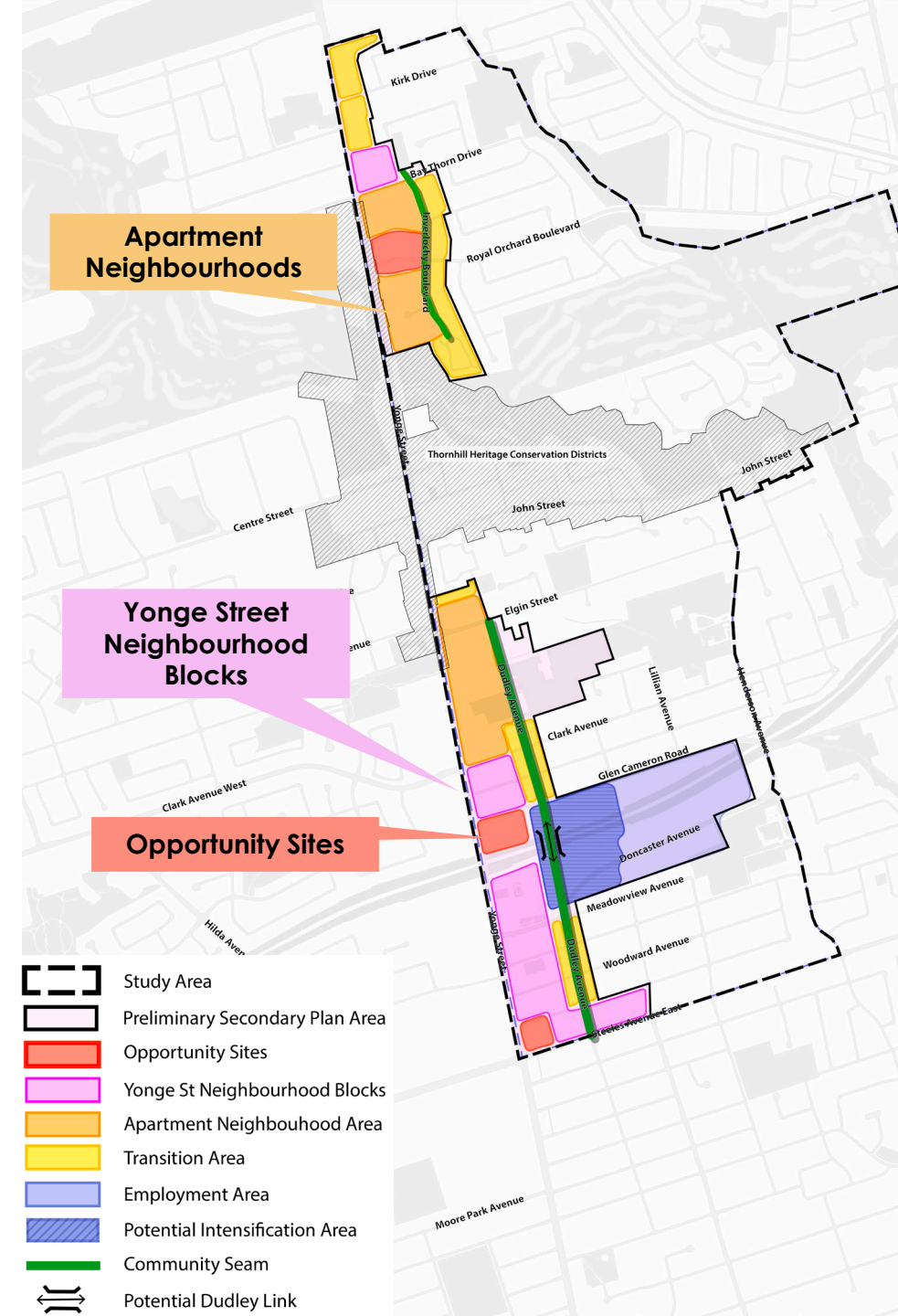
- The tallest buildings within these portions of the corridor will be generally located at/adjacent to the stations.
- Demonstrate a transition in scale from the station areas.

Opportunity Sites:

- Sites located closest to the proposed stations, anticipated to be comprehensively redeveloped: high-density, mixed-use with **Signature Parks**.

Apartment Neighbourhoods:

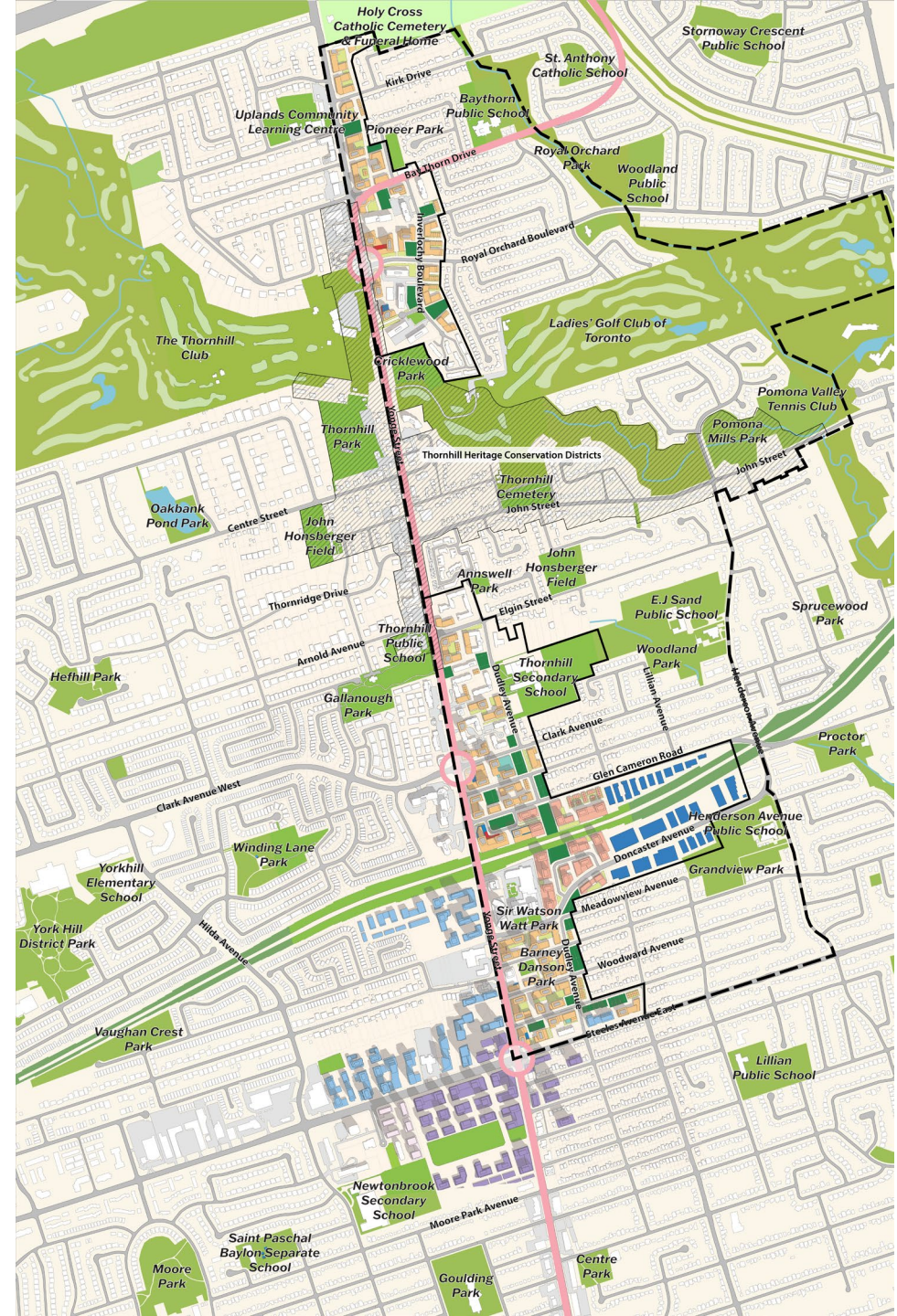
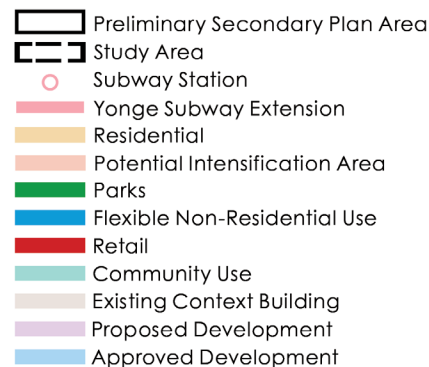
- **Incremental intensification** should introduce mid-block connections and a greater variety of uses at-grade.
- **Comprehensive redevelopment** should reintegrate site into context, include a Signature Park and be guided by a rental replacement framework.

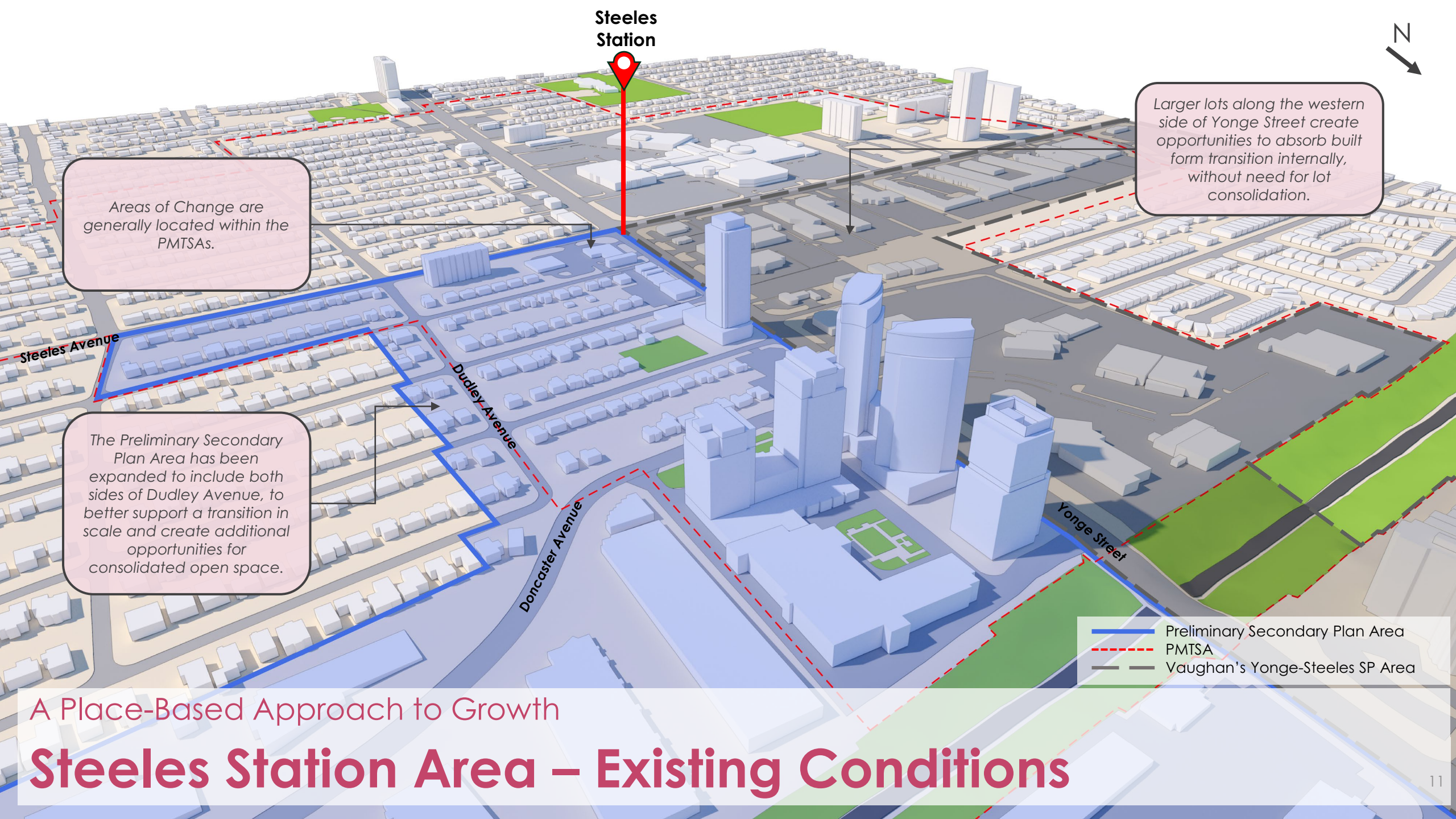


Assessing Emerging Context

A Place-Based Approach to Growth

- The following slides will review the development context within each of the station areas, describing:
 - The existing and developing built form character – both within Markham and the adjacent municipalities.
 - Site characteristics within the Station Areas – both within Markham and the adjacent municipalities.
- Following this overview, the Emerging Directions and Concept will be presented, to demonstrate how the broader Plan Objectives and the unique attributes of each station area have been considered.





Steeles
Station



Areas of Change are generally located within the PMTSAs.

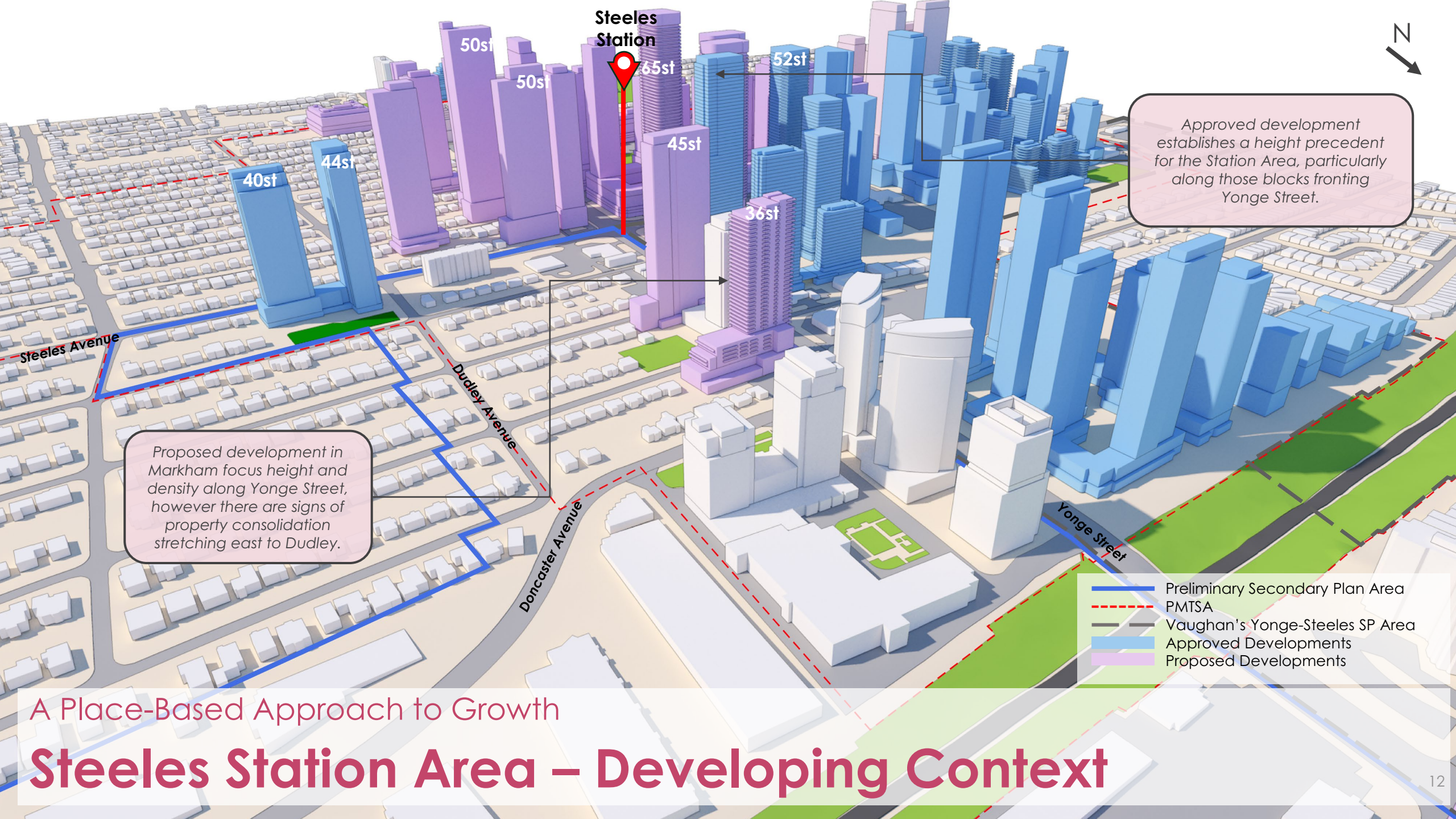
Larger lots along the western side of Yonge Street create opportunities to absorb built form transition internally, without need for lot consolidation.

The Preliminary Secondary Plan Area has been expanded to include both sides of Dudley Avenue, to better support a transition in scale and create additional opportunities for consolidated open space.

- Preliminary Secondary Plan Area
- PMTSA
- Vaughan's Yonge-Steeles SP Area

A Place-Based Approach to Growth

Steeles Station Area – Existing Conditions



Steeles
Station



65st

52st

45st

36st

Dudley Avenue

Doncaster Avenue

Yonge Street

Steeles Avenue

40st

44st

50st

50st

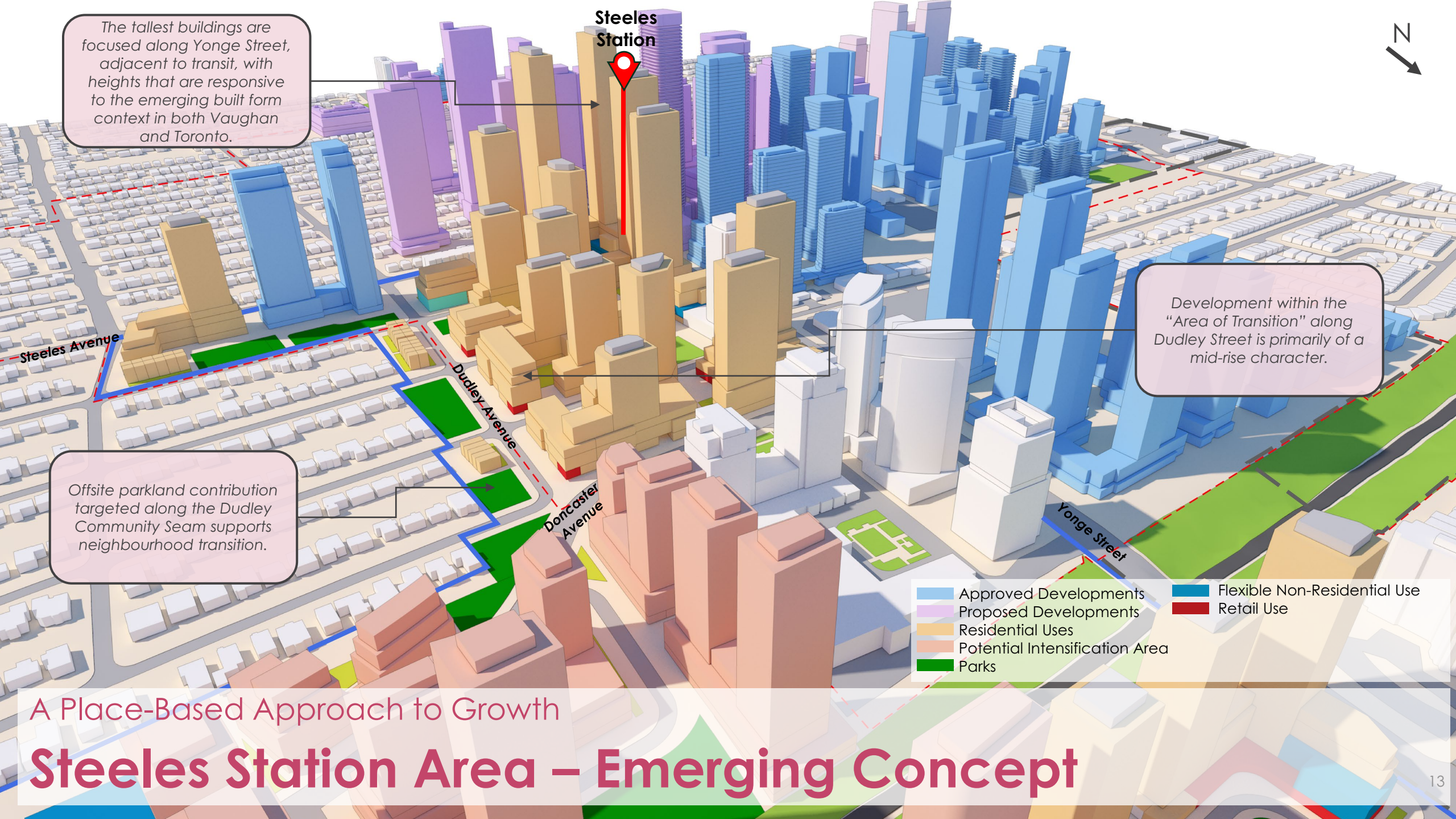
Proposed development in Markham focus height and density along Yonge Street, however there are signs of property consolidation stretching east to Dudley.

Approved development establishes a height precedent for the Station Area, particularly along those blocks fronting Yonge Street.

- Preliminary Secondary Plan Area
- PMTSA
- Vaughan's Yonge-Steeles SP Area
- Approved Developments
- Proposed Developments

A Place-Based Approach to Growth

Steeles Station Area – Developing Context



Steeles
Station



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.

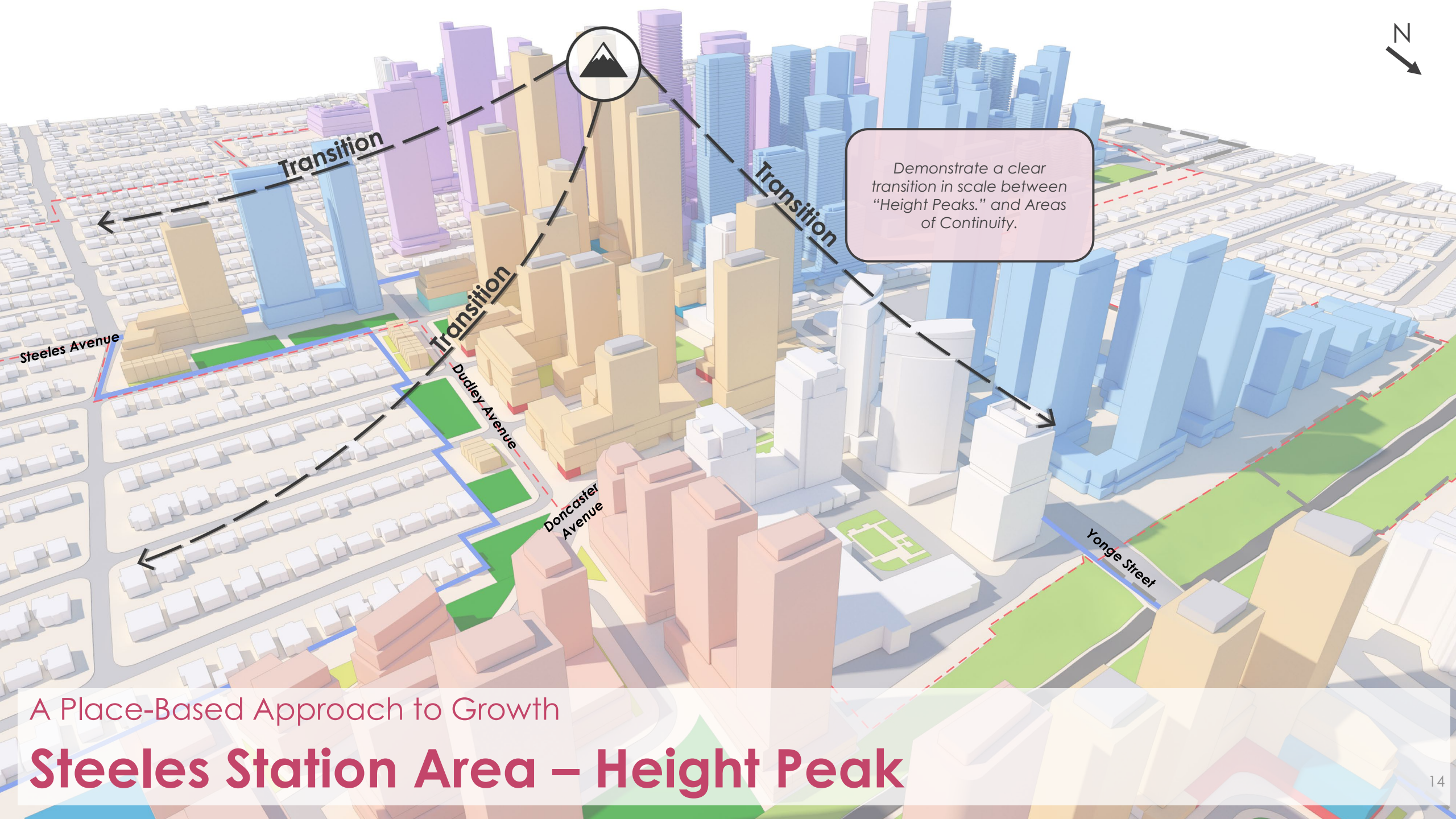
Development within the "Area of Transition" along Dudley Street is primarily of a mid-rise character.

Offsite parkland contribution targeted along the Dudley Community Seam supports neighbourhood transition.

- Approved Developments
- Proposed Developments
- Residential Uses
- Potential Intensification Area
- Parks
- Flexible Non-Residential Use
- Retail Use

A Place-Based Approach to Growth

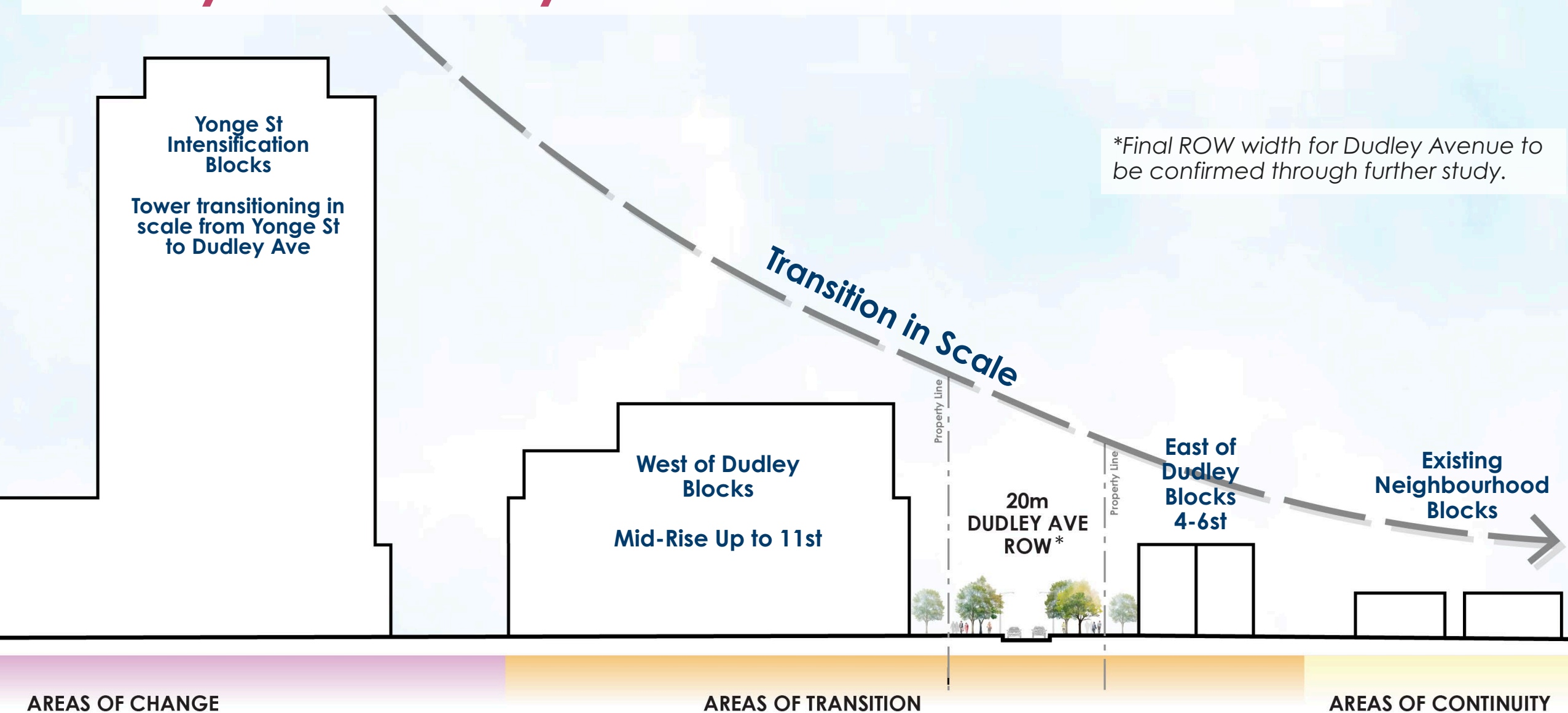
Steeles Station Area – Emerging Concept



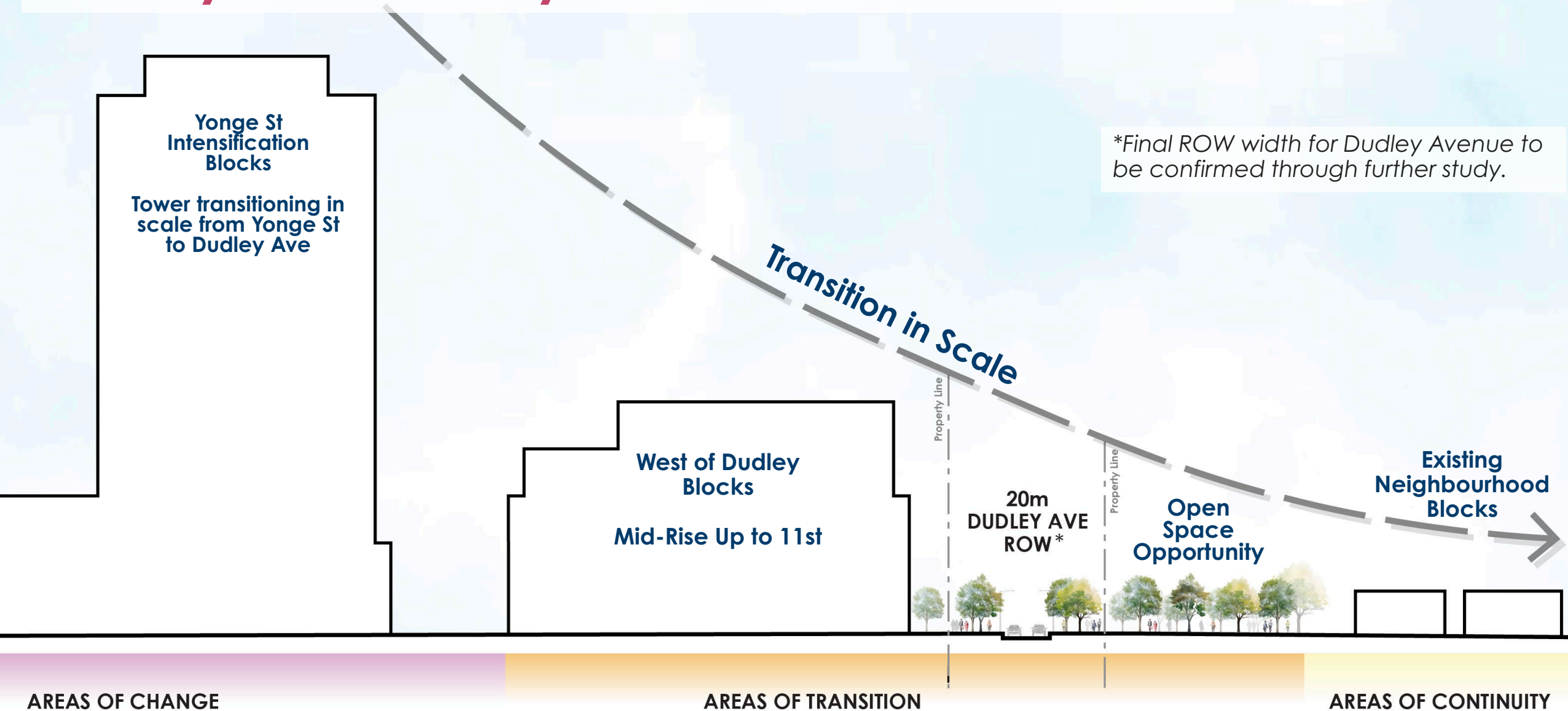
A Place-Based Approach to Growth

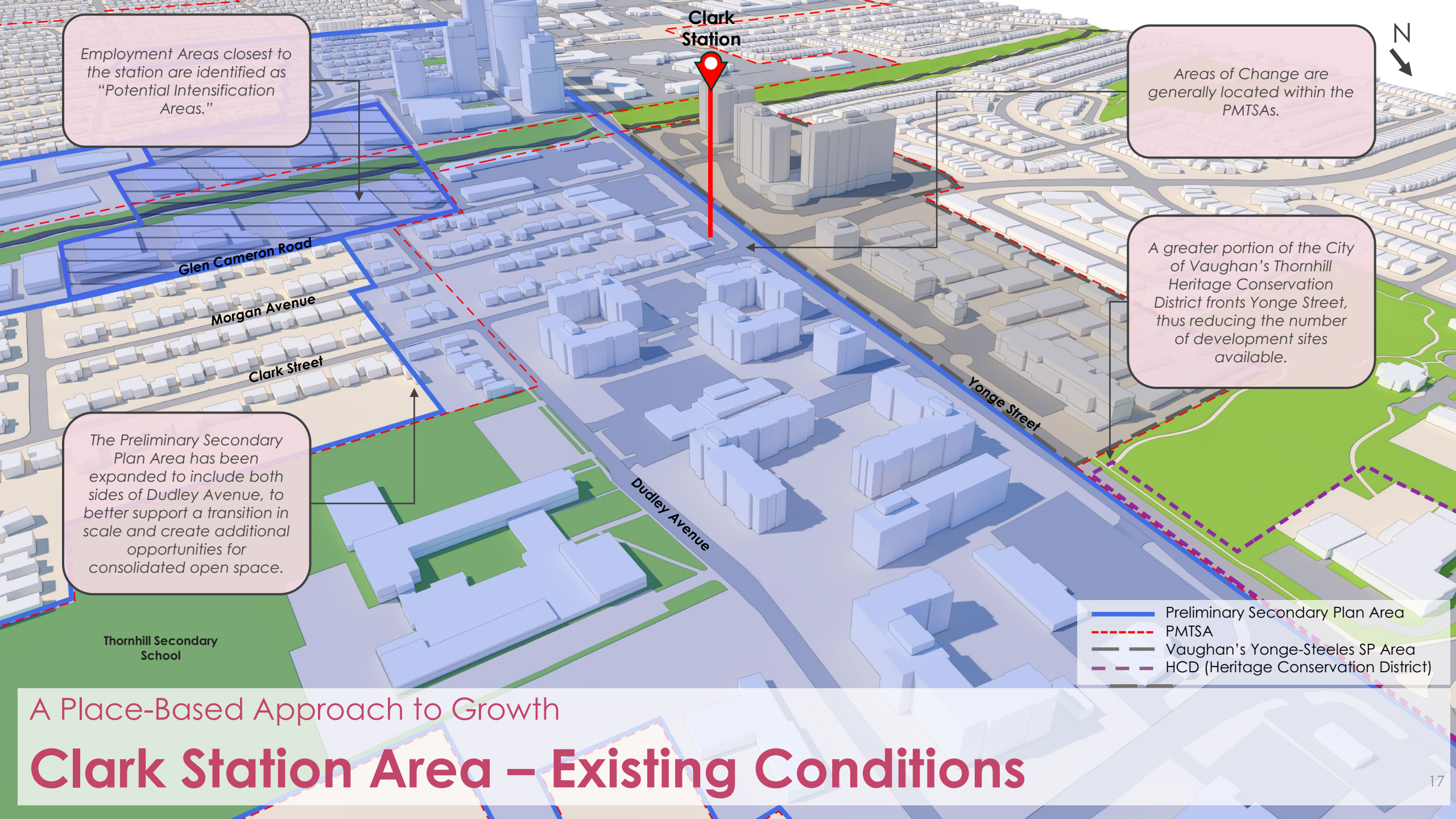
Steeles Station Area – Height Peak

Dudley Community Seam



Dudley Community Seam





Employment Areas closest to the station are identified as "Potential Intensification Areas."

Areas of Change are generally located within the PMTSAs.

A greater portion of the City of Vaughan's Thornhill Heritage Conservation District fronts Yonge Street, thus reducing the number of development sites available.

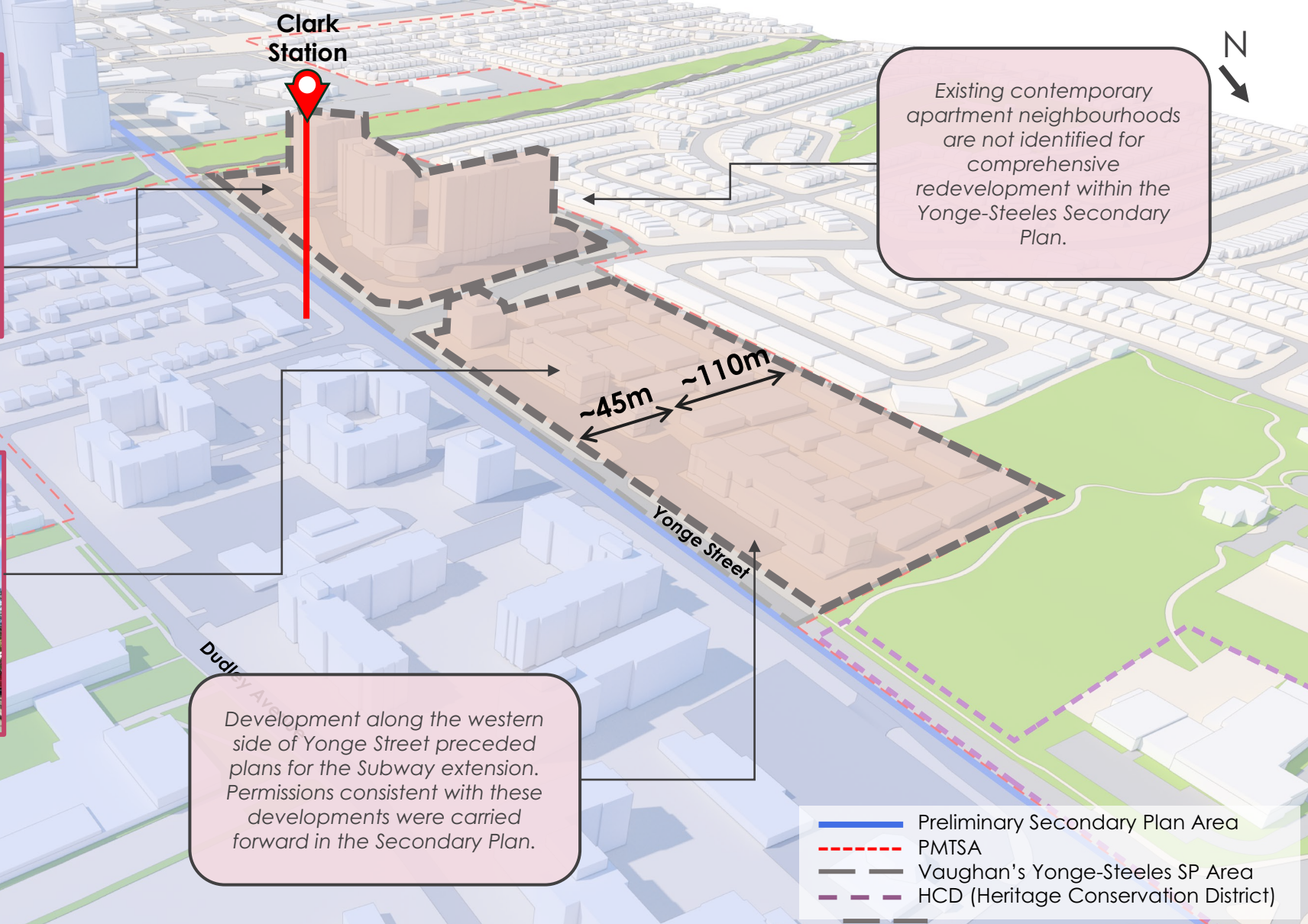
The Preliminary Secondary Plan Area has been expanded to include both sides of Dudley Avenue, to better support a transition in scale and create additional opportunities for consolidated open space.

Thornhill Secondary School

- Preliminary Secondary Plan Area
- - - PMTSA
- Vaughan's Yonge-Steeles SP Area
- - - HCD (Heritage Conservation District)

A Place-Based Approach to Growth

Clark Station Area – Existing Conditions



A Place-Based Approach to Growth

Clark Station Area – Existing Conditions



Clark
Station

N

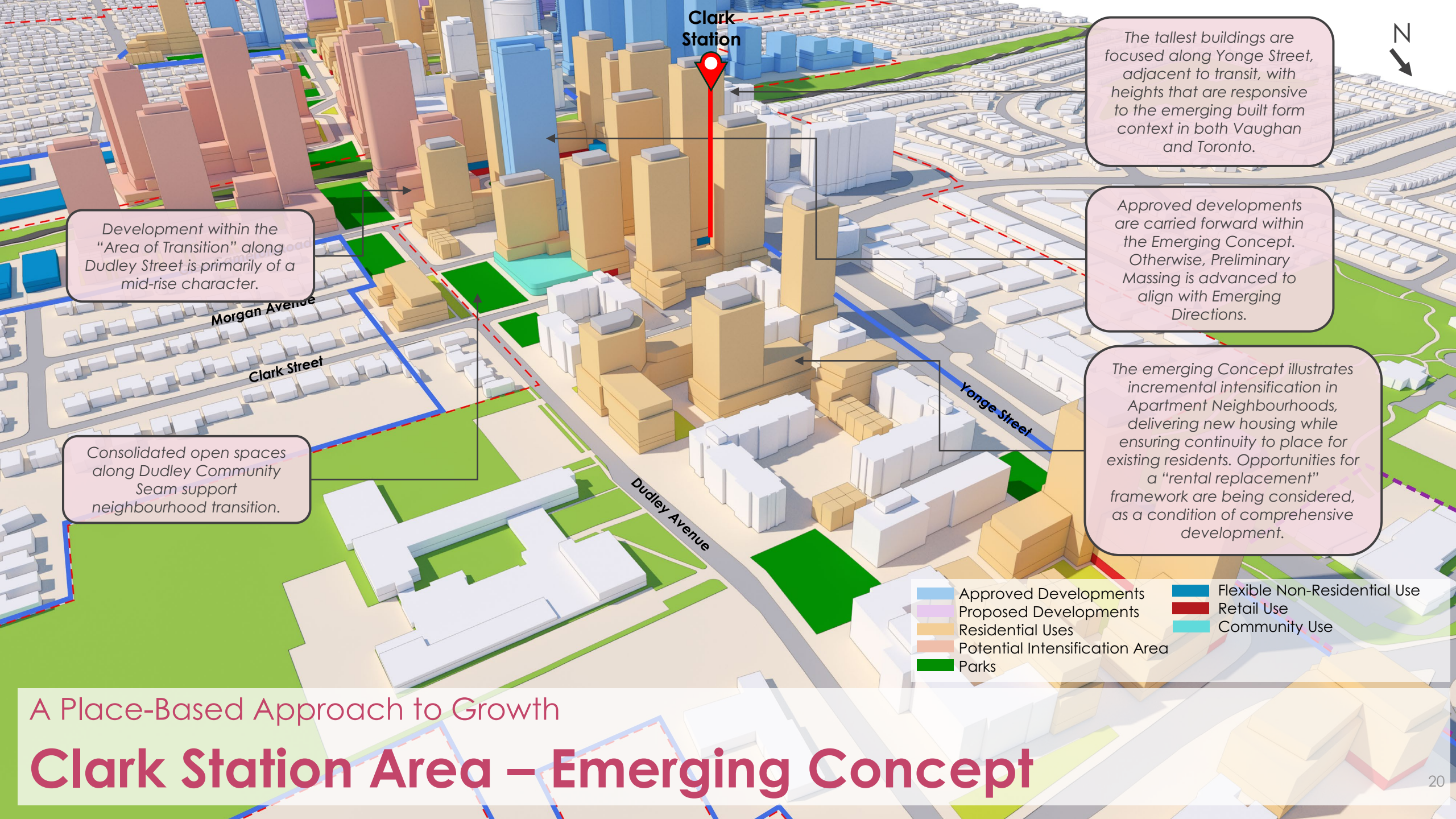
More recent development approvals and proposals are high rise developments.

Emerging Directions consider these approvals and proposals as input, but the Secondary Plan will ultimately look to shape future development to achieve City and community priorities.

- Preliminary Secondary Plan Area
- PMTSA
- Yonge- Steeles SP Area
- Approved Developments
- Proposed Developments
- HCD (Heritage Conservation District)

A Place-Based Approach to Growth

Clark Station Area – Developing Context



Clark Station



Development within the "Area of Transition" along Dudley Street is primarily of a mid-rise character.

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.

Approved developments are carried forward within the Emerging Concept. Otherwise, Preliminary Massing is advanced to align with Emerging Directions.

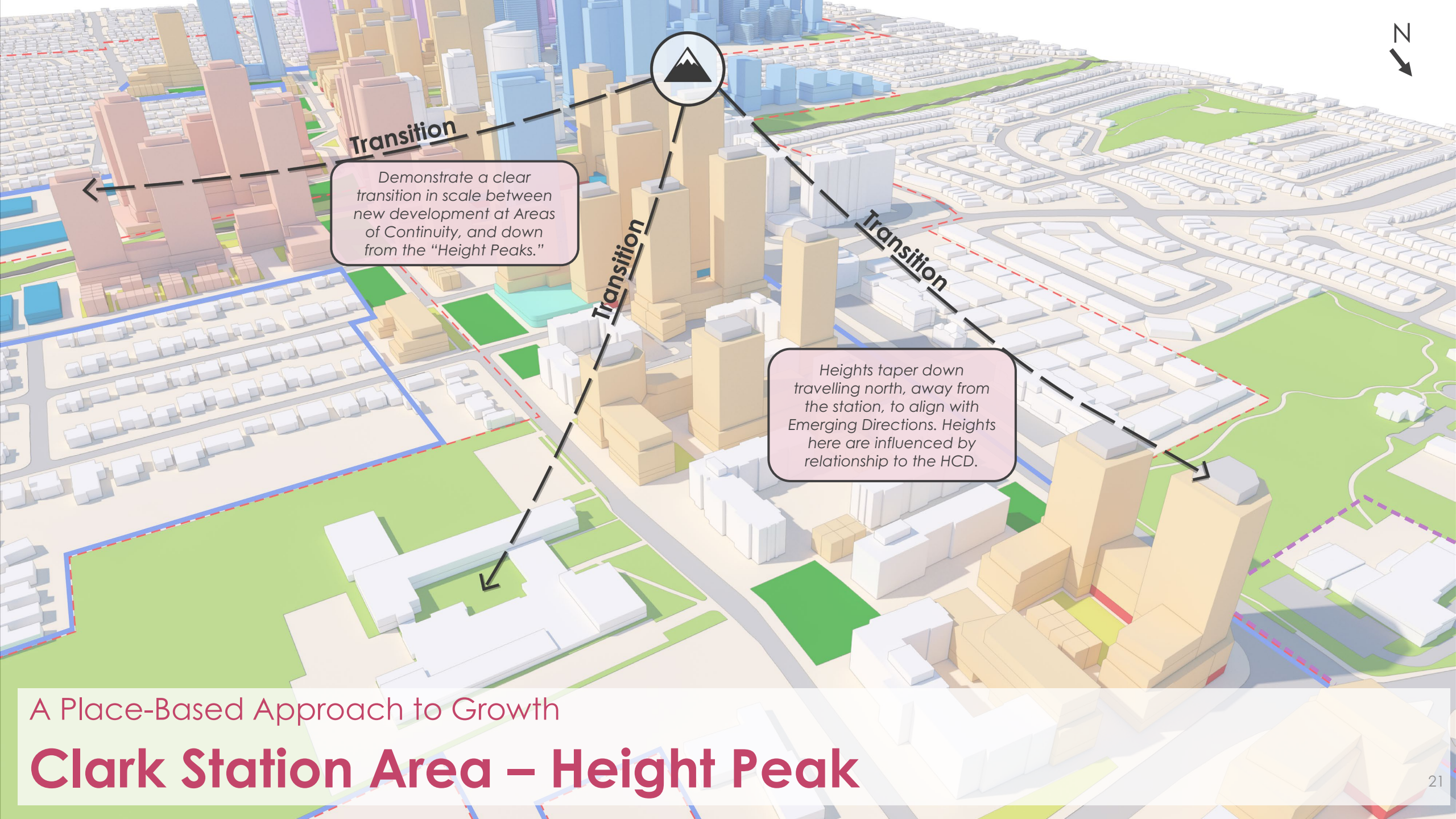
The emerging Concept illustrates incremental intensification in Apartment Neighbourhoods, delivering new housing while ensuring continuity to place for existing residents. Opportunities for a "rental replacement" framework are being considered, as a condition of comprehensive development.

Consolidated open spaces along Dudley Community Seam support neighbourhood transition.

- | | |
|--------------------------------|------------------------------|
| Approved Developments | Flexible Non-Residential Use |
| Proposed Developments | Retail Use |
| Residential Uses | Community Use |
| Potential Intensification Area | |
| Parks | |

A Place-Based Approach to Growth

Clark Station Area – Emerging Concept



Transition

Demonstrate a clear transition in scale between new development at Areas of Continuity, and down from the "Height Peaks."

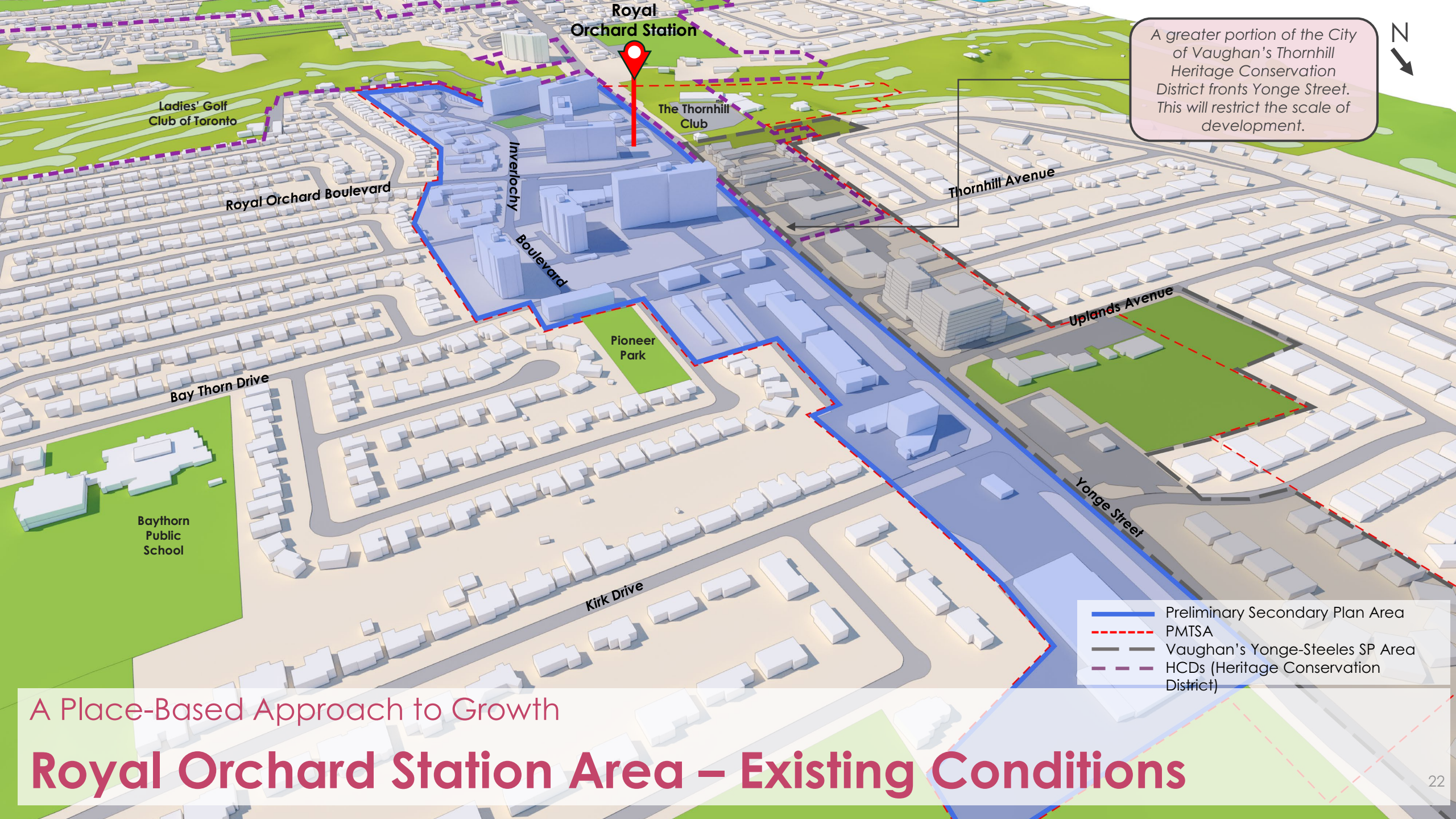
Transition

Transition

Heights taper down travelling north, away from the station, to align with Emerging Directions. Heights here are influenced by relationship to the HCD.

A Place-Based Approach to Growth

Clark Station Area – Height Peak

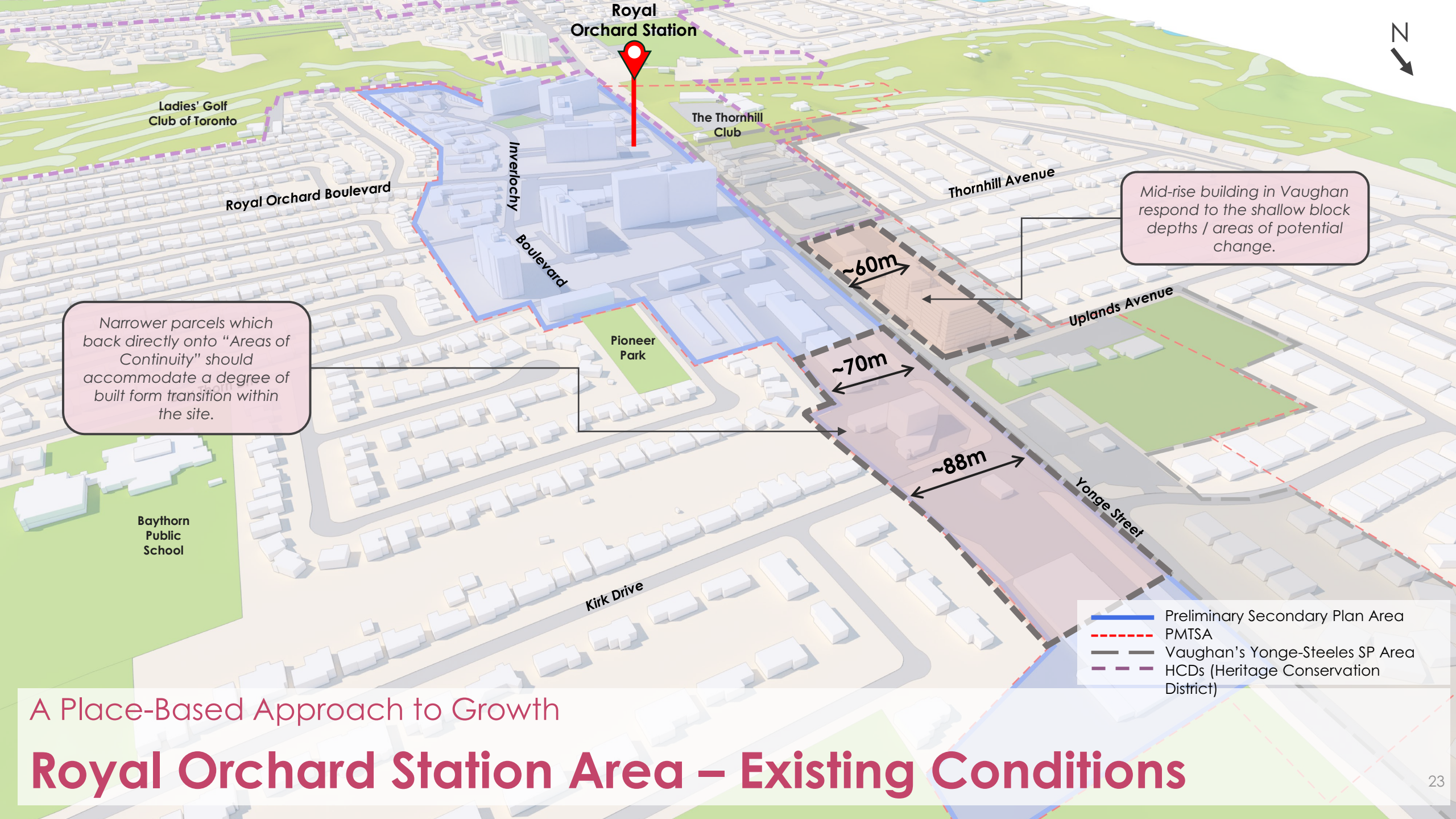


A greater portion of the City of Vaughan's Thornhill Heritage Conservation District fronts Yonge Street. This will restrict the scale of development.

- Preliminary Secondary Plan Area
- - - PMTSA
- - - Vaughan's Yonge-Steeles SP Area
- - - HCDs (Heritage Conservation District)

A Place-Based Approach to Growth

Royal Orchard Station Area – Existing Conditions



A Place-Based Approach to Growth

Royal Orchard Station Area – Existing Conditions



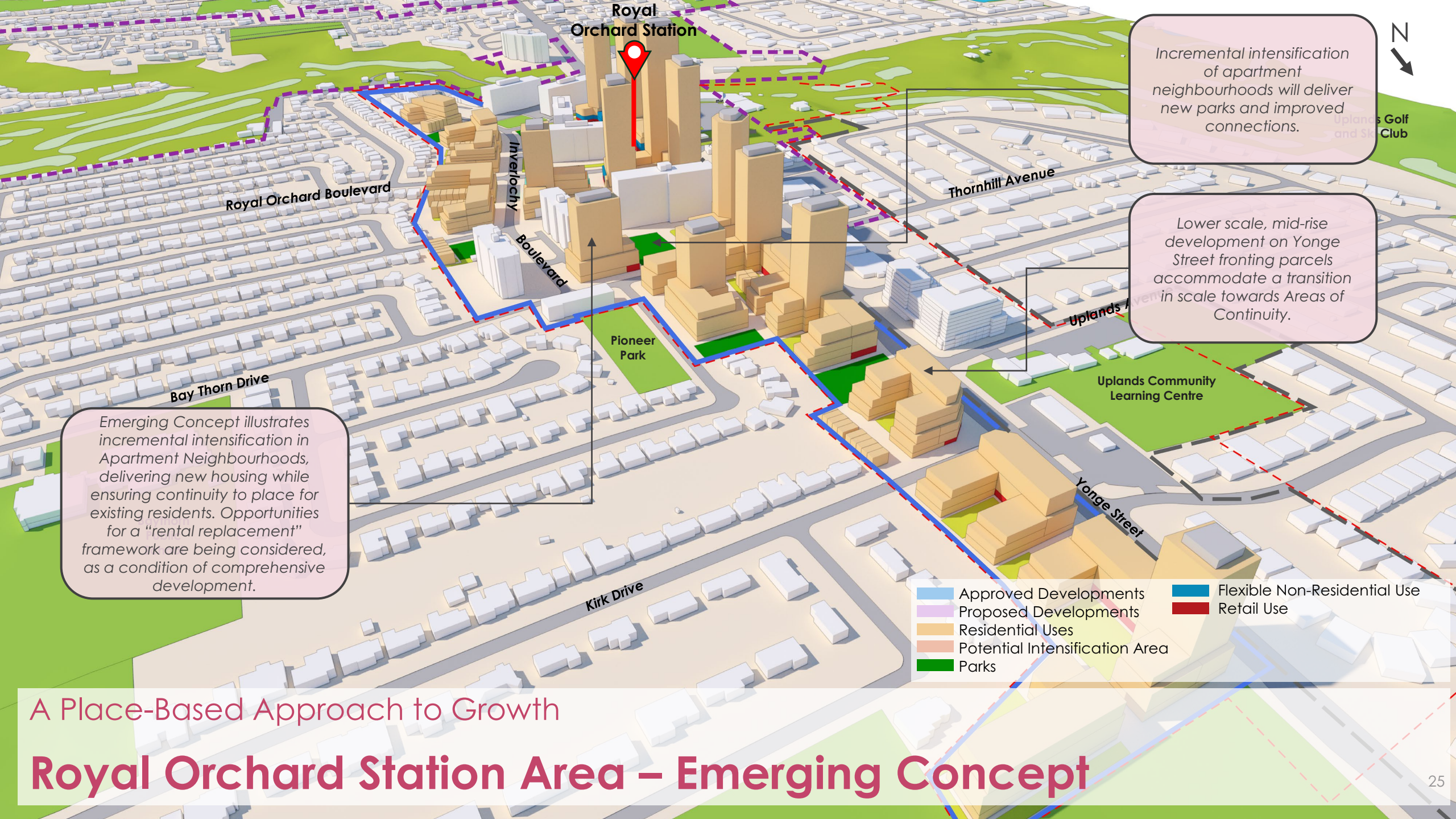
More recent development proposals are high-rise developments

Emerging Directions consider these approvals and proposals as input, but the Secondary Plan will ultimately look to shape future development to achieve City and community priorities.

A Place-Based Approach to Growth

Royal Orchard Station Area – Developing Context

- Preliminary Secondary Plan Area
- PMTSA
- Vaughan's Yonge-Steeles SP Area
- Approved Developments
- Proposed Developments
- HCDs (Heritage Conservation District)



Incremental intensification of apartment neighbourhoods will deliver new parks and improved connections.

Lower scale, mid-rise development on Yonge Street fronting parcels accommodate a transition in scale towards Areas of Continuity.

Emerging Concept illustrates incremental intensification in Apartment Neighbourhoods, delivering new housing while ensuring continuity to place for existing residents. Opportunities for a “rental replacement” framework are being considered, as a condition of comprehensive development.

- | | |
|--------------------------------|------------------------------|
| Approved Developments | Flexible Non-Residential Use |
| Proposed Developments | Retail Use |
| Residential Uses | |
| Potential Intensification Area | |
| Parks | |

A Place-Based Approach to Growth

Royal Orchard Station Area – Emerging Concept



Development adjacent to transit will achieve the greatest heights.

Demonstrate a clear transition in scale between new development at Areas of Continuity, and down from the "Height Peaks."

A Place-Based Approach to Growth

Royal Orchard Station Area – Height Peak

Questions and/or Discussion

Responding to Developing Context

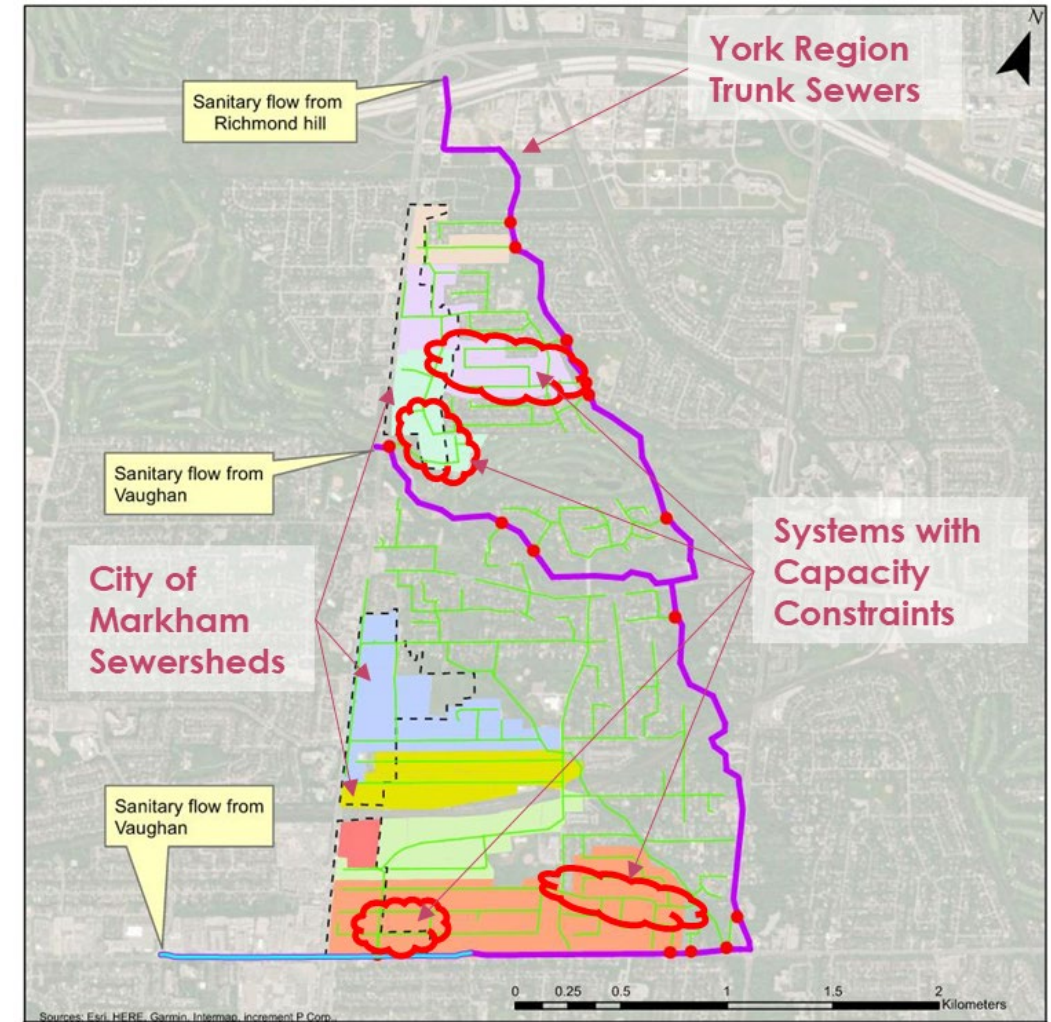
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Background Servicing Review

- Wastewater Systems Assessment
- Water Systems Assessment
- Stormwater Systems Assessment

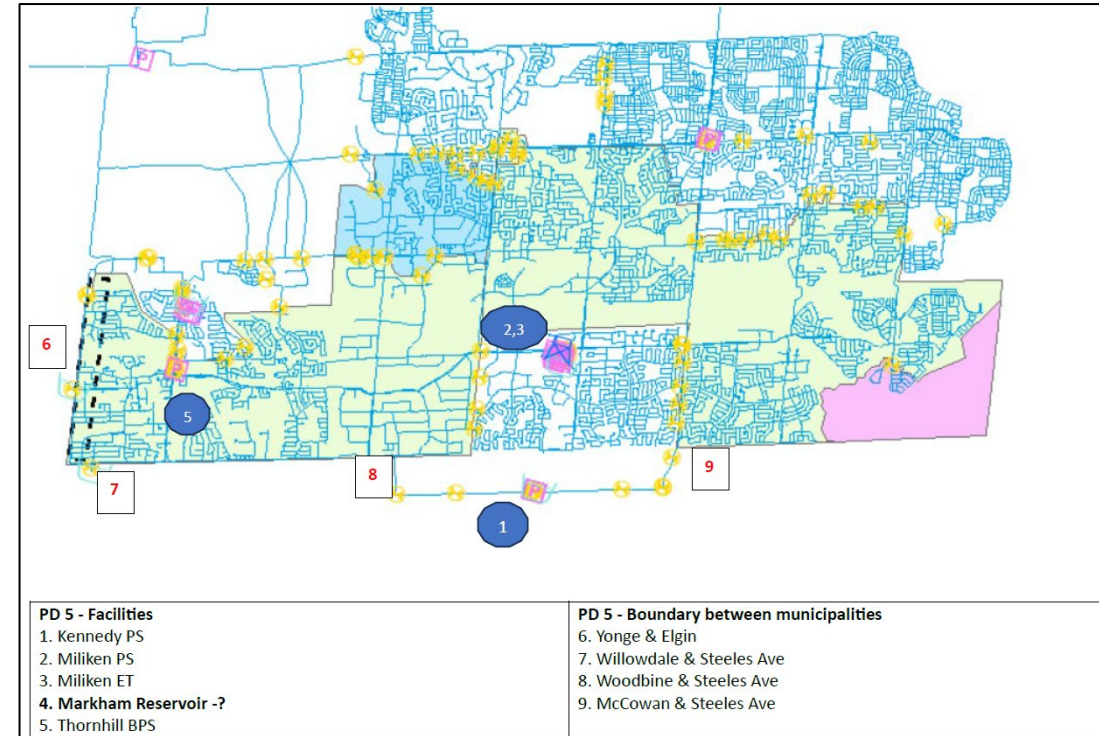
Wastewater Systems Assessment

- City-owned sewers carry sanitary flows to the York Region trunk sewers.
- Yonge Street corridor is at the upstream end of the system, but the **analysis considers all pipes connecting the Study Area to the Region trunk sewers.**
 - Analysis of system has accounted for inputs from Vaughan and Richmond Hill.
 - Preliminary model results indicate that **some sewers are at or above design capacity.**
- **System improvements will be required** to support current approved development and accommodate anticipated growth within the Study Area and Secondary Plan Area
 - Improvements could take the form of sewer replacements, diversion sewers, new sewers
- Improvement works are expected to take place within existing ROWs and/or within future development areas



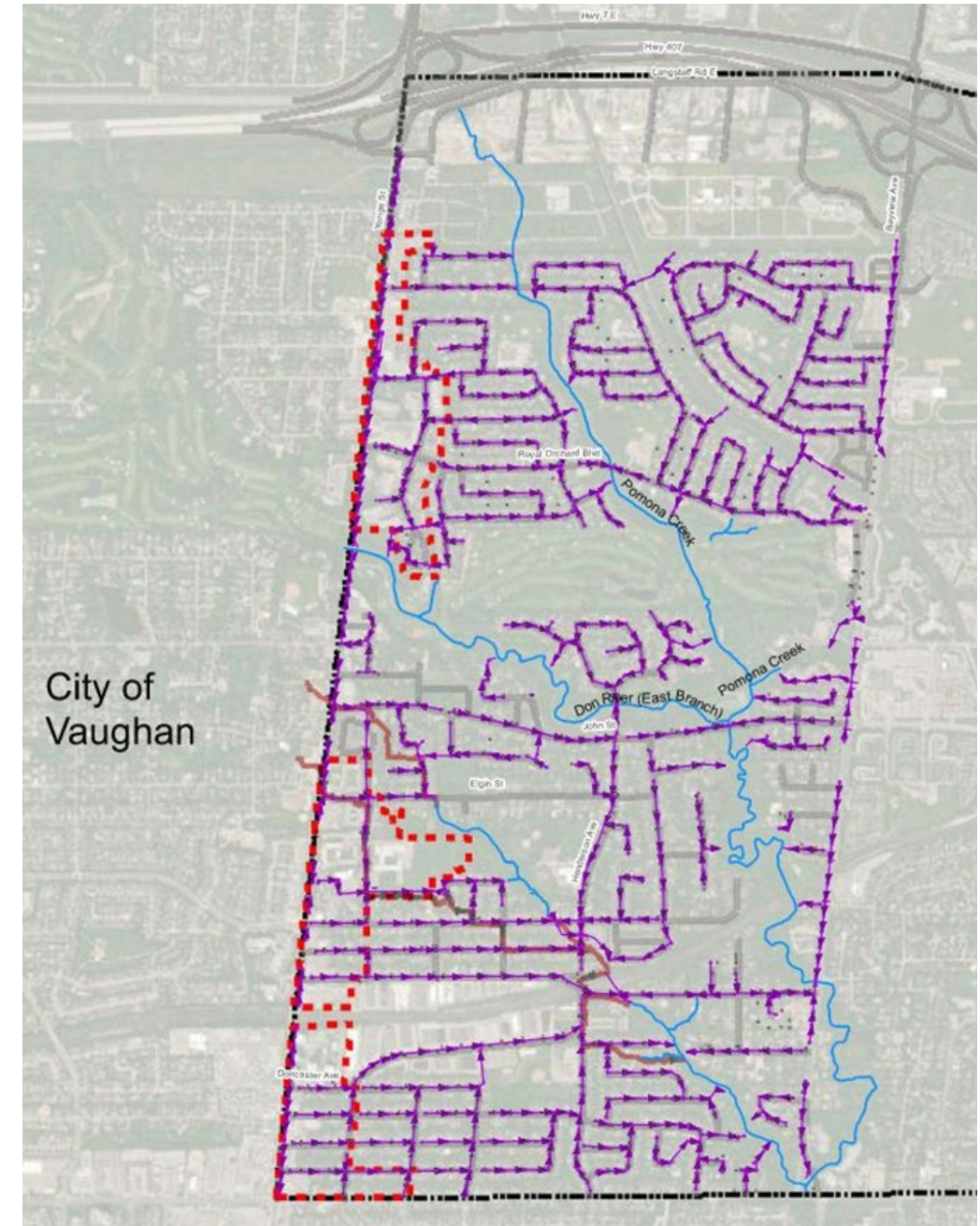
Water Systems Assessment

- Markham's water distribution system is integrated into the overall York Region and City of Toronto systems.
- The analysis of the water distribution system considers the connections with Vaughan and Toronto.
 - Preliminary model results indicate that portions of the Study Area **are approaching their design capacity** for minimum pressures and fire fighting flows.
- **System improvements may be needed** to ensure that the system will meet or exceed applicable standards when considering current approved development and anticipated growth within the Study and Secondary Plan Area.
 - Scope to be confirmed through the project.
- Any improvement works are expected to take place within existing ROWs and/or within future development areas.



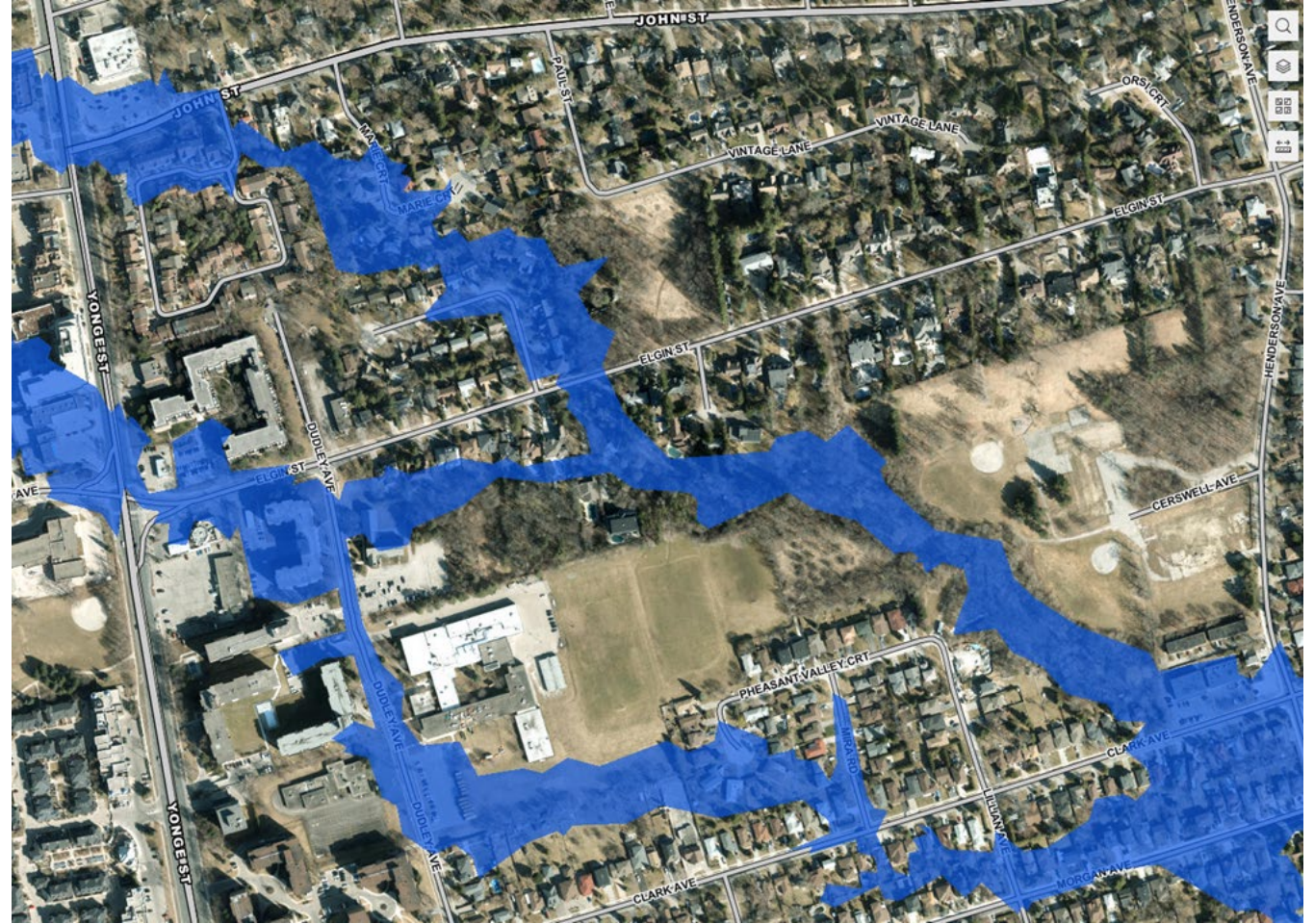
Stormwater Systems Assessment

- City-owned storm sewers carry storm runoff to the Don River and its tributaries.
- **Analysis of system has accounted for inputs from Vaughan, and for recently completed upgrades** (West Thornhill Flood Control program).
- **Recent developments** and anticipated growth within the Study Area and Secondary Plan Area **incorporate modern stormwater management practices**.
 - **This results in a net improvement in water quality and quantity**, with new development replacing older forms of development which advanced with no stormwater controls.
- Opportunities to achieve further improvements in water quality and quantity will be explored as work progresses.



Regulatory Flood Plain Assessment

- The Toronto and Region Conservation Authority (TRCA) regulates two significant piped systems as Regulatory Flood Plains.
 - The extent of a Regulatory Flood Plain is established using guidelines established by the TRCA and MNRF, and reflects the extent of Hurricane Hazel.
- Modelling is underway to assess opportunities to **reduce the extent of the Regulatory Flood Plain** through the Study Area and Secondary Plan.
- Remediation works can **unlock greater potential for redevelopment**, particularly along Dudley Avenue.



Summary and Next Steps

The objective of all servicing analysis is to identify systems upgrades required to ensure development is adequately serviced.

- **Water:** Portions of the Study Area are approaching servicing capacity.
- **Wastewater:** Existing sewers and sub-trunks that service the Study Area are at or exceeding their design capacities.
- **Stormwater:** New development, with modern stormwater management controls, will result in a net improvement in water quality and quantity. Portions of the study area are regulated as Flood Plain by the TRCA.

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

The next phase of the project will focus on developing and analyzing hydraulic modelling scenarios to identify specific network elements that will require improvements, and to better understand immediate infrastructure priorities

Questions and/or Discussion

Background Servicing Review

03

Mobility Review and Directions

- Overview
- Existing Conditions
- Baseline Future Context
- Opportunities and Challenges
- Preliminary Transportation Assessment
- Emerging Directions

Transportation Study Overview

The Transportation Study will develop a plan which:



Improves Pedestrian Safety & Circulation



Confirms Transit Capacity & Station Access



Expands the Micro-Mobility Network



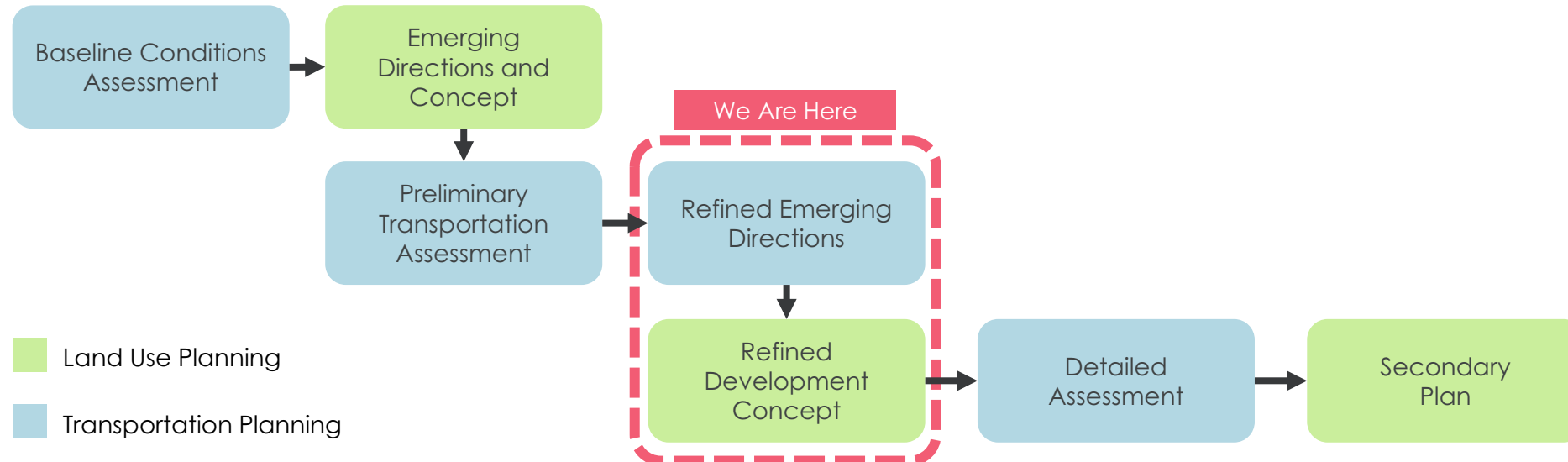
Explores Strategies to Reduce Travel Demand



Manages Traffic Capacity & Mitigates Infiltration



Controls for Parking & Curbside Needs



Reflecting Council Feedback

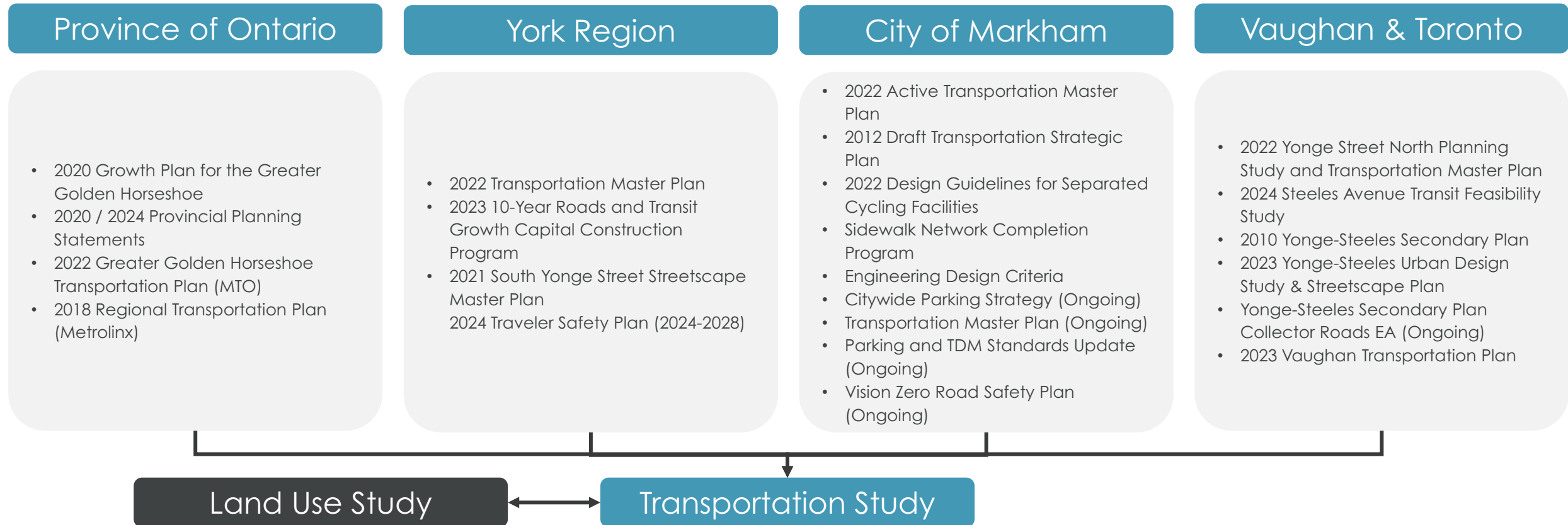
Previously, Council has expressed concerns regarding:

- Understanding the impacts of growth occurring along the Yonge Corridor
- The role of Dudley Avenue and how to mitigate traffic infiltration into stable neighbourhoods surrounding the Secondary Plan Area
- Transit capacity on the Yonge North Subway Extension
- Phasing of growth and interventions

The Preliminary Assessment has provided early insight on emerging directions for some of these items within the study area. They will be advanced further through the completion of the Detailed Transportation Assessment.

Key Inputs

The Yonge Corridor Secondary Plan's Transportation Study builds off a wide body of planning work that has been completed, and feeds into several additional studies that are in progress, at the Provincial, Regional and Municipal Levels.



*Slide represents a simplified list for visualization purposes only.

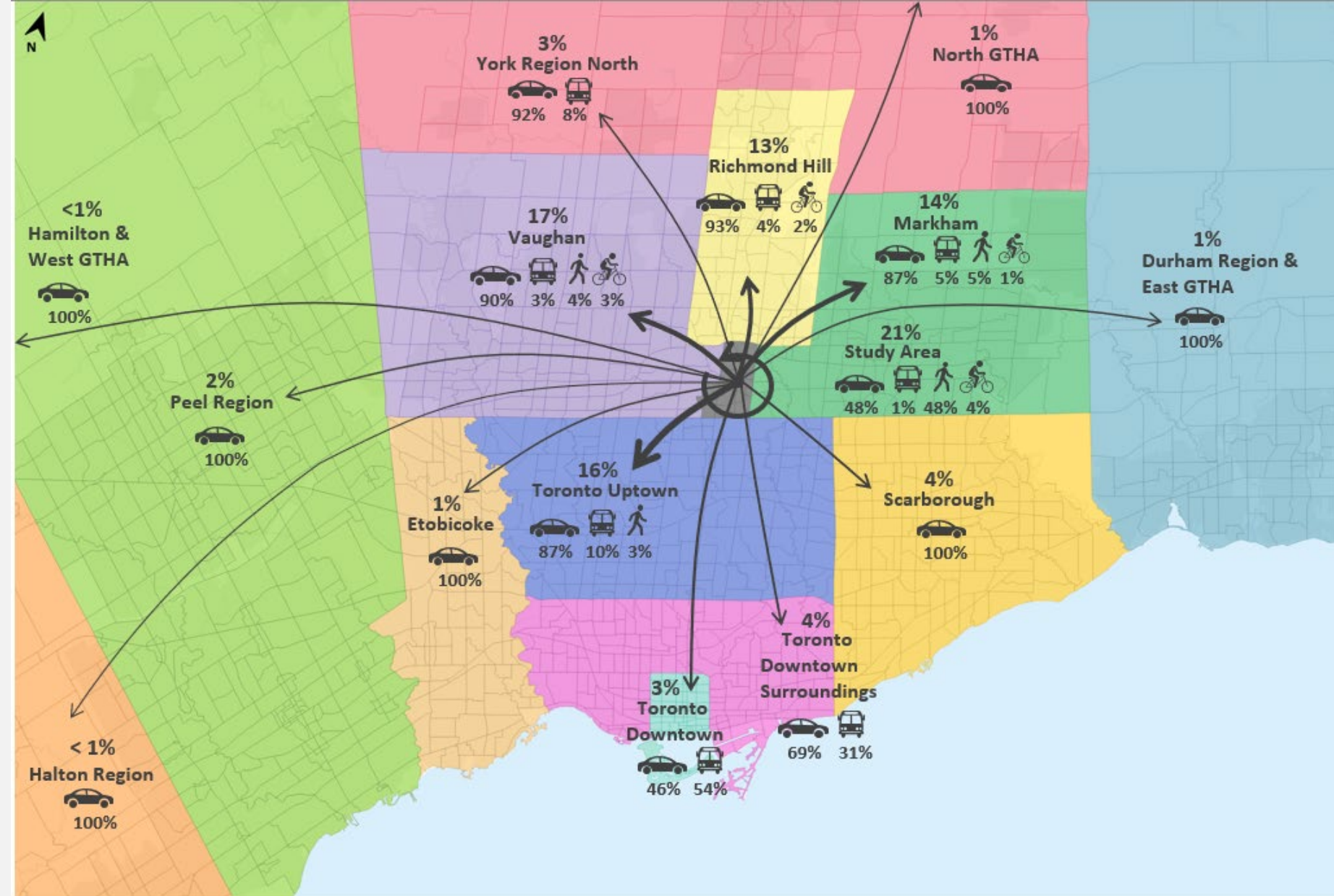
Existing Conditions



Travel Patterns

Daily travel patterns were assessed using the 2022 Transportation Tomorrow Survey.

- 21% of trips stay within the study area
- 14% travel within Markham
- 28% go to parts of Toronto
- 17% go to Vaughan
- 13% go to Richmond Hill



Travel Patterns

Study Area

Markham

Vaughan

Richmond Hill

Downtown Toronto

Toronto- Downtown Surroundings

Toronto- Etobicoke

Toronto- Uptown

Toronto- Scarborough

York Region North

Halton Region

Peel Region

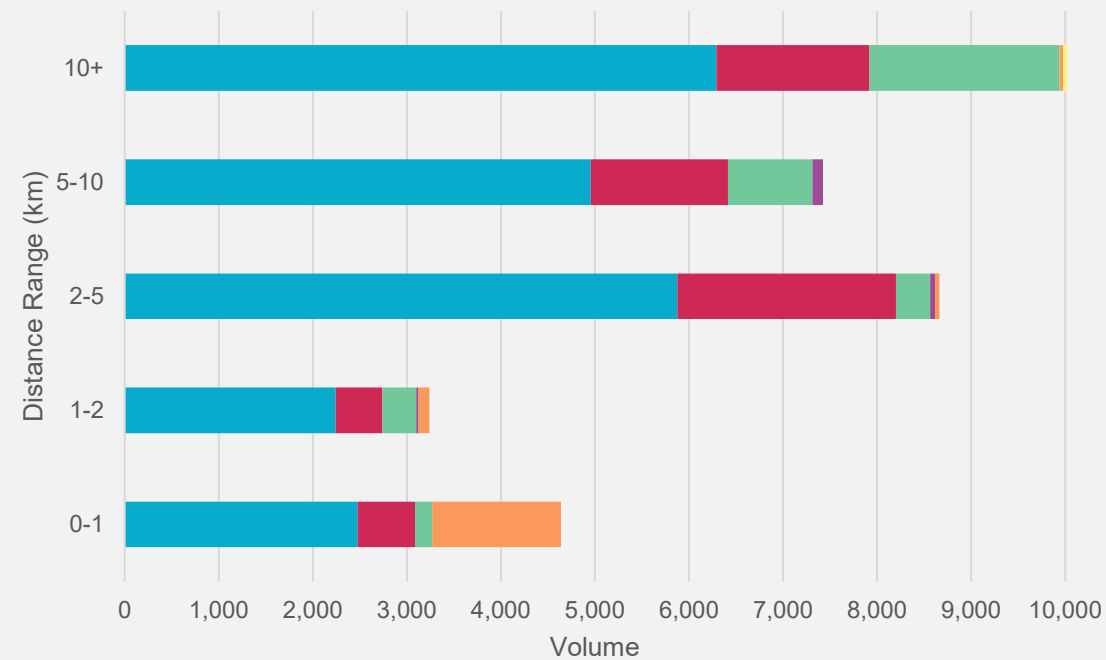
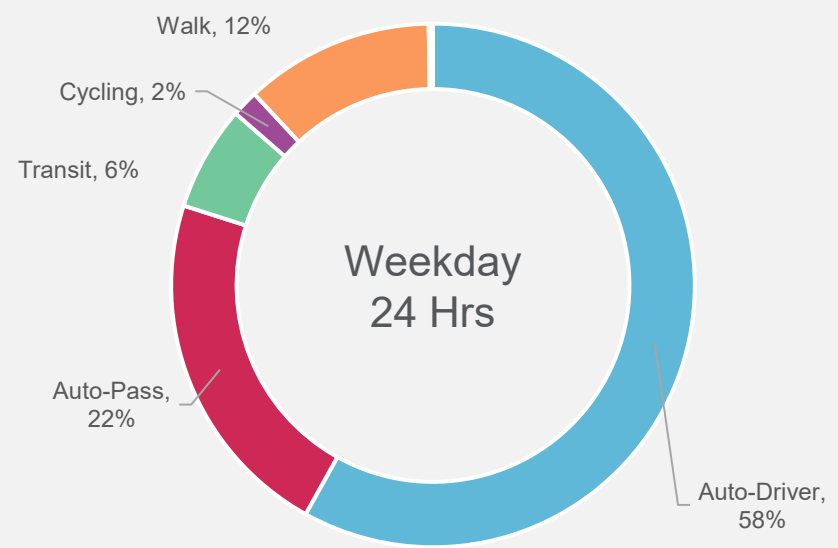
North GTHA

Hamilton and West GTHA

Durham and East GTHA

Mode Share

Most trips to/from/through the Yonge Corridor study area are by car, even for shorter trip distances where walking and micro-mobility are most viable.



Auto Auto Passenger Transit Walking Cycling



Pedestrian Assessment

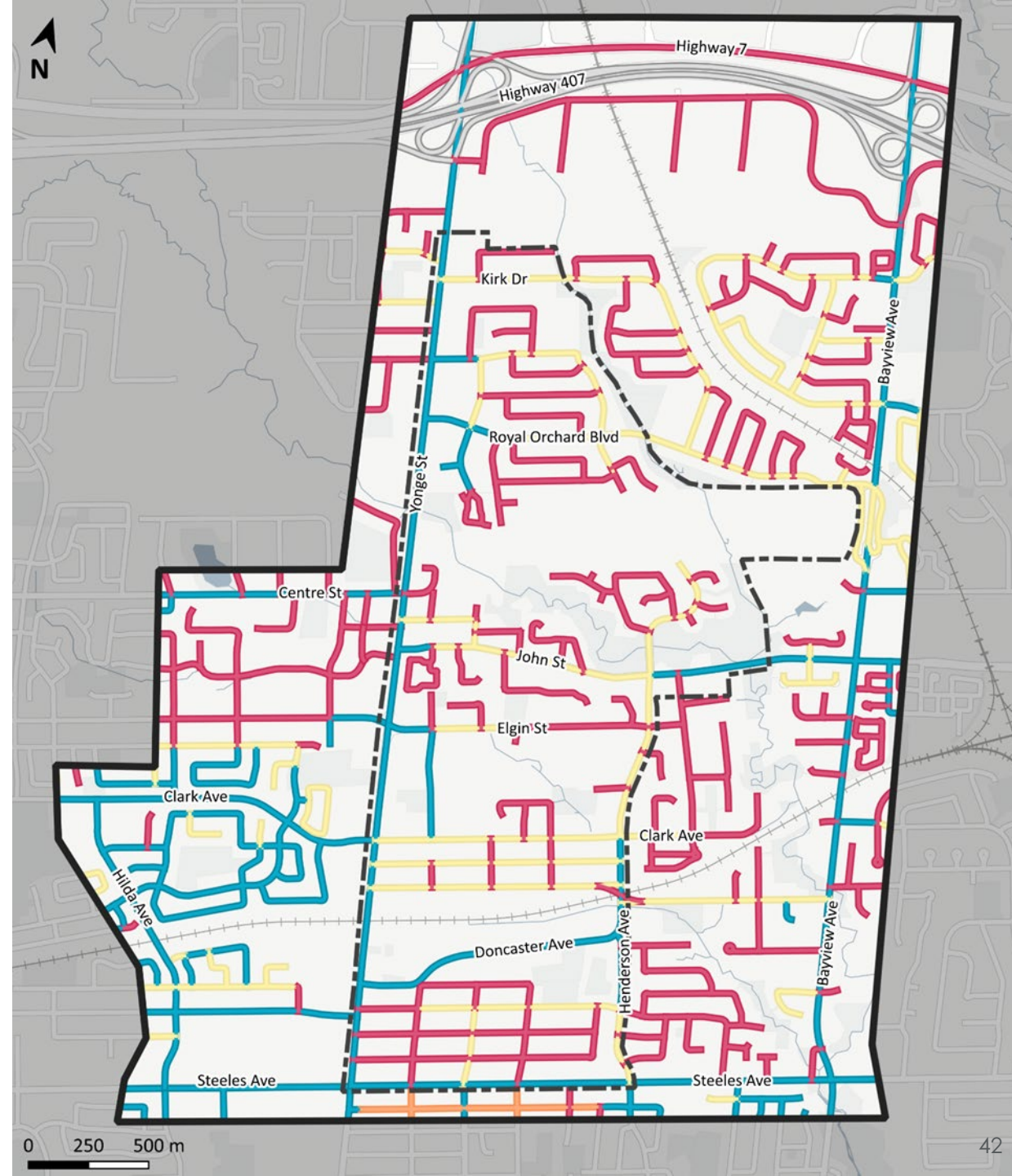
- Streets are auto-oriented and lack pedestrian-friendly design.
- Many streets lack sidewalks on either one or both sides.
- Sidewalks are often narrow, with limited separation from the roadway.
- Several channelized right turns and wide turning radii allow cars to take turns at higher speeds.
- Large distances (400 – 500 m) between intersections in some locations can make it difficult to cross Yonge Street.

Sidewalk Inventory

- Sidewalk on both sides
- Sidewalk on one side only
- Partial sidewalk on one side

- No sidewalk on either side
- Divided Highway

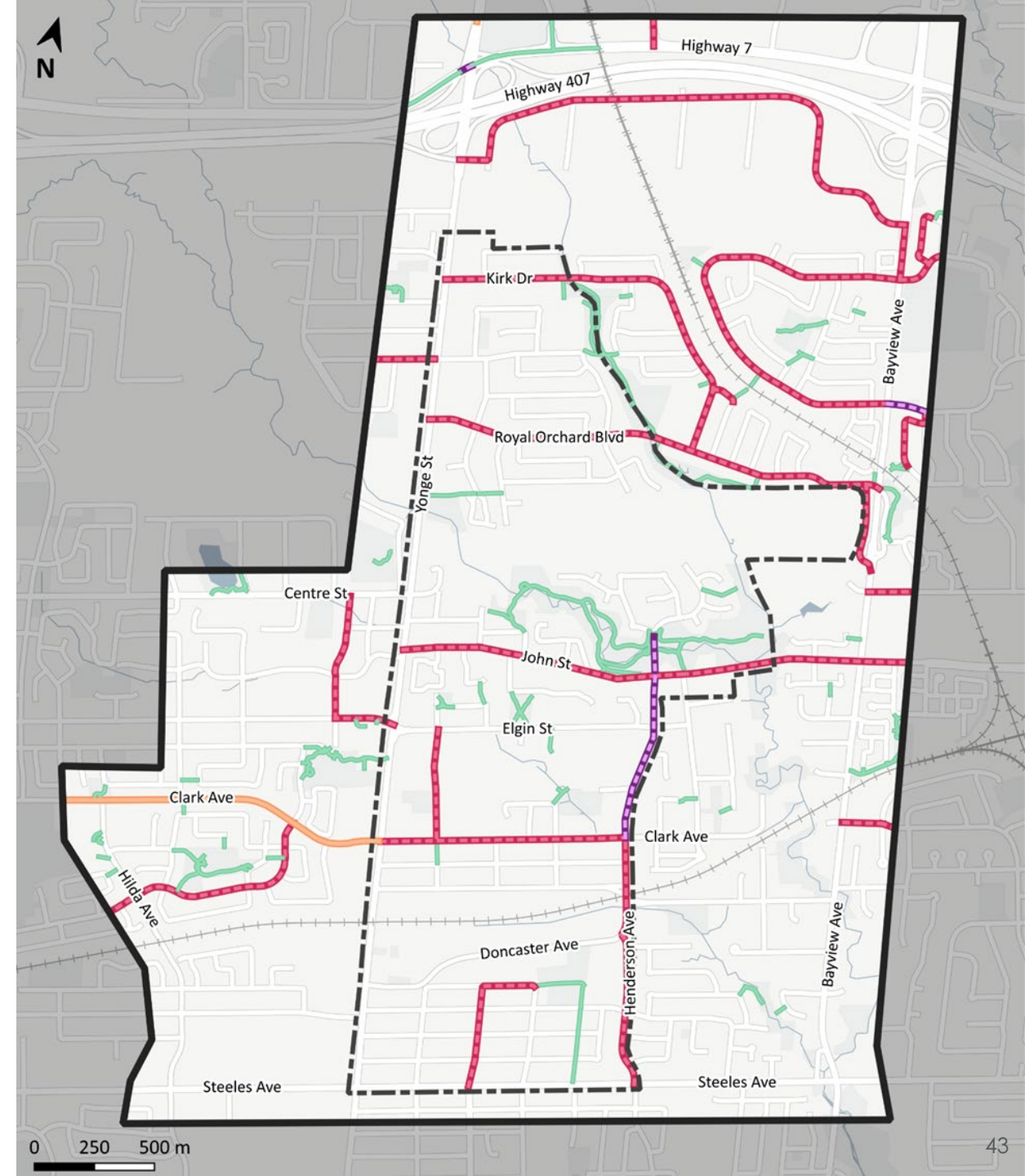
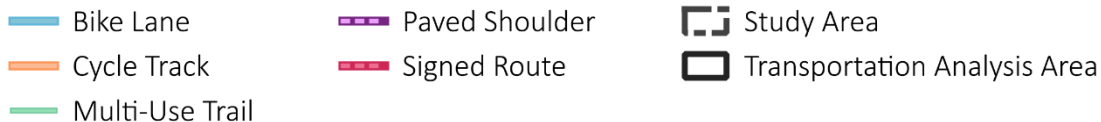
- ▭ Study Area
- ▭ Transportation Analysis Area



Micro-Mobility Assessment

- Mostly signed routes and shared roadways rather than physical separation.
- Aside from Yonge St and Doncaster Ave, most roads are one lane per direction and generally low speed. This makes it more micro-mobility friendly, but protected facilities would improve safety.
- At intersections, physical design elements contribute to an unsafe micro-mobility experience, including wide curb radii and lack of micro-mobility supportive infrastructure.

Micro-Mobility Routes

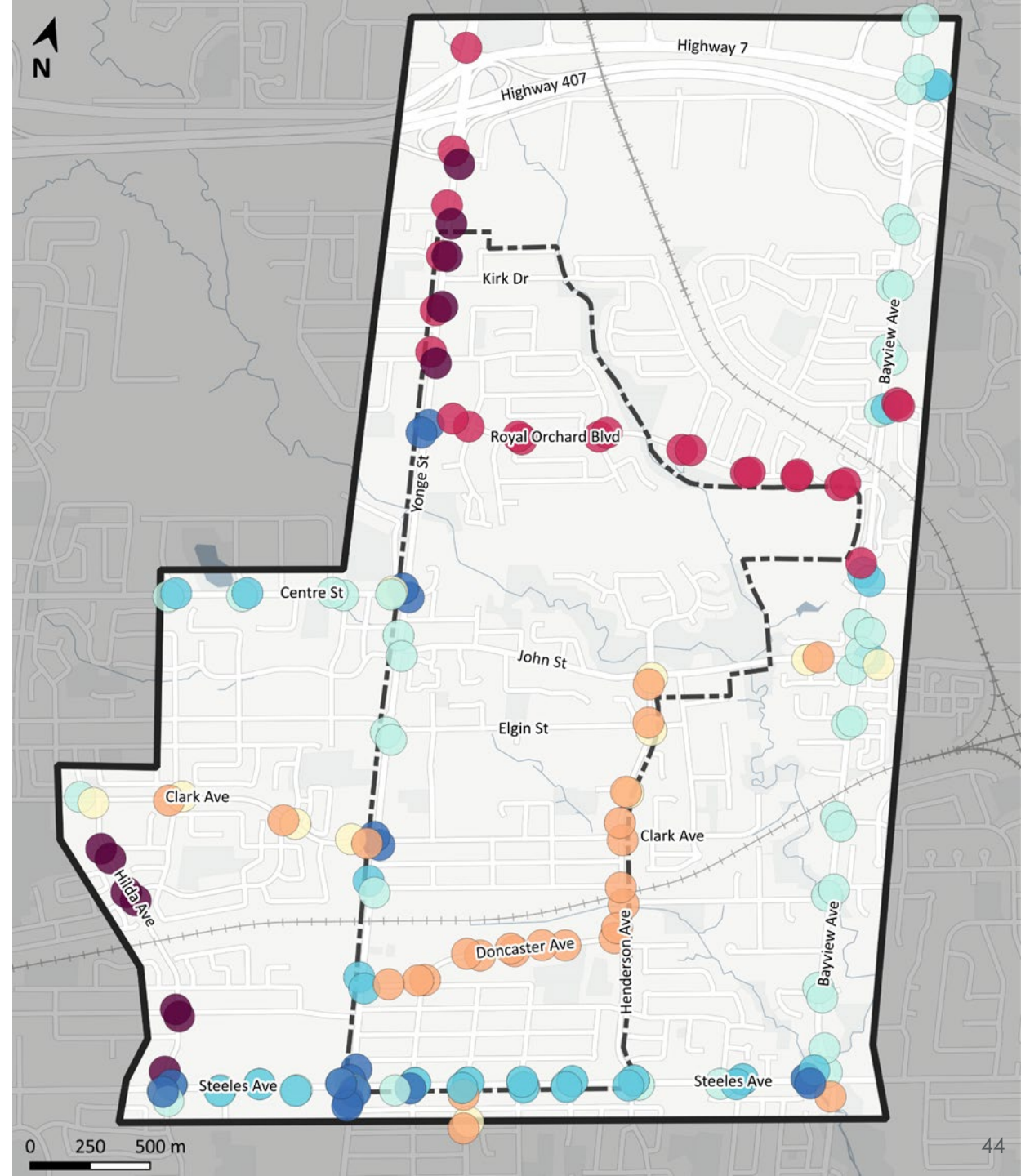
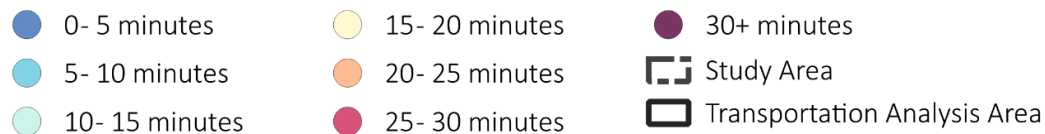




Transit Assessment

- Majority of residents are within a 5- to 10-minute walk of bus service, but not everyone has access to *frequent* bus service.
- Bus service on Yonge St is relatively frequent (10-15 minutes on-peak), but east-west service and transit connectivity is lacking north of Steeles Ave.
- Most buses do not run full:
 - Some routes do get crowded, but usually outside of the study area
 - Viva Blue experiences crowding within the study area in both peak periods.
- As of 2023, YRT is at 90% of pre-pandemic ridership.

Transit Frequency (7 am - 9 am)

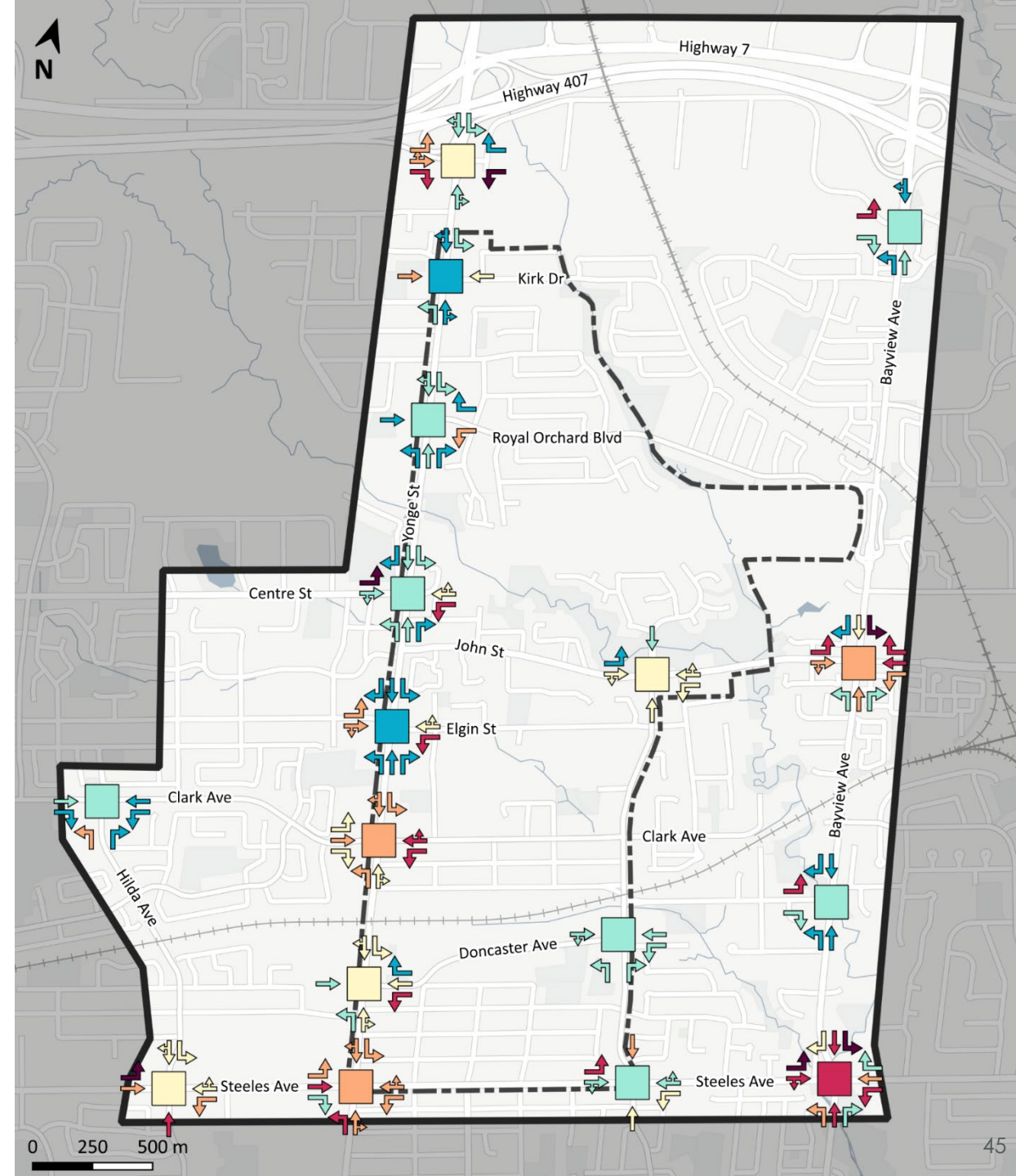




Auto Assessment

- Post-pandemic (2023) traffic modelling has been conducted for the AM and PM peak hours. PM peak hour experiences higher traffic volumes than the AM.
- Though there are areas of congestion, most of the study area is within capacity limits.
- Problematic intersections include:
 - Yonge and Steeles
 - Bayview and Steeles
 - Yonge and Clark
 - Bayview and John
- There is evidence of drivers disobeying turn restrictions, infiltrating local neighbourhoods.

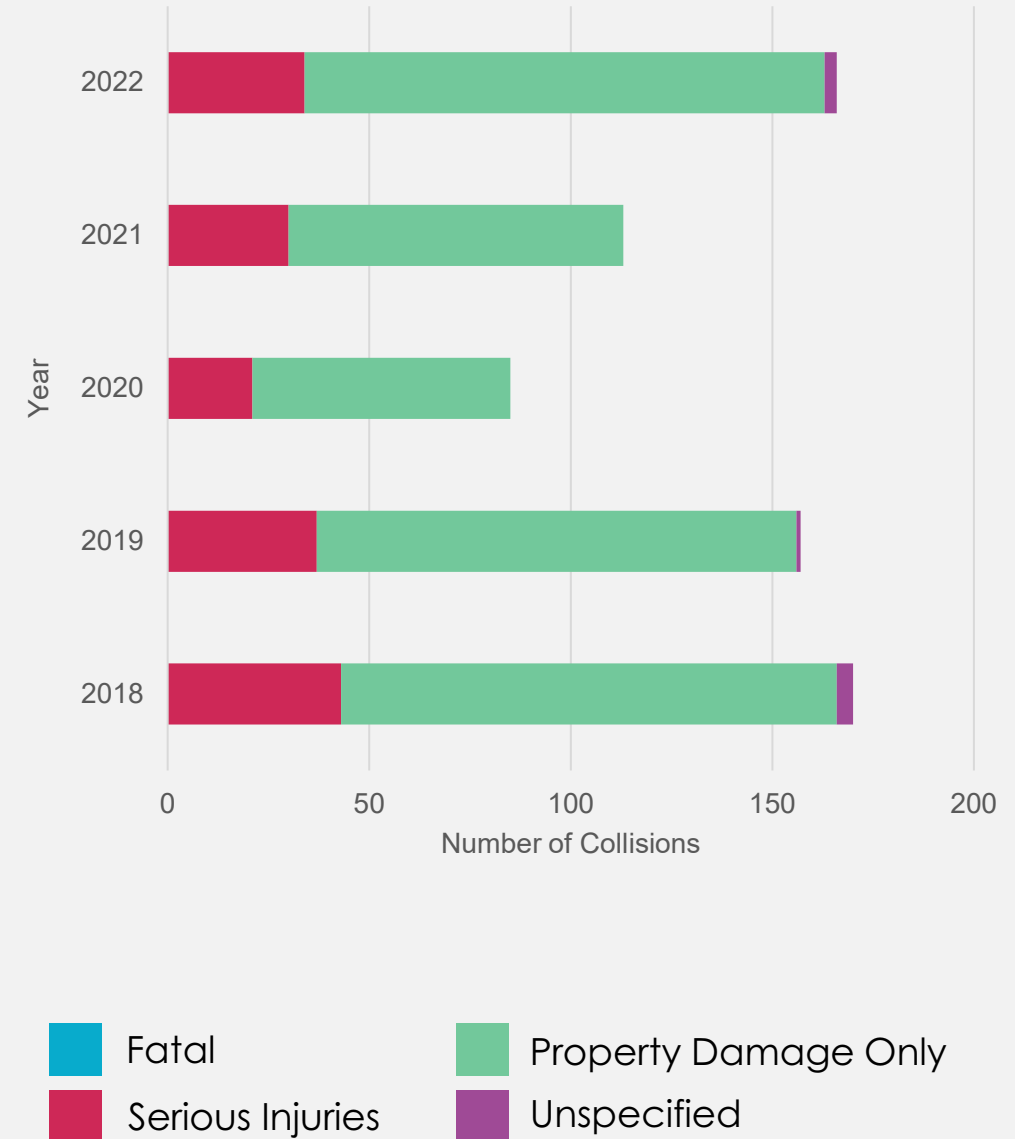
PM Auto Levels of Service





Safety Assessment

- 691 collisions between 2018 and 2022 within Yonge Corridor Secondary Plan Area.
- No fatal injuries observed over the past five years.
- Most collisions were property damage only.
- Frequency of collisions dropped significantly during the pandemic period (2020) but rebounded in 2021 and 2022.
- Hot Spots include Bayview Ave & John St, Yonge St & Clark Ave, and Yonge St between Highland Park Blvd and Steeles Ave.
- The highest-collision intersections in the study area had 30-33 collisions between 2019 and 2021, compared to 53-73 collisions for the worst ten intersections in York Region.



Baseline Future Context





Planned Sidewalk Network

- Some sidewalks will be filled in as part of Markham's Sidewalk Completion Program.
- Additional pedestrian links proposed as part of neighbouring secondary plans.
- Dudley Ave Link is shown, but its feasibility will need to be further studied.

Future Sidewalks

- Sidewalk Completion Program
- Planned New Road Link
- Potential New Connection

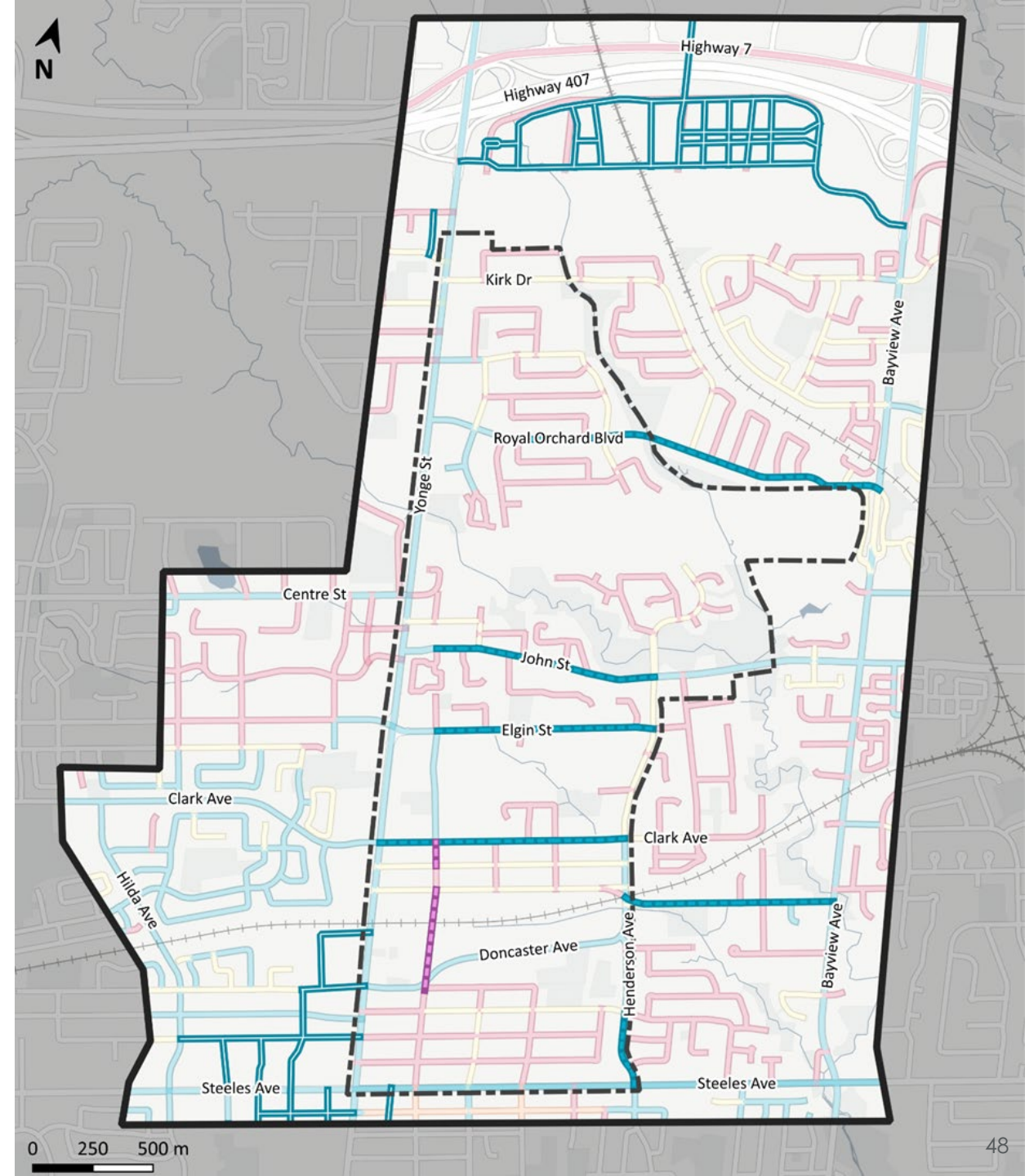
Existing Sidewalks

- Sidewalk on both sides
- Sidewalk on One Side Only
- Partial sidewalk on one side
- No sidewalk on either side



Study Area

Transportation Analysis Area





Planned Micro-Mobility Network

- Several sources outline the future micro-mobility network:
 - 2022 Vaughan Transportation Master Plan
 - 2022 York Region Transportation Master Plan
 - 2021 Markham Active Transportation Master Plan
 - Yonge-Steeles Secondary Plan (Vaughan)
 - Yonge North Secondary Plan (Toronto)
- Future micro-mobility network will be denser and more interconnected.
- Facility type will be considered as part of this work.

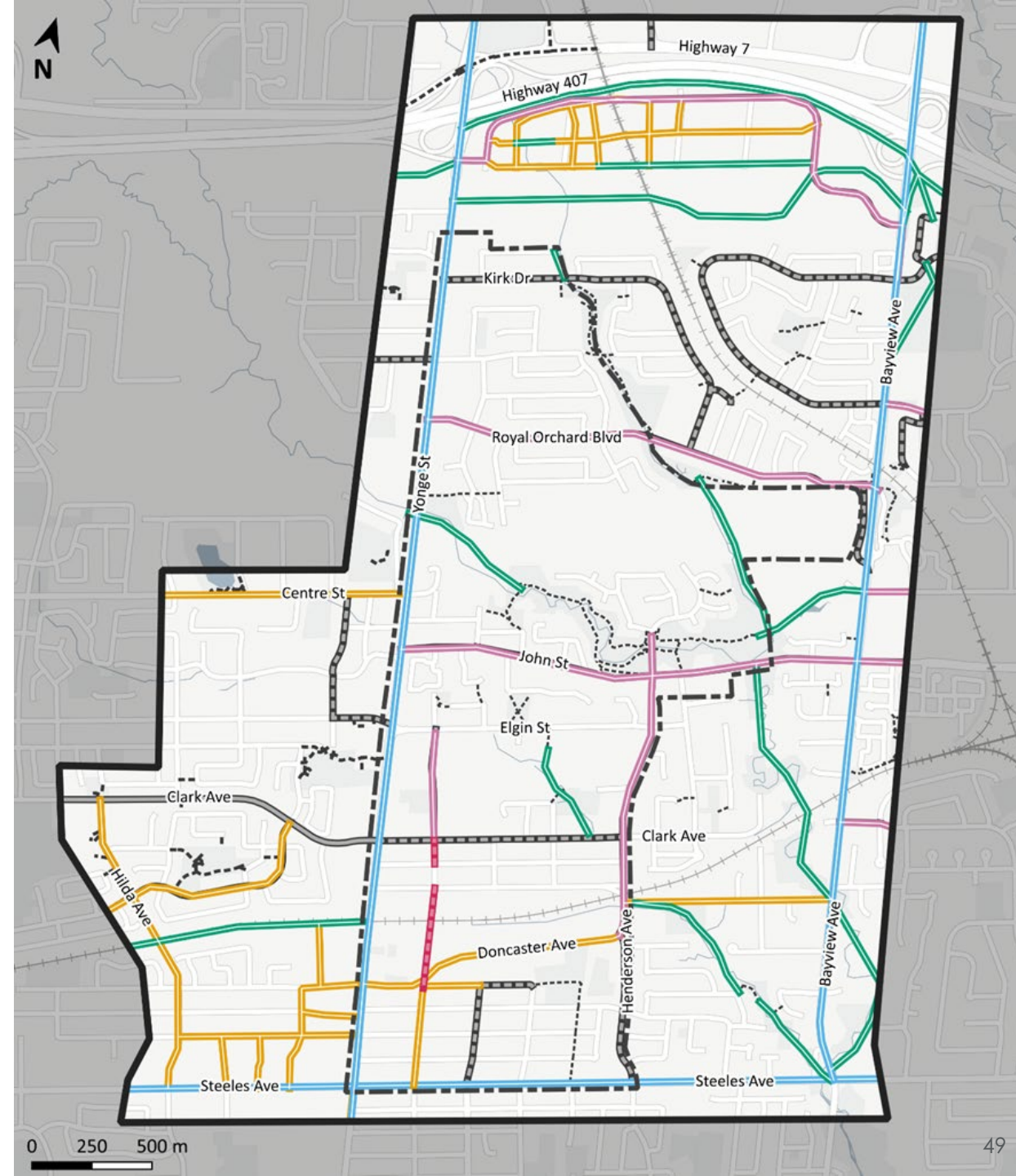
Proposed Micro-Mobility Network

- Cycling Facility
- Trail / Multi-Use Path
- Upgrade Existing Facility
- Proposed Regional Route
- Potential New Connection

Existing Micro-Mobility Network

- Higher Order Cycling Facility
- Signed Route / Paved Shoulder
- Trail / Multi-Use Path

- Study Area
- Transportation Analysis Area



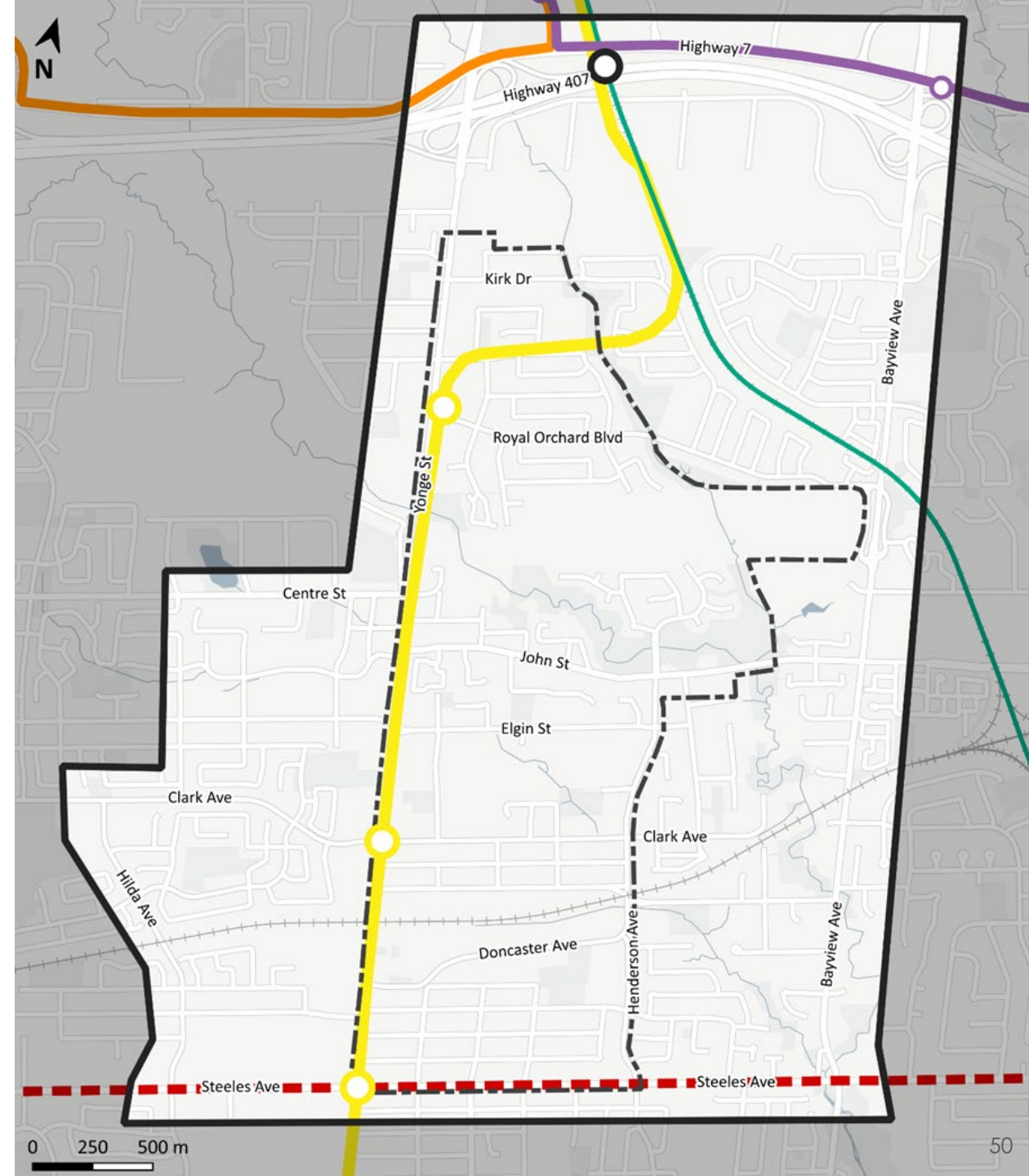


Planned Transit Network

- Future rapid transit plans are well established and are the precursor to this study:
 - Yonge North Subway Extension
 - Steeles Avenue Rapid Transit
 - Other regionally significant transit expansions (Ontario Line, Finch/Eglinton LRTs, etc.)
- Potential GO station at John St just east of Bayview under consideration by the City of Markham.
- Consideration of future local bus network will be based on Steeles Avenue rapid transit study.

Future Rapid Transit

- | | | |
|-------------|------------------------------|---------------------------------------|
| Viva Orange | Richmond Hill GO Train | Proposed Steeles Avenue Rapid Transit |
| Viva Purple | Yonge North Subway Extension | Interchange Station |
| Study Area | Transportation Analysis Area | |









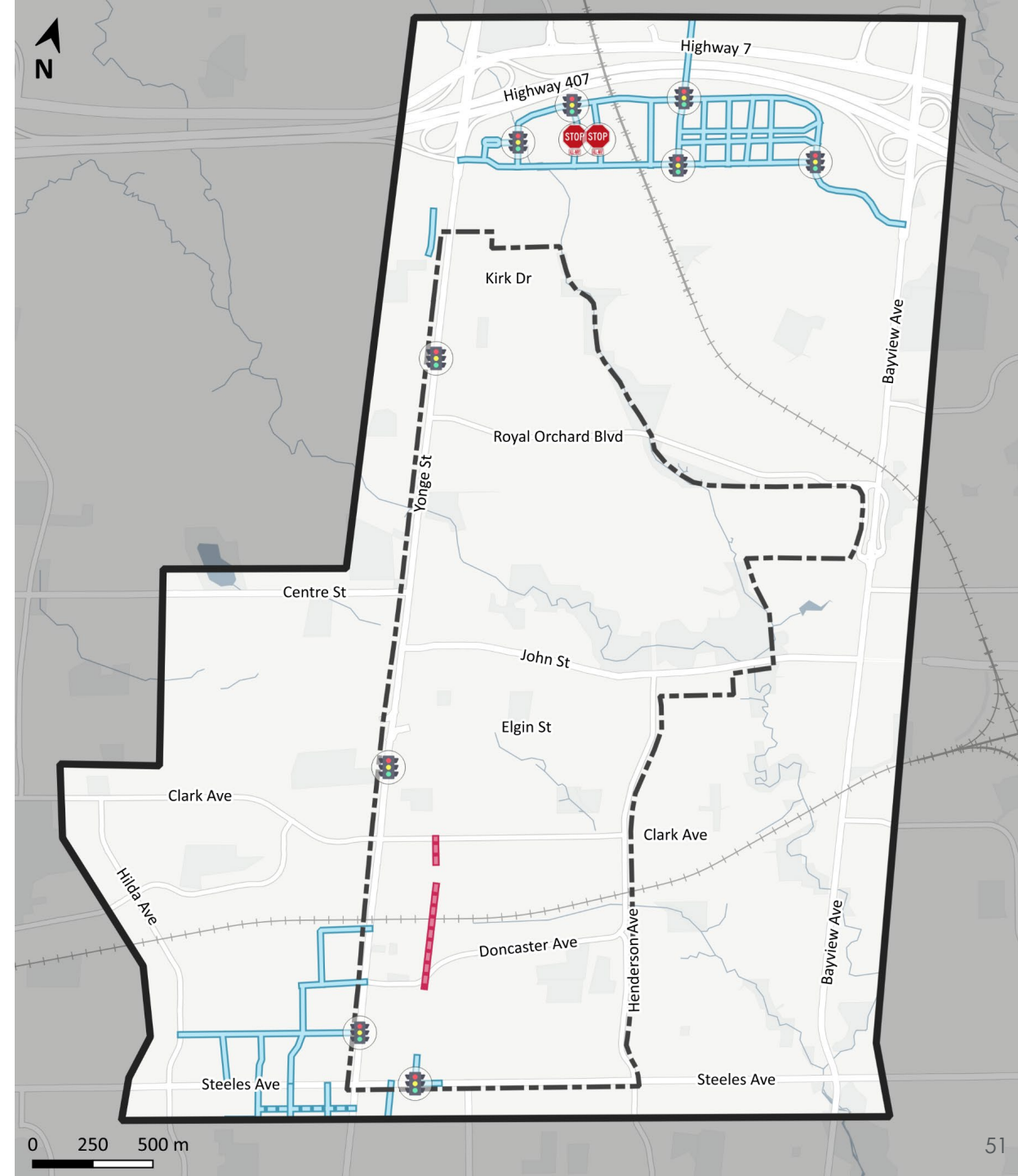


Planned Road Network

- Study area is adjacent to several major growth areas including;
 - Vaughan Yonge-Steeles Secondary Plan Area
 - Toronto Yonge-North Secondary Plan Area
 - Bridge Station Transit Oriented Development
- Planned new road links, signalized intersections and all-way stops are shown in the map.
- Dudley Ave Link under consideration as part of this Secondary Plan, but its feasibility will need to be further studied.

Proposed Road Network

- | | | |
|--|--|--|
|  New / Modified Road |  New Traffic Signal |  Study Area |
|  Potential New Connection |  New All-way Stop |  Transportation Analysis Area |



Opportunities & Challenges



Opportunities

- **Yonge North Subway Extension** will improve connectivity, presenting an opportunity to reduce reliance on cars for longer distance travel. Study area will be connected to the Bridge Station / High Tech Station transit hub via the Yonge Subway.
- Rapid transit expansion is driving **new development**, presenting an opportunity to re-imagine the space with a mix of land uses, intensified built form, and a fine-grained grid-based street network.
- Opportunity to **re-imagine neighboring streets** such as Dudley Ave.
- **Plans are already in place** to improve micro-mobility and pedestrian networks, on all sides of municipal boundaries.

Challenges

- **Pedestrian environment is poor** with many streets lacking sidewalks or having narrow sidewalks close to traffic.
- **Lack of dedicated micro-mobility facilities**, mixed with high traffic volumes, discourages micro-mobility use.
- **East-west transit service is limited** and infrequent. Success of rapid transit depends on connecting routes.
- **Poor network connectivity** in north-south direction due to rail corridor and golf course.
- **Limited roadway capacity** available to accommodate development along the corridor
- Existing **infiltration of traffic** into stable neighbourhoods may worsen as corridor intensifies.
- **New parking demands** around future subway stations is a concern.

Preliminary Transportation Assessment



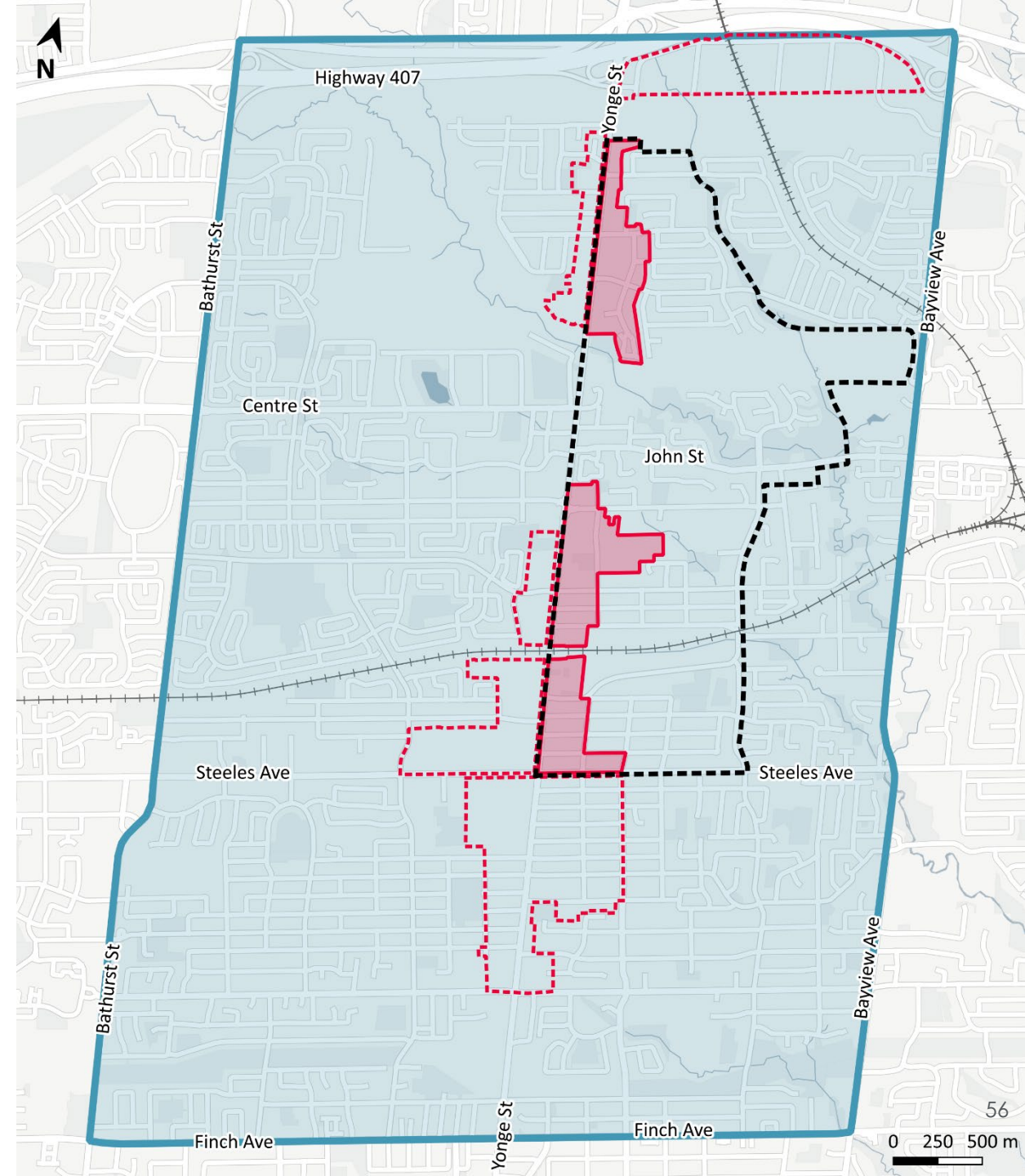
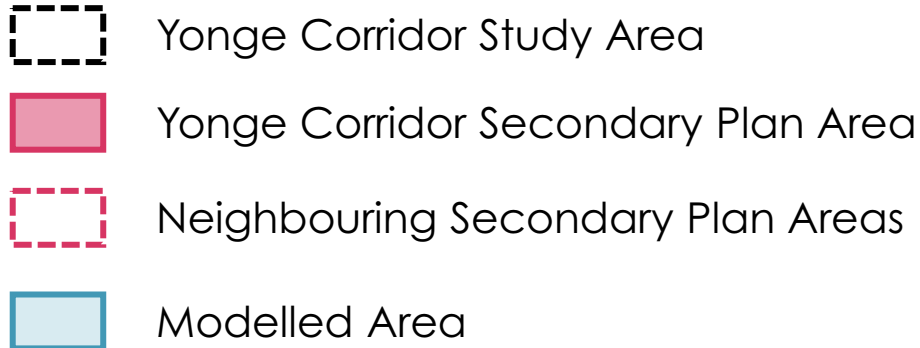
Growth Projections

2051 travel demand forecasting has been undertaken for the Yonge Corridor Secondary Plan Area.

The transportation study casts a wide net around the Yonge Corridor Secondary Plan Area in order to consider the growth (and resultant traffic impacts) of nearby intensification areas.

This includes:

- City of Vaughan's Yonge-Steeles Secondary Plan
- City of Toronto's Yonge-North Secondary Plan
- Bridge Station TOC and East Langstaff



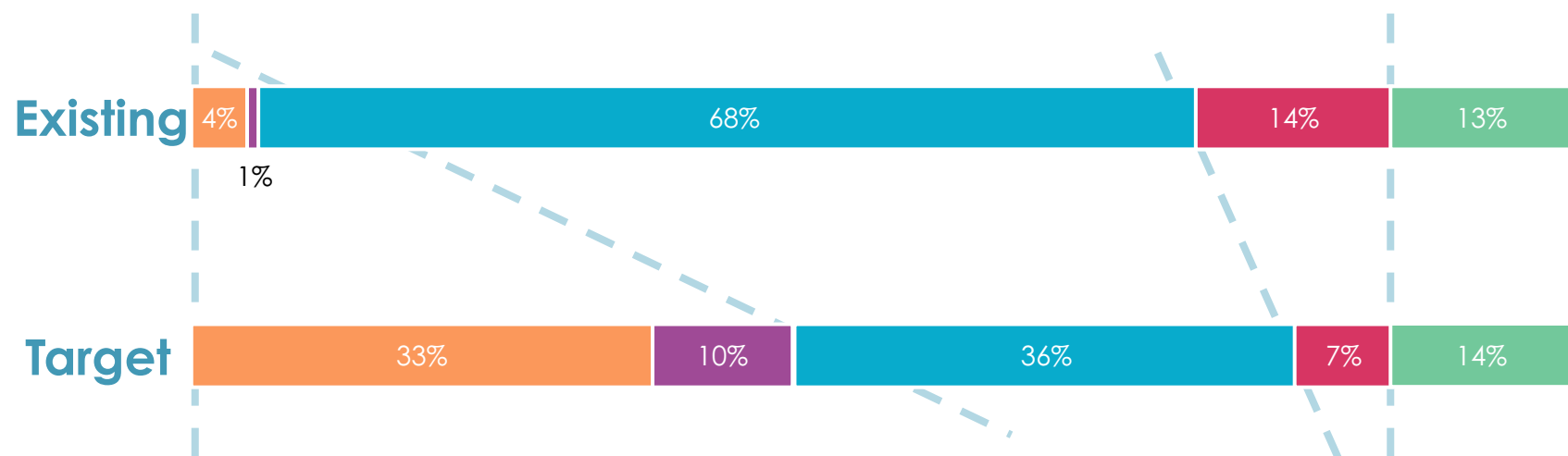
Mode Split Assumptions

Trips Starting & Ending Within any Yonge St Secondary Plan Area

- Walking
- Micro-Mobility
- Auto
- Auto Passenger
- Transit

Trips that start **and** end within any of the Secondary Plan Areas are less likely to take the subway, and more likely to walk.

Therefore, we are targeting significant increases in active transportation mode share, with reduced auto mode share.



Note: Mode shares represent proportions of a whole. Number of trips in each mode can increase, even if the mode share decreases or stays the same.

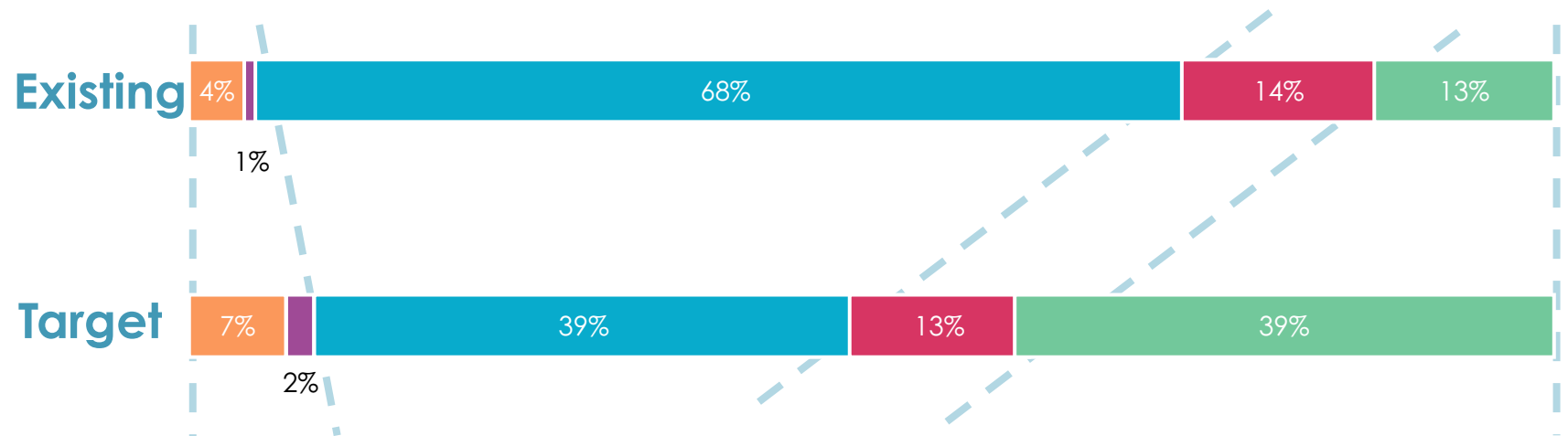
Mode Split Assumptions

Trips to/from any Yonge Street Secondary Plan Area

- Walking
- Micro-Mobility
- Auto
- Auto Passenger
- Transit

Trips that start or end within one of the Secondary Plan Areas on Yonge Street will benefit from the new subway line.

Therefore, we are targeting greatly improved transit mode share, with reduced auto use.



Note: Mode shares represent proportions of a whole. Number of trips in each mode can increase, even if the mode share decreases or stays the same.

Outcomes of Preliminary Analysis

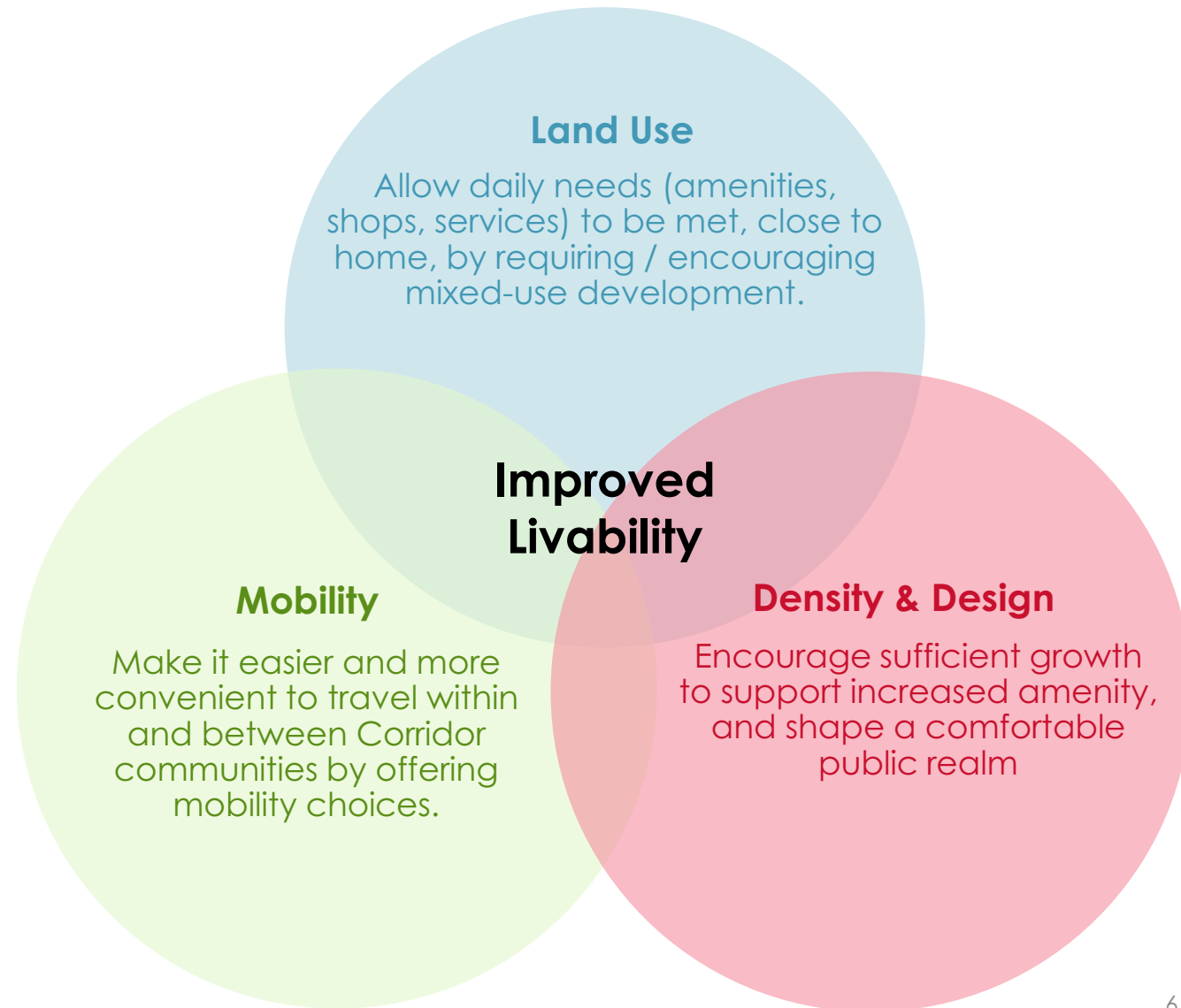
- Significant increases in travel demand can be expected through the study area in the future, irrespective of development within Markham or Vaughan along the Yonge Street corridor.
- This will result in increases in congestion versus present day conditions.
- The majority of the travel demand is just passing through the study area from other parts of the region. As such, it will likely be infeasible to provide significant improvements to the auto experience through this study.
- The constrained road network provides an opportunity and necessity for a mode shift towards walking, micro-mobility and transit.

Emerging Directions



An Integrated Vision for Land Use, Density and Mobility

- Region-wide growth is constraining the network: Study Area growth is a “drop in the bucket.”
- The YNSE will enhance transit connectivity, and the YCSP is an opportunity to shape approaching development and the corresponding transportation systems to better serve Corridor communities impacted by the already constrained network.
 - Prioritize investments that expand mobility choices, making it easier and more convenient to travel within and between Corridor communities.
 - Makes amenities and services more readily available.



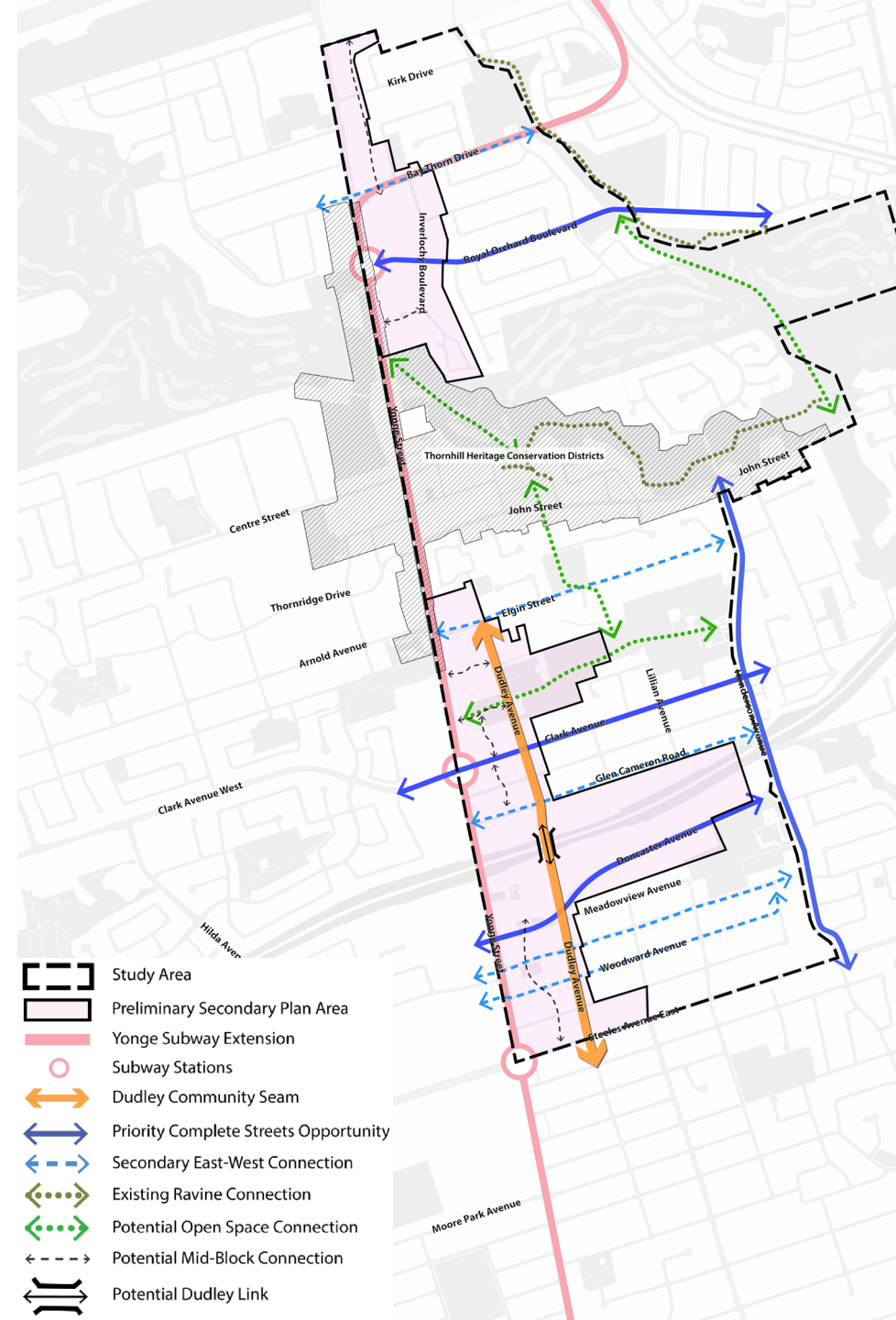
Emerging Directions

Mobility and Streets

Overall Goal:

Improve mobility throughout the Study Area by offering additional and convenient travel choices.

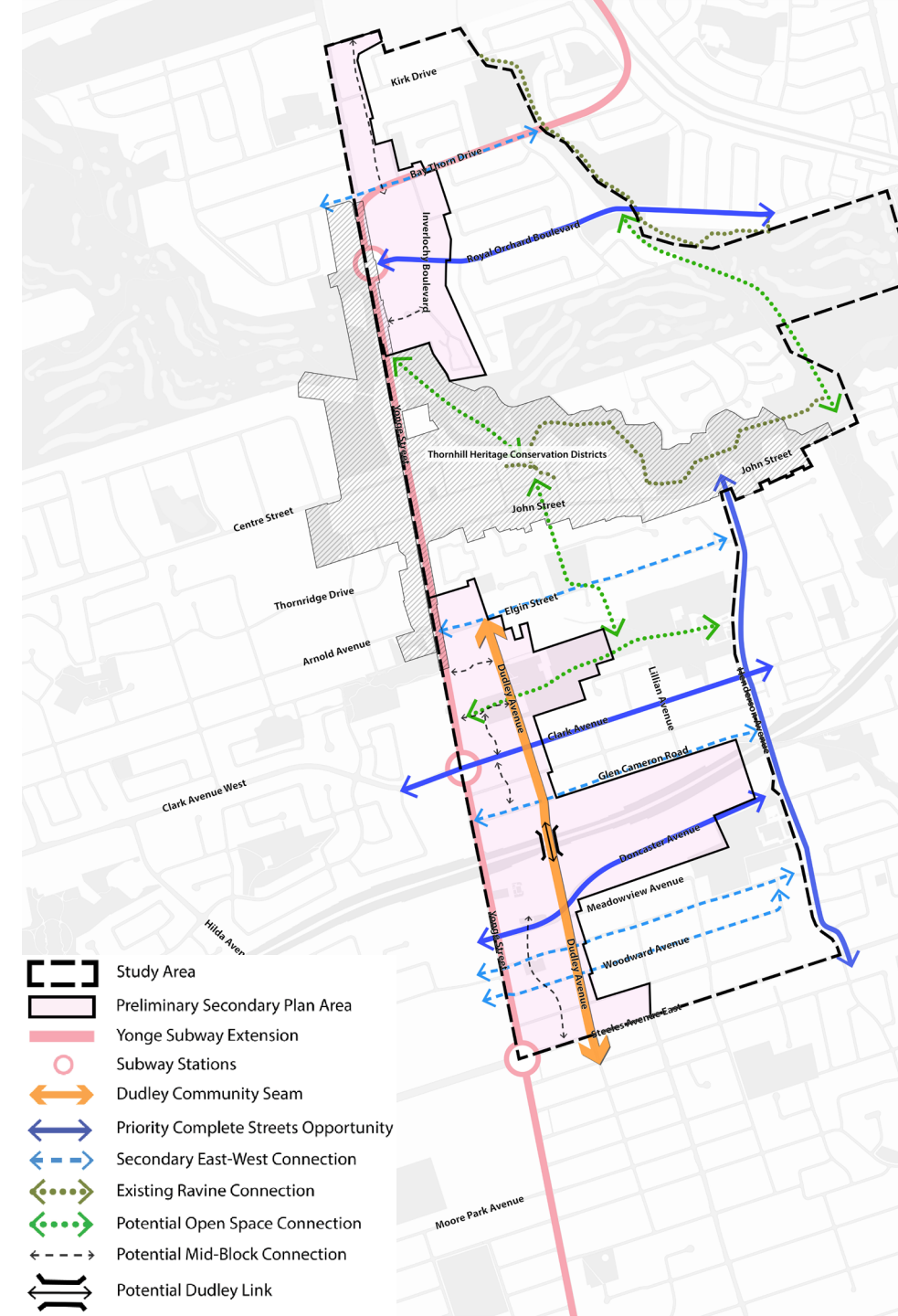
- **Strengthen and improve east-west active transportation and transit connectivity**, particularly to and from stations.
- Enhance **north-south connectivity** by creating new midblock connections, supporting Dudley's role as an active mobility corridor, and improving open space connections.
- Encourage the **integration of transit infrastructure** into the design of future development.



Emerging Directions

Yonge Street

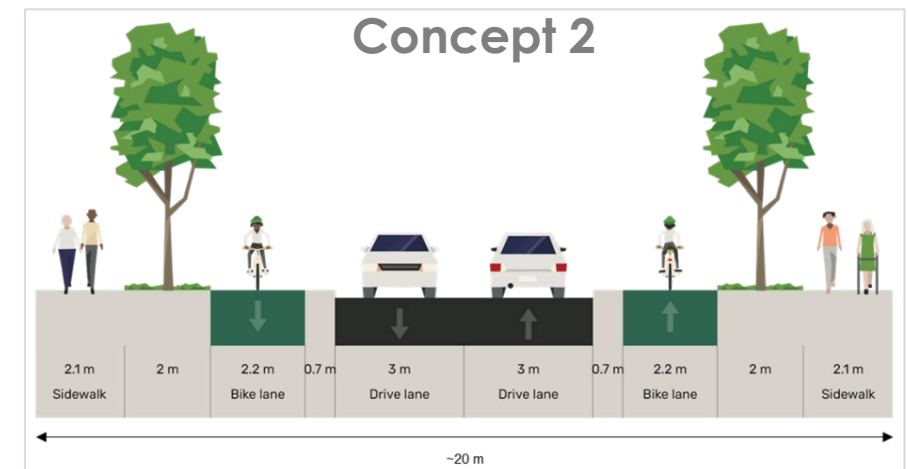
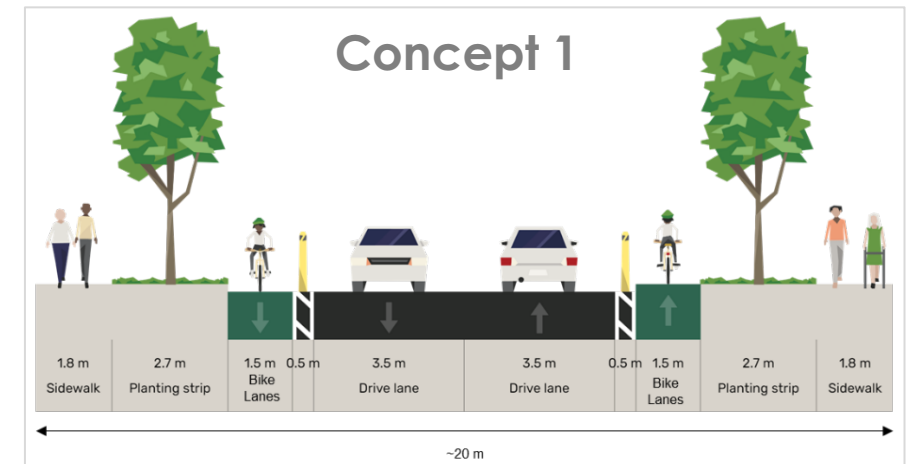
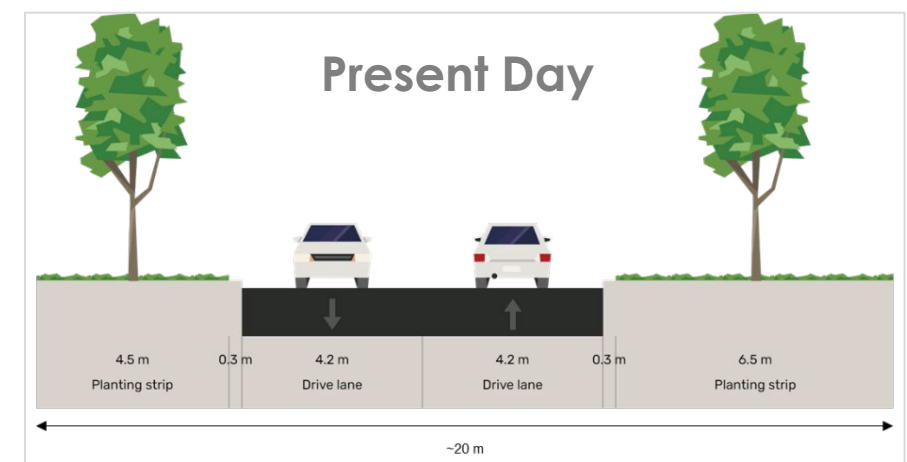
- **Redesign Yonge Street to safely and accessibly serve all road users**, prioritizing the safety / comfort of vulnerable road users (including pedestrians, cyclists, and other micro-mobility users)
- The design and character of Yonge should evolve to balance vibrancy ambitions with functions as regional connection, with specific consideration for its relationship to natural and cultural heritage elements.
- The requirement for additional “curb side” space to facilitate connections to stations should be considered.



Emerging Directions

Dudley Community Seam

- Designed as a pedestrian- and micro-mobility priority street with generous landscaping, such as green buffers and areas of bio-diverse planting.
- Will serve as a boundary between the intensifying areas of the secondary plan and existing neighbourhoods to the east. It will include interventions that discourage traffic infiltration and reduce vehicular speeds.
- Initial traffic modelling suggests this street would be well used, though would not materially alleviate congestion along Yonge Street.
- The feasibility of the connection must be confirmed with a functional design study at a later date, due to challenges with grading on either side of the rail corridor. Alternative alignments and vehicular crossings will be considered through revisions to the Emerging Concept.



Street Design

The study is adopting an iterative approach to planning streets.

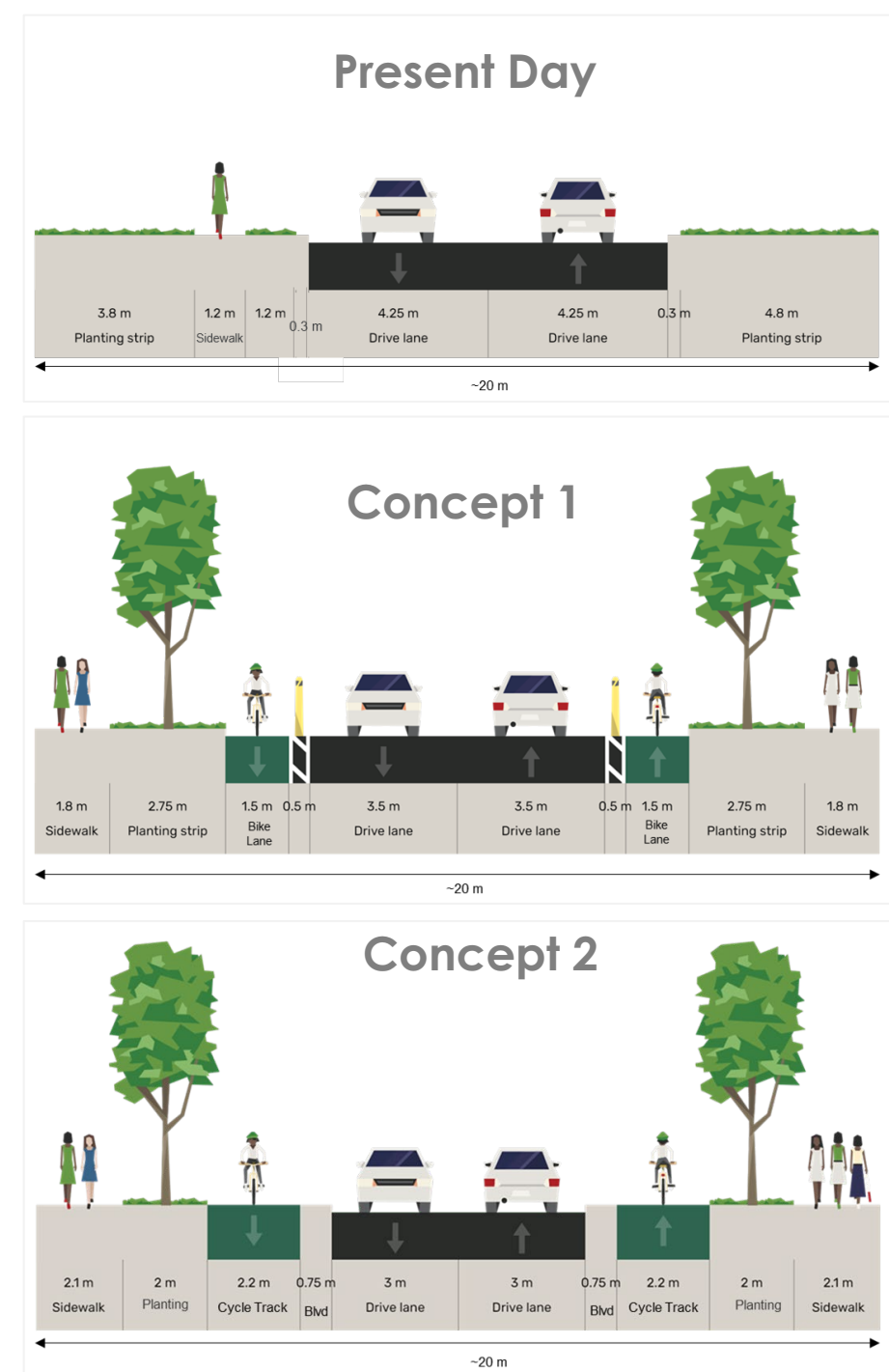
For this phase, we have explored two alternatives:

- **Concept 1:** Fitting in the bare minimum amount of space for active transportation improvements, without overly reducing space for cars.
- **Concept 2:** More ambitious re-distribution of space towards active transportation.

Both concepts use the existing right-of-way for this phase of work (no widenings).

The purpose of this exercise is not to pick one concept or the other.

The purpose is to identify pinch points, and to see where more right-of-way would be beneficial to achieve all of our objectives.





Questions? Comments?

04

Parks and Open Space Vision

- Public Realm Strategy
- Emerging Concept Overview
- Expanding Parkland Access and Delivering a Complete Community

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.

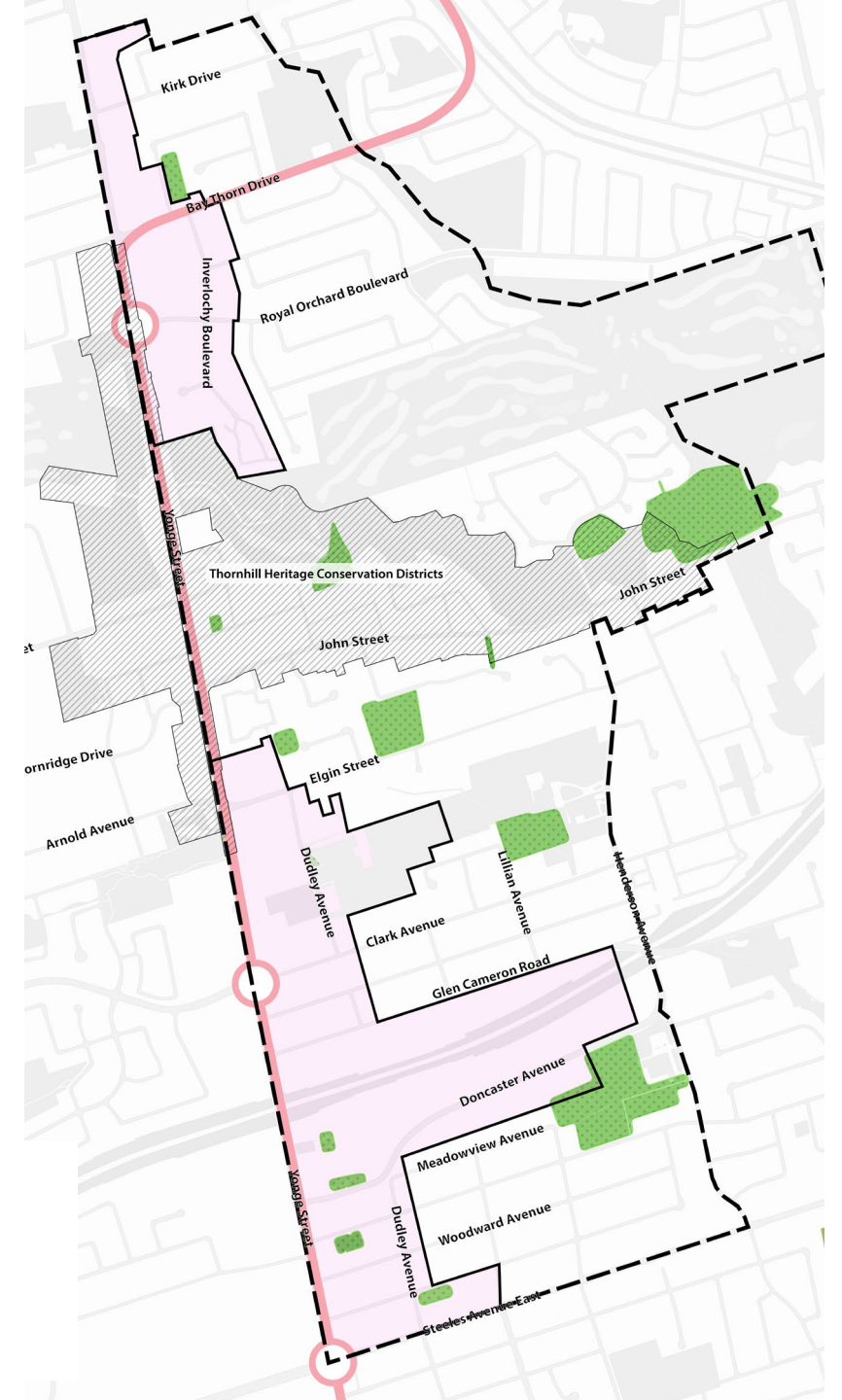
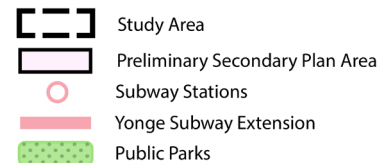
The Yonge Corridor Secondary Plan will:

- 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.

Existing Parks

Within the Study Area:

- **12 public parks**, forming 54 acres (23 hectares) of total open space and comprises 5.63% of the land.
- **Publicly accessible open spaces** (such as schoolyards), amount to 5.99% of the land.
- An **existing ravine system** comprising 48 acres (19.5 ha), or 5% of total land, of additional open space to residents.
- **All existing open space** and parkland comprises 16.62% of total land.



Emerging Directions

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

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



Five Areas of Focus

1. Signature Parks and Opportunity Sites
2. Parkland Consolidation Zones
3. Community Seams
4. Employment Areas and Apartment neighbourhoods
5. Connecting People to Parks

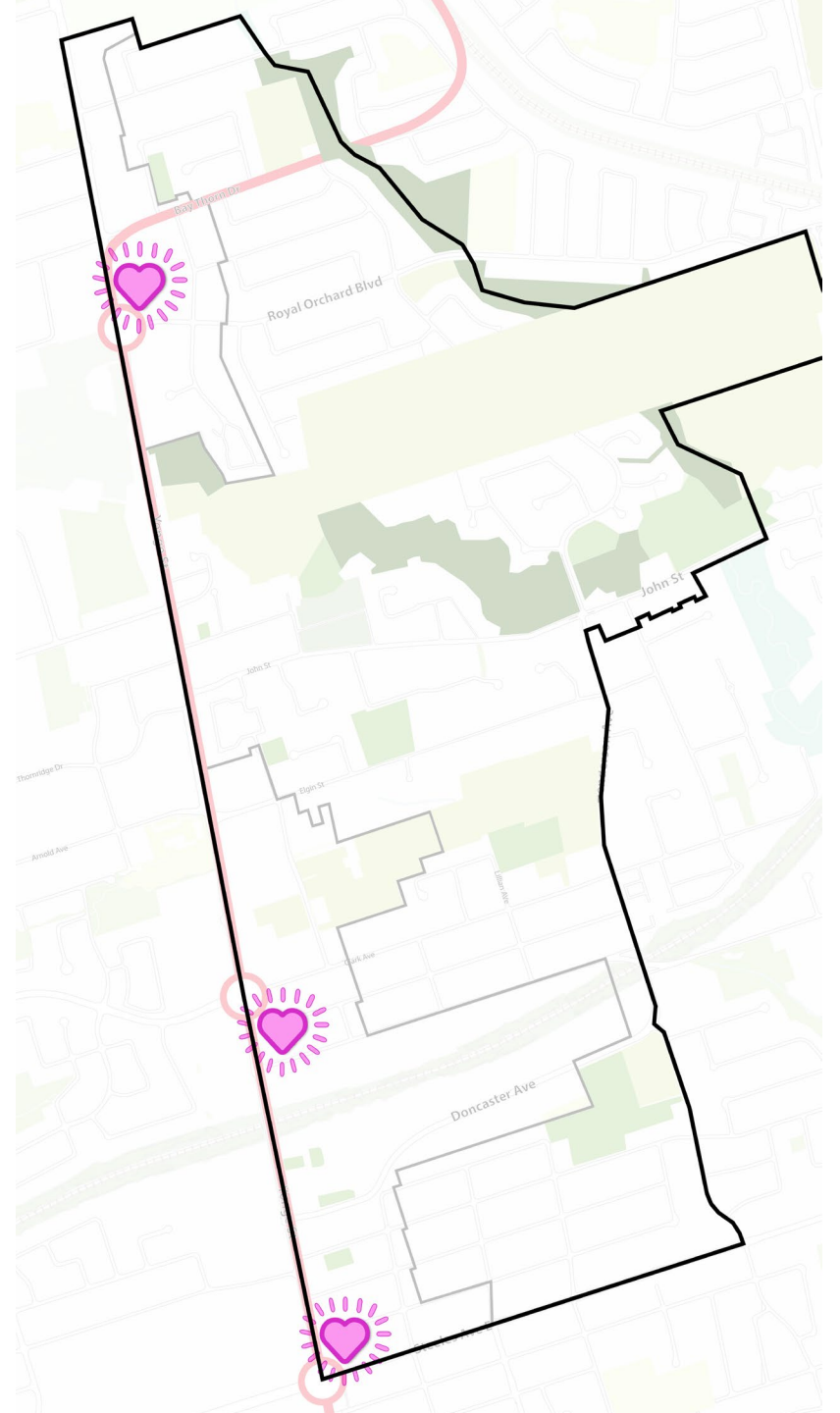


Signature Parks and Opportunity Sites

- Encourage the development of an urban-format, Signature Park at each of the Stations.
 - Leveraging larger development sites to deliver **character-defining community gathering spaces**, with designs that elevate the spaces into local destinations.
 - The design of Signature Parks should advance through a **collaborative design process**.



Place des Fleurs-de-Macadam, Montreal.
Source: worldlandscapearchitect.com



Parkland Consolidation Zones

- City to play an active role coordinating (e.g. Master Parkland Agreement) the delivery of parkland by directing off-site contributions to existing areas where consolidation will have the greatest benefit by enhancement of park programming.
 - Alongside **existing parks and open spaces** within the Study Area to expand existing destinations.



Grandview Park in Markham. Source: Google Maps Streetview

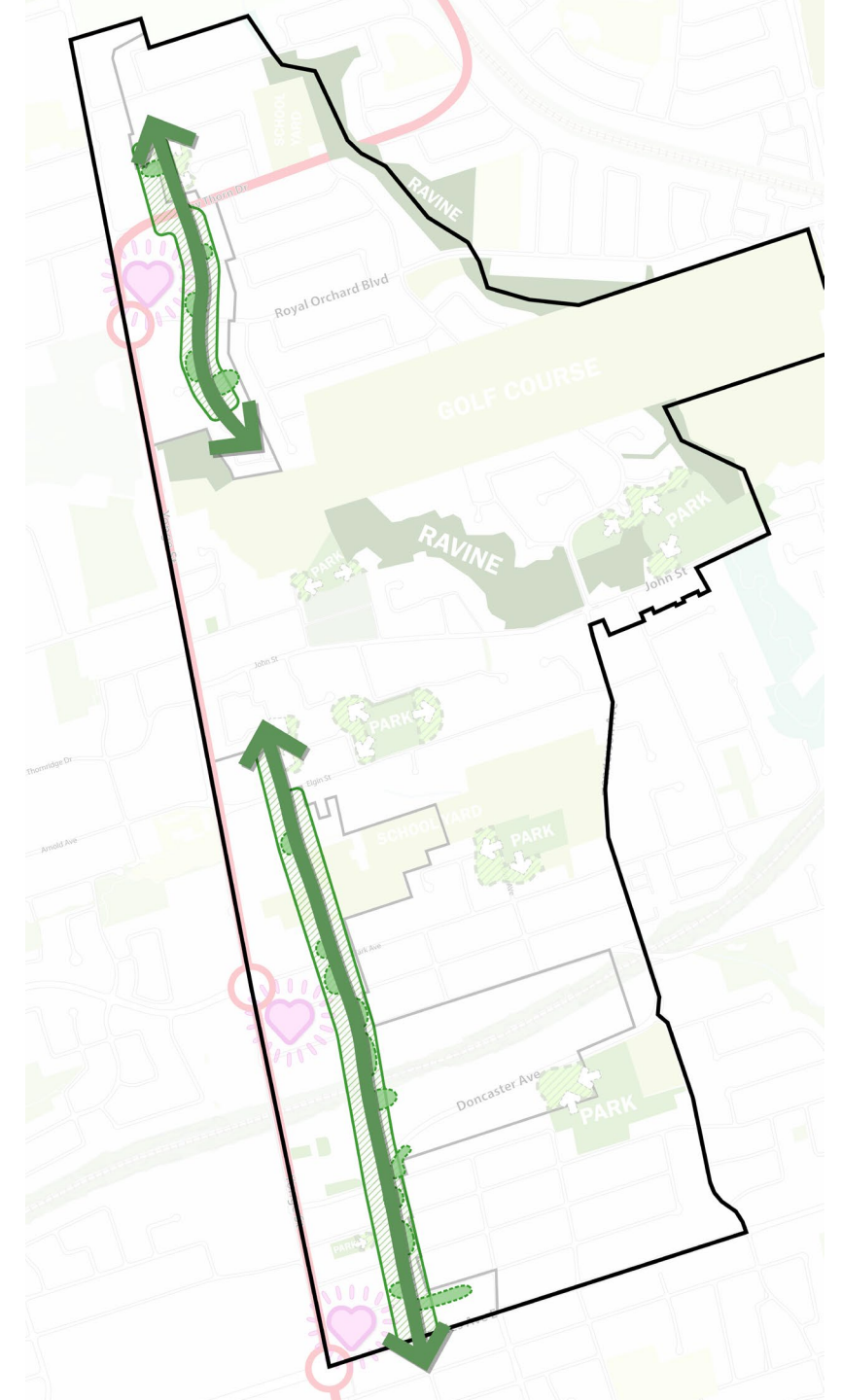


Parkland Consolidation Zones

- City to play an active role coordinating (e.g., Master Parkland Agreement) the delivery of parkland by directing off-site contributions to areas where consolidation will have the greatest benefit by enhancement of park programming.
- 2. To parcels along the **Community Seams** where they will serve existing and future residents.



Landscaped Open Space, Carine, Australia. Source: moool.com

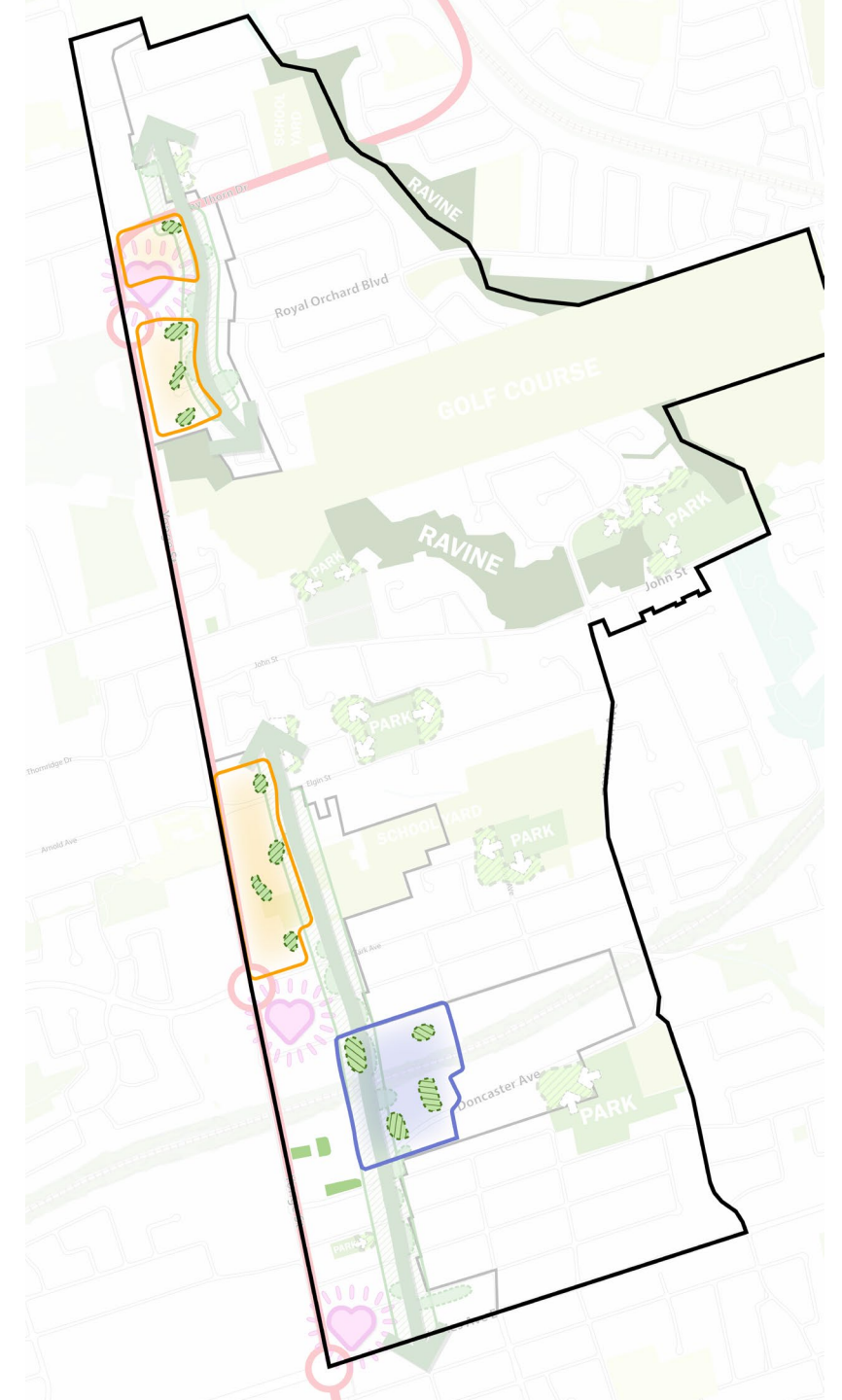


Employment Areas and Apartment Neighbourhoods

- Require the delivery of a Signature Park as a condition of comprehensive development of **Apartment Neighbourhoods**.
- Consider a criteria-based approach to evaluating redevelopment of the **Employment Land** closest to transit, which clarifies City priorities – including the potential for new open spaces.



Public Open Space, Lithuania. Source: archdaily.com



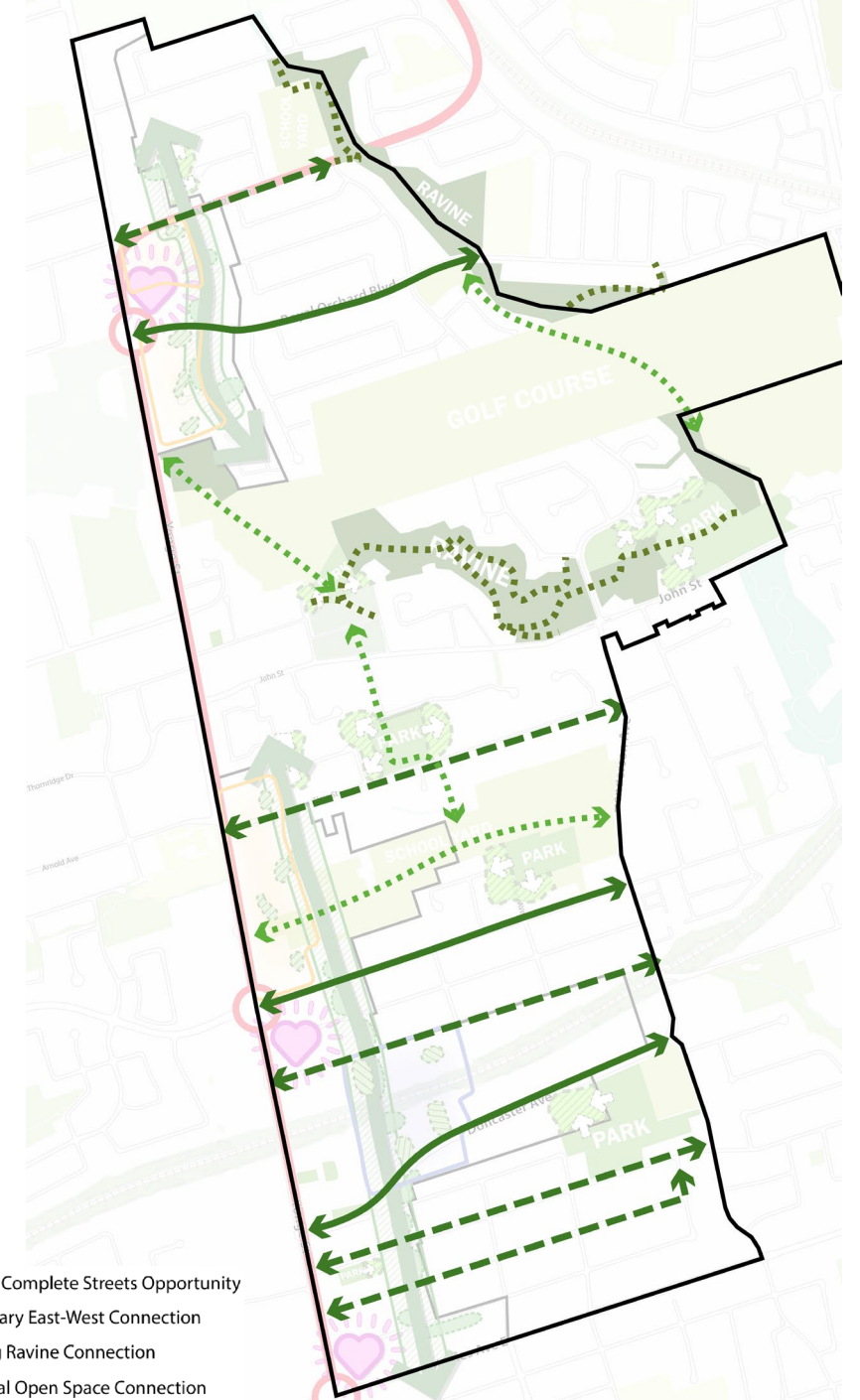
Connecting People to Parks

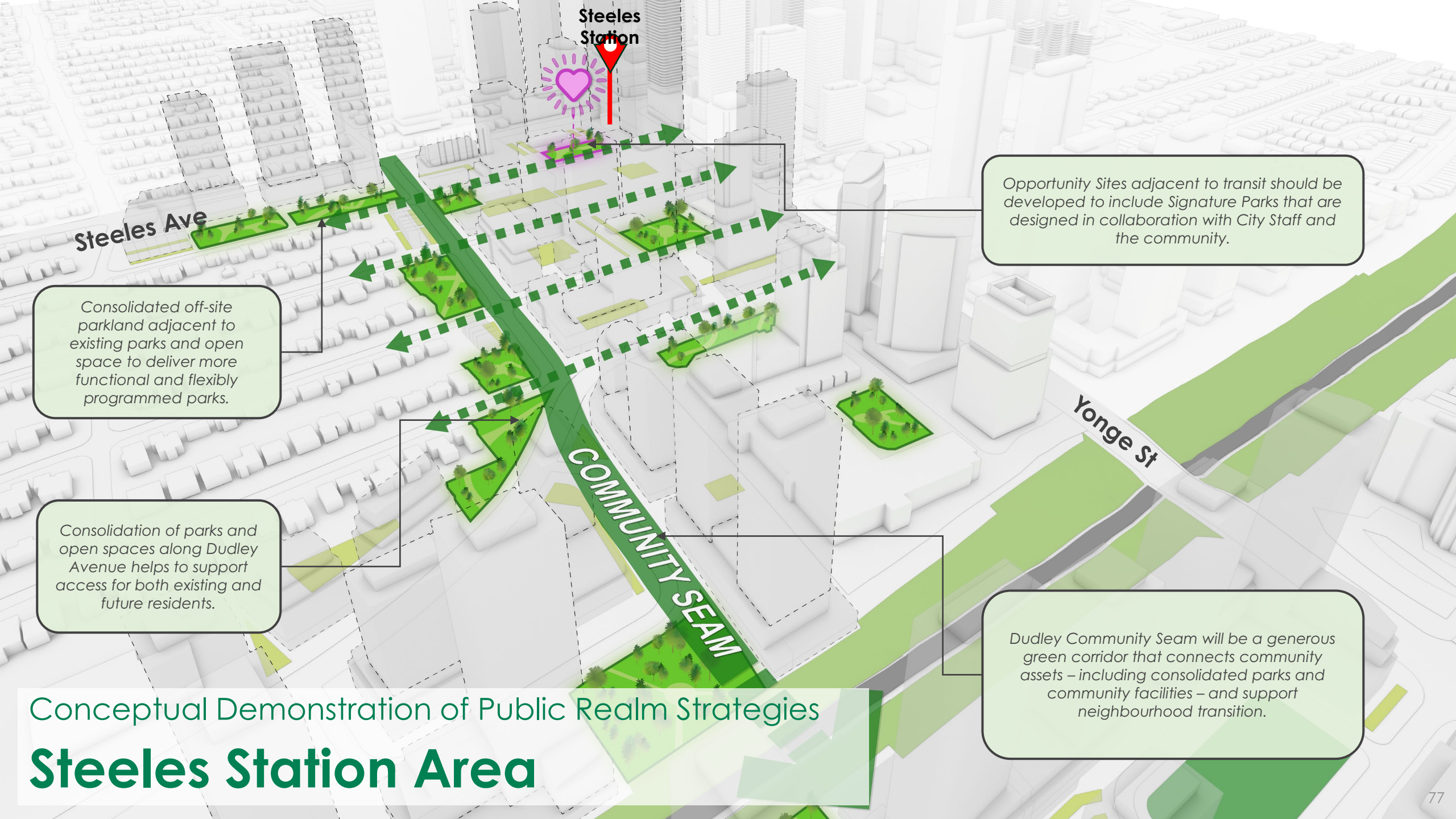
- Support the development of a connected active mobility network to make it easier for residents to get to their favourite parks.
- Explore partnerships to improve access to and through school sites and the ravine network



Public Open Space, South Hill, New Jersey. Source: channeleye.media

- ↔ Priority Complete Streets Opportunity
- ↔ Secondary East-West Connection
- ⋯ Existing Ravine Connection
- ⋯ Potential Open Space Connection





Steeles Ave

COMMUNITY SEAM

Yonge St

Steeles Station

Consolidated off-site parkland adjacent to existing parks and open space to deliver more functional and flexibly programmed parks.

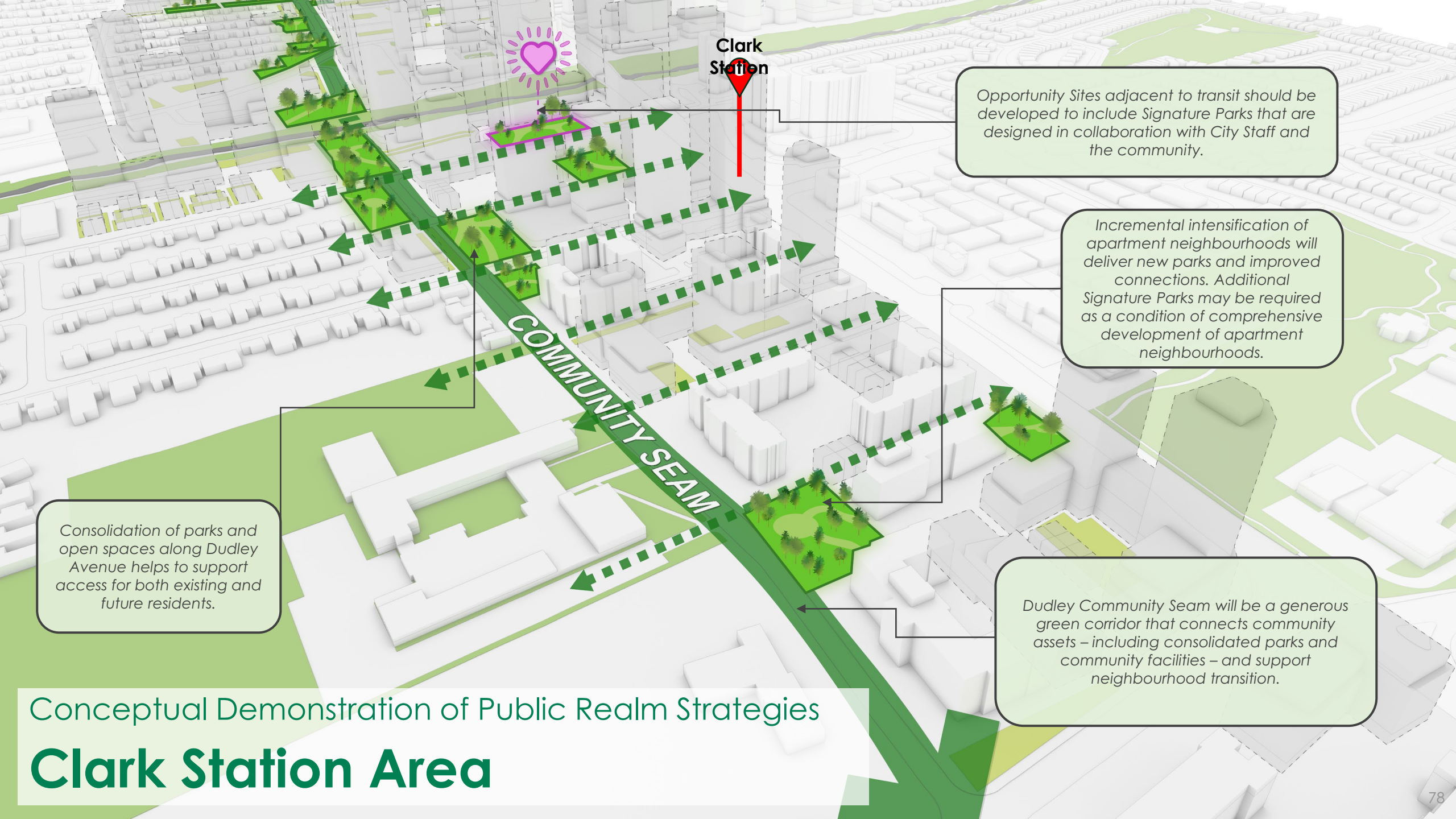
Consolidation of parks and open spaces along Dudley Avenue helps to support access for both existing and future residents.

Opportunity Sites adjacent to transit should be developed to include Signature Parks that are designed in collaboration with City Staff and the community.

Dudley Community Seam will be a generous green corridor that connects community assets – including consolidated parks and community facilities – and support neighbourhood transition.

Conceptual Demonstration of Public Realm Strategies

Steeles Station Area



Clark
Station

Opportunity Sites adjacent to transit should be developed to include Signature Parks that are designed in collaboration with City Staff and the community.

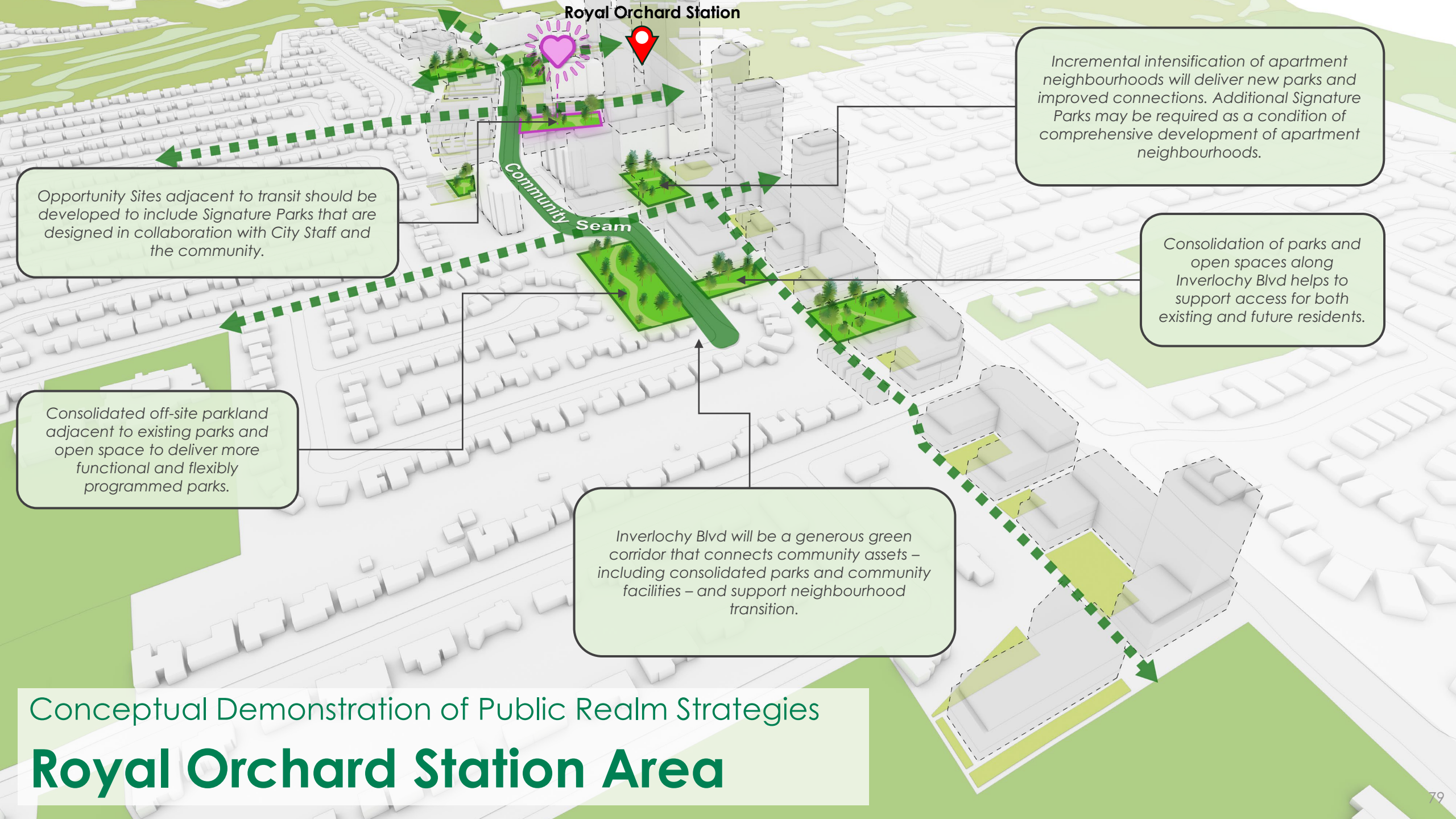
Incremental intensification of apartment neighbourhoods will deliver new parks and improved connections. Additional Signature Parks may be required as a condition of comprehensive development of apartment neighbourhoods.

Consolidation of parks and open spaces along Dudley Avenue helps to support access for both existing and future residents.

Dudley Community Seam will be a generous green corridor that connects community assets – including consolidated parks and community facilities – and support neighbourhood transition.

Conceptual Demonstration of Public Realm Strategies

Clark Station Area



Royal Orchard Station

Community Seam

Opportunity Sites adjacent to transit should be developed to include Signature Parks that are designed in collaboration with City Staff and the community.

Incremental intensification of apartment neighbourhoods will deliver new parks and improved connections. Additional Signature Parks may be required as a condition of comprehensive development of apartment neighbourhoods.

Consolidation of parks and open spaces along Inverlochy Blvd helps to support access for both existing and future residents.

Consolidated off-site parkland adjacent to existing parks and open space to deliver more functional and flexibly programmed parks.

Inverlochy Blvd will be a generous green corridor that connects community assets – including consolidated parks and community facilities – and support neighbourhood transition.

Conceptual Demonstration of Public Realm Strategies

Royal Orchard Station Area

Establishing Parkland as a Clear Priority

- The Emerging Directions rely on **existing statutory** tools to deliver parkland.
 - The **Emerging Concept** demonstrates 10% of overall development area as parkland (~4 ha), with every development delivering on-site parkland, or the City **coordinating the consolidation of off-site delivery**.
 - By locating this parkland in strategic areas, this coordinated approach is **an ambitious demonstration** of Markham actively negotiating and locating parkland to maximum community benefit.
- The total parkland could be grown above 10% through the allocation of a portion of CBCs and/or other municipal funds or through negotiation with developers.
 - **Increasing parkland requires prioritization in the face of trade offs.**
 - **Other priorities may include delivering affordable housing, creating jobs, delivering, community facilities.**

Questions and/or Discussion

Parks and Open Space Vision

05

Next Steps

Upcoming Milestones Targets

- Preliminary mobility and servicing assessment to inform refinement to the concept (ongoing, finish by the end of **Q2 2025**).
- Community Information Meeting #2 to share the Emerging Concept and Directions for public feedback and discussion (**Q2 2025**).
- Additional targeted interest-holder engagement, to share and seek input on the Emerging Concept and Directions (**Q2 2025**).
- DSC #3 to share the outcomes of public engagement and seek direction regarding the refinement to the Emerging Concept and Directions (**Q3 2025**)