

## 5

### **SOUTH YONGE STREET CORRIDOR STREETSCAPE MASTER PLAN STUDY DRAFT FINAL REPORT**

**The Transportation Services Committee recommends:**

- 1. Receipt of the presentation by Bruce Cudmore, EDA Collaborative and Angela Gibson, Head, Policy and Planning; and**
- 2. Adoption of the recommendations contained in the following report dated December 19, 2012, from the Commissioner of Transportation and Community Planning.**

#### **1. RECOMMENDATIONS**

It is recommended that:

1. Council approve, in principle, the recommendations of the South Yonge Street Corridor Streetscape Master Plan Study as the basis for future development and streetscape design along this corridor.
2. The Regional Clerk forward this report to the Towns of Markham and Richmond Hill, and the City of Vaughan, with the request to endorse the recommendations of the South Yonge Street Corridor Streetscape Master Plan Study.

#### **2. PURPOSE**

This report presents the findings and recommendations of the South Yonge Street Corridor Streetscape Master Plan Study from Steeles Avenue to Bantry Avenue. An Executive Summary of the South Yonge Street Corridor Streetscape Master Plan is provided in *Attachment 1*.

#### **3. BACKGROUND**

**Yonge Street is a critical Regional Corridor and will, with continued intensification, become increasingly important as a destination for business, entertainment and recreation**

The need for a Streetscape Master Plan for Yonge Street is identified in the *Regional Official Plan (2010)* and *Streetscape Policy (2001)*, which recognizes Yonge Street as a

key Regional Corridor. Yonge Street will, therefore, require the highest quality urban design in order to attract a vibrant mix of housing, employment and recreation.

The Region's vision of the corridor is consistent with the Province's *Growth Plan (2006)* and Metrolinx's *The Big Move (2008)*. These policies identify Yonge Street as a higher order transit corridor, which will serve to support the Region's future Urban Growth Centres, in Richmond Hill/Langstaff and Newmarket. The Richmond Hill/Langstaff Gateway Mobility Hub is located in the northern portion of the South Yonge Street Corridor Streetscape Master Plan study area. A map of the study area context is shown in *Attachment 2*.

### **The Streetscape Master Plan builds on the several land use studies carried out by local municipalities**

In response to the Provincial direction for Yonge Street, the Region and local area municipalities and the City of Toronto, have carried out several intensification, urban design, transportation planning and land use studies to guide development, built-form, and transportation along the corridor and Richmond Hill/Langstaff Gateway Mobility Hub. The Master Plan integrates the findings of six planning policy and infrastructure plans, 17 urban design and special studies and seven transportation studies to create one cohesive streetscape strategy for the entire corridor. The planning policy and infrastructure plans are shown in Table 1:

**Table 1**  
Planning Policy Studies (Local Municipalities)

| Local Municipality                  | Study                                                   | Year |
|-------------------------------------|---------------------------------------------------------|------|
| Town of Markham/<br>City of Vaughan | Thornhill Yonge Street Study                            | 2002 |
| Town of Markham                     | Yonge-Steeles Corridor Study                            | 2008 |
| Town of Markham                     | Langstaff Area Land Use and Built Form Master Plan      | 2009 |
| Town of Markham                     | Yonge Street North Corridor Study                       |      |
| Town of Richmond Hill               | Richmond Hill Regional Centre Design and Land Use Study | 2010 |
| City of Vaughan                     | Yonge Street Area Study – North/South                   | 2010 |

### **Development proposals along South Yonge Street require a coordinated and consistent Streetscape Master Plan**

In support of Provincial direction for intensification along the Yonge Street corridor, coupled with the Yonge Subway extension, local municipalities and the Region have been receiving and increasing number of development applications for high-density

residential/mixed-use development, and anticipate seeing an accelerated number of these types of applications in the near future. As a condition of approval, developers have been required to implement, or contribute to, the streetscape treatment within the boulevard fronting their property.

However, in the absence of a streetscape vision for South Yonge Street, the Region and the local municipalities have faced challenges in providing clear direction on the physical design of the boulevard or to be able to accurately estimate the value of a contribution toward such works. A consolidated Streetscape Master Plan will provide a framework and design direction for Regional and local planning staff, and the development community. This will help create certainty, and assist in expediting approvals for development applications.

### **Three local Council Resolutions requested the Region lead the collaboration of a Streetscape Master Plan for South Yonge**

In early 2009, The Towns of Richmond Hill, Markham and the City of Vaughan passed resolutions requesting York Region undertake a streetscape study for South Yonge Street. In February 2010, Council approved \$450,000 for the development of the South Yonge Street Corridor Streetscape Master Plan, between Steeles Avenue and Bantrey Avenue, by re-allocating funds from the Municipal Streetscape Partnership Program (MSPP).

The Region consulted and collaborated with the local municipalities and affected agencies to ensure that the recommendations of the previous studies were incorporated into the Scope of Work for the Master Plan. In 2010, the Region retained the services of EDA Collaborative, a landscape architecture consultant firm, to undertake the Study.

## **4. ANALYSIS AND OPTIONS**

### **Extensive stakeholder collaboration and consultation was part of the study process including presentations to local Councils and public meetings held in September 2011.**

A Project Core Team was developed to ensure collaboration on the development of the Master Plan. The Team was made up of Regional and local municipal representatives. Regional representation included Traffic Safety, Road Operations, Capital Delivery, Development Approvals, Community Planning, Infrastructure Planning, Forestry and York Region Rapid Transit Corporation (YRRTC). Local municipal representatives liaised with their internal departments and Council to receive input to guide decision-making. Agencies and stakeholders such as Powerstream, 407/ETR and City of Toronto were consulted at key milestones to inform them of the Study's progress as well as ensure consistency with their respective plans and policies.

At the streetscape design concept stage, presentations were made to local Committees of the Whole of Town of Richmond Hill, Town of Markham, and City of Vaughan on March 21, March 22, and March 29, respectively. Prior to the Public Information Sessions, York Region staff met with Local Councillors from Town of Richmond Hill, City of Vaughan, and Town of Markham on August 26, August 26, and August 31, to ensure local issues were addressed.

In accordance with master planning requirements, facilitated Public Information Sessions were held on September 8 and 15, 2011 in Richmond Hill and Thornhill. Along with newspaper advertisements, all property owners along the study area corridor were notified directly. Several representatives of the development community were in attendance at the public meetings and staff also have met with individual site plan applicants to share details of the Plan. A copy of the published public notices is included in *Attachment 3*.

Approximately 140 people attended both sessions and feedback was generally positive. There were some concerns raised about the lack of funding commitment for the subway and the proposed development densities. In addition to the required public meetings, approximately 250 residents were informed of the South Yonge Street Streetscape Master Plan at the Thornhill Village Festival on September 17<sup>th</sup> 2011. Council members for the local municipalities attended both the Public Information Sessions, and the Thornhill Village Festival.

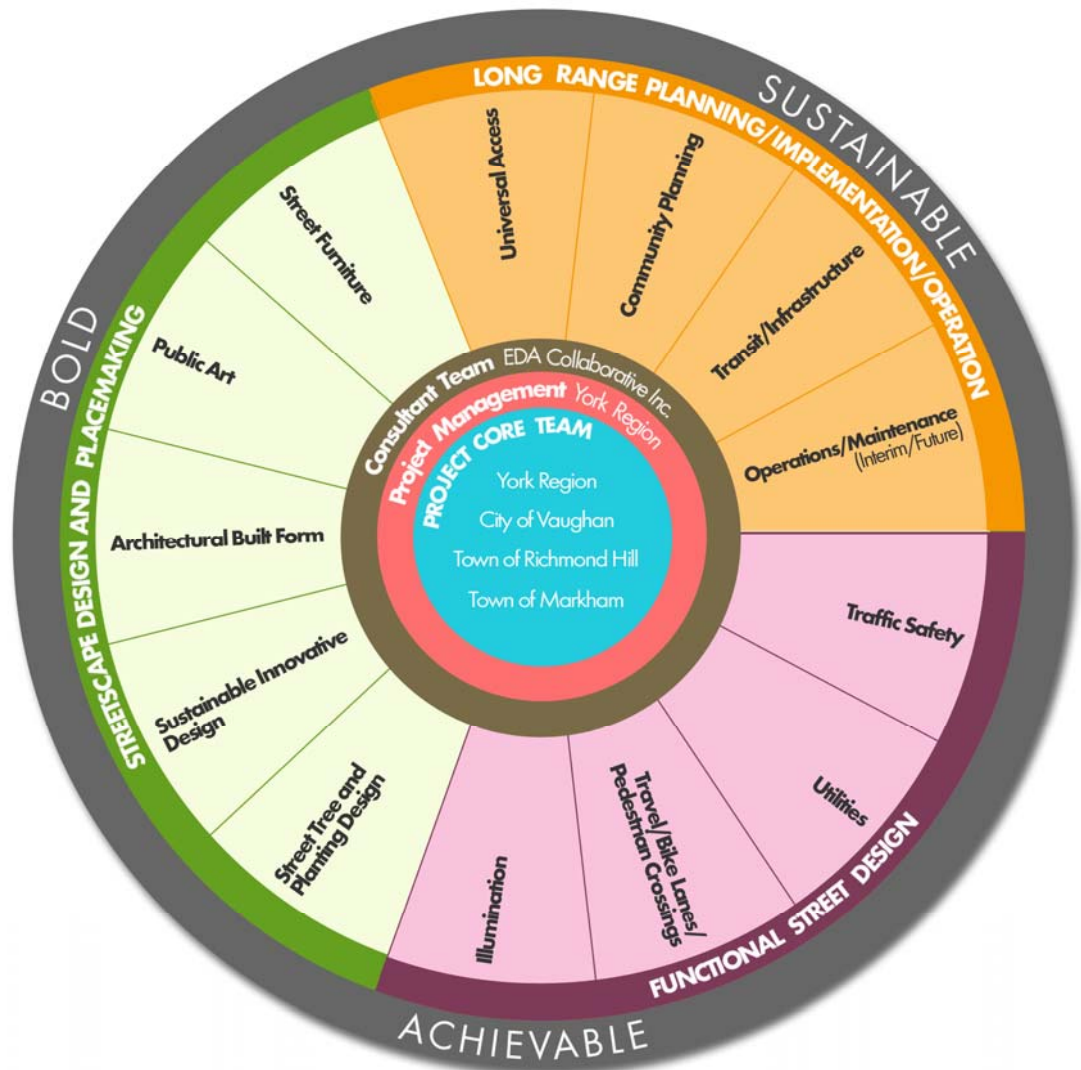
### **The Master Plan envisions a “Main Street” that is Bold and Vibrant; Green and Sustainable; Practical and Achievable**

The study vision is to create a gateway destination that is vibrant and engaging; environmentally, socially and economically sustainable; consistent and complementary to the function of the corridor while supporting local character and partnerships. This will make South Yonge Street a place where people will “travel to,” rather than “travel through”.

To achieve this vision, the Study outlines a streetscape design concept, detailed design guidelines as well as an implementation and phasing strategy that encourages an accessible, pedestrian-friendly streetscape.

Continuity strip paving, illumination, street furniture, public art, way finding and signage will create a consistent and unified boulevard. Appropriate and context-sensitive roadway standards, including the width of travel lanes, inclusion of bicycle lanes, medians / centre left-turn lanes will be implemented in a way that complements the streetscape and roadway function. Figure 1 shows the components of the Streetscape Master Plan.

**Figure 1**  
**Streetscape Master Plan – Summary**



**The Master Plan addresses challenges and builds on opportunities within the corridor**

The Yonge Street corridor presents numerous challenges in designing the Streetscape Master Plan. Table 2 outlines the various challenges and how they were addressed in the Master Plan.

**Table 2**  
**Addressing Challenges**

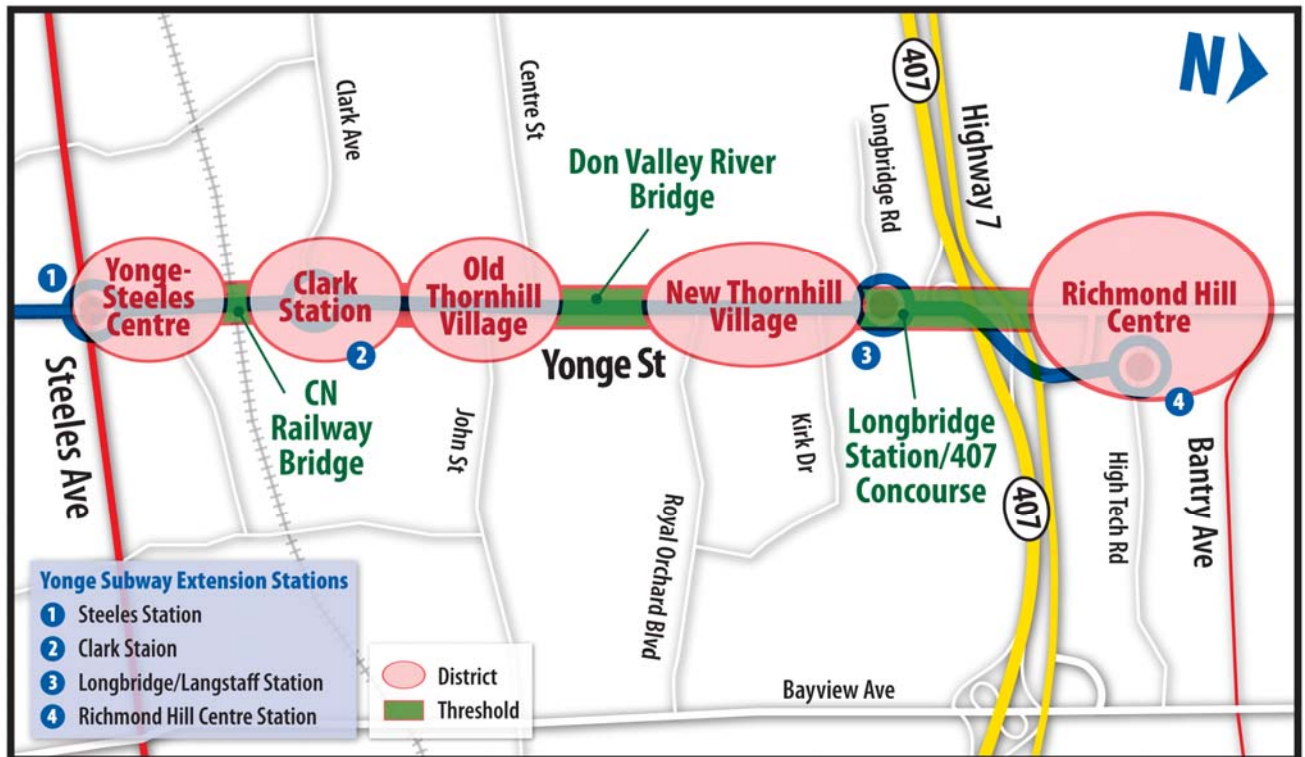
| <b>Challenges</b>                                                                                                                                                                                             | <b>How addressed</b>                                                                                                                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Subway</b>                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                           |
| <ul style="list-style-type: none"> <li>• Uncertainty of funding and timing challenges ability to implement streetscape improvements in an economically feasible way</li> </ul>                                | <ul style="list-style-type: none"> <li>• Phased approach to allow development to proceed: <ul style="list-style-type: none"> <li>○ Phase 1: Pre-Subway</li> <li>○ Phase 2: (Ultimate) - Subway</li> </ul> </li> </ul>                                                                                     |
| <b>Roadway Operations/Transit</b>                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                           |
| <ul style="list-style-type: none"> <li>• Inconsistent and constrained right-of-way (ROW)</li> <li>• Maintain transit service in constrained corridor</li> <li>• East-west pedestrian accessibility</li> </ul> | <ul style="list-style-type: none"> <li>• Streetscape design responds to ROW availability/context</li> <li>• Sensitivity Analysis done to ensure impacts to level of service were mitigated/minimized</li> <li>• Provision of safe pedestrian crosswalks emphasized by unique paving treatments</li> </ul> |
| <b>Local Cultural Neighbourhoods</b>                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                           |
| <ul style="list-style-type: none"> <li>• Varying unique neighbourhoods along the corridor</li> </ul>                                                                                                          | <ul style="list-style-type: none"> <li>• Establish a consistent streetscape treatment and theme for the entire study area, while recognizing the unique character areas</li> </ul>                                                                                                                        |
| <b>Hydro Poles</b>                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                           |
| <ul style="list-style-type: none"> <li>• Visual impacts and physical barrier</li> </ul>                                                                                                                       | <ul style="list-style-type: none"> <li>• Plan accommodates either hydro above-ground or buried</li> </ul>                                                                                                                                                                                                 |
| <b>Lay-By Parking</b>                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                           |
| <ul style="list-style-type: none"> <li>• Reduces available boulevard space for streetscape improvements</li> </ul>                                                                                            | <ul style="list-style-type: none"> <li>• Strategically located lay-by parking adjacent to development</li> </ul>                                                                                                                                                                                          |
| <b>On-Street Parking</b>                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                           |
| <ul style="list-style-type: none"> <li>• Impedes traffic flow, impacts operations and level of service, occupies available ROW</li> </ul>                                                                     | <ul style="list-style-type: none"> <li>• No on-street parking (Lay-By only) to optimize traffic capacity and cycling lanes</li> </ul>                                                                                                                                                                     |
| <b>407 On-Ramp</b>                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                           |
| <ul style="list-style-type: none"> <li>• Regional roadway design standards in conflict with MTO standards where jurisdictions overlap</li> </ul>                                                              | <ul style="list-style-type: none"> <li>• Agreement with MTO/407ETR for sharrows to continue on-street cycling facility</li> <li>• Further negotiations with MTO regarding lane widths / cycling lanes</li> </ul>                                                                                          |
| <b>Multiple Jurisdictions</b>                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                           |
| <ul style="list-style-type: none"> <li>• Build consensus on consolidated streetscape vision</li> <li>• Establishing roles and responsibilities (locals vs. Region)</li> </ul>                                 | <ul style="list-style-type: none"> <li>• Integration of previous local studies, Project Core Team involvement</li> <li>• Consultation with Regional and local operations staff</li> </ul>                                                                                                                 |

### **Local cultural neighbourhoods are preserved and integrated into the Plan**

There are five different character areas (or districts) along the Yonge Street corridor, ranging from urban to historic/heritage districts. Some areas along the corridor will remain stable, such as Old Thornhill Village and the Don Valley lands, and some will be

intensified, such as Yonge-Steeles Gateway and Richmond Hill Centre. These varying districts need to be acknowledged as distinctive, while having unified streetscape elements to create seamless and bold corridor.

A 'Linked District Approach' was used to recognize and consider the varying local character, plans, policies and features. The five different districts are connected with 'threshold' zones which provide the transition between each district. Some streetscape elements may vary (such as street tree planting, location of medians and parking) to address the different character, however, consistent streetscape elements will be maintained to ensure that the overall streetscape is cohesive.



The higher-density character of the Gateway districts (Yonge Steeles and Richmond Hill Centre) will be emphasized with a speciality paving palette and median treatments, street trees and plantings. The Clark Station and New Thornhill Village districts are urban transit station areas that will include street trees, speciality lighting and attractive entrances to the subway stations. The Old Thornhill Heritage district will use streetscape to integrate and enhance the heritage character through street tree and specialty plantings, special paving palette treatments, interpretative signage, speciality lighting and the provision of mid-block crossings, where applicable.

The threshold areas generally act as open public and natural spaces that will be used to showcase natural views, landscape and public art by including seating areas, specialty planting, lighting and materials to make the areas more attractive and accessible.

## **Improvements will be phased to allow for a transition to the future Yonge Subway Extension**

The ultimate vision for the streetscape is based on the construction of the Yonge Subway extension. The Yonge Subway Extension Environmental Assessment (Finch Station-Richmond Hill Centre) was approved in April 2009. No funding announcement has been made at this time.

In the absence of a decision for the funding of the subway extension, the Streetscape Master Plan is phased to allow for development along the corridor to proceed. The phased approach is efficient for the construction and operation of the corridor as well as maximizing the value of construction in the interim, while achieving an acceptable level of streetscape design to support development and enhance the corridor.

Phase 1 (Pre-Subway) identifies areas of boulevard where implementation of the Streetscape Master Plan could potentially take place without compromising the roadway and traffic functions or that would require re-construction when the Subway (Phase 2 of the Master Plan) is built.

## **Impacts to traffic and transit conditions were considered in the Streetscape Master Plan**

The proposed densities along Yonge Street will result in increased traffic congestion and delay for existing public transit, until the proposed Yonge Street subway extension is put into operation. The subway extension is critical to ensuring that mobility for existing and future residents of the area is maintained at an acceptable level of service.

Traffic consultants, BA Group, sub-consultant to EDA Collaborative, worked with the Region's Traffic, Operations and Road Safety divisions to carry out a sensitivity analysis of the Streetscape Master Plan recommendations to ensure that the impacts of congestion on the level of service of Yonge Street and transit service were considered. The analysis confirmed that the streetscape recommendations did not affect the level of service along Yonge Street. Operational recommendations, such as the provision for cycling lanes/sharrows and lay-by parking, could be accommodated by the narrowing of traffic lanes. These recommendations made by BA Group are subject to further review with York Region Traffic, Operations and York Region Transit.

## **Implementation of the Master Plan is primarily triggered by development, and involves coordination and contributions from a range of partners**

As development proposals are approved, the implementation of the streetscape elements will gradually be implemented. The Streetscape Master Plan recommends a standard treatment and approach to new development to ensure that as development occurs, the streetscape elements implemented along corridor will create a unified vision.

The Master Plan establishes a comprehensive implementation framework involving multiple stakeholders; where York Region, the local municipalities and a broad spectrum of partners including a variety of utilities (Powerstream, Ontario Power, Communications and Gas Companies, etc.), Highway 407/ETR, TTC, TRCA, existing and future land owners, developers and the business community will participate in a coordinated effort to enhance the primary urban corridor of York Region.

### **Link to Key Council Approved Plans**

The 2011 to 2015 Strategic Plan identifies the South Yonge Street Corridor Streetscape Master Plan as contributing to “*Optimizing the transportation capacity and services in Regional Centres and Corridors.*”

The Master Plan’s objectives are consistent with and will serve to advance several goal areas of Vision 2051. The Master Plan also supports several Regional Official Plan policies including urbanizing the Region through intensification, building complete communities and vibrant streets. The Master Plan services population growth by encouraging alternative modes of travel and efficiently moving people and goods.

## **5. FINANCIAL IMPLICATIONS**

**The cost of capital elements included in the Streetscape Master Plan will be approximately \$45M over the life of the Plan, which is a level similar to other major streetscape projects in Ontario**

The projected cost to implement the Plan is representative and realistic given the time horizon of the Plan. In the absence of funding for the Yonge Subway Extension, the Master Plan anticipates an approximate 20-year period for the implementation of the plan (2031). The estimated annual average capital cost of implementing the streetscape improvements is \$2.25M, for an approximate total of \$45M over the 20-year timeframe. As development occurs along South Yonge Street, segments of the Streetscape Master Plan will be implemented incrementally. The Plan is based on a partnership model between York Region, local municipalities and the development community. To implement the Plan, various funding sources, including York Region’s Municipal Streetscape Partnership Program, will be considered.

The estimated capital cost of improvements and annual maintenance (in 2011 dollars) for the Streetscape Master Plan is summarized in the table below. These costs exclude the cost of underground power distribution, other utilities and public art.

**Table 3**  
Cost of Streetscape Improvements

| <b>Phase</b>         | <b>Total Cost of Streetscape Improvements* (excluding HST)</b> | <b>Annual Maintenance of Streetscape (excluding HST)</b> |
|----------------------|----------------------------------------------------------------|----------------------------------------------------------|
| Phase 1 – Pre-Subway | \$38M (\$6.8M/km)                                              | \$1.35M (245K/km)                                        |
| Phase 2 – Subway     | \$7M (\$1.2M/km)                                               | \$600K (105K/km)                                         |
| <b>Total Cost</b>    | <b>\$45M (\$8.0M/km)</b>                                       | <b>\$2.0M (350K/km)</b>                                  |

*\*These estimates exclude public art and underground power distribution and other utilities*

The cost of the South Yonge Street streetscape elements is comparable to other streetscape corridors. Enhanced streetscape projects within the Region (i.e. VivaNext Projects) can range from \$6.1M up to \$7.1M per km. On a smaller scale street, such as Main Street in Grand Bend, a high quality streetscape improvement cost approximately \$3.5 - \$4M (\$5.7M per km). Streetscape improvements along Bloor Street, in Toronto, cost approximately \$20 - \$25M (\$12.4M per km).

### **York Region is working with local municipalities on reviewing levels of streetscape service and maintenance**

Council has adopted standards for streetscaping on Regional roads in order to maintain consistency in appearance and costs. As the Master Plan is implemented through site plan development on Yonge Street, the Region would continue to maintain the grass boulevard (where applicable), street trees, intersection treatments, medians and YRT improvements. The Regional cost to maintain the streetscape will be monitored and reflected in future operating budget submissions. Local municipalities would be responsible for the maintenance of streetscape features that exceed the Regional standard. These streetscape features include lighting, enhanced paving, public art, street furniture, lay-by parking, specialize planting, gateway features and signage.

York Region staff are collaborating with local municipalities to review maintenance practices and discussing acceptable levels of service. The outcome of these discussions will provide a more accurate cost estimate for annual streetscape maintenance.

### **An Implementation Strategy Team will be established to implement the Streetscape Master Plan**

The Implementation Strategy Team, comprised of Regional and local municipal staff, will coordinate, monitor, and facilitate development approvals, and recommend the operations and maintenance standards for this corridor. The team will ensure that the

implementation of the streetscape master plan is implemented consistent with the Master Plan vision. A Terms of Reference will be developed to outline the mandate of the team.

**Existing hydro lines pose a financial, physical and visual barrier in creating an urban streetscape**

Existing above-ground hydro lines detract from, and could potentially impede, the overall streetscape vision for the corridor. Through consultation with Powerstream, it was determined that the burial of hydro lines is technically feasible, but with a high cost, costing an additional \$62M, excluding HST.

The Master Plan recommends that, where funding is available, accommodating the burial of hydro lines is ideal. York Region is not in a financial position to fund the burial, therefore, without partnership funding from development and/or subway construction, the hydro lines would remain above ground.

**Funding and partnership opportunities will be pursued to maximize investment in streetscape initiatives in the South Yonge Street corridor**

In order to achieve the overall vision for the corridor, it is important that funding and partnership opportunities be leveraged. Partnerships with the development community, private sector and local municipalities will be vital to ensuring the successful implementation of the streetscape plan. York Region and the development community could mutually benefit from the following tools to ensure the implementation of streetscape elements within the right-of-way fronting development.

**Municipal Streetscape Partnership Program (MSPP)**

The Municipal Streetscape Partnership Program is a significant source of funding that is dedicated to streetscape enhancements on regional roads to encourage partnerships with local municipalities for a higher level of streetscape design and should be considered as source of funding for South Yonge Street. Under this program, projects are initiated by local municipalities with the condition that they are to assume the maintenance of streetscape enhancements.

**Business Improvement Areas (BIA)**

Business Improvement Areas are operated by an elected board and funded through the property tax base. One focus of the BIA is to attract business and create a vibrant destination by improving their image through streetscape design. The City of Toronto has a capital cost sharing program model which provides 50-50 matching capital funding to undertake streetscape improvements. The same model could be established between the businesses along Yonge Street and the local municipalities.

### **Development Charges**

The Development Charges Act allows municipalities to impose Development Charges which are estimated on the anticipated amount, scale and location of development as well as the increase in service requirements to accommodate future growth. Planned streetscape enhancements to the Yonge corridor are likely to be subject to Development Charges.

### **Section 37- 'Bonusing'**

In addition to Development Charges, developers could benefit from Section 37 of the Planning Act which enables local municipalities to grant additional height and/or density ("Bonusing") for proposed development in exchange for community benefits, such as streetscape treatments. Section 37 is supported by the Regional Official Plan and is based on partnerships between the Region and area municipalities. A full review of existing and potential development opportunities for sites fronting on, or in proximity to, the Yonge Street corridor will determine where there are opportunities for bonusing.

### **Site Plan Approval**

Site plan approval standards are set by municipalities, including York Region, that become applicable to new development through agreements upon which planning approvals are based. In this manner, there is the opportunity for the Region and the local municipalities to apply the Master Plan streetscape standards to new development on a site-by-site basis in the South Yonge Street Corridor.

### **Gas Tax Fund**

There are two sources of gas tax funding – one Provincial and the other Federal. Provincial funding is specifically targeted for growth initiatives directly related to transit services and is currently included in the YRT/Viva operating budget, however both operating and capital initiatives are eligible. York Region receives approximately \$14M in Provincial gas tax funding annually.

The Federal Gas Tax fund provides funding for environmentally sustainable municipal infrastructure projects (ESMI) and capacity building. Presently, these funds are included in the Transportation Services capital budget and amounted to approximately \$27M in 2011. Municipal partners would also have the option to apply a portion of their federal gas tax funding to these initiatives.

There are several components within the Master Plan that would be potentially eligible for funding through these two sources.

### **Alternative Funding Sources**

While not directly applicable to the general, or usual funding sources for streetscape there may be other "non-conventional" sources and/or partnerships that should be investigated, including, 407/ETR, CN Rail, Hydro One, environmental partnerships with Toronto Region Conservation Authority or private sponsors for public art.

## **6. LOCAL MUNICIPAL IMPACT**

### **Master Plan will be led by the Region and managed through partnerships with local municipalities and the private sector**

The implementation of the Streetscape Master Plan will require collaboration and support from local municipal partners. A clear process and communications plan between the Region, local municipalities and private sector will need to be established early to ensure a coordinated process for the approval of development and special projects

As part of the Site Plan Approval process, Region and local municipal staff will be responsible to ensure that development will conform to the guidelines of the South Yonge Street Corridor Streetscape Master Plan. To ensure that streetscape improvements are implemented along Yonge Street, the Region will secure costs for these works based on cost estimates provided by the development and cross referenced with the Capital Cost outlined in the Master Plan. If it is deemed inappropriate to implement the streetscape works at the time of development, the Region may take a cash contribution in lieu of the works, based on the same principles noted above. All securities or cash contributions will be administered and secured by York Region.

Local municipal annual operating budgets will need to be adjusted to allow for sufficient contingency to support maintaining the boulevard and streetscaped medians.

## **7. CONCLUSION**

### **Strong partnerships are essential to achieving the bold, sustainable and vibrant vision for South Yonge Street**

Yonge Street is a higher-order transit and intensification corridor which supports the Richmond Hill-Langstaff Gateway Mobility Hub. The Towns of Markham, Richmond Hill and City of Vaughan requested the Region undertake a streetscape study to develop a vision for the corridor. The Region collaborated with local municipalities and stakeholders to develop a bold, sustainable and achievable streetscape vision. The Master Plan is phased to provide design direction in order to ensure an efficient transition between today's reality and the future Yonge Subway extension. This will help expedite approval processes for development applications while meeting the objectives of the South Yonge Street Corridor Streetscape Master Plan.

For more information on this report, please contact Angela Gibson at Ext. 5902.

The Senior Management Group has reviewed this report.

Report No. 1 of the Transportation Services Committee  
Regional Council Meeting of January 26, 2012

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*(Attachment 1 referred to in this clause was included in the agenda for the January 11, 2012 Committee meeting and is not re-printed for this Agenda. Please bring the attachment from the January 11, 2012 Committee meeting to Regional Council.)*

*(Attachments 2 and 3 referred to in this clause are attached to this report.)*



# South Yonge Street Corridor Streetscape Master Plan

Presentation to  
Transportation Services Committee

Angela Gibson, Head, Policy and Planning  
Bruce Cudmore, EDA Collaborative

January 11, 2012

## Key Study Objectives

- ❑ Establish a bold **Vision**
- ❑ Develop **Detailed Design Guidelines and Standards**
- ❑ Develop an **Implementation and Phasing Strategy**

## Policy Context



- 3 Municipalities
- 6 Planning Policy/Infrastructure Plans
- 17 Urban Design and Special Studies
- 7 Transportation Studies



Transportation Services Committee / January 11, 2012

Slide 3

## Stakeholder Consultation

### **Project Core Team**

*Region and Local Staff*



### **Stakeholders**

*Powerstream, MTO/407ETR,  
City of Toronto, Local Politicians*



### **Public**

*Public Information Sessions*

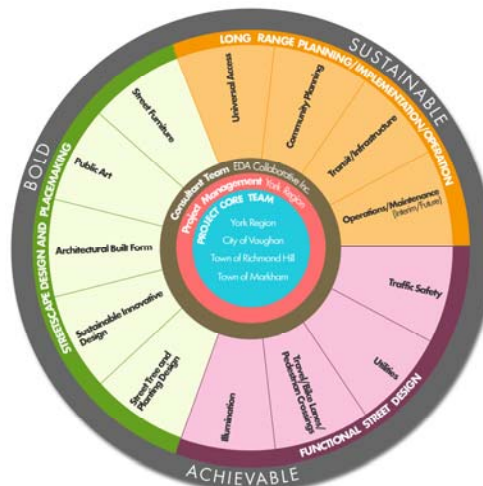


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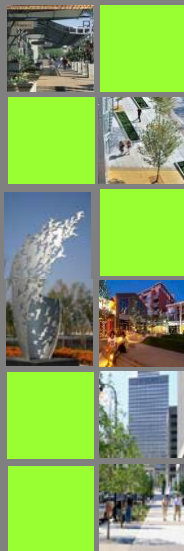
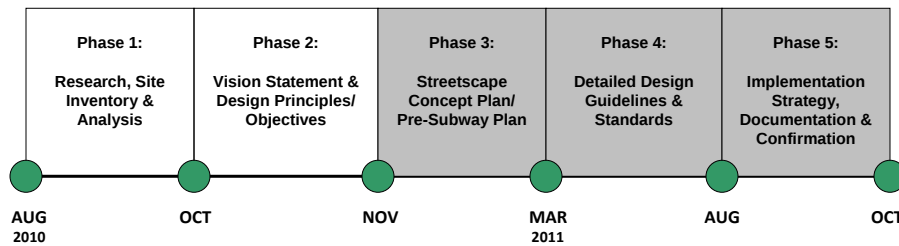
# Stakeholder Consultation Dates

- ❑ **Regional Committee:** March 2, 2011
  - ❑ **Local Committees:**
    - ❑ Richmond Hill: March 21, 2011
    - ❑ Markham: March 22, 2011
    - ❑ Vaughan: March 29, 2011
- ❑ **Meetings with Local Ward Councillors:**
  - ❑ Richmond Hill: August 26, 2011
  - ❑ Vaughan: August 26, 2011
  - ❑ Markham: August 31, 2011
- ❑ **Public Information Meetings/Festival:**
  - ❑ Richmond Hill: September 9, 2011
  - ❑ Markham/Vaughan: September 15, 2011
  - ❑ Thornhill Village Festival: September 17, 2011

# Study Components



# Work Plan

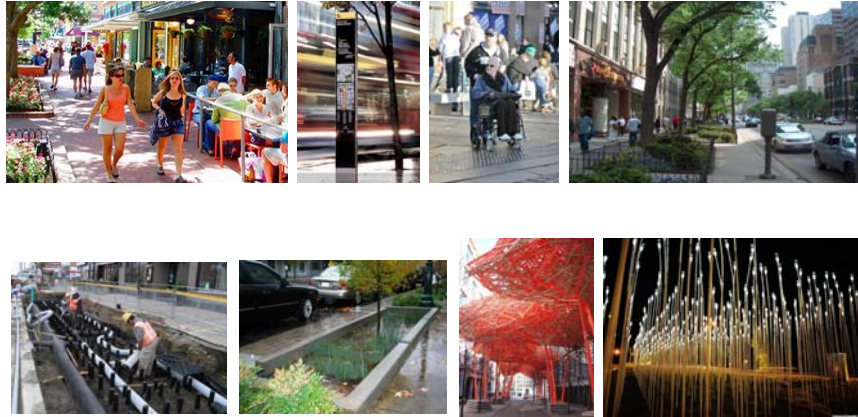


## South Yonge Street Corridor Streetscape Master Plan Study

*Presentation: Phase 3, 4, and 5:  
Design and Implementation Strategy*

## Vision: Bold, Sustainable, Achievable

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## Contextual Planning

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- *Time – short / medium / long term*
- *Transit decisions, funding, and on-going development*
- *York Region and local municipalities will collaborate and take ownership on implementing the vision*



***“Plan for tomorrow,  
build for today”***

**Bloor Street Viaduct**  
Designed / built – 1913 -1918  
subway added - 1966

## Yonge/Steeles District



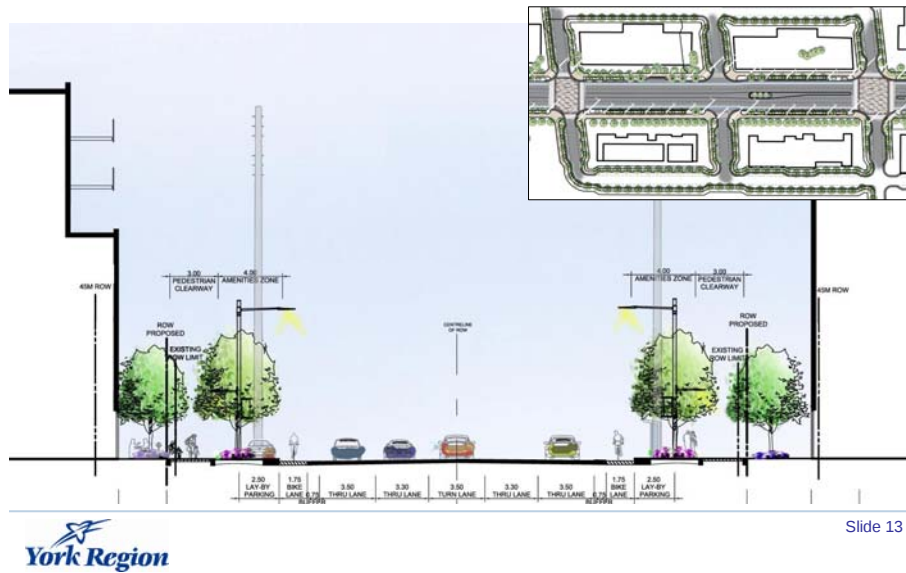
Slide 11

## Old Thornhill Village



Slide 12

## New Thornhill



Slide 13

## Highway 407 to Bantry



Slide 14

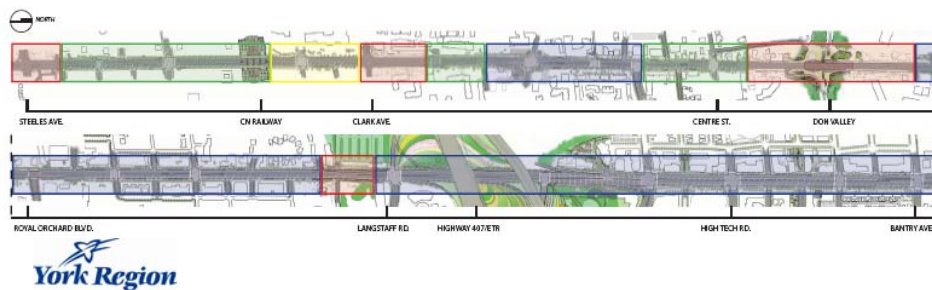
# Pre-Subway/Subway Phasing

## Phase 1 – Short Term: Pre-Subway

-  Condition B: Use Existing Curbs
-  Condition C: Implement Ultimate in Pre-Subway Period
-  Condition D: Wait until Road Narrowing Possible

## Phase 2 – Mid-Term: Subway Construction

-  Condition A: Subway Open-Cut Construction Zones



# Phasing Summary Matrix

|                     | CATEGORY                   | TASK                                                   | York Region | Local Municipalities | Stakeholders |
|---------------------|----------------------------|--------------------------------------------------------|-------------|----------------------|--------------|
| Phase 1: Pre-Subway | Strategies and Initiatives | Align + Harmonize Plans                                | ●           | ●                    | Toronto      |
|                     |                            | Coordinate Among Utilities                             | ●           |                      | ●            |
|                     |                            | Discussion, Coordination + Negotiation w/ Stakeholders | ●           | ●                    | ●            |
|                     |                            | Discuss Operations + Maintenance Agreement             | ●           | ●                    | ●            |
|                     |                            | Process for Public Art Policy                          | ●           | ●                    | ●            |
|                     |                            | Establish Funding Sources + Mechanisms                 | ●           | ●                    | ●            |
|                     |                            | Confirm Early Implementation Priorities                | ●           | ●                    |              |
|                     | Design and Construction    | Coordinate w/ Subway Design                            | ●           | ●                    | ●            |
|                     |                            | Coordinate w/ Private                                  | ●           | ●                    | ●            |
|                     |                            | Developers Coordinate w/ BRT Design                    | ●           | Richmond Hill        | ●            |
|                     |                            | Prepare Detailed Streetscape Designs                   | ●           |                      |              |

## Capital Cost Comparison-Bloor Street

**Bloor Street BIA: Church Street to University Avenue,**  
*Cost: \$25,000,000 overall / \$12.4 million per km*



**Main Street, Grand Bend, Ontario**  
*Cost: \$4,000,000 overall / \$5.7 million per km*



## Phasing Plan Costs

*Shared Capital Costs: Local, Region, Private Sector*

|                        | <b>Streetscape Cost</b> |
|------------------------|-------------------------|
| <b>Pre-Subway Plan</b> | <b>\$38-million</b>     |
| <b>Subway Plan</b>     | <b>\$45-million</b>     |

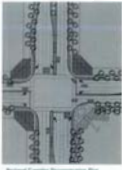
Notes:

1. Subway Plan capital costs are incremental, not in addition to Pre-Subway Plan capital costs.
2. Utility duct and hydro line burial costs are not included in the Streetscape Costs



## Capital Cost Comparison-Standards

*Shared Capital Costs: Local, Region, Private Sector*

|               | <b>Current Streetscape Policy</b>                                                 | <b>Enhanced Streetscapes (vivaNext)</b>                                           | <b>Ultimate Streetscape for Yonge Street</b>                                        |
|---------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| <b>Per KM</b> | \$4.5 million                                                                     | \$6.1 – 7.2 million                                                               | <b>\$8-10 million</b>                                                               |
|               |  |  |  |

## Return on Investment



## Operations/Maintenance Cost Comparisons

- Annual Operating and Maintenance Costs

|                 | <b>Current Streetscape Policy</b>                                                                       | <b>Pre-Subway Streetscape/ (vivaNext)</b>                                                                                                                                          | <b>Ultimate Streetscape for Yonge St.</b>                                                            |
|-----------------|---------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| <b>Per KM</b>   | <b>\$180,000</b>                                                                                        | <b>\$200,000</b>                                                                                                                                                                   | <b>\$350,000</b>                                                                                     |
| <b>Includes</b> | <ul style="list-style-type: none"> <li>□ Street Trees</li> <li>□ Sidewalks</li> <li>□ Median</li> </ul> | <ul style="list-style-type: none"> <li>□ Street Trees</li> <li>□ Additional Snow Removal (Curbside + Level 1)</li> <li>□ Sidewalks</li> <li>□ Remove and replace pavers</li> </ul> | <ul style="list-style-type: none"> <li>□ Per enhanced Operations and Maintenance upgrades</li> </ul> |

## Jurisdictional Responsibilities



## Partnership/Funding Sources

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- Municipal Streetscape Partnership Program
- Section 37 Benefits/Regional Official Plan
- Development Charges
- Site Plan Approval
- Gas Tax Funding
- Other Municipal Funding Sources/Partners  
(i.e. *Business Improvement Areas, special grants, etc.*)

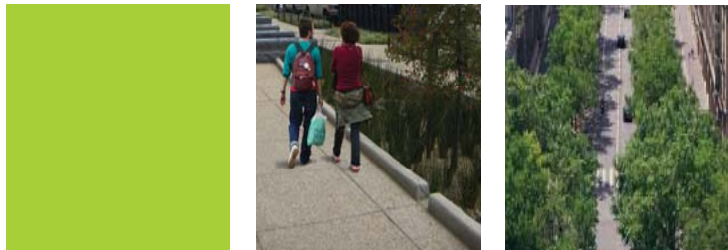
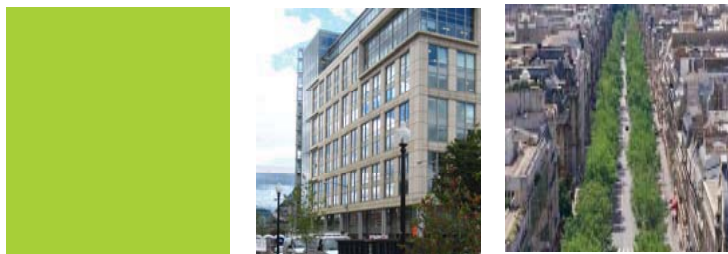
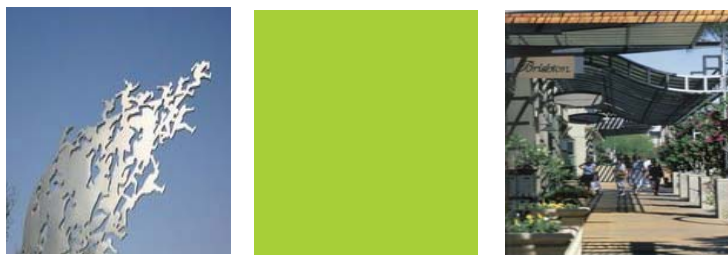


## Next Steps...

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- *Presentation to Local Councils*
- *Establish Implementation Strategy Team*





# South Yonge Street Corridor

## Streetscape Master Plan Study

Draft Final

*Executive Summary*

Prepared by:



January 2012



In Partnership  
with:



# Introduction

## The Future...

Yonge Street is at the forefront of York Region's city building initiatives. Designated as a Regional Corridor, Yonge is envisioned to be a pedestrian and cyclist-friendly street, lined with a lively mix of housing, shops, offices and meeting places. The proposed Yonge Subway Extension, linking Richmond Hill Centre to Finch Station, will serve to connect this vital corridor with other rapid transit initiatives including the proposed Bus Rapid Transit (BRT) on Yonge Street, north of Bantrey Avenue to Major Mackenzie Drive, serving York Region's diverse communities, and providing linkages to the Greater Toronto and Hamilton Area and beyond.



The need for a detailed streetscape plan for the Yonge Street corridor north of Steeles Avenue was identified by York Region and supported by the local municipalities including the City of Vaughan, the Town of Markham and the Town of Richmond Hill. The local municipalities each passed Council resolutions requesting that York Region commit funding to undertake a comprehensive and detailed streetscape study including an implementation and funding strategy for the South Yonge Street corridor and to expedite initiation of the study to ensure its completion and implementation in coordination with the construction of subway related works in consultation with each of the other local municipalities. These resolutions are founded on several key factors:

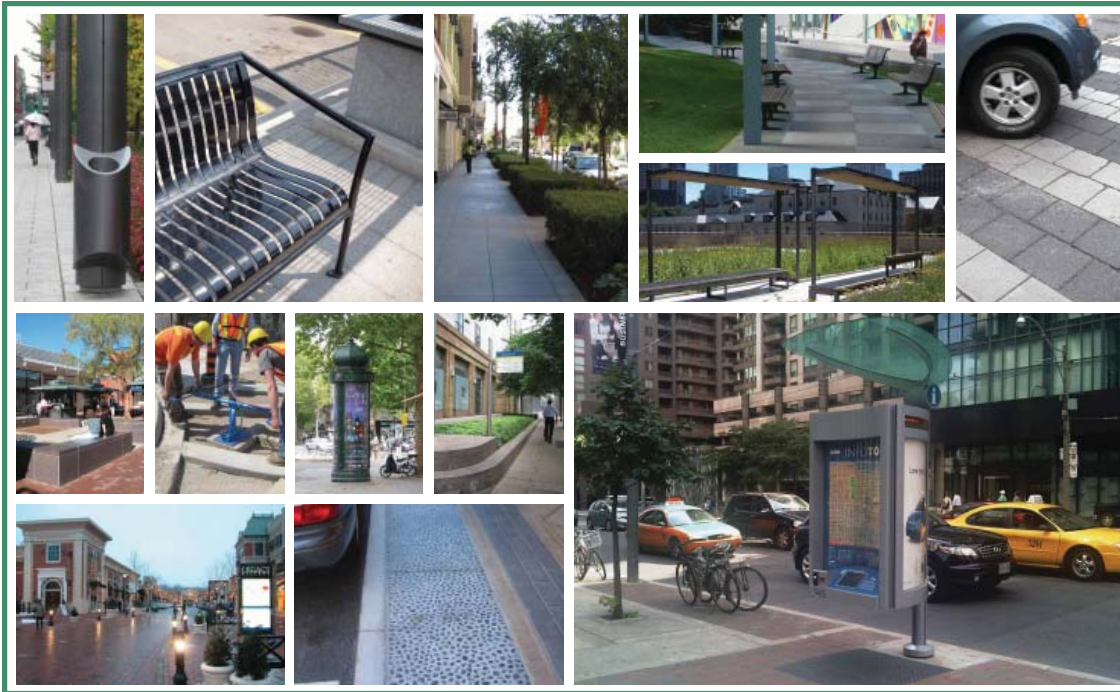
### *Investment in Transit*

- York Region has identified the Yonge Street corridor as a high priority for investment in high-order transit (BRT and Yonge Street Subway);
- The cost effectiveness of public transit depends on high levels of transit ridership, and ridership levels depend on an urban environment which is attractive, pedestrian-friendly and complementary to transit service in terms of density, built form, roadway design and streetscaping;
- The detailed design of Yonge Street BRT facilities began early in 2009;
- The reconstruction of a significant part of the Yonge Street right-of-way will provide an opportunity to incorporate streetscape improvements during construction of the transit facilities;

### *Upcoming Development*

- York Region has the authority to coordinate and implement a comprehensive streetscape improvement program for the Yonge Street corridor;
- Each of the area municipalities have undertaken intensification and urban design studies for the Yonge Street corridor, which have been integrated into the streetscape master plan;
- Streetscape improvements will facilitate redevelopment and support the proposed transit initiatives.

# Introduction



*Streetscape Precedents*

This study coordinates and integrates the previous studies undertaken for areas adjacent to and along Yonge Street into a cohesive and unified streetscape design strategy for Yonge Street itself. Key objectives of the Master Plan include:

- A bold, sustainable and achievable plan for Yonge Street.
- A vision and approach that support and advances implementation of various planning and urban design visions consistent with approved on-going local municipal studies, taking into consideration the design standards adopted by Regional Council for the Viva system.
- A strong gateway at Yonge Street and Steeles Avenue.
- A hierarchy of spaces along Yonge Street – gateways, transit plaza / nodes, public spaces, street level arcades, facades, landmark buildings, amenities to create a comfortable, sustainable and distinctive urban environment, setting the stage for transit-oriented development (TOD) surrounding each station.
- An implementation and phasing strategy including costs for Regional and Municipal Capital budgets.

# Vision Statement

## *Vision for Yonge Street*

The South Yonge Street Corridor Streetscape Master Plan will result in a “Main Street” for York Region that is **Bold and Vibrant; Green and Sustainable; Practical and Achievable.**

### **BOLD**

The Master Plan will establish a new standard in streetscape design that others will regard as “an urban design masterpiece”.



### **SUSTAINABLE**

Yonge Street Corridor will showcase sustainable design innovation and green infrastructure making it a “people place” that supports community identity, human health, human comfort and social interaction.



### **ACHIEVABLE**

The Master Plan establishes an urban design implementation strategy focused on achieving the long term design intent for the streetscape and the adjacent development sites, encouraging participation from local municipalities and other stakeholders.



# Design Philosophy

## Access and Wayfinding

*"The access and wayfinding philosophy for the South Yonge Street Corridor Streetscape Master Plan emphasizes the need to balance the role of Yonge Street as a regional street with increased neighbourhood level access through provision of generous pedestrian spaces and great service to all users – those who live, work, play and visit the Yonge Street corridor."*



## Built Form, Place-Making + Public Art

*"The 'Place-Making' philosophy for the South Yonge Street Corridor Streetscape Master Plan will focus on establishing a strong and cohesive streetscape that supports a 'hybrid' urban experience that authentically 'samples' the series of existing and anticipated character areas along Yonge Street. These include the primary intensification centres at the Yonge-Steeles Centre and the Richmond Hill-Langstaff Centre, the historic Thornhill local centre intensification area and the Yonge Street primary intensification corridor segments that link the primary and local centres."*



## Fundamentals of Street Design

*"The street design for the South Yonge Street Corridor Streetscape Master Plan will become a place that people will 'travel to' rather than 'travel through' as the implementation of the subway becomes a reality. It will combine the functional requirements of street design in an urban setting with the qualitative elements that ensure the street is accessible, becomes a destination both day and night and creates vibrant social spaces that define community focus."*



# Design Philosophy

## Green Streets + Sustainable Design

*"The sustainable design philosophy for the South Yonge Street Corridor Streetscape Master Plan encompasses the natural and physical environment, the social environment and the economic environment. Green infrastructure offers a number of benefits including mitigation of urban heat island effects, reduction of energy demands, reduction of stormwater flows, protection from flooding, sequestration of carbon, filtration of air and water pollutants as well as a range of aesthetic improvements, social, community and economic benefits."*



## Implementation + Maintenance

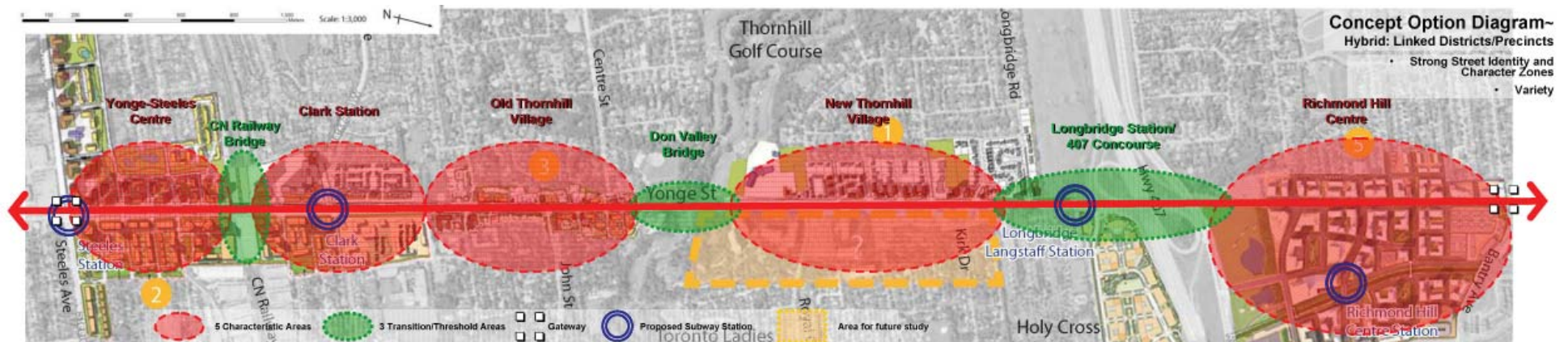
*"The implementation strategy for the South Yonge Street Corridor Streetscape Master Plan will focus on achieving the long term vision through a series of progressive steps. This will require a collaborative approach across the jurisdictions as well as enforcement of development standards to achieve the goals of the plan and create a consistent design expression for the streetscape. The approach to implementation is based on actual program and project schedules and financial forecasts for the subway construction that is integrated and supported by policy at all levels, establishes a clear time frame for development and is widely supported by the community."*



# Concept Plan

## Linked District Approach

The concept plan is a Linked District Approach that is centered on one strong street that recognizes local character and features. The districts, or character areas, are linked with threshold zones that provide the appropriate transition between each area. Streetscape elements are generally consistent throughout the study corridor; however, variations in some elements may occur where special conditions are present, such as street tree planting, median location and parking.



**Concept Option Diagram~**  
Hybrid: Linked Districts/Precincts

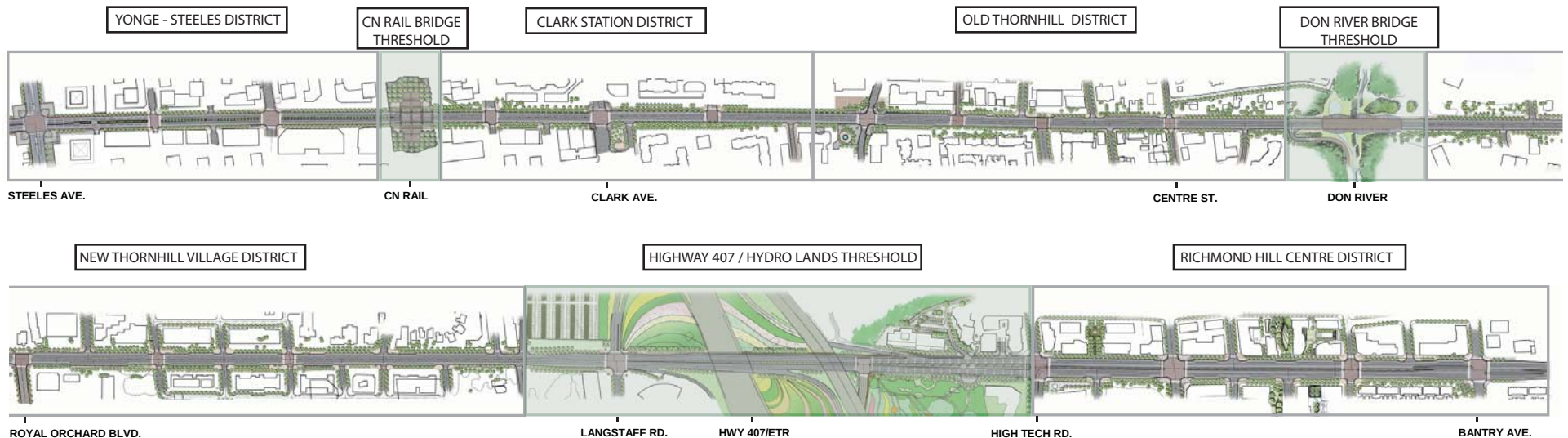
- Strong Street Identity and Character Zones
- Variety

# Streetscape Master Plan

## Linked Districts

The street design for the South Yonge Street Corridor Streetscape Master Plan will become a place that people will “travel to” rather than “travel through” as the implementation of the subway becomes a reality. It combines the functional requirements of street design in an urban setting with the qualitative elements that ensure the street is accessible, becomes a destination both day and night and creates vibrant social spaces that define community focus. The function and nature of Yonge Street will change substantially once the proposed subway is completed. York Region’s “Transit FIRST” philosophy that the automobile is secondary is emphasized here.

*Districts Structure Plan*



# Master Plan Elements

## Unifying Elements

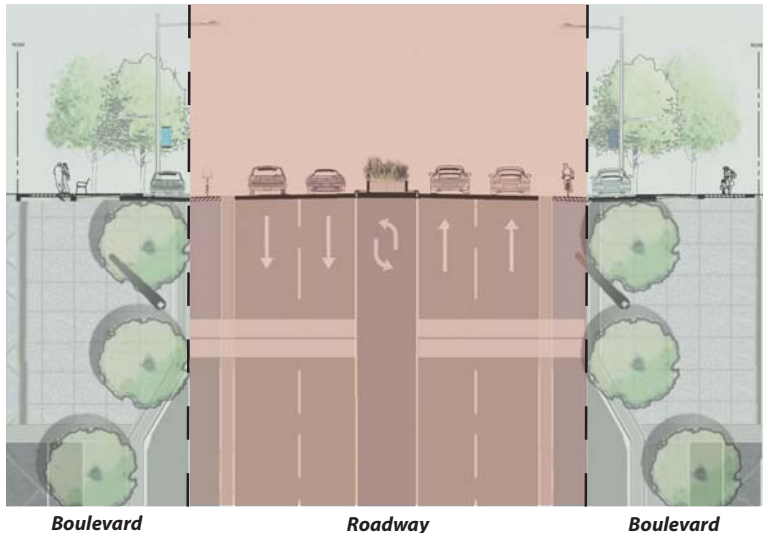
Unifying streetscape elements will be located throughout the right-of-way zone along the length of Yonge Street, in both the street design of the roadway and the boulevard. The roadway is primarily the vehicular zone, while the boulevard is generally the pedestrian zone. These elements will provide continuity along the entire length of the streetscape, while providing certain variations within the special character areas.

### **Roadway**

- Travel lanes
- Bicycle lanes
- Median / Centre Left Turn Lane

### **Boulevard**

- Continuity Strip Paving
- Lighting
- Street Furniture
- Wayfinding / Signage



## Character Areas Philosophy

Three strategies are required to create distinct identity for the character areas and thresholds along Yonge Street – one that builds on existing character in some districts, one that creates appropriate new character in other districts and one that leverages the opportunities inherent in the infrastructure thresholds.

### **Strategy 1 - Protect and Enhance Existing Character**

Further developing the existing character areas such as the Clark Station district, Old Thornhill and New Thornhill districts to enhance their distinct characters will advance the overall streetscape identity and provide variation and along the corridor.

### **Strategy 2 - Create New Character**

Developing urban character treatments for places along Yonge Street that are currently slated for major re-development including the Steeles to CN Rail Bridge district, the Longbridge / Langstaff district and the Richmond Hill Centre will also be important to the overall continuity and success of the streetscape plan. Utilizing a range of consistent strategies and techniques for these challenging areas will help to unify Yonge Street throughout the study area.

### **Strategy 3 - Leverage Infrastructure**

In addition, the ability to “leverage the opportunities” related to the major infrastructure threshold components represents the other important strategy. The CN Bridge offers the possibility of creating a much needed public space along Yonge Street. The Don River Bridge provides excellent viewing into the natural areas of the valley as well as opportunities for pedestrian access to the valley. The Highway 407/Hydro corridor presents the chance to create a large scale, bold landscape expression.

# Distinct Character Areas

## Yonge Steeles Gateway District

- Distinctive Urban Character
- 4 Corner Treatment
- Vibrant Streetscape and People Friendly Spaces



Plan View



Perspective



Urban Square



Tree Planting

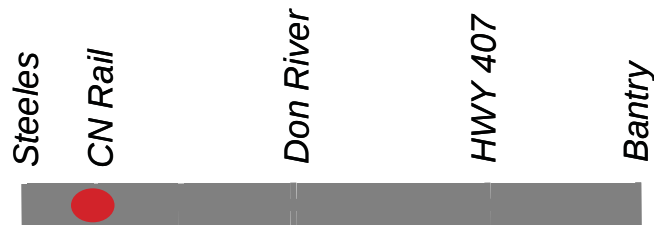


Paving Palette



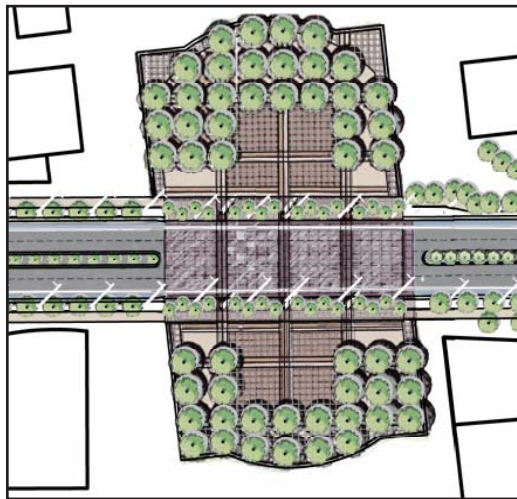
Median Treatment

# Distinct Character Areas



## CN Rail Bridge Threshold

- Elevated Platform Park
- Pedestrian Viewing



Plan View



Finishes and Colour Palette



Sitting Areas

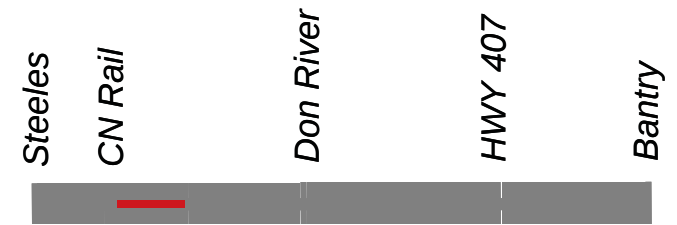


Materials



Specialty Lighting

# Distinct Character Areas



## Clark Station District

- Urban Transit Plaza



Plan View



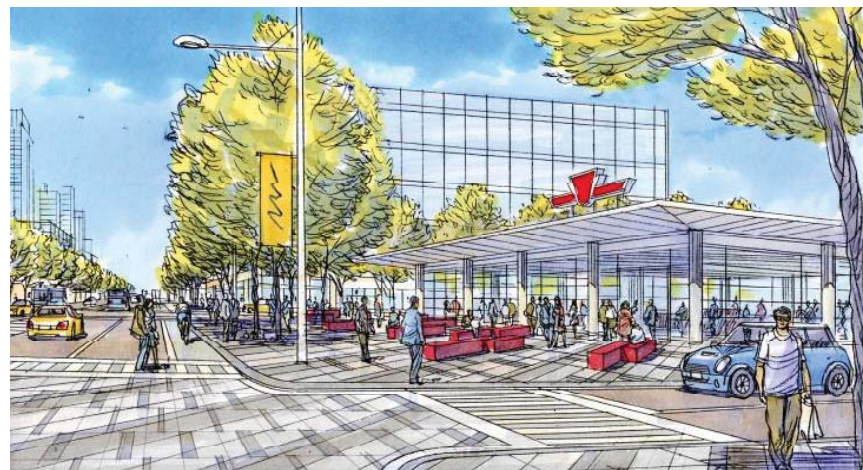
Subway Entrance Plaza



Street Trees



Specialty Lighting



Perspective

# Distinct Character Areas



## Old Thornhill Village District

- Heritage Community Character
- Streetscape as Integrator
- Old and New



Plan View



Interpretive Signage



Specialty Planting

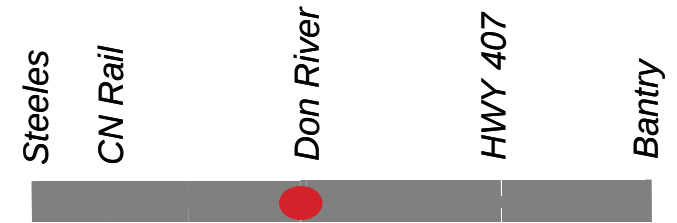


Paving Palette



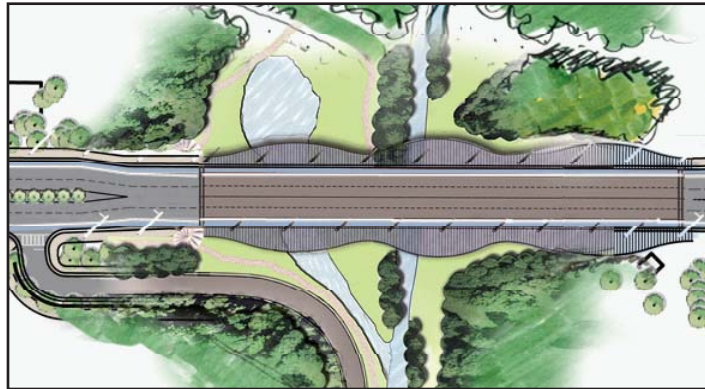
Perspective

# Distinct Character Areas



## Don River Bridge Threshold

- Enhance Natural Valley Features
- Public Art as Infrastructure
- Pedestrian Connection and Viewing



Plan View



Specialty Lighting



Public Art Elements



Planting

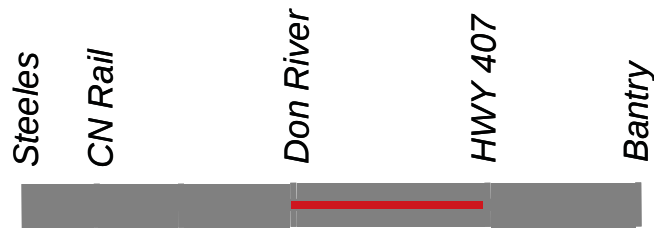


Materials Palette



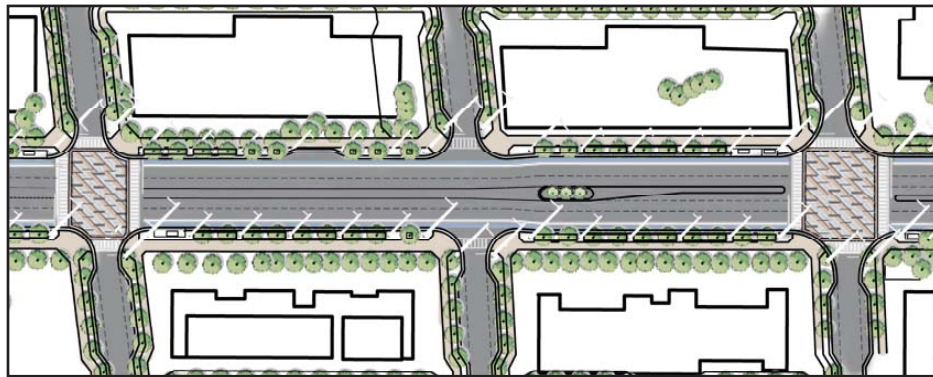
Viewing Areas

# Distinct Character Areas



## New Thornhill District

- Transition from Don River
- Double Row of Street Trees
- Mid-block Links



*Plan View*



*Specialty Lighting*



*Paving Palette*



*Street Tree Planting*

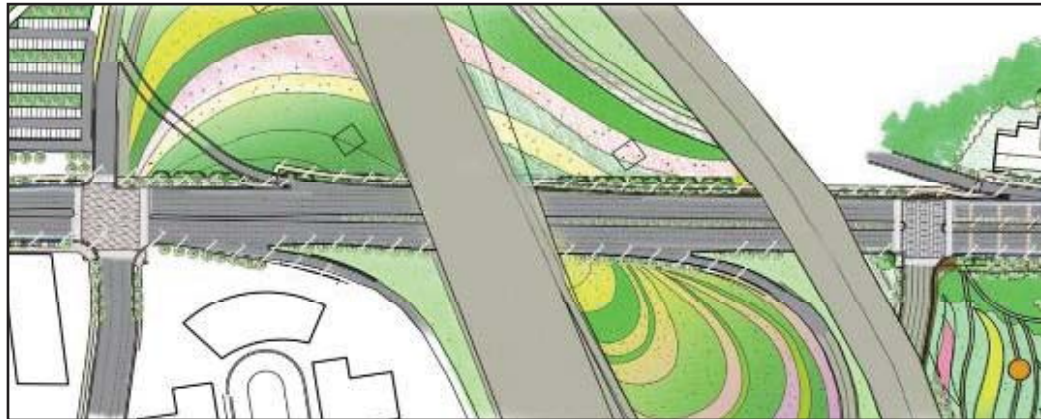


# Distinct Character Areas



## Highway 407 Threshold

- 407 Hydro Art Park
- Pedestrian and Open Space Connections



Plan View



Public Art



Planting Walls



Planting



Specialty Lighting

# Distinct Character Areas



## Richmond Hill Centre District

- Richmond Hill Centre/ Langstaff UGC
- Transit Integration



*Plan View*



*Paving Palette*



*Specialty Planting*

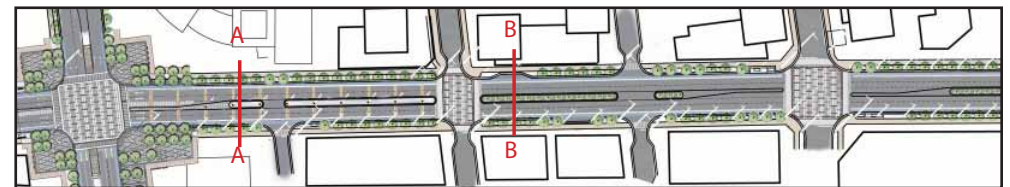


*Tree Planting*



*Perspective*

# Yonge Steeles Gateway District



### Key Plan - Sections



Section A-A

The pavement width will respond to the operational requirements during the Pre-Subway and Subway phases.



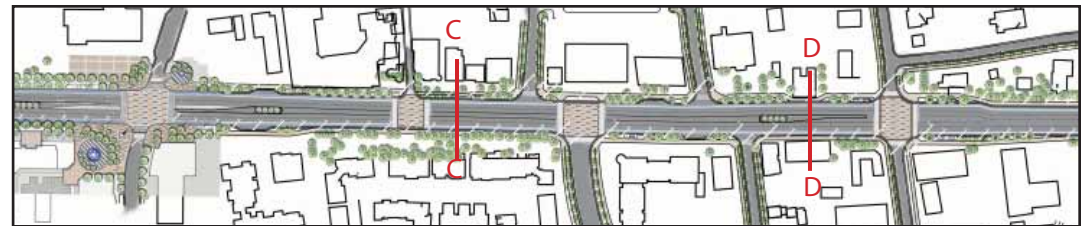
Section B-B

The pavement width will respond to the operational requirements during the Pre-Subway and Subway phases.

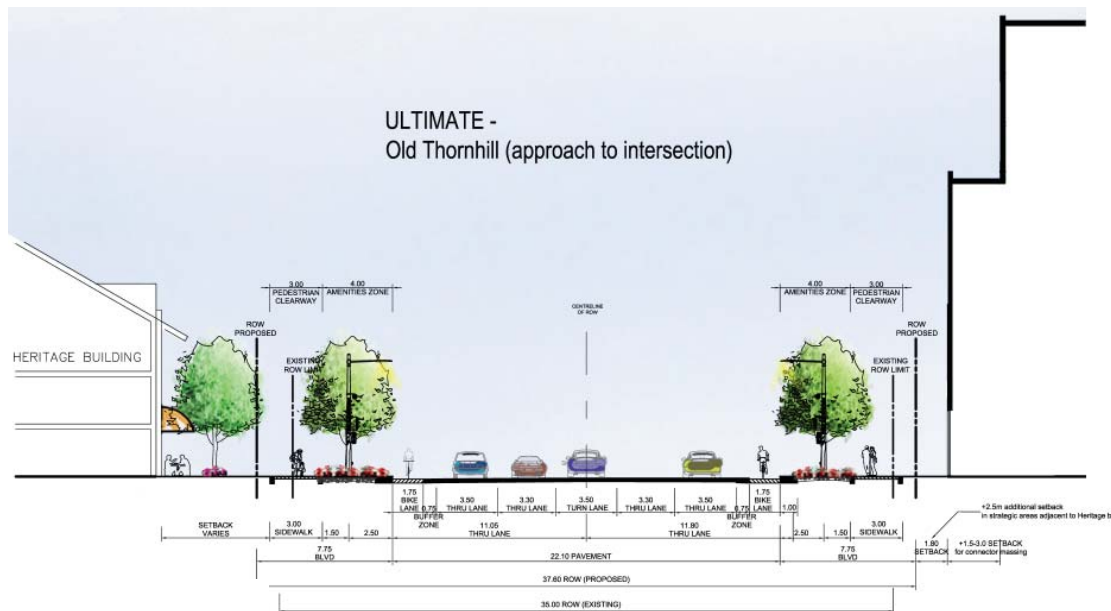
# Streetscape Conditions



## Old Thornhill Village District

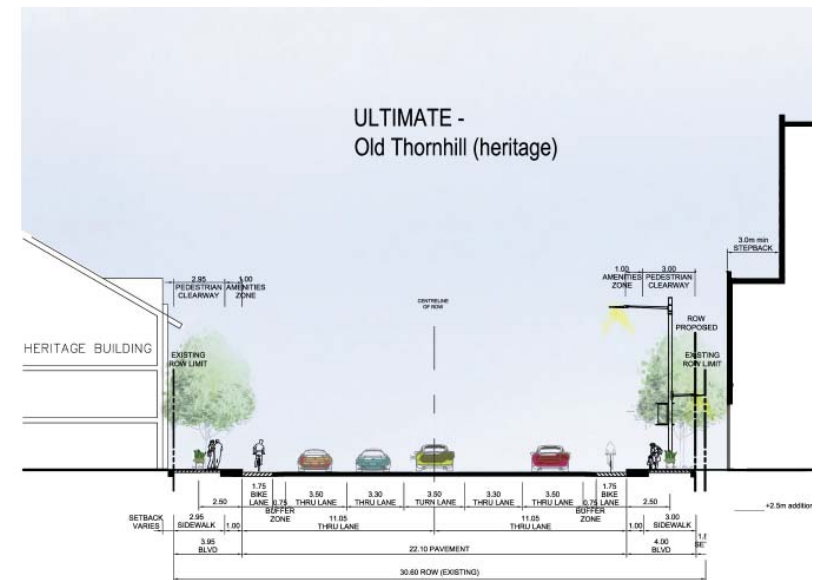


Key Plan - Sections



Section C-C

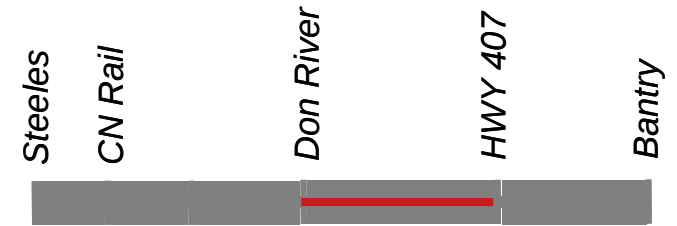
The pavement width will respond to the operational requirements during the Pre-Subway and Subway phases.



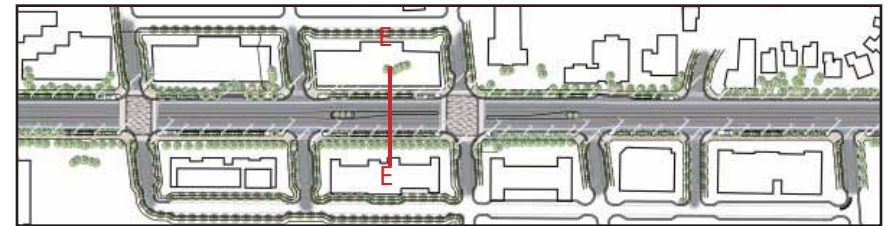
Section D-D

The pavement width will respond to the operational requirements during the Pre-Subway and Subway phases.

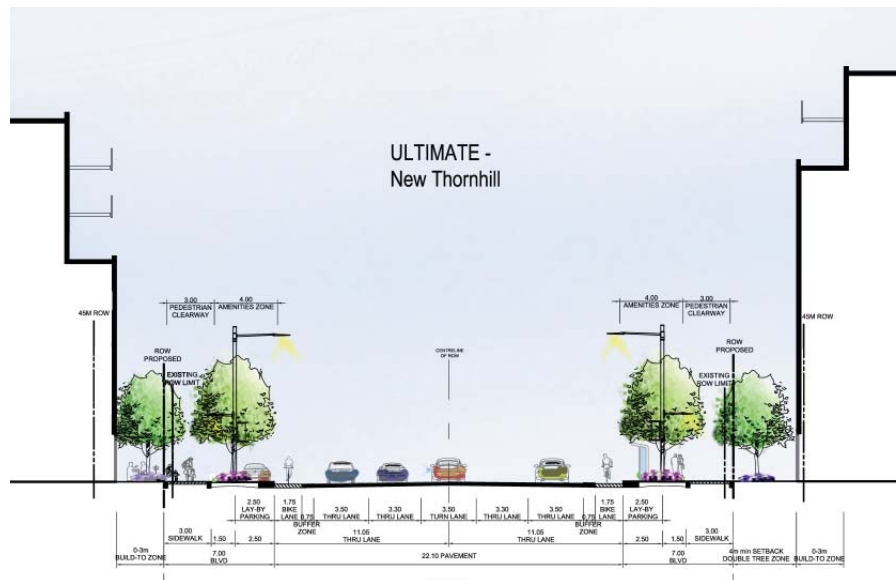
# Streetscape Conditions



## New Thornhill District



Key Plan - Sections



Section E-E

The pavement width will respond to the operational requirements during the Pre-Subway and Subway phases.

| Location  | Percentage |
|-----------|------------|
| Steele's  | 100%       |
| CN Rail   | 100%       |
| Don River | 100%       |
| HWY 407   | 100%       |
| Bantry    | 100%       |

[illegible]

The pavement width will respond to the operational requirements during the Pre-Subway and Subway phases.



The pavement width will respond to the operational requirements during the Pre-Subway and Subway phases.

# Phasing Plan

The Phasing Plan was prepared in response to the reality that no final decision on the timing and funding of the subway is imminent. In the absence of a decision and accompanying funding for the subway, Yonge Street must continue to function as a major commuter route accommodating increasing traffic flow and functions for the foreseeable future.

The prime assumption upon which the Pre-Subway Plan is built is that it will continue to use existing roadway infrastructure including pavement width and curb lines. The Plan identifies areas of boulevard where implementation of the Streetscape Master Plan could potentially take place without compromising the roadway and traffic functions or that would require re-construction when the subway is built.

The Pre-Subway Plan represents the “early wins” in building the Streetscape Master Plan.



Condition A: Open-cut areas that cannot be developed until subway construction is complete (Ultimate Plan).



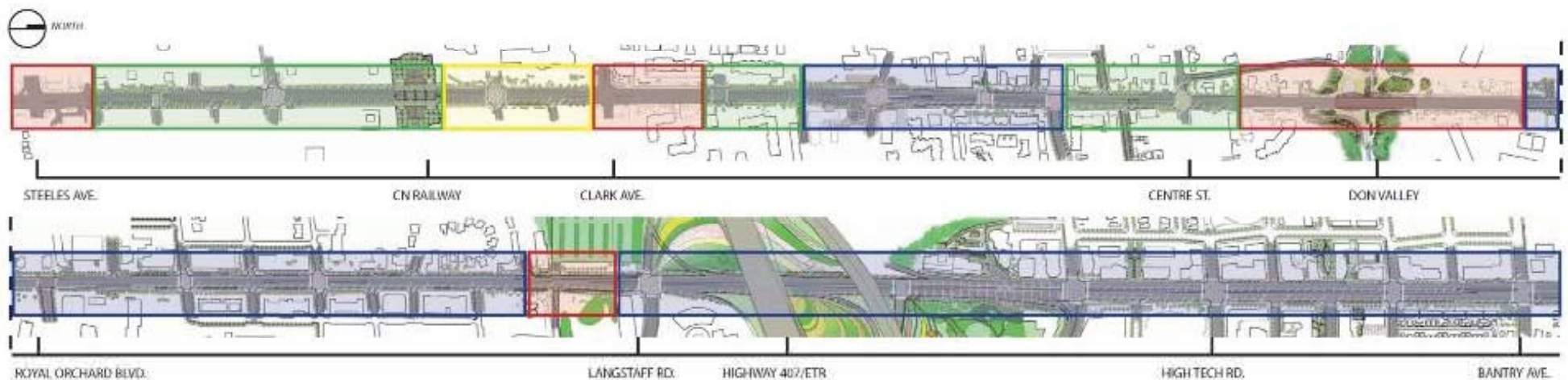
Condition B: Areas where the Master Plan can be slightly modified using existing curbs (Pre-Subway Plan).



Condition C: Areas where roadway widths are narrower than the proposed design and can be expanded with no loss of transportation function (Pre-Subway Plan).



Condition D: Areas where the current roadway is wider by 1.5 to 2.5 metres than the proposed allocation and it would be preferable to wait until the road is narrowed to achieve a more spacious pedestrian zone (Ultimate Plan).



# Capital Costs

The estimate of probable capital cost of construction of the Streetscape Master Plan is based on the Ultimate and Pre-Subway plans for the anticipated streetscape works illustrated in the Master Plan. These preliminary estimates are qualified based on several factors:

- Design – the master plan conceptual drawings and sketches illustrate key dimensions and materials, but not all specific conditions throughout the study area;
- Technical – the master plan represents a new design that explores innovative technologies relative to components such as planting, paving, drainage and other features;
- Cost – unit costs are taken from specific experience with other similar projects in York Region (2011 dollars).

Together, these factors provide an overall level of accuracy of approximately  $\pm 20\%$ . Based on this, the anticipated costs for the Streetscape Master Plan includes a 20% contingency.

## Existing Capital Costs

Three existing standards and associated costs within York Region have been reviewed. These include streetscapes without medians, streetscapes with medians, and enhanced streetscapes, such as those included in the vivaNext projects.

### ***Capital Costs – Existing Streetscape Policy (per km)***

The costs are based on 2011 Urban Cross Section from Transportation Services, Roads – Capital Delivery. The total cost for streetscape including street trees, sidewalks, and a median totals approximately \$4.5 million/km. This figure excludes the cost of utilities.

### ***Capital Costs – Enhanced Streetscapes (per km)***

Enhanced streetscape costs within the Region (i.e. vivaNext projects) amount to approximately \$6.1 - 7.2 million/km. These enhanced streetscape costs include substantial upgrades from the other existing standards in terms of quality of materials and design.

## *Proposed Standards for Yonge Street*

The proposed standards for Yonge Street are based on the Streetscape Master Plan for South Yonge Street predicated on the construction of the Yonge Street subway from Finch to Richmond Hill Centre. As the “Main Street” for York Region, the Streetscape Master Plan for South Yonge Street envisions a modern, vibrant, multi-functional urban streetscape flanked by a variety of land uses including medium to high density residential, at-grade retail and commercial uses, as well as the protection and enlargement of existing heritage areas. The proposed streetscape standards and associated capital costs for Yonge Street reflect this character.

### ***Cost Estimate***

The order of magnitude cost estimate for the full build-out of the Streetscape Subway Plan (Ultimate) is approximately \$45,000,000 (+ HST) excluding underground power distribution and other utilities, and public art. This amounts to an average cost of \$8.0 million per kilometre.

The order of magnitude cost estimate for the Streetscape Pre-Subway Plan is approximately \$38,000,000 (+ HST), excluding underground power distribution and other utilities and public art. This amounts to an average cost of \$6.78 million per kilometre.

# Maintenance + Operating Costs

*The maintenance and operational costs for the streetscape are based on the itemization of considerations and components as outlined below that are required to ensure the proper care required for the longevity and attractiveness of the initial investment.*

## Recommended Maintenance + Operating Costs

The maintenance and operational costs for South Yonge Street are detailed in the South Yonge Street Phase 5 Report. The costs presented are based on the VivaNext H3 Project through which cost assumptions are presented for enhanced streetscapes within York Region. Local municipal input into the projected maintenance costs are also accounted for in the figures.

It is estimated that maintenance costs per annum will be in the range of \$300,000-\$350,000 / km depending on the character area and streetscape elements.

## Key Assumptions

### *Hardscape*

- Concrete Sidewalk (3m wide each side).
- Pavers on concrete base.
- Streetprint - Cleaning and repair costs assume washing / colouring once a year, more sweeping, repainting every 15 years.
- Median without planting (excluding public art).
- Crosswalks (all 4 arms) - Repainting every 15 years.

### *Softscape*

- Tree - Pruning, watering, mulching / fertilizing, infiltration / irrigation system maintenance / flushing.
- Planters - Watering / plant maintenance in addition to tree care.
- Ground cover Planting - Trash removal and minor plant maintenance needs.

### *Site Furnishings and Lighting*

- Bike Racks – Graffiti removal.
- Trash Cans - Graffiti removal.
- Benches - Graffiti removal.
- Road and Pedestrian Lighting maintenance.
- LED fixtures – Graffiti abatement, ongoing operation / repair.

# Funding Options



*Bloor- Yorkville BIA Streetscape Revitalization funded in partnership with City of Toronto*

## Potential Funding Sources include...

- Development Charge Funds
- Section 37 Benefits
- Business Improvement Area (BIA) Funding
- York Region Municipal Streetscape Partnership Program
- VivaNext

## Other Funding Partners

- While not directly applicable to the “usual” funding sources for streetscape there may be other “non-conventional” sources and / or partnerships with stakeholders that should be investigated, including:
  - Highway 407 ETR
  - CN Rail
  - Hydro One
  - Private Donors / Sponsors for public art
  - Environmental Partnerships (e.g. TRCA, etc.)

# Key Recommendations

## Leadership and Support for Implementing the Streetscape Master Plan

- York Region to lead the implementation of the Streetscape Master Plan in collaboration with local municipalities and the private sector to achieve commitment towards creating a world class street.
- Support for local policies that integrate the South Yonge Street Corridor Streetscape Master Plan and speak to the importance of this primary urban corridor.
- Continued communications with major stakeholders such as York Region Rapid Transit Company, Powerstream, MTO / 407 ETR, CN Rail, and City of Toronto.

## Major Focus on Funding the Streetscape Master Plan

- Leverage existing funding opportunities for streetscape design through the development process.
- Explore alternative funding sources for implementation to complement existing sources.
- Establish Business Improvement Areas (BIAs) for Vaughan, Markham, and Richmond Hill business owners.
- Explore harmonization of operations/maintenance practices in partnership with local municipalities.

## Establish Implementation Teams that support and facilitate the Streetscape Master Plan

- Establish a **Streetscape Implementation Team** that will focus on the planning, monitoring, evaluating, and achieving efficiencies between local and Region operations/maintenance. The team will also be tasked to facilitate the development process along this corridor.
- Establish a **Public Utilities Coordination Committee** dedicated to South Yonge Street in planning and coordinating utilities within right-of-way in support of the streetscape master plan. A major objective of this committee may be to develop implementation options in integrating utilities seamlessly into an urban context.
- Establish **Public Art Steering Committee** that is dedicated to outlining opportunities for siting public art on public / private property, and the review of public art proposals based on a Shared Public Art Policy for South Yonge Street.





## South Yonge Street: Here comes the future!

The Regional Municipality of York has identified the Yonge Street corridor as a high priority for future investment in office, retail and residential development. South Yonge Street from Steeles Avenue to Bantry Avenue will become a place that people will travel to, rather than travel through.

We need to be ready to respond to this investment and to do so, York Region is leading a Streetscape Master Plan focused on revitalizing South Yonge Street with a bold vision that will support the future growth, and also transform Yonge Street into a vibrant, attractive world class street.

The Master Plan integrates years of work and studies that have been undertaken along Yonge Street. The Plan will set guidelines for urban design on Yonge Street to celebrate its cultural heritage, character and historical significance.

The innovative and distinct streetscape design will include attractive medians, public art, unique curbs and intersections, enhanced crosswalks and lighting features, boulevard paving treatments, raised planters, street trees and street furniture to ensure consistency along Yonge Street.

A comprehensive implementation and phasing strategy will guide development in a way that makes South Yonge Street the place to live, work and play.

*"The Plan for South Yonge Street will create opportunities for our partners in the development community to be involved in creating an attractive and functional corridor that will stimulate growth and become an increasingly desirable destination. From enhanced crosswalks to attractive landscaping, this collaborative effort recognizes the benefit of creating safe and vibrant public spaces for our residents."*

York Region Chairman and CEO Bill Fisch

### Come see what we have in store for South Yonge Street

Two Public Information Sessions have been organized on the following dates and locations:

**Richmond Hill Session:**

September 8, 2011 7 - 9 p.m.

Langstaff Community Centre, Tollgate Rooms A and B  
155 Red Maple Road, Richmond Hill, Ontario

**Markham/Vaughan Session:**

September 15, 2011 7 - 9 p.m.

Thornhill Presbyterian Church, Fellowship Hall  
271 Centre Street, Thornhill, Ontario

For more information on the South Yonge Street Corridor Streetscape Master Plan and other streetscape initiatives that the Region is undertaking, please contact:

**Ms. Carmen Hui**, OALA, CSLA, ASLA  
Streetscape Program Manager  
The Regional Municipality of York  
Phone: 905-830-4444, ext. 5272  
Email: Carmen.Hui@York.ca



The Regional Municipality of York  
**PUBLIC NOTICE**  
**Public Information Session - South Yonge Street**

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The Master Plan integrates years of work and studies that have been undertaken along Yonge Street. This Plan will set the standard for urban design by celebrating Yonge Street's cultural heritage, character and historical significance.

The innovative and distinct design techniques will incorporate attractive medians, public art, unique curbs and intersections, enhanced crosswalks and lighting features, boulevard paving treatments, raised planters, street trees and street furniture which will ensure consistency along Yonge Street.

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Fellowship Hall  
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If you require accommodation to fully participate in this meeting, please contact: Carmen Hui at 905-830-4444, ext. 5272.

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