

THORNHILL YONGE STREET STUDY (2002)

FILE: 19.26

Recommendation

The Commissioner of Planning recommends:

1. That Urban Strategies Inc.'s final report on the Thornhill Yonge Street Study (Attachment #4), and background information be received.

2. That the Study's recommendations be endorsed as the basis for the preparation of an amendment to the Official Plan for the Study Area.

Economic Impact

There is no additional economic impact to the City of Vaughan as the necessary resources have been allocated and approved. The proposed policy changes will permit additional new assessment to the local tax base.

Purpose

To present the results and recommendations of the Thornhill Yonge Street Study conducted by Urban Strategies Inc. for the consideration of Council.

Background - Analysis and Options

Location

The Thornhill Main Street Study is focused primarily on properties fronting onto Yonge Street within the boundaries of the Heritage Conservation District. The east side of Yonge Street is under the jurisdiction of the Town of Markham. The Study Area also includes a few businesses on the south side of Centre Street and an apartment building east of Yonge between John and Elgin/Arnold, which are included due to their proximity to Yonge Street. On the west side of Yonge Street, the southern boundary includes the Thornhill Public School located south of the Elgin/Arnold intersection with Yonge. The northern boundary is the top of the riverbank above the Don River valley just north of the Thornhill Heritage Conservation District.

Existing Uses

The portion of the Study Area located in the City of Vaughan is designated "General Commercial" and "Low Density Residential". The lands are zoned C1-Restricted Commercial, C2-General Commercial, C6-Highway Commercial Zone, and R1-Single Detached Dwelling Residential Zone.

The Yonge Street corridor for the length of the Study Area presents the following challenges:

- Much of the historic commercial fabric has been lost and the corridor lacks a distinct identity and character.
- The civic role of the street has been overshadowed by the transportation function of the street.
- The overall quality of the "main street" experience is poor.
- There is no organized business association or defined commercial role for the street within the broader regional context.
- New development and reinvestment are needed within the Study corridor.

- Local residents shop elsewhere.
- The scale of current development is not consistent throughout the study corridor, and in some locations does not suit the size and width of the street.
- Pedestrian activity is lacking. Not enough people live on Yonge Street and there are few places for people to meet and gather.

The Planning Context

The study area falls under the jurisdiction of the City of Vaughan, the Town of Markham, and the Region of York, and is also subject to relevant Provincial Policy. Within the Vaughan portion of the Study Area the following municipal/regional policy documents provide direction for new development/ re-development:

- The York Region Official Plan
- OPA #210- The Thornhill Vaughan Community Plan
- The City of Vaughan Thornhill Heritage Conservation District Study

The York Region Official Plan

The York Region Official Plan establishes a commitment to invest in transit infrastructure, including streetscaping within identified centres and corridors. The Yonge Street corridor is to have a dedicated rapid bus transitway which is scheduled for construction for 2006-2007. The environmental assessment process for this transit improvement is now close to completion. The Region's policy framework supports mixed-use intensification of transitway corridors and centres. The Region recently refined its transit supportive land use policies, density targets and urban design performance standards through OPA #43, which was adopted on December 16, 2004.

The Provincial Policy Statement

The recent Provincial Policy Statement (March 2005), together with the Greenbelt Plan (February 2005), will shape future municipal policy directives and growth within the GTA. These documents are aimed at maximizing growth opportunities within the urban areas through infill, and building intensification. Higher order transit corridors within urban areas are identified as key areas for intensification and re-development.

The Thornhill Community Plan (OPA #210)

OPA #210 contains policies for site development within the Village of Thornhill Heritage District including:

- Encouragement of the retention of historical buildings to as great an extent as possible;
- Preservation of mature landscape elements;
- Creation or preservation of a landscape buffer between commercial uses and residential uses;
- Recommends development of Design guidelines for parking areas and access;
- Encouragement of pedestrian linkages; and
- Encouragement of pedestrian access to building entrances from Yonge Street.

OPA #210 makes provisions for the Village of Thornhill Heritage District and gives Council the authority to designate a Heritage Conservation District under the Ontario Heritage Act.

The City of Vaughan Thornhill Heritage Conservation District Study

The City of Vaughan Thornhill Heritage Conservation District Study (1984), includes policies for historical preservation, design guidelines for new development and re-development, and makes recommendations for public infrastructure improvements. The study also includes design

guidelines and general site development guidelines that provide recommendations for landscape and streetscape improvements for the Heritage District. Given the time which has lapsed since the completion of the Heritage District Study in 1984, and the new recommendations arising from the Thornhill Yonge Street Study, the Thornhill Heritage District Study document should be reviewed and revised to reflect the current policy framework.

The Study Process

The Study was jointly undertaken by the Town of Markham and City of Vaughan, and initiated in the fall of 2002. The Study was led by Urban Strategies Inc., a leading planning and urban design firm retained by the municipalities. The consultation process included a number of workshops with key stakeholders, including the Town of Markham, the City of Vaughan, the Region of York, the York Region Rapid Transit Consortium, the property owners and the local residents. The following is a list of the open houses and workshops held with the stakeholder group and general community in date sequence:

- Visioning workshop on February 27, 2003
- Presentation to the Stakeholder Consultation Group (SCG) on May 5, 2003
- Public Open House on May 28, 2003
- Business and Commercial Property Owner “round table discussion” on July 3, 2003
- Presentation to SCG on November 27, 2003
- Public Open House on December 4, 2003
- Public Open House on April 27, 2004

The Thornhill Yonge Street Study was completed in four phases:

- Phase 1: Background information gathering and analysis, including the development of transit-way and streetscape design criteria. This phase included the public consultation process to identify and develop goals and expectations for the Study Area.
- Phase 2: Development of alternate urban design and streetscape concepts.
- Phase 3: Development of the draft Master Plan.
- Phase 4: Development of the final report providing a framework for reinvestment and community building.

Key Elements of the New “Vision” For Yonge Street

The framework for renewal of the Study Area is based on a vision of creating a vibrant, mixed-use “main street” on Yonge Street, establishing a balanced range of residential, employment, and social gathering opportunities within the subject lands. The vision and policy framework builds upon established planning principles, municipal, regional and community goals to create:

- A predominance of commercial/retail uses situated along the street comprising specialty niche markets, including food, lifestyle and boutique stores, the ethnic market, neighbourhood and convenience shopping.
- An attractive, high quality, pedestrian-friendly, transit-supportive streetscape along Yonge Street comprising a primarily hard surfaced streetscape with in-ground street trees, distinctive pedestrian-scale lighting, streetscape furnishings and treatments, and 3.5 metre wide raised centre landscape median.
- Transit supportive mid-rise intensification in some sections of the corridor, with maximum heights of 5 storeys (westside), and 8 storeys (eastside), to better address the scale and width of the street, improve street definition, support increased transit use.

- Protection and enhancement of heritage resources and their environs through the redevelopment process aimed at highlighting and celebrating these core assets.
- New public parks, plazas and places for meeting and gathering along the side streets at established destinations including the York Market and Thornhill Public School at the Elgin/Arnold intersection, and at the new transit station at the Thornridge/John Street intersection.
- Building height and massing transitions to ensure compatible fit with existing neighbourhood fabric and to respond to the location and importance of heritage assets along the corridor.
- Small-scale infill projects to complement existing two and three storey developments including infill of the Bell office site, new house form mixed use development in the Lion's Parkette area, and new house form residential developments adjacent to the neighbourhoods at the John Street Transit Node.
- Enhancement and connection of the total open space resource linking planned open space improvements along Yonge Street and the side streets to existing parks, trails, and the neighbourhoods.
- A pedestrian priority zone on Yonge Street which limits the number of private driveway access points from Yonge Street to promote a pedestrian environment, while reducing congestion and left turning movements on Yonge Street.
- Access and parking at the rear of Yonge Street properties to promote shared access and parking solutions.
- High quality buildings and public spaces exemplifying design excellence through the use of specific design guidelines and other criteria.

Recommendations to Achieve the Preferred Vision

The Thornhill Yonge Street Study recommends the following actions to implement the Study's vision:

- i. Amend the Secondary Plan and Heritage Conservation District Plans to reflect the land use plan, designations and policies outlined within the Thornhill Yonge Street Study.
- ii. Change current zoning requirements to allow for a mix of residential and commercial uses in the corridor through development applications.
- iii. Change current zoning, as appropriate, to reflect the heights recommended in the urban design plan.
- iv. Urban design guidelines recommended in the Thornhill Yonge Street Study should be consolidated with the Heritage Conservation District Plans of both Municipalities.
- v. Policies should restrict the development of surface parking lots and establish reduced parking standards for commercial uses along the rapid transitway.
- vi. Introduce demolition control policies that require an approved alternative use and building permit prior to receipt of demolition approval.

- vii. Explore the potential for establishing the Thornhill Yonge Street Study area as a “Community Improvement Plan” area under Section 28 of the Planning Act, and adopt the Thornhill Yonge Street Study as the Community Improvement Plan for the area.
- viii. Establish as a priority the initiation of public realm improvements and joint public/private commercial parking facilities secured through the redevelopment process.
- ix. Establish policies that require all municipal capital works projects to conform to the Thornhill Yonge Street Study.
- x. Explore the potential for establishment of a Community Improvement Project Area Capital Budget, and Community Improvement Fund, to implement public realm improvements as outlined in the Streetscape Improvement Program.
- xi. Explore the potential for a joint City of Vaughan/Town of Markham Architectural and Development Peer Review Committee for all public sector projects, major private sector projects over 929 sq.m (10,000 sq.ft) and all infrastructure projects.
- xii. Establish a joint City of Vaughan/Town of Markham Yonge Street Streetscape and Transitway Project Management Team to work collaboratively with the Region of York and Power Stream Inc. (Hydro), to implement the Base Case Streetscape and Transitway, and other interim and permanent improvements to accommodate the Transitway.

Land Use Recommendations

The land use recommendations arising from the Yonge Street Study provide the policy basis for an amendment to the Official Plan to guide the renewal of the Yonge corridor. These recommendations are based on the vision, key planning principles, goals, analysis and conclusions outlined in the Study report.

- i. The Yonge Street Study Area, should be a vibrant mixed-use area, with a predominance of commercial land uses on Yonge Street, with residential uses encouraged above grade.
- ii. All development should be street-related in character.
- iii. Residential intensification is recommended to support the rapid transit corridor.
- iv. The general policy intent of the Heritage Conservation District Plans of both municipalities respecting the enhancement and preservation of significant heritage assets should remain, and be updated, to protect the unique heritage resources of the district.
- v. The designation “Heritage Main Street” should be amended to apply only to those lands shown on the proposed land use plan (Attachment #2), comprising existing heritage building sites or concentrations of existing heritage buildings and contributing buildings.
- vi. The maximum permitted net site density of all buildings on lands designated “Heritage Main Street” shall not exceed 0.75 FSI, however, consideration may be given through zoning or variance approval to permit the maximum to increase to 1.0 FSI subject to zoning, Official Plan policy and design guidelines. The maximum height of buildings on lands designated “Heritage Main Street” shall not exceed three storeys.
- vii. Two new land use designations are proposed for the Study Area as shown on the land use plan (Attachment # 2):

- (a) "Mixed Use Commercial/Residential (maximum height of 5 Storeys)": This designation requires commercial uses at grade along the Yonge Street frontage, and immediately abutting park and open space designations. The maximum permitted net site density of all buildings on lands within this designation shall be determined by the municipalities, and shall generally be in the range of 1.5 to 2.0 FSI. The maximum height of buildings shall conform to the Urban Design Plan created through this Study.
 - (b) "Mixed Use Commercial/Residential (maximum height of 8 Storeys)": This designation requires commercial uses at grade along the Yonge Street frontage, and immediately abutting park and open space designations. The maximum permitted net site density of all buildings on lands within this designation shall be determined by the municipalities, and shall generally be in the range of 2.0 to 3.0 FSI. The maximum height of buildings shall conform to the Urban Design Plan created through this Study. (Note: This designation applies only to the east side of Yonge Street.)
- viii. The option of density bonusing, up to a maximum of one or two additional storeys, subject to site-specific conditions to be considered for inclusion in the Official Plan.
- ix. The general commercial and automotive service designations in the Vaughan Official Plan should be eliminated within the Study Area, and replaced as indicated by the proposed land use plan. Existing automotive service designations will become legally non-conforming uses.
- x. The Urban Design Framework and Urban Design Guidelines should be incorporated as specific design criteria within the secondary plans and the Heritage Conservation District Plans. The Urban Design Framework and Design Guidelines created through this Study provide specific criteria to logically organize, structure and evaluate new elements of the built environment to ensure the creation of a high quality, pedestrian-friendly, and attractive mixed use and commercial district that is compatible with adjacent neighbourhoods, and appropriate to the provision of a higher order transitway within the Heritage Conservation District.
- xi. A minimum building height of 2.5 storeys should generally be adopted for all new development on Yonge Street within the Study Area.
- xii. Drive-through facilities will not be permitted, nor will outdoor storage uses.
- xiii. A special sign by-law will be established to apply within the Study Area.
- xiv. Secondary Plan maps should be amended to reflect the land use recommendations above.
- xv. In accordance with Yonge Street's role as the location for a dedicated rapid bus transitway, the municipalities should undertake a review of established parking requirements, to reduce the number of parking spaces below conventional parking requirements for retail, commercial and office uses, and/or determine the need for municipally-supplied parking to permit the desired transit-oriented built form densities.

Urban Design Policies

The Urban Design framework and Urban Design Guidelines provide specific performance criteria to organize, structure and guide development of the Yonge Street corridor in the future. These elements will be used in conjunction with amendments to the policy framework to ensure the creation of a high quality, pedestrian-friendly, and attractive built form environment that is

compatible with adjacent neighborhoods and existing heritage resources, and appropriate to the provision of a higher order transitway.

The Urban Design Framework establishes recommendations to organize, structure and guide the development of primary urban components within the corridor, and also to provide guidance respecting more detailed elements of the built environment. The Urban Design Framework establishes policies for the street system, the public realm, built form, the streetscape, and general site development. The following is a brief summary of the recommendations developed for each of these components.

1. The Street System

i) Primary Street (Yonge Street)

- A 36 m right-of-way is recommended for Yonge Street, including a minimum 5.2 m public pedestrian zone from the curb edge to the edge of the right-of-way.
- Establishment of a Primary Streetscape Zone comprising a 5.2 m public pedestrian zone, occurring from the curb edge to the edge of the public right-of-way for all properties fronting onto Yonge Street. This creates in most instances, a 7 m public realm along Yonge Street from the curb edge to building face.
- Reduction of driveway access points from Yonge Street, introducing a high quality of streetscape treatment and enhancement to support the street's transit, pedestrian and vehicular corridor role.
- Enhancement of overhead street lighting, distinct transitway paving, and decorative paving and design treatments at intersections and along boulevards, streetscape furnishings and planting in accordance with the Streetscape Improvement Program.
- Removal of utility poles and the burial of utility lines, etc.
- Any surplus lands created by the transition to rapid bus transitway should be conveyed to the respective municipality to be developed as parkland.

ii) Secondary Streets (east/west streets) and Private Streets

- A minimal setback is recommended for all buildings fronting on east/west streets, subject to contextual considerations.
- For private streets, connected internal drives are recommended rather than access from Yonge Street.

iii) Enhanced Pedestrian Laneways and Parking Courts

The following segments of the system of connected internal drives require special or enhanced streetscape treatment due to their prominent locations:

- Market Plaza Mews laneway (Markham)
- Colborne Parking court (Markham)
- John Street Transit Park/Plaza laneway (Markham)
- Centre Street Mews Laneway (Vaughan)
- Yonge to Thornhill Summit Drive Laneway (Markham)

These areas listed above require a high level of special streetscape treatment and are intended to be narrow mixed pedestrian and vehicular corridors of approximately 6 to 10 metres in width. They should be designed according to municipal standards to enable these areas to be conveyed to the municipalities in the future if required. Identification and special treatment of priority areas occurring at intersections, and the John Street Transit Node to reinforce safe pedestrian crossings and transit access, is also recommended.

In addition, pavement redundancies throughout the Study Area should be removed. There are lands within the right-of-way triangles on the southeast corner and northwest corner of the Elgin/Arnold intersection with Yonge Street, which currently permit high-speed island-separated right turning movements. Right-of-way triangles of this kind will not be required with the introduction of the dedicated Rapid Bus Transitway. The Study recommends that surplus lands created by the redundancy of these road sections should be conveyed to the respective municipalities for parkland development.

The Study also proposes the use of non-perfect travel alignments across intersections to further reduce pedestrian crossing distances. Currently, wide vehicular lanes, some of which exceed 4.5 metres, promote high travel speeds on the corridor, and consequently unsafe conditions for pedestrians. The use of reduced roadway and transitway development standards, proven to ensure efficient functional performance of the transportation system, will also ensure an adequate and usable public realm within the established 36.0 m right-of-way. The following are the recommended widths for vehicular lanes:

- (i) Transit Lanes:
 - 3.5 m wide at the Elgin/Arnold intersection
 - 3.3 m wide at the John Street intersection
 - 3.3 m wide at the Centre Street intersection
 - Transit lane rumble strip: 0.3m
- (ii) Through/travel lanes: 3.25 m
- (iii) Turning radii for primary/secondary intersections of 6.0 m
- (iv) Turning radii for primary/local street intersections of 3.0 m

2. The Public Realm

Public open spaces include parks, publicly accessible open spaces, public realm focal points, and streetscapes which are currently or intended to be conveyed into public ownership and developed to create an attractive and connected public realm. Parkland will be acquired through the re-development process and the municipalities' capital improvement programs to enhance the character and amenity of the corridor. The Streetscape Improvement Program, created through the Yonge Street Study, focuses on the public open space system, including secondary and local streetscape zones, a street tree replacement program, parks, private open space, pedestrian/vehicular laneways and parking courts, and open space enhancements of heritage areas.

3. Building Envelopes, Orientation and Setbacks

The following are design recommendations for the Study Area respecting built form:

- i) Buildings shall be oriented toward public streets in order to clearly define the public realm, create a consistent street wall, and to create an attractive retail and commercial environment for pedestrians.
- ii) Buildings fronting on Yonge Street will occupy a minimum of 70 percent of the frontage along the property line.
- iii) Buildings fronting on an east/west street will occupy a minimum of 50 percent of the frontage along the property line.
- iv) A minimal setback is required, subject to contextual considerations (ie. setbacks on adjacent properties), for all buildings situated on east/west and local streets, with the exception of those fronting parks, where a 2.8 m setback is required.

- v) Parking is not permitted between the edge of the public right-of-way and the building face on primary, secondary or local streets.
- vi) Architectural features are encouraged at all corner building locations to enhance the visual prominence and identity of the area.
- vii) Building mass should reflect a linked series of pavilion-type buildings defined by recessed connector building segments.
- viii) A maximum of 30.0 m of continuous building frontage is permitted along the primary commercial frontage for all corner pavilion segments.
- ix) All commercial and residential buildings shall have windows fronting onto the public street system.
- x) Buildings shall be articulated to express distinct elements as outlined in the Design Guidelines.

4. The Streetscape Improvement Program

The Thornhill Yonge Street Study presents recommendations for the organization, design treatment and implementation of streetscape improvements within the Study Area. These improvements will occur entirely within the +/-36 m public right-of-way, and it is recommended that they will be jointly funded by the Region of York and the respective area municipality on a split cost sharing basis at the time of transitway construction.

Enhanced streetscape treatments are to occur at the three primary intersections within the district: the Elgin/Arnold and Yonge St. intersection, the John Street transit node intersection, and the Centre St./Yonge St. intersection. A 33% equal split cost sharing agreement is recommended for this streetscape component involving Markham, Vaughan, and the Region.

The design and implementation concepts presented within the Streetscape Improvement Program will be used by Markham, Vaughan, the Region, and future design teams selected to undertake components of detailed streetscape, as a tool to guide the evaluation of streetscape improvements over time. The recommendations contained in the Urban Strategies Inc. report are to achieve a comprehensive and cohesive image and character for streetscape development over the long term.

The Streetscape Improvement Program includes the following elements:

- i. Contributions within the public right-of-way
- ii. Public/Private contributions beyond the right-of-way
- iii. Private contributions beyond the right-of-way
- iv. Provide Public Contributions at special public places
- v. Built components
- vi. Living components
- vii. Order of Magnitude Cost Estimate

5. General Site Development Design Guidelines

The general development design guidelines developed through the Yonge Street Study provide criteria to guide the evolution of private properties within the Study Area. The General Site Development Design Guidelines will form a component of the Urban Design Guidelines document and principal recommendations of the guidelines will also be contained within the proposed Official Plan for the Study Area. The different components covered within the General Site Development Design Guidelines are:

- Building heights
- Building envelopes-orientation and setbacks
- Ground floor use
- Site landscaping

- Parking and access
- Loading and storage

Density Bonusing

The Thornhill Yonge Street Study also recommends that the option of density bonusing up to a maximum of one or two additional storeys be considered by each of the municipalities, subject to site-specific circumstances (ie. Proximity and compatibility with neighbouring uses). Density bonusing would be considered only on the basis that the developer agrees to undertake or fund improvements to the public realm or provide other public benefits such as the development of structured public parking to strengthen commercial use within the corridor. The extent and basis for density bonusing would be specifically addressed through an amendment to the Official Plan.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council to encourage land use designations and urban form to support transit usage, and to strengthen the City's diversified economic base by promoting and attracting new retail and commercial development.

Conclusion

The Thornhill Yonge Street Study recommends policy changes to OPA #210-Thornhill Community Plan, and the Thornhill Heritage District Conservation Plan to permit increased residential densities, encourage commercial intensification and diversity, and a strong focus on urban design elements to create a special pedestrian-friendly, transit-supportive heritage district. It is also recommended that the Study Urban Design Framework and Guidelines be incorporated within the municipal secondary plans, and the Heritage Conservation District Plans, to guide achievement of the preferred vision.

Staff recommend the approval of the Study, and that the recommendations contained therein be endorsed as the basis for the preparation of amendments to the Official Plan.

Attachments

1. Location Map
2. Proposed Land Use Plan
3. Proposed Urban Design Plan
4. The Thornhill Yonge Street Study Final Report (Councillors Only)

Report prepared by:

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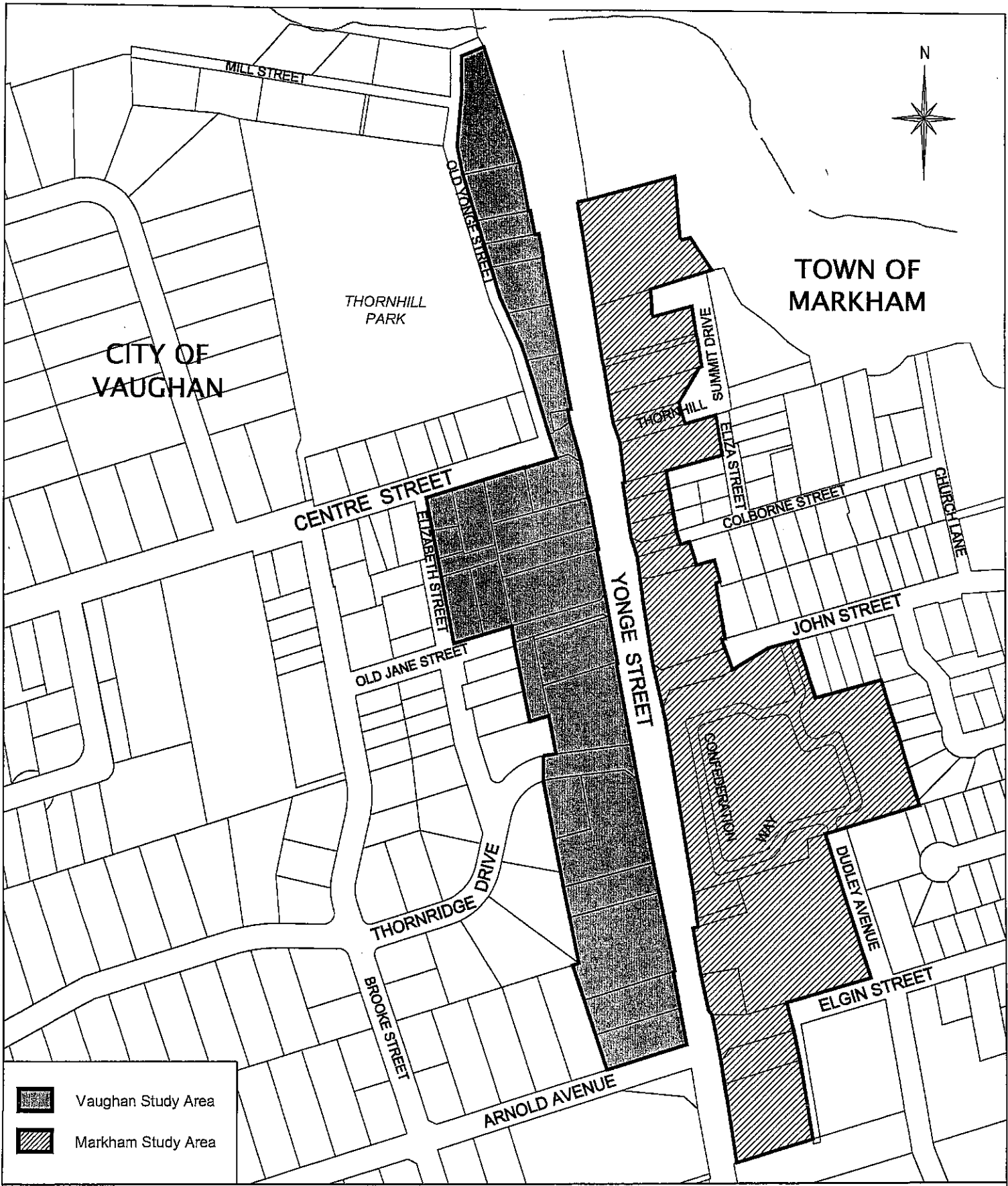
Respectfully submitted,



JOHN ZIPAY
Commissioner of Planning

DIANA BIRCHALL
Director, Policy Planning/Urban Design

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 Vaughan Study Area
 Markham Study Area

Location Map

Part of Lots 29 - 31,
 Concession 1
 THORNHILL YONGE STREET
 STUDY (2002)



Policy Planning /
 Urban Design Department

Attachment

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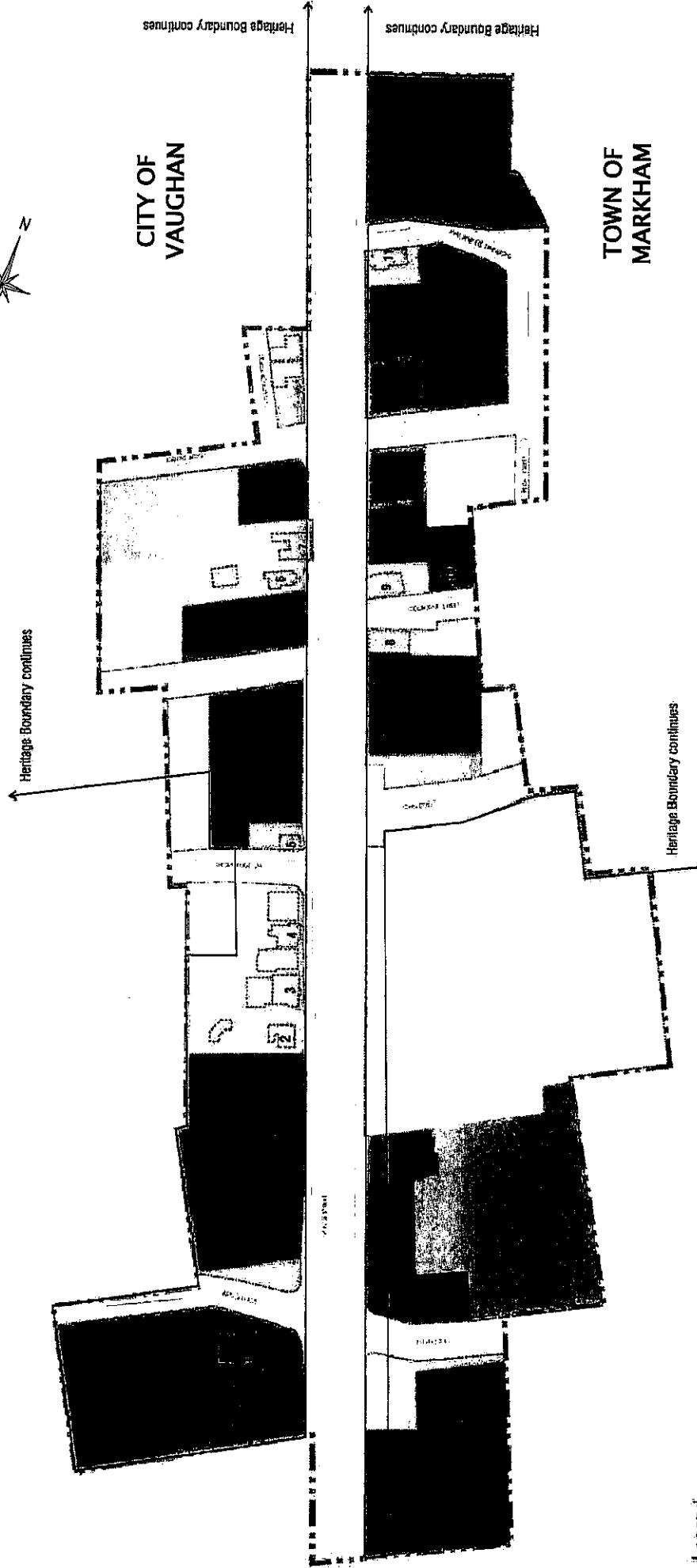
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CITY OF VAUGHAN

TOWN OF MARKHAM



Legend

- Public Park / Plaza
- Institution
- Potential Public Park
- Mixed Use Commercial/Residential, max. 8 st. 2.0 - 3.0 FSI
- Mixed Use Commercial/Residential, max. 5 st. 1.5 - 2.0 FSI
- Heritage Main Street, 1-3 st. max. 0.75 FSI
- High Density Residential 99 - 140 uph (net density) **
- Medium Density Residential max. 31 uph (net density) **
- Low Density Residential / Open Space max. 22 uph (net density) *
- Study Boundary
- Property Line
- Heritage Conservation Boundary
- Significant Heritage Building
- Complementary Urban Infill Building

Note: The designation "potential park" is an overlay designation on the 3 to 5 storey "Mid-Rise Street Related Designation" and reflects the municipalities' and communities' desire to create a plaza space depelling the northern boundary of the study area. The potential for parkland creation at the Potential Park Designation location will be negotiated at the time of Site Plan Approval.

* Vaughan Official Plan
 ** Markham Official Plan

Land Use Plan

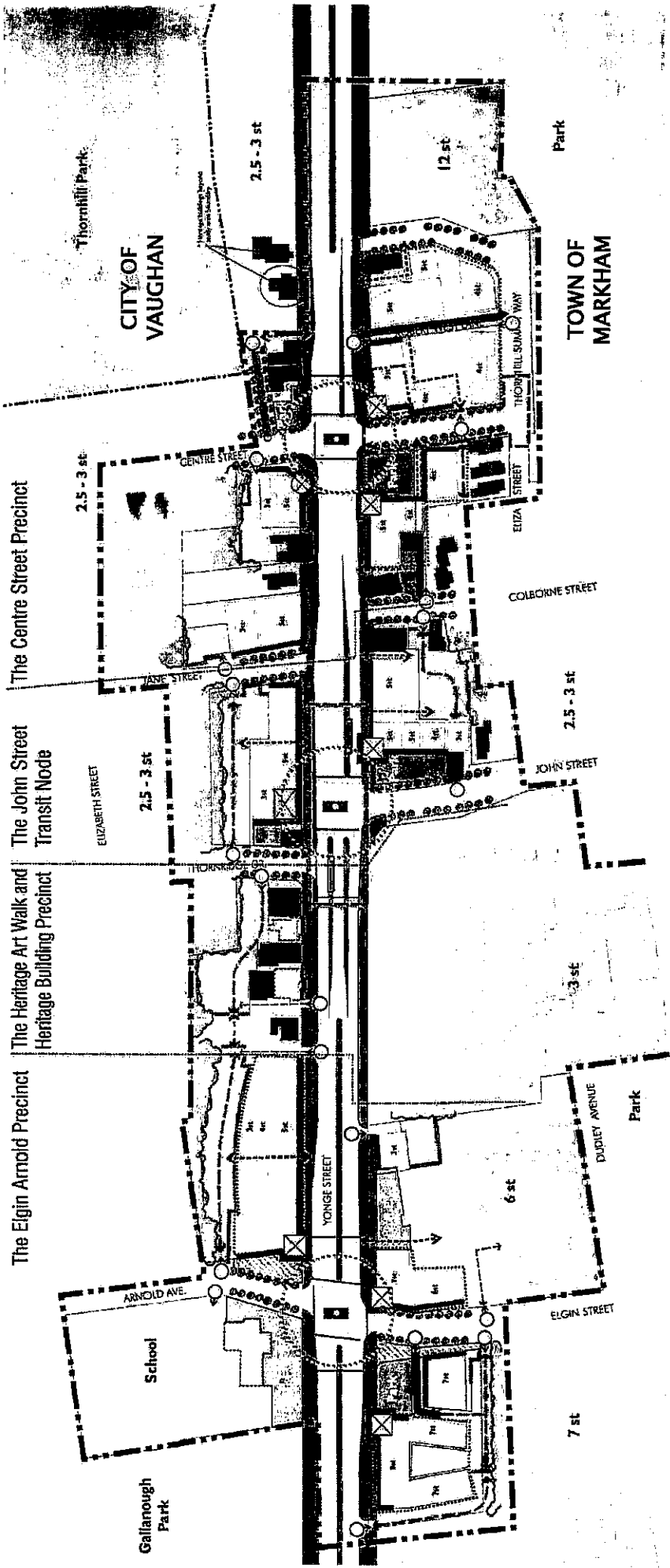
Part of Lots 29 - 31,
 Concession 1
 THORNHILL YONGE STREET
 STUDY (2002)



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Attachment 2

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- Legend:**
- Built Form**
 - Mid Rise Building Envelope and Height
 - Architectural Focus
 - Required Commercial Frontage
 - Permitted Commercial Frontage
 - Public Realm**
 - Primary Streetscape Zone
 - Secondary/Local Streetscape Zone
 - Public Park / Plaza
 - Civic Landscape Area (future parkland)
 - Private Landscape Enhancement Area
 - Heritage Landscape Enhancement
 - Potential Park
 - Street and Movement System**
 - Connected Rear Lane Access
 - Vehicle Access Point
 - Surface Parking
 - Potential Underground Municipal Parking
 - Pedestrian Access Point
 - Enhanced Pedestrian/Vehicular Laneway
 - Transit Zone**
 - Transit Zone
 - Pedestrian Cross Walk
 - Signalized Intersection
 - Pedestrian Priority Zone
 - Eliza Street Realignment
 - Site Landscaping**
 - Minimum 2.0m High Landscape Buffer
 - Minimum 1.0m High Landscape Buffer
 - Existing Landscape Buffer
 - Boundaries**
 - Study Boundary
 - Property Lines
 - Precinct Boundary
 - Heritage**
 - Designated Heritage Building, 2-3st.
 - Fire-Standing Heritage Building, 2-3st.
 - Significant Heritage Building, 2-3st. Modified/ Integrated into new developments
 - Complementary Building, 2-3st.
 - Proposed Icons-Term Building, 2-3st.

Urban Design Plan

Part of Lots 29 - 31,
Concession 1
THORNHILL YONGE STREET
STUDY (2002)



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