

WOODBIDGE AVENUE STREETScape DESIGN & GUIDELINES

WOODBIDGE HERITAGE DISTRICT URBAN DESIGN AND STREETScape STUDY
VOLUME II



APRIL 2017



DIALOG

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TABLE OF CONTENTS

INTRODUCTION	VI
1.0 BACKGROUND	1
1.1 STUDY AREA	1
1.2 STUDY PROCESS	5
1.3 POLICY FRAMEWORK	6
1.4 HISTORIC CHARACTER	7
1.5 CULTURAL HERITAGE LANDSCAPE FEATURES	9
2.0 VISION & PRINCIPLES	11
2.1 WOODBRIDGE AVENUE VISION	11
2.2 WOODBRIDGE AVENUE GUIDING PRINCIPLES	13
3.0 DESIGN FRAMEWORK	15
3.1 STREETScape TYPOLOGIES	17
3.2 STREETScape NODES	18
3.3 PUBLIC REALM EXPANSION	19
3.4 KEY VIEWS TO LANDMARKS	20
3.5 THE BIG MOVES	21
4.0 STREETScape MASTER PLAN	23
4.1 CONCEPTUAL STREETScape DESIGN	23
4.2 THE STREETScape PLAN: OVERALL INTERVENTIONS	27
4.3 THE STREETScape PLAN: AREA SPECIFIC HIGHLIGHTS	27
4.3.1 PLAN AREA 1: KIPLING AVENUE TO JAMES STREET	29
4.3.2 PLAN AREA 2: JAMES STREET TO WALLACE STREET	30
4.3.3 PLAN AREA 3: WALLACE STREET TO EASTERN PIAZZA	31
4.3.4 PLAN AREA 4: EASTERN PIAZZA TO CLARENCE STREET	32
4.3.5 PLAN AREA 5: CLARENCE STREET TO THE BRIDGE ENTRANCE	33
4.3.6 PLAN AREA 6: THE BRIDGE GATEWAY AT ISLINGTON AVE.	34

4.4	PLAN DETAILS	35
4.4.1	EASTERN PIAZZA DESIGN	35
4.4.2	GATEWAY ENHANCEMENTS & SIGNAGE	37
4.4.3	CUSTOM FURNITURE & WAYFINDING MARKERS	38
4.4.4	NEW PLAZA & IMPROVED TRAIL ENTRIES	39
4.4.5	STREET PAVING PATTERNS	40
4.5	STREETSCAPE SECTIONS	41
4.5.1	URBAN CORE ZONE	41
4.5.2	RESIDENTIAL MIX ZONE	42
	STREETSCAPE GUIDELINES	43
5.1	SUSTAINABLE INITIATIVES	43
5.2	PAVING	43
5.3	WOODBIDGE AVENUE STREETSCAPE COMPONENT MATRIX	45
5.4	LIGHTING	47
5.5	SIGNAGE & WAYFINDING	48
5.6	PLANTINGS & TREES	50
5.7	PLANTING SOILS & MEDIUMS	53
5.8	IRRIGATION & DRAINAGE	53
5.9	PARKING	54
5.10	PUBLIC ART & CUSTOM FEATURES	55

INTRODUCTION

DOCUMENT PURPOSE

This document is Part 2 to a two part series, Volumes I and II, which provide design guidance on how to implement the approved Heritage Conservation District and Secondary Plan Policy Frameworks and objectives, and specific strategies to enhance the public realm and defining features of the District. The Woodbridge Avenue Streetscape Master Plan provides a design concept and design component specifications for Woodbridge Avenue within the Heritage Conservation District. The Plan provides a design framework with design solutions to inform and coordinate public realm investments and to guide future development proposals. This design looks at the complete street to provide a design framework for engineering, parks development and urban design capital projects (for maximum value). The next stage of design includes Detailed Design Development of the street and streetscape components.

The Woodbridge Avenue Streetscape Master Plan is in accordance with the Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy for Intensification Areas and Heritage Conservation Districts.

PURPOSE OF THE STREETScape MASTER PLAN

The undertaking of the Streetscape Master Plan is a direct response to an increasing amount of growth and development change taking place in the Woodbridge Area. The City of Vaughan has embarked on this initiative to revitalize the Avenue, recognizing the need for a comprehensive streetscape design that is guided by a clear and unified vision. Developed through an inclusive and collaborative engagement process, the Master Plan is intended to redefine the design parameters for the streetscape, such that it can become a safe, accessible, and sustainable environment, reflecting quality and timelessness, and can meet the demands of a growing and diversifying community.

ADDRESSING CHANGE

Over the course of a street's life, many things change, grow and age. Street elements and infrastructure age, community needs and desires change, populations increase, trees mature and priorities shift. The redevelopment of the street to meet these shifting demands and nurture their defining character is vital to ensure the public spaces along a corridor continue to be valued. The study included a detailed process to understand what works, what needs repair, and how the street could better serve its current and future users. Key considerations for the street development include public safety and security, universal accessibility, urban tree canopy health, heritage character, the creation of social spaces, connection with the river, adjacent development interfaces and anticipating future demands.

THE NEED FOR A COMMON VISION

Woodbridge Avenue, for many years, has functioned as the commercial centre or heart of what once was described as the Woodbridge "village". Once defined by a predominantly two storey frontage, the Avenue has been changing rapidly in the last decade or so. Changes seen along Woodbridge Avenue in the recent years have largely been the result of higher density development, including a mix of residential and mixed-use buildings that together create a much more urban and intensified street context. This shift in character has many residents questioning the future of the heritage corridor and the continued loss to the distinct identity that once defined this unique destination. Due to the lack of a master plan vision as a guide, design decisions have also resulted in a fairly disjointed streetscape. The Avenue reflects a compilation of old and new design, a variety of furnishing styles, varying design and material quality, and design moves that are ad hoc or are not attuned to enhancing or celebrating the heritage character of place or in placemaking. A common vision is therefore required, by which all future developments along the Avenue can adhere.

CREATING A UNIQUE COMMUNITY DESTINATION

The Streetscape Master Plan provides an opportunity to:

- Renew and enhance the heritage district, and defining a strong sense of place, especially as the area experiences the influx of new families and increased demographic diversity.
- Redefine, increase, and diversify the public realm to meet the needs of a growing community while preserving what is important to the heritage district.
- Increase the multi-modal movement options for the area and shift the modal split to increase walking, cycling, and transit use.
- Protect, enhance, and celebrate the area's heritage identity, characteristics, and valued assets.
- Enable economic sustainability for the area by functioning as a catalyst for commercial viability.
- Provide a timeless and cohesive quality streetscape design.
- Create a destination that is animated in the day and evening, and fosters year round activity, and provides a comfortable experience in all seasons.
- Expand the public realm as the link to the many unique open space assets that define the area.
- Provide a forum in which to bring the heritage storey to the community through design.
- Create a healthy, green environment, by fostering walkability, socialization, and the appreciation and use of the natural environment.

The resultant document includes a Vision and Guiding Principles, a Streetscape Design and design guidelines, and a phasing and maintenance strategy to guide development of the streetscape over the short, medium, and long term horizons. The Plan was developed in accordance with Vaughan's *City-Wide Streetscape Implementation Manual and Financial Strategy for Intensification Areas and Heritage Conservation Districts*. The design solution it presents is the result of a series of thoughtful considerations towards capital and maintenance costs, aesthetics, and performance.

SUPPORTING EXISTING POLICY DOCUMENTS

The Streetscape Master Plan supports existing Policy Documents, including the Woodbridge Secondary Plan and its:

1. Principles & Objectives
 - Foster a Sense of Place
 - Protect Heritage Resources
 - Provide a Mix of Uses
 - 4. Achieve Critical Mass
2. Protection of views of the river valley
3. Multi-modal, transit-friendly corridor
4. Easy access to new trails and parks
5. Protection of existing heritage landscape resources
6. Direction for a streetscape design (Section 5.0)
7. Public Squares (Section 6.1.4)
8. Connected System (Section 6.2 A)
9. Pedestrian Priority Nodes (Section 5.2)

1.0 BACKGROUND

Historic Woodbridge Avenue is experiencing change that is redefining its character and identity. The guidance of the current policy frameworks and the development of a comprehensive streetscape design defines a new Vision for the Avenue.

1.1 STUDY AREA

The Woodbridge Avenue Streetscape study area encompasses the stretch of Woodbridge Avenue from Kipling Avenue to Islington Avenue. The Avenue has served as a main street for the wider Woodbridge Area and historic Village for centuries. Historically, the street was characterized by low density singular buildings of various architectural styles, the uses included residential and commercial mix, interrupted by moments of the cultural heritage landscape. A number of properties are listed or designated as heritage (see Figure 1), of which only some remain standing today. The historic development pattern was characterized by individual stand alone buildings, some having generously landscaped lots. This pattern is still evident today.

EROSION OF THE STREETScape OVER TIME

Large mature trees once spanned the length of the street in an informal pattern, creating a very green canopy. More recently, a large percentage has been lost to new development and to the Emerald Ash Borer disease. The Humber River crosses the eastern portion of the street and is defined by one of the many notable bridges in Woodbridge.

The walkability of the Avenue has diminished over time. The sidewalk paving is in poor condition. There is upheaval of the sidewalk due to weather conditions, poorly planted trees, and aging infrastructure. As well, the location and placement of street fixtures and furnishings such as light posts, service boxes, street signage, and bollards often obstruct the sidewalk and other pedestrian walking areas, inhibiting walkability. The

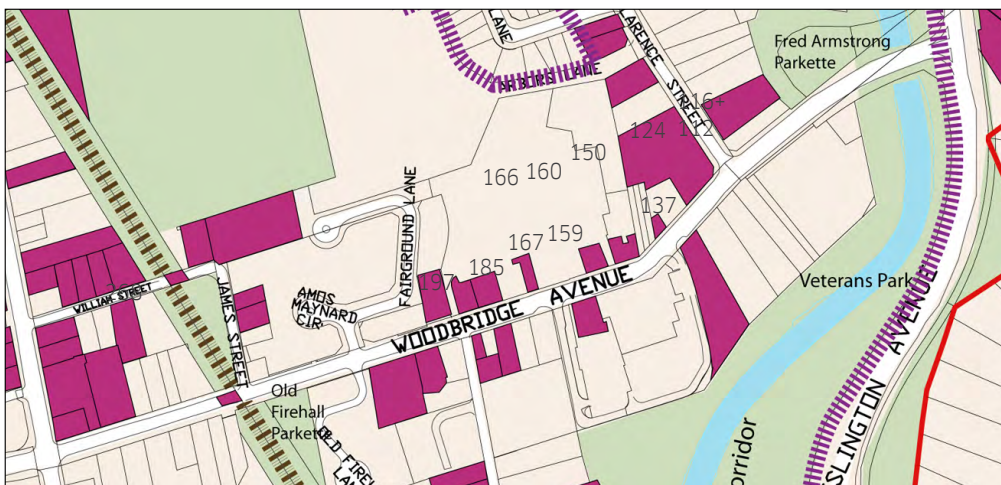
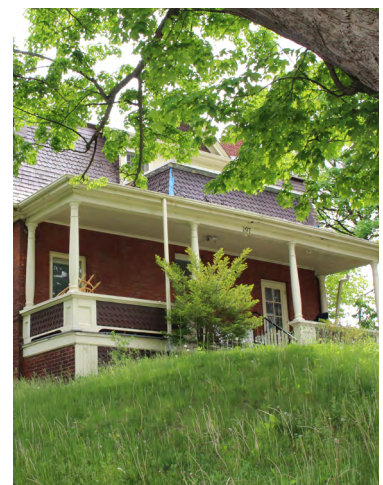


Figure 1: Properties that contribute to the Heritage Character of Woodbridge. (Reference: Woodbridge HCD report, Schedule 3 on pg.52)



197 Woodbridge Avenue
Dr. Peter McLean House (1893)



Market Square Plaza, Woodbridge Avenue

natural topography and grade changes as a result of SPA Flood Zone development policies contribute to creating a disconnect between the streetscape and the building face. Lastly, design of higher density development in general is not reflecting a healthy transition to the public realm. Buildings tend to be overbearing along the street creating an uncomfortable walking experience. New development, as single initiatives, has resulted in a lack of streetscape cohesion reflecting a disconnected interface to the street, different materials introduced over time, and a resultant inconsistent look.

Woodbridge Avenue has always functioned as the crossroads for many of the north south heritage trail routes that connected the neighbourhoods north and south, as well as open spaces such as the Fairgrounds, the Humber River golf course to the

north, Memorial Hill Park south on Wallace Street, Market Lane Shopping Plaza, and the Humber River Valley Park System north and south, to name a few.

The following pages provide a visual snapshot of the streetscape that defines Woodbridge Avenue today.



185 Woodbridge Avenue
Thomas Frazer Wallace House (1875)



150 Woodbridge Avenue
Woodbridge Public Library (1992)

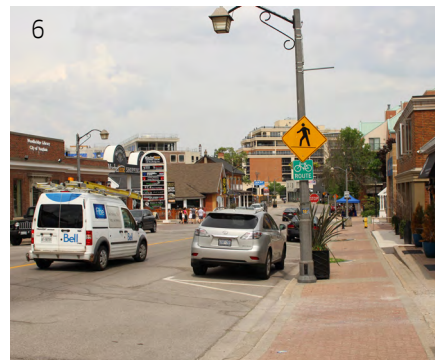
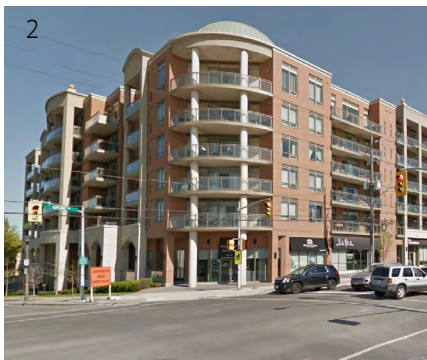
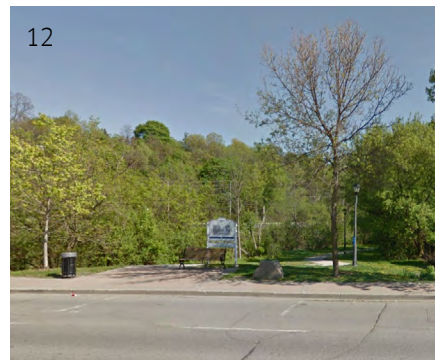


Figure 2: Woodbridge Avenue existing conditions



1.2 STUDY PROCESS

The study included an extensive engagement process, engaging in collaborative dialogue with a diversity of stakeholders including City staff, landowners, developers, City Councillors, the Ratepayers Association, and the general community.

There were four key public events in the project process where stakeholders had the opportunity to participate and share their ideas.

1. Pop-Up Event #1, September 25th, 2015
2. Public Open House #1, November 12th, 2015
3. Pop-up & Public Open House #2, June 29th, 2016
4. Public Open House #3, Jan 2017

In addition to the community events, other comments and feedback were provided during a Developer Round Table discussion, Technical Advisory Committee (TAC) meetings, City Staff and external Utilities and Services meetings, and review with the Design Review Panel. There was also a Jane's Walk event (a Canada-wide public realm initiative) held on May 29th along Woodbridge Avenue, hosted by DIALOG. The walk focused on telling the story of the streetscape's "past, present, and future". This event provided an opportunity for the community to walk the street, tell their stories, and get informed about the project's goals and objectives.



Pop-up Event #1



Public Open House #1



Jane's Walk



Public Open House #2

1.3 POLICY FRAMEWORK

There are a series of existing policy documents that influence the design of the streetscape, which include:

- Woodbridge Heritage Conservation District Study and Plan (2009)
- Woodbridge Focused Area Study Background Report (2010)
- Woodbridge Centre Secondary Plan (2010)
- Vaughan Pedestrian and Cycling Master Plan (2012 Revision)

In addition to the policy documents listed above, the Woodbridge Illustrative Urban Design Guide Volume I (2016) should also be referenced. The documents are intended to be read as a Volumes I and II series of the comprehensive **Woodbridge Heritage District Urban Design Streetscape Study**. They provide guidance on how to implement the approved Heritage Conservation District and Secondary Plan policy frameworks, and specific strategies to enhance the public realm and defining features of the District.

Volume I provides an overarching **Vision** and **Principles** for the Woodbridge Area that the streetscape design must align with, and sets the tone for defining a more specific Vision for the streetscape itself. It also addresses important topics relating to building scale and massing, walkability, heritage conservation, pedestrian safety, building and streetscape interface, wayfinding, connectivity, and street vitality. These guidelines form part of the framework for designing the streetscape, providing guidelines specifically in regard to important adjacent conditions and streetscape interfaces.

The Illustrative Design Guide references relevant policy documents that govern the streetscape design. They include reference maps and diagrams relating to the cultural heritage landscape and public realm network, the heritage context, topological conditions, circulation networks (cycling and pedestrian trails, and transit routes), and land use context.

Additional City policy documents that should be referenced in regard to streetscape planning for Woodbridge Avenue include:

- 2014 Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy for Intensification Areas and Heritage Conservation Districts
- Vaughan’s City-wide Public Art Program (2015)

The Criteria in the Streetscape Manual establish Woodbridge Avenue as eligible for a “premium” level of service street, acting as the “main street” for the Woodbridge Heritage Conservation Area. This level of service allows for more flexibility in defining materiality and style, a greater level of special treatment, and high quality of material. It provides guidance on the design standards and enhancement opportunities for the Avenue.

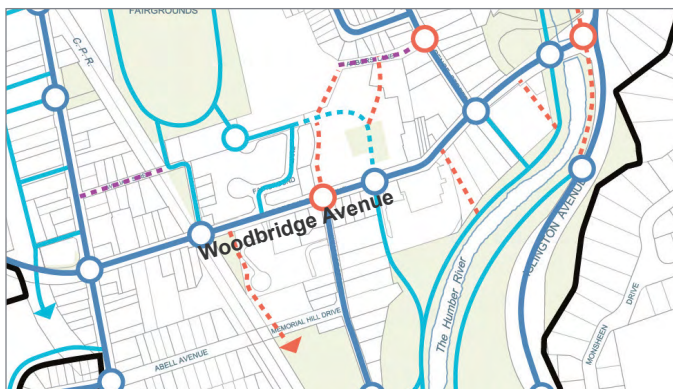


Figure #3: Linkage connections and key nodes along Woodbridge Avenue, referenced from the Woodbridge Illustrative Design Guidelines.

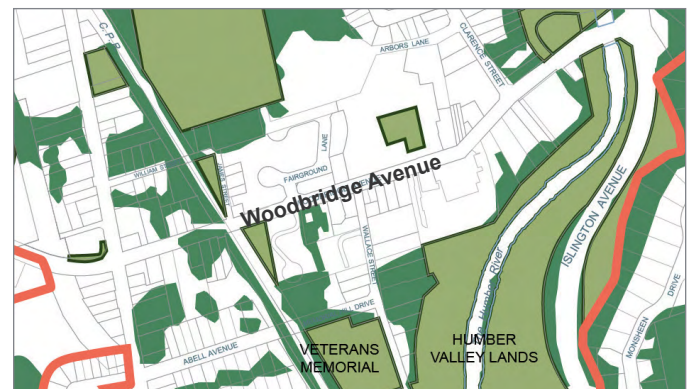


Figure #4: Cultural heritage areas within the study area, referenced from the Woodbridge Illustrative Design Guidelines.

1.4 HISTORIC CHARACTER

It is evident today that the character of Woodbridge Avenue has changed significantly over time. New higher density development form is replacing the street's low-density fine grain of development, and the landscape that once defined the street is incrementally diminishing.

Researching the historic attributes of the Avenue that defined its "character" of place, and the cultural events and places that defined the "essence" of place, there are many key elements to draw upon to create a new streetscape design that continues to tell the heritage story. Using complimentary materials and colour palette, enhancing the landscape, and providing more spaces for walking and gathering are some examples of the past that can be integrated into the design of the street.

1. Main Street Character:

The character of the Woodbridge streetscape was defined by: a small grain pattern of development, small scale retail, mix of commercial and residential, mature street trees, front landscaping, and on-street parking.

2. Built Heritage:

Historic buildings served as community gathering places, on the exterior as much as their interior. The material palette was defined by stone, wood, glass, quality stucco and brick masonry. The colour palette was primarily of varying shades of red and brown tones usually reflected in the bricks used and the wood of the bridges, shades of yellow - tan and cream, grey, white, and green.

3. The Humber River and Bridge Crossings:

The many wooden bridges crossing the Humber River valley gave Woodbridge Village its name. The bridges were distinct features in the landscape - gateway moments - and incredible works of craftsmanship made of iron and wood to be celebrated. The river valley itself was the key driver to bringing people to the region as an effective means of production and travel.



Historic view of Woodbridge Avenue (Main Street), looking East.



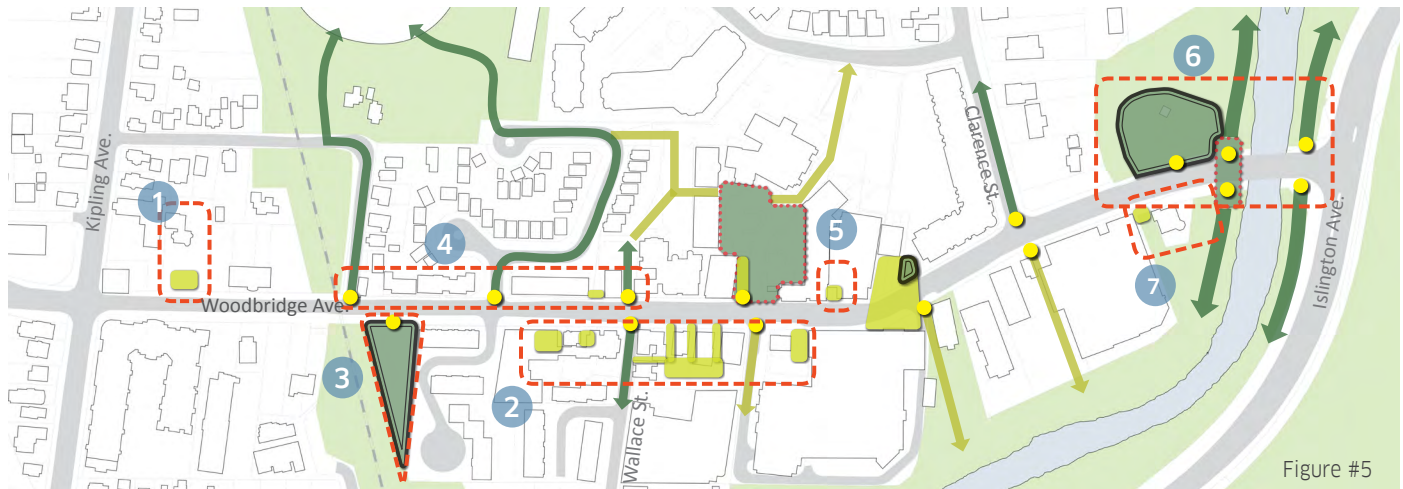
Historic images of Woodbridge Avenue (named originally Pine Street) and view towards Humber River.



The colour and materials palette of the historic Village of Woodbridge.

1.5 CULTURAL HERITAGE LANDSCAPE FEATURES

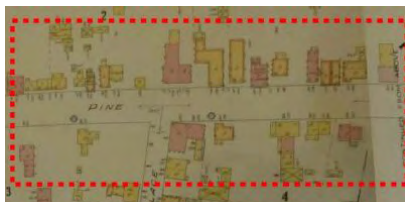
The following represents cultural heritage landscape features along the street, which should be celebrated in the new design.



1. Late 19th Century Residential Development Pattern:

Only remaining late 19th century residential development pattern along the Avenue (e.g Donald Grant House, pictured to the left).

- Conserve southern portion as open space with clear sight lines from the streetscape.
- Introduce new planting to enhance the visual experience towards the heritage building.



2. 1920s Historic Building and Lot Development Pattern:

Reflects the historic building and lot development pattern with generous front and side yard setbacks and linkages between buildings. This remnant pattern is most evident in the Henderson Block, and the Nathaniel Wallace House.



- Protect the landscape setbacks and the open space on either side of the Nathaniel Wallace House.
- Potential for pedestrian amenity space and circulation routes between buildings.
- Enhance visual and physical connections towards Memorial Hill and the river valley, and provide wayfinding signage



3. Old Firehall Parkette:

Commemorates the fire hall operations previously extant at Kipling Avenue and Woodbridge Avenue, and provides important views to dense tree stands associated with Memorial Hill Park in the distance.

- Maintain open sight lines southward to Memorial Hill.
- Opportunity for interpretive signage to historical relevance.



4. Fairground Linkages:

Historic pedestrian linkages to the Fairgrounds from the Avenue.

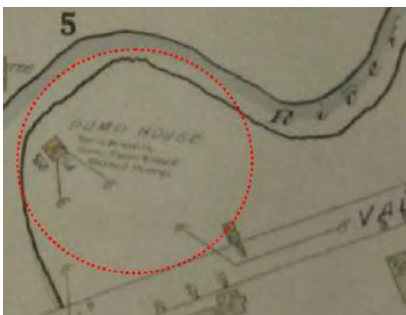
- Highlight existing, and establish new linkages to the historic Fairgrounds cultural landscape.
- Provide signage and connections for wayfinding and historic significance – tell the story.



5. 1920s Commercial Development Patterns:

1920s commercial development on the north side of Woodbridge Avenue.

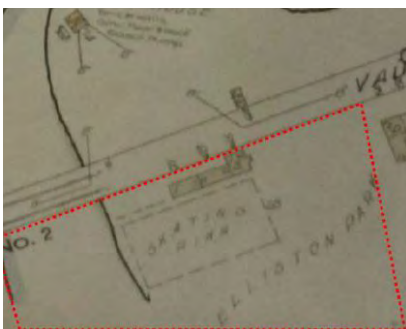
- Maintain the fine-grained commercial pattern of development.
- Celebrate the Gilmour Commercial Hotel/House.



6. Fred Armstrong Parkette:

On-going designation and recognition of Fred Armstrong Parkette as a cultural and historic open space, and as a means of viewing and connecting to the Humber River.

- Opportunity for landscape treatment facing the river to celebrate it, as well as near the street, to improve the interface to the park to be more welcoming.
- Signage to identify former alignment of the Humber River and valley character pre and post Hurricane Hazel.



7. Former Elliston Park and Skating Rink:

Establishes a direct connection to the area's long-established history of recreational use (almost 100 years) and visual connection to the Humber River.

- Establish a pedestrian link to Veteran's Park along the historic alignment of the Humber River.
- Maintain sight lines and introduce interpretive signage to communicate river alignment and years of recreational use.

2.0 VISION & PRINCIPLES

A renewed common Vision for
Woodbridge Avenue...

2.1 WOODBRIDGE AVENUE VISION

In the 19th century, Woodbridge Avenue, then known as Pine Street, was the main street of the small village of Woodbridge, nestled in among the hills through which the Humber River flows. It has since developed as the urban heart of the Woodbridge Heritage District, and more specifically, as the commercial destination for the community. The streetscape revitalization therefore, includes defining a new Vision for the Avenue, to function as the urban hub and pulse of the Woodbridge Heritage District.

A new Streetscape Design for the Avenue should tell the story about the cultural history of the District, reflecting upon the unique landscapes and heritage environment, while responding to and embracing the urban evolution of the place. The design should continue to evoke the historical sense of “village”, by providing an intimate, welcoming, and comfortable community environment. Families and people of all ages should be able to safely stroll on Woodbridge Avenue on a summer’s evening and frequent cafés which spill out onto the sidewalks. Heritage assets should be visible and celebrated. The shop windows, historic architecture, and details in the streetscape design should make the concept of “promenade” along the Avenue part of the contemporary experience. The design should embody enough of a historic representation that it continues to create emotional connections with what was, while providing opportunities to foster new contemporary experiences and attachments. Woodbridge Avenue would become a new and diverse community and develop a renewed sense of place in which all can relate and enjoy.

The approach to design, in response to this, is to create a calm, cohesive streetscape environment that reflects contemporary design, and design simplicity that provides the opportunity to highlight the heritage assets within. A muted palette of paving materials and furnishings acts as a foil to showcase the diversity of the Avenue’s heritage architecture and cultural landscapes, which helps to bring together the new and the old in a more harmonious way.

The Master Plan envisions plenty of places for people to simply sit peacefully on a bench and people watch. The Avenue functions as a string of pearls, connecting a diversity of new and old spaces to enjoy. The new “cross street” piazzas and plazas provide a diversity of spaces where people can stop and linger, socialize, meet friends, have lunch, enjoy beauty, and listen to the sound of water. Etchings of the Humber River are traced in the pavement reflecting the shifting alignment of the river through time. The rolling topography is embraced through innovative design creating unique open spaces along the street.

Sustainability is ingrained throughout where hydrological and ecological functions are represented by increased permeability with big trees that provide cool shade in the summer months, and lush plantings that collect rain water and filter the air. In the fall, the trees are in their full colour splendor. In winter, the street is illuminated with accent lighting and animated by festive decorations to draw people outdoors.

New pedestrian connections and views expand southwards to the river and northwards to the Fairgrounds. The illuminated bridge at Islington Avenue acts as an architectural feature and gateway with expanded pedestrian space where people can appreciate the river and valley, and partake in nature walks, biking, and cross-country skiing along the trails.



Core Design Objectives

The following core design objectives for the streetscape build on the objectives set out in the Woodbridge Centre Secondary Plan and the HCD Plan, and include:

- Transformation of Woodbridge Avenue into a safe pedestrian-oriented, multi-modal street.
- Creation of a coherent public realm identity that showcases heritage assets and landscape character.
- Provision of public spaces, connections and amenities that enhance daily life and the enjoyment of place.
- Creation of a long term framework to coordinate public realm improvements and capital projects, and to inform future private development along the street.

VISION STATEMENT

“Woodbridge Avenue is and will continue to serve as the **main street - the hub of activity and buzz** – within **heritage Woodbridge**. It is envisioned as a **welcoming, walkable, and green environment**, with a **mix of uses** and a **diversity in architectural style**. It will become a **destination**, attracting people from all over the City of Vaughan and beyond. The streetscape will be **attractive**, with **high quality design**, where **heritage landscapes** blend sinuously with **new vegetation**, celebrate the **built heritage**, and function as a **wayfinding tool**. It will be an **animated street** with a diversity of **gathering spaces**, and many opportunities for a variety of activities – **rest and repose, social interaction, dining and shopping, festivities and celebration, and work and play**. Woodbridge Avenue will be a **lively and attractive place to be**.”

2.2 WOODBRIDGE AVENUE GUIDING PRINCIPLES

1. BECOME AN ATTRACTIVE DESTINATION

Improve Woodbridge Avenue as a lively destination inspiring spontaneous recreation, with 24/7 activity and programming, and for all seasons. Provide a diversity of social spaces and shopping opportunities that are accessible by different modes of transportation.



4. CREATE A COMFORTABLE & SAFE ENVIRONMENT

Create a walkable environment that is safe and comfortable in all seasons and in all weather. Consider lighting, site lines, seating, shade, wind, and traffic calming, and incorporate CEPTD principles of design.



2. CREATE A UNIFIED IDENTITY

Identify a common language in paving and streetscape elements, complimentary to existing heritage fabric. Create a wayfinding and planting strategy that unifies the street and improve the interface with the neighbourhood. Incorporate public art to strengthen identity and character.



5. ACHIEVE A HIGH QUALITY DESIGN

All materials for built form, paving treatment, and streetscape furniture should be of high quality. Maintenance, sustainability, and durability should be considered together for a high quality design and experience.



3. ESTABLISH A PUBLIC REALM FOR EVERYONE

Create a public realm that is welcoming, accessible, and inclusive, considering people of all ages, races, and abilities.



6. SERVE AS A KEY CONNECTOR

The street should aim to highlight and embellish linkage moments to key destinations and historic places in the neighbourhood, as well as recreational amenities and trails, as part of a well defined wayfinding strategy. It should also be recognized as an important link between the Kipling and Islington Avenue thoroughfares.



7. BECOME A MULTI-MODAL STREET

The streetscape design should accommodate a multi-modal transportation system that supports active transportation and transit use. This includes pedestrian amenities, shared bicycle/vehicular travel lanes, provisions for bicycle parking, enhanced transit stops and consideration for “first/last mile” connections from transit stops.



10. CREATE A GENEROUS PUBLIC REALM & PEDESTRIAN ENVIRONMENT

The streetscape design should seek opportunities for public realm increase in the form of wider sidewalks and new social spaces and linkages. The public realm should be improved to become a safer, human-scaled, inviting and attractive streetscape.



8. FOSTER A COMPLEMENTARY RELATIONSHIP BETWEEN HERITAGE & CONTEMPORARY

All new development along the streetscape (buildings and street) should contribute to a healthy visual and physical relationship with the heritage fabric that defines Woodbridge Avenue. This includes the preservation of view corridors to key landmarks, and open spaces.



11. EMBED SUSTAINABILITY IN ALL ASPECTS OF THE STREETScape

Sustainability should be inherent in the design process, and in every aspect of the streetscape design, considering opportunities for stormwater mitigation, overall increase in permeability, low maintenance planting, durability of materials and street elements, energy saving in lighting, and optimizing maintenance and operations processes.



9. BE SENSITIVE AND RESPECTFUL OF HERITAGE FABRIC

New development and the streetscape design should compliment existing heritage fabric in their scale and massing, in transitions, architectural style, and details and colours. Furthermore, development should assist in drawing special attention to particular elements of heritage built form and landscape.



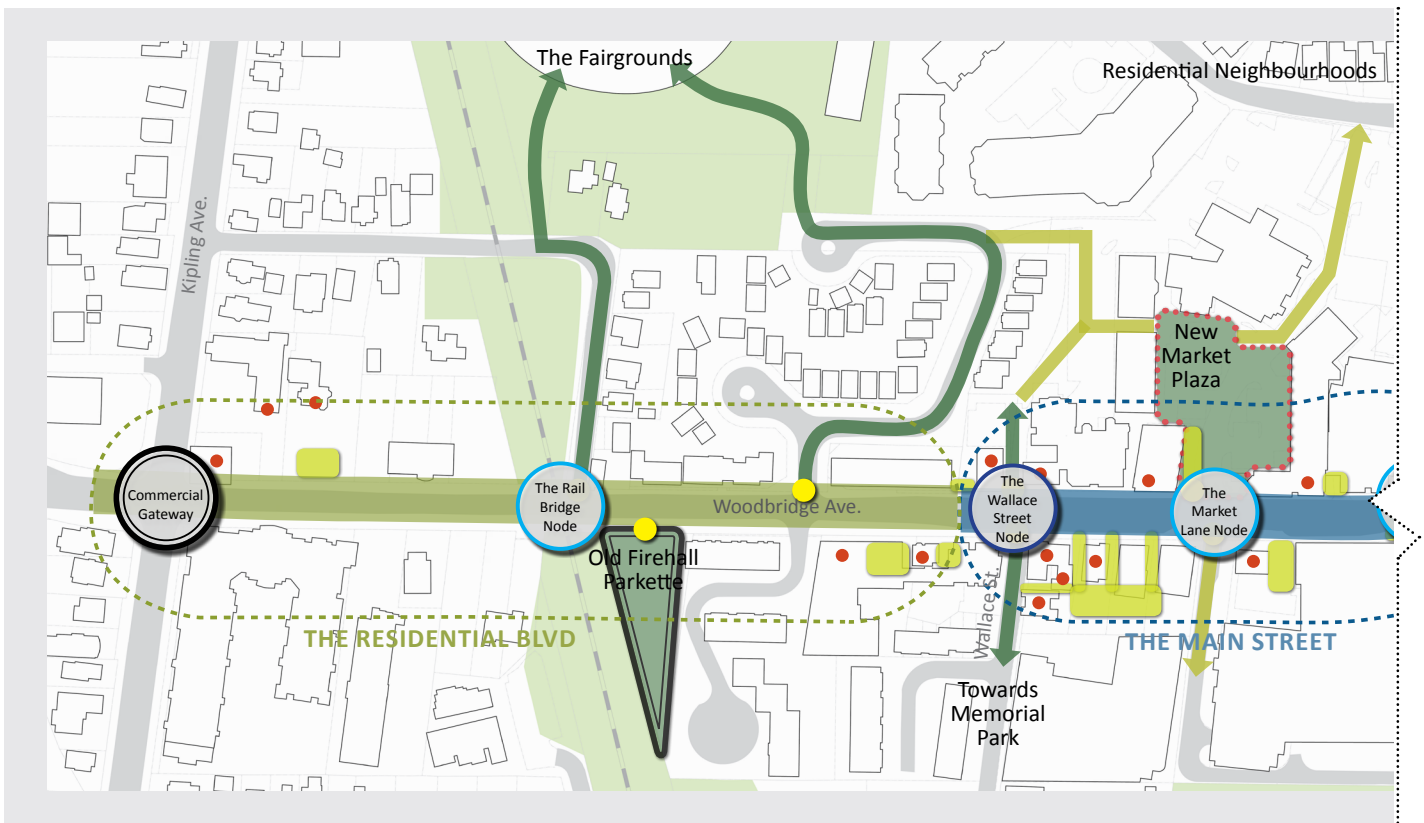
12. CREATE A CATALYST FOR ECONOMIC DEVELOPMENT, ENCOURAGING NEW BUSINESSES, RETAIL ACTIVITY, & TOURISM

The streetscape should be carefully designed for efficient circulation and accessibility for businesses, and for an overall attractive, high quality, safe and well-programmed environment, to draw locals and tourists alike.



3.0 DESIGN FRAMEWORK

The **Design Framework** serves as a guide in the design development process.



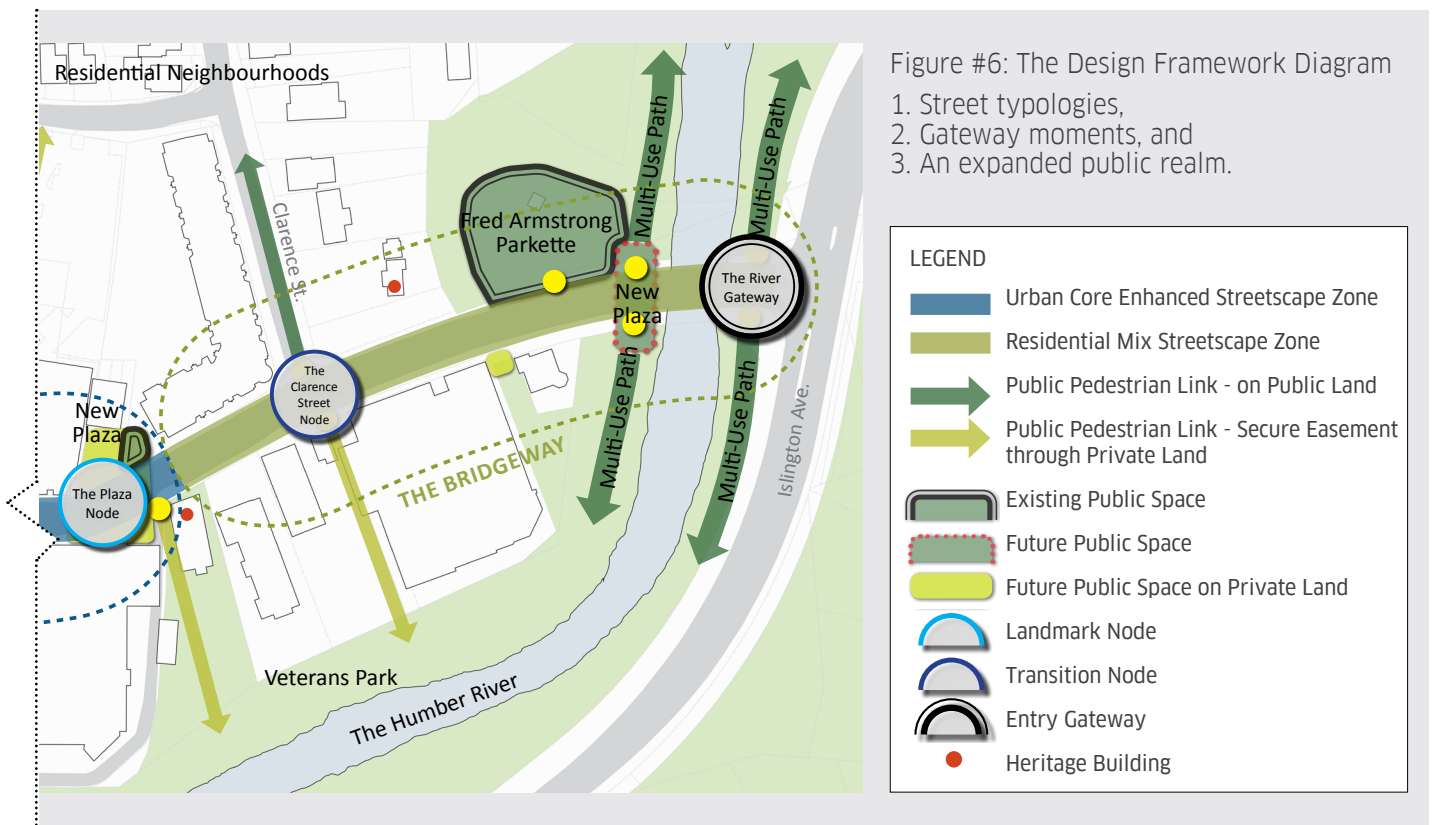
The Design Framework outlines the key components of the Streetscape Master Plan, which is comprised of:

1. Streetscape Typologies - Urban Core and Residential Mix - defines the central commercial area and the east and west mixed commercial/residential context along the Avenue.

2. Streetscape Nodes - define the gateways and moments of transition.

3. Expanded Public Realm Space - which includes expanding the main street public realm space with new linkage and trail connections, defining view corridors, and enhancing the open space interface to the street.

4. Views to Heritage Assets - identifying and celebrating key views to heritage assets and cultural heritage landscapes.



3.1 STREETScape TYPOLOGIES

The design framework defines two streetscape typologies: the “Urban Core Zone” and the “Residential Mix Zone.” These zones reflect the historic pattern of development of a mix of residential and commercial uses east and west of the Avenue, and area primarily composed of commercial uses in the central core. These streetscape typologies serve as a guiding structure for the design of the street.

The design intent for **the Urban Core Zone** is to enhance the commercial core as a highly animated public area, defined by retail frontages. The zone is defined by:

- a hard urban landscape with enhanced design features;
- a predominantly commercial mixed-use context;
- a concentration of built heritage resources;

- a concentration of existing and new social gathering spaces such as plazas, mid-block mews connections, parkettes, café spill-over spaces;
- an enhanced tree canopy with landscaped planters integrated with seating; and
- enhanced paving materials and unique furnishings.

The design intent for **the Residential Mix Zone** is to create a walkable green environment with places to sit, linger, stroll, and enjoy the beauty of the landscape. The zone is defined by:

- a predominantly residential context;
- lush green landscapes;
- significant natural heritage resources, parkettes, and an enhanced tree canopy lining the street;
- linkages to major cultural heritage landscapes and park spaces, and the Humber River Valley trail system.

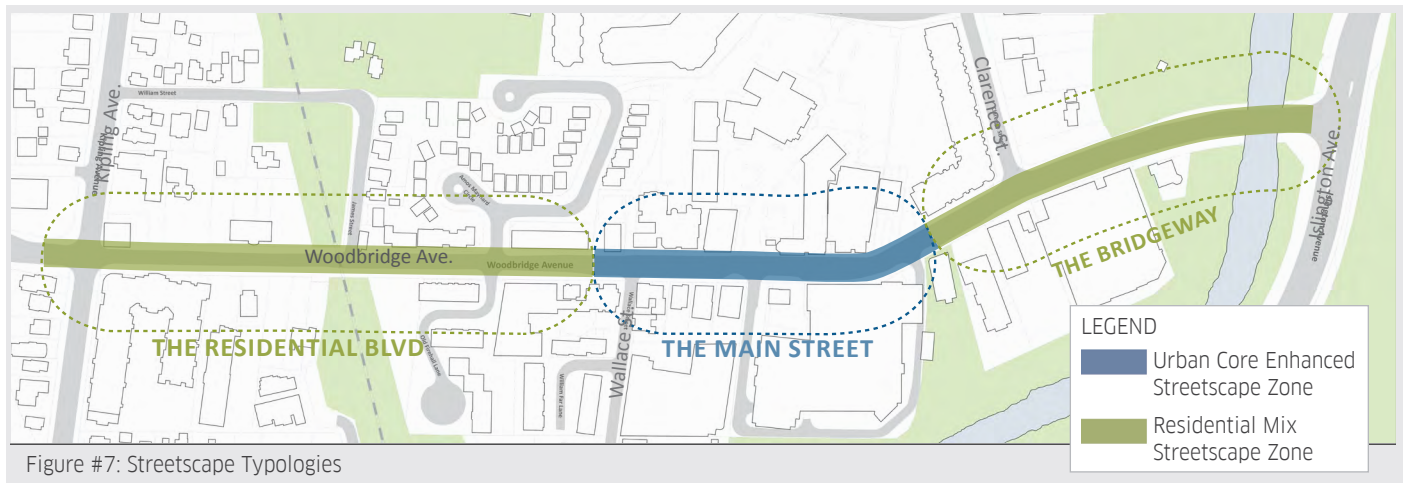


Figure #7: Streetscape Typologies



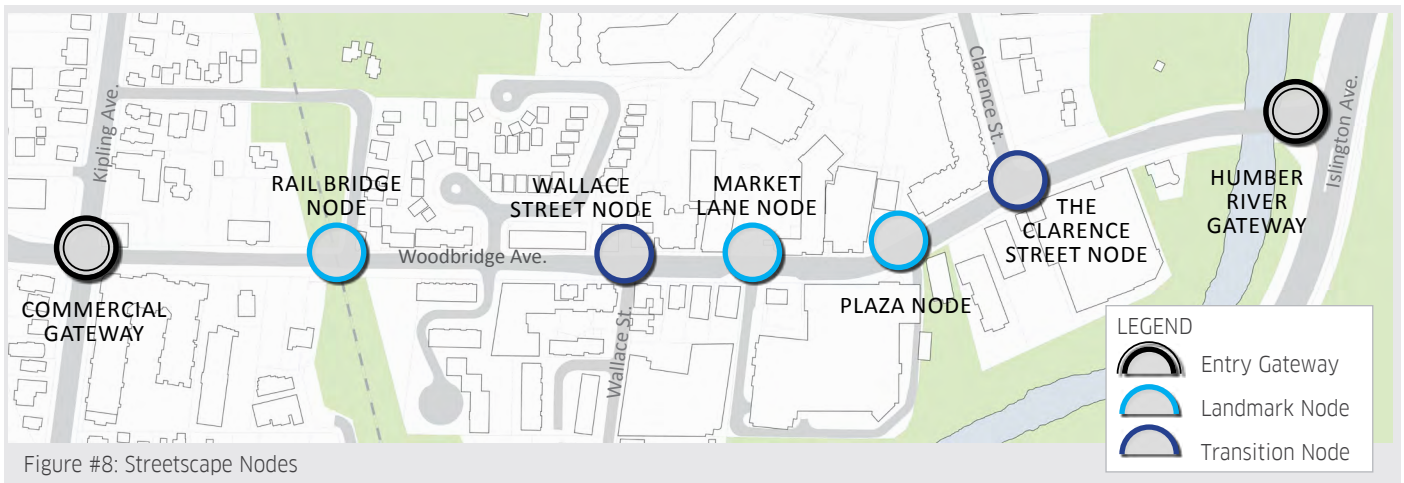
Precedent Imagery of Streetscape Typologies.

3.2 STREETScape NODES

The streetscape is defined by seven distinct nodes along the Avenue. These serve as gateways, wayfinding features, and moments of transition. An organizational structure for defining a more comprehensive wayfinding system. They are categorized under three typologies:

- **Entry Gateways:** The entry gateways demarcate the moments of entry into the Woodbridge Avenue Streetscape. They are defined by enhanced paving and landscape treatments, and unique streetscape elements and landmark features such as the river.
- **Transition Nodes:** The transition nodes indicate a transitional moment between zones, defining the boundaries of the commercial hub.

- **Landmark Nodes:** The landmark nodes are three other transitional moments along the street with design treatments that celebrate key landmarks along the street, including an historic rail bridge, the Market Lane plaza, and a new easterly plaza. The most westerly node celebrates a heritage landmark - the CN rail bridge, the mid node defines the Market Lane heritage hub, and the third defines a new plaza or "piazza".



3.3 PUBLIC REALM EXPANSION

A key objective of the Streetscape Master Plan is to expand the public realm, by:

- increasing the space between curb and property line;
- incorporating new public realm opportunities;
- better integrating private accessible frontages;
- connecting to Privately Owned Publicly-Accessible Spaces (POPS); and
- linking to other parks and landscapes within walking distance of the street.

The connections are especially important in making the entire public realm accessible and in diversifying the pedestrian experience. In addition, most of the connections have heritage (trail) significance and are marked with unique heritage signage and wayfinding features.

The map below identifies three types of open spaces that are enhanced or newly created, including: existing parkettes and future public space identified in the Official Plan, such as the Market Lane Plaza; as well as future opportunities for gathering spaces on current private lands. All spaces reflect enhanced paving treatments, additional landscaping and seating, as well as public art and signage. They are to function as vibrant, attractive gathering places that can be programmed.

The linkage points connect to key cultural heritage landscapes within the Woodbridge Area open space framework. They are defined by enhanced pedestrian crosswalks with special paving, seating integrated with heritage signage, bicycle racks, and landscape planters.

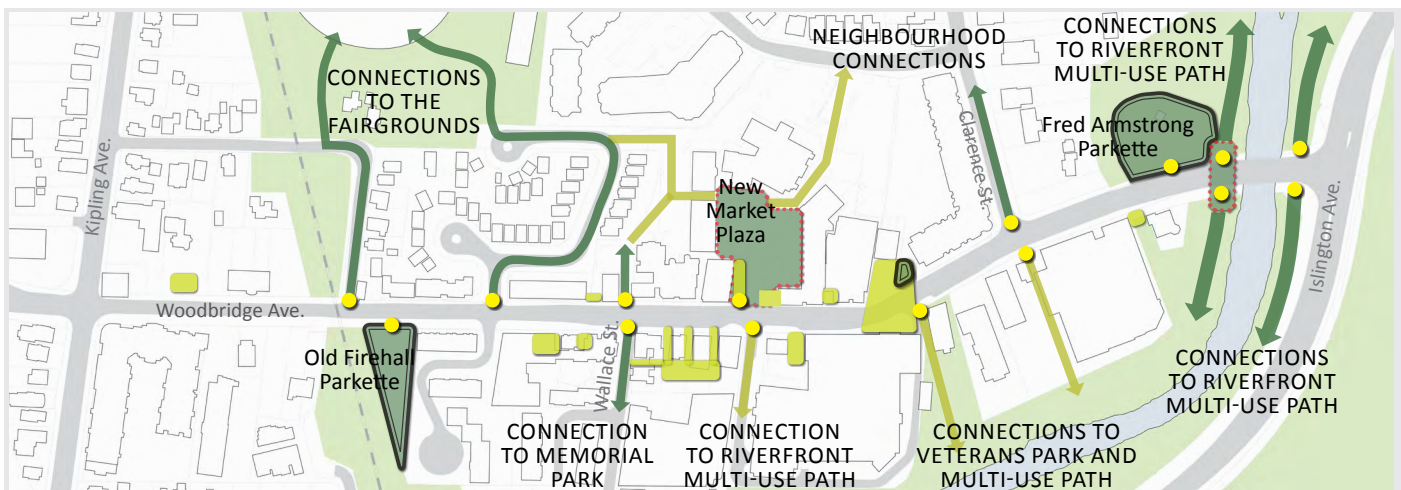


Figure #9: Expanded Public Realm Network



Linkage towards the river valley, alongside Wallace.



Linkage towards Memorial Hill, along Wallace Street.

LEGEND

- ➔ Public Pedestrian Link - on Public Land
- ➔ Public Pedestrian Link - Secure Easement through Private Land
- Existing Public Space
- Future Public Space
- Future Public Space on Private Land
- Connection Point to Open Space or a Trail

3.4 KEY VIEWS TO LANDMARKS

The design framework for the streetscape identifies important view and view corridors along the Avenue to preserve, enhance, and celebrate.

Woodbridge Avenue is rich in cultural heritage assets, including buildings, landscapes, and structures such as bridges that define the heritage journey along the street. There should be clear sight lines to these assets. All should be visually and physically accessible from the street. Enhancements to these views include: opening up sight lines, improving landscaping, or incorporating public art or wayfinding features that highlight the history and significance of the views.

The views are categorized according to the following:

- **Views to Contributing Heritage Buildings:** opportunity to frame sight lines and enhance landscaping.
- **Views to Parks and Plazas:** opportunity to enhance with plantings and new paving, and to celebrate history with art, water, and other custom features.
- **Views to The Humber River and the Valley Parks and Trails:** opportunity to open up and frame sight lines, and transform trail head entrances into attractive and welcoming social spaces.
- **Views to Gateways to the Avenue:** opportunity to enhance views of the entrances to the Avenue from east and west, particularly with unique landmark signage and landscaping, and improved paving.

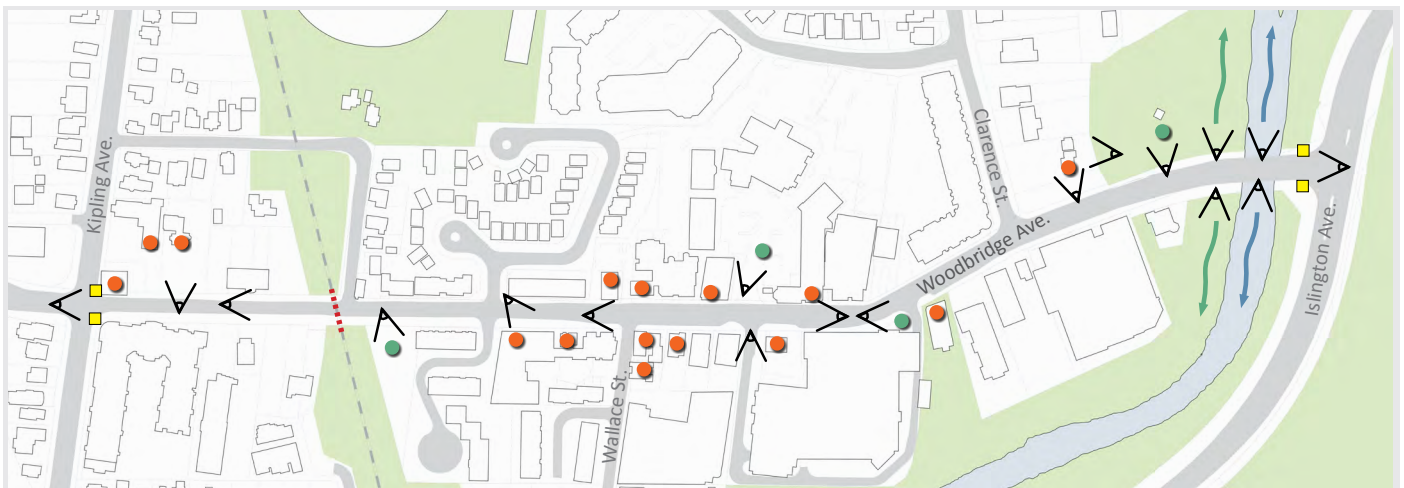


Figure #10: Key View Corridors to Preserve and Enhance



View towards the Firehall Parkette and Memorial Hill Park.



A concentration of heritage buildings at the core of the streetscape.

LEGEND

- View Opportunities Towards:
- Heritage Building
- Plaza or Park
- Rail Bridge
- River
- River Valley
- Gateway

3.5 THE BIG MOVES

The following summarizes the key design moves of the Streetscape Master Plan.

1

A COHESIVE DESIGN LANGUAGE AND IDENTITY

The streetscape reflects a cohesive and contemporary design language, respectful and complimentary to the mix of existing heritage and new built form on the street. Street furnishings, paving patterns, planting and plant material including lighting, seating, signage, garbage receptacles, bicycle racks, bus shelters, and planting beds, are all the components that work together to create that cohesiveness, and to define a clean and delightful identity for the streetscape.

2

REDUCED ROADWAY TO INCREASE PUBLIC REALM SPACE

The current roadway width on Woodbridge Avenue is overly generous, contributing to vehicular speeding and lack of safety for the pedestrian. The big move here is road dieting - reducing laneway widths across the streetscape to an acceptable standard of 3.5m, tightening road intersections, eliminating dedicated right turn lanes where possible, sharing vehicular lanes with bicycles as demarcated with sharrows, and introducing more buffer space on the roadside edge in the form of planted bumpouts. The space gained is given back to the public realm providing more generous walking and seating zones, as well as increased space for planting.

3

ENHANCED AND EXPANDED PUBLIC REALM

In addition to the expansion of the public realm space as a result of reducing the roadway width, the public realm is visually more spacious because of a simplified and unified palette of materials on the ground plane, integrating private frontages and POPS, extending design treatments into side streets at linkage points, and continuing the design language into the adjacent plaza space and setbacks, and eliminating obstructions within the walking zone.

4

IDENTIFIED HERITAGE LINKAGES

A series of linkage points that connect to heritage assets - built form and landscapes - are identified and are demarcated with heritage markers and enhanced paving treatments, as part of the wayfinding strategy.

5

CELEBRATING THE HISTORIC PATTERN OF DEVELOPMENT

The streetscape design commemorates the historic pattern of development along Woodbridge Avenue by maintaining open site lines towards cultural landscapes, and creating the opportunity to enhance and provide new spaces within front yard settings and side yard setbacks of heritage buildings.

6

ENHANCED INTERFACE TO EXISTING PUBLIC OPEN SPACE

The interface between the streetscape and both existing and proposed open spaces along the Avenue, is improved with opened site lines, wayfinding signage, enhanced landscaping, and seating. In particular, improvements are made in front of existing parkettes, within the new eastern piazza, and at trail heads connecting to the Humber River Valley.

7

NEW PLANTING STRATEGY

The new planting strategy provides a continuous tree canopy along the street to provide shade and comfort to the pedestrian, to enhance special places, and to connect the cultural heritage landscape back to the street. The strategy incorporates stormwater mitigation in new planting beds, with appropriate hardy and drought tolerant plant species. The tree selection is resilient to disease and considers seasonal change and interest. A signature tree species differing in fall leaf colour highlights significant moments along the streetscape. Soil cells are utilized where space in the boulevard is limited, to provide good soil volume that extend the health and life span of trees.

8

A MORE ACCESSIBLE, COMFORTABLE, CONNECTED, AND SAFE STREETScape ENVIRONMENT

A critical objective of the streetscape design is to create a safer environment for pedestrians. It does so by incorporating traffic calming measures including: new crosswalks and pavement change at intersections, mid-block crossings, enhanced paving within the roadway in the core area, a tightened roadway and intersections, shared bicycle/vehicular travel lanes, and the incorporation of tree planted parking bumpouts. It also includes a new sidewalk on the south side of the rail bridge to provide a continuous sidewalk on the south side of the street. Pedestrian comfort is also improved with the increased public realm space, allowing for additional seating areas, more tree planting for shade and wind protection, a smooth walking surface, and increased pedestrian scaled lighting.

9

SUPPORTING ACTIVE TRANSPORTATION AND TRANSIT

Creating a more connected, enhanced, and walkable public realm, with new signage and wayfinding, improved transit stops, and slower traffic, will encourage pedestrians to walk to the many recreational destinations within the area. Cyclists are accommodated in a safer way with new sharrows painted on the street, bicycle parking, and traffic calming measures incorporated into the street design.

4.0 STREETSCAPE MASTER PLAN

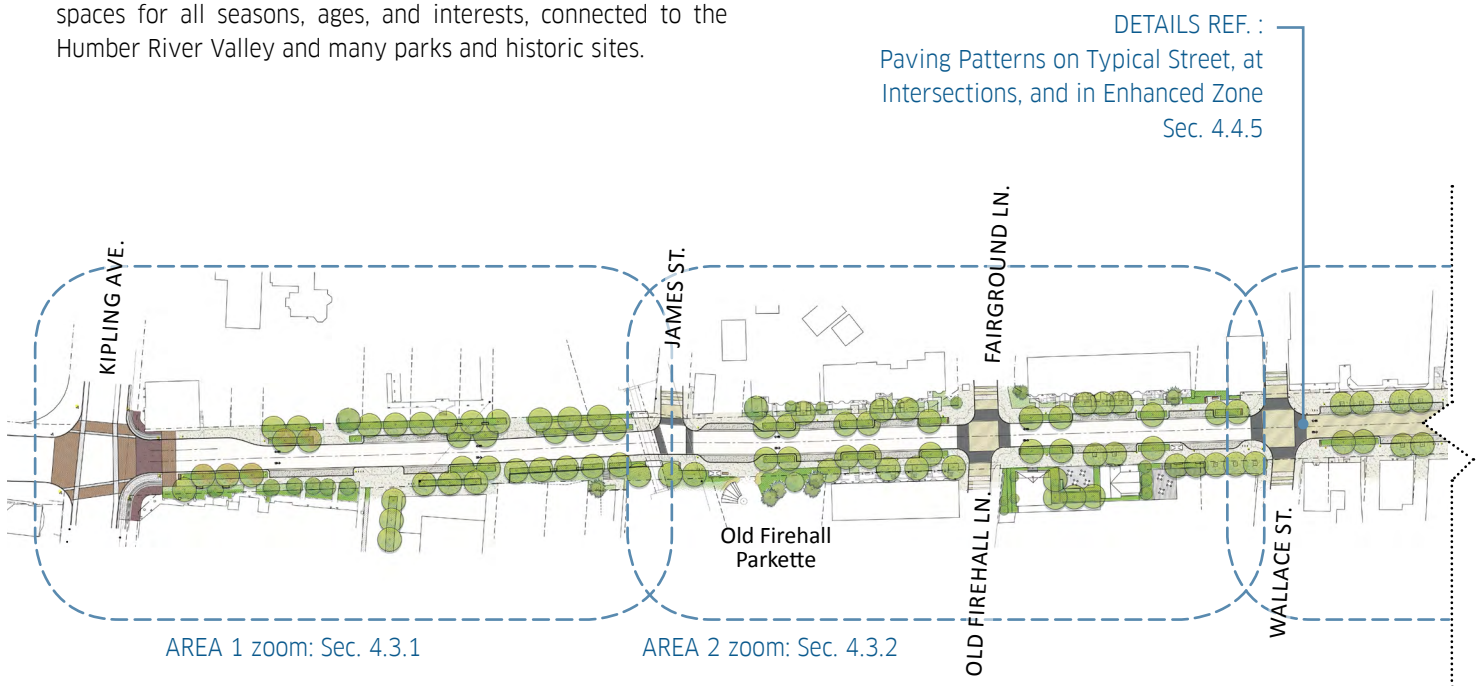
The outcome of a collaborative process...

A beautiful, vibrant main street for Woodbridge.




























4.1 CONCEPTUAL STREETSCAPE DESIGN

The Streetscape Master Plan for Woodbridge Avenue is an exciting outcome of a collaborative process with the public, the municipality, councillors, the Ratepayers Association and dedicated residents. The development process has yielded a design that sets the stage for a beautiful, vibrant main street for all Woodbridge residents, employees, and visitors to share and enjoy: an expanded boulevard with a series of new social spaces for all seasons, ages, and interests, connected to the Humber River Valley and many parks and historic sites.

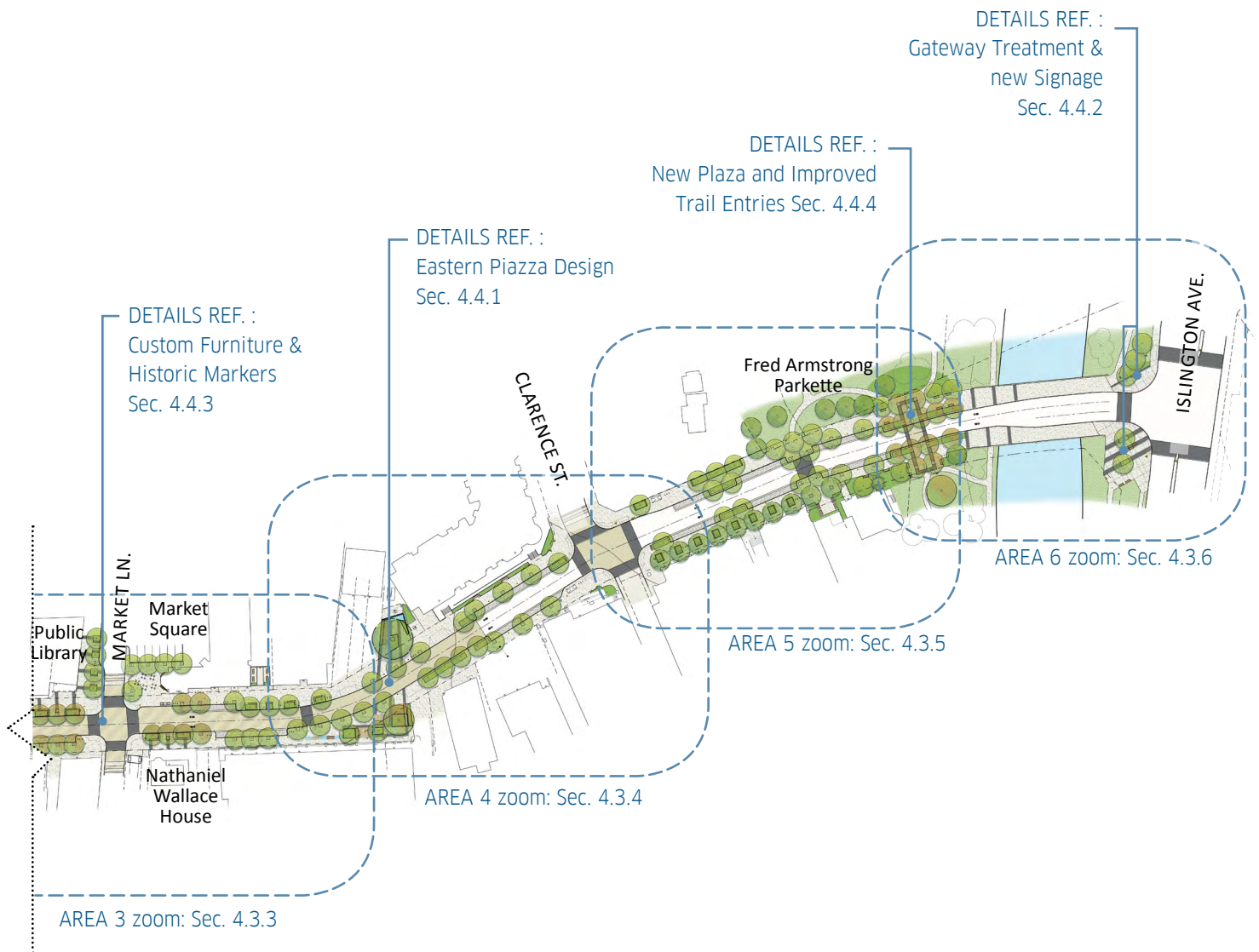
The Plan was developed on the basis of the design framework (outlined in section 3.0), and the design reflects the vision, goals, and objectives defined for the street. Careful consideration has been made for critical elements of safety and comfort, sustainability, and economic viability, balancing capital and maintenance costs with aesthetic and heritage values, as well as performance.



Key Plan of the Woodbridge Streetscape, referencing pages where each section of the streetscape is described in detail.

LEGEND*					
	Property Line		Wood Paving in Plaza Area		Woodbridge Gateway Sign - "WB" letters
	Concrete Paving on Sidewalk (Type IV)		Sod		Woodbridge Gateway Sign - Tall Form
	Concrete Paving for On-Street Parking - Broom finish - with Mountable Curb		Shrub Planting		Historic Wayfinding Marker Stand-Alone Type 01
	Enhanced Paving Zone Unit Paver		Water Feature		Historic Wayfinding Marker with Bench Type 02
	Crosswalk Unit Paving		Proposed Accent Tree		Bicycle Racks
	Banding Detail in Sidewalk and Plaza		Proposed Typical Tree		Standard Light Pole
	Drop Curb w/ Tactile Strip		Existing Tree		Traffic Light
			Typical Bench		Bollard
			Custom Bench		Tree Grate
					Entry To Building
					Sharrow

* This legend applies universally for all annotated plans in section 4.3.



4.1 DESIGN CONCEPT

In summary...

The streetscape design for Woodbridge Avenue accomplishes a number of goals related to improving its current condition and offering new experiences.

One of the most significant design opportunities is the **narrowing of the roadway width**, which enables a substantial **expansion of the public realm area for pedestrians**. New planting is introduced, seating areas, social gathering spaces, art, café and retail spill-over space, as well as a new animated east “piazza” with heritage and water features.

Walkability and accessibility is significantly improved across the streetscape through paving treatments that mitigate traffic speeds especially at intersections, increased lighting, improved site lines and visibility into spaces, and by increasing gathering spaces to animate the street and create a 24/7 presence.

The **contemporary design, materiality, and colour palette provide a calm and subdued backdrop to allow the vibrancy of the existing heritage fabric** to come to the fore and be highlighted along the street. The heritage story is told through signage features at special moments along the streetscape, as well as through overall enhancements to the landscape that the streets’ heritage past.

A **new paving palette** as well as a **wayfinding, furnishings, lighting, and tree planting strategies**, are introduced across the entire length of the street to create a cohesive design language and a revitalized look.

Design features used to highlight Woodbridge’s history include:

- 1. Marking Historic Linkages:**
Connection points along the Avenue that link to an historic place such as the Fairgrounds or Memorial Hill Park, are marked with special paving and a custom marker.
- 2. Improving Open Space Interfaces:**
The interface to the Fred Armstrong Parkette, the Old Firehall Parkette, Market Lane, the public library, the Nathaniel Wallace House, and the entrances to the river valley are improved with open sight lines, landscaping, additional seating, and signage.
- 3. Gateway Features:**
Custom gateway features and landscaping are introduced at the Kipling and Islington Avenue entrances to Woodbridge Avenue.
- 4. Complimentary Materials Palette:**
The overall material palette for custom features and some of the paving treatments incorporate wood and metal, commemorating the historic bridges of Woodbridge. There are also accent colours of beige and red used in the paving and street furniture to emphasize dominant colours in the heritage fabric.
- 5. Highlighting Old River Crossings:**
Special features incorporated in the design highlight the historic importance of the Humber River as a waterway and commemorates its original location before Hurricane Hazel. They include water features in the new Eastern Piazza, and an artistic detail embedded in two locations in the road pavement, at the approximate historic river alignment pre Hurricane Hazel.
- 6. Highlighting Heritage Properties:**
Signature trees, special paving treatment, and additional seating and landscaping enhance the front of or interface to significant heritage buildings and at gateways to celebrate the heritage fabric.

The next sections of this chapter outlines the design interventions for the streetscape, followed by site specific details of the plan.

1



2



3



4



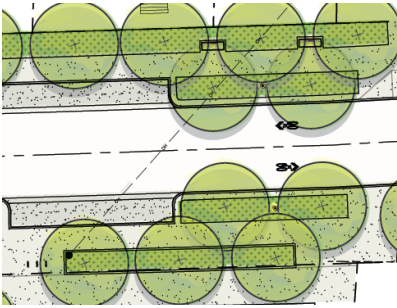
5



6



4.2 THE STREETScape PLAN: OVERALL INTERVENTIONS



1

ROAD DIETING & AN INCREASED PUBLIC REALM SPACE, MAKING ROOM TO INCORPORATE:

- a minimum 2.0m wide continuous walking zone;
- additional rows of trees and shrub planting in wide planting beds; and
- additional street furnishings.



2

RE-DISTRIBUTION OF ON-STREET PARKING & PLANTING TO:

- incorporate planted bumpouts;
- enhance intersections to define nodes and linkages; and
- reduce the dominance and visibility of on-street parking having a maximum of six parking spaces in a row defined by planted bumpouts.



3

INCREASE IN LANDSCAPE TREATMENT & ENVIRONMENTAL BENEFIT BY:

- providing larger planting beds/areas;
- providing shrub planting to improve stormwater filtration; and
- incorporating rain capture in planting beds where possible.



4

INCREASE IN STREETScape AMENITIES SUCH AS:

- bicycle racks;
- catalogue as well as custom seating (integrating benches and planters);
- garbage and recycling receptacles; and
- bus shelters at bus stops.



5 IMPROVED LIGHTING DESIGN:

- vehicular and pedestrian scaled lighting for greater illumination; and
- accent lighting in new public spaces such as the East Piazza



6 IMPROVED WALKABILITY, ACHIEVED THROUGH:

- a continuous generous walking zone on both sides of the street;
- reduced driveway entrance widths to reduce crossing distances
- roll curbs at intersections with universally accessible tactile strips; and
- concrete paving for the walking zone.



7 ENHANCED ON-STREET PARKING DESIGN:

- with mountable curbs; and
- concrete paving material to differentiate from the street paving material and visually expand the pedestrian boulevard.



8 FEATURE TREE SPECIES INCORPORATED IN PLANTING DESIGN LOCATED:

- to emphasize a street character transition or gateway moment;
- at the Kipling and Islington Avenue gateways;
- at the Market Lane/Nathaniel Wallace House node;
- within the the new Eastern Piazza; and
- at the Humber River bridge pedestrian trail crossing.

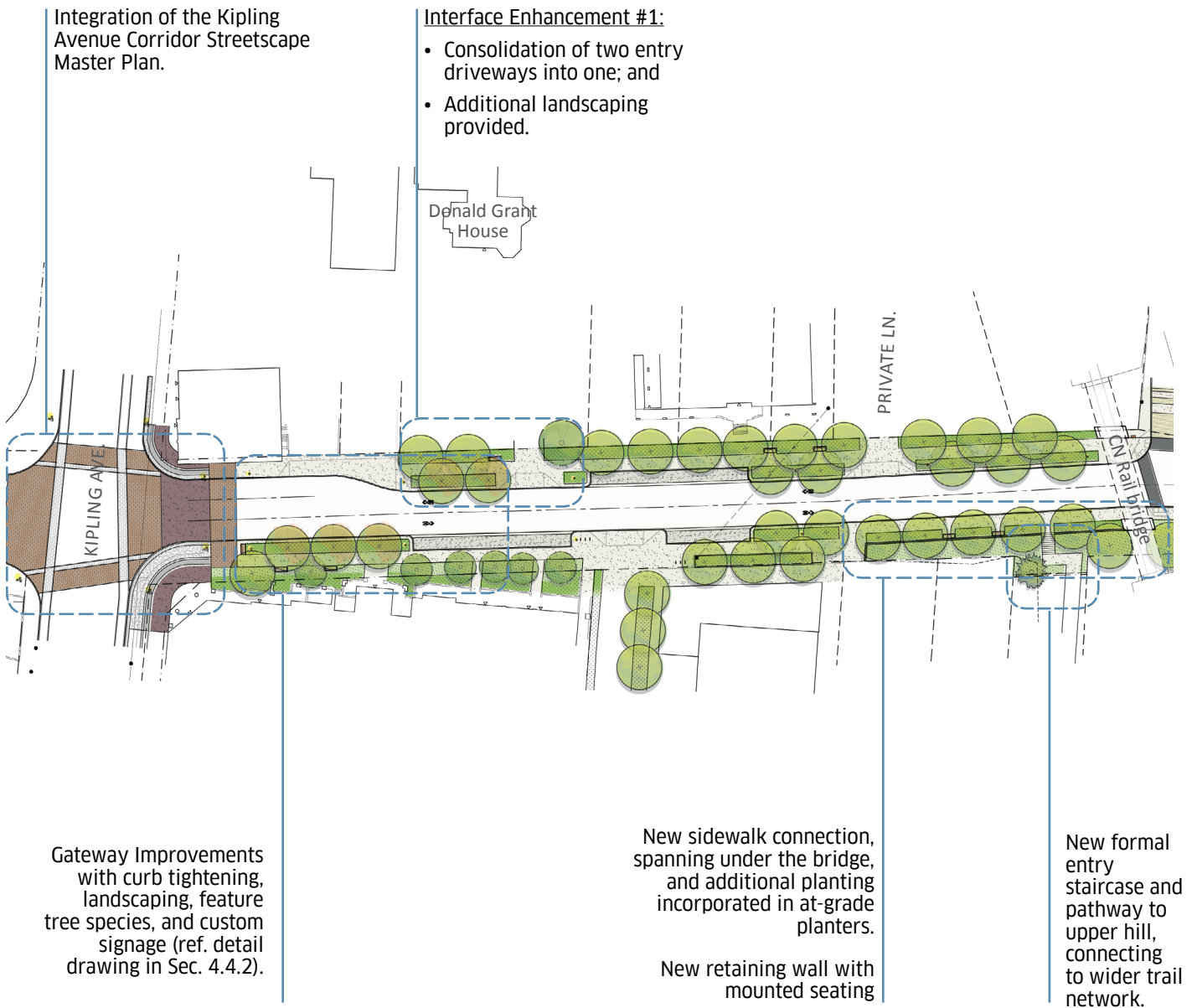


9 INTEGRATION OF A CONTINUOUS SHARED BIKING ROUTE & IMPROVED TRANSIT AMENITIES, INCLUDING:

- sharrow markings along the entirety of the street in both directions;
- bicycle parking; and
- incorporation of clearly marked bus laybys with improved shelters, paving treatments, seating.

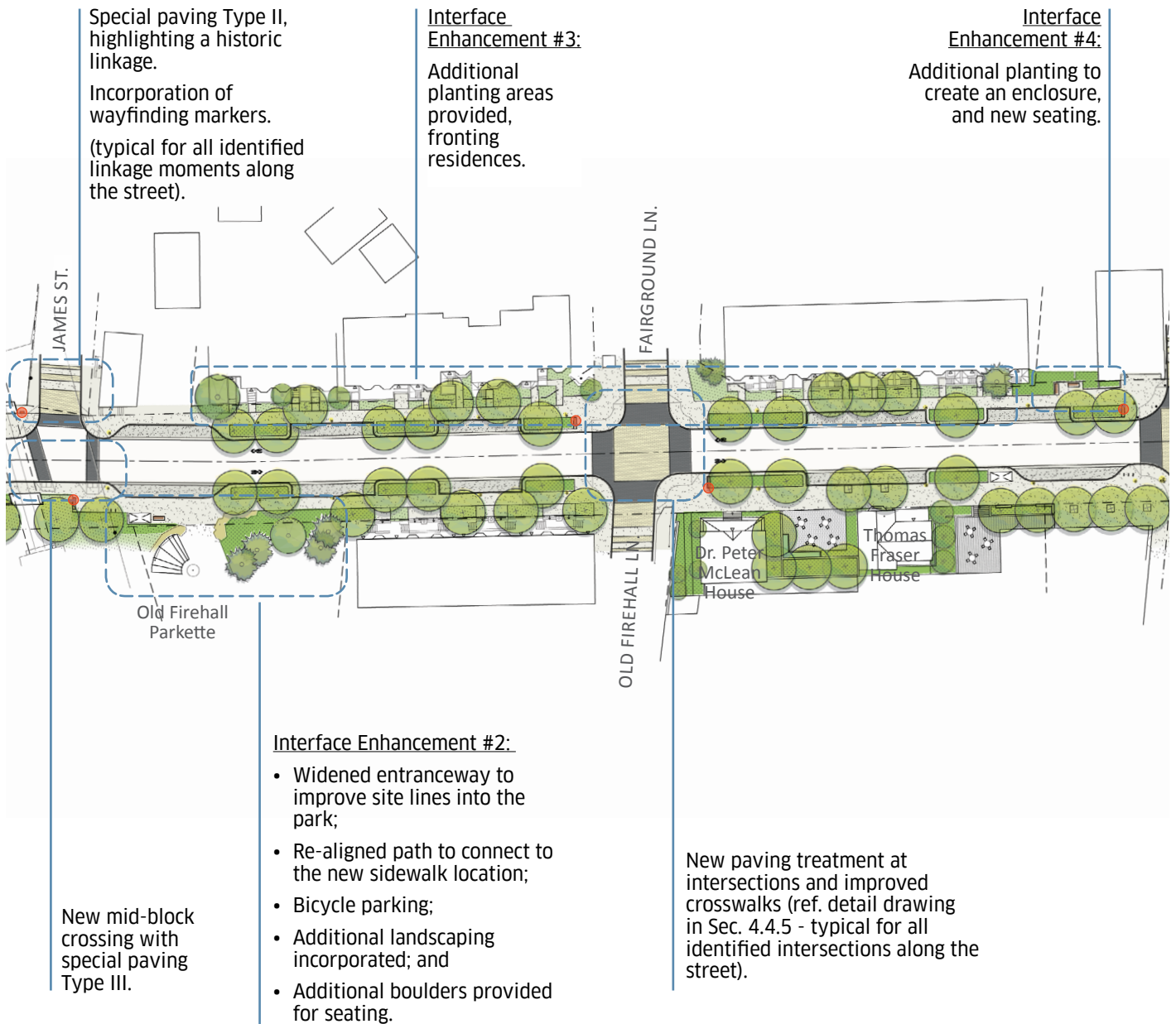
4.3 THE STREETScape PLAN: AREA SPECIFIC HIGHLIGHTS

4.3.1 PLAN AREA 1: KIPLING AVENUE TO JAMES STREET



- KEY STATISTICS (within R.O.W.):**
- 9 vehicular parking spaces
 - 6 existing trees preserved
 - 33 new trees planted
 - 3 standard benches
 - 6 bicycle racks
 - 2 custom wall-mounted benches
 - 1 custom gateway sign with integrated bench

4.3.2 PLAN AREA 2: JAMES STREET TO WALLACE STREET



- KEY STATISTICS (within R.O.W.):
- 16 vehicular parking spaces
 - 32 new trees planted
 - 3 standard benches
 - 6 bicycle racks
 - 2 new bus shelters
 - 5 wayfinding markers

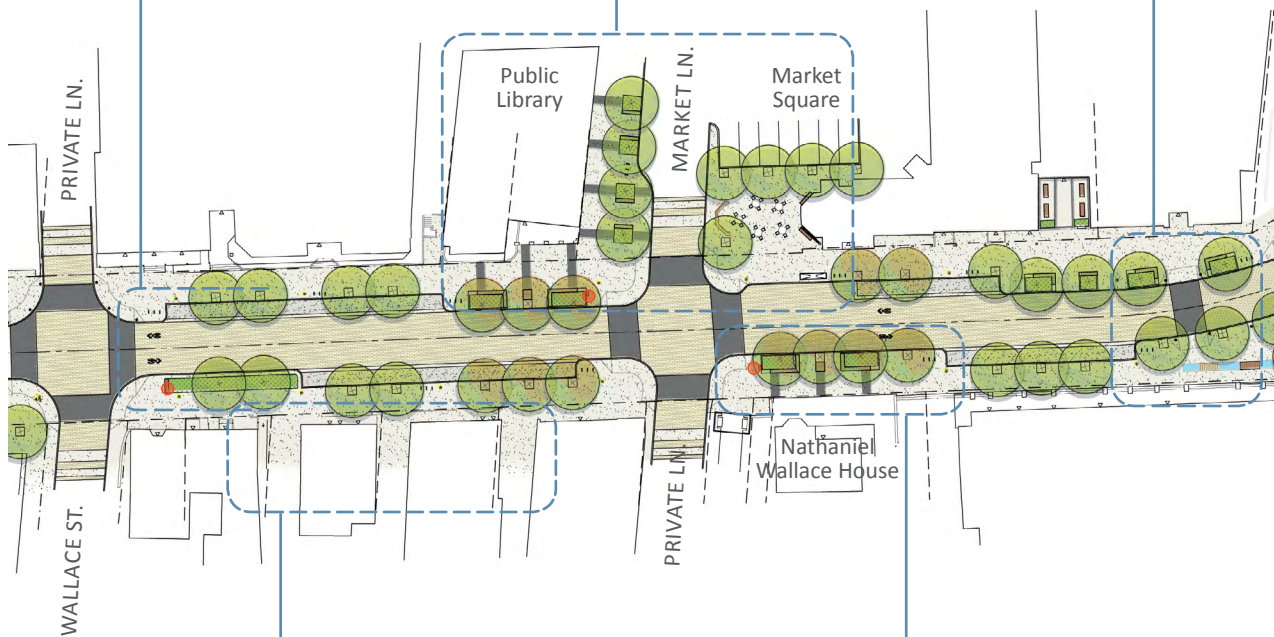
4.3.3 PLAN AREA 3: WALLACE STREET TO EASTERN PIAZZA

Start of special paving on the street - from Wallace Street to just east of the new Piazza - to signify a pedestrian priority zone and core commercial area for Woodbridge Avenue. (ref. detail drawing in Sec. 4.4.5)

Enhanced connection to Market Square and expanded public realm space on either side of Market Lane and in front of the public library:

- Custom planting beds with incorporated seating;
- Special banding treatment in the pavement design, to signify a key heritage landmark in the Urban Core Zone;
- Bicycle parking;
- A narrowing and re-orientation of the lane entry, and tighter curb cuts; and
- Expanded pedestrian space and amenities around the Public Library specifically.

New crosswalk location incorporating lit bollards.

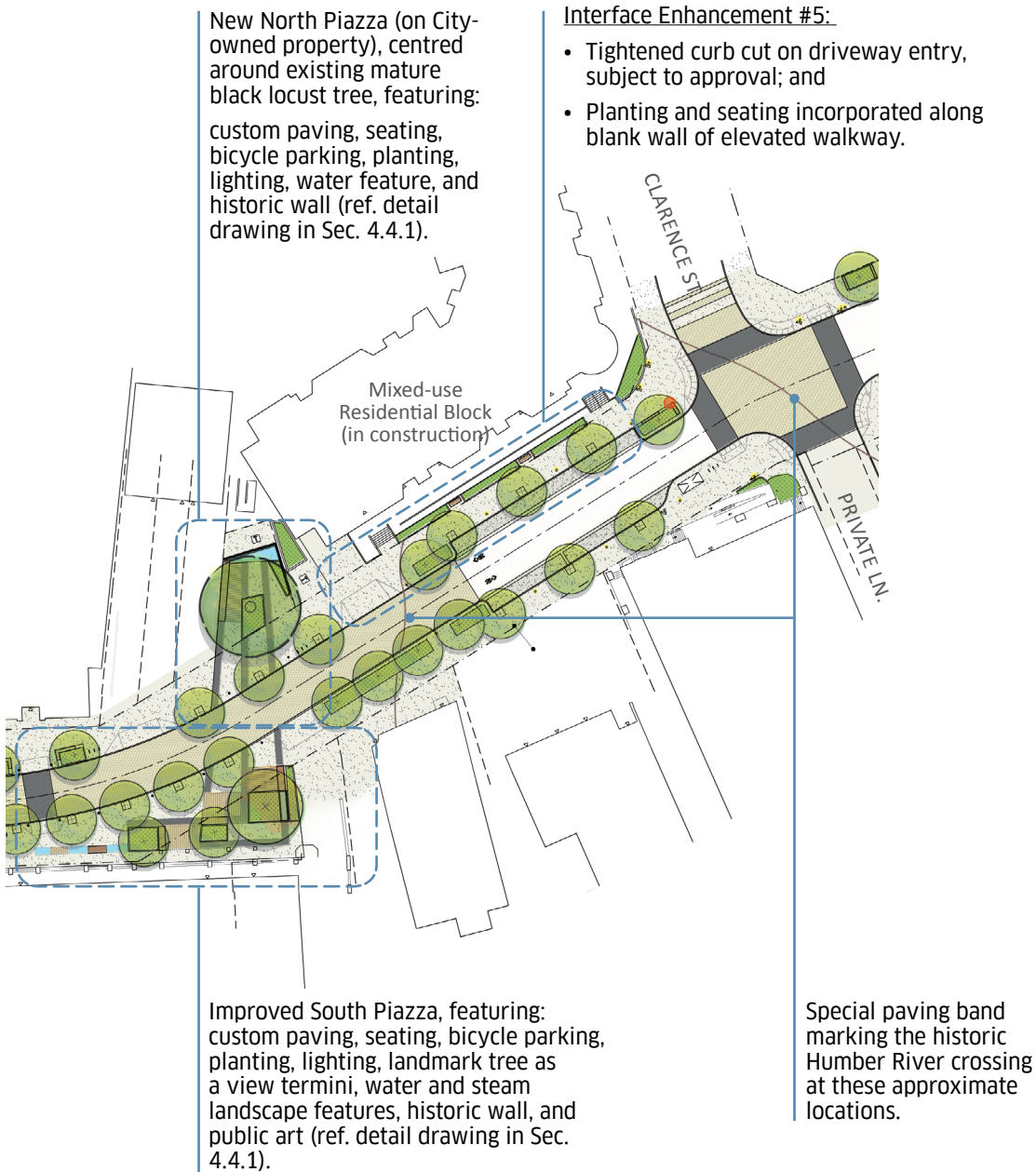


Opportunity to extend paving and street character between buildings, celebrating the historic pattern of development.

Special pavement treatment and enhanced public realm space to celebrate the historic Nathaniel Wallace House.

- KEY STATISTICS (within R.O.W.):**
- 19 vehicular parking spaces
 - 28 new trees planted
 - 9 custom benches
 - 27 bicycle racks
 - 3 wayfinder markers
 - 1 bus shelter canopy

4.3.4 PLAN AREA 4: EASTERN PIAZZA TO CLARENCE STREET



- KEY STATISTICS (within R.O.W. + plaza):**
- 7 vehicular parking spaces
 - 1 tree preserved
 - 23 new trees planted
 - 2 standard benches
 - 6 custom benches
 - 9 bicycle racks
 - 1 bus shelter
 - 1 wayfinding marker

4.3.5 PLAN AREA 5: CLARENCE STREET TO THE BRIDGE ENTRANCE

Improved park interface:

- Entry into parkette re-aligned to meet new mid-block crossing;
- Entry framed with trees and landscaping;
- Lit bollards incorporated for safety;
- Bicycle parking;
- A new second entry into the parkette on the east side, and connecting path; and
- Commemoration of Humber River alignment on the west side of the park.

Humber River Trail Piazza, “bridging” the river valley landscape:

- New crosswalk with lit bollards at the entry;
- Increased area as social gathering space with enhanced paving;
- Enhanced trail heads and new trail head (in place of the existing parking lot);
- Combined markers and additional seating;
- Bicycle parking;
- Gateway tree planting and landscaping, to frame views and to open up sight lines; and
- Improved connection to existing regional trail as well a proposed new trail under the bridge; and
- Enhanced interface between the park and river’s edge



Preservation of existing trees along the building face, in new planting beds with custom seating.

Interface Enhancement #6:

Additional planting along blank walls, and new seating.

KEY STATISTICS (within R.O.W.):

- 25 vehicular parking spaces
- 11 existing trees preserved
- 38 new trees planted
- 15 standard benches
- 12 custom benches integrated into planting beds
- 18 bicycle racks
- 3 wayfinding markers
- 1 existing bus shelter relocated

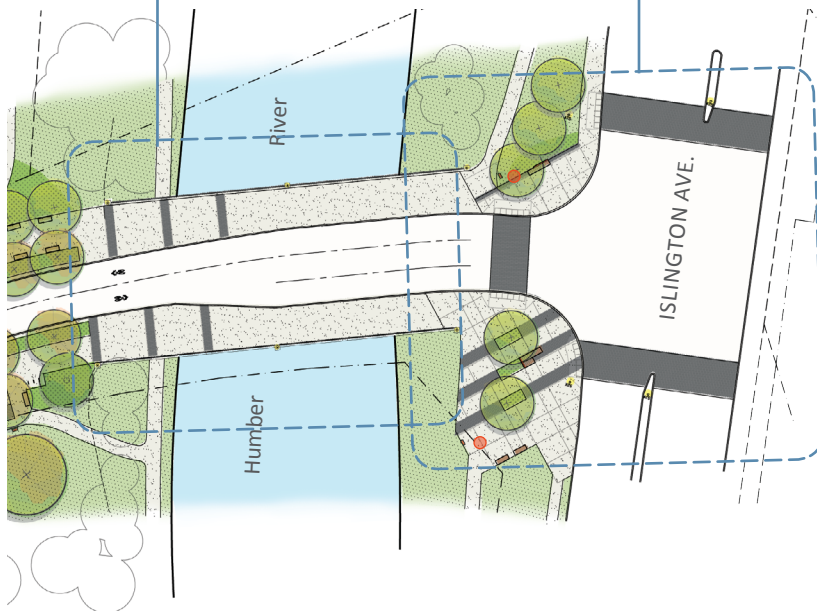
4.3.6 PLAN AREA 6: THE BRIDGE GATEWAY AT ISLINGTON AVE.

Bridge enhancements:

- Hanging baskets integrated into lamp posts, and planters mounted to the bridge railing on both sides of the bridge;
- Banding feature in the pavement design, to signify a gateway; and
- Public art incorporated into the bridge structure, celebrating culture and history of place.

Islington gateway improvements:

- Special paving;
- Curb tightening recommendation;
- Custom gateway signage;
- Seating;
- Landscape enhancement, adhering to Regional sight line standards;
- Enhanced trail head and trail commemoration (the Carrying Place Trail); and
- Addition of a new trail at the northwest corner (ref. detail drawing in Sec. 4.4.2).



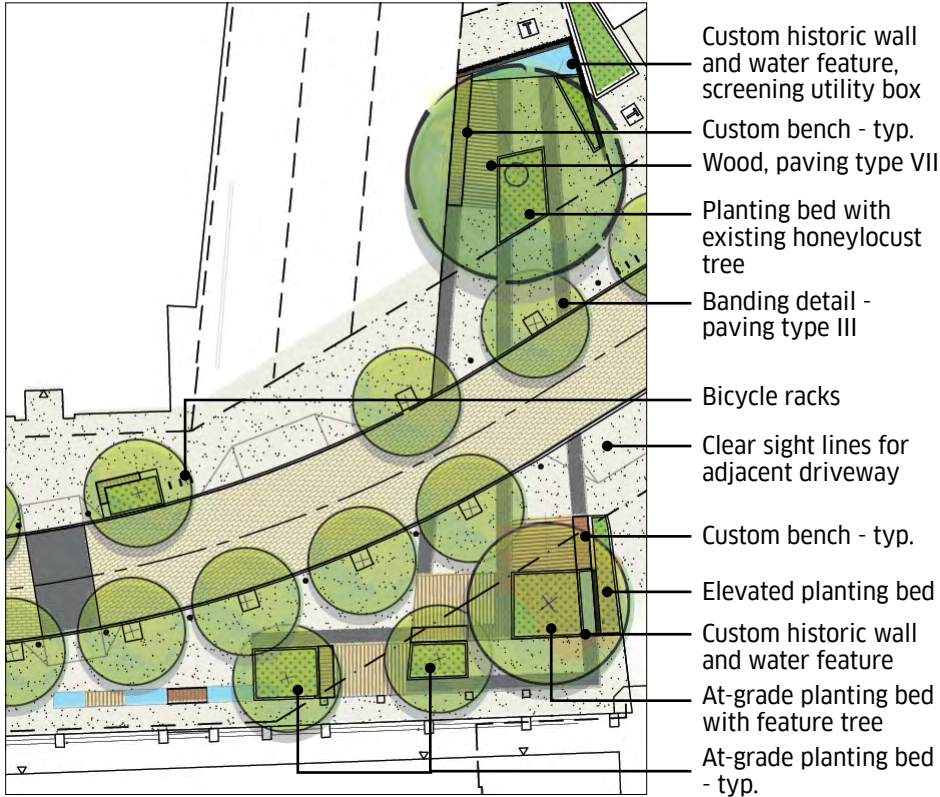
KEY STATISTICS (within R.O.W.):

- 5 new trees planted
- 2 standard benches
- 2 custom gateway signs with integrated bench

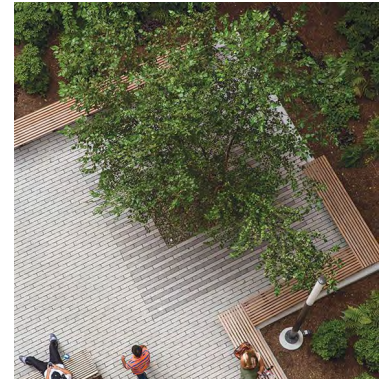
4.4 PLAN DETAILS

4.4.1 EASTERN PIAZZA DESIGN

PROPOSED DESIGN



PRECEDENT IMAGERY



Incorporation of a feature tree

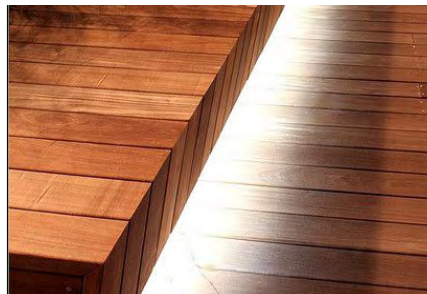


Incorporation of wood paving and planters

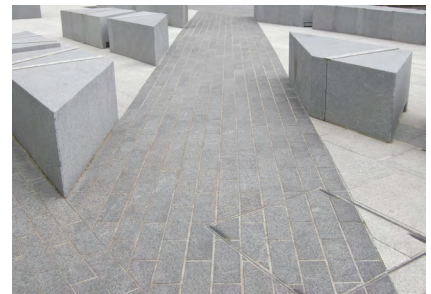
PRECEDENT IMAGERY



Custom bench style



Custom LED lighting incorporated into furniture



Paving type in banding detail



Incorporation of steam feature



Incorporation of water examples



PIAZZA - NORTH SIDE

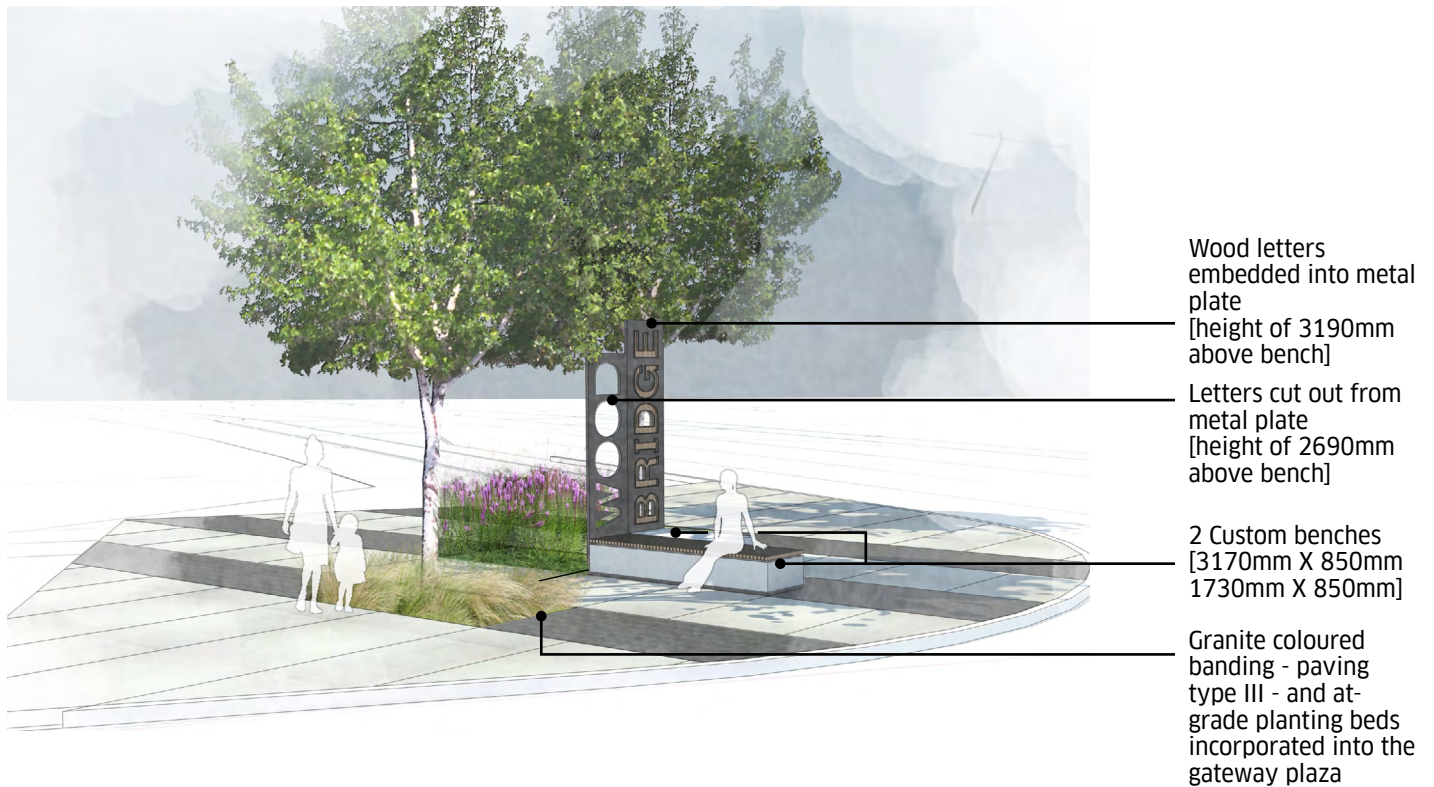


PIAZZA - SOUTH SIDE

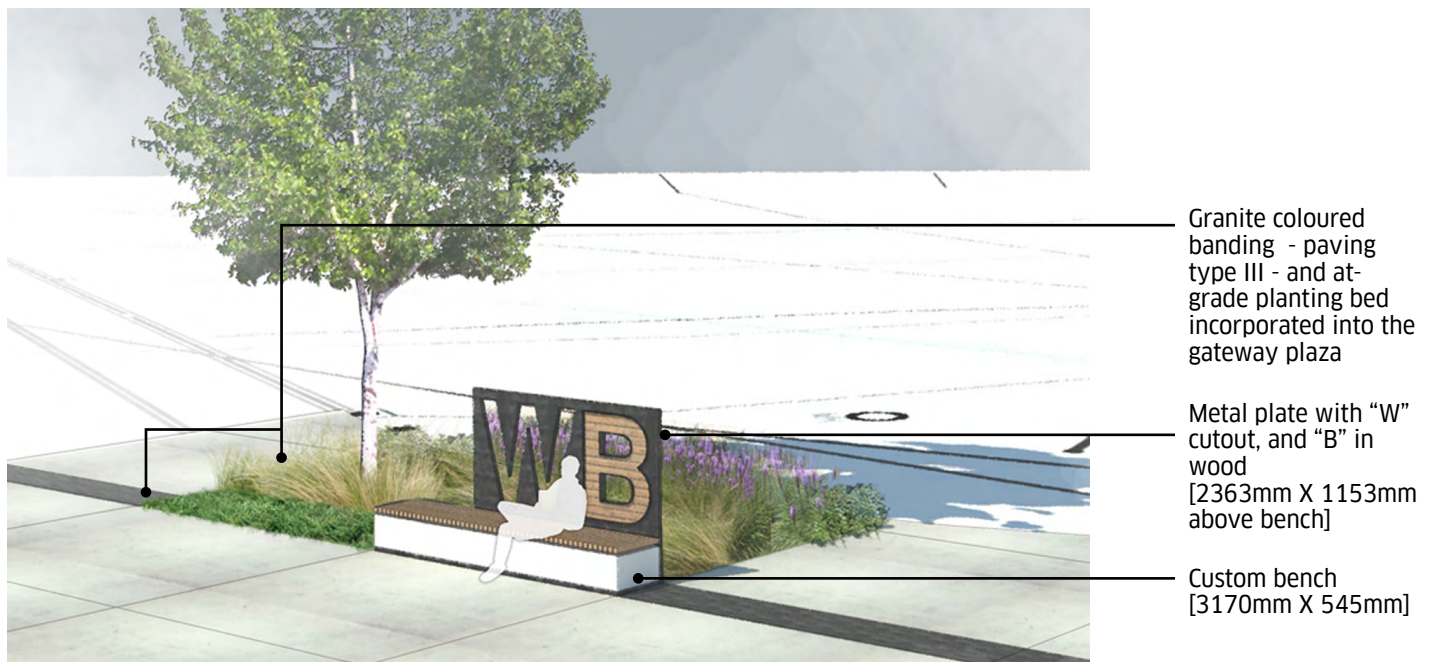


4.4.2 GATEWAY ENHANCEMENTS & SIGNAGE

VISION FOR THE SOUTH-WESTERN CORNER OF THE ISLINGTON GATEWAY WITH CUSTOM GATEWAY SIGNAGE.



VISION FOR THE NORTH-WESTERN CORNER OF THE ISLINGTON GATEWAY WITH CUSTOM GATEWAY SIGNAGE. THE SAME GATEWAY SIGNAGE DESIGN IS INCORPORATED AT THE KIPLING AVENUE INTERSECTION, ON THE SOUTH-EAST CORNER.



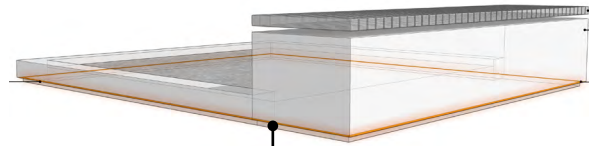
4.4.3 CUSTOM FURNITURE & WAYFINDING MARKERS

CUSTOM SEATING INTEGRATED INTO PLANTING BEDS (SIZES VARY).



IPE wood slats mounted on concrete upstand

LIGHTING INTEGRATED AROUND PLANTING BEDS AND SEATING WITHIN EASTERN PIAZZA



LED strip mounted to underside of reveal of concrete planting bed and bench upstand

WAYFINDING MARKERS: 01-STAND-ALONE



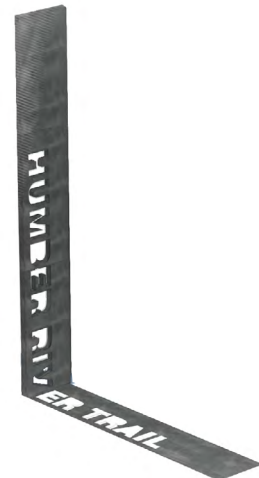
2000mm X 500mm metal plate
Title on marker: waterjet cut
Story: laser etched

02-WITH BENCH



2000mm X 500mm metal plate
Bench length: 2000mm
Title on marker: waterjet cut
Story: laser etched

03-TRAIL HEAD



2000mm X 250mm metal plate
Letters waterjet cut

4.4.4 NEW PLAZA & IMPROVED TRAIL ENTRIES

PROPOSED DESIGN



PRECEDENT IMAGERY



Connecting paving across the street, with lush planted borders at crosswalk entry.

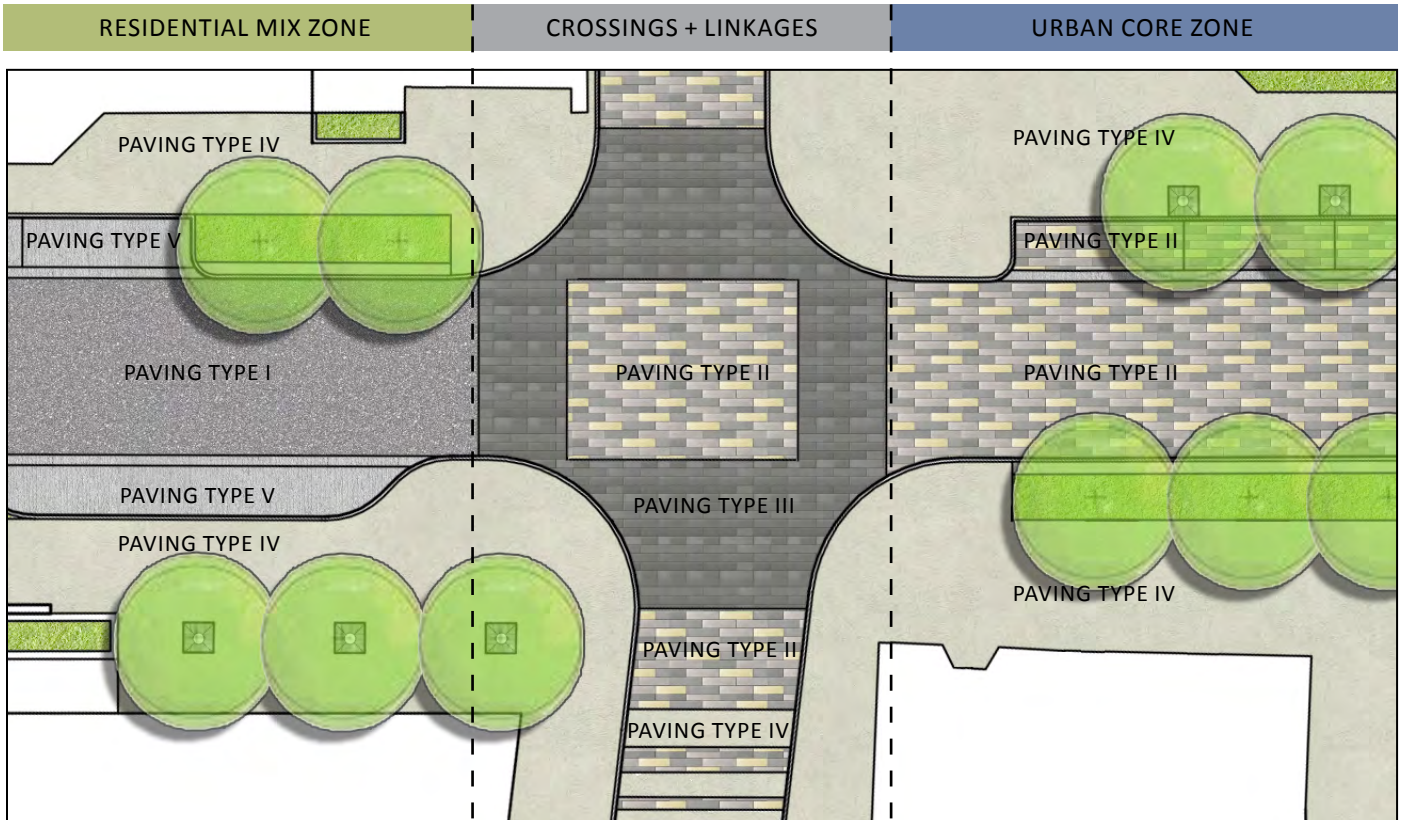


Walking through a canopy of trees alongside the park.

4.4.5 STREET PAVING PATTERNS

The streetscape design for Woodbridge Avenue transitions between a simpler paving palette in the Residential Mix zone - comprised of asphalt and different concrete types - and an enhanced palette in the Urban Core zone - dominated by unit pavers and complimented with concrete. The design also incorporates special paving treatment at intersections and at linkage moments towards heritage features, with unit pavers alternating in grey colour tones.

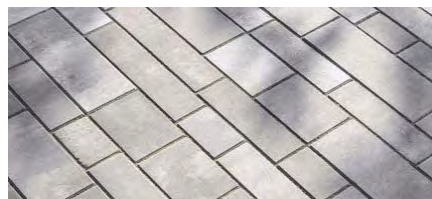
The diagram below represents examples of each general paving condition for visual reference. It is to be cross-referenced with the specifications table found in section 6.2, outlining details for each paving type from I to V.



STREETSCAPE PAVING TYPES

- TYPE I Asphalt
- TYPE II Unit pavers in lighter grey tones with tan accent
- TYPE III Unit pavers in granite colour tone
- TYPE IV Concrete - sandblast finish
- TYPE V Concrete - broom finish

PRECEDENT IMAGERY



Precedent for enhanced paving colour tones on the street - Type II.



Option to add tan accent to enhanced paving Type II.



Precedent of crosswalks paving colour tone - Type III.



Concrete parking and sidewalk areas varying in finish, and incorporating a roll curb.

4.5 STREETSCAPE SECTIONS

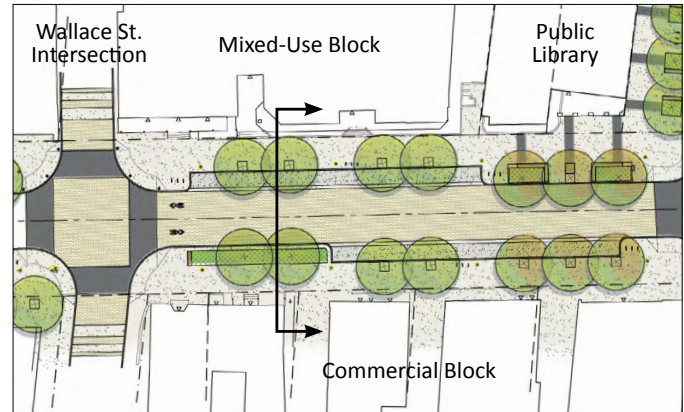
Typical street sections have been developed on the basis of the design framework set out for Woodbridge Avenue (reference section 3.0), and its two streetscape typologies: **1) Urban Core;** and **2) Residential Mix.**

4.5.1 URBAN CORE ZONE

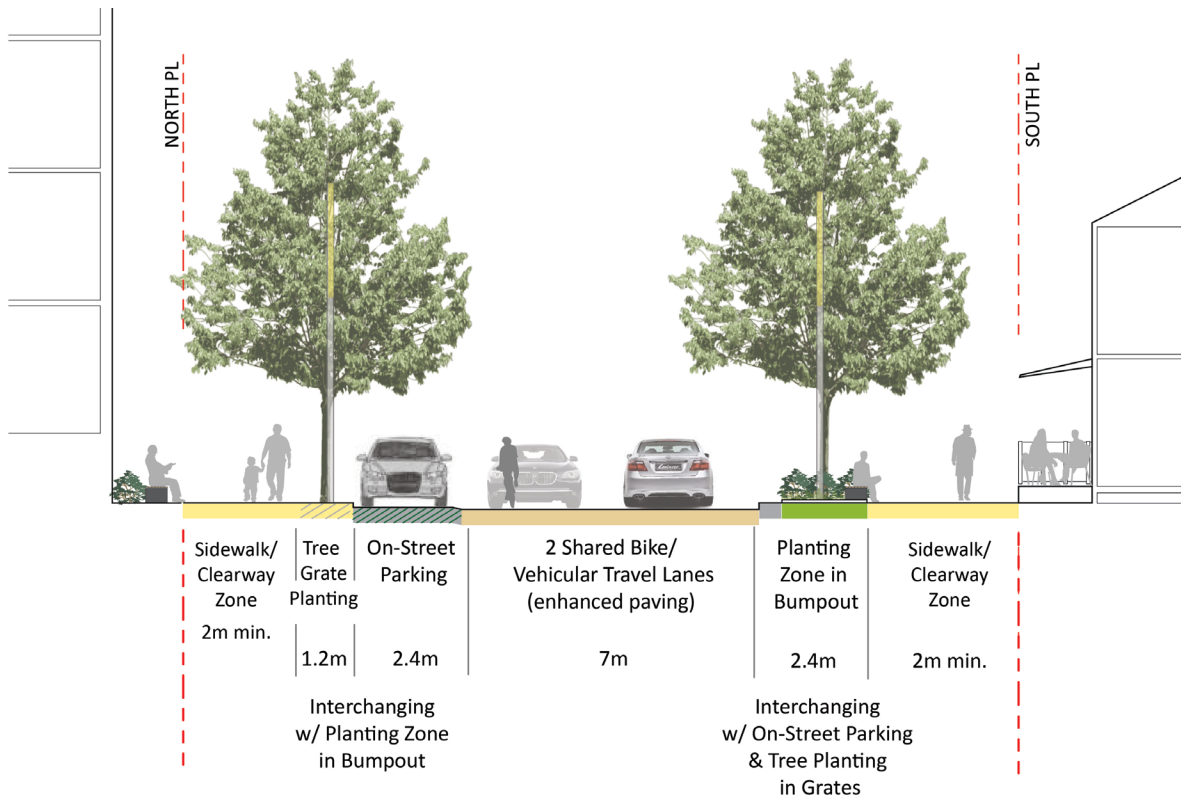
The typical streetscape for the Urban Core area features:

- Vehicular lanes reduced in size to 3.5m in each direction, with shared bicycle/vehicular travel lane markings (sharrows).
- A 2.4m wide on-street parking lane integrated with bumpouts that include trees in grates. Bumpouts provides additional public realm space above the walking zone. 2.2m wide parking lanes considered upon review of a Transportation Assessment Report.
- A generous walking zone extended to 3.5m minimum on either side of the street, with an additional 2.4m where bumpouts are provided.

- Paving is enhanced in quality and style, comprising of unit pavers on the road and parking areas.
- The sidewalk and planting/furnishing zone are combined in one uniform surface to accomplish the extended walking zone.
- Tree planting is predominantly in grates to increase pedestrian walking area, except where a greater public realm width is available for planting.



Section Key Plan

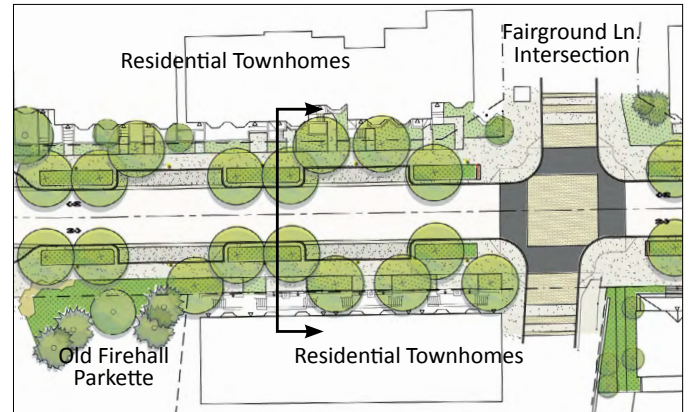


Typical Street Section in the Urban Core Zone

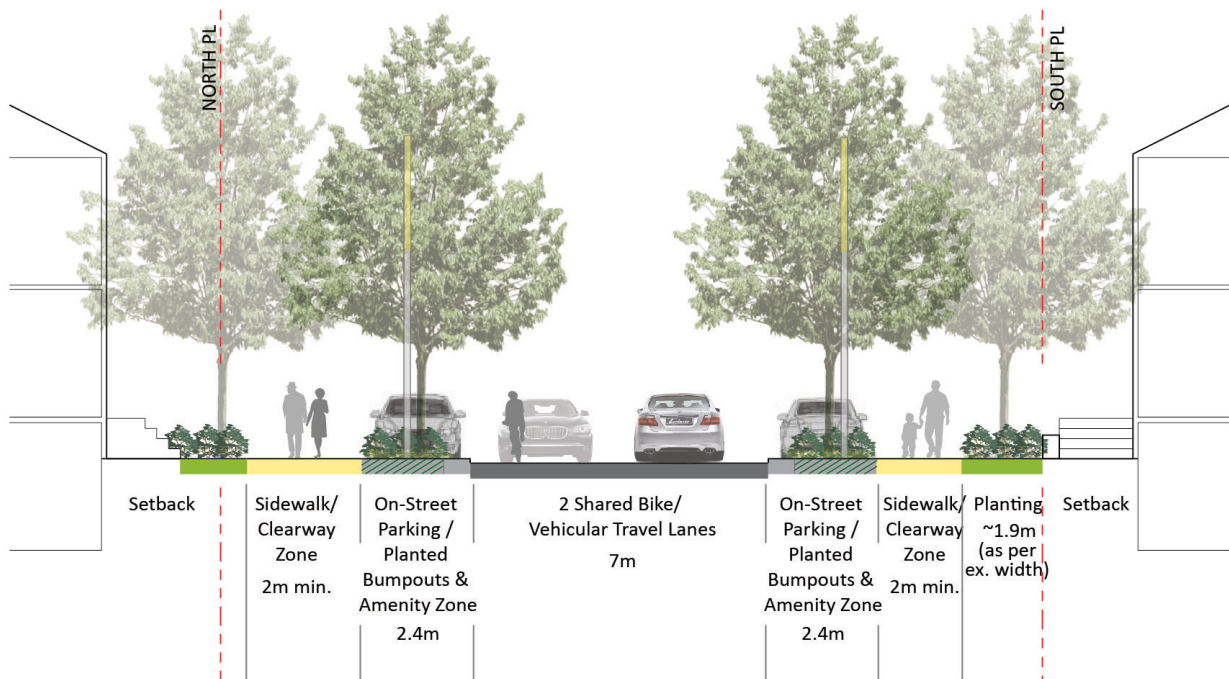
4.5.2 RESIDENTIAL MIX ZONE

The typical streetscape for the Residential Mix Zone features:

- Vehicular lanes reduced in size to 3.5m in each direction, with shared bicycle/vehicular travel lane markings (sharrows).
- A 2.4m wide on-street parking lane integrated with planted bumpouts (sod or mixed plants, with trees). 2.2m wide parking lanes considered upon review of a Transportation Assessment Report.
- Overall generous planting zones, increasing the overall tree canopy and permeable surfaces along the street, including in bumpout areas. Where possible, a double row of trees is incorporated in the R.O.W.
- A minimum 2m wide sidewalk, increasing in size on the east end of the street where the R.O.W. width permits it.
- Seating incorporated into planters on the east of the street, mounted on a retaining wall on the west end by the rail bridge, as well as a series of standard benches across the corridor.



Section Key Plan



Typical Street Section in the Residential Mix Zone

5.0

STREETSCAPE GUIDELINES

The Streetscape Guidelines provide a high level of detail for all elements of the Woodbridge Avenue Streetscape Design.

5.1 SUSTAINABLE INITIATIVES

The approach to sustainability for the Woodbridge Streetscape is that sustainability becomes a lens through which all aspects of the design are viewed. Initiatives are embedded within all elements of the street rather than singled out.

Woodbridge Avenue is designed with multi-modal opportunities and a focus on pedestrian priority and safety. Considerations include the following aspects of sustainable design:

- durability and quality of materials;
- resilience of plantings;
- minimizing energy output and emissions;
- minimizing reliance on irrigation and incorporating low impact development;
- minimizing reliance on irrigation;
- considering full life cycle of products, including recyclability of materials;
- incorporating natural forms of weather protection and mitigation;
- supporting active transportation (ex: shared bicycle/ vehicular travel lanes and bicycle parking to promote cycling);
- preserving history; and
- improving overall human health and well-being.

5.2 PAVING

The paving design for Woodbridge Avenue is contemporary in style, sympathetic to the street character, and incorporates accents which highlight and draw attention to the heritage fabric that defines the streetscape.

The **paving strategy for the roadway** applies two different palettes across the street:

- A. a simple palette of asphalt paving for the residential and lighter retail stretches, east and west of the enhanced zone; and
- B. an enhanced paving palette for the core commercial area centred around market lane, composed of unit pavers of light and medium shades of grey.

The **paving strategy for the pedestrian realm** incorporates another series of design moves:

- C. moments along the streetscape where alternative patterns, finishes, and colour variation are utilized to create accents, that provide uniformity and cohesiveness in the overall design language;
- D. and special consideration for materiality for the comfort and safety of the pedestrian - for all ages and abilities - using non-slip pavement finishes, and incorporating tactile strips at crossings.

Accent colours for unit pavers specifically include a dark shade of grey and a tan. These special highlights are utilized to signify:

- a gateway or moment of transition (a “node,” a linkage, or a trail entrance point);
- a pedestrian crossing
- a heritage setting (building and/or landscape); or
- a social gathering space.

All park pathways and trails should be concrete in finish. In addition, all concrete paving in the off-road pedestrian zone takes on a more elegant and clean look with a sandblast finish. Also, incorporating warm wood slats enhances the main public plaza quality and feel.

All paving treatment details are outlined in the table below, which is to be cross-referenced with diagrams in Section 4.4.6 for a better visual understanding.







If the proposed pavement types are not available at the time of construction, or an alternative is proposed, that alternative should have a similar aesthetic and meet the selection criteria that follow.

SELECTION CRITERIA

- All paving is to be durable and of high quality.
- All paving is to help reduce the heat island effect.
- All paving is to consider safety of the user.
- All paving is to consider seasonal maintenance (for ex: resilience to winter salt).

SAFETY ON THE STREET

Paving on the street is to be utilized for purposes of traffic calming. The design incorporates alternative paving at intersections and mid-block crossings to signify to the vehicle to slow down. Special curb treatment and tactile strips are applied at intersections for accessibility.

Woodbridge Avenue Streetscape Paving Treatment Details					
Ref. No.	Type	Colour	Details	Location	Image
Type I	Asphalt	Typical	-	Street - typical	-
Type II	Promenade Plank Paver, by Unilock	40% teal grey, 40% opal, 20% tan	Il Campo, 4x16, brushed finish; running bond layout pattern	Street, bus laybys and on-street parking in Urban Core zone; and interior space at intersections	
Type III	Promenade Plank Paver, by Unilock	Granite	Il Campo, 4x16, brushed finish; running bond layout pattern	On-street crosswalks and feature banding in the sidewalk & plazas	
Type IV	Poured-in-place concrete	Typical	Sandblast finish	Entire off-street pedestrian zone	
Type V	Poured-in-place concrete	Typical	Broom finish	On-street parking and bus laybys in Residential Mix zone	
Type VI	Blister off-street tactile plates: ref. Vaughan standard detail	Buff (tan) or grey	780x780	Pedestrian ramps at signaled intersections, and by the CN rail bridge	
Type VII	Kebony Radiata wood slats, by Kebony	n/a	Clear, 22x142, terrace comb (or approved alt.)	Within Eastern Piazza	

5.3 WOODBRIDGE AVENUE STREETScape COMPONENT MATRIX

The furnishings palette includes benches, waste and recycling receptacles, bicycle racks, bollards, and tree grates (light standards and signage are referenced in Sections 6.4 and 6.5). Both standard items and custom pieces are included in the design.

The palette is contemporary in style, of a timeless quality. Metal, in its natural form, is the predominant material and colour for the typical furnishings. Custom pieces incorporate wood - mounted on concrete - to commemorate the original historic bridges that were prevalent in Woodbridge Village.

Furnishings for public park spaces are subject to a separate review to meet Parks Development standards.

PLACEMENT STRATEGY & REQUIREMENTS

Benches, Waste & Recycling Receptacles, Bicycle Racks:

- In general, furnishings are provided at regular intervals along the streetscape.
- Additional furnishings are provided:
 - at pedestrian nodes;
 - at transit stops;
 - at linkage moments;
 - in front of heritage buildings and cultural landscapes;
 - next to additional key destinations such as community buildings;
 - park and trail head interfaces; and
 - within plazas (public and private).
- Custom furnishings are reserved for areas of special interest, such as a plaza or in front of heritage buildings, as well as integrated with other features on the street where possible, such as planting beds and retaining walls.

- Additional bicycle racks are to be installed close to residential buildings of medium or high density.

Bollards:

- The use of bollards is limited to locations of higher pedestrian risk, and only if required above other safety design features.
- Standard bollards without lighting will be included:
 - at entrances to park trails; and
 - on either end of crosswalks.
- Bollards with incorporated lighting can be used within new plaza spaces.

Tree Grates:

- Tree grates are implemented along the streetscape predominantly in the Urban Core zone, to maximize the pedestrian walking area.
- Outside of the Core, tree grates are utilized where the public realm width is too shallow to incorporate a planting bed.




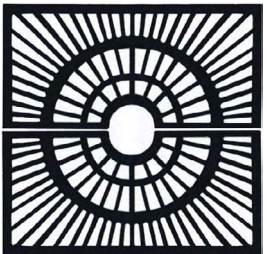

SELECTION CRITERIA

The site furnishings palette for Woodbridge Avenue was selected based on the following design criteria:

- contemporary in style, while complimentary to the heritage context;
- complimentary to the paving materials chosen for the street;
- four seasons comfort & safety to the user (for ex: bench materials which do not heat up in the sun); and
- durability of materials (resistance to extreme weather, quality of materials).
- resistant to fading under UV light and extreme weather conditions.
- environmental and sustainable criteria
- functional operations & maintenance criteria

The proposed typical furnishings for Woodbridge Avenue are found in the table on the facing page. Reference section 4.4.3 for details on custom furnishings.

If the proposed furnishings are no longer available at the time of construction, an alternative should be chosen that has a similar aesthetic and that meets the selection criteria outlined previously.

Woodbridge Avenue Streetscape Component Matrix				
Furnishing	Name and Provider	Material	Dimensions & Base Specifications	Image
Standard Bench	Parc Vue Bench, backed with arms by Landscapeforms	Stainless steel	72" wide by 36" high	
Standard Trash and Recycling Receptacles	Chase Park Receptacles, Side-Opening Dual-use by Landscapeforms	Aluminum	24" diameter, 39" high	
Standard Bicycle Rack with In-Ground Mount	Bola By Landscapeforms	Stainless steel	28.25" wide by 32" high (For 2 bicycles)	
Tree Grate	#B-8650 Decorative square tree grate	Grey cast iron	4ft by 4ft, hot dipped galvanized	
Bollard (lit and non-lit)	Light Column Bollard by Forms+Surfaces	Stainless Steel	6" diameter 45" high LED lamp with shield (any pattern)	

5.4 LIGHTING

Lighting serves an important role on the street, providing visual connectivity and contributing to a safe environment. It also provides a distinctive design feature to enhance the pedestrian experience. Lighting chosen for Woodbridge Avenue is contemporary in style and fitting with all other furnishings selected for the streetscape in terms of materiality and style.

PLACEMENT STRATEGY & LIGHTING REQUIREMENTS



- Lighting is to be spaced according to Canadian Light Standard requirements.
- General light distribution should alternate in a pattern of one vehicular light standard followed by two pedestrian ones.
- Lighting should be placed outside of the clearway zone whenever possible, and spacing between poles can vary slightly to accommodate this.
- Lighting is to be located between the walking zone and the street, and is acceptable within planting beds as long as it remains within standard sight lines.
- Lighting is to be LED dark sky compliant.

SELECTION CRITERIA

The selection criteria for lighting mimics those outlined for general street furnishings, found in section 6.3.

The proposed typical lighting standards for Woodbridge Avenue are found in the table below.

If the proposed lighting standards are no longer available at the time of construction, an alternative should be chosen that has a similar aesthetic and that meets the selection criteria.

Item	Name and Provider	Material	Dimensions & Base Specifications	Image
Vehicular Light Standard	Navion Roadway Light by Lumark (purchase pole separately)	Grey Die-Cast Aluminum	15" width (top) 22-24ft high 6 LED Light Panels	
Pedestrian Light Standard	Light Column Pedestrian by Forms+Surfaces	Stainless steel	6" diameter 11ft high LED lamp no shield	

5.5 SIGNAGE & WAYFINDING

An effective wayfinding strategy can play an important role in shaping the experience of a street user, their sense of discovery, and desire to return. It helps define the overall identity of the street. It can also contribute to traffic calming and general safety on the street.

The Woodbridge Avenue streetscape design supports a range of wayfinding strategies, including: effective signage and mapping, as well as intuitive design strategies applied through public art, urban design, and landscaping elements that give the area a sense of place, identity, and direction.

The wayfinding strategy and associated guidelines for Woodbridge Avenue are outlined as follows:

A. Mark gateway entry points into Woodbridge Avenue, at Islington and Kipling Avenues (reference drawing detail in section 4.4.2):

- Place custom signage at each gateway, that is visible to the pedestrian and vehicle traffic from a distance.
- Incorporate landscaping to green the intersections and to make reference to the thick tree canopy that once dominated the landscape on the street.

B. Establish gateway signage along the eastern bridge crossing and celebrate the river as a cultural heritage asset:

- Incorporate seasonal planting installations to enhance the quality and attractiveness of the bridge crossing.
- Incorporate temporary installations for view enjoyment towards the river.
- Incorporate public art into the bridge structure, subject to heritage approval, commemorating historic and cultural assets of Woodbridge Village.
- Incorporate banding in the paving of the bridge to further emphasize a special place.

C. Identify moments where a pedestrian linkage towards a cultural landscape connects with Woodbridge Avenue:

- Vertical signage markers will be located at each linkage moment along the streetscape, identifying the location and name of the cultural landscape that the pathway connection leads to (reference diagrams in section 3.3 for locations). The markers are encouraged to

be designed as public art pieces, and to incorporate symbolic historic imagery (reference detail drawing in section 4.4.3).

- A special street paving treatment will be applied at linkage moments. It will occur within the nearby intersection cross-street, as part of the street paving that leads toward an identified cultural feature or site. The paving treatment will be the same unit pavers as used along the enhanced core area of Woodbridge Avenue, applied in a banding pattern with concrete paving in between (reference section 4.4.5).
- There is an opportunity to incorporate extra seating and concentration of amenities, to further reinforce the visual cue of a connection to an important historic place.

D. Highlight heritage assets on Woodbridge Avenue:

- A special paving treatment of darker unit paving bands will be applied in front of the public library and the Nathaniel Wallace House, as well as on the bridge crossing near Islington Avenue, to highlight selected key heritage assets along the corridor. They relate specifically to the “heart” of the street centered around Market Square, and the bridge crossing from where Woodbridge gets its name. Custom seating will also be incorporated and additional planting at these locations.
- In addition to the selected heritage sites, seating and landscaping will be located at the front of all heritage properties and landscapes along the streetscape, wherever the public right-of-way width allows for it. Seating will vary between typical and custom based on the opportunities present (for example, integrated into an elevated planter, or along a retaining wall).



Precedent of signage style, with engraving of historic reference on metal.



Precedent historic photograph etching, to be incorporated into linkage signage.

5.5 SIGNAGE AND WAYFINDING (CONT'D)

E. *Improve signage at park and trail entrances:*

- Improved signage and trail head markers will be located at the entry of the Old Firehall Parkette, Fred Armstrong Parkette, and the River Valley Trail heads on the east end of Woodbridge Avenue, both on the north and south sides of the street. The signage would compliment any existing signage that is standard to Vaughan for all parks. The new signage should:
 - Be visible from the street walking zone;
 - Share a common design aesthetic to all other new signage on the street, and be sympathetic to the streetscape character;
 - Incorporate a key map of amenities provided in the parkette or along the trails, and opening/closing time if applicable; and
 - Be constructed of durable and weather resistant materials.

F. *Improve or create new entrances to the River Valley Trail, on all four sides of the bridge crossing, heading both north and south (reference sections 4.4.2 and 4.4.4 for design details):*

- Create a new design for the entry points, that is welcoming and more comfortable in size, incorporating high quality paving, seating, and lighting, that is in keeping with the overall streetscape design language.
- Incorporate new signage based on the criteria outlined in guidelines “c” above, and incorporate any additional relevant information such as the trail length, connection points, and a list of amenities provided along the path.
- Incorporate new planting in the design to frame the entry point and provide open sight lines to the park and signage.
- Incorporate public art, either integrated into the amenities, or as stand-alone pieces, to improve the quality of the space.

G. *Improve the Cyclist Experience:*

- Provide signage at key destination points to direct cyclists to bicycle parking.
- Provide signage that helps cyclists navigate through bicycle trails.

SIGNAGE MATERIALS PALETTE

The materials palette chosen for all new and improved signage consists of a combination of wood and metal. The palette achieves the following objectives:

- It draws from historic infrastructure and buildings within Woodbridge Village - specifically the bridges crossing numerous Humber River tributaries were originally constructed of wood, and it is after these that the Village was named, and metal references the rail line and the industrial machinery of the important Agricultural Fair time;
- The signage palette compliments the paving and streetscape furnishings palette; and
- It compliments the overall streetscape character.

5.6 PLANTINGS & TREES

The planting strategy for Woodbridge Avenue - consisting of a tree canopy, understory shrub plantings, hardy perennials, and sod - is intended to achieve the following objectives:

- A. Define and delineate the two distinct street characteristics along the Avenue: the predominantly residential frontages of the Residential Mix zone, and the commercial frontages of the Urban Core zone;
- B. Highlight the gateway moments, nodes and plazas, and heritage fabric with “Sentinel” trees, demarcating these areas as special moments along the Avenue;
- C. Enhance the tree biodiversity and increase the overall tree canopy for the area, to both commemorate the historic feel of the street, and improve the health and well-being of the environment and residents; and
- D. Increase the overall area of pervious surfaces, and provide healthy living conditions for trees to grow, with generous amounts of soil volume in a combination of trenches and soil cells.

The planting design for Woodbridge Avenue consists of:

- A. Two different tree species applied along the length of the streetscape as street trees, with no more than two blocks in a row of the same species.
- B. Sentinel trees are integrated at specific locations along the streetscape including:
 - Within plazas and at their entryway;
 - As a view termini;
 - To signify a heritage moment; and
 - At an identified special node.

For specific locations of sentinel trees, reference the master plan drawing for the streetscape.

- C. Trees in grates are incorporated in the Urban Core zone, planted in a structural system of soil cells.
- D. Planting beds are incorporated across the length of the Residential Mix zone and in select areas in the Urban Core zone wherever a wider public realm allows for them, with trees, and either sod or low shrubs and perennials. The ones closest to the street have low curb edges, and the others are designed to be at grade. Whenever possible, planting beds should be designed for capturing and infiltrating rainwater.

- E. Seasonal planting in hanging baskets and in pots, along the length of the street. Hanging baskets are reserved for vehicular light poles only.

The proposed trees selection and sample shrub and grass planting suggestions for Woodbridge Avenue are outlined in the two tables on the following page.

The selection is subject to availability in local nurseries at the time of implementation. Alternatives can be considered, but must adhere to the selection criteria that follows.

PLANT SPECIES SELECTION CRITERIA



- Incorporation of more than one tree species to mitigate a potential blight of a particular individual species.
- Incorporation of native tree and shrub species to support hardiness and longevity of life.
- Tree and shrub hardiness and survivability during extreme conditions, considering wind, winter salt, hot summers, etc.
- Tree species whose fruits do not damage or harm objects and people that pass below, including staining, denting, hitting, and breaking.
- Shrub and low plant species that cause no harm to humans, especially children, including sharp, pointy, and poisonous plants.
- Low maintenance requirements for all plants.

PLANTING DESIGN CRITERIA

- Appropriate tree spacing considering plant characteristics: habitat, size, and growth, at a minimum of 6m on centre.
- Appropriate planting medium (type and amount) for healthy growth of trees and understory.
- Design of at-grade planting beds to capture rainwater, and appropriate selection of plants for optimal water infiltration.

5.6 PLANTING & TREES (CONT'D)

TREE SPECIES TABLE:

Tree Type	Tree Species	Features	Size	Images	
Street Tree Type I	Northern Acclaim Honeylocust Gleditsia triacanthos 'Harve'	Height: 40 ft. Spread: 30 ft. Hardiness: Zone 3b Fall colour: Yellow	min. 60 mm caliper		
Street Tree Type II	Accolade Elm Ulmus 'Morton'	Height: 60 ft. Spread: 40 ft. Hardiness: Zone 4a Fall colour: Yellow	min. 60 mm caliper		
Accent Sentinel Tree Type I	Red Maple Acer rubrum	Height: 50 ft. Spread: 40 ft. Hardiness: Zone 3b Fall colour: Bright red	min. 60 mm caliper		
Accent Sentinel Tree Type II	Red Oak Quercus rubra	Height: 70 ft. Spread: 70 ft. Hardiness: Zone 3b Fall colour: Indian red/copper	min. 60 mm caliper		

SAMPLE SHRUB AND GRASS SPECIES SELECTION LIST:

Plant Species	Size	Application
Maple-leaf viburnum Viburnum acerifolium	600mm height min.	At-grade Planting Beds
Bush Honeysuckle Diervilla lonicera	600mm height min.	Planting Beds
Ninebark Physocarpus opulifolius	600mm height min.	At-grade Planting Beds
Indian Grass Sorghastrum nutans	No. 2 Container min.	Planting Beds
Big Bluestem Andropogon gerardii	No. 2 Container min.	Planting Beds
Arrowwood Viburnum dentatum	600mm height min.	Large, at-grade planting beds clear of required visibility triangles.
Skandia Juniper Juniperus sabina 'Skandia'	600mm spread min.	Raised Planting Beds
Daylily Hemerocallis	2 Year, 150mm Pot min.	Raised Planting Beds
Morden Centennial Rose Rosa 'Morden Centennial'	600mm height min.	Planting Beds
Karl Koerster Reed Grass Calamagrostis x acutiflora 'Karl Foerster'	No. 2 Container min.	Planting Beds

5.7 PLANTING SOILS & MEDIUMS

Urban plant pits typically do not contain the soil volumes and quality to support healthy plant growth. Soil volume, quality compaction, and depth must be considered when planting trees along the Woodbridge corridor.

PLANTING SOILS AND MEDIUM REQUIREMENTS

- Soil must be a mix of native soil and organic material and sandy loam. Native soil material is to be measured to determine its type, and amended to produce a well drained sandy soil.
- All tree planting areas are to be sub-soiled to 1200mm deep, and shrub planting areas to 600mm deep, to reduce compaction.
- Soil compaction is to be less than 85SPD.
- Soil volumes are to adhere to municipal requirements (reference the Standards Table in section 5.0), and are recommended to exceed minimums.
- If an area requires greater compaction for hard surfacing, materials are to be supported with an engineered 'cell system' - this includes all areas where tree grates are installed, at a minimum.
- Planting areas are to be well drained to remove excess water from soil. Particular attention is to be given to those planting beds that function to capture rain water.



Use of a soil cell system provides extra support for greater compaction of hard surfacing of sidewalks, to protect the soil medium for healthy tree growth.

5.8 IRRIGATION & DRAINAGE

Well planned irrigation and drainage is critical to the survivability of plants as well as the protection from flooding, and concurrently plays an important role in the safety and comfort for pedestrians on the street and sidewalks.

Grading, directed overland flow and stormwater management techniques should lead natural precipitation to tree pits and planted areas as much as possible, and reduce reliance on storm water systems. Above this, water sensitive design should consider methods to capture, retain, and re-use water to be beneficial to site uses and reduce reliance on automatic irrigation. Automatic irrigation in general should be limited.

The Woodbridge Avenue streetscape design incorporates in its concept:

- Opportunities for rainwater mitigation in at-grade street planters with a curb cut;
- The use of native and drought tolerant species in planting zones; and
- A limited irrigation system;

It is highly encouraged to implement natural ways to reduce water consumption and maintenance requirements, as well as increase biodiversity.



Planter edge open on one end, and sidewalk graded towards it for rain capture.

5.9 PARKING

The parking strategy for Woodbridge Avenue focuses on providing on-street vehicular parking opportunities with the intention of supporting businesses and activity along the street, while reducing surface parking lots to improve the visual impact on the streetscape. Additional bicycle parking should be provided at piazzas, parkettes, and key destinations, as well as part of new development as per City standards.

The new vehicular parking strategy for Woodbridge Avenue encompasses:

- A re-distribution of existing on-street parking spaces along the street to focus a greater concentration of spaces nearer to commercial properties for more effective short term parking and greater turnover;
- Parking spaces along the rest of the street will be provided in smaller sets, with spacing between them to incorporate planted bumpouts, except in circumstances where the public realm is wide enough to incorporate a second full row of plantings. In this case, more parking spaces can be aligned in a continuous row; and
- The addition of landscaped bumpouts will also serve to improve the visual impact of parking in general, and to increase the overall amount of planting opportunities to green the street.

GENERAL GUIDELINES:

- Whenever possible, private development parking should be located underground, and surface parking minimized.
- Public parking should be provided on-street, and surface parking lots minimized.
- If surface parking is required, a visual buffer from the street view should be provided.
- Laybys and drop-off zones for private development should be avoided along the Avenue.
- No parking spaces will be located within 9m minimum from an intersection outside of the Urban Core zone and 4.5m from a lane.
- Parking space dimensions will adhere to standards set out in the Standards Table in section 5.0.
- All on-street parking spaces will have a direct access to a hardscaped street side surface for safety upon exit from the vehicle.
- On-street parking spaces will be avoided in areas where public realm width is limited, favoring planting over parking.



On-street parking with mountable curb.



Integration of bumpouts between on-street parking to accommodate amenities and tree planting.

5.10 PUBLIC ART & CUSTOM FEATURES

The inclusion of public art is an important component of creating a meaningful and memorable public realm. Above the aesthetic and interest value, public art can serve as a tool for wayfinding, and for educating residents and visitors on the history and stories of Woodbridge – past and present – towards a stronger identity and sense of place. Public art can also be interactive and stimulating, offering an element of fun to the streetscape, and a venue for public interaction and exchange of ideas. It contributes to creating a destination and generates cultural, social, and economic value.

A combination of temporary and permanent public art opportunities should be pursued along Woodbridge Avenue. Public art can be a standalone piece - freestanding or suspended - or it can be incorporated into the paving pattern, or into building façades and walls. Custom furniture and signage can also double up as public art, potentially saving space where there may not be any for additional stand alone pieces.

Innovative and unique pieces, interactive and digital pieces, and symbolic pieces are all encouraged. Public art should however consider its context and be true to the identity of place.

The public art strategy for Woodbridge Avenue proposes a combination of public art types, with a strong reference to historical landscapes of Woodbridge Village. It includes:

A. Custom Furniture & Artistic Signage (reference section 4.4.3 for visual representations):

- Custom benches are featured in the Eastern Piazza, in front of the public library and the Nathaniel Wallace House, as well as along the eastern portion of the street as part of a 'green entry'. They share a reference to the historic bridges and railways of Woodbridge Village in their materiality of wood and metal.
- Gateway signage is presented at the Kipling and Islington Avenue intersections, that shares the same historic references as the custom benches using wood and metal materials.
- Signage markers located at linkage moments along the streetscape as well as trail head markers are used as an opportunity to highlight heritage features and tell the public about the history of place, with historic images and stories inscribed in the markers.



New plazas and POP spaces provide opportunity for temporary installations.



Custom furniture and paving add elegance and identity to a streetscape.

B. Landmark Features

- A landmark feature is incorporated in the new Eastern Piazza south side, as the terminus to a key long range view looking eastward along the Avenue:
 - A feature tree is incorporated in the design proposal of the piazza.
 - There is also an opportunity to incorporate a public art piece on the ground level - an interactive elements of human scale.
- Water features and custom art walls are incorporated in both the northern and southern parts of the new Eastern Piazza, to commemorate the historic rivers and hilly topography of Woodbridge Village. There is opportunity to add a historic reference into the structure, for example an image carved into the wall as a backdrop.
- A subtle detail of a red brick line in the streetscape's paving pattern, is incorporated into the design at three distinct moments along the streetscape, referencing the locations of Humber River tributaries which used to cross here in the past.



Opportunity to incorporate interactive features within the design.

C. Additional Opportunities for Commissioned Work

- There is an opportunity for smaller and more subtle commemorative pieces at the front of every historic building and/or landscape along the street, to highlight the historic value of that property or place. This can be a simple plaque embedded in existing street furniture or paving as an alternative to a custom art piece, and can be interactive in nature.
- There is also an opportunity to incorporate art near the historic CN rail bridge, within parkettes, and at the entrance to Market Lane - next to the library where the new streetscape design offers a gain in public realm space and there is a high level of pedestrian traffic and visitors.
- Private, and privately owned public spaces are also encouraged to incorporate public art in any format, to contribute to the identity of place.

Further public art opportunities may be available. The overall public art strategy should be cross-referenced with Vaughan's City-Wide Public Art Program.



Commissioned public art can beautify unsightly amenities.

