

Study Area



2

Study Process

3 Background, **Design Guidelines Public Realm** Implementation & **Review & Analysis** Framework and **Phasing Strategy** Streetscape Plan Report June 2020 to Jul 2020 Jul 2020 to Jan 2021 Mar 2020 to June 2020 Jan 2021 to Mar 2021 Project Purpose and Public Realm and Public Realm Prepare Draft Report Schedule Streetscape Vision Framework and **Guiding Principles** Streetscape Master Plan Local Advisory Background, **Draft Design Guidelines** Public Realm Framework Committee & Review & Analysis and Streetscape Plan Public Meeting Report Project Management Stakeholder Meeting Stakeholder Meeting Implementation and Meeting + TAC Meeting Here & Public Meeting & Public Meeting **Phasing Strategy** Final Report Design Review Panel + Design Review Panel + Council Working Session TAC Meeting TAC Meeting TAC Meeting

Master Plan Objectives and Goals

- » Build upon and complement the Vaughn Mills Centre Secondary Plan.
- » Direct and guide future design, implementation and maintenance of a comfortable, convenient, safe and highquality public realm.
- » Establish a coherent design approach for all public realm projects within the Vaughan Mills Centre Secondary Plan area.
- » Provide a Public Realm Framework that enables the centre to be appreciated as a totality while reinforcing the unique character of distinct neighbourhoods, streets and spaces.

- » Improve connectivity to adjacent neighbourhood and destinations outside of the study area.
- » Improve the comfort and experience of those traveling by foot and by bike. Highlight the importance of a pedestrian and bicyclefriendly Vaughan Mills Centre.
- » Establish a restrained and timeless palette of materials and street furniture, that is robust, with low maintenance, easily repaired/replaced, vandal resistant and considers life-cycle cost.

What is the Public Realm?



Policy Context

High Level Broad Policy

Provincial Policy

Broad policy directing growth within the province

"Reduce automobile dependency through mixed-use, transit-supportive, and pedestrian friendly development." (Growth Plan)

Provincial Policy Statement and A Place to Grow: Growth Plan for the Greater Golden Horseshoe. Regional Policy

Broad policy directing growth within the region

Local Corridors (Jane Street and Rutherford Road) have the potential for intensive and mixed-use land development supported by public transit services.

Context Sensitive Approach to Streets; Pedestrian and Cycling Master Plan; Transportation Master Plan (TMP); Official Plan and the 10 Year Capital Plan. City of Vaughan

Vaughan's Vision for growth and change to the vear 2031

One of five Primary Centres.

Vaughan Vision 2020; Green Directions Vaughan; Official Plan (under review); TMP; 2019 Pedestrian and Bicycle Master Plan Update and the Integrated Urban Water Master Plan (IUWMP).

Bass Pro Mills Extension EA is currently underway.

Vaughan
Mills Centre
Secondary
Plan

District-wide built form, landuse, public realm and transportation vision

The Plan moves towards the goal of creating a healthy and unique complete community environment that provides a mix of uses, promotes diversity, encourages walkability and accessibility, and builds community identity.

Functional Servicing Strategy Reports (FSSR) required: opportunity to integrate SWM with public realm and streetscape. Streetscape and Public Realm Master Plan

WILLIAM .

Refined public realm and streetscape recommendations and guidelines

- Parks, open spaces and trails
- Streetscapes
- Active transportation facilities
- Priority projects
- Operations and maintenance costing

City of Vaughan Implementation Tools

Increased Detail

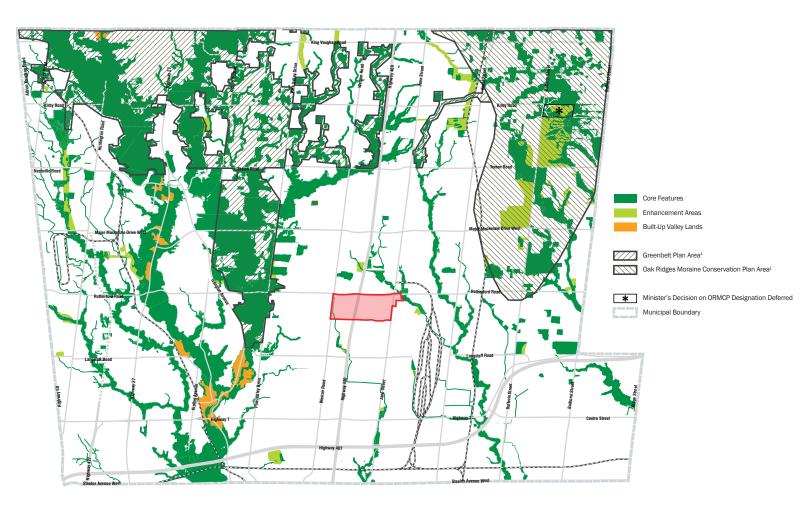
Following from Public Realm and Streetscape Study recommendations

Possible Implementations Tools:

- Site plan review
- Street Standards
- Other?

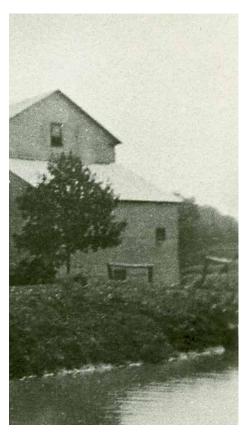
Natural Heritage Context

» The Study Area is centered between two significant Natural Heritage Areas and their associated water tributaries: Black Creek and the West Don River.



Historic Evolution

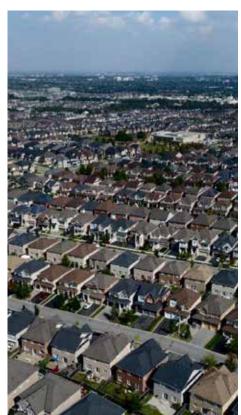
Pre-Settlement & Connection to Water



Concessions and Farmland



The Mall & Suburban Expansion



Recent **Development**



Development



Secondary Plan Land Use Vision



Parks and Open Spaces

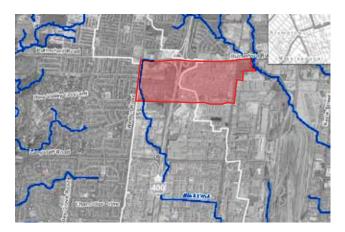
Existing Conditions

- Lack of formal public places within the Study Area.
- » Public realm scaled to the automobile.
- » Lack of trail system.
- Barriers to movement:
 Highway 400, wide streets
 and parking lots.
- » Little sense of connection or awareness with the West Don River Natural Heritage Area and Black Creek- 'Back-lands.'



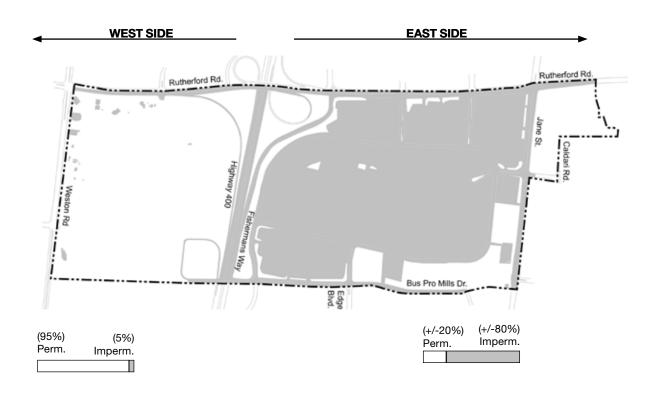
Bluescape

Water Courses





Impermeable vs Permeable Surfaces



Secondary Plan: Public Parks and Open Spaces

- » 7ha of new parkland in a range of types of spaces (parks, squares, etc.)
- Parkland acquisition:
 5% gross land for residential areas and
 2% for commercial and employment areas.
- » The mall site is a gap.
- » Public Parks and Open Spaces supplementated with POP's.
- » Planned projects: Vaughan Mills Neighbourhood Park (1)



Privately Owned Public Open Space (POPS)

Privately owned publiclyaccessible open space (POPS) located and designed to complement the public park system.



Atrium at 101 Second Street, San Fransisco



18 Yorkville, a park on top of parking



Woodward redevelopment, Vancouver



Gerling Ring, Cologne Germany (Image Credits: Fosters + Partners)

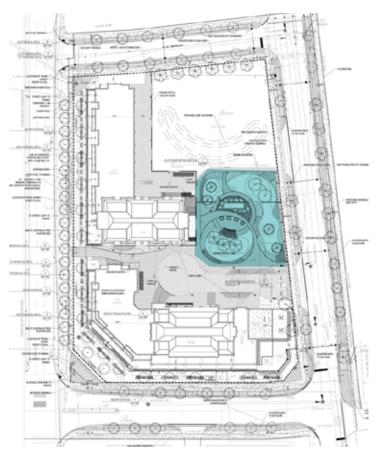


Figure 19. Private Open Space could take different

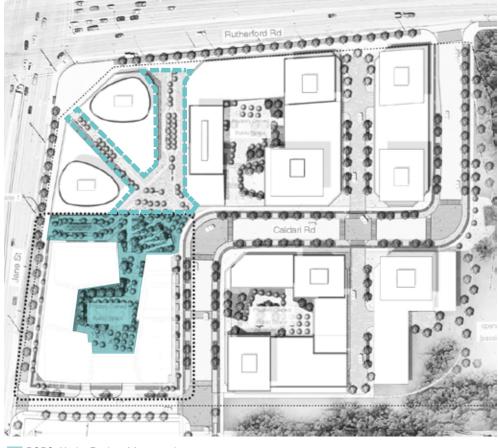
Vaughan Metropolitan Centre Urban Design Guidelines

Examples of POPS Planned for Vaughan Mills Centre

Solmar

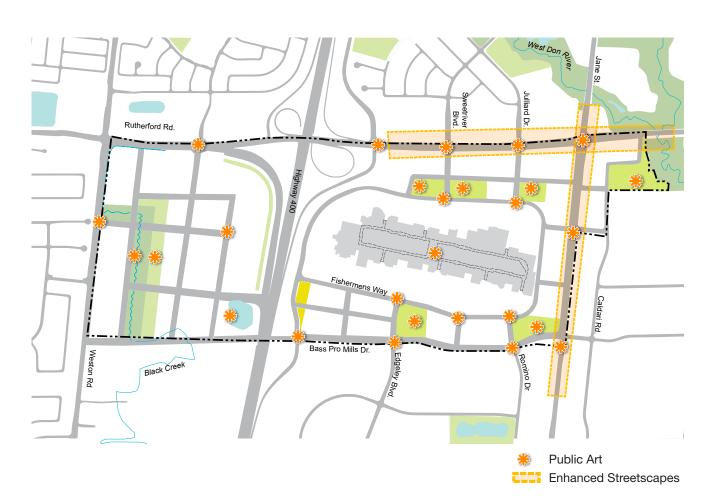


RLDC



Public Art (Vaughan City-Wide Public Art Program)

- » Gateways
- Existing and ProposedParks + Open Spaces
- » Key Destinations (i.e. Transit Hub, Shopping Centre etc.)
- » Premium Streetscapes (Rutherford + Jane)
- » Important Intersections (Jane + Rutherford)
- » View Termini
- » Infrastructure (400 bridge crossing/bus terminal)



Food Landscapes







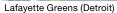






Niagara Falls Exchange Cultural Hub & Farmers' Market (Niagara)





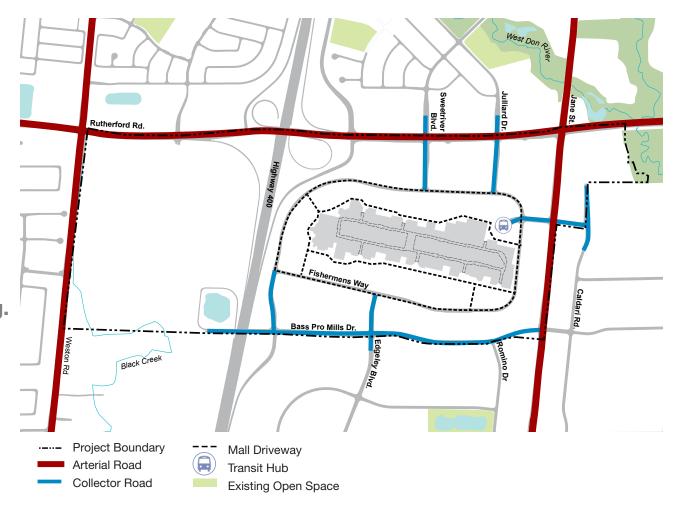


Eastdale Collegiate (Toronto)

Streets

Streets Existing Conditions

- » Large and irregular blocks, designed for auto-oriented office and commercial uses, but not for pedestrians and cyclists.
- » Limited network of streets and pedestrian/cycling connections.
- » Safety and comfort issues associated with informal pedestrian and cycling connections through parking.
- » Limited Highway 400 crossing points.
- » Bass Pro Mills Drive EA is currently underway and Rutherford Road widening (Jane to Westburne) is planned.



Secondary Plan: Streets



Arterial Streets

Major Collectors

Minor Collectors

Bass Pro Mills Dr. Potential Future Collector Streets ■ ■ Potential Future Ramp Local Streets Potential Connections

West Don P

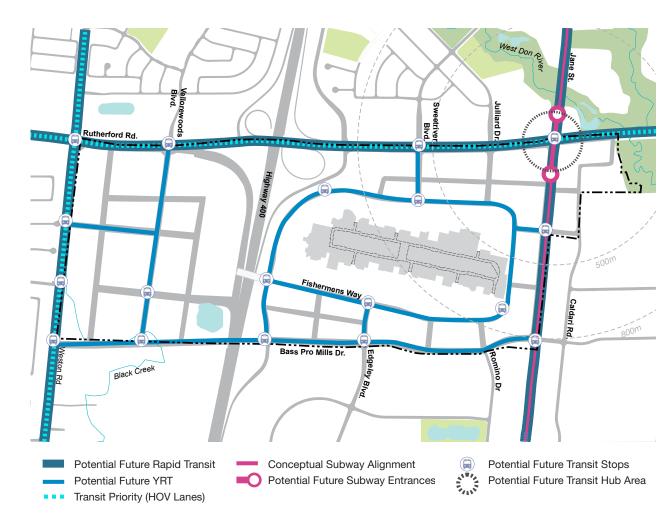
Secondary Plan: Cycling and Pedestrian Connections

- » Fine grain connected network of pedestrian and cycle connections (on/off street).
- » A new accessible linkage across Highway 400 through a series of connected parks and trails.



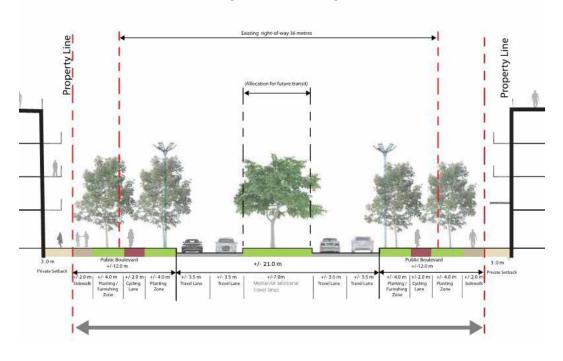
Secondary Plan: Transit

- » Rapid transit and transit priority planned along the Arterials with a network of internal transit connections.
- » Opportunity for a public realm focal point associated with the future transit hub/MTSA at Jane St and Rutherford Road.



Sample Cross Sections (Secondary Plan)

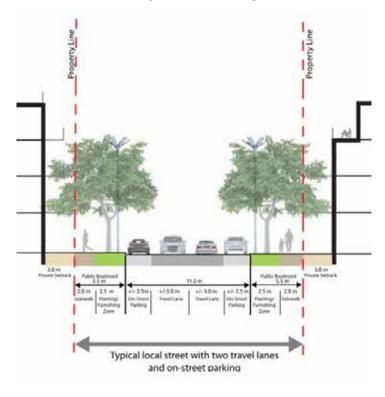
Arterial: Jane Street (45m ROW)



Regional / Widenings:

Jane Street 36 to 45m Rutherford Road 36 to 43m Weston Road 36 to 43m

Local Street (22m ROW)



Urban Grain



Mid-block Pedestrian and Cycling Connections

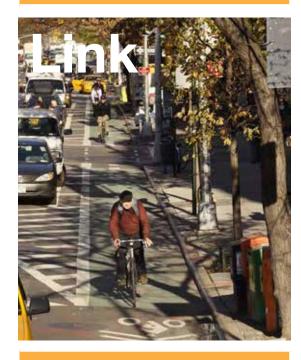






Three Dimensions of Street Design

Street for movement



Design Objective:

Move people

Street as destinations



Design Objective:

Spend time

Street as green infrastructure



Design Objective:

Improved ecosystem

Green Infrastructure Opportunities



Enhanced Grass Swales



Bioswales



Passive Irrigation



R.O.W. Edge Drainage



Increased Urban Tree Canopy

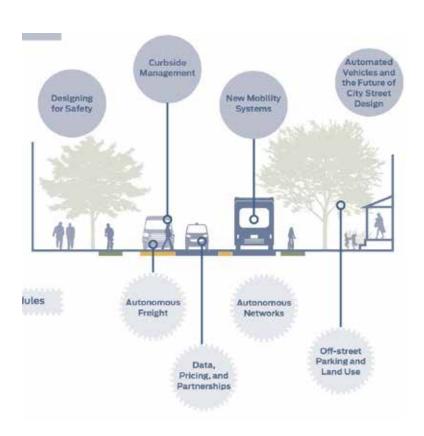


Permeable Parking lots



Changing Travel Patterns

Autonomous Urbanism Opportunities (NACTO)

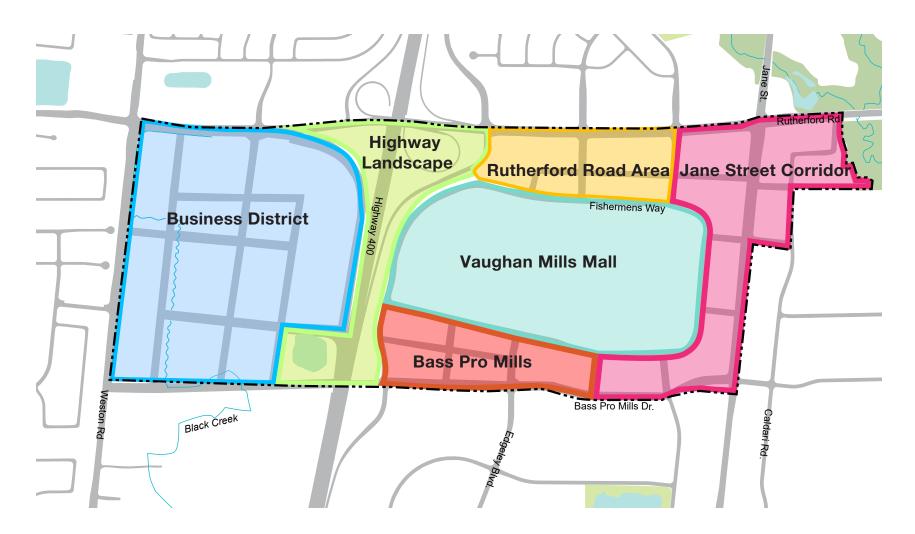


Micro-Mobility for First-Mile/ Last-Mile Solutions



Character Areas

Character Areas



Rutherford Road Area



Land Use + Character

Higher density mixed use neighbourhood along Rutherford Road with low-rise residential uses along internal ring road.

Urban Main street focus along Rutherford Road.

Commercial gateway node at Highway and Rutherford Road.

Fine grain pedestrian/cycle friendly internal streets linking with internal neighbourhood parks.







Jane Street Corridor



Land Use + Character

Higher density mixed-use neighbourhood.

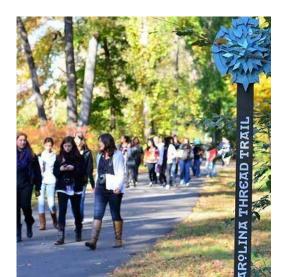
Urban Main Street focus along Jane Street and Rutherford Road.

Fine grain pedestrian/cycle friendly internal streets linking with neighbourhood parks.

Transit hub gateway focal point in the public realm.

Strong green character and connectivity with the West Don Natural Heritage Area.







Bass Pro Mills



Land Use + Character

Mid-rise neighbourhood focused around a new school or other community facility. Area south of Bass Pro is outside of the intensification area and will reamin employment.

Gateway urban square knitting together a commercial node along Highway, residential mixed use are and employment area.

Dedicated on-street cycle infrastructure connecting with Fishermans Way Crossing (multi-use pathway over Highway).

Bass Pro Mills Drive Green Street (Secondary Plan).









Highway Landscape



Land Use + Character

Greening and increased urban tree canopy to provide to greenway edges, buffer to Highway 400 and a green landscape stitch to the Secondary Plan area.

New north/south active transportation linkages within greenways.

Northern Green Gateway at Rutherford Road Crossing a significant landscape feature with public art.

Fishermans Way Crossing: Opportunity for landmark bridge.









Business Park: Black Creek Revitalization

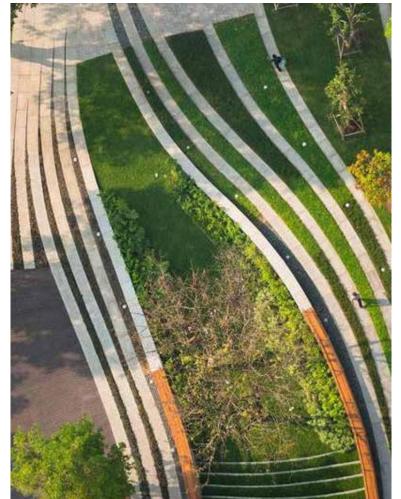


Land Use + Character

Unique mixed-use employment district that is vibrant, walkable, bikeable and active.

Focused around the Black Creek Common - revitalized Black Creek as a central storm water management + public realm focal point.

Contains sub-character areas based on location and ground floor uses. I.e. blocks facing Weston Road and Rutherford Road vs. blocks backing onto Highway 400 or around Black Creek.







Storm Water Management + Public Place (Edgeley Park and Pond Precedent)



Urban Plazas at Corners + Apertures





Vaughan Mills Mall



Land Use + Character

Super regional mall with short and long term public realm opportunities.

Short term: pedestrian pathways, mews, and sidewalks to ensure safe and comfortable pedestrian and cycle movement to/through the Vaughan Mills Mall parking area and cycling facilities and accessible bike parking along ring road.

Long term: incremental transformation of the mall into a walkable more compact urban neighbourhood.







Reimagining the Mall

» Evolution of similar malls into more compact, connected and walkable places with lively animated public spaces.



Shops at Don Mills (Toronto)



Shops at Don Mills (Toronto)



Square One, Mississauga



Shoppers World (Brampton)