

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2015

Item 18, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2015.

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**CONCORD WEST URBAN DESIGN STREETSCAPE PLAN
CENTRE STREET URBAN DESIGN STREETSCAPE PLAN
FILES 14.63 AND 19.29
WARDS 4 AND 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, Director of Development Planning, and Manager of Urban Design and Cultural Heritage, dated June 16, 2015:

Recommendation

The Commissioner of Planning, Director of Development Planning, and Manager of Urban Design and Cultural Heritage, in consultation with the Commissioner of Finance and City Treasurer and the Director of Budgeting and Financial Planning recommend:

1. THAT the draft Concord West Urban Design Streetscape Plan with streetscape levels of service as outlined in Attachment #3 BE APPROVED.
2. THAT the draft Centre Street Urban Design Streetscape Plan with streetscape levels of service as outlined in Attachment #5 BE APPROVED.
3. THAT staff use the Council approved Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy for the detailed design and implementation of both projects through the capital budget process with the goal of maximizing developer contributions or other growth-related funding sources while minimizing property tax impacts.

Contribution to Sustainability

Concord West Urban Design Streetscape Plan:

The Urban Design Framework and Streetscape Design will provide design guidance for sustainable redevelopment and will help build public realm identity in the Concord West community. Key environmental and social sustainability features in the Plan are as follows:

- A massing demonstration plan for Concord West illustrates a vision for healthy urbanization with a greener public realm, green amenity spaces, and sustainability features.
- The Urban Design Framework maximizes the amount of green amenity space and permeable surface to reduce storm water runoff and contribute to a healthier community.
- A new conceptual street network overlay with a hierarchy of street types is recommended for the area north of Regional Road 7 as redevelopment into commercial mixed-use occurs along the intensification corridor in the future. A finer grain street network will contribute to the connectivity and structure needed for successful and sustainable urban intensification and will support transit use.
- Pedestrian lighting and amenities along Regional Road 7 will support the integration of the VivaNext rapidway into the emerging urban fabric and improve the pedestrian, cycling, and transit experiences. Additionally, LED pedestrian lighting has higher energy efficiency compared to conventional technologies.
- The inclusion of landscaped stormwater buffers along the west side of Keele Street, adjacent to employment parcels, is a step to naturally filter and manage stormwater locally.

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- The landscape of the Bartley Smith Greenway, following the West Don River, is the conceptual starting point for the design. Gateway designs feature street trees and low input planting with a mix of wildflowers and ornamental grasses to contribute to comfortable and enjoyable urban streetscapes.

Centre Street Urban Design Streetscape Plan:

The Centre Street Urban Design Guidelines and Streetscape Plan will encourage transit-oriented development and a pedestrian-friendly street environment that supports active transportation, social, and commercial activities. Key environmental and social sustainability features are as follows:

- The Urban Design Guidelines promote transit-oriented development and sustainable urban form.
- The Urban Design Framework and Streetscape Plan both define urban character areas and treatments that consider the qualities of space, edge conditions, and the relationship between streets, spaces and built form for a strong public realm and sustainable urbanism.
- The study recognizes that an integrated system of public spaces and their inter-relationships are important and inherent in environmental design, and as such, identifies potential locations for urban squares, parks, and landscape buffers, as well as the coordinated interface of built form with the public realm.
- The Urban Design Framework identifies potential street connections and pedestrian connections to support transit use, stimulate foot traffic, and strengthen the viability of street-oriented retail uses as sustainable urban infrastructure.
- The Streetscape Plan provides a design concept that responds to a variety of localized opportunities associated with existing and potential land uses that vary along Centre Street. The Streetscape Plan design component matrix includes pedestrian and cycling amenities, LED pedestrian lighting, and innovative tree planting technology (structural soil cells) to promote healthy street tree growth to maturity.
- Within the Streetscape Plan, the Avenue and Boulevard streetscape typologies include setbacks for retail frontages and the option of a flex shared space to create pedestrian areas that will support local social, economic and environmental sustainability.
- Sustainable development guidelines address energy efficiency, water efficiency and management, material resources and solid waste, lighting, biodiversity, and sustainable programs.

Economic Impact

There is no immediate economic impact from the approval of the Concord West or Centre Street Urban Design Streetscape Plans.

All funding requirements for the implementation of Phase 1 streetscape enhancements have been included in the Council approved 2015 City Capital Budget and will be implemented as part of the VivaNext rapidway construction projects. The Phase 1 streetscape enhancements for Concord West and Centre Street are eligible for 50% partnership funding through the York Region Municipal Streetscape Partnership Policy (MSPP) program as they will be constructed as part of a Regional capital project. Future (Phase 2) streetscape enhancements in the Concord West and Centre Street Streetscape Plans will be constructed incrementally as development occurs along the Regional Intensification Corridors to maximize developer contribution or other growth-related funding sources, and to minimize property tax impacts. Additional pedestrian lighting in the Phase 2 streetscapes may be installed through a future capital project or as development occurs with funding options including York Region MSPP and negotiated developer agreements to be determined in the future when redevelopment occurs.

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Centre Street and Concord West were identified as Priority Implementation Streetscapes in the approved Vaughan City-Wide Streetscape Manual and Financial Strategy. The capital, operations and maintenance costs for the Phases 1 and 2 Centre Street and Concord West streetscapes were estimated in accordance with the Vaughan City-Wide Streetscape Manual and Financial Strategy, and are illustrated in the tables below.

Centre Street Streetscape Plan (from Dufferin Street to Bathurst Street)

Phase	Category	Streetscape Components	\$	Funding Source
1	Capital*	<ul style="list-style-type: none"> - Design and installation of electrical conduit and cable required for the future installation of LED pedestrian lighting on street light poles - Alternate paving pattern at boulevard intersections 	478,551	Approved Capital Budget DP-9543-15. Funded from City Wide DC, Capital from Taxation and Region of York Funding
	Annual O&M**	<ul style="list-style-type: none"> - No additional costs incurred 	N/A	N/A
2	Capital***	<ul style="list-style-type: none"> - Pedestrian light poles, pedestrian light fixtures, furnishings, and a second row of street trees and concrete unit paving in the frontage zone 	2,008,076	Funding to be negotiated as part of development agreements as build out occurs
	Annual O&M**	<ul style="list-style-type: none"> - Pedestrian lighting, furnishings, street trees 	112,822	To be funded by future budget

Concord West Streetscape Plan (Regional Road 7 and Keele Street)

Phase	Category	Streetscape Components	\$	Funding Source
1	Capital*	<ul style="list-style-type: none"> - Boulevard intersection corner paving upgrade at Hillside Avenue - LED pedestrian lighting fixture added to street light poles - Custom colour continuity strip paving along Regional Road 7 from Keele to Bowes - Mid-block sidewalk paving on the north side of Regional Road 7 from Keele to Bowes 	814,994	Approved Capital Budget DP-9544-15. Funded from City Wide DC, Capital from Taxation and Region of York Funding
	Annual O&M**	<ul style="list-style-type: none"> - Sidewalk unit paving repairs and pedestrian lighting maintenance 	25,983	To be funded by future budget
2	Capital***	<ul style="list-style-type: none"> - Pedestrian light poles and furnishings along Regional Road 7 - Unit paving at Hillside Avenue gateway - Boulevard intersection unit paving on Keele Street to upgrade gateway corners - Note: No pedestrian lighting on Keele Street with Standard Level of Service 	647,804	Funding to be negotiated as part of development agreements as build out occurs
	Annual O&M**	<ul style="list-style-type: none"> - Pedestrian lighting, furnishings, unit paving 	8,856	To be funded by future budget
2	Capital***	<ul style="list-style-type: none"> - Gateways at Jardin Drive, Rockview Gardens, Hillside Avenue and Baldwin Avenue 	1,250,075	Funding to be negotiated as part of development agreements as build out occurs

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Notes:

* Subject to application to the MSPP program, with potential for 50% funding contribution by the Region.

** O&M - Operations and Maintenance costs have been approved by Public Works through the Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy study process, and operations and maintenance costs will be advanced through future budget deliberations.

*** Based on 2013 dollars; excludes contingency, administration, detailed design fee or taxes.

Communications Plan

Both studies have dedicated project webpages on the City website for public information and updates. As part of the design process, the respective project schedules included consultation and information sessions led by the Consultant teams to generate feedback from stakeholders and other interested parties. In addition, the consultation sessions for both projects were coordinated with the VivaNext rapidway consultation process. In an effort by the Region and Municipality to provide the public with coordinated communications, a VivaNext representative attended all City of Vaughan public consultation sessions for both studies.

Concord West Urban Design Streetscape Plan:

As part of the study process, a Public Meeting was held on September 20, 2011, and a Stakeholders Meeting attended by the Concord West Ratepayers Association, the Concord West Seniors Club and landowners, was held on November 9, 2010. In addition, Urban Design staff attended the non-statutory Concord West Streetscape Community Advisory Committee at their scheduled meetings in 2010 to provide regular project updates and information.

Centre Street Urban Design Streetscape Plan:

As part of the study process, a Stakeholder Discussion Group, including representatives from the Brownridge Ratepayers Association and the Concord West Ratepayers Association, was held on April 28, 2010. Four subsequent Public Open Houses were held in 2010 and 2011 at the Dufferin Clark Community Centre and the Patricia Kemp Community Centre. Additionally, Urban Design staff attended the Rapidway Design Task Force Meeting on March 17, 2014, which provided residents the opportunity to provide commentary on the design of the Highway 7 West rapidway at Centre Street.

Purpose

The purpose of this report is to seek Council approval of the Concord West Urban Design Streetscape Plan and the Centre Street Urban Design Streetscape Plan, with streetscape levels of service implemented as outlined in Attachments #3 and #5, in accordance with the Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy.

Background - Analysis and Options

Synopsis:

The Concord West Urban Design Streetscape Plan and the Centre Street Urban Design Streetscape Plan provide urban design guidance and a public realm streetscape identity for their respective communities. Both study areas are located along a Regional Intensification Corridor, as identified in Vaughan's Official Plan, and anticipate a gradual transformation from vehicle-dominated transportation corridors into pedestrian-friendly environments with public space for people. Detailed design and implementation of both Streetscape Plans will be in accordance with the approved Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy (2014). Phase 1 of the Streetscape Plans will be constructed through the VivaNext rapidway capital projects to leverage funding opportunities, cost efficiencies, and to minimize future streetscape construction activities within the right-of-way.

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The draft Centre Street Urban Design Streetscape Plan and draft Concord West Urban Design Streetscape Plan are available to Members of Council and the Public on the Development Planning Department's Urban Design Division page of the City website.

Summary of Study Deliverables:

The Concord West Urban Design Streetscape Plan establishes a public realm vision and design framework for a distinctive, high quality, and sustainable urban environment along the Regional Road 7 and Keele Street corridors. The Plan includes a conceptual Urban Framework, Development Framework, Massing Demonstration Plan, Framework Component Matrix, Streetscape Plan and Implementation Strategy. Through a process of community engagement, a revitalized vision for the Concord West public realm was established. The urban design vision and streetscape design responds to the needs expressed by the Concord West community, and will support active transportation and transit use including the VivaNext rapidway and the future GO Train Station. The urban design and streetscape vision is founded on the idea of connecting the community with the well-loved Bartley Smith Greenway. An enhanced streetscape design along Regional Road 7, including a naturalized-style planting approach and material palette of rough-hewn stone, wood and metal finishes, will help to create a unique public realm identity for the Concord West community, and improve the pedestrian experience by creating a greener, more connected, and more comfortable public realm. Phase 1 streetscape enhancements to Regional Road 7 within the Concord West community will be installed with the VivaNext rapidway capital project.

The Centre Street Urban Design Streetscape Plan will guide and coordinate future public realm investments and redevelopment along Centre Street. The Centre Street Urban Design Framework, Public Realm Guidelines, Built Form Guidelines, Sustainable Development Guidelines, and Demonstration Sites are intended to give shape to the City and Regional policies for this corridor and to establish a common understanding of design criteria amongst developers, the community, and the City. The Centre Street Urban Design Guidelines outlines the following urban design themes and objectives envisioned for the Centre Street corridor:

- A Legible and Hierarchical Urban Structure (five distinct built character areas)
- Transition in Two Directions (to existing neighbourhoods and across the corridor)
- A String of Community Focus Areas
- Enhanced Visual and Physical Connections
- Complete Streets
- A Unified Streetscape with Different Characteristics
- A Framework to Grow Into
- Going 'Green'
- Quality Matters

The primary focus of the Centre Street Streetscape Plan is to inspire and guide the streetscape development of Centre Street as a place of pedestrian activity, sustainability, commerce, recreation, and movement. The Streetscape Plan is a response to a detailed analysis of existing conditions, VivaNext rapidway plans, the Centre Street Urban Design Guidelines, and the Centre Street Land Use Plan. It will inform the VivaNext rapidway design for Centre Street and future development along the corridor. The Streetscape Plan provides a conceptual layout and design of public and private streetscape spaces, pedestrian and bicycle connections, as well as a framework that complements built form strategy for building placement, forms, heights, and massing in relation to the public realm within the study area. The Phase 1 streetscape enhancements to the standard VivaNext rapidway design along the Centre Street Regional Intensification Corridor - i.e. a custom paving pattern in the boulevards at intersections and the installation of electrical conduit and cable for future pedestrian lighting - are a strategically phased

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implementation of the Centre Street Streetscape Plan to maximize cost efficiencies by leveraging the VivaNext capital project and to minimize future streetscape construction activity within the right-of-way.

Summary of Study Process and Implementation:

The draft Concord West Urban Design Streetscape Plan and draft Centre Street Urban Design Streetscape Plan began in 2010 and 2009 respectively, and were completed in 2012 and 2013. In 2012, Council directed staff to develop a consistent City-wide approach to streetscape design and implementation. Item 2, Report No. 46, of the November 13, 2012 Committee of the Whole (Working Session), which was adopted without amendment by Council on the City of Vaughan on November 20, 2012, resolved:

“THAT staff be directed to determine the funding strategy for the Concord West Urban Design Streetscape Plan upon completion of the Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy Plan, and report back to a future Committee of the Whole meeting.”

Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy:

The Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy Study began in February 2013. Item 1, Report No. 39, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on September 9, 2014, approved the following recommendation:

“THAT the Draft Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy shown in Attachment #4 be approved in principle, and staff be directed to use the Vaughan City-Wide Streetscape Implementation Manual for a period of approximately one year and report back to Council with recommendations on any revisions, if required, based on practical experience with its use by staff and feedback from the development industry.”

The Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy provides a standard streetscape classification system to group streets with similar typologies and character, and identified three new urban streetscape levels of service: Standard Urban, Enhanced, and Premium. The streetscape costing model developed through the Study, which includes capital, operations and maintenance, and replacement costs, is designed to be utilized for the design and budgeting of streetscape plans.

Through the Vaughan City-Wide Streetscape Manual and Financial Strategy Study process, the Centre Street and Concord West Urban Design Streetscape Plans were reviewed, costed, and a streetscape phasing and funding strategy were identified for each.

Streetscape Levels of Service:

For each urban block located within the Centre Street Streetscape Plan and Concord West Streetscape Plan study areas, streetscapes have been identified as either “Standard Urban” or “Enhanced” streetscape levels of service, using the Level of Service Criteria outlined in the Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy. These identified levels of service will be added as attachments to both the Centre Street and Concord West Streetscape Plans for the detailed design and implementation of streetscapes (Attachments #3 and #5).

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Streetscape Phasing:

The Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy identified the VivaNext rapidway streetscapes within the Concord West and Centre Street Urban Design Streetscape study areas as priority implementation streetscapes.

Item 1, Report No. 39, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on September 9, 2014, approved the following recommendation:

“THAT staff be directed to submit the priority implementation streetscapes from years 2015 to 2017, shown on Attachment #2, through the City’s 2015 capital budget process for approval and/or recognition in the four year capital forecast.”

At the Special Council Meeting on April 1, 2015, the budgets for implementation of Phase 1 Centre Street and Concord West streetscapes were approved. Accordingly, Phase 1 of the Centre Street and Concord West Streetscape Plans will be implemented with the VivaNext rapidway construction projects as follows:

Concord West Streetscape Plan (Phase 1 Streetscape)

December 2016 target construction completion date for VivaNext Rapidway Phase 1
Construction: Edgeley Boulevard to Bowes Road

Centre Street Streetscape Plan (Phase 1 Streetscape)

December 2020 target construction completion date for VivaNext Rapidway Phase 2
Construction: West of Edgeley Boulevard to Pine Valley Drive and east of Bowes Road towards Yonge Street

In summary, the detailed designs and implementation of the Concord West and Centre Street Streetscape Plans for both Phases 1 and 2 will be coordinated in accordance with the Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy.

Integration of the Concord West and Centre Street Streetscape Plans with the VivaNext Rapidway:

The Centre Street and Concord West Streetscape Plans have informed the VivaNext rapidway streetscape designs within their study areas. Streetscape enhancements, including signature boulevard paving patterns and pedestrian lighting as outlined in the Economic Impact section of this report (Phase 1 streetscapes), will be included in the VivaNext rapidway construction projects.

Phase 1 streetscape enhancements for Concord West and Centre Street are eligible for 50% Region contribution through the York Region Municipal Streetscape Partnership (MSPP) program as both projects are in an urban area, on the Region’s current 10-Year Capital Plan, and will be completed with a Regional Capital Project. Municipal streetscape plans and capital budget approvals are a requirement for the City to leverage region partnership funding through the MSPP program.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities set forth in Vaughan Vision 2020/Strategic Plan, through the following initiatives, specifically:

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Service Excellence:

- Lead & Promote Environmental Sustainability
- Preserve our Heritage & Support Diversity, Arts & Culture

Organizational Excellence:

- Manage Corporate Assets
- Ensure Financial Sustainability
- Manage Growth & Economic Well-being

Regional Implications

The *Regional Official Plan (2010)* recognizes Regional Road 7 and Centre Street as a Regional Rapid Transit Corridor. The Regional Municipality of York and VivaNext were active Stakeholders throughout the Concord West Urban Design Streetscape Plan and the Centre Street Urban Design Streetscape Plan studies. The Concord West and Centre Street Streetscape Plans have been completed in time to implement the Phase 1 streetscape enhancements into the VivaNext rapidway design-construction projects.

Keele Street is identified in the *Regional Official Plan (2010)* as a Regional Transit Priority Network. In 2006, the Regional Municipality of York initiated a Class Environmental Assessment study to determine existing and future road needs and improvements on Keele Street from Steeles Avenue to Rutherford Road in the City of Vaughan. The Concord West Streetscape Plan was coordinated with the Regional Municipality of York Keele Street Class Environmental Assessment. Regional Capital Construction for Keele Street has been identified for 2018-2020 in the Regional Municipality of York 2015 - 10 Year Roads Capital Construction Program.

Council approval of the Centre Street and Concord West Streetscape Plans will enable the City of Vaughan to apply to York Region's Municipal Streetscape Partnership Program (MSPP) for partnership funding on streetscape enhancements in June 2015.

Conclusion

It is recommended that Council approve the draft Concord West Urban Design Streetscape Plan and draft Centre Street Urban Design Streetscape Plan, with streetscape levels of service as outlined in Attachments #3 and #5, as a design framework for future development and for future detailed design and implementation of the Streetscape Plans in accordance with the Council approved Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy.

Attachments

1. Concord West Streetscape Plan: Location Map
2. Concord West Urban Design Framework: Location Map
3. Concord West Streetscape Plan: Streetscape Level of Service
4. Centre Street Corridor: Location Map
5. Centre Street Streetscape Plan: Streetscape Level of Service

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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)