



'The Streetscape Design Strategy provides a broad framework for shaping the intended role, function and character of the Centre Street Streetscape Plan. It builds on the Corridor's inherent assets and potential strengths to set the overarching intent and objectives for the area.'



Streetscape Design Strategy

2.1 Conceptual Framework

The Conceptual Framework organizes the elements of the Streetscape Plan, including streetscape typologies, intersections, and street elements, and is comprised of the following:

- Building Upon the York Region Rapid Transit plan (YRRT);
- Character Areas and their Streetscape Types;
- Gateways; and,
- The Green Ribbon.

2.2 Building Upon the YRRT Plan

York Region Rapid Transit (YRRT) has completed design details for the Centre Street Corridor in connection with their VivaNext Bus Rapid Transit plans for a consistent transit infrastructure and urban design across all of York Region. The details and design recommendations outlined in the YRRT plans form the basis for the Streetscape Plan strategy.

The YRRT plans make recommendations that include midblock treatments and detailed intersection treatments where bus rapid transit stations or 'Vivastations' exist. Stations themselves incorporate state-of-the-art digital displays, fare machines and lighting as well as materials and design queues aimed at providing users with a safe, accessible and comfortable experience.

Midblock treatment includes a consistent paving and planting strategy as well as boulevard planting. Intersection treatments include a palette of street furnishings that are consistent with one another and are tasteful and modern providing a strong sense of place. Boulevard and sidewalk treatments at intersections are recommended to be designed to accommodate a range of different overlapping zones such as the pedestrian zone - which should be wide enough to allow an uninhibited flow of pedestrian users; the furnishing zone - including planting, trash receptacles etc.; and the transition zone where continued street lighting, fire hydrants and 'continuity strips' would be located at close proximity to the higher speed traffic and within a comfortable distance from pedestrian users.

The Streetscape design strategy is to work in harmony with the YRRT design intentions and to build upon them to create an integrated and complete design whereby planned infrastructure upgrades and revised road configuration can be capitalized upon. This strategy will also work to enhance proposed details including pedestrian lighting, plantings and paving.

In essence, Centre Street will incorporate the YRRT design intentions while punctuating certain elements to provide Vaughan with a unique streetscape that is sensitive to place and representative of the area's character.

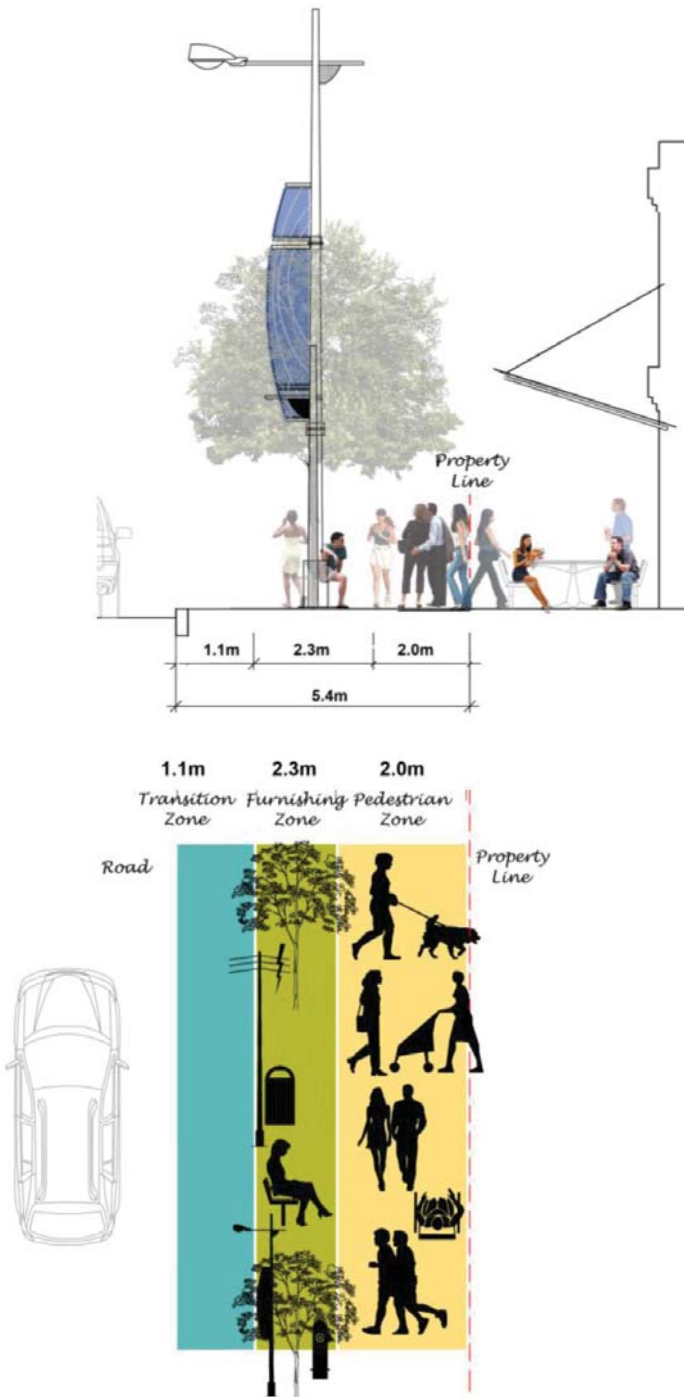


Figure 2.1: YRRT design intentions to incorporate a range of elements and uses

2.3 Character Areas and Their Streetscape Types

The Centre Street corridor between Bathurst and Dufferin has a variety of character areas, which exhibit various intensities of use, interface types, and building forms. These character areas include:

- Town Centre;
- Village;
- Neighbourhoods;
- Esplanade; and
- The Gateway Centre;

Building on these character areas, this plan provides a complementary set of streetscape design typologies to capitalize on the inherent values of place and emphasizes them through specific design strategies. The Urban Design Framework defined in the Centre Street Urban Design Guidelines identifies corresponding streetscape typologies for the Character Areas. The streetscape typologies are:

- Avenues;
- Boulevards; and
- Greenways.



Figure 2.2: VivaNext BRT Map

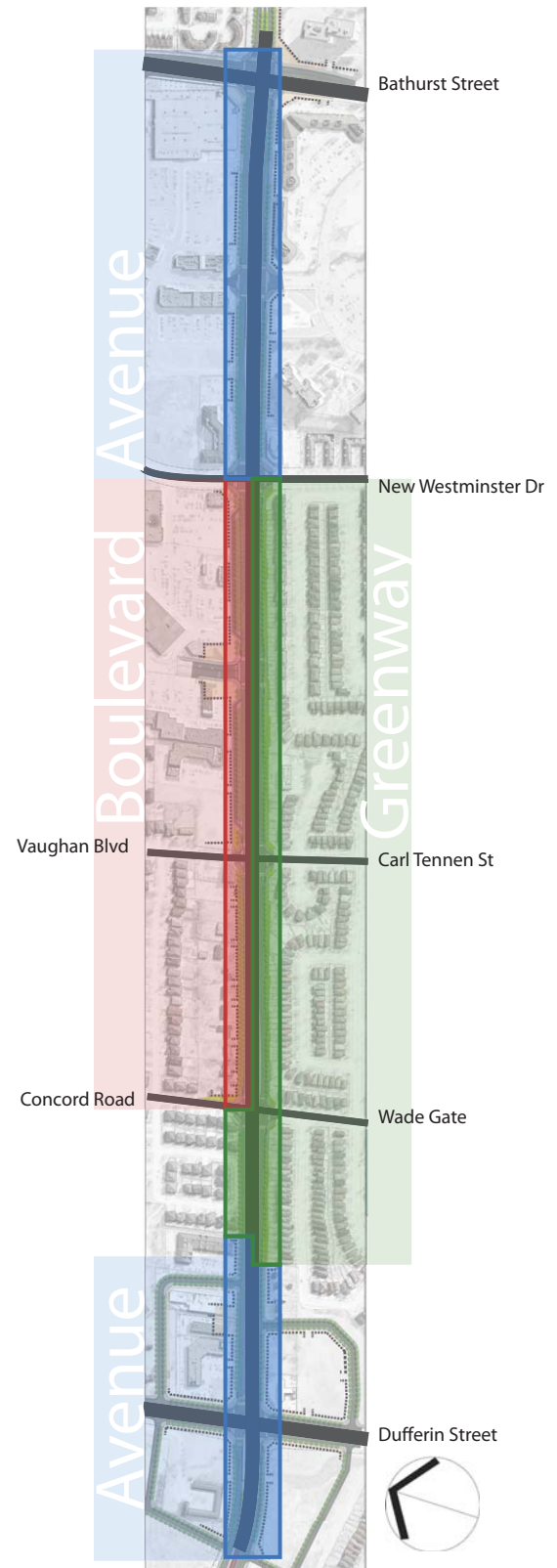


Figure 2.3: Streetscape types along the corridor



Figure 2.4: Rain Gardens



Figure 2.5: Shared Soil Beds



Figure 2.6: Soil Bridging (Source - CityGreen Urban Landscape Solutions)

2.4 The Green Ribbon

The Green Ribbon is a landscape concept that is composed of a mixture of ‘green’ elements, including street trees, soil volumes, stormwater management, and recreational amenity space, applied across the Centre Street Corridor in such a way as to maximize sustainability, social, and recreational potentials. This green infrastructure adapts based on context and is the bridge between aesthetic and infrastructure. Centre Street becomes a “green ribbon” through the City of Vaughan.

The elements of the Green Ribbon Include:

- **Rain Gardens:** These planting areas detain storm water through infiltration, reduce the volume of water entering the sewer system, and lessen the discharge of pollutants into natural water bodies during storms.
- **Shared Soil Beds:** Long, continuous shared soil beds are proposed for street trees in all conditions along Centre Street, which will significantly contribute to their growth and longevity potential.
- **Soil Bridging:** In addition to shared soil beds, where appropriate, structural soil systems are proposed to provide tree roots an opportunity to expand into adjacent soil volumes.

The design application of these elements is determined by context. Shared soil planting beds in highly active urban areas are covered with long, continuous tree grates. In less active areas, these planting beds will act as rain gardens, planted with native, urban tolerant plant species that will cleanse stormwater. Along back-lotted properties, these rain gardens will take on a ‘natural’ form that hints at a wild meadow.

In each situation, the sidewalk and street furnishing will respond in kind. Urban areas could allow for embedded seating in the planting system adjacent to concrete sidewalks. Natural settings will include narrow walkways that meander through a system of natural rain gardens.

The linear greenspace will serve as a green amenity for the community. The Ribbon will link linear green spaces, urban and natural providing a continuous connected green system.

2.5 Gateways

Gateways correspond to key intersections, and are major activity nodes along the streetscape where cross traffic interacts with the street as well as provides major linkages both physical and visual to adjacent neighbourhoods and land uses.

Clearly defining gateways helps to enhance orientation, signal key points of entry into the community as a distinct area, and provide opportunities to coordinate the design of landscapes, signage, and public art. The treatment of a gateway site can take many forms and will hinge on the individual circumstances of the site, such as prominence, adjacent uses as well as pedestrian, bicycle, transit and vehicular traffic.

Gateways will be designed and integrated with new developments, working closely with the City of Vaughan. Gateways will be urban and modern in character.



Figure 2.7: Public art as a visual cue indicating entry to an area of interest



Figure 2.8: Embedded Signage in paving treatment

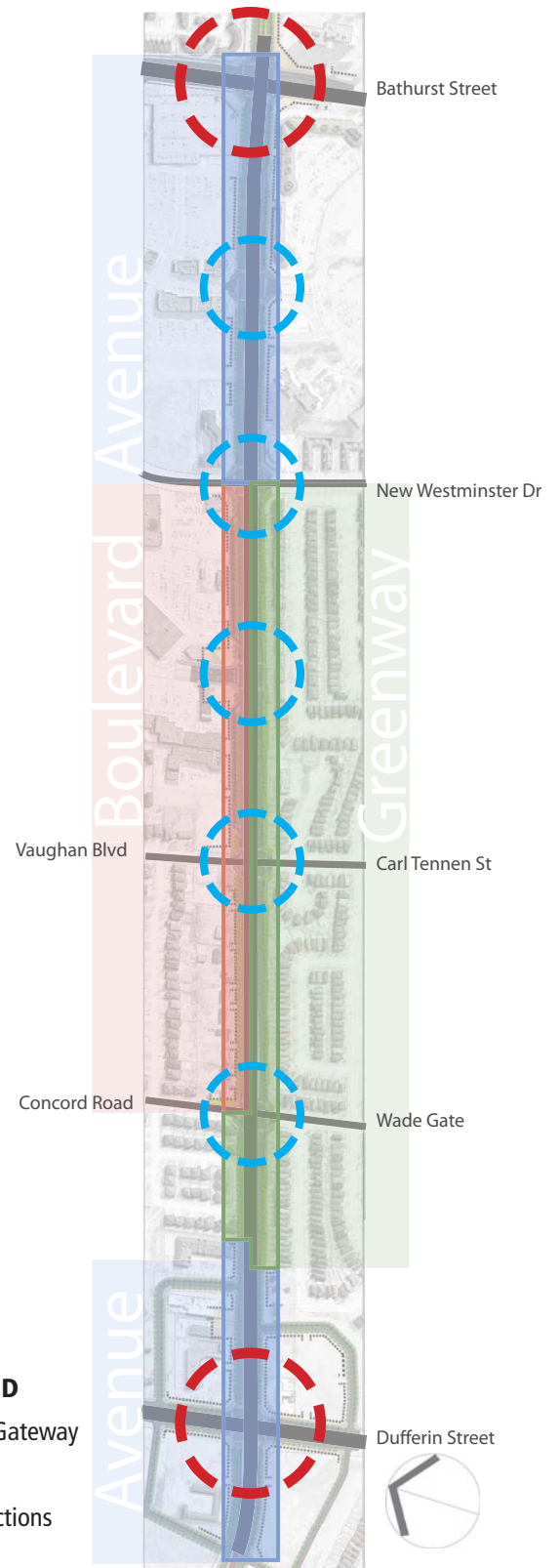


Figure 2.9: Streetscape gateways and intersections