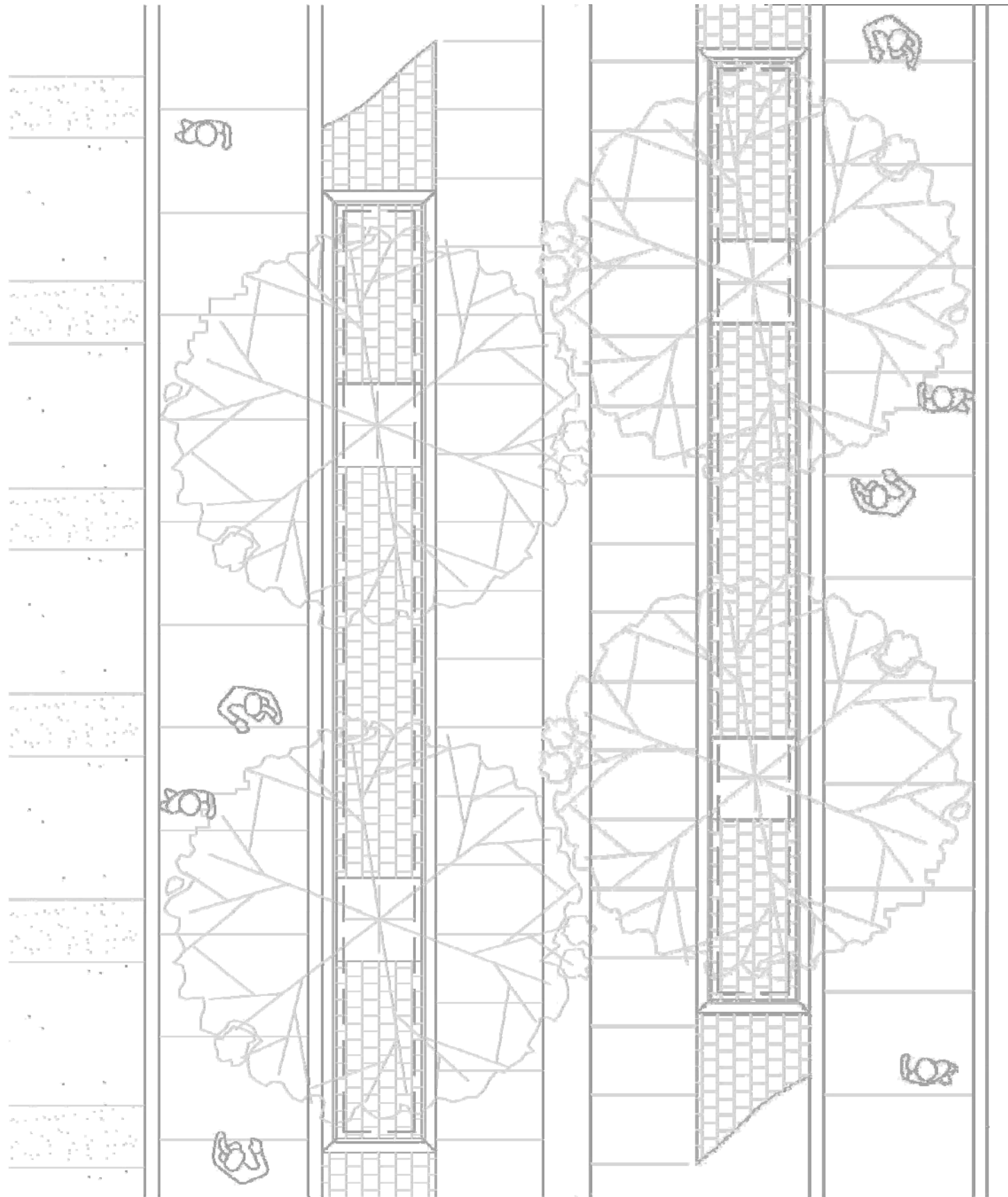


5.0 STREETScape DESIGN



5.1 Conceptual Framework

5.1.1 Road Hierarchy

Carrville District Centre has a clear hierarchy of roads as described in Section 2.2.2 - Road Network. Well-defined and attractive streetscapes will reinforce the hierarchy of roads while enhancing the quality of community life by:

- Providing a multi-modal transportation system and connections to urban / open spaces and amenities;
- Enhancing movement, circulation, wayfinding and orientation;
- Providing places for community interaction and socializing;
- Including sustainable design practices (stormwater management techniques, etc.) into the design of streetscapes to establish a higher standard of sustainability for the District Centre;
- Promoting the image of Carrville District Centre as an attractive and vibrant urban community.

This section focuses on streetscape design and provides general guidelines for all streets and more specific guidelines for prominent roads within the community including:

- Dufferin Street – the primary north south arterial road through the community;
- Rutherford Road - the primary east west arterial road through the community;
- “Main Street” the primary north south collector road through the community; and,
- Primary Roads and Local Roads.

These streetscapes are intended to create consistently attractive, pedestrian oriented and coordinated designs that are complementary and compatible with adjacent land uses and built form.

While on-street parking has been included in these streetscapes, individual site plans will need to be reviewed to accurately determine where it should be located. Consideration shall be given to landscaping and planting treatments that continue to maintain sufficient sight lines at the proposed driveways and other problematic locations.

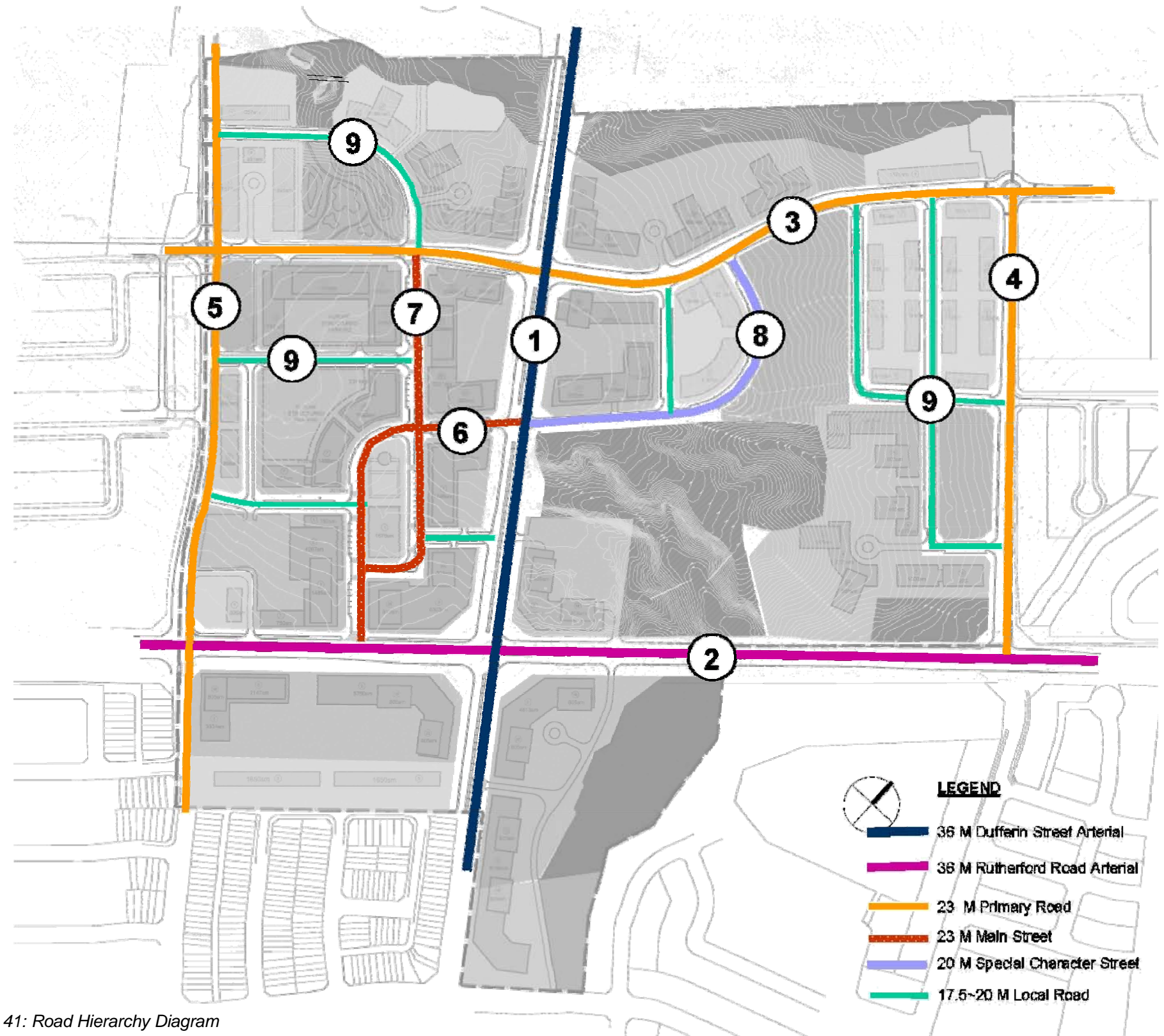


Figure 41: Road Hierarchy Diagram

Carrville District Centre - STREETScape HIERARCHY

Typology	1 Regional Road Dufferin Street	2 Regional Road Rutherford Road	3 Primary Road Marc Santi Boulevard / District Avenue	4 Primary Road East site boundary	5 Primary Road West site boundary	6 Main Street Link East-west through Main Street	7 Main Street	8 Special Character Road	9 Local Roads
ROW	Minimum 36m ROW	Minimum 36m ROW	23m ROW	23m ROW	23m ROW	23m ROW	23m ROW	20 m ROW	17.5m to 20m ROW
Location	Existing arterial road running north-south, dissecting the site into two	Existing arterial road running east-west	Existing primary road running east-west near north end of site	East boundary of site	West boundary of site	West of Dufferin Street dissecting Main Street	West of Dufferin Street	West of Urban Neighbourhood Park (6) - Block 15	Various locations throughout site
Function	Landscaped centre median, 6 lanes of vehicular traffic, bike lanes and a pedestrian boulevard with sidewalk	Landscaped centre median, 6 lanes of vehicular traffic, bike lanes and a pedestrian boulevard with sidewalk	East-west connection to the north east district communities	Neighbourhood access to the community from Rutherford Road (major arterial road)	Neighbourhood access into community from Rutherford Road (major arterial road)	Neighbourhood access to Main Street from Dufferin Street and north west quadrant	District's main commercial corridor and pedestrian zone	Strong connection with urban neighbourhood park, local residential access	Local access to residential developments from primary and arterial roads
Location Criteria	Major regional arterial road connecting community centres	Major regional arterial road connecting community centres	Main primary road collector to neighbouring communities	Access to development within district and surrounding area	Access to development within district including Main Street and surrounding area	Central road dissecting Main Street to Dufferin Street, framing the urban square	Carrville District Centre – north/south commercial core	Access to residential development, neighbourhood park and open space network; Connection to Main Street and urban square across Dufferin Street	Access to residential developments and commercial service areas
Potential Features and Facilities	Off-road community multi-use boulevard pathway connecting to neighbourhood park and trail systems	On-street bike lanes connecting to neighbourhood park and trail system, lay-by parking acceptable according to policy	Includes a signed, informal, unmarked bicycle route, streetscape planting and pedestrian sidewalk; Proposed future YRT bus service	Primary vehicle, bicycle and pedestrian network, linking the community; Proposed future YRT bus service	Primary vehicle, bicycle and pedestrian network, linking the community	Pedestrian scale on street and lay-by parking, integrated lighting and planting	Pedestrian scale on street, lay-by parking, wide sidewalk on east side to allow for commercial patios	Crescent shaped road integrated with bicycle and pedestrian network, on street parking and access to local open space and park system	Bicycle and pedestrian network, on street parking
Landscape Themes and Character	Centre median – potential for public art, sculptures/ beacons, community identity Gateway feature at Dufferin Street and Rutherford Road	Centre median – potential for public art, sculptures/ beacons, community identity Gateway feature at Dufferin Street and Rutherford Road	Themed urban lighting, specialty pedestrian paving at intersections Gateway feature at Marc Santi Blvd. and Dufferin Street	Themed urban lighting, specialty pedestrian paving at intersection of Marc Santi Boulevard	Themed urban lighting, specialty pedestrian paving at intersection of District Avenue	Urban character, specialty lighting paving, streetscape furniture, framing the urban square and connecting Main Street	Pedestrian-scaled design with streetscape furniture, specialty paving at intersections and mid-block crossings	Natural character including a 10m buffer from woodlot on south side of road <small>(Note: Extensive grading and use of retaining wall not permitted within 10m buffer)</small>	Pedestrian-scaled design with curvilinear sidewalks, landscaping and street trees

Table 3: Streetscape Hierarchy Chart

5.2 General Guidelines

The streetscape consists of the zone from the building face to the curb and will be designed with equal consideration given for the elements within the right-of-way and the built form uses in the adjacent property. This section provides general guidelines for all streets in the Carrville District Centre.

Sidewalks

Pedestrian sidewalks of 1.5 metre minimum are required on both sides of all streets, forming a connected system within the District Centre and connecting to the surrounding community. Sidewalks may increase in width and change in texture or shape at pedestrian activity nodes, such as transit stops, intersections and public open spaces or commercial areas which encourage public activity. These pedestrian areas shall accommodate café patios and commercial displays on the arterial streets as well as Main Street, while taking on a more sheltered, curvilinear shape on smaller primary and local roads.

Streetscape Elements

Street furniture shall be consistent and coordinated in design throughout the public areas of the Centre. Materials, colours and styles will be complementary to the architectural style characterizing the Carrville District Centre. The placement and design of the elements should be coordinated to avoid visual clutter. These elements may include:

- Lighting Fixtures
- Site Furniture
- Waste Receptacles
- Recycling Bins
- Benches
- Signage
- Bicycle Racks
- Canopies, Awnings, etc.

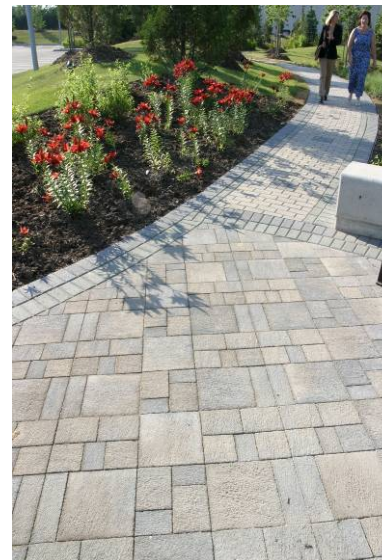
Generally, barrier free design of all buildings, streets and publicly accessible open spaces shall be provided.

Utility Coordination

Utilities should be coordinated with landscape architects in the earliest possible stages of development in order to ensure that trees have the maximum soil volumes possible. Transformers and other above ground utilities shall be located within buildings or on private property located away and properly screened from public view. If it is necessary to place utility boxes in public view, they are to be in line with street trees to minimize their visual impact on the streetscape.

Parking

Principles of sustainability should be incorporated into the design of surface parking lots. These should include tree plantings to provide shade, walkways for pedestrian accessibility and safety, porous paving materials for infiltration of overland flow, bioswales, planting beds and appropriate lighting fixtures and levels.



Street Trees

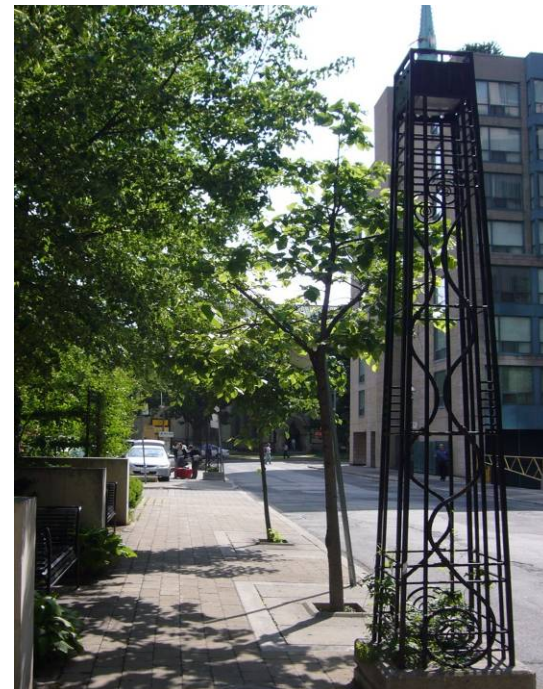
Planting materials will play a unifying role in site development and reinforce distinctions amongst streets. Street trees provide both a functional and an aesthetic value; acting as a natural weather protection system as well as adding colour, visual interest and general appeal to streets.

A row of street trees should be located between the sidewalk and the curb in accordance with the City of Vaughan Standards or as deemed appropriate. Deviations from such standards may occur where there are varying adjacent land use, such as open space, urban square, etc. Plantings on regional roads (Dufferin Street and Rutherford Road) shall conform to York Region's Tree Planting Design Guidelines. The overall objective is to create a continuous green canopy on both sides of the street. Tree spacing is specified as follows:

- Arterial and Primary Roads— 8.0-10.0 m o/c. approximately
- Local Roads—10.0-12.0 m o/c. approximately

Generally, the use of species that require relatively low maintenance and those that are non-invasive, salt-tolerant and high-branching are recommended, please refer to Section 5.7 for a list of appropriate species. Local and native species are also encouraged to be used in groups rather than as single specimens. Species shall be selected to reinforce the street hierarchy within the District Centre as well as to visually distinguish streets from one another. Street trees of the same species should be planted on both sides of the street and extend for the length of the block or street. Using the same street tree species over large areas should be avoided. Street lighting fixtures and utility boxes should be placed in line with street trees, unless otherwise indicated.

For notes, technical details and suggested planting specifications regarding boulevard street tree plantings please refer to the Appendices.



5.3 Regional Roads

5.3.1 Dufferin Street

Purpose

Dufferin Street is the central north-south spine of the Carrville District Centre, providing links with Highway 7 and 407 to the south and Major Mackenzie Drive to the north. This street shall be a comfortable pedestrian environment, with appropriately scaled building entrances and landscaping and commercial uses on the ground floor of residential buildings. Gateways near the north and south boundaries will signify to visitors that they are entering a distinctive place within the City of Vaughan.

Features

- 36 m right-of-way;
- 4 centre lanes of 3.3 m width each;
- 2 outer lanes of 3.5 m width each;
- 6 m planted central median;
- 5.0 m boulevard pedestrian realm with 3.0 m multi-use pathway, lighting, street furniture and utilities on each side;
- Multi-use pathways accessible to all types of users.

Character

- Mixed-use interface;
- High density land uses;
- Urban arterial, strong street edge defined by planned building massing / facades;
- Strong gateway design expression—large street trees, paving features, etc;
- Specimen street trees, paved boulevards, comfortable furniture, pedestrian scale lighting;
- Comfortable for pedestrians—shade, wind protection and shelter.

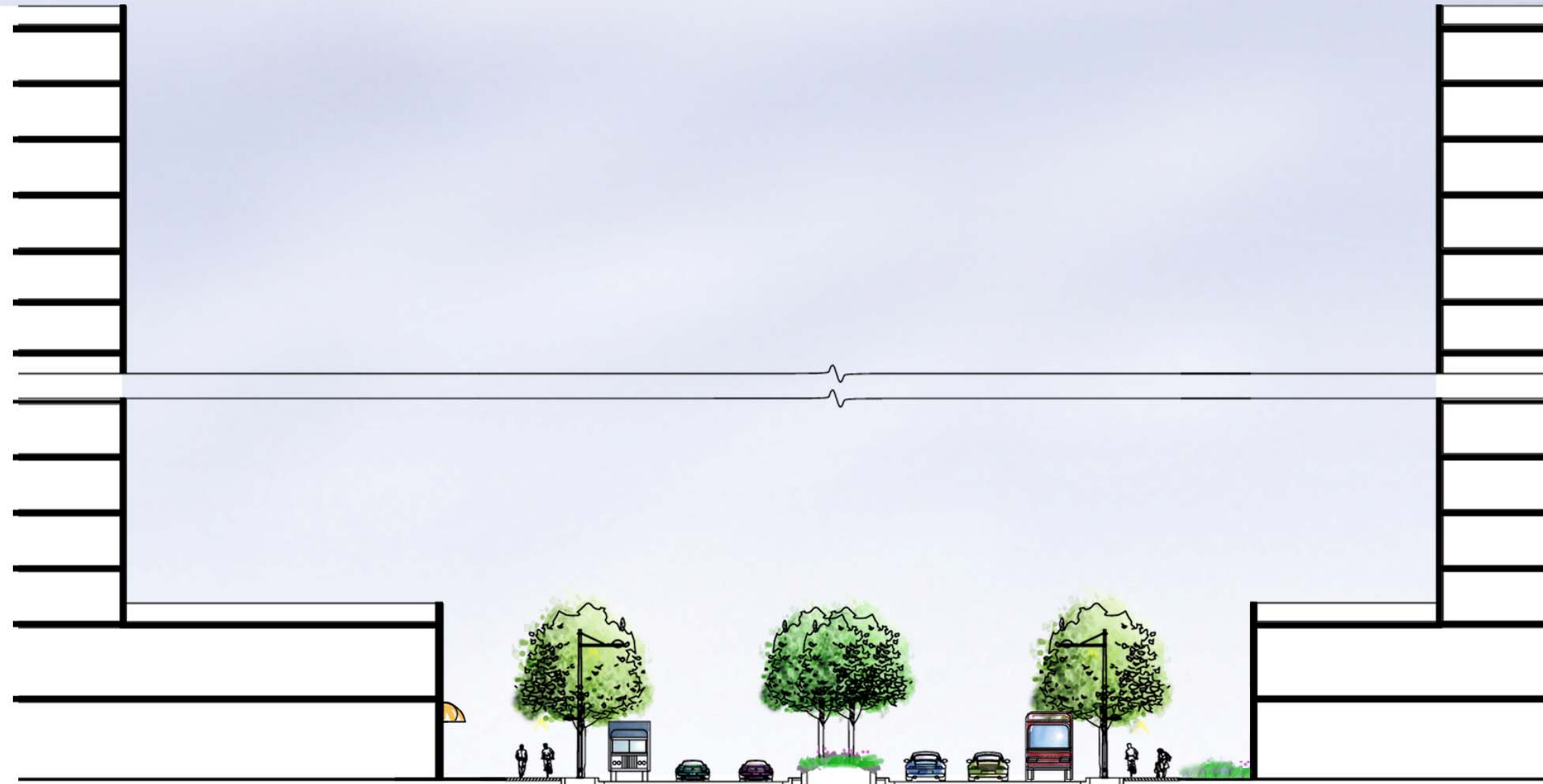
Guidelines

- Coordinate streetscape elements within the right-of-way with adjacent private development sites to ensure that street tree requirements are achieved;
- Sidewalks located on both sides of the street;
- Street trees should be consistent in species and / or form along entire length of street;
- Sustainable growth environment for trees;
- Decorative paving, particularly at intersections, may be introduced to enhance the visual quality of the street;
- Locate transit stops in accordance with future transit needs;
- Decorative and pedestrian scale lighting integrated with street light poles;
- Design materials should be consistent with the architectural style and design of adjacent architecture;
- Emphasis on strong landscape development to balance the scale of the mixed-use interface;
- Reduce the scale of sight triangles at Regional Road intersections through the introduction of appropriate landscape features;
- Sensitive placement and visual screening of above ground utilities.

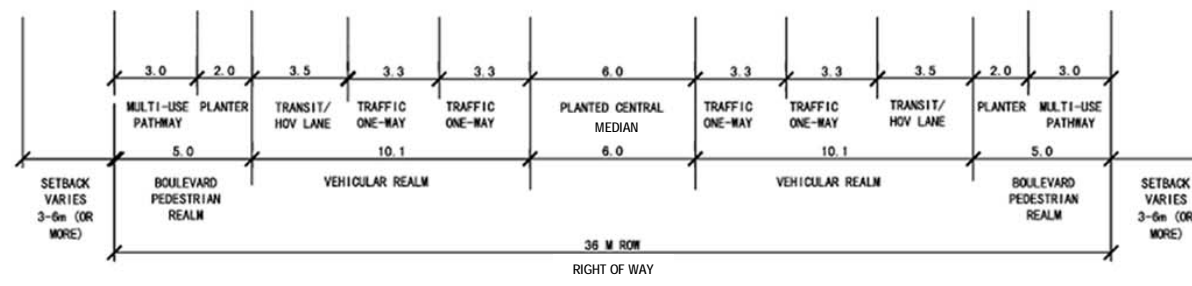
Key Plan



A — A



REGIONAL ARTERIAL ROAD - Dufferin Street
 W/ Transit / HOV Lane and Multi-Use Pathway



5.3.2 Rutherford Road

Purpose

Rutherford Road is the major east-west spine of the Carrville District Centre, providing links with Highway 400 to the west and Highway 404 to the east. This road will feature high density development with a comfortable pedestrian realm, complete with street trees, street furniture, lighting, enhanced paving at intersections and commercial uses at grade.

Features

- 36 m right-of-way;
- 4 vehicular lanes of 3.3 m width each;
- 2 vehicular lanes of 3.5 m width each;
- 2 bicycle lanes of 1.5 m width each;
- 6 m planted central median;
- 3.4 m pedestrian realm for sidewalk, lighting, street furniture, plantings and utilities on each side;
- Sidewalks accessible to all types of users.

Character

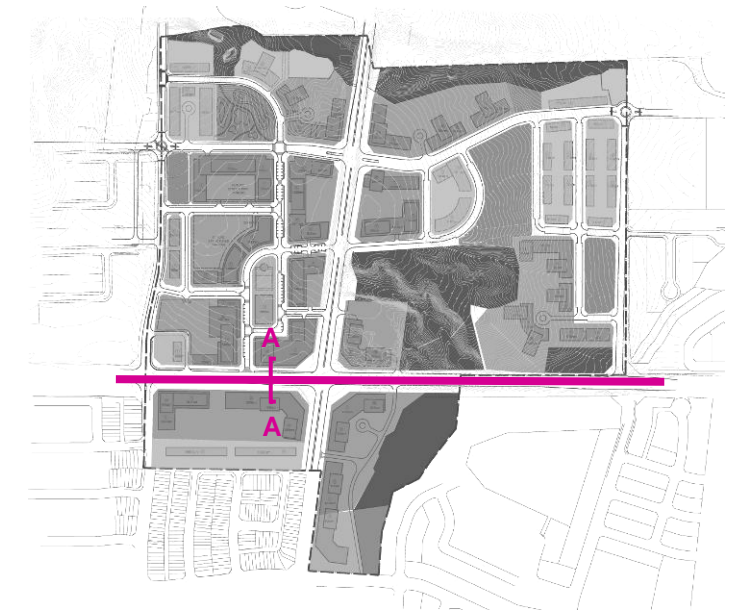
- Mixed-use interface;
- High density land uses;
- Urban arterial, strong street edge defined by planned building massing / facades;
- Strong design expression—large street trees, paving, etc;
- Specimen street trees, paved boulevard, comfortable furniture, pedestrian scale lighting;
- Comfortable for pedestrians—shade, wind protection and shelter.

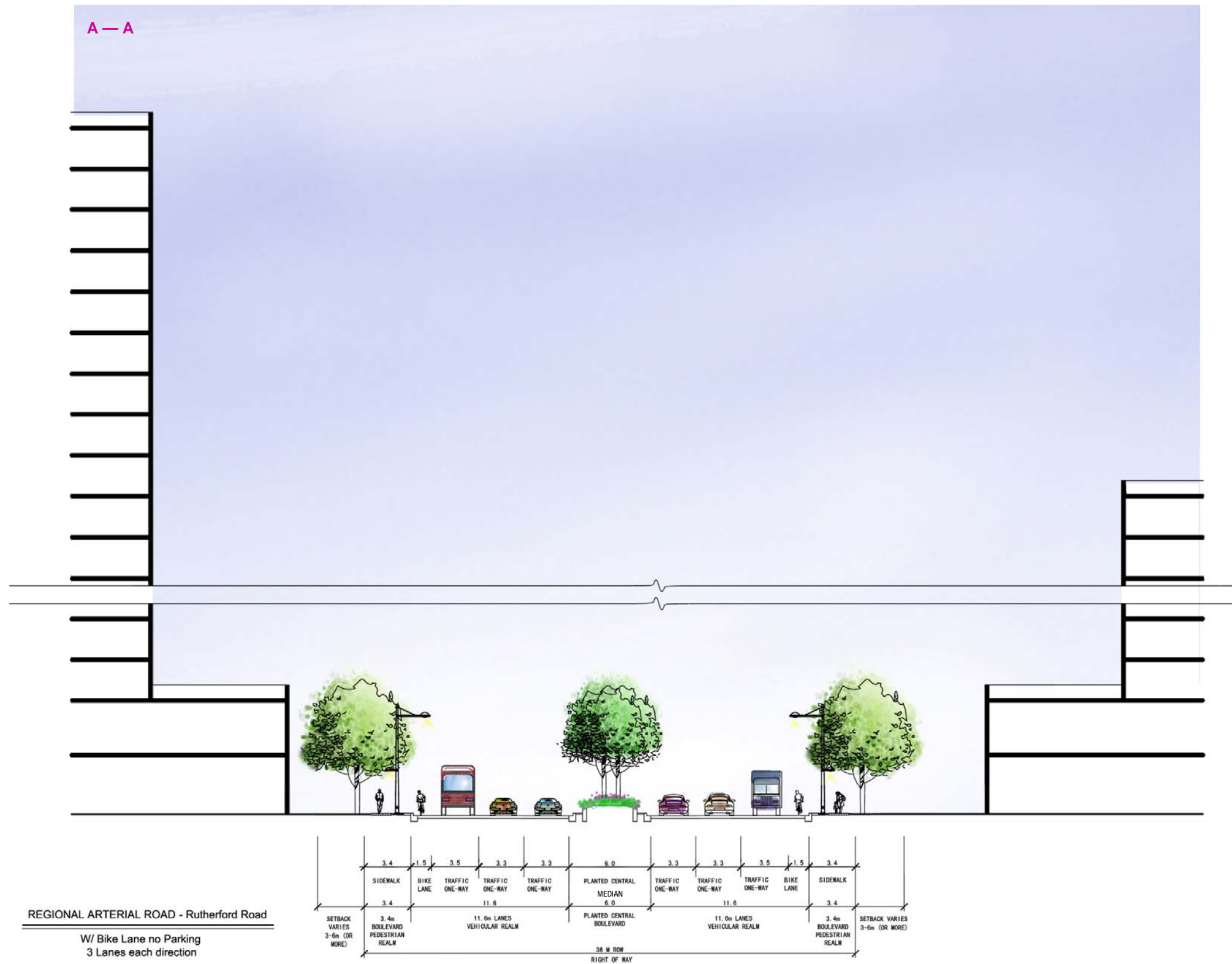
Guidelines

- Coordinate streetscape elements within the right-of-way with adjacent private development sites to ensure that street tree requirements are achieved;
- Sidewalks located on both sides of the street;
- Street trees should be consistent in species and / or form along entire length of street;
- Sustainable growth environment for trees;
- Decorative paving, particularly at intersections, may be introduced to enhance the visual quality of the street;
- Locate transit stops in accordance with future transit needs;
- Decorative and pedestrian scale lighting integrated with street light poles;
- Design materials should be consistent with the architectural style and design of adjacent architecture;
- Emphasis on strong landscape development to balance the scale of the mixed-use interface;
- Reduce the scale of sight triangles at Regional Road intersections through the introduction of appropriate landscape features;
- Sensitive placement and visual screening of above ground utilities.



Key Plan





5.4 Main Street

5.4.1 Main Street—District Centre

Purpose

Main Street is envisioned as an active street with a strong retail environment and an emphasis on pedestrian comfort and circulation. Mid-block pedestrian crossing areas will promote this comfort level. The street will be characterized by a single lane of traffic in each direction with lay-by parking on both sides of the street. Streetscape design should support this vision.

Features

- 23 m right-of-way;
- 2 vehicular lanes of 3.25 m width each;
- 2 lay-by parking lanes of 2.5 m width each;
- 5.35 m planting bed on east side of street at pedestrian crossing bump-out;
- 4.9 m sidewalk on east side, 3.75 m sidewalk on west side of street for street furniture, lighting and utilities;
- Sidewalks and crossings accessible to all types of users.

Character

- Mixed-use interface;
- High density development;
- A-symmetrical street configuration with a wider promenade on the east side providing for more flexible use and the provision of more trees;
- Strong integration of public and private landscape development — street trees, high quality pedestrian paving;
- Specimen street trees, high-quality street furnishings and amenities, pedestrian scale lighting;
- Sustainable growth environment for trees—large, high quality stock, ease of maintenance, sufficient rooting area;
- Strong indoor / outdoor relationship with retail facades, cafes, commercial displays, etc;
- Active pedestrian environment;
- Comfortable for pedestrians—shade, wind protection and shelter.

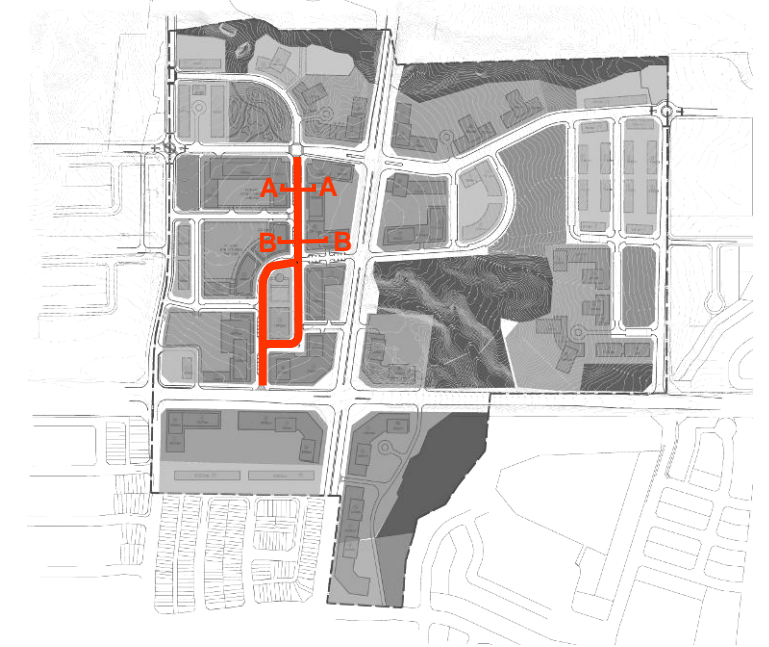
Guidelines

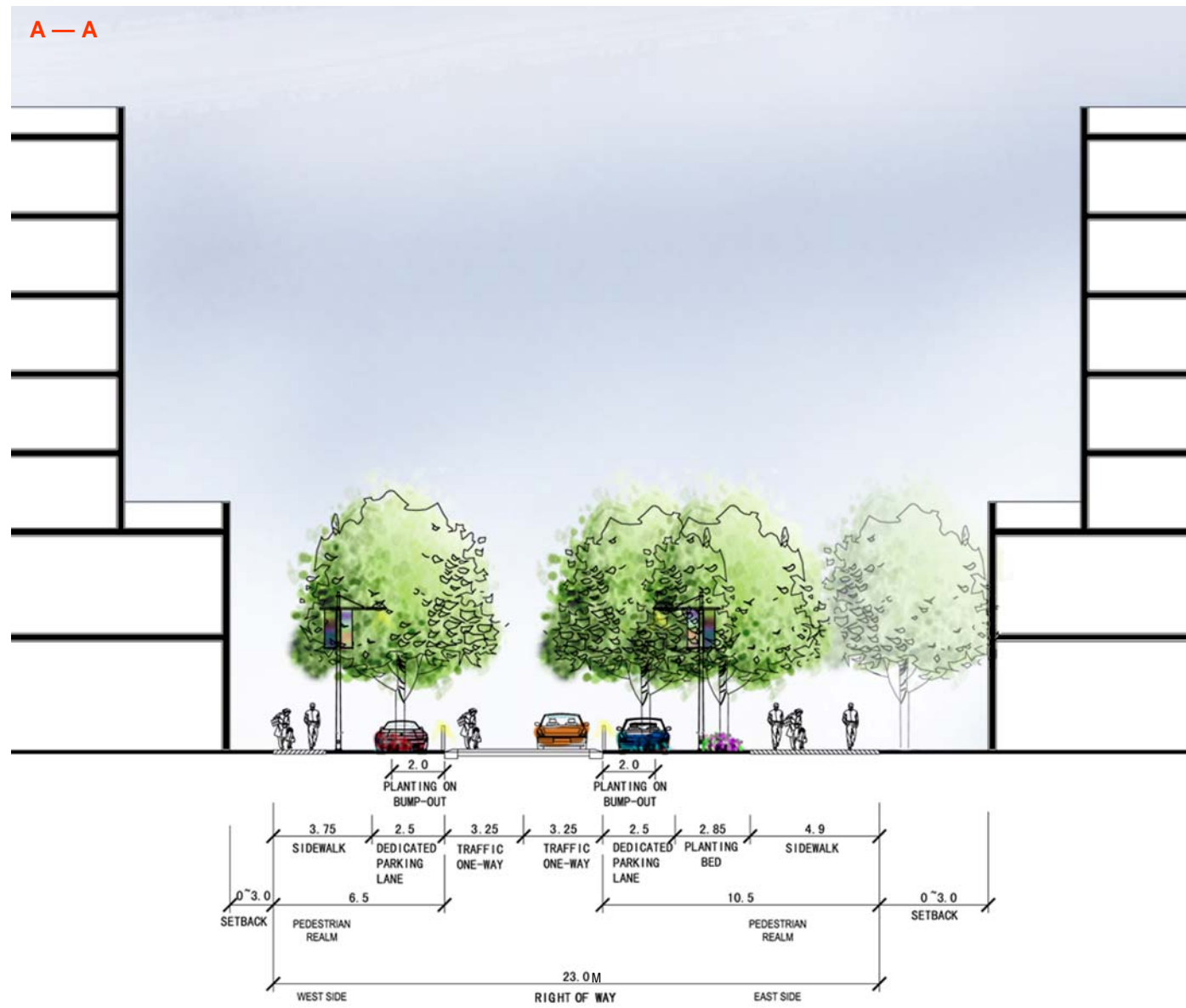
- Sidewalks located on both sides of the street and may include sidewalk cafes and commercial display areas;
- Decorative paving will be introduced, particularly at intersections and pedestrian crossings, to enhance the visual quality of the street and to distinguish Main Street as a focal area within the community;
- Street trees should be consistent in species and / or form along entire length of street;
- Sustainable growth environment for trees (see Appendix for suggested street tree planting details);
- Decorative and pedestrian scale lighting integrated with street light poles and coordinated with street trees in respect to placement and spacing;
- Design materials should be consistent with the architectural style and design of adjacent architecture and with the design of the District Centre;
- Consistent building signage;
- Sensitive placement of above ground utilities to enhance the visual appeal of the public realm;
- Tree / landscape development at property line in private realm on west side is encouraged to enhance pedestrian comfort.

Guidelines for Interface with Rutherford Road

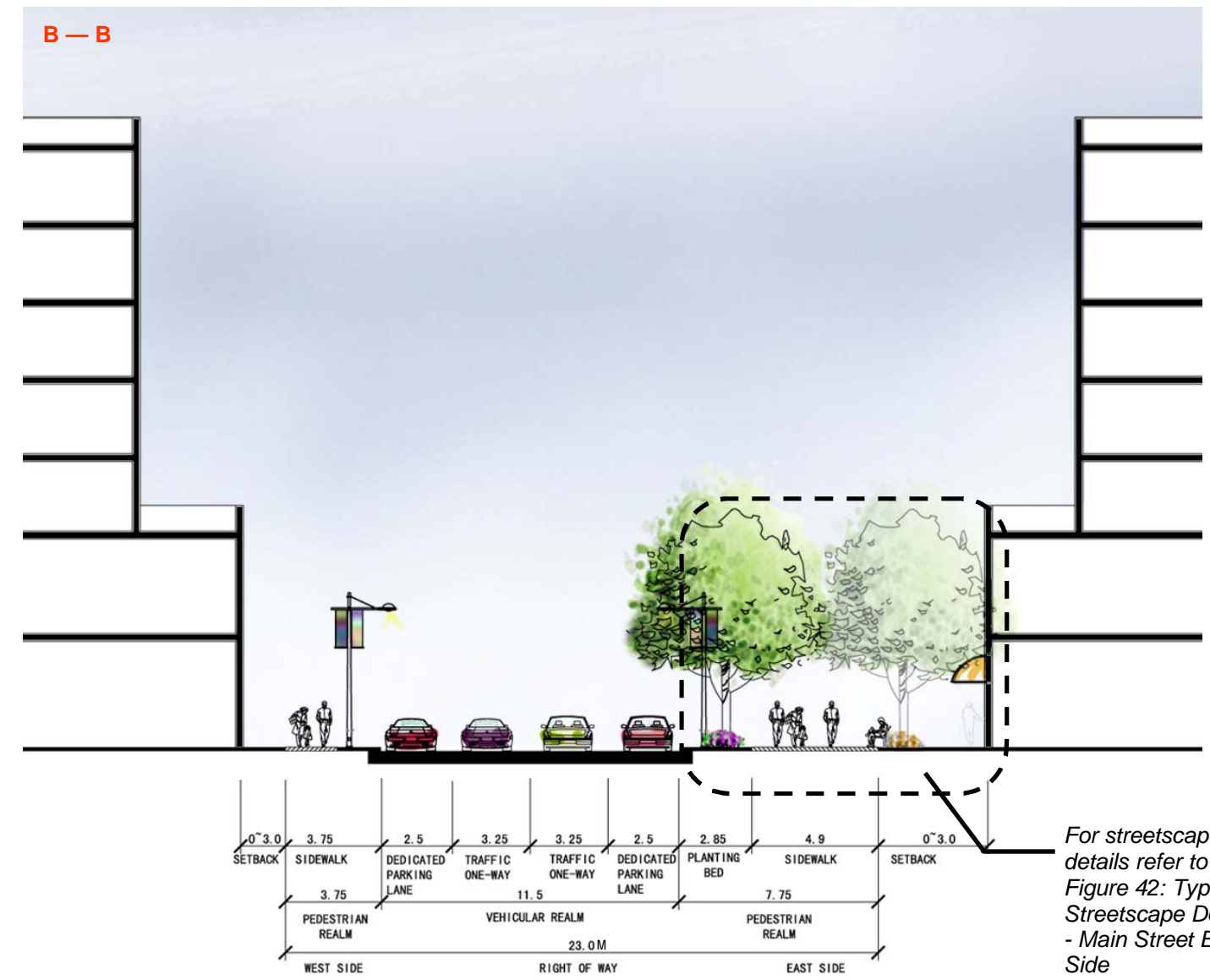
- Appropriate transition of the scale of streetscape spaces between Rutherford Road and Main Street should be reflected in materials and dimensions of pedestrian areas, street trees, street lighting, sidewalk widths, etc.;
- Building setbacks should be adjusted to create a pedestrian scale along Main Street;
- Private landscape area treatments should reflect this pedestrian scale;
- This transition of scale shall occur on Main Street immediately north of the intersection with Rutherford Road.

Key Plan





7 MAIN STREET--23M ROW
 City Street - Main Street - Pedestrian Crossing



7 MAIN STREET--23M ROW
 City Street - Main Street - Patio

For streetscape details refer to Figure 42: Typical Streetscape Detail - Main Street East Side

5.4.2 Main Street—Urban Square

Purpose

This section of Main Street is envisioned as the urban village square of Carrville District Centre. It will provide a key gateway element for those entering the Centre from Rutherford Road to the south and Dufferin Street to the east; it will also link the intense retail, pedestrian oriented section of Main Street with the passive civic square.

Features

- 23 m right-of-way;
- 2 vehicular lanes of 3.25 m width each;
- 1 lay-by parking lane of 2.5 m width each;
- Asymmetrical right of way design with 4.9 m sidewalk next to the buildings to allow for street furniture, lighting and utilities, and 3.75 m sidewalk next to the square;
- Sidewalks and crossings accessible to all types of users.

Character

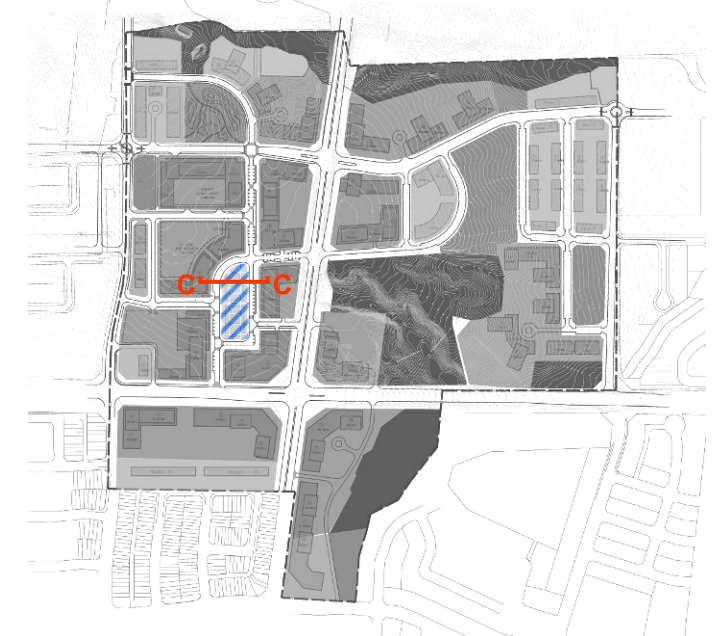
- Park / Commercial interface;
- High density land uses;
- Paving from square extends across the street on all sides to increase pedestrian-oriented atmosphere;
- Design of the square will inform the design of the street, seamlessly integrating the two elements;
- Strong integration of public / private landscape development — street trees, high quality pedestrian paving;
- Specimen street trees, high-quality street furnishings and amenities, pedestrian scale lighting;
- Sustainable growth environment for trees—large, high quality stock, ease of maintenance, sufficient rooting area;
- Strong indoor / outdoor relationship with retail facades, cafes, commercial displays, etc;
- Active pedestrian environment;
- High quality nightscape environment and year-round uses;
- Comfortable for pedestrians—shade, wind protection and shelter.

Guidelines

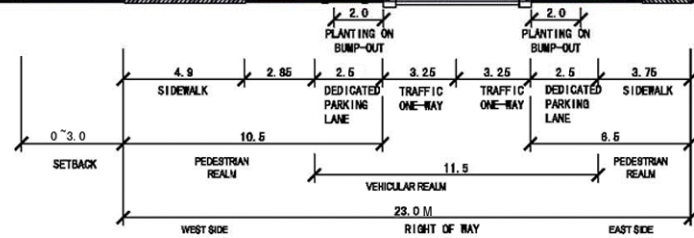
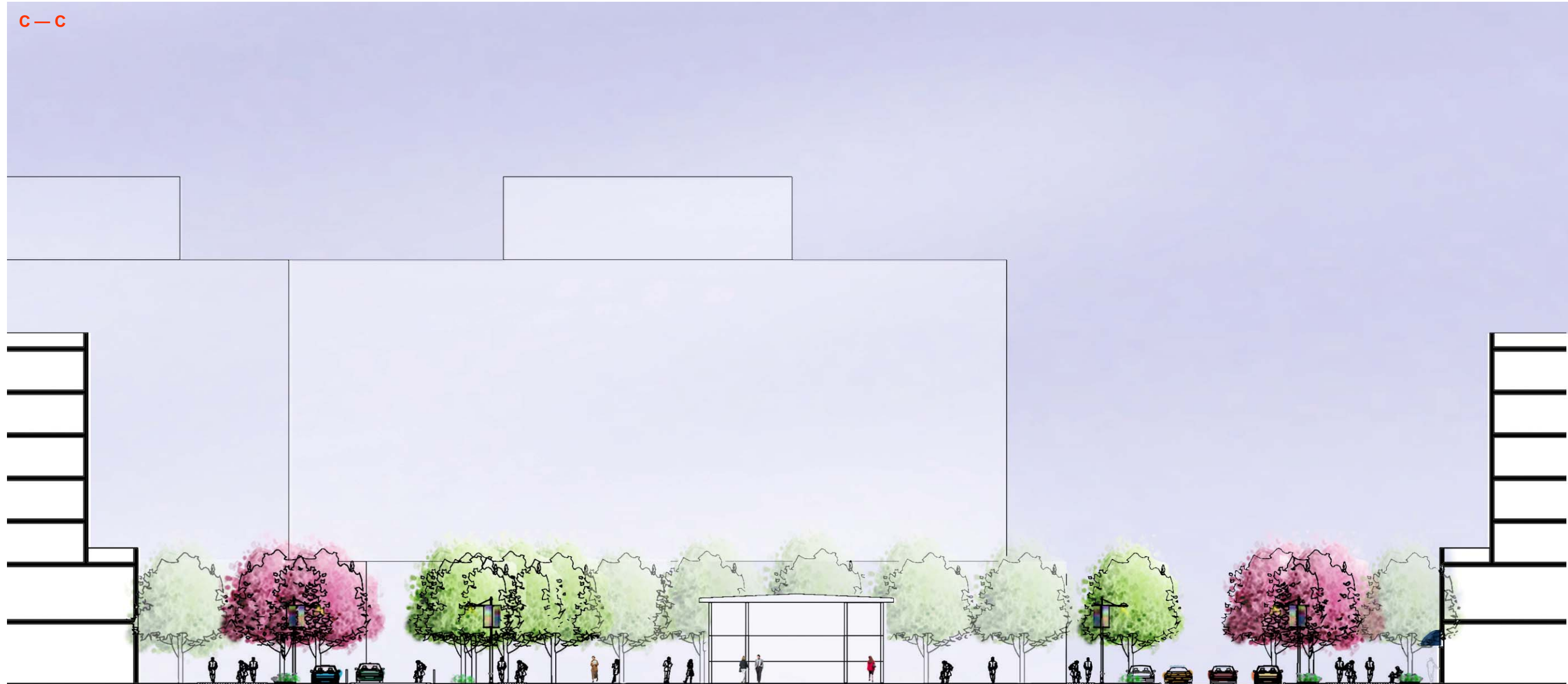
- Sidewalks located on both sides of the street and may include sidewalk cafes and commercial display areas;
- Decorative paving will be introduced, particularly at intersections and pedestrian crossings, to enhance the visual quality of the street and to distinguish Main Street as a focal area within the community;
- Street trees should be consistent in species and / or form along entire length of street;
- Sustainable growth environment for trees;
- Decorative and pedestrian scale lighting integrated with street light poles and coordinated with street trees in respect to placement and spacing;
- Design materials should be consistent with the architectural style and design of adjacent architecture and with the overall design of the District Centre;
- Consistent building signage;
- Safe and secure environment for pedestrians;
- Sensitive placement of above ground utilities to enhance the visual appeal of the public realm;
- Within the square itself, the buildings' commercial ground floor should contain uses that will inspire and stimulate the square, such as a café or restaurant with outdoor seating;
- Phasing of development will be required to respond to market needs (see Section 7.0 Implementation and Phasing for details).



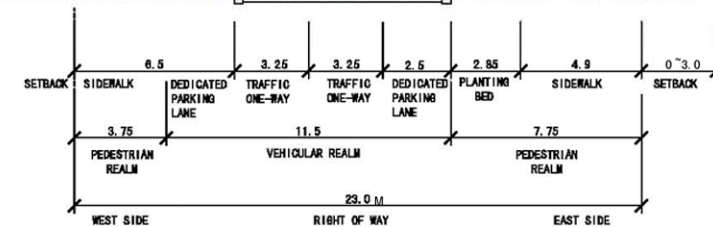
Key Plan



C—C



7 MAIN STREET--23M ROW
City Street - Main Street - Pedestrian Crossing



7 MAIN STREET--23M ROW
City Street - Main Street - Patio

5.4.3 Main Street Details

Main Street and the Urban Square will become the central focal point within the Carrville District Centre. Because it will be such an integral part of the community, there shall be elements within this area that set it apart from the other areas of the District Centre. These elements include specialty paving on sidewalks and at intersections to enhance the pedestrian realm, unique street furniture and lighting poles, distinctive variety of street trees, and mid-block pedestrian crossings to ensure a pedestrian focused environment.

Specialty Paving

Specialty paving along Main Street signifies the distinction of a pedestrian environment. This paving shall be characteristic and complementary to the architectural style within the Carrville District Centre, and will indicate to vehicular traffic that it is mainly a pedestrian zone. Enhancements to the paving shall be found on the sidewalks, at the pedestrian bump-out crossing areas, as well as at intersections to clearly define the pedestrian realm.

The paving details shall be enhanced through the use of eco-friendly paving, providing for a more permeable surface, and incorporating colours and textures that complement the architectural style consistent with the development in Carrville.



Figure 42: Typical Streetscape Detail - Main Street East Side

* For specific planting details refer to Appendix 2.1 In-ground Planting

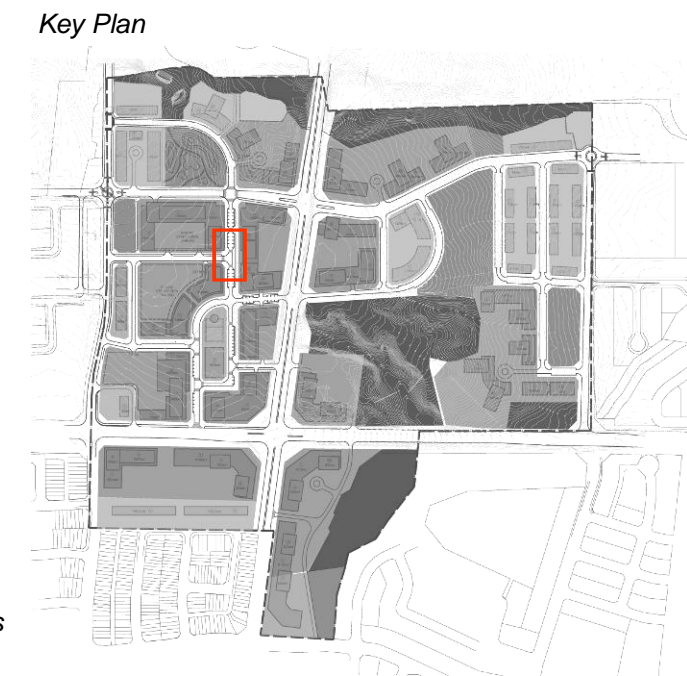
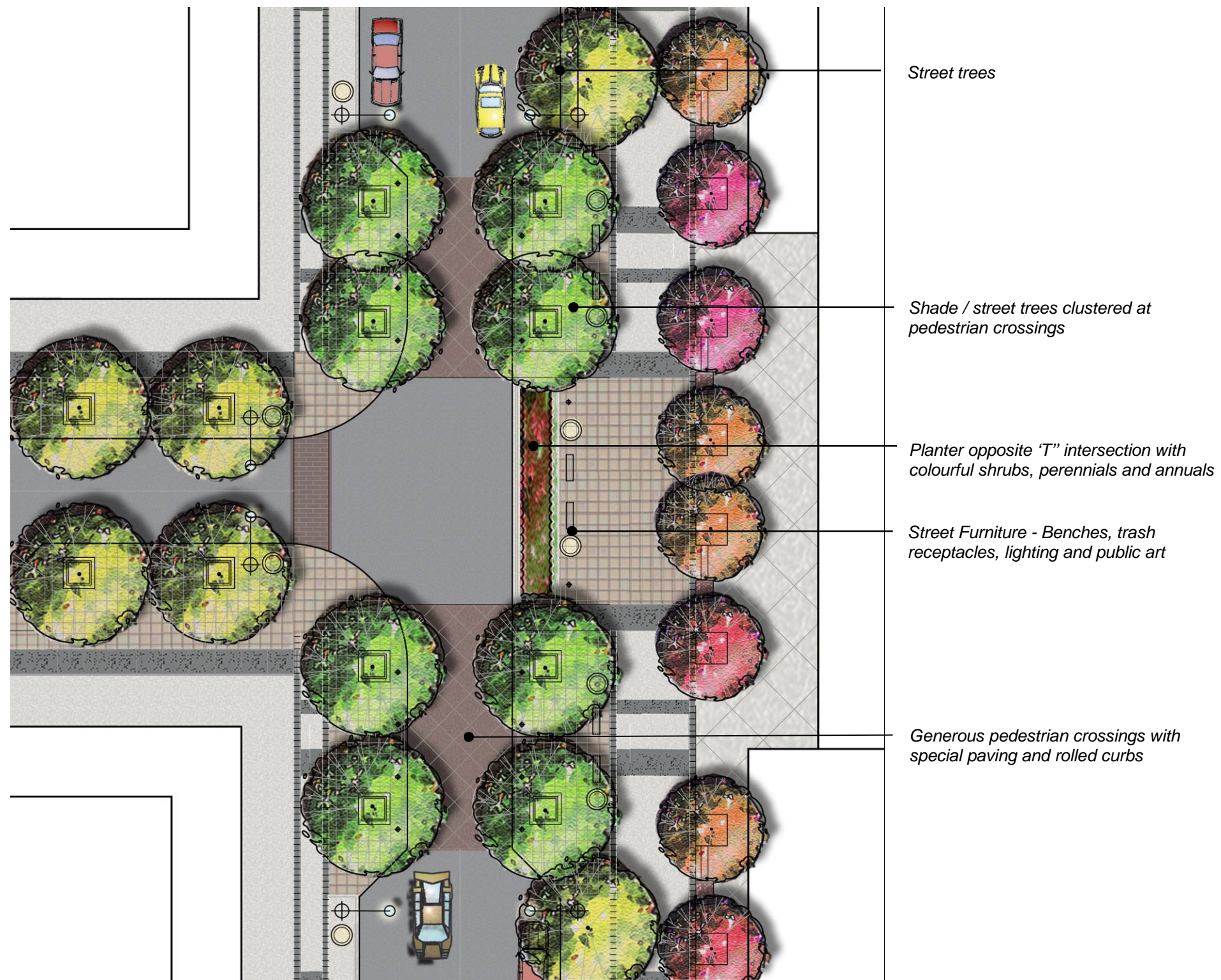


Figure 42: Detailed Plan of Main Street at Midblock 'T' Intersection

5.5 Primary Roads

Purpose

These roads will provide connection to major arterials and access to major focal points within the community such as Main Street and the Urban Square. Marc Santi Boulevard and both the east and west boundaries of the site will possess the following character features.

Features

- 23 m right-of-way;
- 2 vehicular lanes of 3.0 m width each;
- 2 dedicated parking lanes of 2.75 m width each;
- 5.75 m pedestrian realm with sidewalk, street trees, lighting and planting area on each side;
- Sidewalks accessible to all types of users.

Character

- Park / Residential interface;
- Medium to high density development;
- Sustainable growth environment for trees—large, high quality stock, ease of maintenance, sufficient rooting area;
- Active pedestrian environment;
- Comfortable for people — shade, wind protection and shelter.

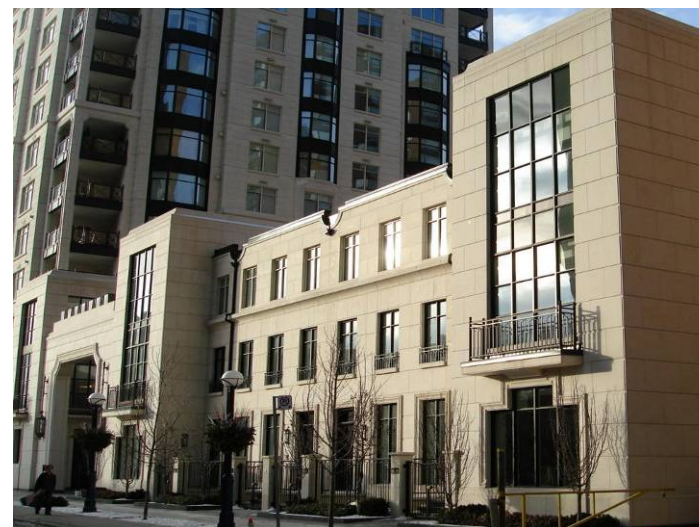
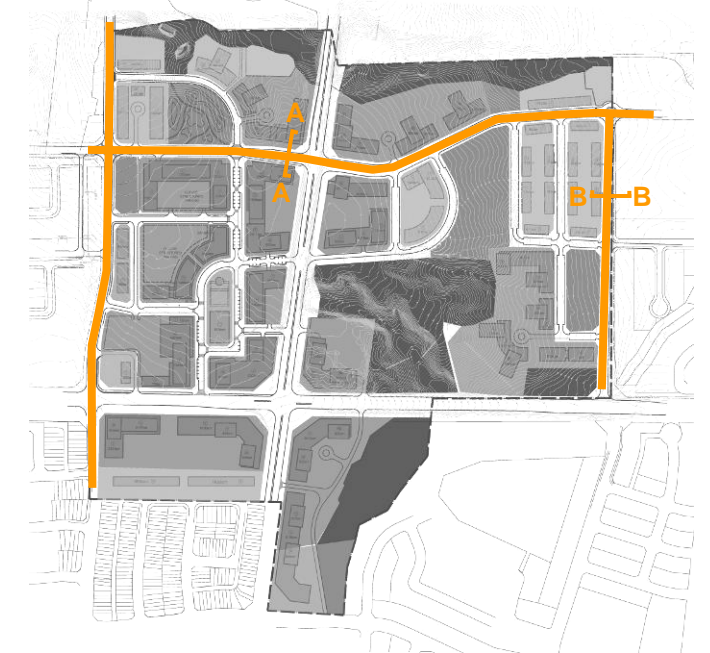
Guidelines

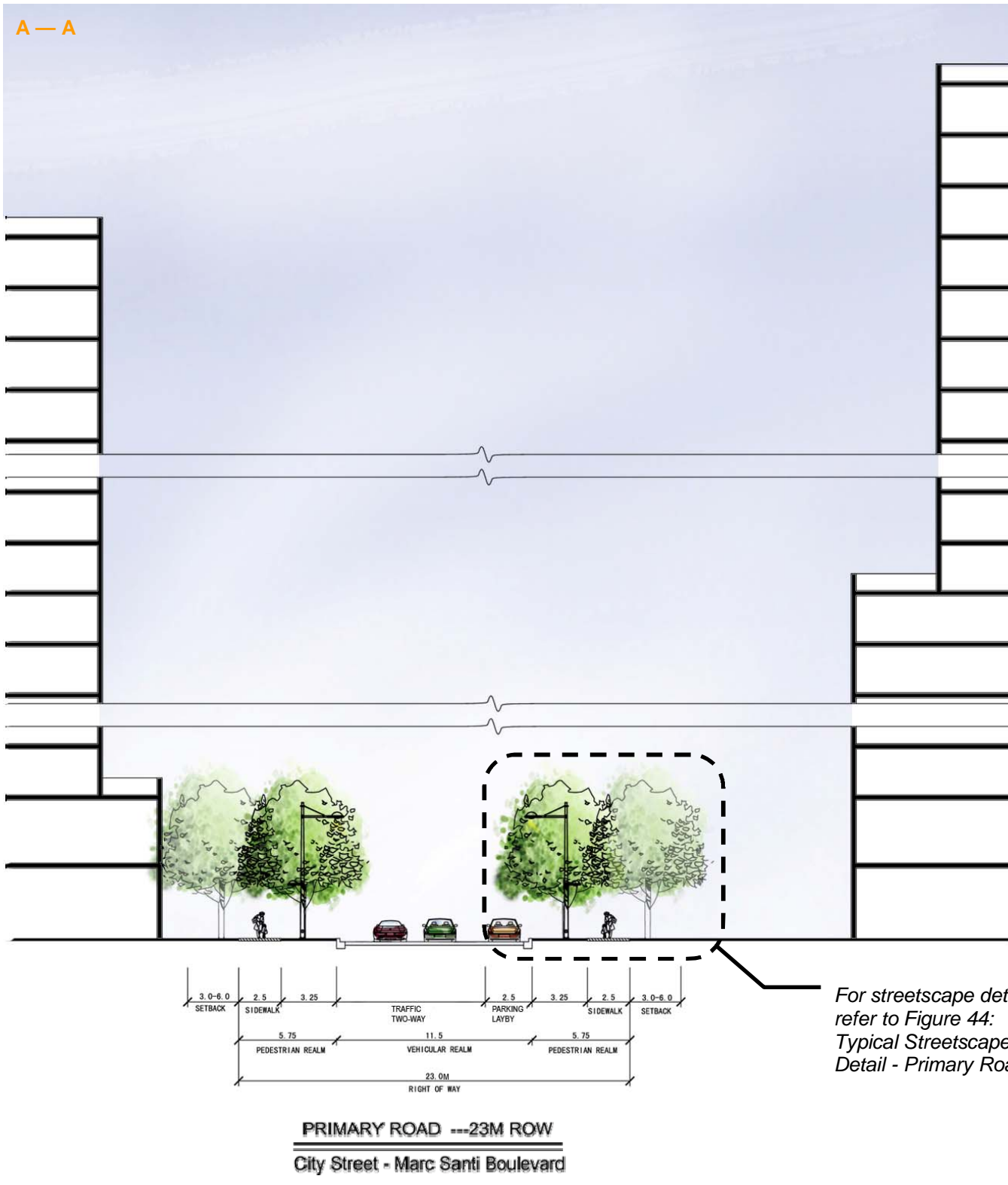
- Sidewalks located on both sides of the street;
- Integrate pedestrian sidewalk and landscaping with landscape areas associated with adjacent open space and / or stormwater management ponds;
- Street trees should be consistent in species and / or form along entire length of street;
- Focal intersections should have special paving treatments;
- Curvilinear design to sidewalk where possible.

Guidelines for Interface with Regional Roads

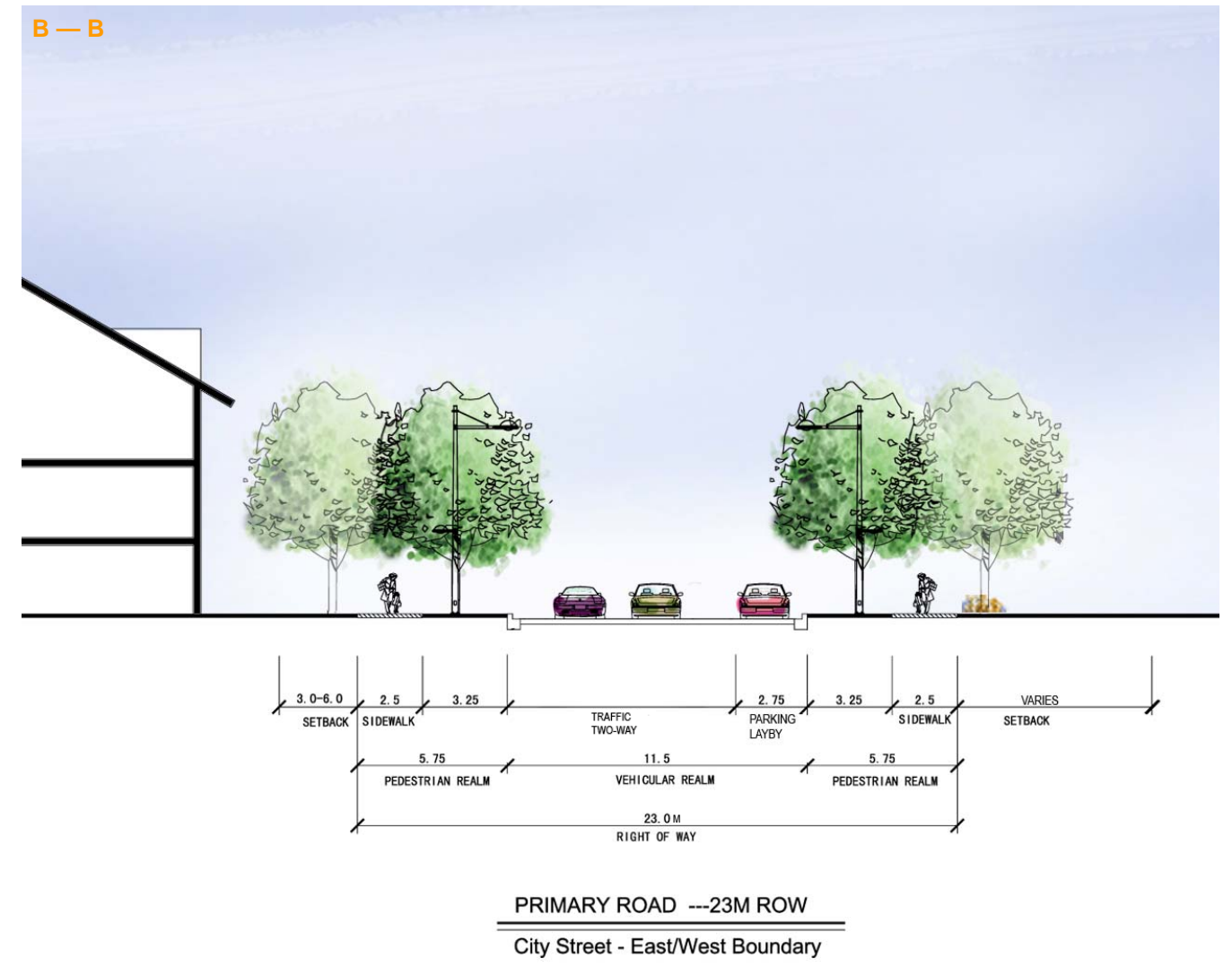
- Appropriate transition of the scale of streetscape spaces between the Regional Roads and Primary Roads should be reflected in materials and dimensions of pedestrian areas, street trees, street lighting, sidewalk widths, etc.;
- Building setbacks should be adjusted to create a smaller scale along Primary Roads;
- Private landscape area treatments should reflect this smaller scale;
- This transition of scale shall occur on Marc Santi Boulevard / District Avenue immediately east and west of the intersection with Dufferin Street, and along the east and west boundaries immediately north of the intersections with Rutherford Road.

Key Plan





For streetscape details refer to Figure 44: Typical Streetscape Detail - Primary Road



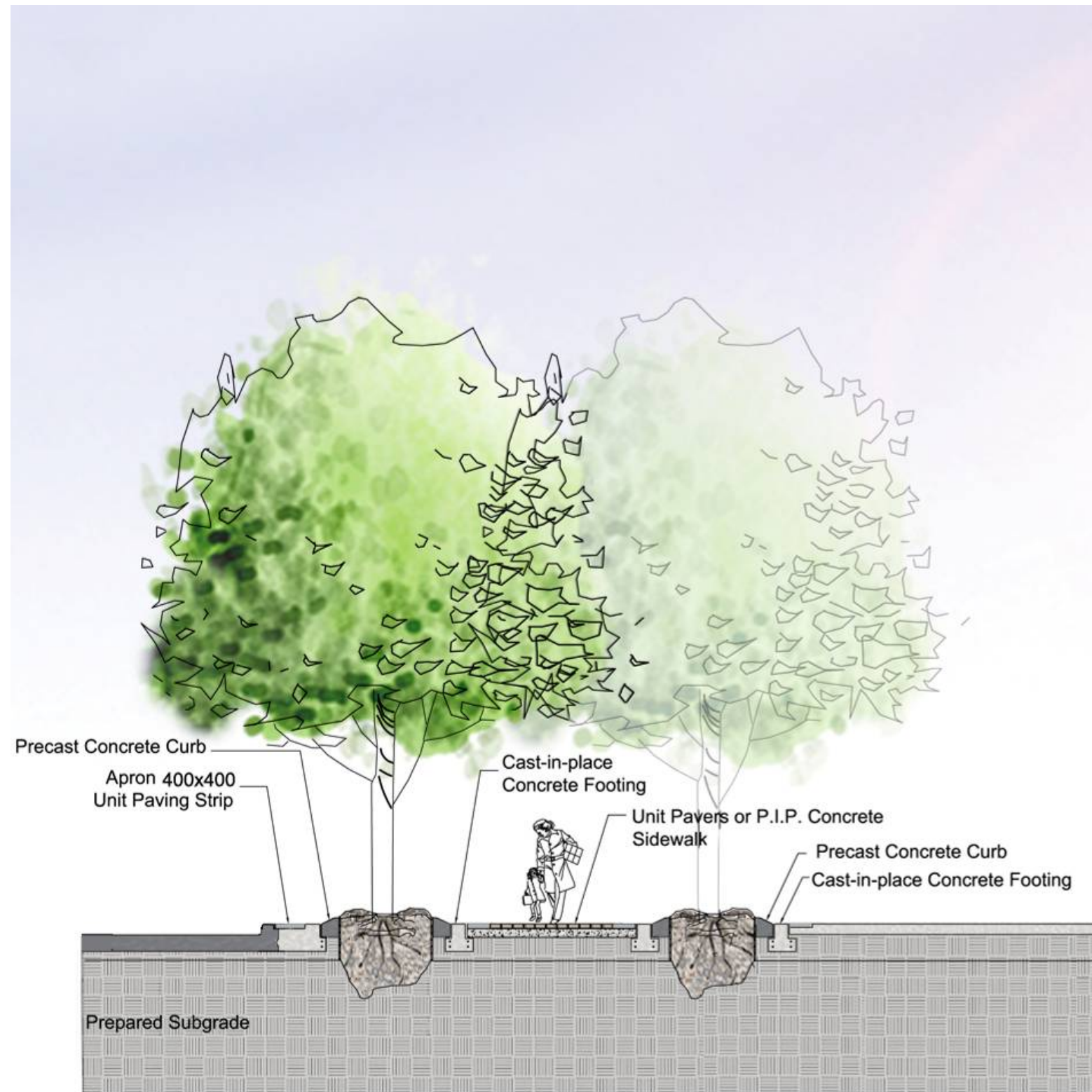


Figure 44: Typical Streetscape Detail - Primary Road, East & West Boundary, Marc Santi Blvd.

* For specific planting details refer to Appendix 2.1 In-ground Planting

5.6 Local Roads

5.6.1 All Local Roads

Purpose

Local roads will generally have 18.5 metre R.O.W. with tree-lined pedestrian zones having sidewalks on both sides of the street. These roads will typically have an 8.5 metre vehicular zone width consisting of a single lane of traffic in each direction with a dedicated parking lane on one side of the street.

Features

- 17.5 - 20 m right-of-way;
- 2 vehicular lanes of 3.0 m width each;
- dedicated parking lane of 2.5 m width each;
- 5.0 m pedestrian realm including a 3.0 m sidewalk, street trees, lighting and planting bed on both sides of road;
- Sidewalk accessible for all users.

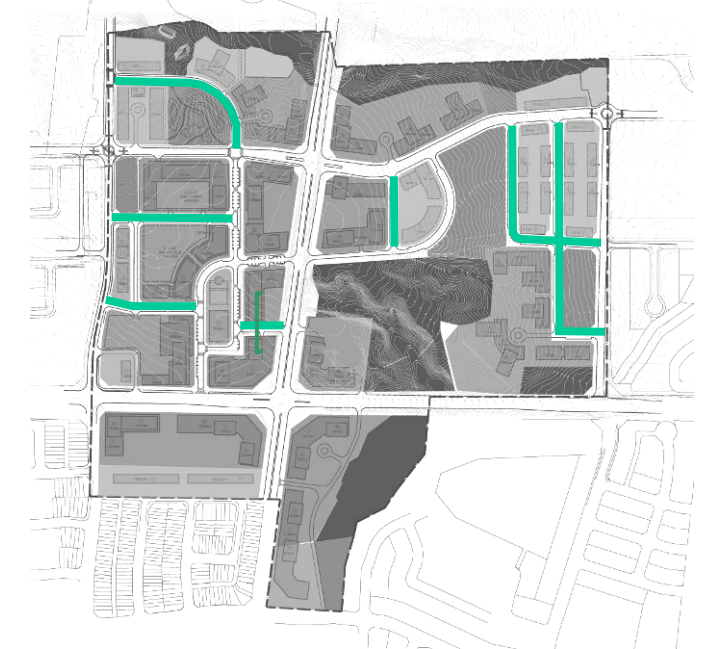
Character

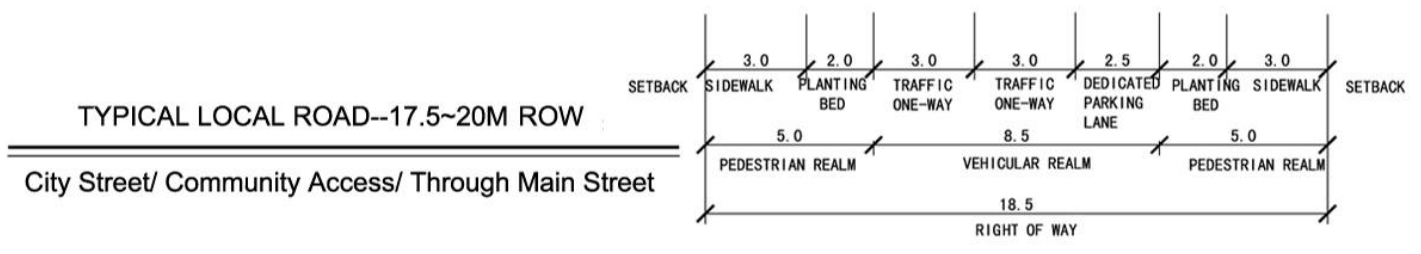
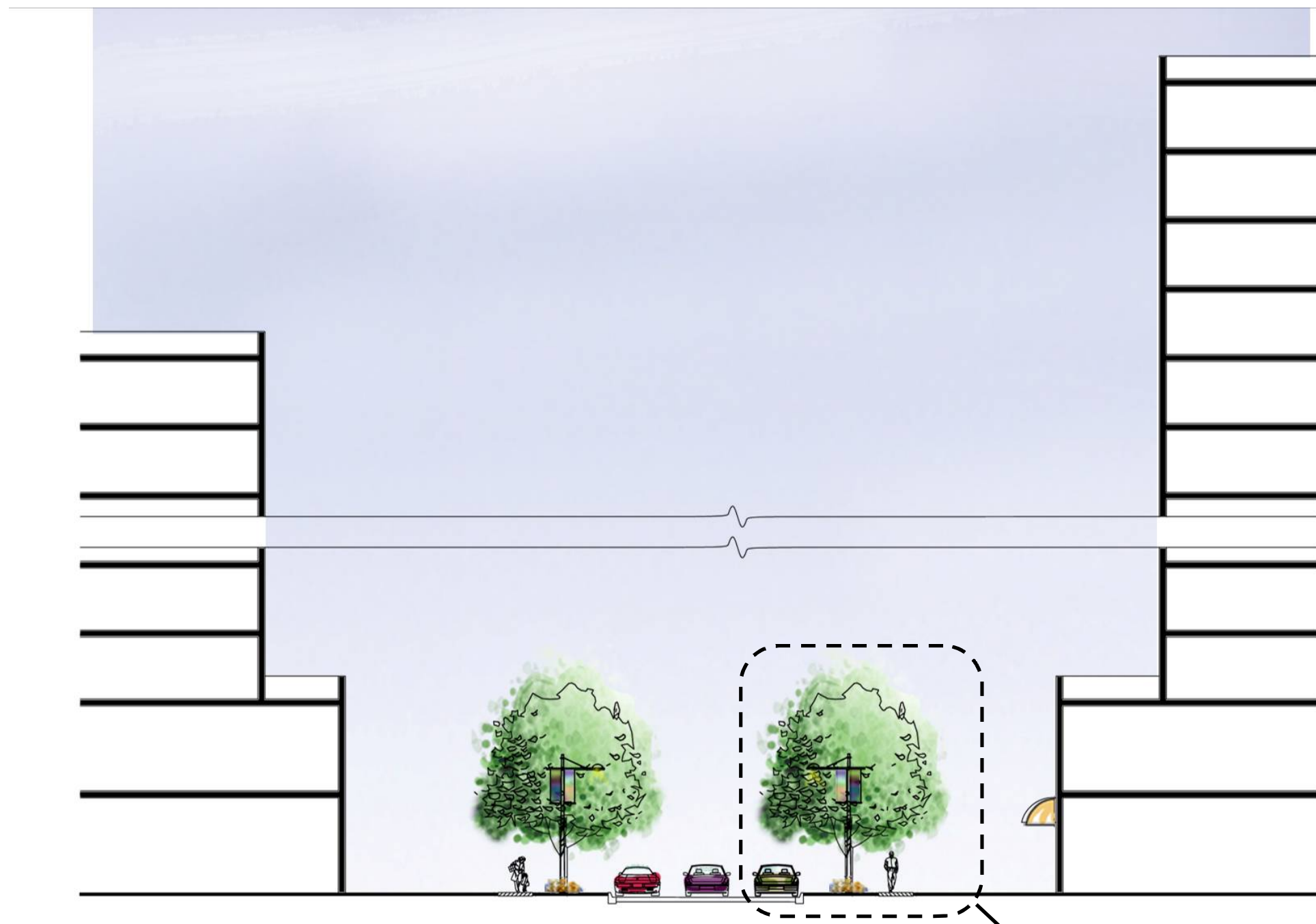
- Residential interface with low, medium and high densities;
- Comfortable for people—shade and wind protection;
- Sustainable growth environment for trees—large, high quality stock, ease of maintenance, sufficient rooting area.

Guidelines

- Landscape buffers should be provided where parking and service loading areas are located along the street. These buffers shall be fully planted along their extent with a combination of trees and shrubs;
- Street trees should be planted approximately 10 m on centre;
- Curvilinear sidewalks should be implemented where possible;
- Integrate pedestrian sidewalk and landscaping with landscape areas associated with links to adjacent open space and / or stormwater management ponds.

Key Plan





For streetscape details refer to Figure 45: Typical Streetscape Detail - Local Roads



Figure 45: Typical Streetscape Detail - Local Road

* For specific planting details refer to Appendix 2.2 Elongated Bed Planting

5.6.2 Special Character Road

Purpose

The special character road, located on the east side of Block 15 park, will have a 20.0 metre R.O.W. for the crescent shaped section adjacent to the Urban Neighbourhood Park. This road is an important pedestrian connection to open spaces and environmental features.

23.5 m R.O.W. Features

- 23.5 m right-of-way;
- 10 metre woodlot buffer on south side of street;
- 2 vehicular lanes of 3.0 m width each;
- 1 dedicated parking lane on north side of street of 2.5 m width;
- Pedestrian realm (widths vary) with multi-use trail and sidewalk, street trees, lighting and planting bed on both sides of street.

20.0 m R.O.W. Features

- 20.0 m right-of-way;
- 2 vehicular lanes of 3.0 m width each;
- 1 dedicated parking lane on east side of street of 2.5 m width;
- 5.75 m pedestrian realm with multi-use trail and sidewalk, street trees, lighting and planting bed on both sides of street.

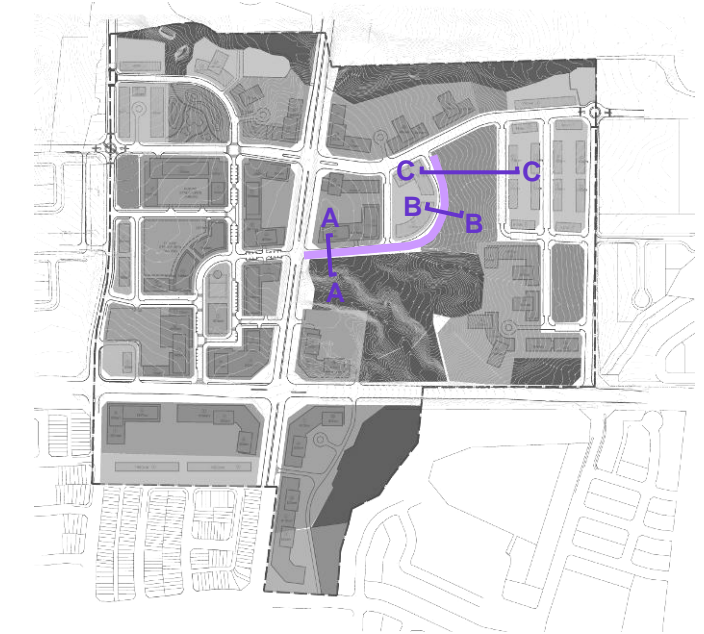
Character

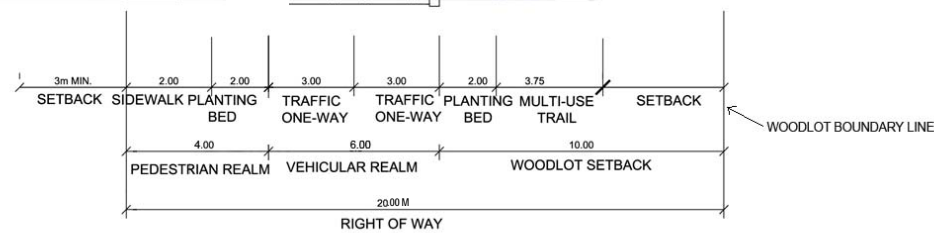
- Residential / open space interface;
- Medium to high residential density;
- Comfortable for people—shade and wind protection;
- Enhanced landscape treatment incorporated within the boulevard signifying the importance of the overall open space system;
- Sustainable growth environment for trees—large, high-quality stock, ease of maintenance, sufficient rooting area.

Guidelines

- 10 metre woodlot buffer / setback will be provided on south side of street. These buffers shall be fully planted along their extent with a combination of trees and shrubs;
- Street trees should be planted approximately 10 m on centre;
- Integrate pedestrian sidewalks, trails and landscaping with adjacent open space areas.

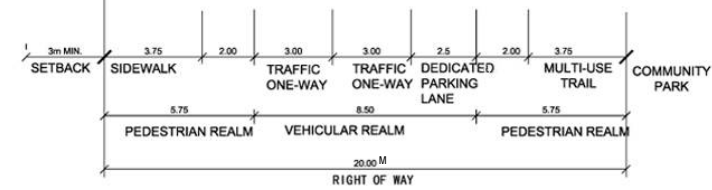
Key Plan





TYPICAL SPECIALTY CHARACTER ROAD---20M ROW

City Street - East of Dufferin Park
Layby Parking on one SideW/ Multi-Use Trail



TYPICAL SPECIALTY CHARACTER ROAD--- 20M ROW

City Street - West of Park
Layby Parking on one SideW/ Multi-Use Trail

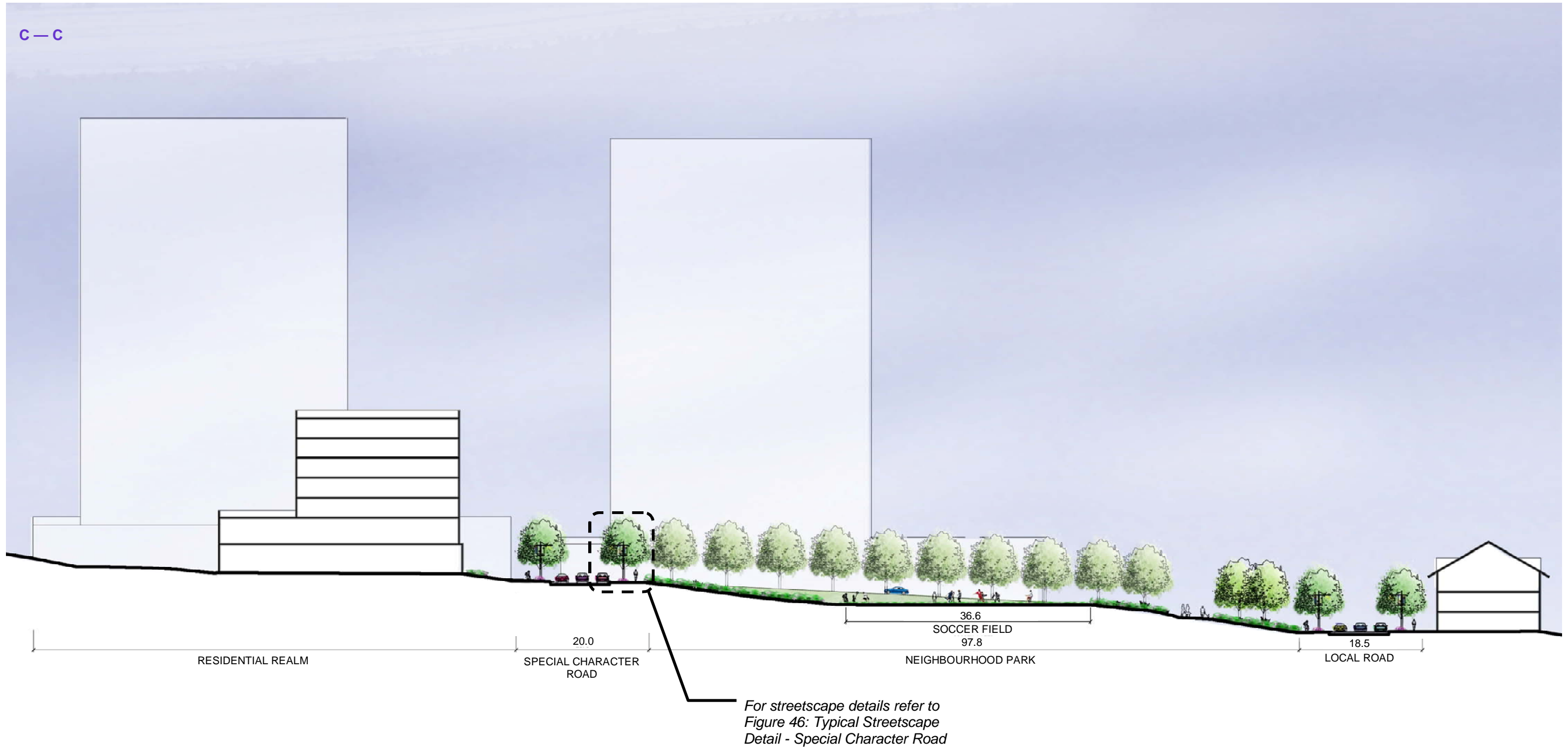




Figure 46: Typical Streetscape Detail - Special Character Road

* For specific planting details refer to Appendix 2.2 Elongated Bed Planting

5.7 Typical Intersections

5.7.1 Intersection Treatments

All Regional Road intersections within the Carrville District Centre will adhere to the guidelines set out in York Region's Sight Triangle Manual. Intersection treatments include:

- Street tree plantings, low plants and landscape features will be a suitable height and distance from the intersection as to not interfere with driver's sight lines through the intersection.
- Street tree and tall shrub plantings should maintain a minimum of 1.85 metres clearance from the ground and be planted a distance of 9 metres from the intersection curb face.
- At sight triangles, low shrubs and plants shall not exceed 0.80 metres in height at maturity.
- Low walls or plants and landscape features within the sight triangle will be a suitable height (below 300mm). These treatments can help to soften the intersection / sight triangle, providing a more pedestrian friendly area.
- Pedestrian crosswalks will be paved with special treatments to clarify the pedestrian zone and a pedestrian refuge is provided at the end of the central planted median of the arterial and primary roads.
- Pedestrian access is encouraged to adjacent ground level retail, recessed colonnades and covered walkways.
- Intersection gateways into the Carrville District Centre will be reinforced and enhanced through the use of architectural features, low plantings and walkways through to the main entrance of buildings.
- Private Realm Landscape Areas are the areas between the road right-of-way and the building face. These private areas shall be landscaped with a combination of shrubs, plants, trees and / or pavers.

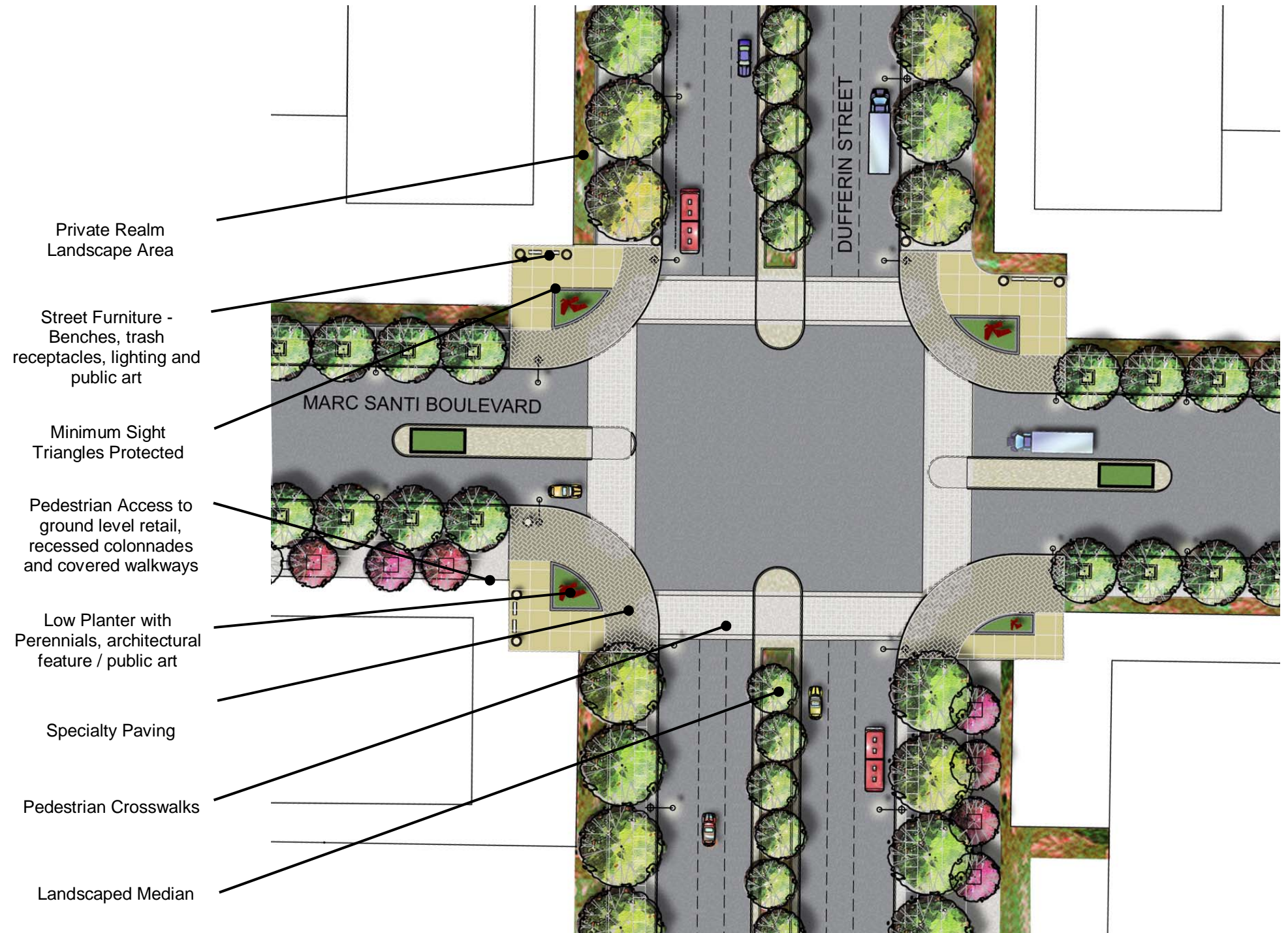


Figure 47: Typical Treatment for the Intersection of Dufferin Street and Marc Santi Boulevard

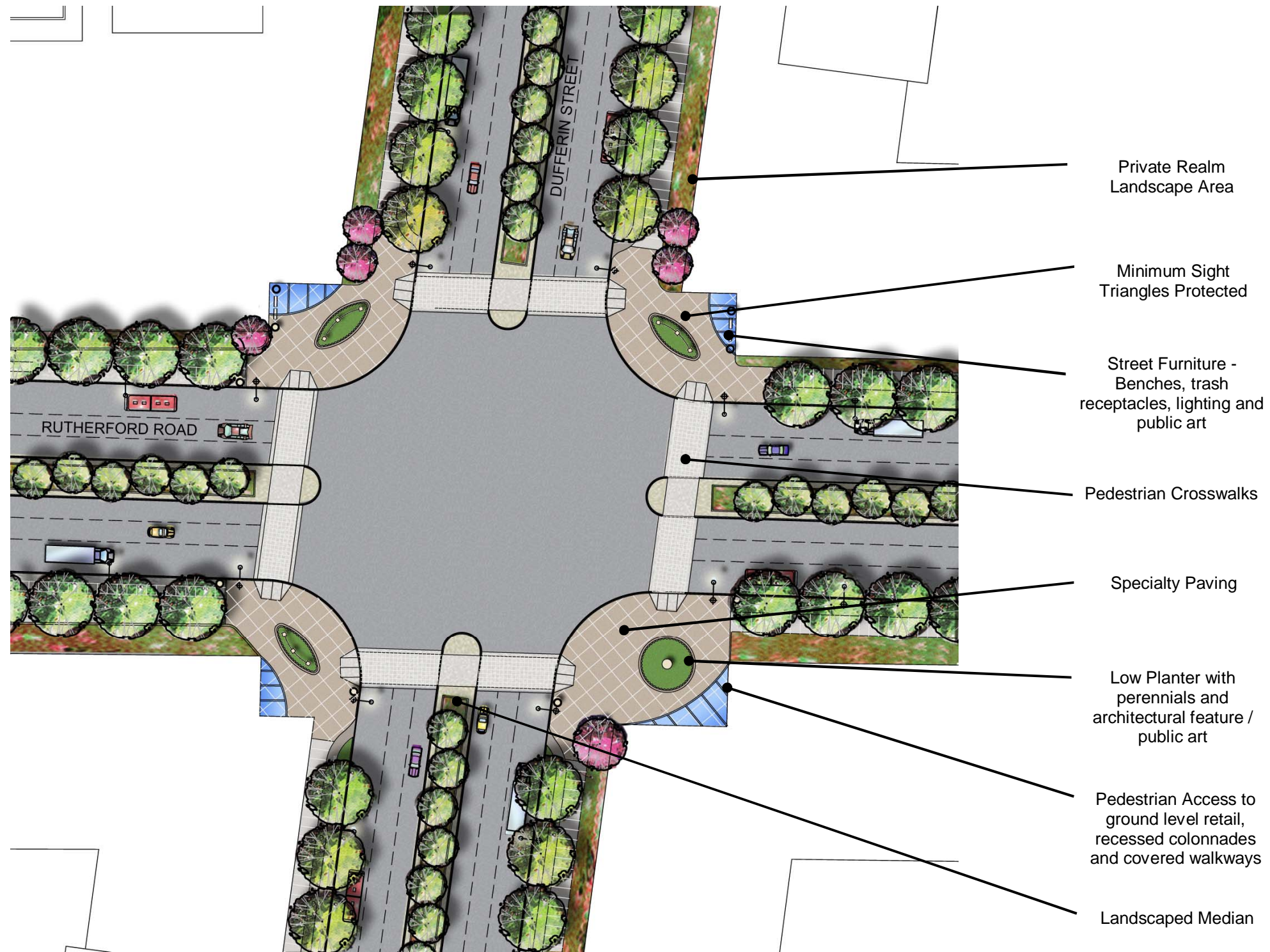


Figure 48: Typical Treatment for the Intersection of Dufferin Street and Rutherford Road

5.8 Streetscape Elements

Streetscape elements incorporated into the Carrville District Centre may include lighting and street furnishings which are generally to be located within the public realm of the street right-of-way. A coordinated system of streetscape elements is important in conveying the identity of the community, reinforcing the unique character and ensuring the safety, accessibility and comfort of pedestrians, cyclists and motorists. The general design of streetscape elements should complement one another as much as possible and be consistent with the overall design vision for Carrville District Centre.



Pedestrian light scale

Street light scale

Imagery of street lighting

5.8.1 Street Lighting

Street lighting serves both a functional and an aesthetic purpose. Lighting standards should be chosen based on a balanced consideration for maintenance, cost effectiveness, energy efficiency and visual appearance. Placement of street lights within the R.O.W. should be consistent with City of Vaughan standards. Lighting on regional roads shall conform with York Region standards, as required lighting levels may be higher than local road requirements.

A comprehensive street lighting strategy identifying a hierarchy of light fixtures should be established prior to final subdivision approval. The street lighting strategy should respond to the following objectives:

Guidelines

- Street lighting should be placed in line with street trees;
- Pedestrian lighting should be incorporated through additional luminaires mounted at a lower level (4-5 m) on the sidewalk side of the lighting pole;
- Decorative light standards should be used on the primary roads;
- Specialty street light standards should be used on Main Street and near the Urban Square to highlight these areas;
- Light standards should be coordinated with other street furniture;
- All lighting fixtures and lighting levels shall meet City of Vaughan / York Region standards;
- All lighting fixtures should be energy efficient and provide minimal light emissions to prevent night sky pollution.
- Lighting adjacent to natural features should be downwards oriented, and directed to minimize light intrusion into the adjacent natural area.

5.8.2 Utilities

The siting and arrangement of utilities and utility-related structures and boxes should be designed to minimize the visual impact from both public and private domain or integrated with other infrastructure, e.g. Trafalgar Poles. Placement should be coordinated at the start of development between the respective utility companies, the City of Vaughan, York Region and the developers.

Guidelines

- Utility boxes should be placed in buildings or on private property where possible;
- Creative screening and / or fencing should be used in certain cases to ensure that utility boxes are out of the public view.



Imagery of utility box screening

5.8.3 Street Furnishings

Street furnishings include benches, bicycle racks, trash and recycling receptacles, newspaper boxes and the like. These elements complement the street by creating a comfortable pedestrian environment. These features shall be strategically placed within the pedestrian realm in a manner that enhances its function and convenience, and complements the needs of all types of pedestrians.

Guidelines

- Street furniture should be coordinated with street lighting;
- Colours, materials, forms and styles of furniture should be consistent and complementary with the overall theme of the community;
- Placement and arrangement of site furniture should encourage safe use and reinforce the streetscape design;
- Subtle design variations are acceptable to differentiate specific areas;
- All street furnishings shall conform to the Accessibility for Ontarians with Disabilities Act, ensuring barrier-free access is provided.
- Range of furnishings should be minimal to avoid visual clutter and create a unified theme and colour palette;
- Furnishings should be low maintenance, vandal resistant and easily replaceable and shall be consistent with the City of Vaughan standards.

1. Benches

- Durable;
- Should be at least 6 feet long to comfortably accommodate 2 to 3 people;
- Benches should have backs and arm rests.

2. Bicycle Racks

- Durable;
- Embedment mounting;

- Located strategically at entrances to parks and open space, including community facilities, as well as on Main Street.
- #### 3. Trash / Recycle Receptacles
- Durable;
 - Similar design style as benches;
 - Should be equipped with plastic liners, have rain proof tops and be easily accessible for emptying.
- #### 4. Newspaper Vending Machine Enclosures
- Locate in a convenient location to higher-volume pedestrian areas in order to attract users and provide service.



Imagery of street furnishings

5.9 Street Tree - List of Species

5.9.1 Street Trees

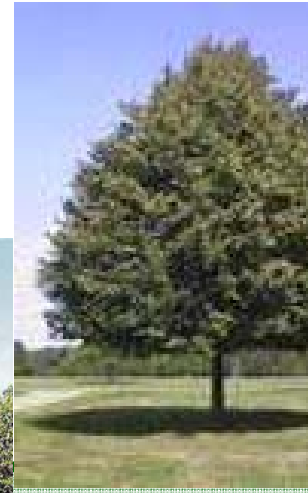
Street trees will act as a feature of the Carrville District Centre. Large urban street trees will balance the scale and width of the Regional and Primary Roads, while complementing tall luminaires. The smaller street trees will bring the streets and buildings into human scale. The grouping of several trees in boulevards, planters or at corners (outside of sight triangles) will give character to residential streets, important intersections and features within Carrville. For a complete list of acceptable street tree species as defined by York Region please refer to Appendix 3.

Large urban street tree options for the Carrville District Centre include:

- Ginkgo - *Ginkgo biloba*
- Oak - *Quercus borealis, rubra or macrocarpa*
- Linden - *Tilia cordata or platyphyllo*
- Honey Locust - *Gleditsia triacanthos*
- Ohio Buckeye - *Aesculus glabra*
- Columnar Maple - *Acer platanoides 'fastigiata'*

Small street tree options:

- Serviceberry - *Amelanchier canadensis*
- Sargent's Plum - *Prunus sargentii*
- Flowering Cherry - *Prunus subhirtella*
- Japanese Tree Lilac - *Syringa reticulata*
- Bradford Pear - *Pyrus calleryana*



5.9.2 Shrubs and Perennials

Shrubs and perennials that are planted within Carrville District Centre should be salt and drought tolerant for ease of maintenance. These plants will soften hard edges and provide bold textures for year-round interest.



Shrubs and perennials suitable for use within Carrville District Centre include:

- Green Carpet Juniper – *Juniperus squamata*
- Black Mondo Grass – *Ophiopogon planiscapus 'Nigrescens'*
- Switch Grass – *Panicum virgatum 'Heavy Metal'*
- Little Bluestem - *Schizachryium scoparium*
- Smooth Aster - *Aster laevis*
- Artemisia - *Artemisia stelleriana 'Boughton Silver'*
- California Poppies - *Eschscholzia californica*
- Cotoneaster – *Cotoneaster dammeri 'Coral Beauty'*
- Autumn Magic Chokecherry – *Aronia melanocarpa*
- Sunset Potentilla – *Potentilla fruitcosa*
- Red Hot Poker - *Kniphofia*
- Coralbells - *Heuchera*
- Fragrant Sumac – *Rhus aromatica 'Gro-Lo'*



