

MAPLE STREETSCAPE & URBAN DESIGN GUIDELINES



**City of
Vaughan**

Adopted by City of Vaughan Council December 9, 1996

Spectra Architects + KMK SCI Consultants

Vaughan Planning Department

Vaughan Parks Department



MAPLE STREETScape / URBAN DESIGN GUIDELINES

On December 9, 1996 Vaughan Council adopted the following resolution:

1. Council adopt as City policy the Streetscape Plan and Urban Design Guidelines for Maple, prepared by Spectra Architects Inc. And SCI.KMK Consultants Inc. Dated December 1996 to provide guidance to residents, landowners, the development community and the municipality in the undertaking of improvements and in the preparation and review of development applications;
 2. The Streetscape Plan and Guidelines be finalized incorporating any changes resulting from the Council meeting and a final review by staff and consultants;
 3. Staff report back to Council in 1997 on the establishment of a committee as recommended in the report to seek community support and on matters relating to implementation;
 4. In accordance with the recommendations of the Streetscape Plan, the Building Standards Department in consultation with the Cultural Services and Planning Department, review the Sign By-law for the purposes of establishing a Special Sign District for Maple;
 5. Staff in the 1997 Draft Capital Budget, and in subsequent years, potential items for implementation for Council's consideration;
 6. Copies of the Plan and Guidelines be provided to the ratepayer associations in Maple, relevant City and Regional Departments and other pertinent public agencies;
 7. That the Streetscape Plan and Guidelines be made available to the public at a cost (currently \$15.00).
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The Consultants would like to express their thanks to the City of Vaughan Council, and the members of the community who have contributed with their time and advice to this Study. The work has also greatly benefited from the input of the Maple Streetscape Technical Advisory Committee, which has actively participated in public meetings and progress reviews in the preparation of this report.

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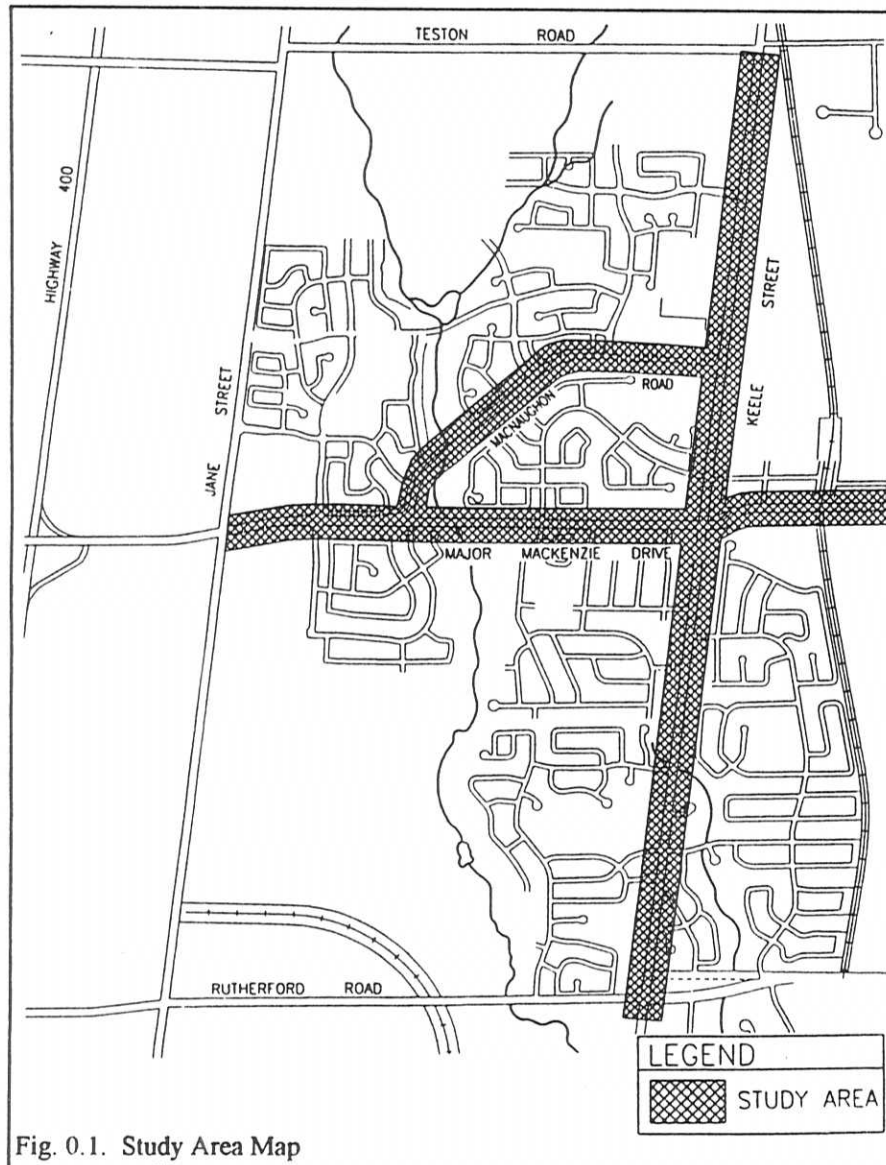


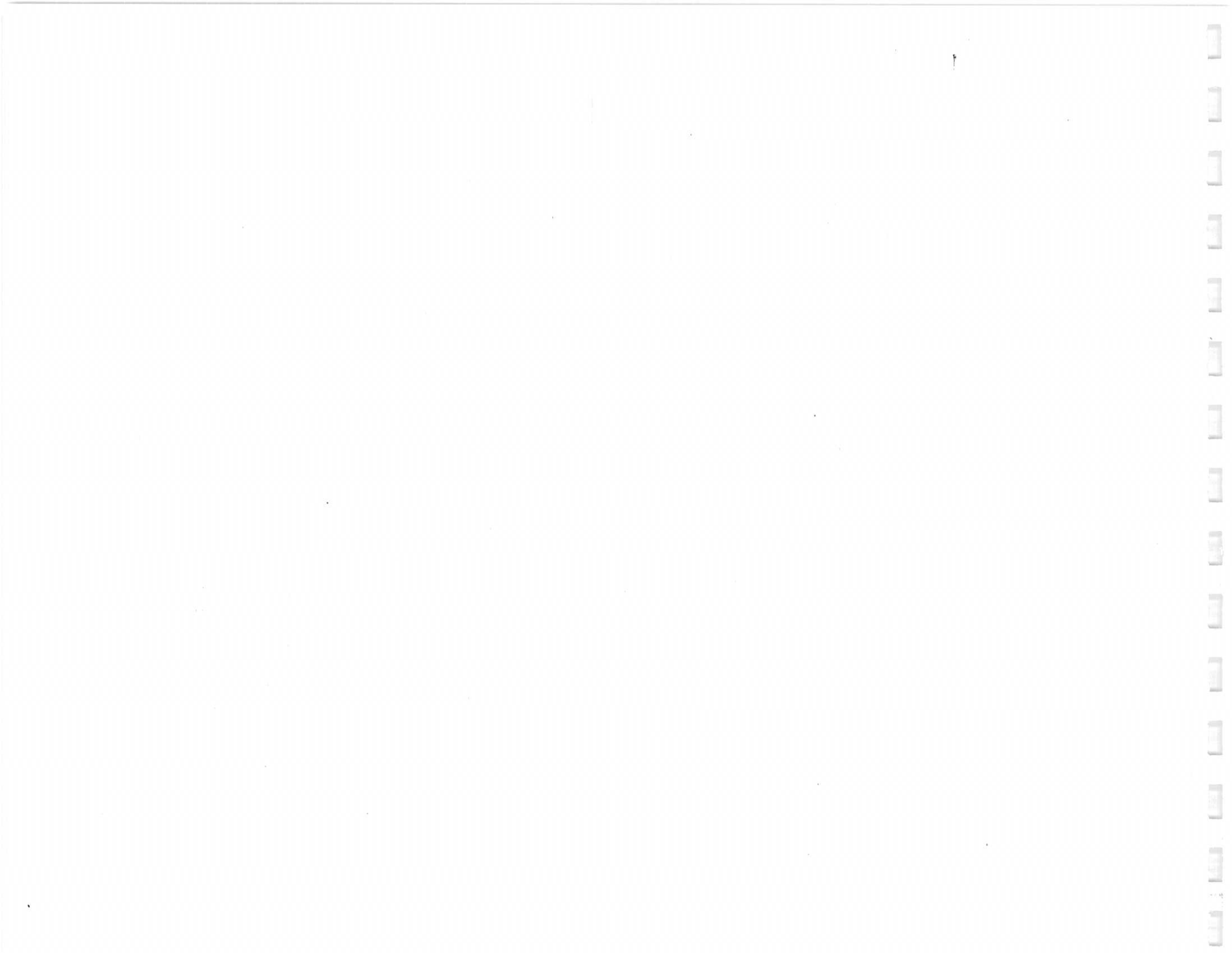
Fig. 0.1. Study Area Map

The Community of Maple is located in the City of Vaughan, having its focus at the intersection of Major Mackenzie Drive and Keele Street. Maple contains some of the oldest buildings in Vaughan as well as some of its newest urban developments. Over the last fifteen years Maple has experienced rapid growth which has occurred in absence of a unifying urban design plan. As a result, the area is characterized by a variety of development forms. This has not contributed to the creation of a cohesive community image.

In order to address this concern, the City of Vaughan initiated this study in the fall of 1995 with the purpose of analyzing both the public and private realms on or adjacent to Maple's main arterial roads: Keele Street, from Rutherford Road to McNaughton Road; Major Mackenzie Drive from Jane Street to the CN Rail Line; and the full length of McNaughton Road. Special consideration was given to the area around the intersection of Keele Street and Major Mackenzie Drive, given its status as the historical core of the Village of Maple.

The overall goal of this study is to enhance the image of Maple by creating a unifying vision for the community. Its objective is to develop an urban design theme that strengthens the unique historical and architectural character of the area, promoting the creation of a coordinated redevelopment strategy aimed at reclaiming the historical core to recreational and pedestrian activities. This in turn will stimulate urban renewal, which will revitalize commercial and business activities, so that the historical core of Maple will regain its former role as the heart of the community.

The substance of this vision is reflected in the recommendations contained in the study, to be implemented through the initiatives of both the public and private sectors. The recommendations will provide guidance to the public sector in its investments in infrastructure and facilities and to the private sector in its development proposals. The desired outcome is a strong community image, enhancing the built environment through improvements to



1.1 PURPOSE

On October 11, 1995 Vaughan Council approved the undertaking of a study of the Maple Streetscape to establish a unifying image for the community to be reflected in the public and private realms, focussing on Keele Street, Major Mackenzie Drive and McNaughton Road.

The purpose of this report is to establish a streetscape plan for Maple which will provide guidance to the City and the Region of York in the implementation of improvements to the streetscape. The report also sets out urban, architectural, landscape and signage guidelines which are intended to provide guidance to both the public and private sectors in fulfilling the objectives of the Maple Community and Region of York Official Plans as well as addressing the aspirations of the community as communicated in public meetings held during the preparation of the report.

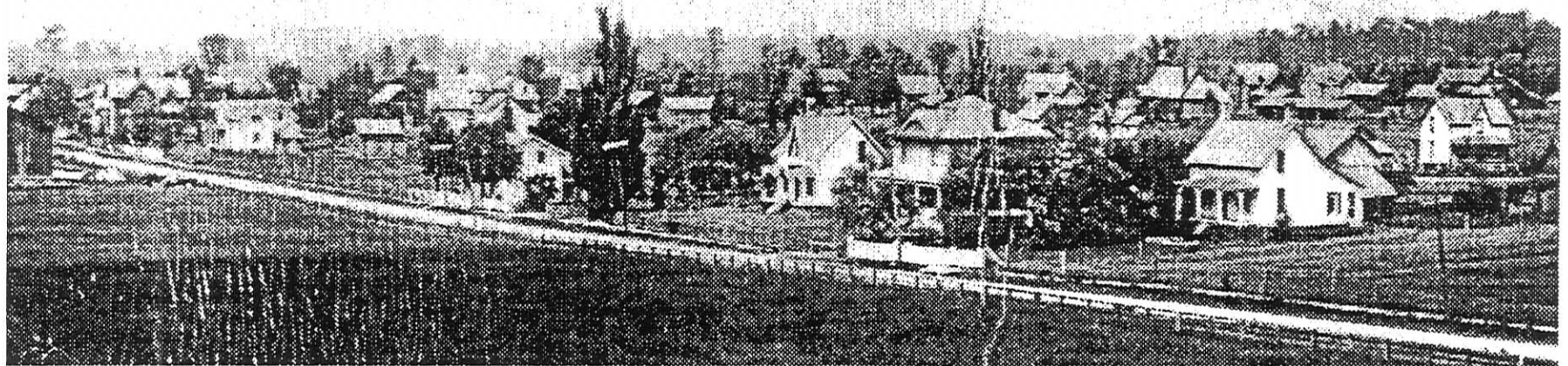
1.2 REPORT ORGANIZATION

The report is divided into nine sections.

Section 1 sets out the planning background, historical perspective, the goals and objectives of the study and its major recommendations.

Section 2 sets out the conceptual vision for Maple which serves as a basis for the proposed streetscape treatment described in Section 3 and the guidelines contained in Sections 4 to 8. It addresses issues such as streetscape improvements, traffic calming, landscaping, utilities, heritage landmarks and community identification.

Fig. 1.1 Major Mackenzie Drive looking west, east of Keele Street c. 1911
(City of Vaughan Archives)



Section 3 sets out the recommended streetscape treatment for the public realm of Keele Street, Major Mackenzie Drive and McNaughton Road at a community scale. It includes a description of proposed improvements, including construction of sidewalks, treatment of intersections, tree planting, traffic calming and improvements to parks adjacent to the streets. Recommended improvements have been ranked into high, secondary and long term priorities.

Section 4 describes in detail eight focal areas for special improvement measures, given their prominent location and role in the community. These measures include improvements on both public and private lands.

Sections 5, 6, and 7 set out site plan, architectural and landscape guidelines to be used by the private sector in preparing submissions for site plan approval. These guidelines will be used by City staff in reviewing site plan submissions to ensure that their intent is reflected in the development proposals. Section 7, Landscape Guidelines also sets out the detailed boulevard treatment in the core, lighting and street furniture.

Section 8 sets out guidelines for the development of a community logo and signage associated with heritage features and commercial enterprises.

Section 9 describes implementation strategies, including phasing, priorities, the establishment of an implementation committee and cost.

Appendix A describes in summary the public consultation process involved in the preparation of the Plan.

1.3 THE MAPLE COMMUNITY PLAN - OFFICIAL PLAN AMENDMENT No. 350

The long term plan for Maple is set out in the Maple Community Plan which constitutes amendment No. 350 to the City of Vaughan Official Plan. The Plan was approved by the Ministry of Municipal Affairs in 1993, permitting Maple to grow to a population of approximately 35,000 .

The Maple Community Plan contemplates the redevelopment of the Maple core "in a functionally integrated manner, achieving an aesthetically pleasing and operative commercial area." A mix of commercial, office and residential uses are permitted in the Office and Commercial Core designations of the plan.

The combination of residential and commercial uses within a development provides a greater opportunity and incentive for redevelopment to occur rather than developments restricted to a single use. Residential uses within the core area provide a convenient market as well as demand for retail uses and services in the core. Residential uses can also assist in creating a greater pedestrian presence in the core, particularly after normal business hours, provided that improvements to the pedestrian realm are undertaken to increase accessibility and comfort.

The integration of residential and commercial uses generally takes the form of apartments. This higher density form of housing, however, does not necessarily have to result in high structures. An efficient utilization of land, reduced building setbacks and the relocation of parking facilities underground are all effective means of keeping building profiles low (generally 3 to 4 storeys) while providing increased housing densities.

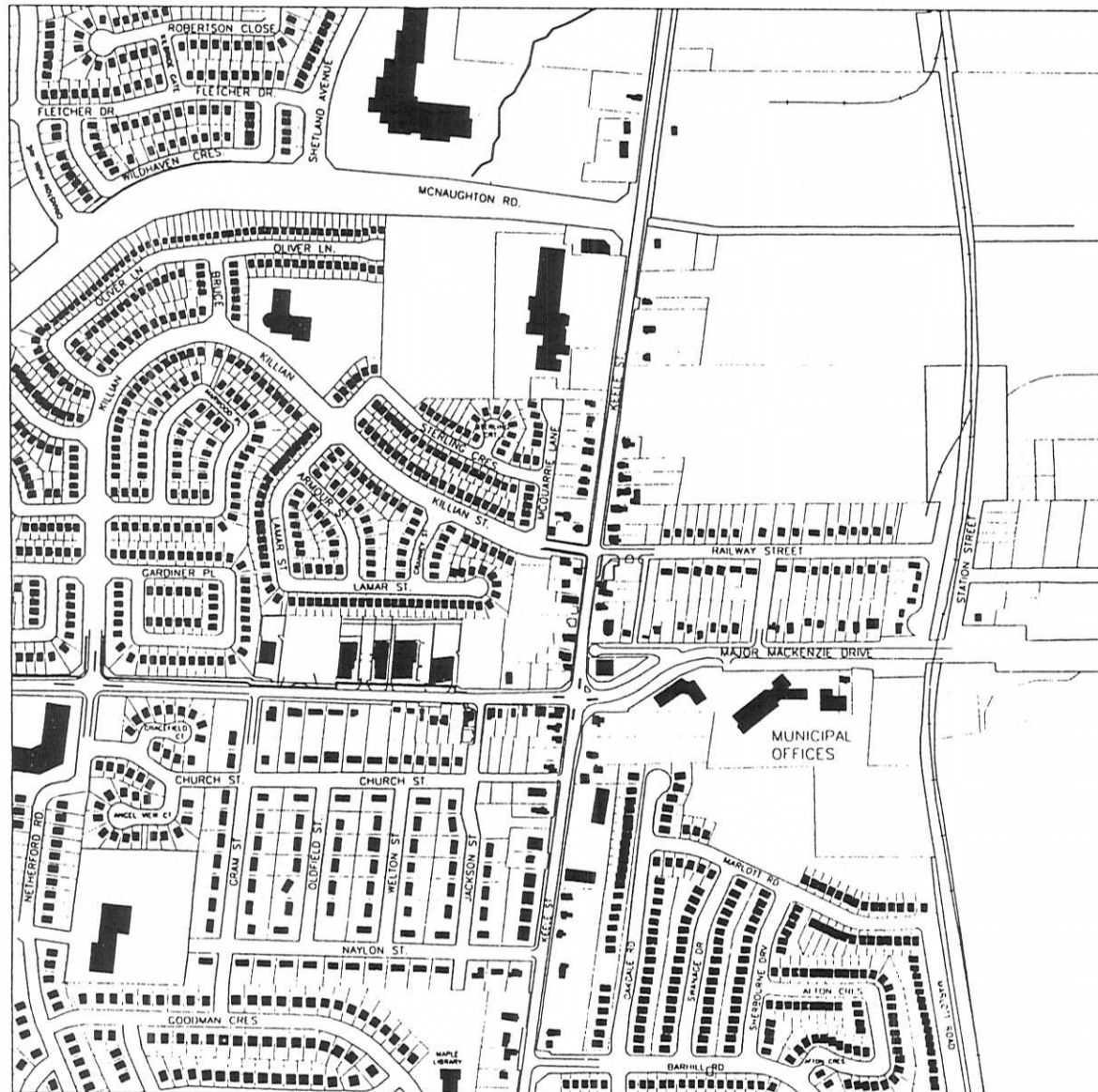


Fig. 1.2

Existing Urban Form in the Maple Core Area (1996)

1.4 THE REGION OF YORK OFFICIAL PLAN

The Region of York Official Plan contains the following policies which are consistent with the objectives of this study:

1. Human Development Policy 4.1.2.

To provide a safe walking and cycling environment for all members of the community, so that children, elderly people and others will be safe and will not be made to walk unreasonable distances.

2. Air Quality Policy 2.4.2

To undertake tree planting and landscaping initiatives along existing regional roads, at planned new facilities and on regional properties to improve air quality and reduce noise.

3. Cultural Heritage Policy 4.2.9

To encourage access by walking, bicycling and transit to historic core areas and to design vehicular access and parking areas that complement and preserve these cultural heritage areas.

4. Community Building Policy 5.2.11

To support area municipalities in their efforts to ensure that urban design plans, site plan submissions and/or zoning regulations, promote pedestrian-friendly streetscape.

1.5 BACKGROUND

Early settlers of Maple were German Lutherans from Pennsylvania who arrived at the end of the eighteenth century. They were followed by British immigrants who, by 1825, had settled in the area in considerable number. The village of Maple was founded in the early part of the nineteenth century, when the Noble and Rupert families settled around the present intersection of Major Mackenzie Drive and Keele Street. In the late nineteenth century, the Ontario, Huron and Simcoe Railway built a railway line through Maple and the village began to prosper. By 1904, the community included a sawmill, a pump factory, a hardware store, a hotel and harness shop and a funeral parlor, together with approximately 100 homes.

Churches are a fundamental part of the community's history. The first religious building in Maple was St. Andrew's Presbyterian Church, erected in 1832. This structure was replaced in 1862 and it can still be seen along Keele Street. In 1835, the first St. Stephen's Anglican Church was built followed in 1870 by the Maple Methodist Church (later Maple United Church). In 1928, Maple had a population of approximately 2,000 and became a "Police Village", a self-regulating and self-financed administrative entity. Some of its most significant structures included the Masonic Lodge, one of the oldest in Canada, founded in 1854; the Octagonal House built c. 1860, and the Beaverbrook House where Lord Beaverbrook was born.

From the Depression period in the early 1930's to the late 1970's, Maple experienced little growth, with the population remaining below 2,000. In the late 1960's, small industrial development began along Keele Street. From 1983 to 1991, with the creation of new residential subdivisions around the Keele/ Major Mackenzie core, the area experienced a period of rapid population growth, expanding from 1,773 to 12,600. Some industrial areas south of McNaughton Road on the east side of Keele Street are now being replaced by residential development. In the

historic core, commercial development has not occurred at the same scale or level of intensity as the new residential subdivisions. As a result, the core of Maple has not reached its potential as a contemporary urban area, while the rest of Maple has assumed the character of a typical suburban community.

The historic core has also suffered from the progressive increase in regional traffic, and by the congestion created by the new residential subdivisions. As a result Maple's two major streets, Keele Street and Major Mackenzie Drive, have become major regional traffic corridors. Until now they have been subject to improvements designed solely for the purpose of accommodating higher traffic volumes. In recent years, Major Mackenzie Drive was widened from two to four lanes and realigned at the intersection with Keele Street. Recent commercial projects have followed the same trend, giving priority to vehicles, providing parking areas adjacent to the streets, thereby moving storefronts and pedestrians away from the street.

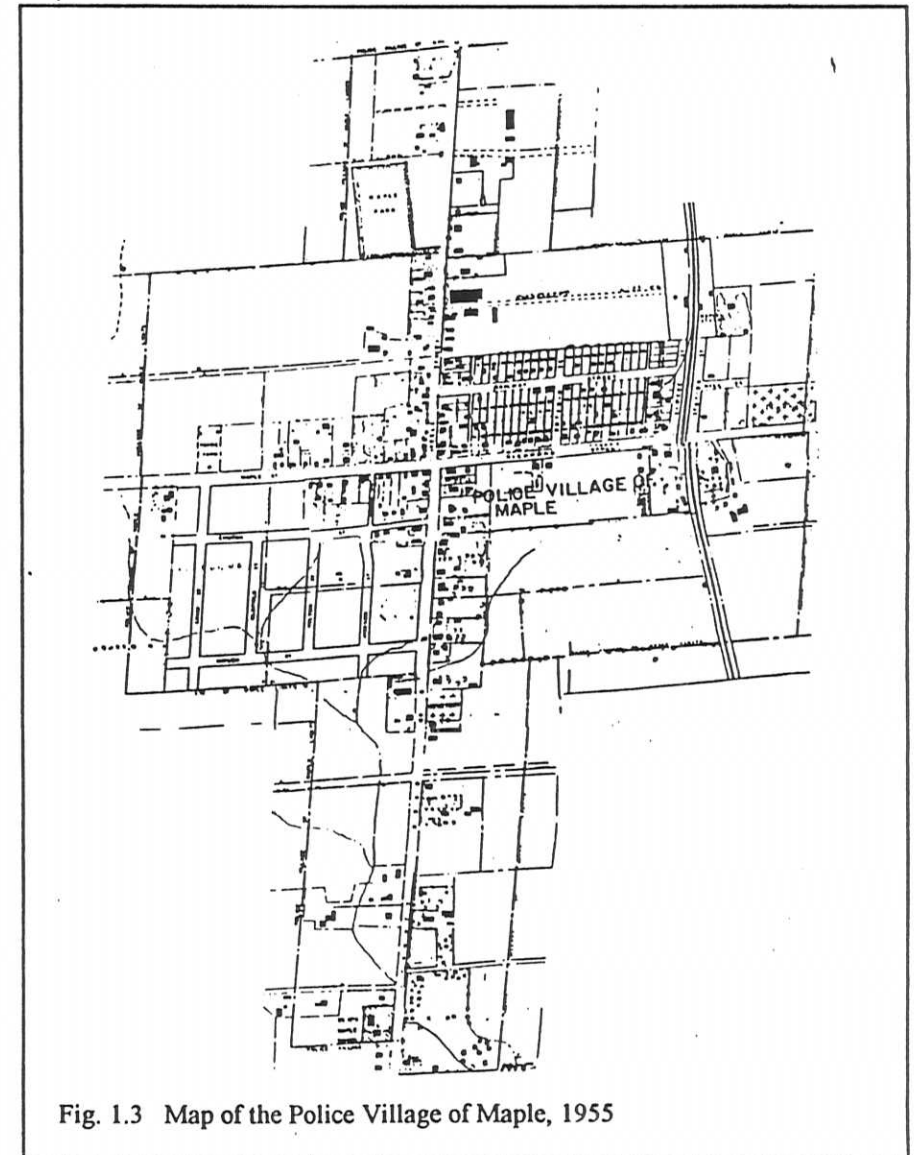
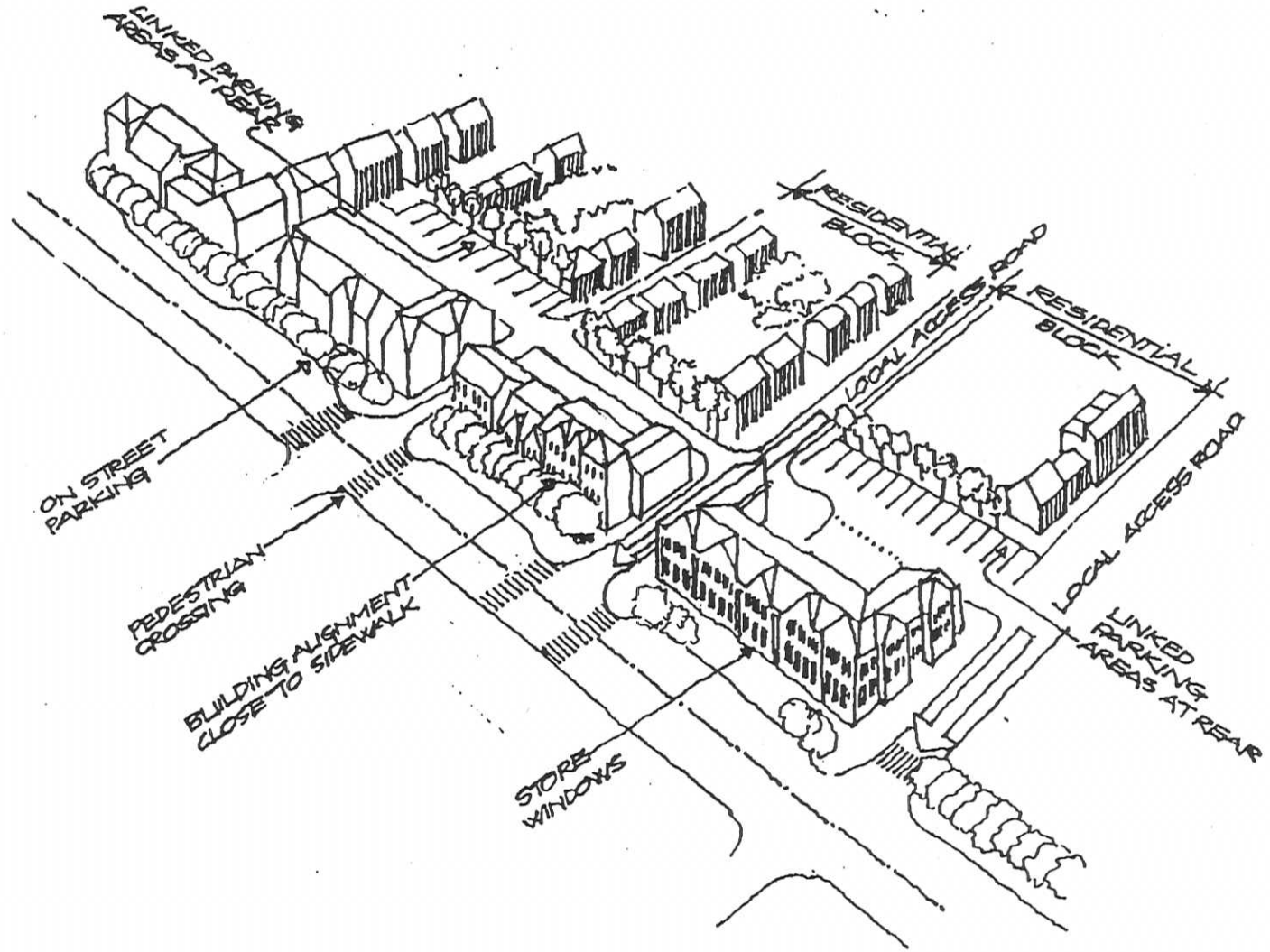


Fig. 1.3 Map of the Police Village of Maple, 1955

Fig. 1.4

Proposed Aspects of Compact Urban Form



1.6 GOALS

The primary goal of this study is to improve the existing image of Maple by creating a vision that provides guidance to both the public and private sectors for the staged development of a pleasant, attractive, affordable and economically sustainable urban environment. This vision should take into account the setting and the unique historical and architectural character of the area, together with the aspirations of its residents.

In summary, the goals of the Maple Streetscape - Urban Plan are:

- To develop, through a process of public consultation, a unifying image for the Maple community to be reflected in the public and private realms, enhancing its distinct identity.
- To involve the community in the preparation of a Streetscape Master Plan which addresses its concerns and aspirations.
- To create a pedestrian friendly environment along Maple's main streets.
- To improve the visual amenity of the Maple community.

1.7 OBJECTIVES

The objectives of the Study are:

- Create a strong community image by enhancing the character of the built environment, including building design and massing, signage, planting and streetscapes.
- Enhance pedestrian facilities and linkages in the commercial core, in residential neighbourhoods, and in recreational, edu-

cational, administrative facilities and open spaces.

- Facilitate walking and bicycling within the community.
- Provide for regulated vehicular traffic and adequate public parking, while enhancing the pedestrian character of the village streetscape.
- Improve vehicular linkages within the commercial core and surrounding areas.
- Improve existing commercial establishments and facilitate new commercial activities.
- Preserve and protect structures of historical and architectural value.
- Improve the present visual amenities with a comprehensive landscape and streetscape plan.
- Enhance the community character by facilitating the integration of new development in an aesthetic and compatible manner through the creation of urban design guidelines and implementation strategies.
- Identify and analyze key nodes and areas of particular significance and develop a design treatment for each area.
- Establish the basis for the implementation of co-ordinated design measures aimed at making the streetscape attractive, safer and more adapt to pedestrian and community activities.

1.8 SUMMARY OF MAJOR RECOMMENDATIONS

The following is a summary of the major recommendations of this report;

1. Vaughan Council adopt the Streetscape Plan and Urban Design Guidelines as City Policy to provide guidance to residents, landowners, the development community and the municipality in undertaking improvements and in the preparation and review of development applications.
2. Promote the construction of all streetscape improvements described in this study, seeking the effective cooperation of the private sector, community groups and other public agencies such as the Region of York, in their respective jurisdiction.
3. Implement the Streetscape Plan on a phased, priority basis.
4. Vaughan Council approve the creation of a Maple Streetscape Implementation Committee to ensure ongoing community support and input.
5. Develop as the public focus of the Maple Core a Town Square at the south-east corner of Major Mackenzie Drive and Keele Street, adjacent to the Beaverbrook House.
6. Support the construction of mixed-use development on lands designated "Maple Commercial Core Area", and "Office Commercial", in accordance with the Official Plan.
7. Encourage new development to incorporate features that make it desirable and compatible with the urban character of the area (reduced lot line setbacks, street alignment, parking at rear, etc.).
8. Encourage the private sector to provide enhanced urban design and landscape features during the development review process.
9. Encourage the construction of an interconnected laneway system in the core area.
10. Consider the implementation of a cash in-lieu-of parking policy for the Core area to facilitate the construction of public on-street and off-street parking facilities.
11. Encourage the implementation of an effective public transit system with proper bus shelters and other appropriate facilities.
12. Implement a comprehensive community signage program, including the development of a community logo.
13. Consider the identification of a special sign district for the Maple Core in the City of Vaughan Sign By-law.

1.9 IMPLEMENTATION

The implementation of the recommendations contained in this report can be found in Section 9: Implementation Strategy, where improvements have been classified in three categories of priority.

2.1 INTRODUCTION

The Urban Concept is based on the following criteria:

- Compact mixed use development along Keele Street and Major Mackenzie Drive within the "Core" and "Office Commercial" designation areas, including retail, service, office, entertainment and residential uses. This development pattern will create an urban character similar to the main streets which developed in many urban areas of Ontario prior to the invention of the automobile.
- Intensification of development by locating buildings closer to the street edge, with parking areas confined to underground and/or at the rear of buildings, screened from the main street.
- Improvement of pedestrian access to the arterial roads. This will provide for improved access to public transit and pedestrian facilities in the commercial core.
- Improvement of the micro-climate along the main streets with the introduction of canopies, covered porticos and shade trees. These measures of landscape and building design protect the pedestrian from wind, rain, snow and sunlight.
- Preservation and enhancement of the heritage character of the area, by rehabilitating existing structures and / or incorporating them in new developments in a sensitive manner.
- Reduction of traffic speeds along the main streets in order to increase pedestrian comfort and safety while reducing noise.
- Reducing the number of driveway accesses to arterial roads in the commercial and office designated areas, thereby causing minimum possible interruptions to pedestrian walkways.

2.2 VEHICULAR CIRCULATION AND PARKING

2.2.1 Vehicular Circulation Principles

Keele Street and Major Mackenzie Drive are arterial roads under the authority of the Region of York. The planned road width for both streets is 36 metres, being reduced to 30 metres through the Maple Core, (see Fig. 2.6). Both Keele Street and Major Mackenzie Drive accommodate high volumes of traffic with approximately 16,000 and 27,000 vehicles respectively, travelling on these roads on an average weekday.

McNaughton Road is a local arterial road, currently developed with two lanes with a road allowance of 50 metres. McNaughton Road provides truck access to the Keele Valley landfill site from the west. McNaughton Road also provides access to the residential areas in the north west part of Maple. McNaughton Road experiences an average daily traffic volume of approximately 2,400 vehicles.

Given the Region's control of the two arterial roads and the City's objectives of improving the boulevards and introducing traffic calming measures, it is necessary that the City and the Region work together on the recommendations contained in this report. This effort should be based on the following principles:

- The development of a viable, accessible pedestrian oriented commercial core.
- A recognition of the need to treat the main streets in a manner which responds to their primary roles.
- The need to accommodate existing and anticipated traffic volumes at an acceptable level of service.
- The slowing of traffic speeds as motorists approach and pass through the core.

2.0 CONCEPT PLAN

Spectra architects + KMK SCI Consultants

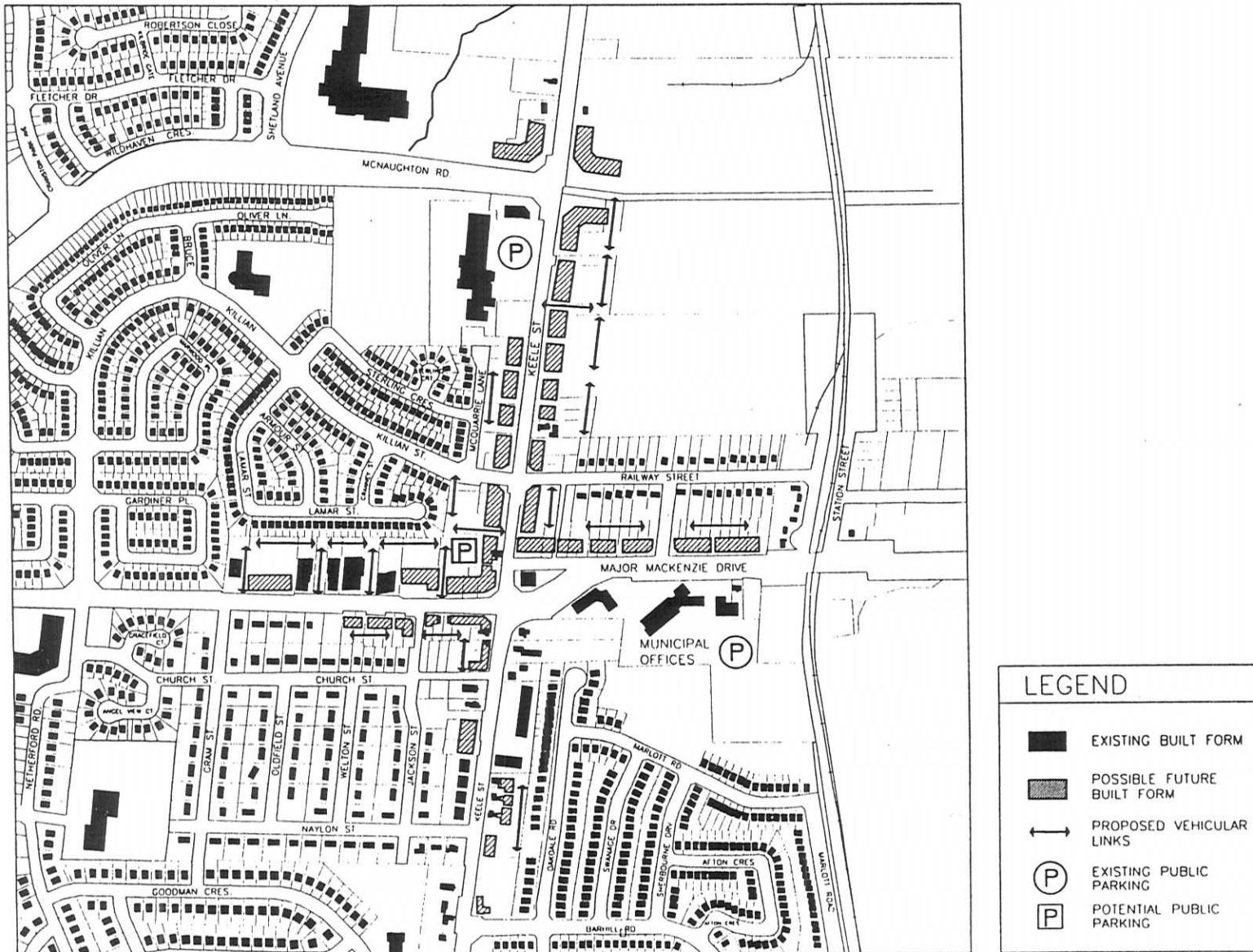


Fig. 2.2
Proposed Urban

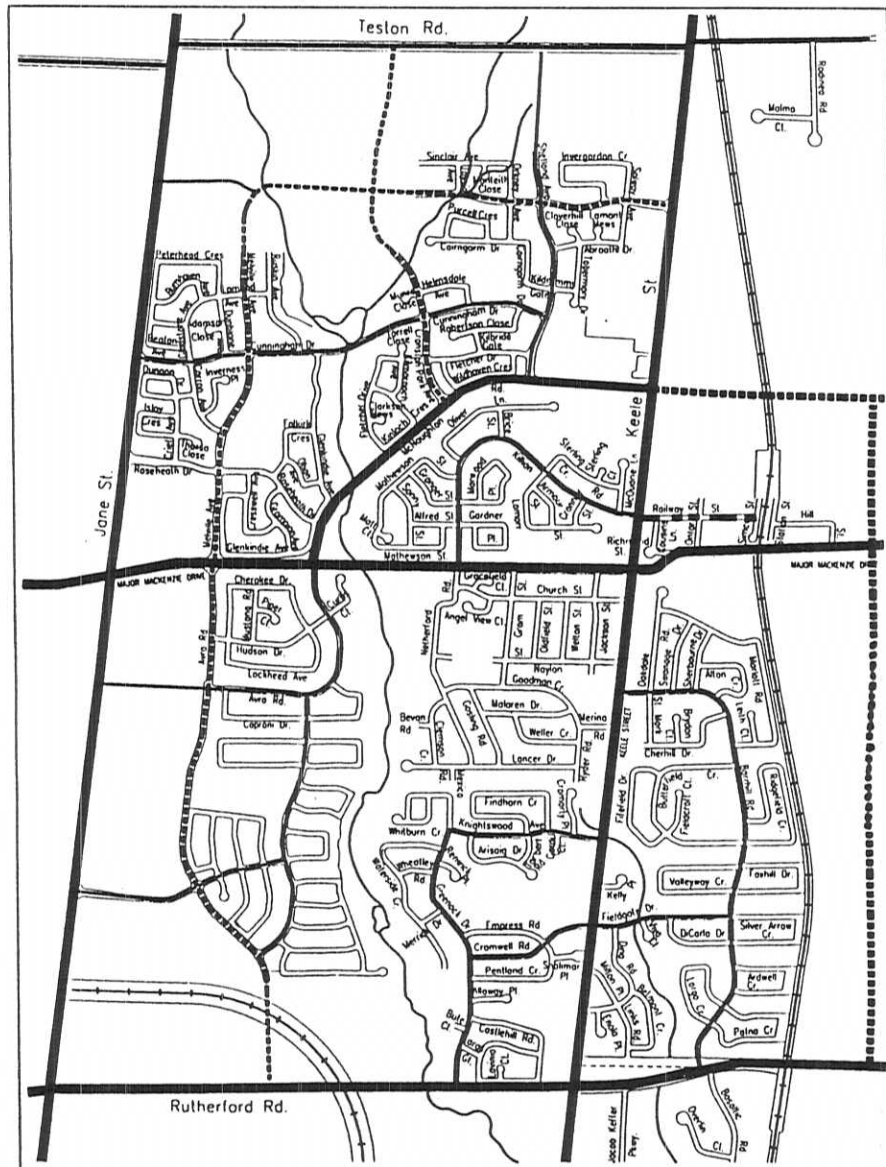
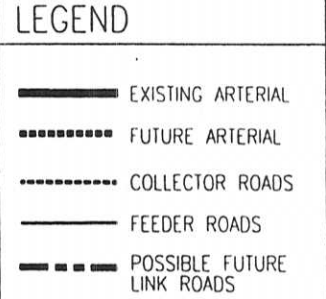


Fig. 2.3 Vehicular Circulation and Links



2.2.2 Traffic Circulation

The following measures are recommended:

1. Reduce the number of driveways in the office and core commercial areas with the creation of mutual accesses and shared driveways.
2. Promote the interconnection of rear parking and service areas in office and core commercial areas.
3. Install signage directing truck traffic around the core in the following areas:
 - Southbound traffic on Keele Street to use McNaughton to Major Mackenzie Drive, to access Jane Street and Hwy.400.
 - Eastbound traffic on Major Mackenzie Drive to use McNaughton to access Keele Street north.
4. Promote improvements to other arterial roads such as:
 - Extension of McNaughton Road east of Keele Street to Dufferin Street and Major Mackenzie Drive. This extension along with signage would assist in diverting east-west truck traffic around the core while still allowing them to pass through the community.
 - Widening of Rutherford Road to 5 lanes, as planned by the Region, between Bathurst Street and Keele Street.
 - Upgrading of Teston Road as a east-west arterial route through the Region with interchanges at Highways 400 and 404.

2.2.3 Traffic Calming

As input to the preparation of this report, Maple residents identified vehicular traffic along Keele Street and Major Mackenzie Drive as a major issue. While the volume of traffic is a concern, most complaints focussed on the speed of traffic and the resulting discomfort experienced by pedestrians while walking and crossing the streets.

There is a growing awareness on the part of planners and traffic engineers that the purpose of roads is not solely to act as a conduit for traffic. They also provide a setting for social interaction, walking, cycling and shopping. A balancing of these functions shall be achieved on the main streets through the Maple community, where the emphasis to date has focussed on the traffic function.

The concerns expressed by the community, combined with the unbalanced function of the street, point to a number of problems which can be mitigated by the implementation of traffic calming techniques. These include both passive and active measures.

a) Passive Measures

Traffic calming need not always require major alteration of the roadway to be effective. Policy or regulatory measures such as reducing the speed limit are generally of limited success. In the absence of either, any changes to the street environment or strict police enforcement, motorists are likely to continue to speed. Approaches to traffic calming which are designed to change the psychological impact of the street to the motorist are generally more effective. For example, the introduction of areas of visual interest along the street can have a slowing effect on drivers. This strategy revolves around the concept that the more activity and scenic the roadside, the more appreciative motorists will be of their surroundings and the slower their journey will be through the area.

EXAMPLES OF TRAFFIC CALMING MEASURES



Fig. 2.4

Image of Urban Streetscape with landscaped boulevards, large paved areas and on-street parking

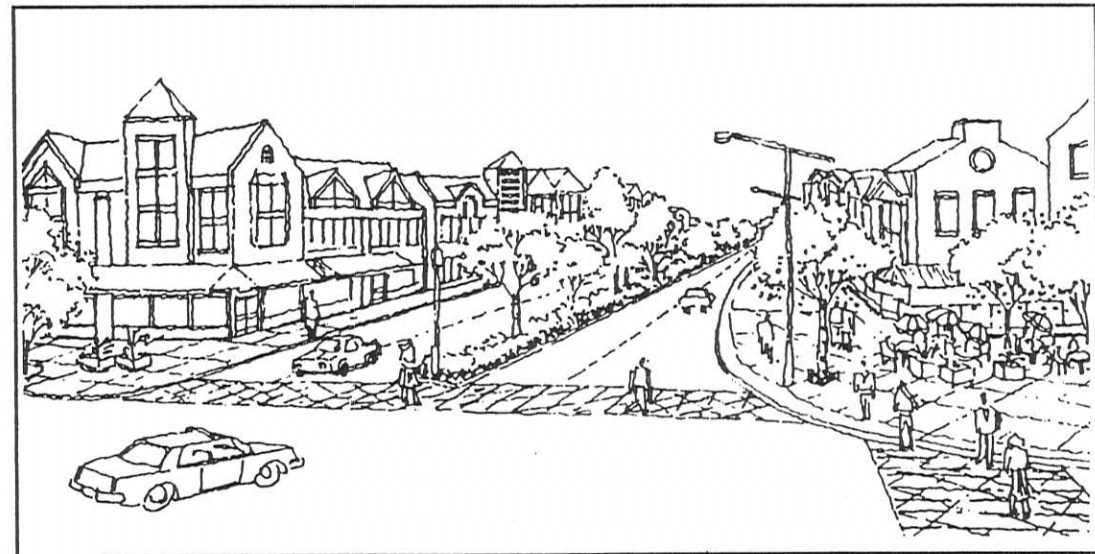


Fig. 2.5

Image of Urban Streetscape with a landscaped road median

The passive approaches recommended include:

- Intensifying and planting street trees closer to the curb to visually reduce the perceived width of the street and create a sense of enclosure.
- Improving the visual interest along the street by highlighting the presence of historical and architectural landmarks (ie. Beaverbrook House, Presbyterian Cemetery walls). Creation of focal areas identified for special treatment area, described in Section 4.
- Improvement of the general streetscape through the addition of decorative lighting, street furniture and landscaping.
- Urban Design: Locating buildings at or close to the street edge with a building massing which creates a sense of enclosure to the street.

b) Active Measures

Several traffic calming measures involve design changes to the road-bed. These changes can be minor, or entail major alterations of the roadway.

The following changes to the road bed are recommended:

- Changes in road surface. The use of interlocking concrete pavers or textured concrete strips across the road cause a slight vibration which cause the driver to slow down. These textural changes also alert the motorist to the change in the street's function and to pedestrian activity.
- These changes in road surface are recommended at the "gateways" to Maple, at several intersections and pedestrian crossings which are specifically identified in Section 3.

- Introduction of road medians. Road medians have the effect of visually reducing the width of the road and provide visual interest, particularly when the median is wide. Medians can be either landscaped where they are sufficiently wide (4m - 5m) or simply decorated with lights, flagpoles and flower containers. The locations in which road medians are recommended are shown in Section 3.
- In addition, The City and the Region may also give consideration to the installation of a speed table (a slightly raised section in the road), to reduce traffic speeds in the central core.

The following measures, which have a direct effect on traffic calming but do not involve alterations to road bed, are also recommended:

- Installation of traffic signals in specific locations. This can assist in slowing traffic as well as improve pedestrian circulation. Potential locations for signalization are identified in Section 3.
- Adjust the timing of traffic signal phases to encourage motorists to drive at the posted speed limit, removing the incentive to speed between traffic signals.
- Implement on-street parking in the existing curb lane during off-peak travel times or create dedicated parking bays in the boulevards. On-street parking creates a buffer between moving traffic and pedestrians. On-street parking in the curb lane reduces the number of traffic lanes during off-peak hours and also alerts motorists of the need to slow down and to be watchful for opening car doors, and cars entering and exiting the parking lane.

2.2.4 Planned Road Widths

The Region of York Official Plan Map 8 shows Major Mackenzie Drive and Keele Street as having planned widths of 36 metres reducing to 30 metres within the core of Maple. McNaughton Road which has an existing right-of-way varying from 40 m to 50 m is under the authority of the City of Vaughan.

a) 30 Metre Road Width

The existing right-of-way through the Maple core currently varies from 20 m to 30 m depending on where road widenings have been conveyed to the Region (usually as a condition of development approval). A four lane paved cross-section approximately 14.5 metres wide is currently provided on Major Mackenzie Drive and Keele Streets through the core. This results in narrow boulevards (2.75m) where there is only a 20 m road allowance, and wide boulevards (7.75 m) where the road widening has been conveyed to the Region.

The 2.75 metre wide boulevards are too narrow to allow for an appropriate sidewalk width, street trees, furniture, planters and lighting. The 7.75 m wide boulevards which the planned road allowance provide, are sufficiently wide to accommodate the development of a substantial pedestrian precinct on both sides of the road. The wide boulevards also provide the opportunity for the development of protected parking bays and the burying of hydro and other overhead utilities.

As four lanes of through traffic during peak travel times are currently required and are expected to continue to be required in the future to accommodate traffic volumes, a four lane cross section on each road needs to be protected. Use of the existing curb lane for on-street parking is also desirable and as such requires protection. In the event that significant volumes of through traffic can be diverted around the core in the future through improvements to other Regional Roads, (i.e. Rutherford

Road and Teston Road, extension of McNaughton Road east of Keele Street), it would be desirable to expand the use of the existing curb lane for on-street parking.

It is recommended that a 30 m road width be maintained through the Core on Keele Street and Major Mackenzie Drive as it provides the benefit of wide boulevards and greater options to the City in landscaping, while continuing to accommodate existing and future traffic volumes.

The additional width which a 30 m road allowance provides should not be used for the development of left-turn lanes on Keele Street or Major Mackenzie Drive through the core as this will have the effect of speeding up traffic, making the streets wider and more difficult for pedestrians to cross while reducing the boulevard's width.

b) 36 Metre Road Width

Most of the 36 m road widths are currently developed as 5 lane cross sections with a centre left turn lane. Portions of the centre left turn lane on Major Mackenzie Drive between Netherford Road and Gram Street, and Melville and McNaughton Road are recommended for development as landscaped medians, as shown in Section 3. The 36 metre road widths also provide 8 m wide boulevards with the opportunity to provide a sidewalk on both sides of the street and a staggered double row of street trees in some locations.

c) McNaughton Road 40 - 50 Metre Road Width

McNaughton Road is currently developed with two lanes, with left turn lanes at Cranston Park Avenue and at the St. Joan of Arc School. The upgrading of McNaughton Road to a 4 lane urban cross-section is included in the City's development charges by-law. The substantial width of the right-of-way provides a unique opportunity to develop a major landscaped street.

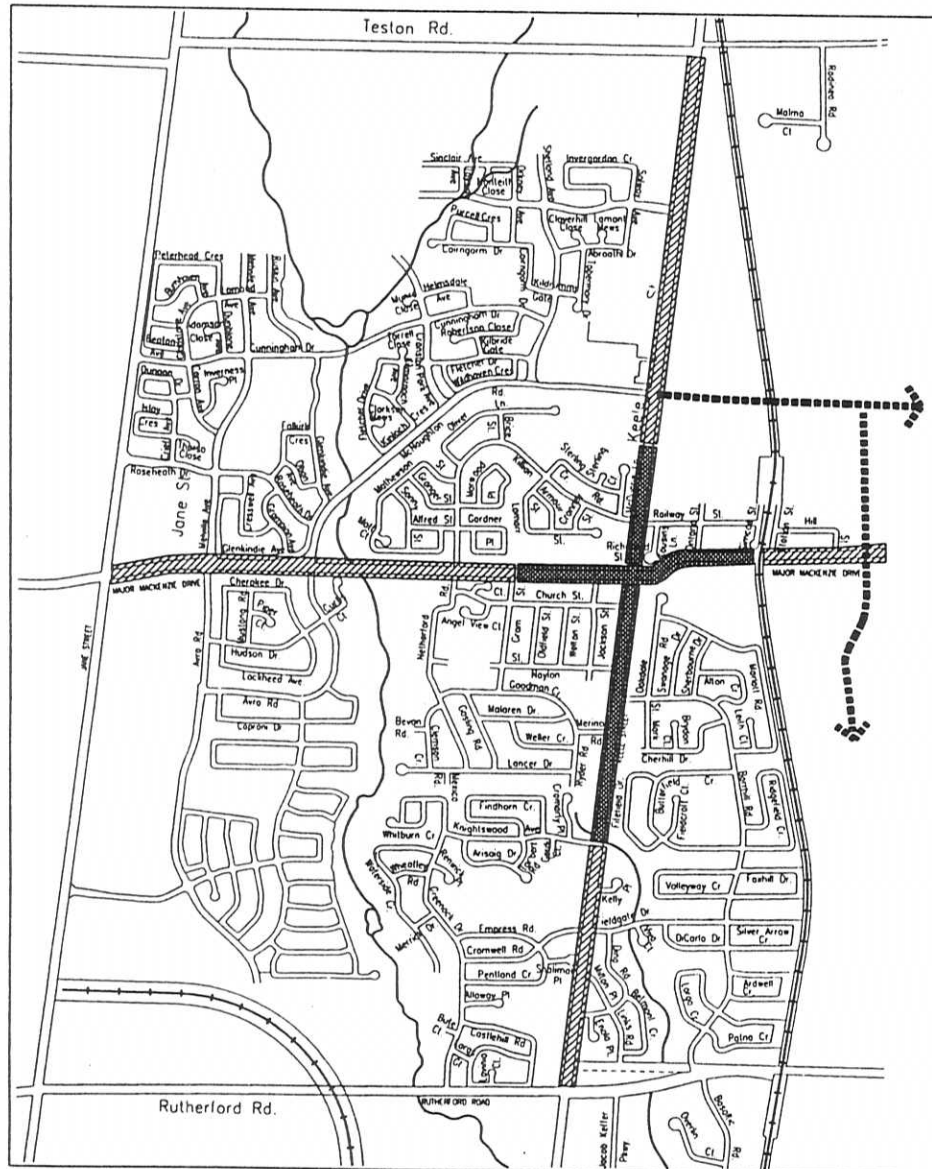


Fig. 2.6

Planned Right-of-way Map

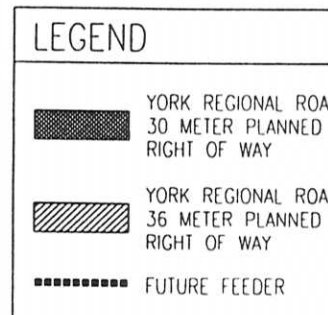
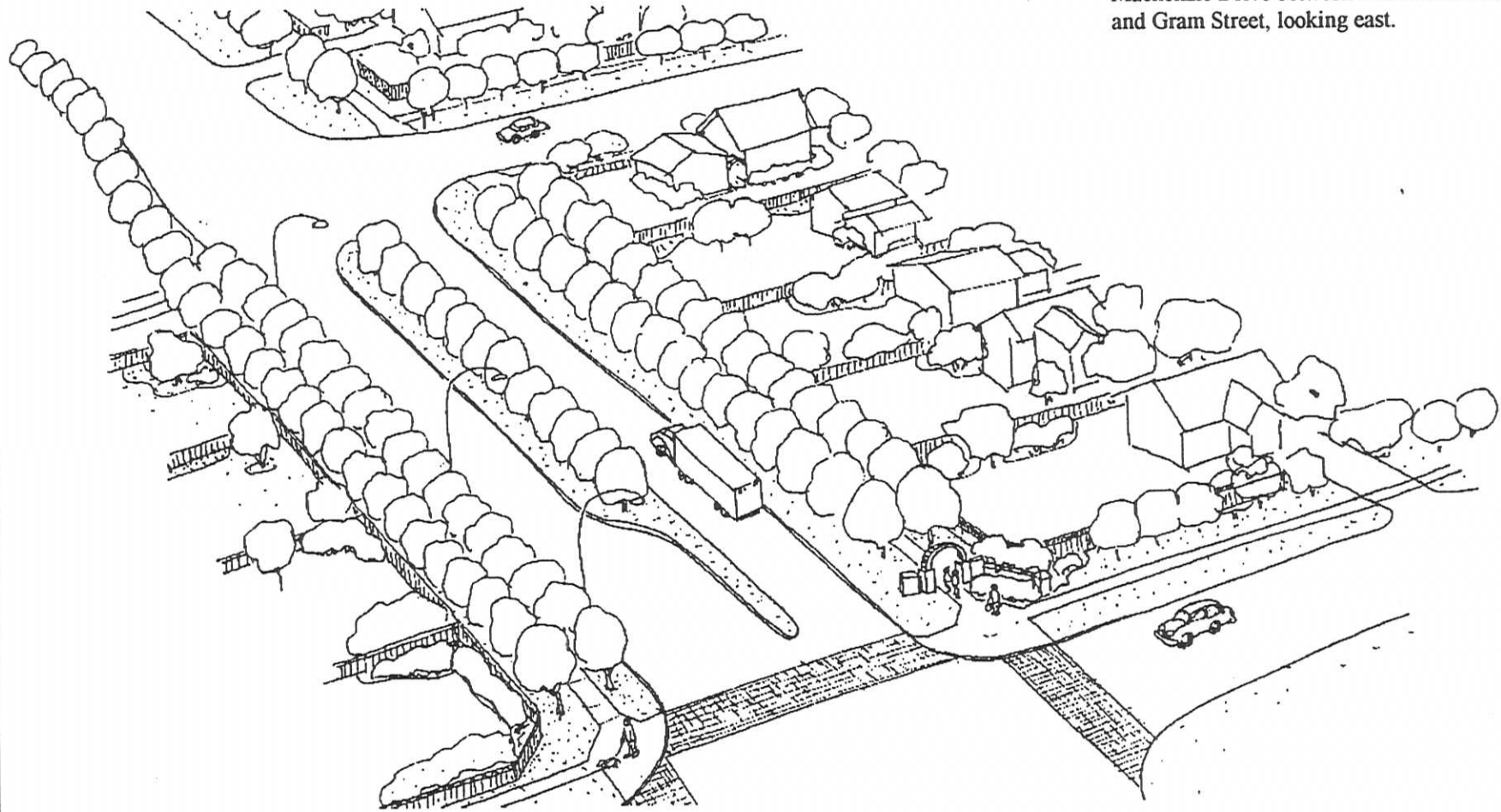


Fig. 2.7

Boulevard with Median.
Proposed landscape treatment on Major
Mackenzie Drive between Netherford Road
and Gram Street, looking east.



It is recommended that a landscaped centre median be included in the upgrading of the road. The right-of-way also allows for the development of a dedicated bicycle route linking the St. Joan of Arc School, the community centre, the open space trail system along the Don River, and in the future, the open space area on the rehabilitated Keele Valley landfill.

2.2.6 Proposed Public Parking

At present, ample public parking is available for the municipal offices and all other local public buildings and facilities (Maple Community Centre). With the recent relocation of the public works yards, additional land in this area may be available for future public parking. Additional parking closer to the Keele/Major Mackenzie intersection will be required when this area is redeveloped. Therefore, the possibility of a public parking area is shown to the north west of the intersection, see Fig. 2.2.

2.2.7 Public Transit

At present there is public transit service on Major Mackenzie Drive, Keele Street and McNaughton Road. Only a few of the bus stops currently have shelters, others are not connected to sidewalks and are poorly identified. The bus service is linked to the GO Station located on Station Street, to the north-east corner of the Keele/Major Mackenzie intersection.

In order to encourage greater levels of transit use, the Official Plan Amendment No. 350 contemplates a higher level of residential and employment uses, contained either separately or in mixed use developments.

With the intensification of the core, provision should be made for the installation of bus shelters along all arterial roads (see Fig. 2.8). Bus shelters should be located according to the following criteria :

- at locations where the level of transit ridership boarding the system warrants their installation;
- 250 metres to 300 metres apart;
- close to institutional or recreational uses;
- close to intersections with residential subdivision roads and major pedestrian paths;
- at major transfer points.

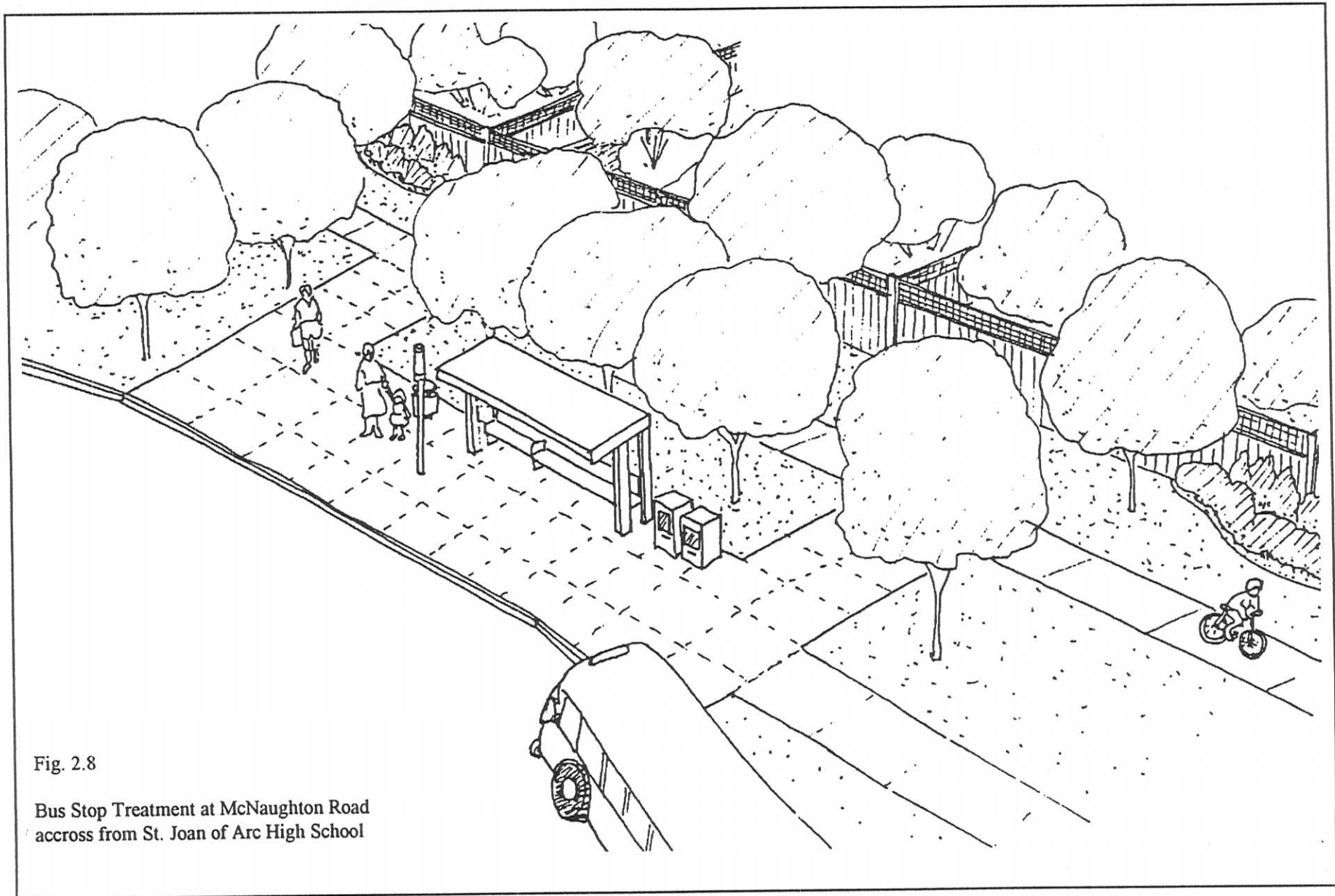


Fig. 2.8

Bus Stop Treatment at McNaughton Road
across from St. Joan of Arc High School

2.0 CONCEPT PLAN

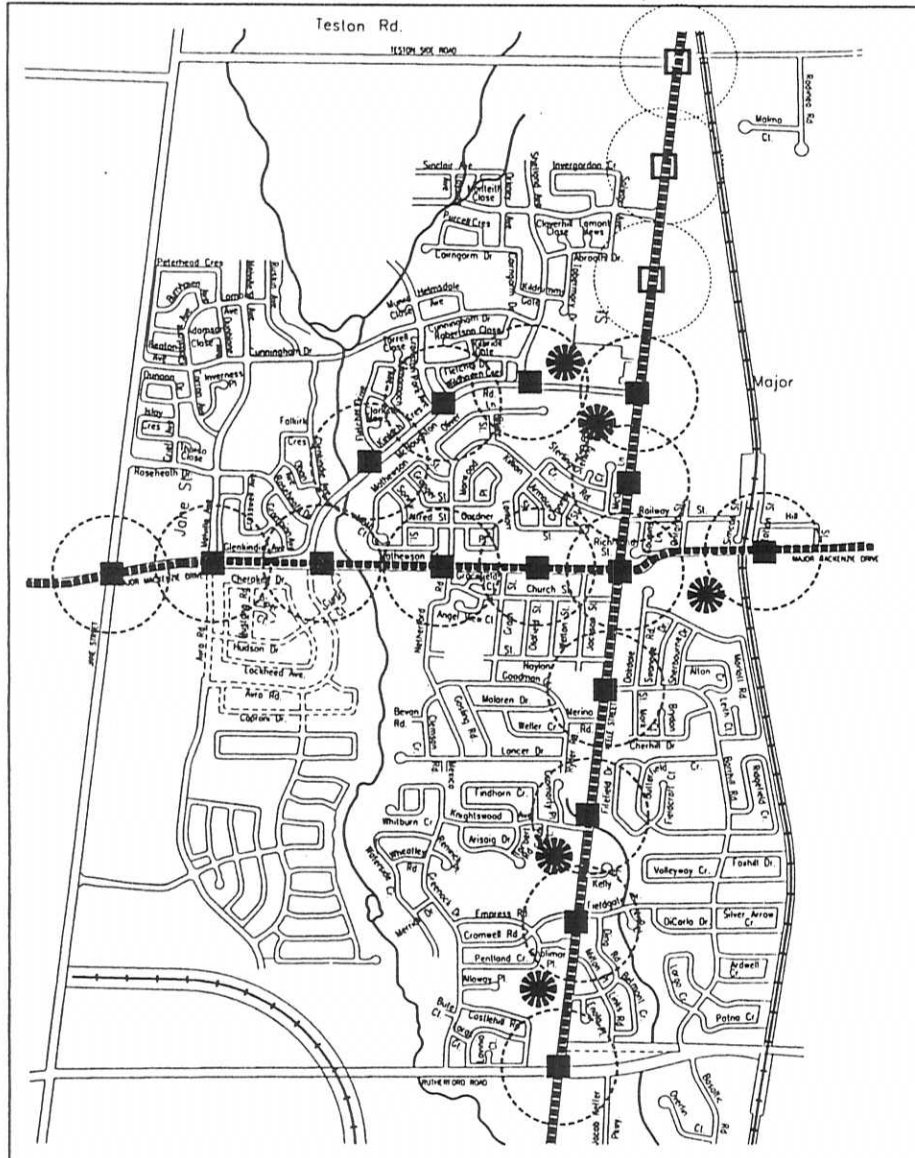
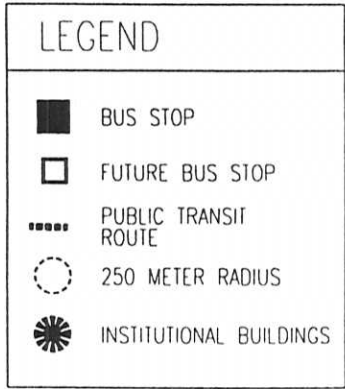


Fig. 2.9 Public Transit



2.2.8 On-Street Parking

A portion of future public parking requirements can be achieved with on-street parking. It is considered to be a good traffic calming measure and it provides a buffer between moving vehicles and pedestrians. It also makes maximum use of the existing infrastructure, avoiding duplication of paved surfaces by reducing the number of driveways and the overall amount of paved area required for parking. On-street parking can be implemented at off peak hours, so that it will not increase traffic congestion, while providing convenient parking for retail and business patrons. Potential locations for on-street parking are identified in Section 3.

Prior to the implementation of on-street parking in any area, a further review should be conducted to confirm that it is warranted, and that the adjacent urban form is conducive and complementary to on-street parking.

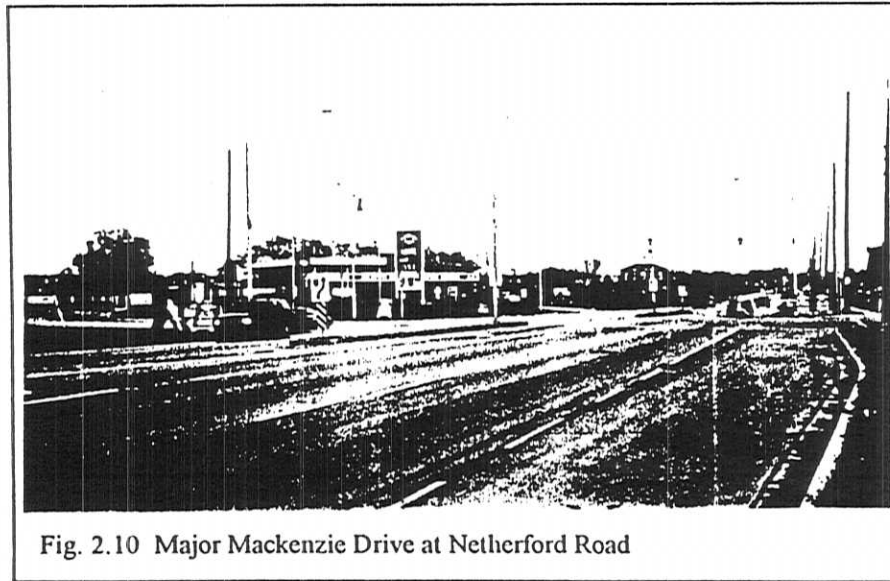


Fig. 2.10 Major Mackenzie Drive at Netherford Road

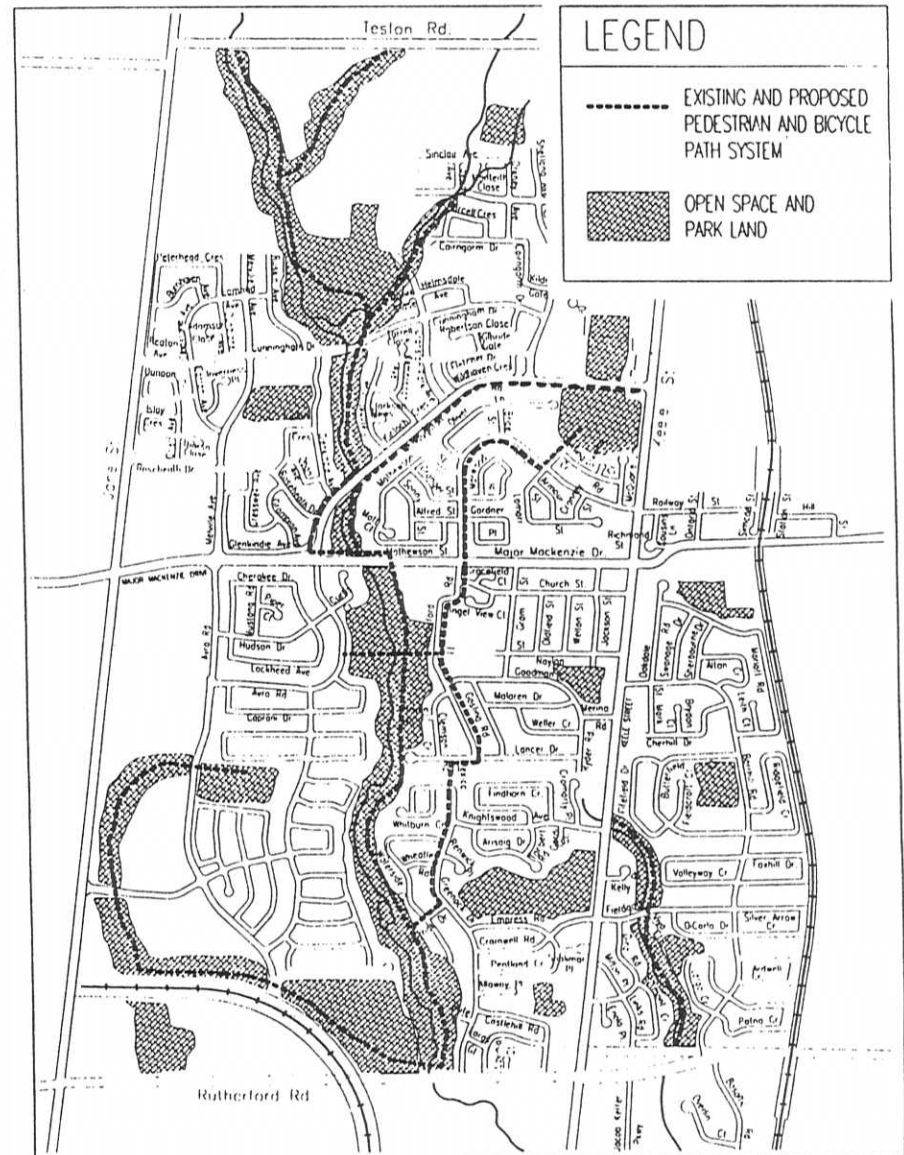


Fig. 2.11 Existing Open Space, Park Land and Major Pedestrian- Bicycle Routes

2.3 STREETScape CONCEPT

The Streetscape Concept Plan is based on a series of design measures addressing pedestrian circulation, the creation of new and improved pedestrian routes and connections, improvement to vegetation and streetscape features along the main roads; the creation of several pedestrian facilities throughout the area, and a major pedestrian square at the south-east corner of Major Mackenzie Drive and Keele Street. (See Section 4, Focal Areas).

Specifically, the Concept Plan addresses the following elements:

- Pedestrian Circulation
- Landscape Elements
- Vegetation
- Pedestrian Surfaces
- Fencing and Walls
- Parks and Gateway Features

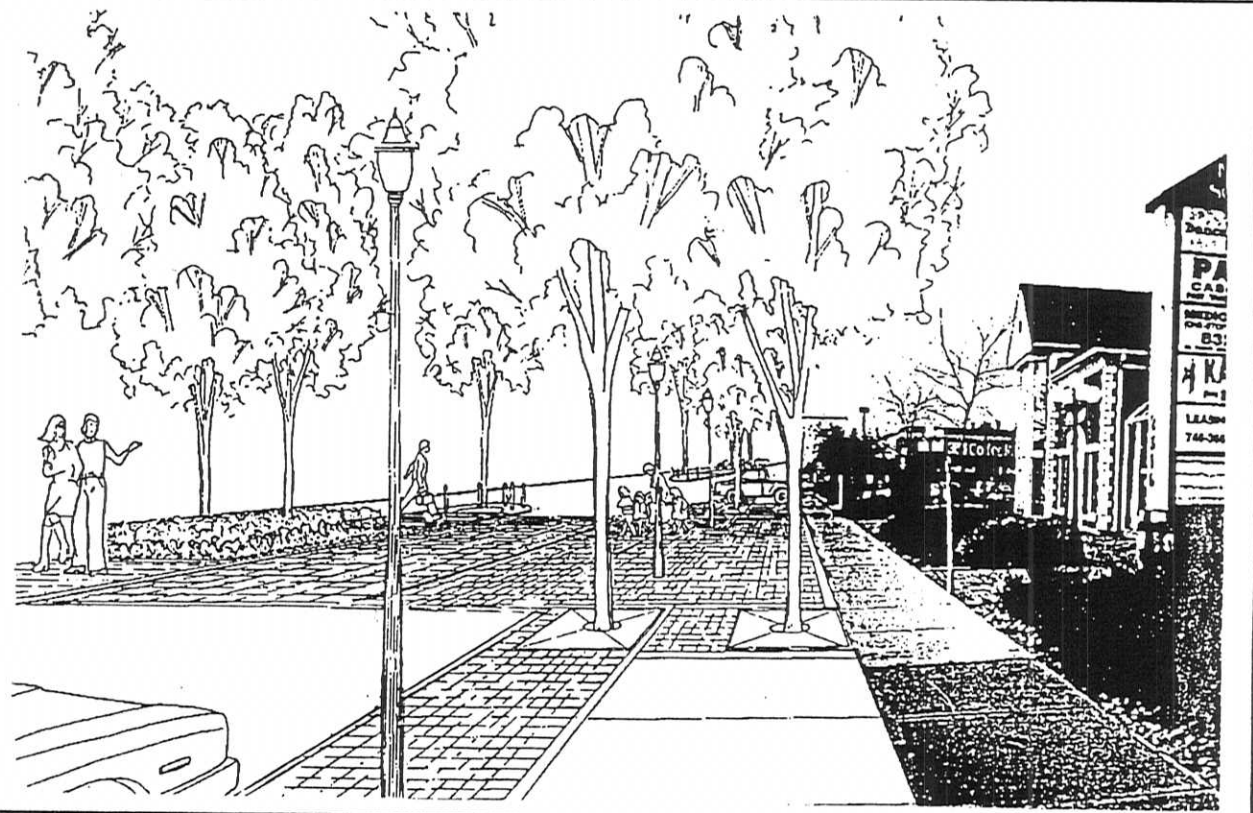


Fig.2.12

Example of Potential Streetscape Treatment at Pedestrian Crossing

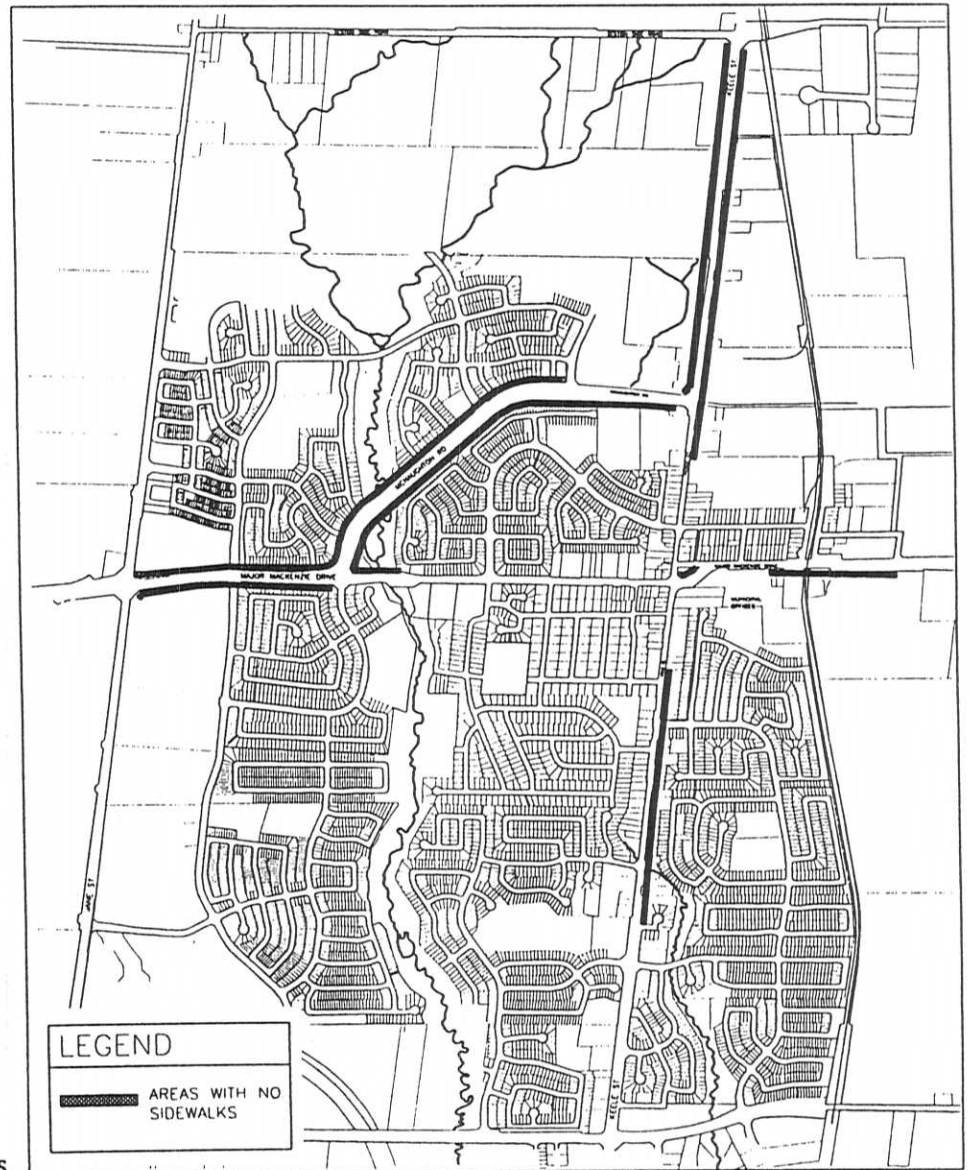


Fig. 2.13 Area where sidewalks are not currently provided along Main Streets.

2.4 PEDESTRIAN CIRCULATION

2.4.1 Proposed Pedestrian Circulation

Improvements to the overall pedestrian system in the community of Maple are based on the following measures:

1. Extension of existing sidewalks along Keele Street, Major Mackenzie Drive and McNaughton Road at those locations where no sidewalks exist at present.
2. Widening of pedestrian sidewalks along portions of Keele Street and Major Mackenzie Drive, within the core, (see figs. 2.14 and 2.15).
3. Improvement of pedestrian crossings at key locations.
4. Improvement of pedestrian connections between main and side streets.
5. Creation of pedestrian connections between the main streets and the open space system.
6. Creation of a major public square at the Keele Street, Major Mackenzie Drive intersection.

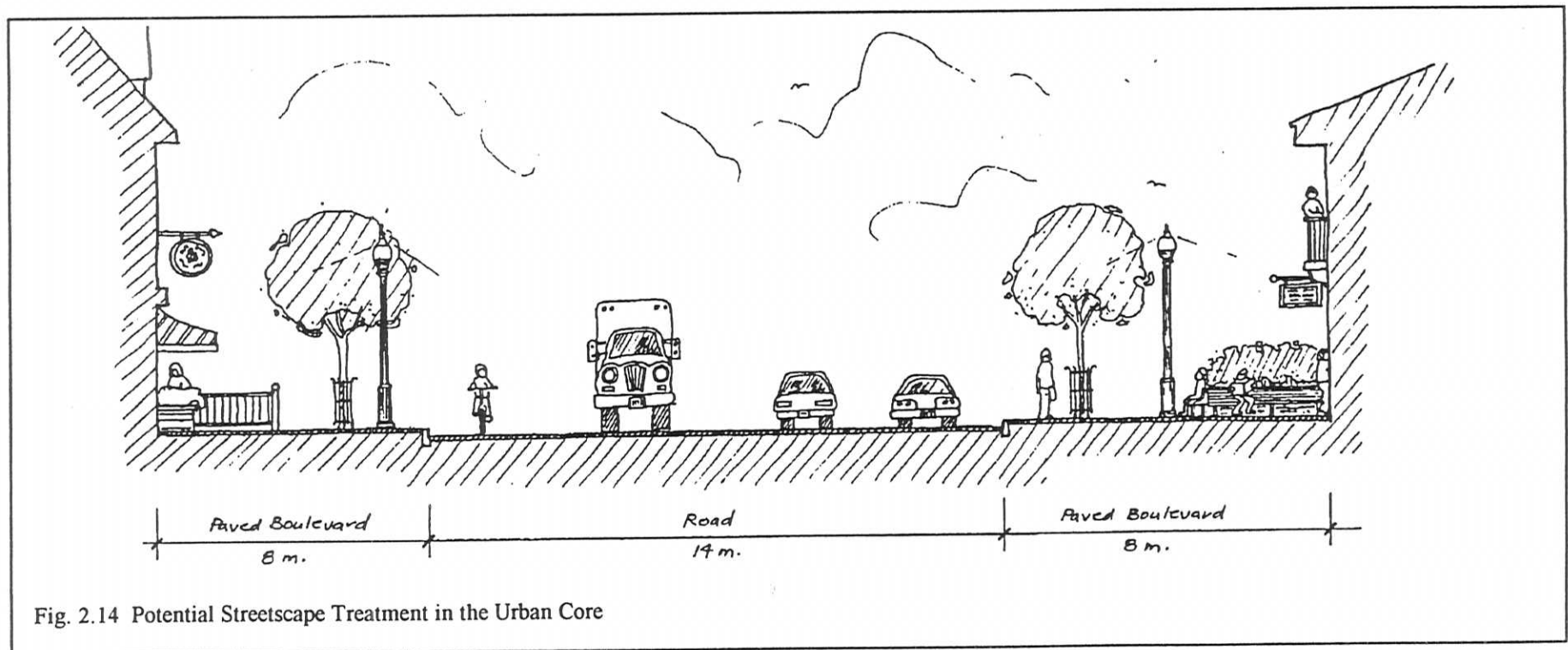


Fig. 2.14 Potential Streetscape Treatment in the Urban Core

2.5 LANDSCAPE PRESERVATION

Along the main streets the vegetation has been highly impacted by road widening and by stress due to salt spray, saline soils and the drying effect of wind turbulence generated by increased traffic. The few remaining mature maples, in particular on Keele Street south of Barrhill Road, do have a significant presence and recall an earlier streetscape where continuous rows of shade trees occupied much wider boulevards. The planting of maples must have been in response to the name of the community and

to the presence of native maple trees in the area. Although the remaining maples appear to be mainly Norway maples, they are nevertheless worthy of preservation. A tree maintenance program to ensure irrigation, fertilizing and sensitive pruning should be enacted as part of the Parks operations. Natural areas which intersect the streets shall be preserved and enhanced, namely the Don River crossings at Major Mackenzie Drive and McNaughton Road, and the small stream at the intersection of Keele Street and Knightwood Avenue.

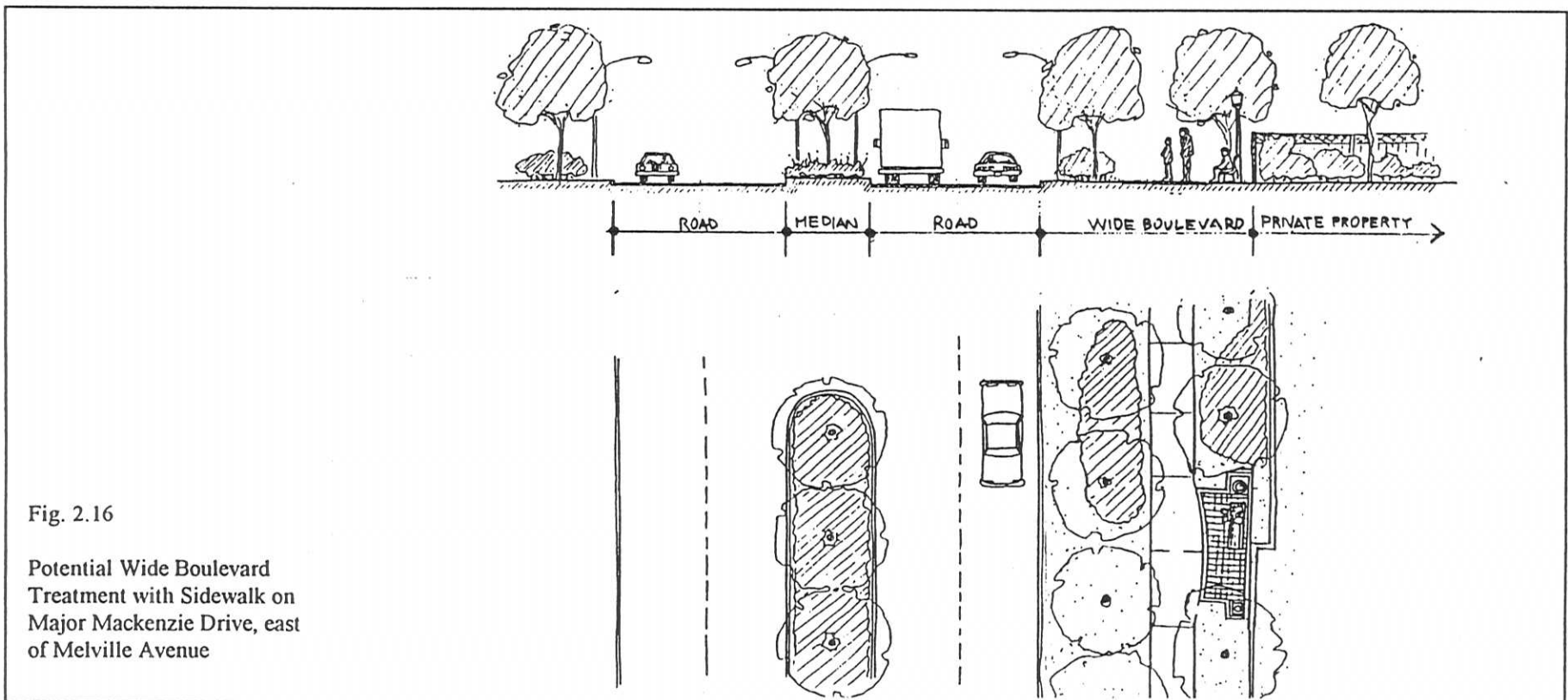


Fig. 2.16

Potential Wide Boulevard Treatment with Sidewalk on Major Mackenzie Drive, east of Melville Avenue

2.6 VEGETATION

2.6.1 Planting Strategy

An urban forestry planting strategy is key to the improvement of the streetscape. The "old" maples have almost disappeared and the newly planted trees on the boulevards have presently little visual effect, owing to their young age and their generous spacing. In the historic core portions of the boulevard of both Keele Street and Major Mackenzie Drive are of insufficient width (c. 2.5m) for tree planting. Furthermore, there are stretches of wide boulevards (c. 8.0m) where there are no trees present, such as on Major Mackenzie Drive between Jane Street and McNaughton Road. The informal "foundation" plantings along the acoustical walls featuring both evergreen and deciduous trees and shrubs are quite effective in softening the effect of noise attenuation walls.

2.6.2 Narrow Boulevards

In the case of narrow boulevards (c.2.5m), trees should be planted to the inside of the sidewalk which in these cases usually abuts the street curb. This arrangement results in trees located approximately 2 metres from the curb. The existing narrow boulevards within parts of the core are to be widened as redevelopment occurs and the planned road width widening shall be conveyed to the Region of York. Boulevards within the Core shall have a maximum width of approximately 8.0 metres, with a reduced width where necessary to allow the preservation of heritage structures.

2.6.3 Planting in Hard vs. Soft Surfaces and Containers

When undertaking streetscape improvements, it must be acknowledged that soft surfaces (e.g. grassed areas or planting beds) provide healthier planting sites than unit paver surfaces.

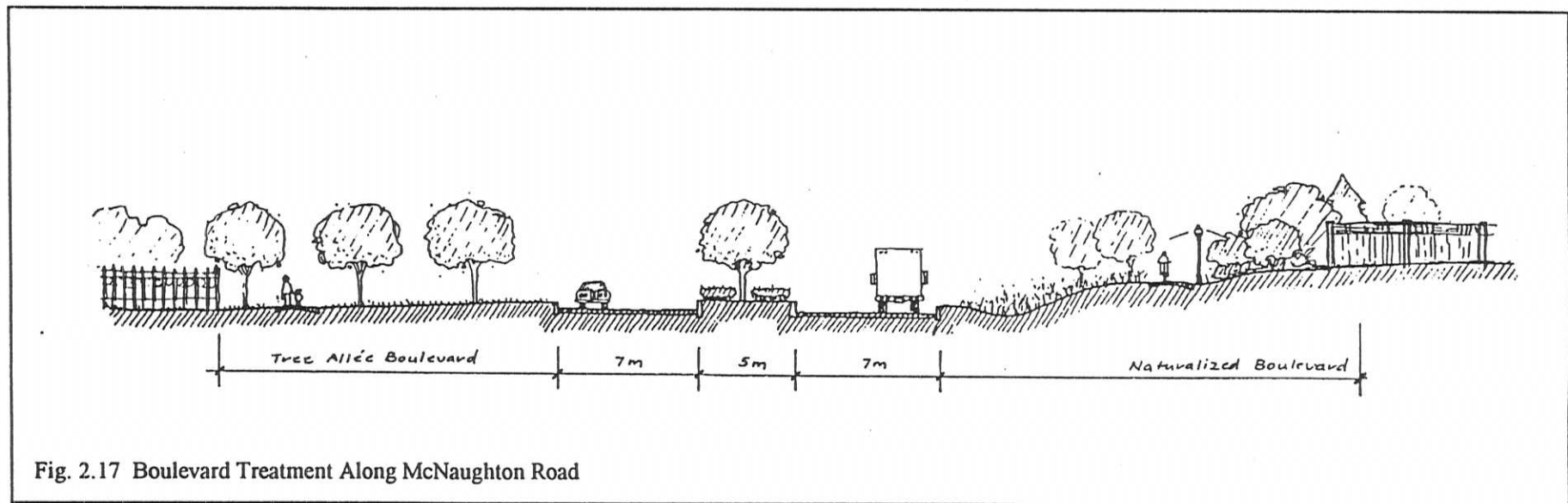


Fig. 2.17 Boulevard Treatment Along McNaughton Road

or containers. Trees planted in hard surfaces and/or containers will need greater care relative to watering, aeration and fertilizing. In the core area, where hard surfaces will prevail, it is recommended that trees be planted "in-ground" rather than in containers. Where possible the "surrounds" of trees planted in hard surfaces should be slightly elevated to create a planting bed at the base of the trunk for better cultivation and floral displays. Containers should be reserved for small shrubs, annuals and floral displays. Drought resistant species are better suited to soil conditions beneath hard surfaces and in containers.

2.6.4 Broad Boulevards

On the broad boulevards abutting new subdivisions there is ample space for the planting of a double row of trees. Along some sections of main streets there are also opportunities for three rows of trees: one on the inside of the sidewalk and two between the curb and the sidewalk, such as on McNaughton Road. This amount of planting will alleviate the present featureless roadside and serve to visually reduce the width of the road allowance.

2.6.5 Road Medians and Parkettes

Along the main roads it is possible in the future to create center line medians wide enough for tree planting; this will have the effect of visually narrowing the street width, providing added space for banners and other promotional graphics. To prolong the survival of vegetation, it is recommended that medians be, wherever possible, 5 metres wide. The planting beds of road medians should be elevated for better display and protection from road salts. Beds can be planted with a variety of hardy perennials such as goutweed and daylilies and then mulched. Vegetation within parkettes can be quite ornamental with emphasis on flowering trees, shrubs, groundcover and perennials with a low maintenance objective.

2.7 PEDESTRIAN SURFACES

2.7.1 New Sidewalks

There are presently lengthy segments of the boulevard that lack sidewalks, in particular the east side of Keele Street south of Major Mackenzie Drive (see Fig. 2.13). It is recommended that the sidewalks installed along Keele Street and Major Mackenzie Drive be 1.5 m wide. These should be widened at pedestrian nodes in order to accommodate increased pedestrian volumes. In the historic core and where boulevards are relatively narrow, the sidewalk should be widened to include the whole boulevard.

Consideration should also be given to the relocation of stretches of sidewalk that at present create a hazardous environment for pedestrians. One such opportunity is on Major Mackenzie Drive just east of the railway bridge where the sidewalk is located in a very narrow strip between the curb and the base of a high retaining wall.

2.7.2 Intersections and Pedestrian Crossings

It is recommended that sidewalks at major intersections, being key nodal points for pedestrians, should be developed as small pedestrian squares. In addition to hard surface paving, vegetation, streetscape furniture and seating, ornamental features such as sculpture and fountains should become important components of these areas.

It is also recommended that special attention be given to the treatment of pedestrian crossings. They should have a texture distinct from the asphalt roadway and should be well marked and lit. Pedestrian paving surfaces should extend across the street or driveways in designated crossing areas.

2.7.3 Paving Pattern

It is recommended that hard surface treatment be introduced to counter the overwhelming presence of asphalt surfaces. The paving pattern should unify pedestrian surfaces while still allowing for a variety of treatments to respond to distinct urban contexts, such as the historic core, parkettes and landmark areas.

The use of a variety of patterns, colours and paver sizes is important in order to avoid the cosmetic and "broad-brush-treatment" of highly planned and regulated environments. A set of paver sizes and colours are recommended to be used in combinations to create a rich, yet coherent pattern throughout the streetscape. Concrete surfaces can also be integrated into the decorative paving design. The use of patterned and textured concrete can also be used within the travelled portion of the main streets.

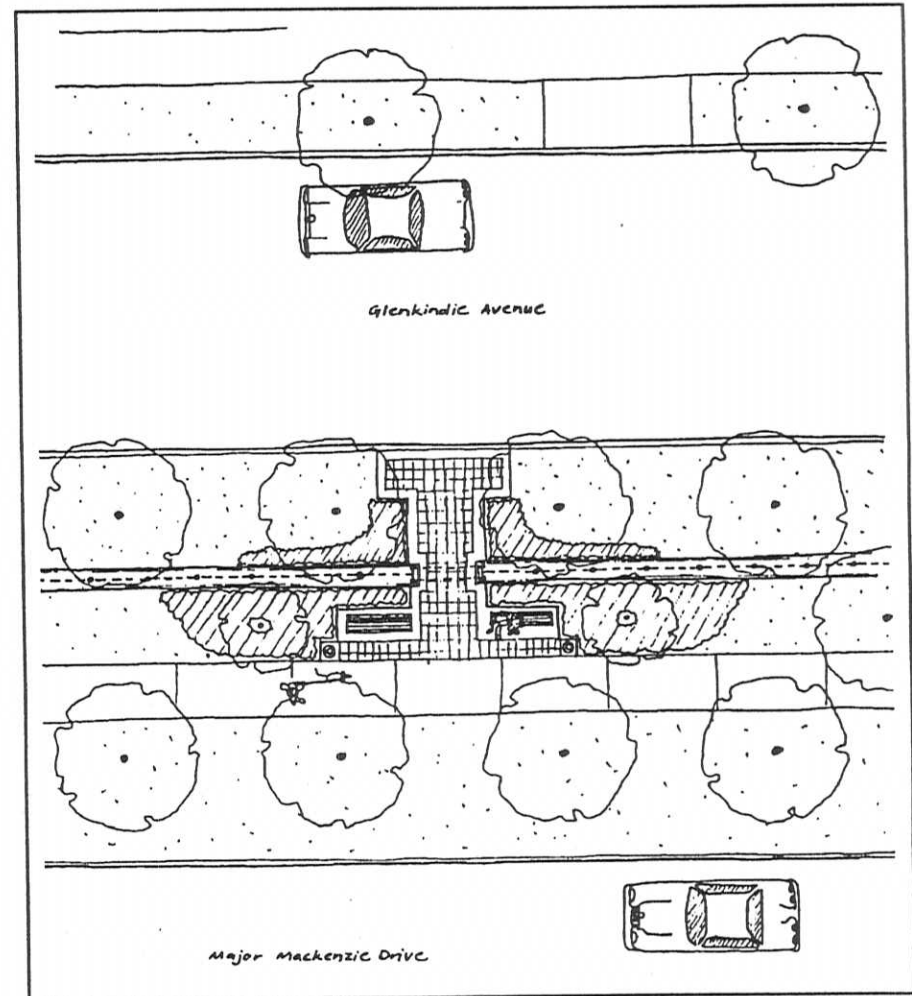
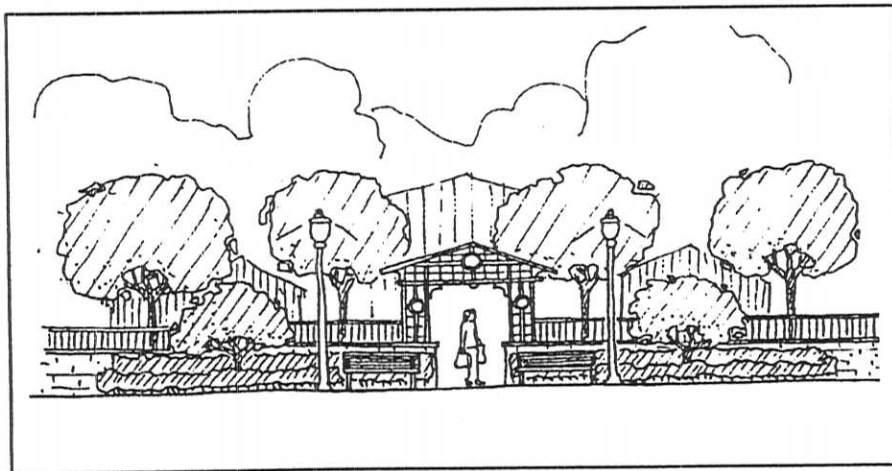


Fig. 2.18 Potential Pedestrian Connection to Main Street from Adjoining Single Loaded Streets / Glenkindie Avenue at Major Mackenzie Drive Elevation (Right) and Plan View (Above).

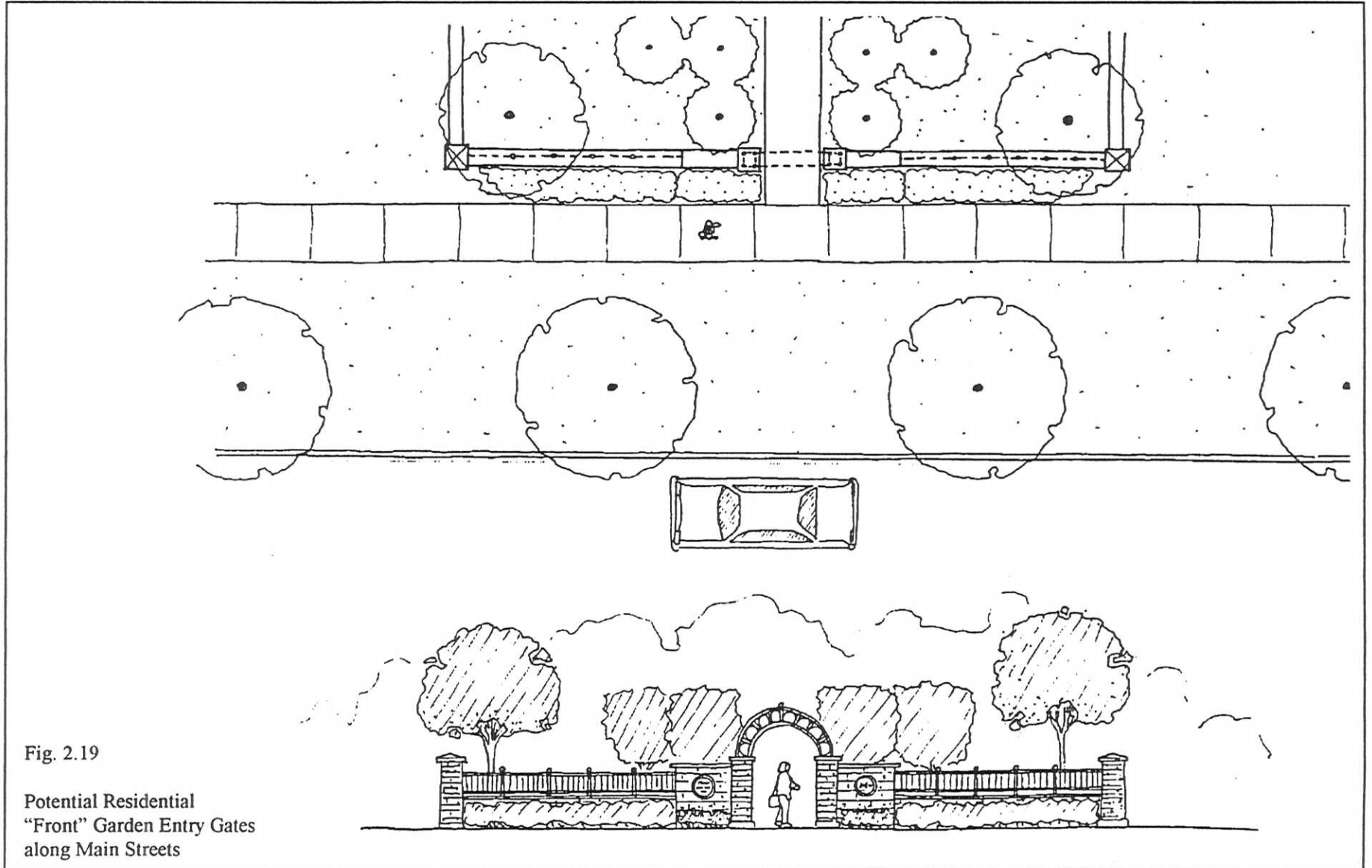


Fig. 2.19

Potential Residential
"Front" Garden Entry Gates
along Main Streets

2.8 FENCING AND WALLS

2.8.1 Acoustical Walls:

Given the permanent nature of acoustical walls, strategies need to be put in place to transform the existing "thoroughfare" quality of Major Mackenzie Drive and Keele Street into "community street" environments. As gradual streetscape and urban improvements take place, effectively reducing vehicular speed, acoustical walls may be opened-up allowing pedestrian connection to the main streets. Also, individual access may be opened from the street to private "backyards" with the erection of "garden gates". This will not only result in increased pedestrian circulation and related activities on the street but will also add greatly to the streetscape amenity (see Fig. 2.20).

Each entry gate may be shared by adjoining residents. However the garden gates may be so designed to still respect privacy between neighbors and between public boulevards and private properties. These entries should assume a "garden" appearance with pergolas, trellises, flowering vines and other ornamental features. Pedestrian lighting at these entry points may also be considered as an added feature to provide safety. This type of treatment should become the standard for any new acoustical walls on the main streets.

2.8.2 Garden Walls

To define the pedestrian connections from the boulevards to various street-side amenities and facilities, entrance landscape features are recommended, (see Fig. 2.19). These pedestrian "gateways" in combination with masonry walls and hedges can be erected at the entry points of parkettes, cul-de-sacs, off-street parking areas and private forecourts.

2.9 PARKS AND COMMUNITY GATEWAYS

2.9.1 Gateways

At the edges of the Community of Maple, gateways shall be developed to mark boundaries and alert motorists that they are entering Maple. These gateways should not simply function as "billboards" identifying the community but should become part of the overall streetscape program. Gateways can include a sculptural feature designed to evoke the identity of the Community. There will be four such features in total, one at each entry point to the Community. On Major Mackenzie Drive the recommended location is just to the east of the rail line for the east entrance, at the Jane Street intersection for the west entrance, on Keele Street at Teston Road for the north entrance and at Old Rutherford Road for the south entrance. (See Fig. 2.25).

2.9.2 Parks and Open Spaces

The valley system of the Don River runs through the middle of the Community in a north west - south east direction, providing ample open spaces for outdoor passive recreation. The open space system already includes some pedestrian and bicycle trails, with additional trails planned. Pedestrian gateways to open spaces are recommended at the following locations, along main streets:

- McNaughton Road and the Don River.
- Major Mackenzie Dr. at St. David Church and the Don River.
- Keele Street at Knightswood Road and the Don River.

It is recommended that a dedicated pedestrian public square be created at the south east corner of the Keele Street Major Mackenzie Drive intersection, utilizing the existing land beside the Beaverbrook house (see Fig. 4.3). Ample parking facilities are present in the surrounding area to accommodate the needs of both local residents and out-of-town visitors during community events.

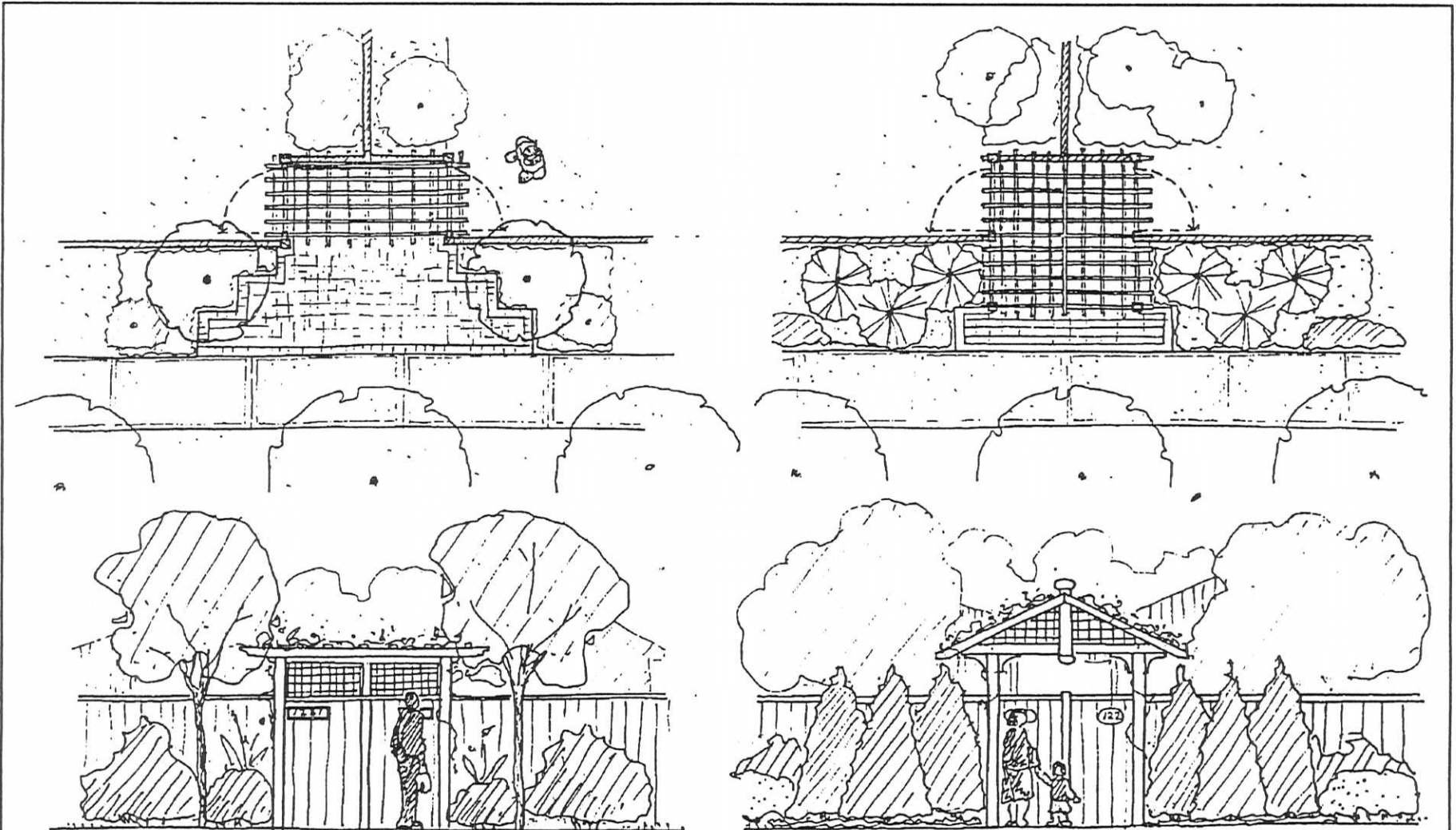


Fig. 2.20 Potential Treatment of Acoustical Walls for Future Residential Development Abutting Main Streets

2.10 UTILITIES

2.10.1 Existing Hydro Lines and Utilities

At present, electrical power lines are located above ground on Keele Street, Major Mackenzie Drive and McNaughton Road. The power system on these roads plays an important role in the overall distribution network of Vaughan and provides power locally to commercial and residential customers. The existing hydro poles are utilized by the City of Vaughan for roadway lighting, as well as Bell Canada and Shaw Cable for their communications circuits. The lines on Keele Street and Major Mackenzie Drive have been upgraded to Vaughan Hydro's 28 KV standards including new poles with the exception of the poles on Major Mackenzie Drive between Jackson Street and Gram Street.

2.10.2 Installation of Underground Utilities

Priority areas for the burying of the overhead lines are identified on Fig. 2.22. Advantages to placing the lines underground include improving the appearance of the streetscape, greater flexibility in street tree planting, greater safety to the public and less exposure to interruptions due to weather conditions.

Disadvantages include the higher initial cost, less flexibility when additions or system changes are required, and in some cases, longer time for locating line faults and more difficult repair work.

- PRIORITY AREA 1

This area reflects the most central area of the core extending outward in each direction from the intersection of Keele Street and Major Mackenzie Drive. The burying of lines in this area would have the greatest benefit to the community in terms of visual improvements to the Streetscape.

- PRIORITY AREA 2

This area is considered to be of a lower priority than Area 1 for the burying of overhead lines. However, should opportunities arise in the future for burying lines in Area 2, they should be fully investigated and pursued as it represents the most appropriate limit for the installation of lines underground.

2.10.3 Design Considerations

There are many design considerations that would need to be considered when placing power lines and other services underground. In the Maple Core area three methods will be used to install underground hydro lines: the buried installation of cables in sodded areas; a duct bank in areas of high vehicle traffic and a maintenance hole system to split up long runs of the duct bank.

This report does not address the actual technical design of the system. However, it is important to note that the design of the streetscape improvements whether they occur in advance of, or in conjunction with the burying of power lines, need to reflect the land requirements for the underground system.

2.10.4 Land Requirements

Even though the distribution system is placed underground, surface mounted equipment will still be required. Padmount switchgears and transformers are examples of such equipment. Their size and area requirements are as follows

- Switchgear:

Box Dimensions	2.1m x 2.1m
Min. Unrestricted Area	6.0m x 6.0m
- Transformer:

Box Dimensions	1.2m x 1.0m
Min. Unrestricted Area	4.0m x 4.0m

Vaughan Hydro requires that the underground distribution systems be contained in a utility corridor (trench) measuring 2 metres in width and where necessary, include a 3 metre wide easement. Although the alignment of the trench is flexible, it is preferable that the 2 metre wide corridor under the boulevard be generally straight and clear of trees, light poles, etc., for ease of installation and maintenance.

Figure 2.21 shows a preliminary design of switchgear and transformer placements based on existing and future needs in the Priority areas.

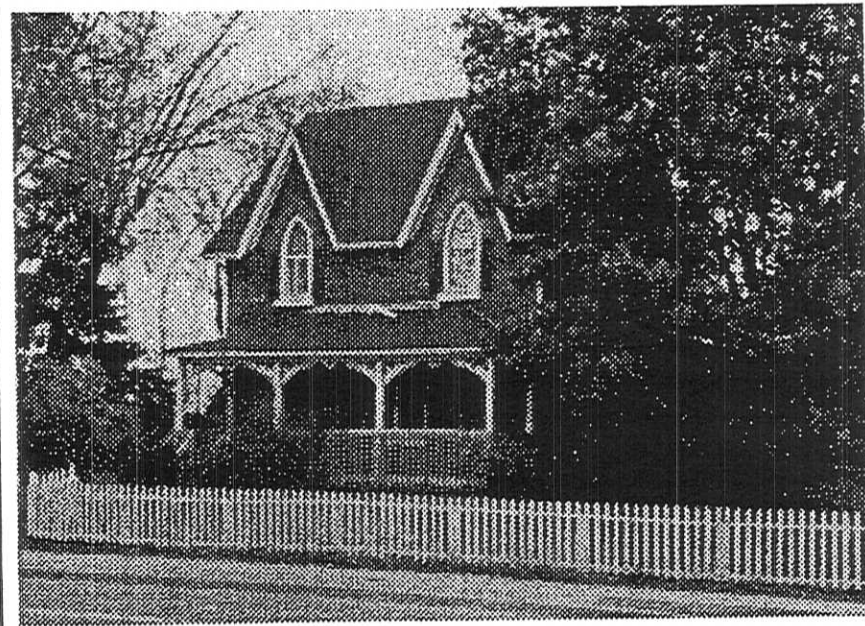


Fig. 2.22 Heritage House on Keele St.

2.11 HERITAGE LANDMARKS

Maple is endowed with several buildings and landmarks of significant architectural value. Unfortunately, the present streetscape character favours vehicular movement over pedestrian needs, hence reducing the visual impact of the heritage sites. To enhance the historical quality of these landmarks it is recommended that special streetscape treatment be given to the Octagonal House and the Maple United Church Cemetery / CN Rail underpass, on Major Mackenzie Drive, and to the Beaverbrook House, St. Andrew's Church and the Presbyterian Cemetery on Keele Street. (For the recommended design treatment refer to section 4 - Focal Areas).

2.12 HERITAGE PRESERVATION

There are at present, twenty (20) heritage structures in the Community of Maple that are identified in the City of Vaughan Inventory of Significant Heritage Structures dated May, 1991. There are a further 26 heritage structures included in the Maple Inventory, 1987. (See fig. 2.23).

Heritage structures in the City's Inventory which have historical and/or architectural value should be preserved in their original location and incorporated into any proposed redevelopment. In order to ensure their preservation it is recommended that incentives be developed to help the private sector defray the cost of building restoration.

General improvements and additions to heritage buildings may be encouraged. All new additions and/or modifications should respect the heritage characteristics of these structures. Generally modifications to heritage buildings should only be allowed within the context of the following situations:

-



LEGEND

- GROUP 1
 1. 9719 KEELE STREET
 2. 9773 KEELE STREET
 3. 9860 KEELE STREET
 4. 9891 KEELE STREET
 5. 9954 KEELE STREET
 6. 9995 KEELE STREET
 7. 10049 KEELE STREET
 8. 10101 KEELE STREET
 9. 2660 MAJOR MACKENZIE DRIVE
 10. 437 GLENKINDIE AVENUE
 11. 30 STATION STREET
- ▲ GROUP 2
 1. 9901 KEELE STREET
 2. 9944 KEELE STREET
 3. 10125 KEELE STREET
 4. 10370 KEELE STREET
- GROUP 3
 1. 9697 KEELE STREET
 2. 9715 KEELE STREET
 3. 9986 KEELE STREET
 4. 10137 KEELE STREET
 5. 10525 KEELE STREET
- ★ MAPLE INVENTORY
 1. 9690 KEELE STREET
 2. 9796 KEELE STREET
 3. 9907 KEELE STREET
 4. 9920 KEELE STREET
 5. 9983 KEELE STREET
 6. 9980 KEELE STREET
 7. 10028 KEELE STREET
 8. 10084 KEELE STREET
 9. 10089 KEELE STREET
 10. 10103 KEELE STREET
 11. 10108 KEELE STREET
 12. 10114 KEELE STREET
 13. 10117 KEELE STREET
 14. 10128 KEELE STREET
 15. 10197 KEELE STREET
 16. 10424 KEELE STREET
 17. 2126 MAJOR MACKENZIE DRIVE
 18. 2134 MAJOR MACKENZIE DRIVE
 19. 2142 MAJOR MACKENZIE DRIVE
 20. 2150 MAJOR MACKENZIE DRIVE
 21. 2279 MAJOR MACKENZIE DRIVE
 22. 2285 MAJOR MACKENZIE DRIVE
 23. 2333 MAJOR MACKENZIE DRIVE
 24. 2339 MAJOR MACKENZIE DRIVE
 25. 2347 MAJOR MACKENZIE DRIVE
 26. 5 STATION STREET

Fig. 2.23

Location of Heritage Structures in Maple

(For Details refer to the "City of Vaughan Inventory of Significant Structures, 1991" and the "Maple Inventory, 1987").

- Changes to the interior of building structures.
- Changes that introduce design elements that improve the function and the aesthetic character of heritage buildings (i.e. period details).
- Additions that are compatible in scale and architectural character with the architectural style of the building.
- Additions that preserve a heritage structure facade and part of the roof line.
- Additions that will retain enough of the original building scale and character without compromising the integrity of its aesthetic character and its contribution to the streetscape.

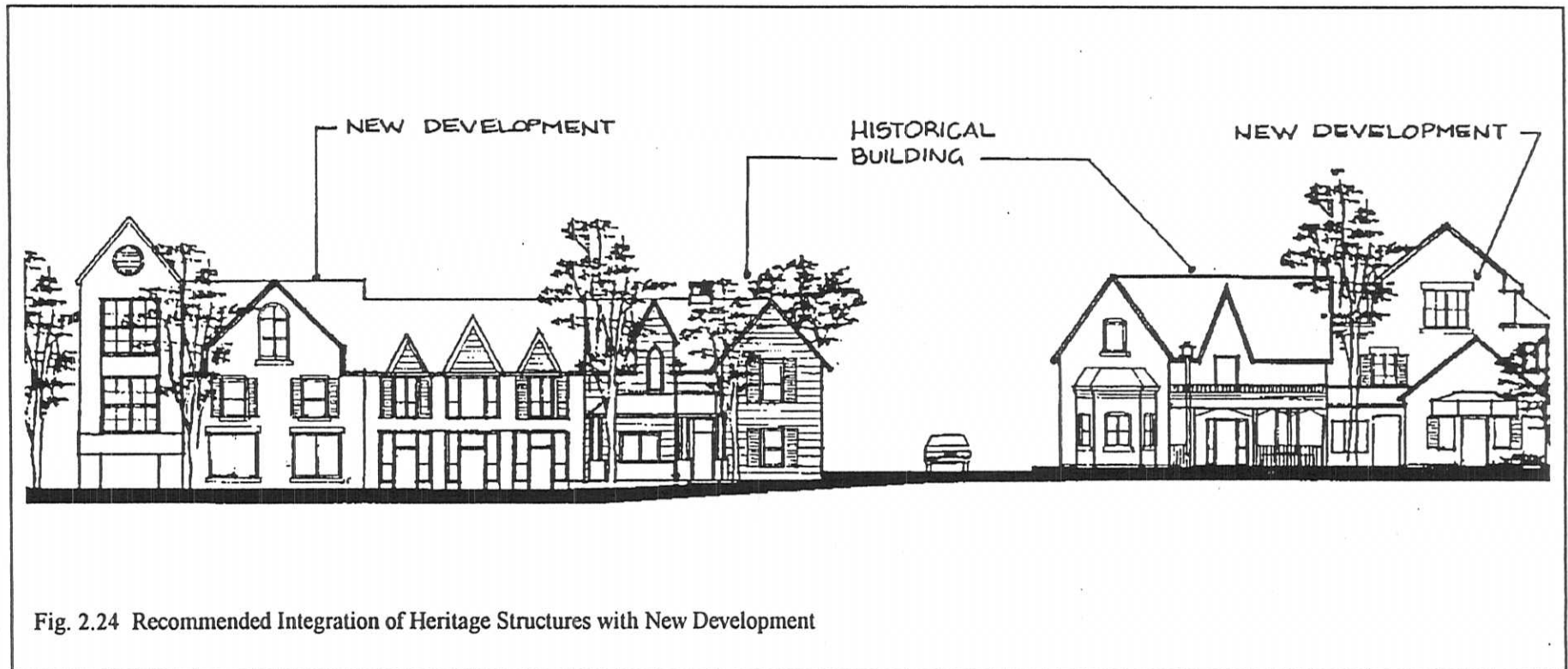


Fig. 2.24 Recommended Integration of Heritage Structures with New Development

2.13 COMMUNITY IDENTIFICATION

At present Maple lacks community identification. Proper identification will increase community pride and awareness of Maple's uniqueness. It will provide direction to visitors and through traffic and provide information on local history and architectural heritage. Therefore, it is proposed that the following signage be installed:

1. GATEWAY SIGNAGE

To be located at the edges of the community. This signage shall be incorporated into a significant landscape setting with provisions for passive recreation, flower beds and decorative paving. Location of this signage is to coincide with a road intersection or a significant pedestrian node. This treatment will emphasize signage that will have a primarily horizontal profile and mark the edge of the special community streetscape treatment.

2. HISTORICAL IDENTIFICATION SIGNAGE

To be located at the edges of the historical Village of Maple. It will identify Maple's date of establishment (1855). Local landmarks may be incorporated in the design of these signs to help establish a visual association with the heritage features of the community.

LEGEND

- GATEWAY SIGNAGE
- HISTORICAL IDENTIFICATION SIGN
- ▲ PY-PASS SIGNAGE

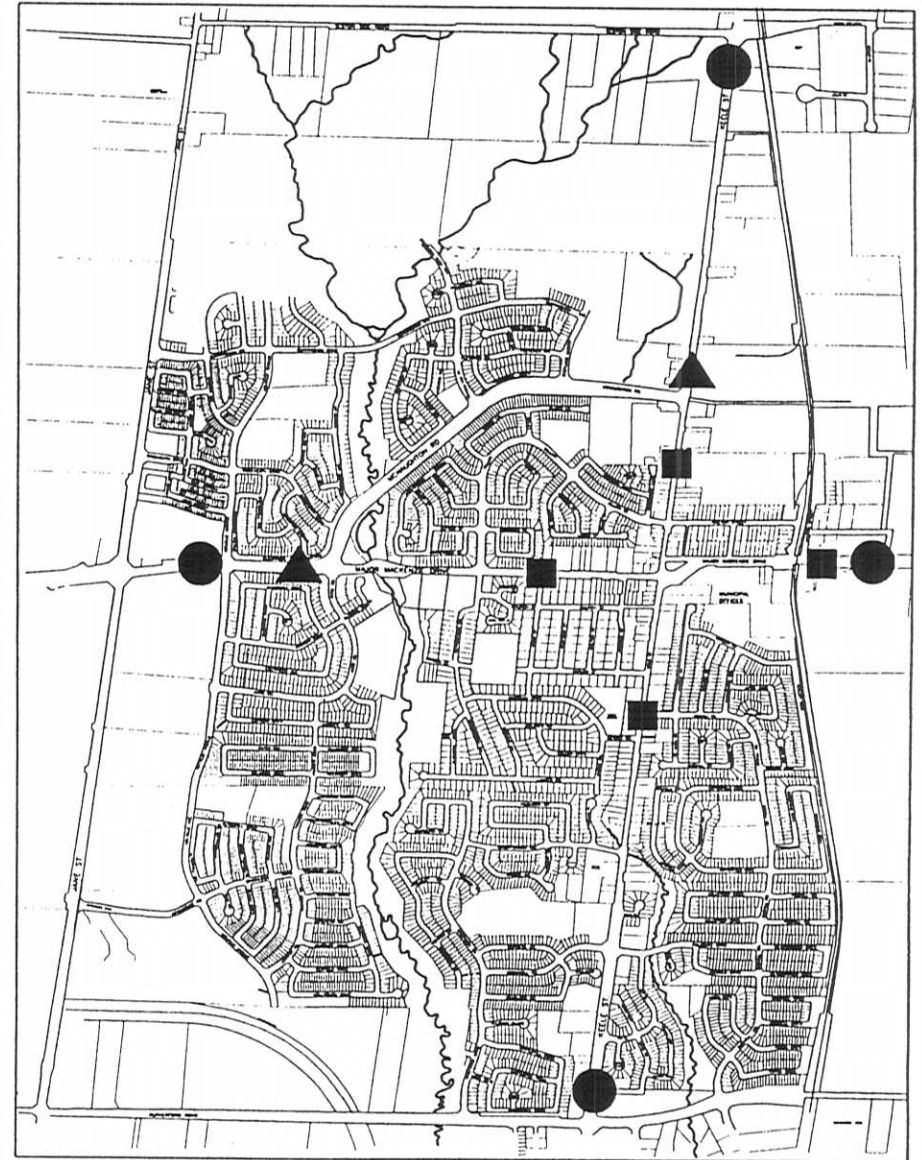


Fig. 2.25 Recommended Location for Community Identification Features

3. ALTERNATIVE ROUTE SIGNAGE

With the future extension of McNaughton Road this signage should clearly identify this by-pass to assist diverting through traffic, particularly heavy vehicles around the Core.

4. HERITAGE INTERPRETIVE PLAQUES

The most significant structures and sites shall have a plaque installed on a free standing support in an appropriate location. This plaque will have the name of the structure or site, construction date, name of its creators and other significant historical information to help promote awareness of the local heritage for local residents and visitors.

5. ORIENTATION BOARD

To be located near the intersection of Keele Street and Major Mackenzie Drive. It shall have an identification sign and provide for information on local attractions and community events.

3.0 PROPOSED STREETScape TREATMENT

Spectra architects + KMK SCI Consultants

3.1 INTRODUCTION

This section illustrates in detail the recommended urban and streetscape improvements along Keele Street, Major Mackenzie Drive and McNaughton Road. These improvements are based on the master plan concept as described in Section 2, and are followed by a detailed description and a recommended phasing of the implementation.

The streetscape concept and related description have been illustrated in nine segments as shown on fig. 3.1.

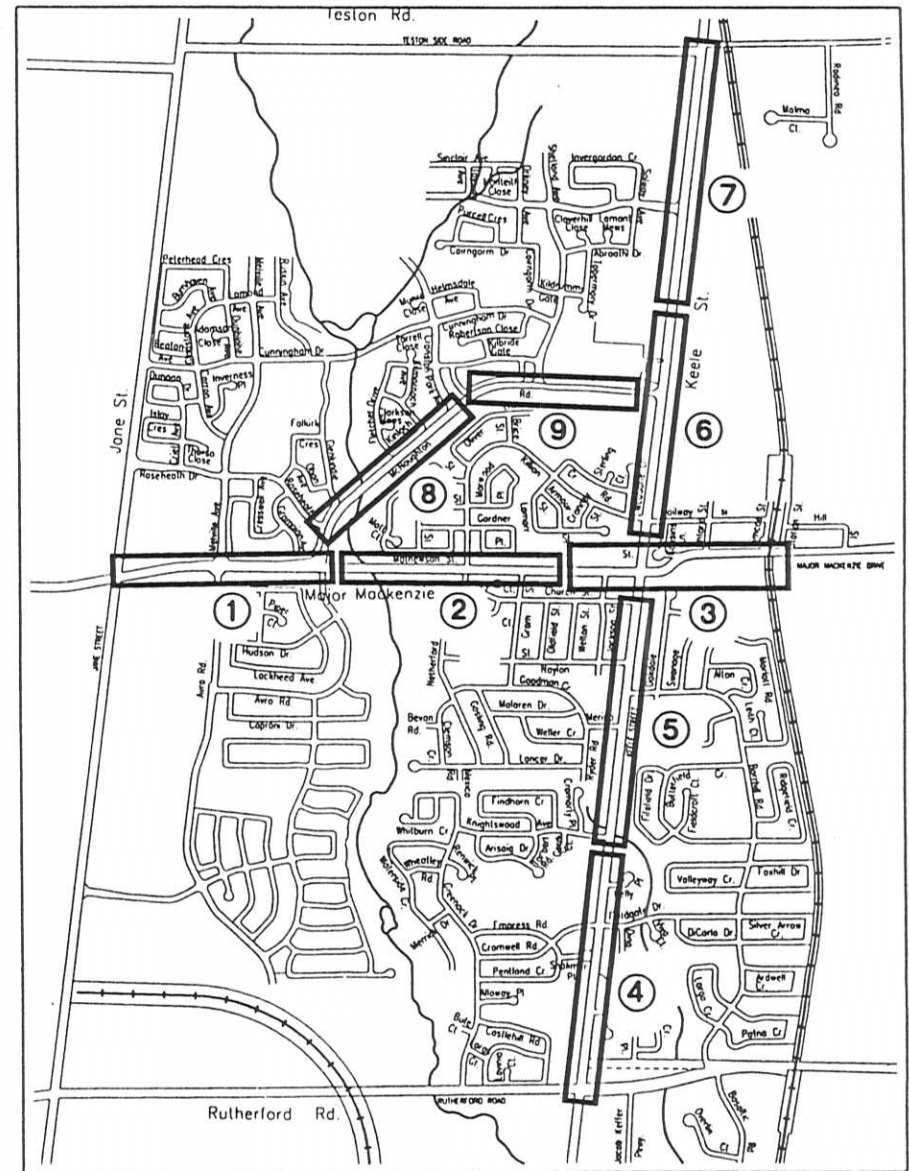
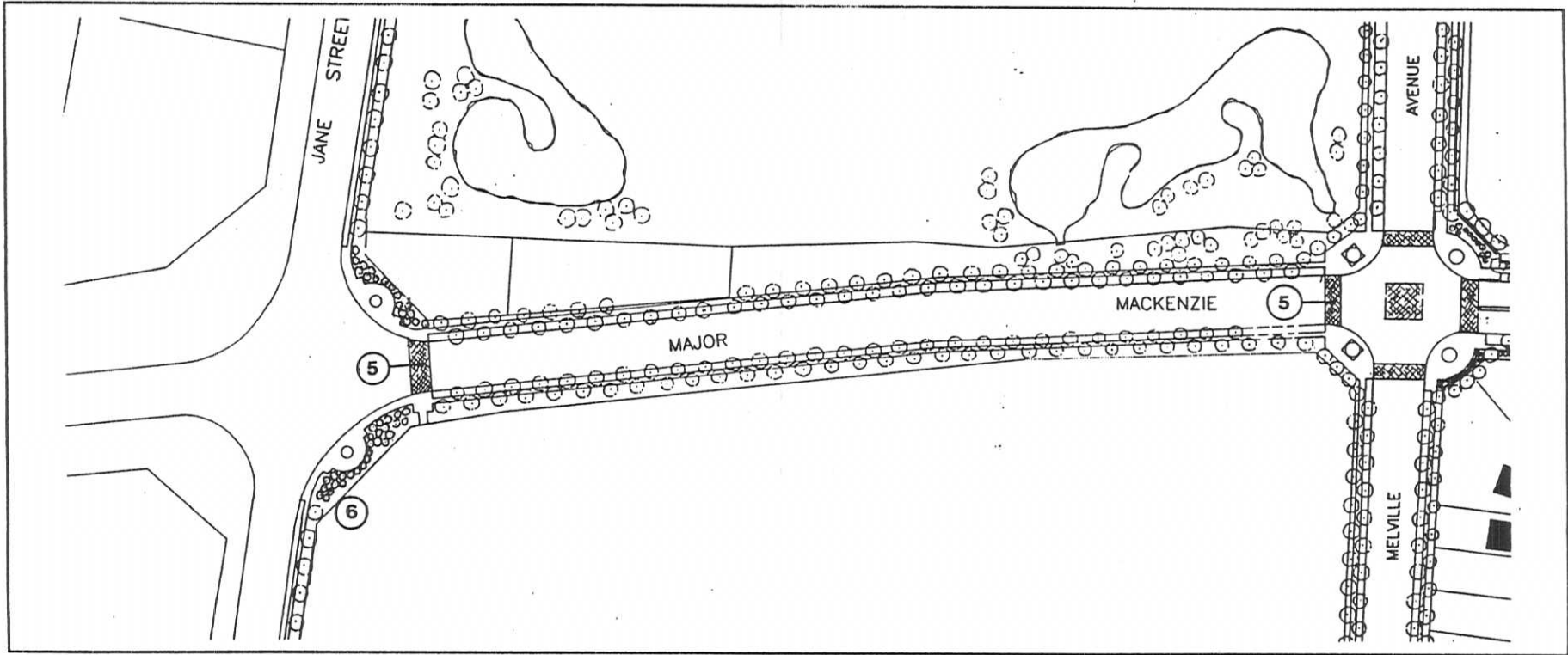


Fig. 3.1 Proposed streetscape treatment. Key Map



3.2 AREA 1: Major MacKenzie Drive east of Jane Street

3.2.1 Context

This area is the "Gateway" to the community for eastbound traffic and is a major urban edge. It accommodates significant traffic volumes and provides a natural location for community identification as well as a streetscape that will calm traffic speeds, returning the street to a human scale and to pedestrian activities. The right-of-way in this area is 36 m. with wide boulevards (c. 8m.) on both sides.

3.0 PROPOSED STREETScape TREATMENT

Spectra architects + KMK SCI Consultants

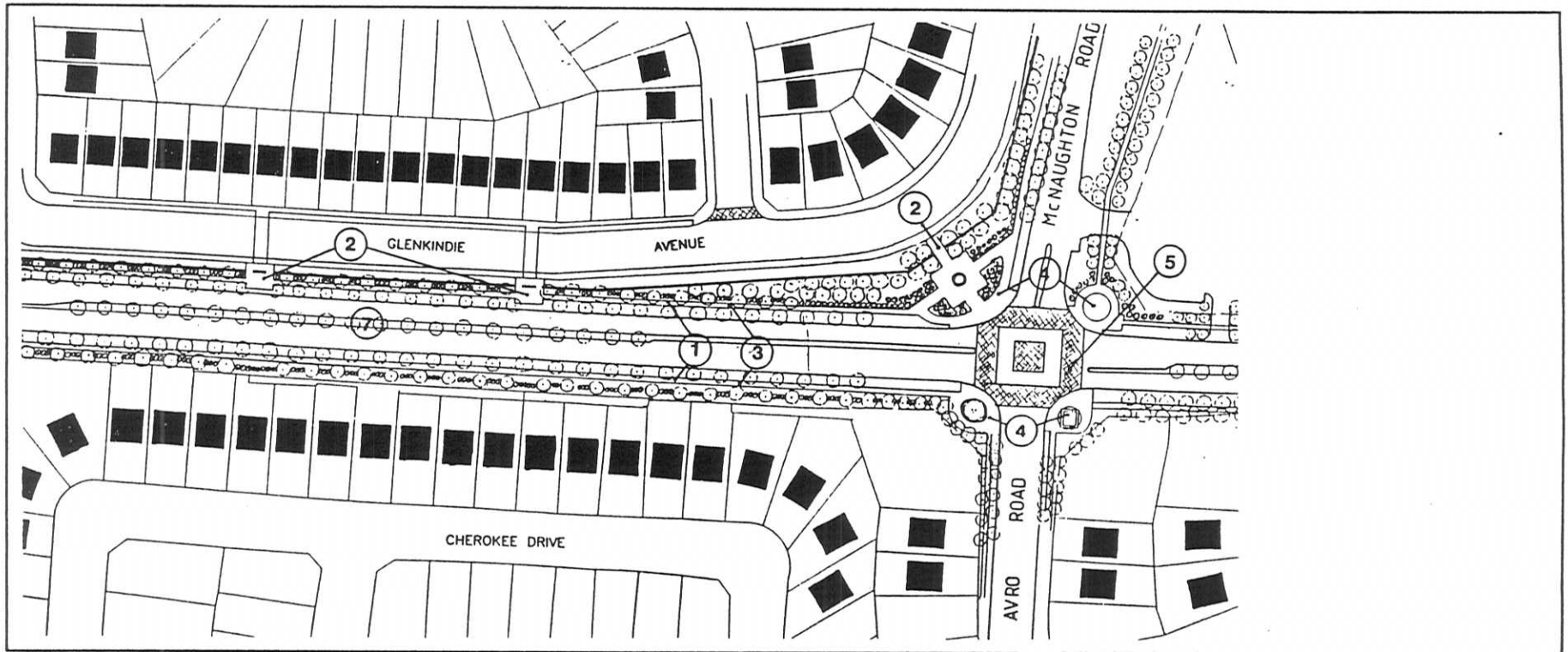


Fig.3.2 Recommended Streetscape treatment

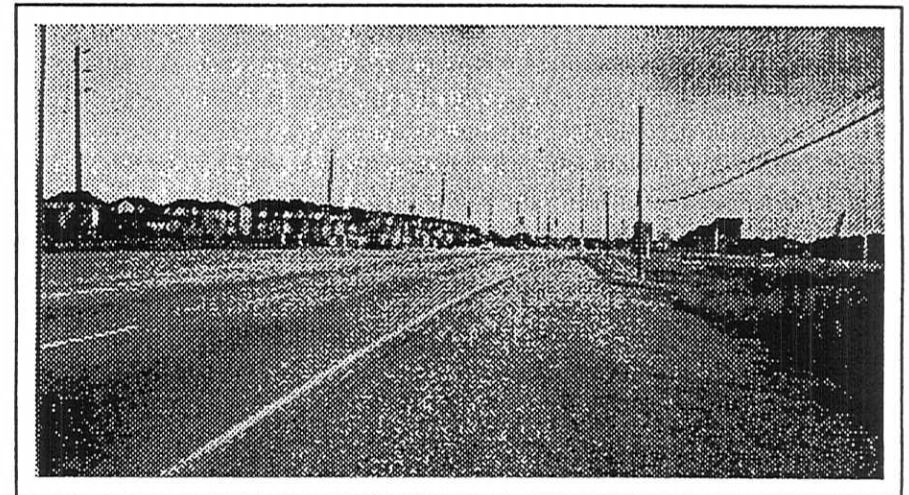


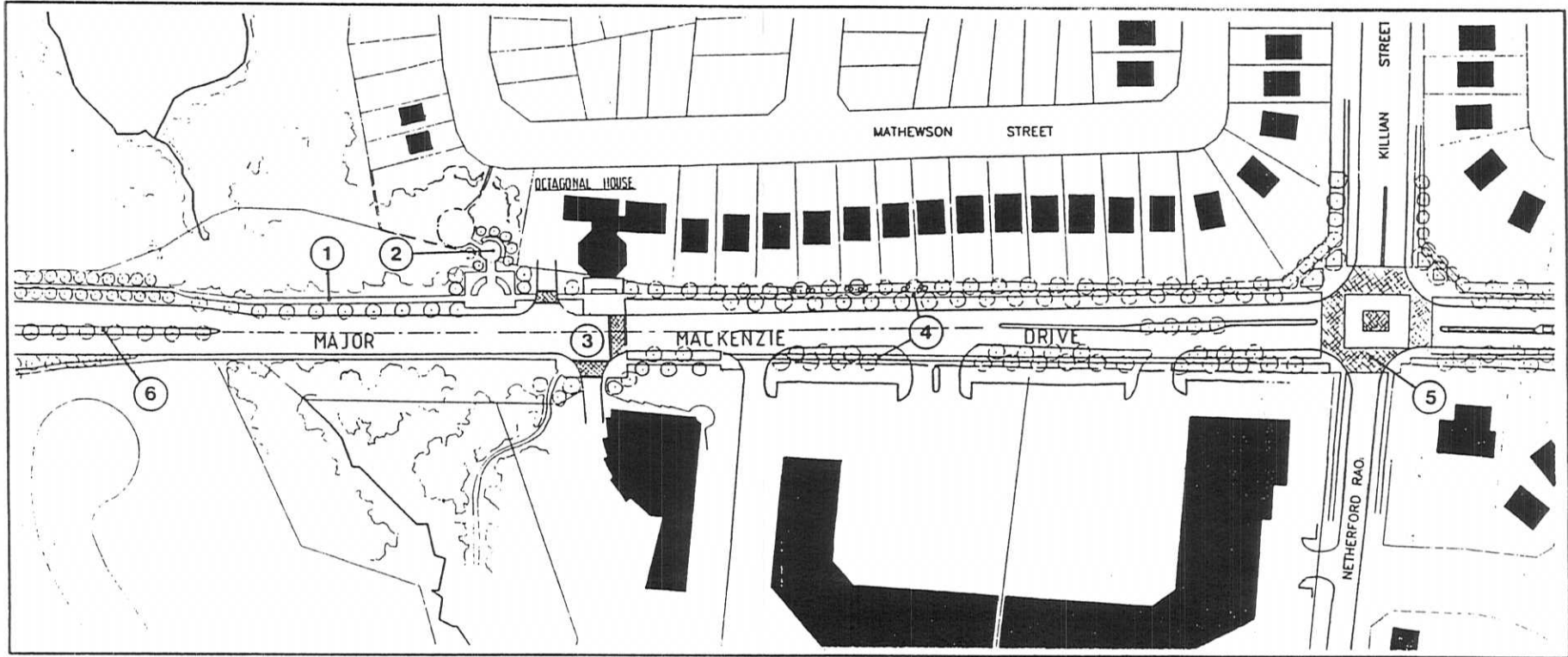
Fig. 3.3 Major Mackenzie Drive looking east

AREA 1. Major Mackenzie Drive between Jane Street and McNaughton Road. (Refer to Section 3.2)

DESCRIPTION	PRIORITY	IMPLEMENTATION CONSIDERATIONS
1. Construct sidewalks, 1.5 metre wide, on both the north and south sides of Major Mackenzie Drive with soldier coursing along both sides of sidewalk and along street curbs.	Immediate	<ul style="list-style-type: none"> Coordinate with planting, lighting and street furniture requirements.
2. Open in two or three locations the existing low wrought iron wall on the north side of Major Mackenzie Drive and provide pedestrian connections from Glenkindie Avenue when sidewalks are constructed along Major Mackenzie Drive. (For details refer to section 2.8).	Immediate	<ul style="list-style-type: none"> For detail drawing refer to Section 2.8, Figure 2.18.
3. Plant a double row of trees along both sides of the road where the boulevard width permits. Due to the overhead powerlines on the entire north side and part of the south side of the roads, tree species will be limited to those with lower heights (see section 7.1: Plant Species).	Immediate	<ul style="list-style-type: none"> Overhead powerline species selection. Tree spacing at 10M average.
4. Implement landscaped "nodes" at the road intersections of Melville Avenue and McNaughton Road. All four quadrants shall have special paving treatment, trees and planting beds, street furniture, lighting and features.	Secondary	<ul style="list-style-type: none"> Coordinate with adjacent land uses (e. g. open spaces, pedestrian linkages, etc.).
5. Introduce varying concrete paving patterns and other design measures to emphasize pedestrian crossing at intersections.	Secondary	<ul style="list-style-type: none"> Coordinate with Region of York road improvement work shedule.
6. Construct a Gateway feature complete with vegetation, street furniture (seating etc.), gateway feature and signage.	Secondary	<ul style="list-style-type: none"> Ensure the use of the gateway 'identity' structure and signage.
7. Introduce a landscaped median within a portion of the existing centre left turn lane between Melville Avenue and McNaughton Road.	Long Term	<ul style="list-style-type: none"> A 5 m wide landscaped median should accommodate salt tolerant tree species and low shrubbery and / or ground cover as per Region of York Requirements.

AREA 2. Major Mackenzie Drive between McNaughton Road and Gram Street (Refer to Section 3.3)

DESCRIPTION	PRIORITY	IMPLEMENTATION CONSIDERATIONS
1. Construct sidewalks on the north side of Major Mackenzie Drive from the Octagonal House to McNaughton Road. It may also include a separate bicycle path to provide a link with the open space trail south of Major Mackenzie Drive and north of McNaughton Road.	Immediate	<ul style="list-style-type: none"> Design should address pedestrian and bicycle requirements and connections with open space trails since this area is an important streetscape / open space node.
2. Replace part of the acoustical wall which separates Killian-Lamar parkette from Major Mackenzie Drive, with decorative metal fencing, allowing for a pedestrian and visual connection to the residential subdivision to the north.	Immediate	<ul style="list-style-type: none"> Coordinate with item 1 and 3. Refer to figure 2.19 in section 2.
3. Install pedestrian crossing at The Octagonal House and St. David's Church to link with the open space trail system to the south of Major Mackenzie Drive and Killian-Lamar Parkette on the north.	Immediate	<ul style="list-style-type: none"> Coordinate with items 1 and 2 and with the Region of York.
4. Widen the present sidewalk to 1.5 m, with the introduction of two rows of street trees and street furniture to soften the impact of the acoustical walls.	Immediate	<ul style="list-style-type: none"> Coordinate with existing vegetation.
5. Provide varying concrete patterns and other design measures to emphasize pedestrian crossing.	Secondary	<ul style="list-style-type: none"> Coordinate with the Region of York, Public Works.
6. Create landscaped medians east of the intersection with McNaughton Road.	Long Term	<ul style="list-style-type: none"> Develop a 5m wide median as per area 1.
7. Create a landscaped, treed median between Netherford Road and Gram Street approximately 4-5m wide. The relocation of the existing curbs on the north and south sides of Major Mackenzie Drive will be required in order to accommodate the proposed median.	Long Term	<ul style="list-style-type: none"> Requires the relocation of existing curbs on both sides of Major Mackenzie Drive and the possible relocation of hydro poles on the south side. Requires the planting of salt tolerant species.



3.3 AREA 2: Major MacKenzie Drive east of McNaughton Road

3.3.1 Context

This area has a mixed urban character. Acoustical walls are located along portions of the north and south sides of Major MacKenzie Drive with residential and commercial development fronting Major MacKenzie Drive, east of Gram Street. A commercial plaza is located at the south east corner of Major MacKenzie Drive and Netherford Road. Of significant urban value is the area where Major MacKenzie Drive passes over the Don River. Here, the open space system crosses the roadway. The Octagonal House to the north and St. David's Church to the south act as architectural back drops and landmark gateways to the urban area to the east.

3.0 PROPOSED STREETScape TREATMENT

Spectra architects + KMK SCI Consultants

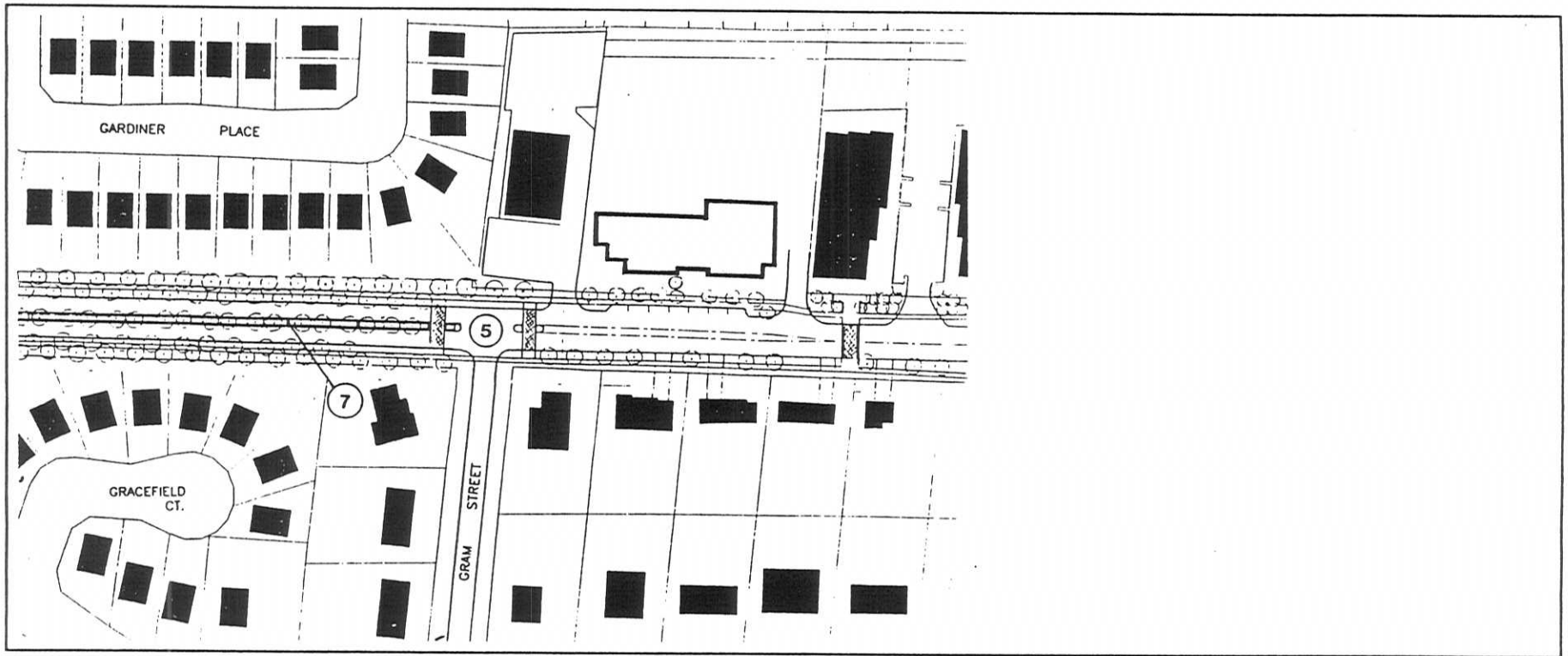


Fig.3.4 Recommended Streetscape treatment

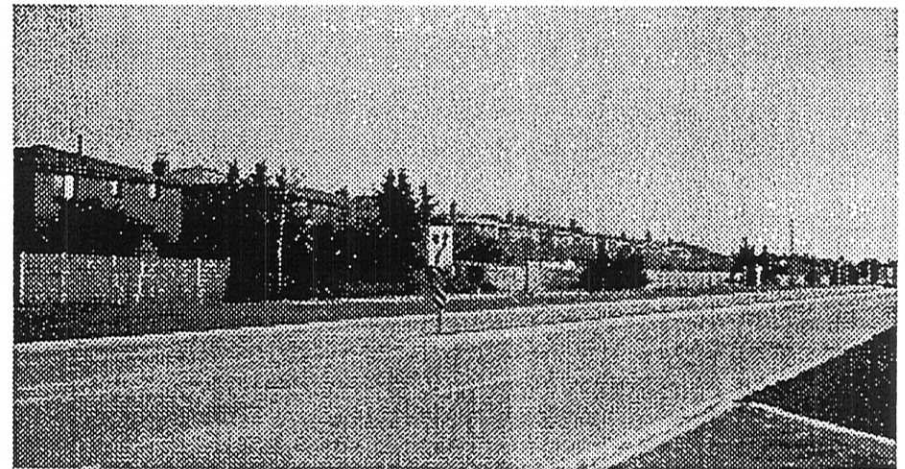
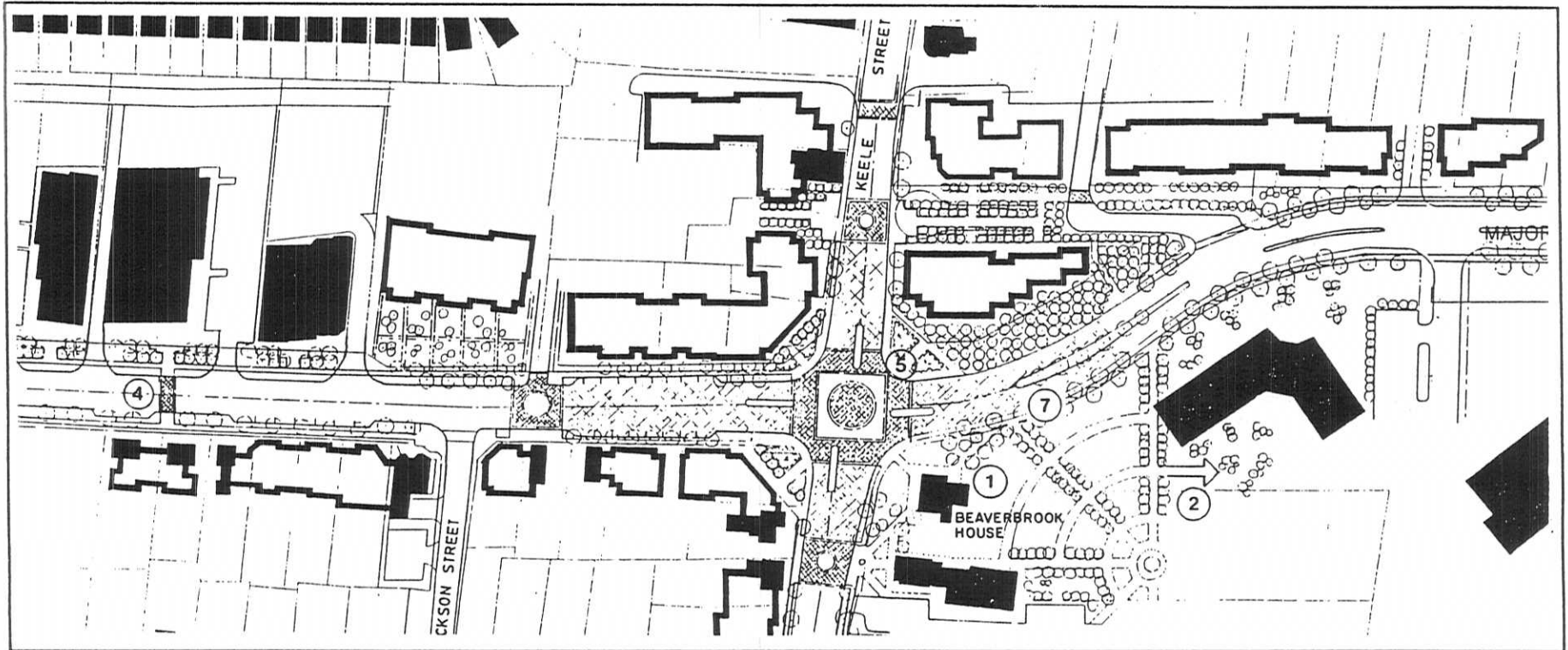


Fig. 3.5 Major Mackenzie Drive looking east

3.0 PROPOSED STREETScape TREATMENT MAPLE STREETScape / URBAN DESIGN GUIDELINES



3.4 AREA 3: Major Mackenzie Drive between Gram Street and the CN rail line.

3.4.1 Context

The realignment in the 1970's of Major Mackenzie Drive at the intersection with Keele Street has allowed traffic to move through the core with much greater ease. The level of pedestrian comfort in the Core has suffered from increased traffic volume and speed. At present there is limited pedestrian movement and commercial activity, with several abandoned buildings and vacant lots. In the south east corner, the public parkette adjacent to the Beaverbrook House is separated from the street environment by a metal fence and at present is underutilized.

The "island" created by the re-alignment of Major Mackenzie Drive to the north east of the intersection has been redeveloped with a commercial building surrounded by paved parking areas with virtually no relationship with the street.

The area east of the intersection is also the gateway for west-bound traffic. In this area the historic urban environment has been radically altered by the municipal building on the south side of the road and by the railway bridge and a high retaining wall at the east edge of the community, creating an overscaled and rather unfriendly environment for the pedestrian.

3.0 PROPOSED STREETScape TREATMENT

Spectra architects + KMK SCI Consultants

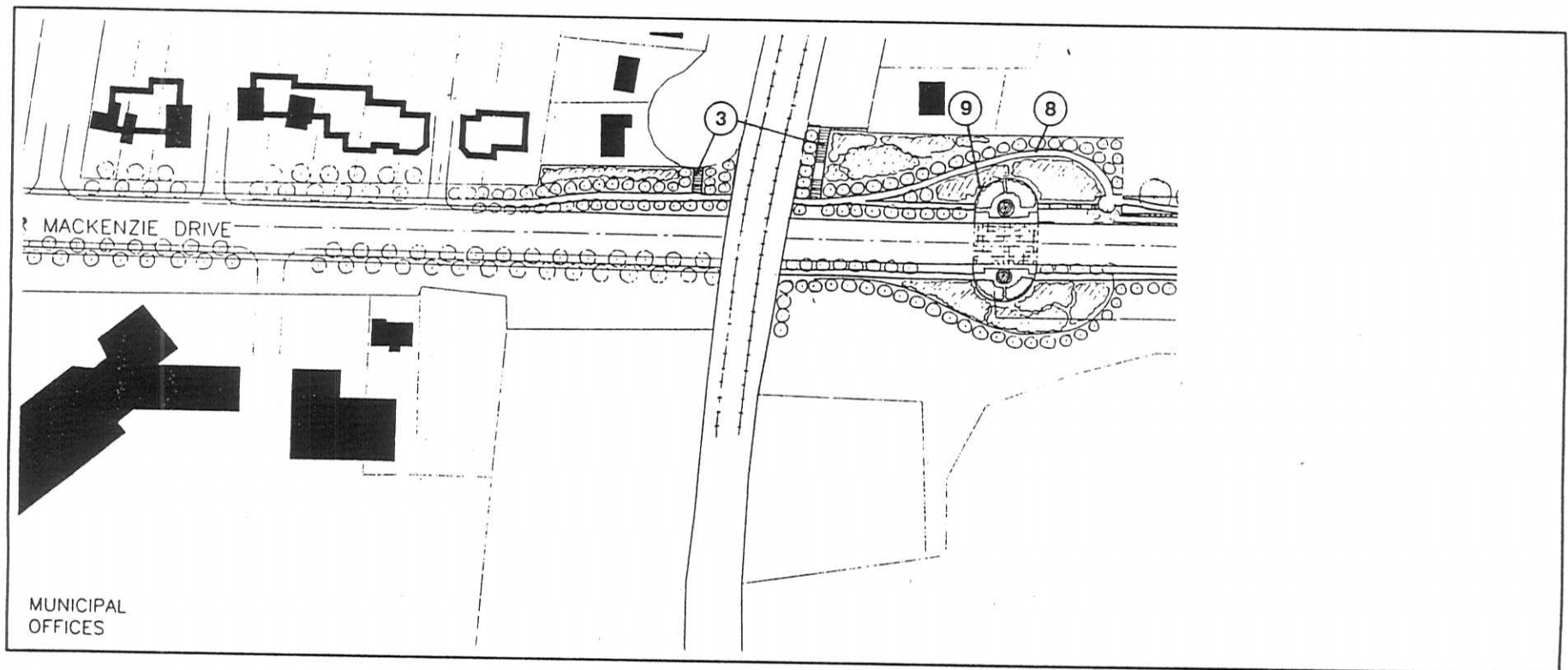


Fig.3.6 Recommended Streetscape treatment

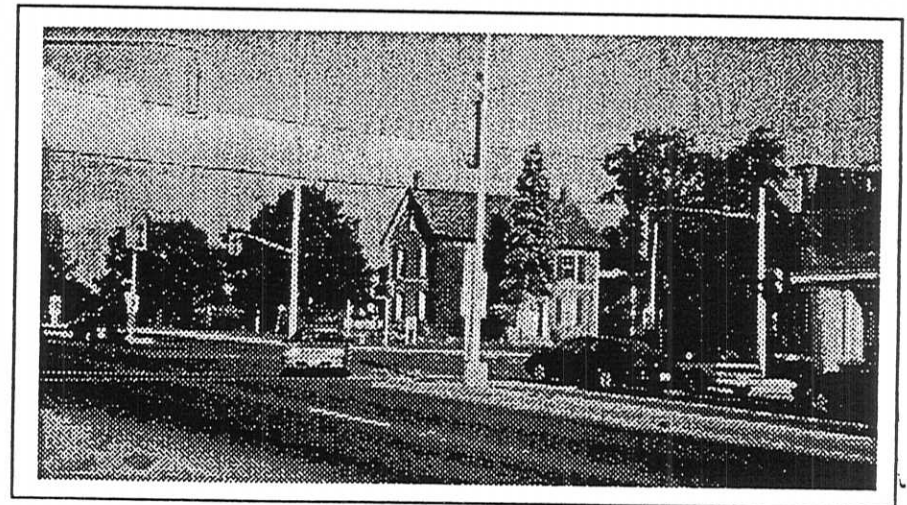


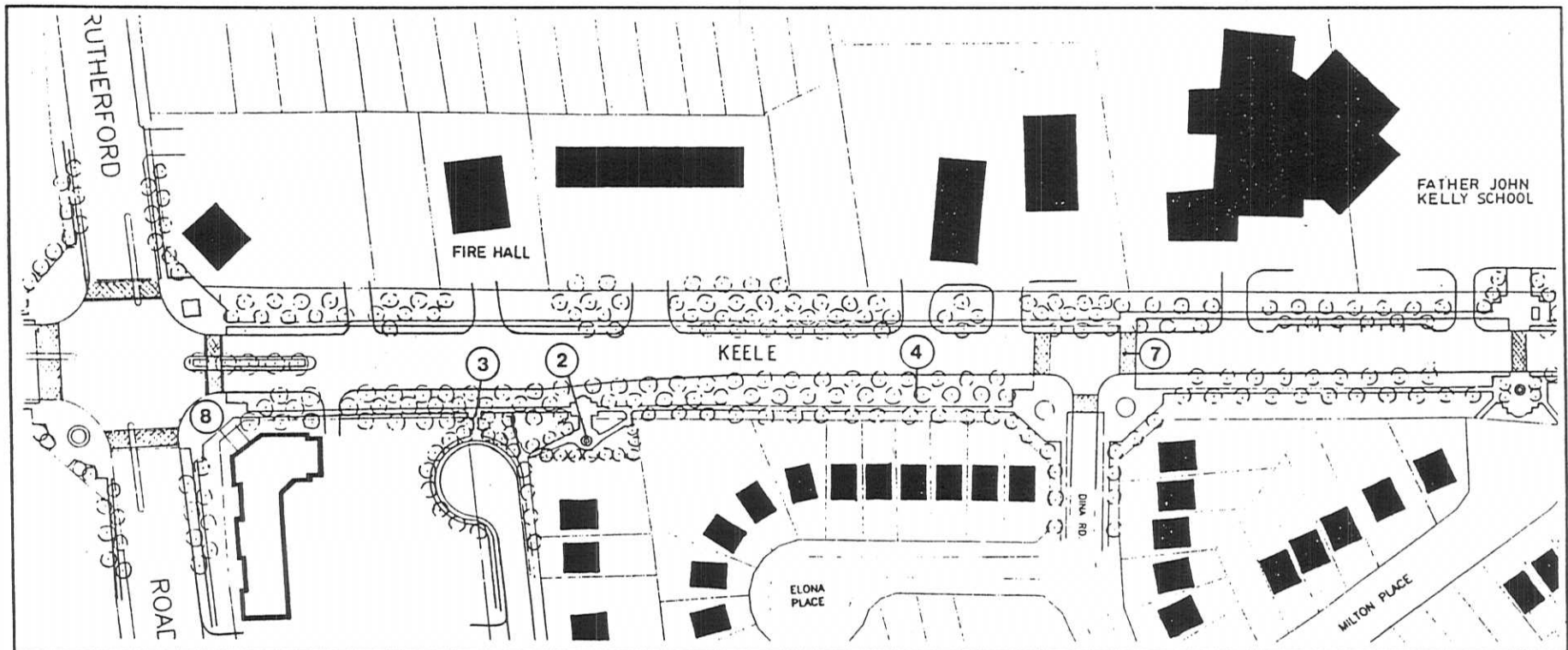
Fig. 3.7 The Keele Street - Major Mackenzie Drive intersection, looking east with the Beaverbrook House in the background.

AREA 3. Major Mackenzie Drive and Keele Street intersection (Refer to Section 3.4)

DESCRIPTION	PRIORITY	IMPLEMENTATION CONSIDERATIONS
1. The park adjoining the Beaverbrook House shall be redesigned with the introduction of hard surfaces, vegetation and adequate street furniture. A fountain or public art, together with a kiosk containing literature and community event information is also recommended as a proper complement for the public square.	Immediate	<ul style="list-style-type: none"> • For detailed Drawing, refer to section 4.1, fig.4.3.
2. The pedestrian connection to the Civic Centre from Beaverbrook House shall be improved.	Immediate	<ul style="list-style-type: none"> • Coordinate with the overall design of the central park / square.
3. Construct linkages to Simcoe Street and Station Street. Improve access for local residents on the west side of the CN rail lines to the GO Station and to the east side.	Immediate	<ul style="list-style-type: none"> • As part of the overall streetscape and gateway parkette design.
4. Create a controlled pedestrian crossing west of Jackson Street to facilitate pedestrian movement and assist in traffic calming.	Immediate	<ul style="list-style-type: none"> • Coordinate with sidewalk location and surface material and streetscape requirements.
5. Remove pedestrian islands and right turn lane at the north east corner of the intersection, reclaiming additional boulevard area.	Secondary	<ul style="list-style-type: none"> • Coordinate with the Region of York, Public Works.
6. Introduce varying paving patterns, texture treatments to emphasize pedestrian crossing and slow traffic.	Secondary	<ul style="list-style-type: none"> • Coordinate with the Region of York, Public Works.
7. Create a landscaped median east of the intersection of Keele Street intersection.	Secondary	<ul style="list-style-type: none"> • Poles, lighting and banners to be incorporated.
8. Re- route the sidewalk north of Major Mackenzie Drive, east of the railroad bridge away from the street edge.	Long Term	<ul style="list-style-type: none"> • As part of the overall streetscape and gateway parkette design.

AREA 3.(cont.) Major Mackenzie Drive and Keele Street intersection

DESCRIPTION	PRIORITY	IMPLEMENTATION CONSIDERATIONS
9. Gateway entry signage at Major Mackenzie Drive, east of the railroad bridge.	Long Term	<ul style="list-style-type: none"> To be coordinated with the overall design of the parkette.
10. Overhead Hydro, cable and telephone lines to be installed under ground. (Refer to Section 2.10 for details).	Long Term	<ul style="list-style-type: none"> Coordinate with location of proposed trees.
11. Sport, recreational and lands dedicated to large pedestrian open area activities, such as the Maplefest celebrations, antique markets, etc., shall be planned in the lands presently occupied by the public works lands. Provision for some public parking for out-of-town visitors shall also be made in the lands adjacent to Major Mackenzie Drive.	Long Term	<ul style="list-style-type: none"> Requires further study.
12. Driveway entrances shall be reduced to a minimum in order to have the least possible interruptions to the pedestrian sidewalks.	On Going	<ul style="list-style-type: none"> As part of site plan review.
13. Sidewalks along both sides of Keele Street and Major Mackenzie Drive to be widened and made pedestrian friendly. (Refer to section 7 for typical streetscape details).	On Going	<ul style="list-style-type: none"> When sufficient boulevard will be in public ownership.
14. New development shall be aligned with the existing adjacent heritage structures, with parking and service areas located at the rear. The introduction of a covered portico along the street edge of new development close to the intersection is encouraged.	On Going	<ul style="list-style-type: none"> As part of site plan review.



3.5 AREA 4: Keele Street north of Rutherford Road.

3.5.1 Context

The intersection of Keele Street with Rutherford Road is the gateway to the community from the south. At present this area is still underdeveloped, the only structure is a gas bar at the north west corner. The realignment of Rutherford Road has left a small parcel of land in public ownership. Major components of the area encompass an elementary school, a public park north of Cromwell Avenue and several commercial developments.

3.0 PROPOSED STREETScape TREATMENT

Spectra architects + KMK SCI Consultants

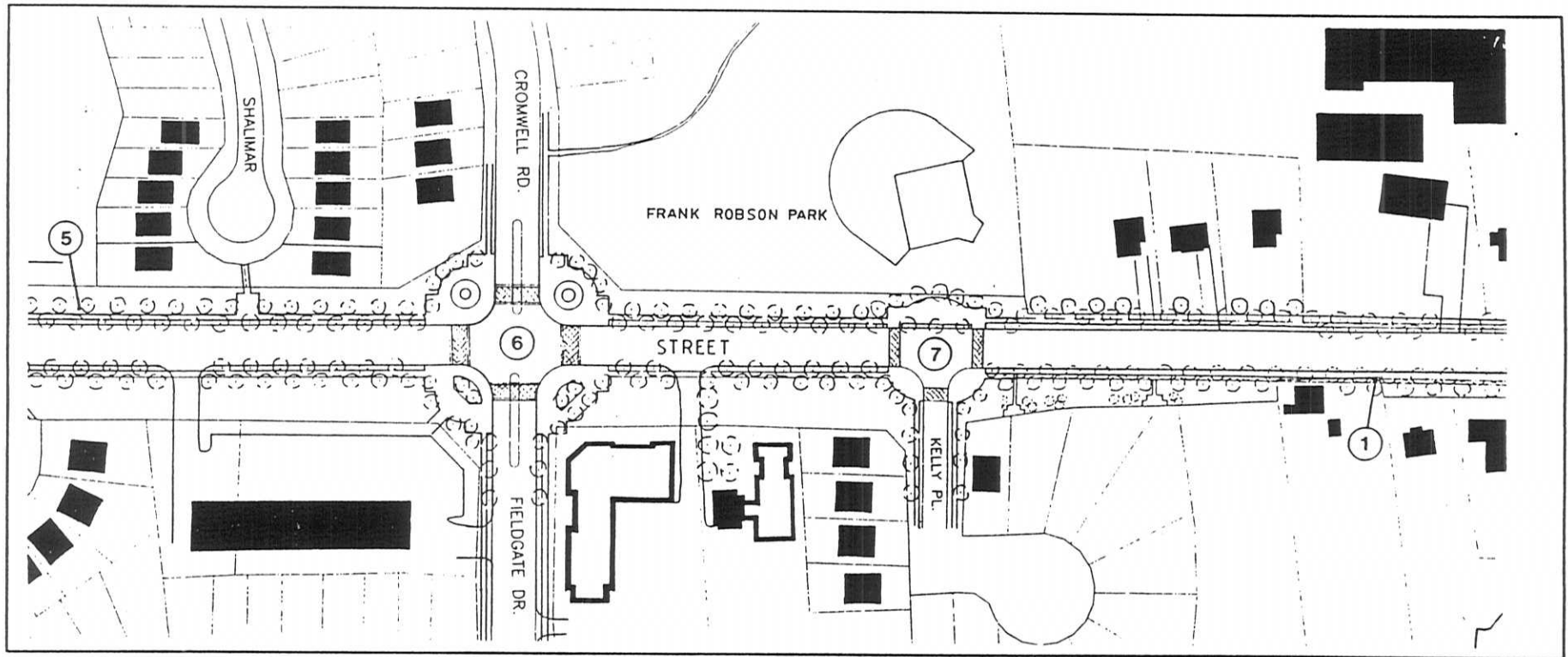


Fig.3.8 Recommended Streetscape treatment

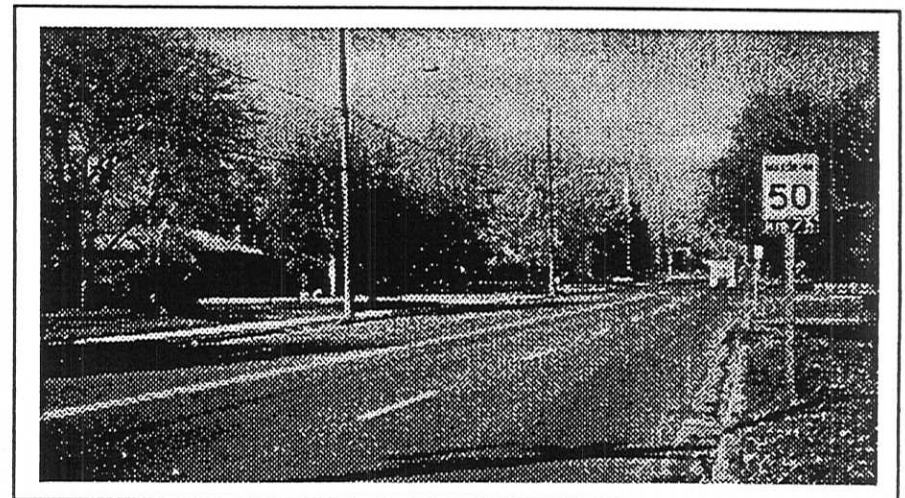


Fig. 3.9 Keele Street, looking north

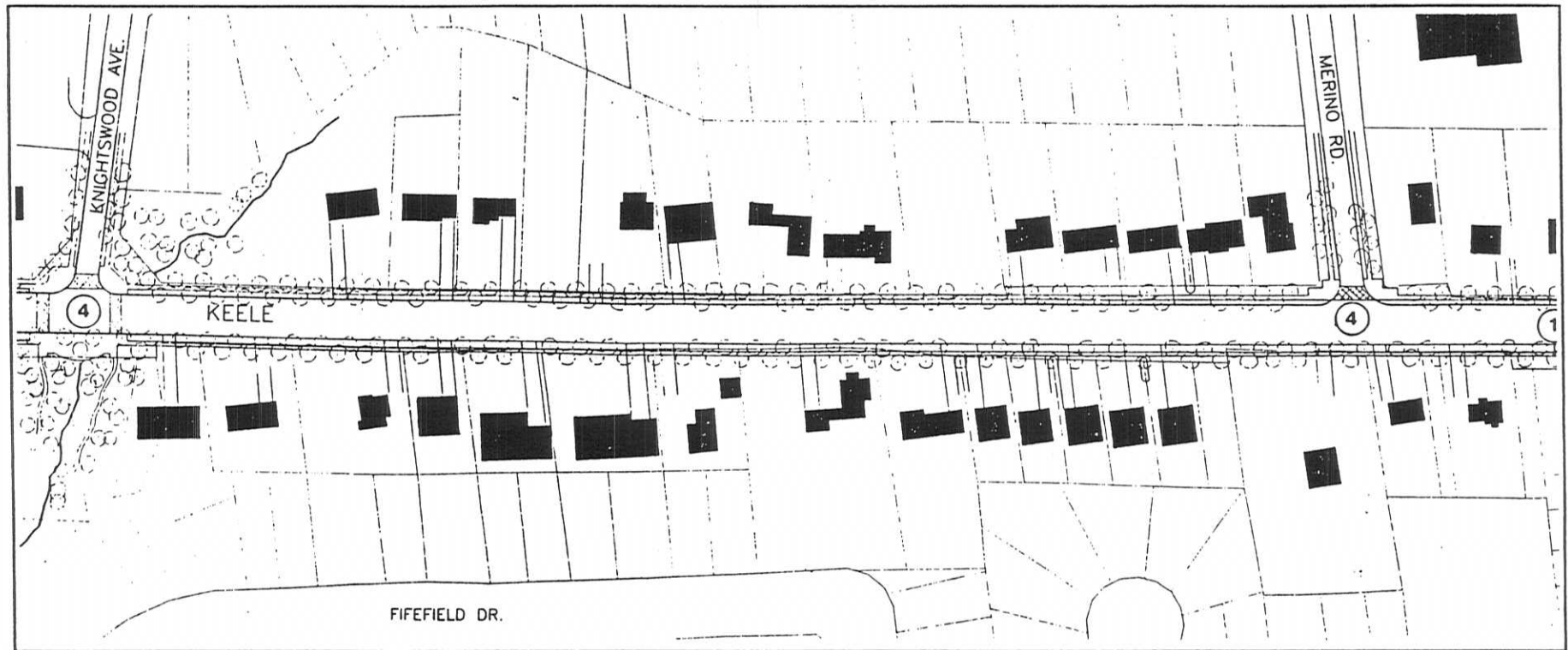
AREA 4. Keele Street north of Rutherford Road (Refer to Section 3.5)

DESCRIPTION	PRIORITY	IMPLEMENTATION CONSIDERATIONS
1. Construct a new sidewalk, 1.5m wide on the east side of Keele Street, north of Kelly Place.	Immediate	<ul style="list-style-type: none"> • Coordinate location with streetscape boulevard Guidelines.
2. New public parkette on the east side of Keele Street, north of Rutherford Road.	Immediate	<ul style="list-style-type: none"> • To be coordinated with Streetscape Plan. See section 4.5 for details.
3. Cul de sac at end of Rutherford Rd. to have a pedestrian connection to the Keele Street Boulevard.	Immediate	<ul style="list-style-type: none"> • In conjunction with new development.
4. Plant a double row of trees on the east side of Keele Street. Coordinate planting with the existing hydro lines, with the selection of low trees of appropriate species.	Secondary	<ul style="list-style-type: none"> • Overhead Power line species selection. Tree spacing at 10 m average. Explore potential possibility of adding a third row of trees.
5. Plant an additional row of trees 3.0m from curb at west side of Keele Street	Long Term	<ul style="list-style-type: none"> • Coordinate planting with the existing hydro lines and Streetscape Guidelines.
6. Implement a landscaped node at the intersections with Cromwell Road with landscaped islands, special paving treatment and street furniture and new park signage.	Long Term	<ul style="list-style-type: none"> • Coordinate with Streetscape design, sec. 7 for details.
7. Provide varying concrete patterns and other design measures to emphasize pedestrian crossing where shown.	Long Term	<ul style="list-style-type: none"> • Coordinate with the Region of York, Public Works.
8. Construct a Gateway feature complete with vegetation, street furniture and signage at the intersection with Rutherford Road.	Long Term	<ul style="list-style-type: none"> • Coordinate the design with the other three Gateway Parkettes. See Section 4.7 for details.

AREA 5. Keele Street between Knightswood Avenue and Church Street (Refer to Section 3.6)

DESCRIPTION	PRIORITY	IMPLEMENTATION CONSIDERATIONS
1. Construct a new sidewalk, 1.5m wide on the east side of Keele Street, north and south of Barrhill Road. Sidewalks to accommodate street furniture.	Immediate	<ul style="list-style-type: none"> • New sidewalks shall also be built in a manner that is sensitive to the existing trees and site conditions. Dedication of front yard to widen boulevard should be explored.
2. Provide special sidewalk design with varying paving patterns and other design features in front of the cemetery wall.	Immediate	<ul style="list-style-type: none"> • Coordinate with streetscape boulevard design. Refer to section 4.3 for details.
3. Parallel parking and widening of the sidewalks for pedestrian crossing to be provided at selected locations.	Secondary	<ul style="list-style-type: none"> • Coordinate with Streetscape boulevard design. Refer to section 4.3 for details.
4. Special treatment shall be given to road intersections and to other key locations, with the introduction of varied paving materials and patterns to facilitate pedestrian crossing.	Secondary	<ul style="list-style-type: none"> • Coordinate with the Region of York, Public Works.
5. Provide special sidewalk design with varying paving patterns and other design features in front of St. Andrew's Church.	Long Term	<ul style="list-style-type: none"> • Coordinate with streetscape boulevard design. Refer to section 4.3 for details.

3.0 PROPOSED STREETSCAPE TREATMENT MAPLE STREETSCAPE / URBAN DESIGN GUIDELINES



3.6 AREA 5: Keele St. between Knightswood Ave. & Church St.

3.6.1 Context

From an urban and landscape point of view, this area is one of the most significant and characteristic of Maple, because of the presence of several old buildings and historically significant structures, (such as St. Andrew's Church and the cemetery wall) and the presence of many mature historical trees (mostly maples) that create a very pleasant environment. At present, however, pedestrian movement at road crossings and along the road is hindered by the fragmentation of sidewalks, which in some areas are either missing or are very narrow and too close to the road.

3.0 PROPOSED STREETScape TREATMENT

Spectra architects + KMK SCI Consultants

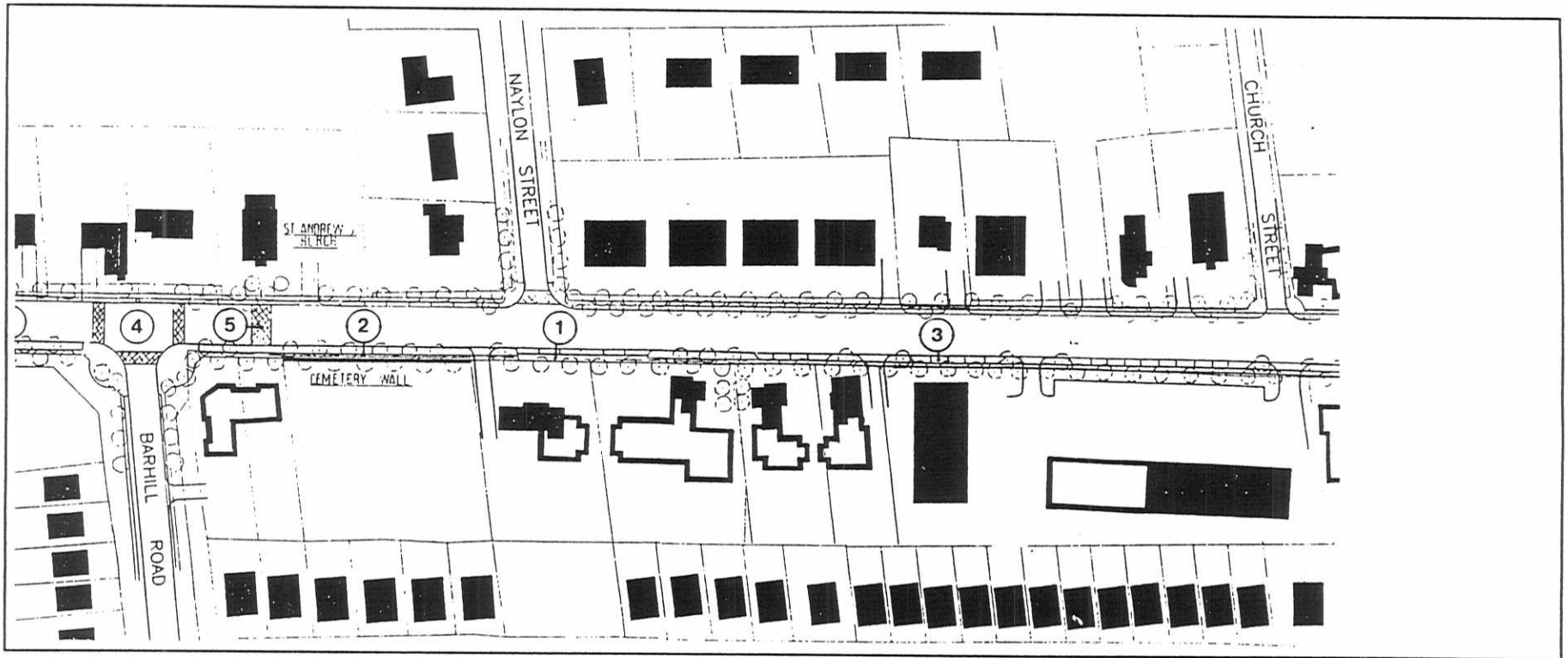


Fig.3.10 Recommended Streetscape Treatment

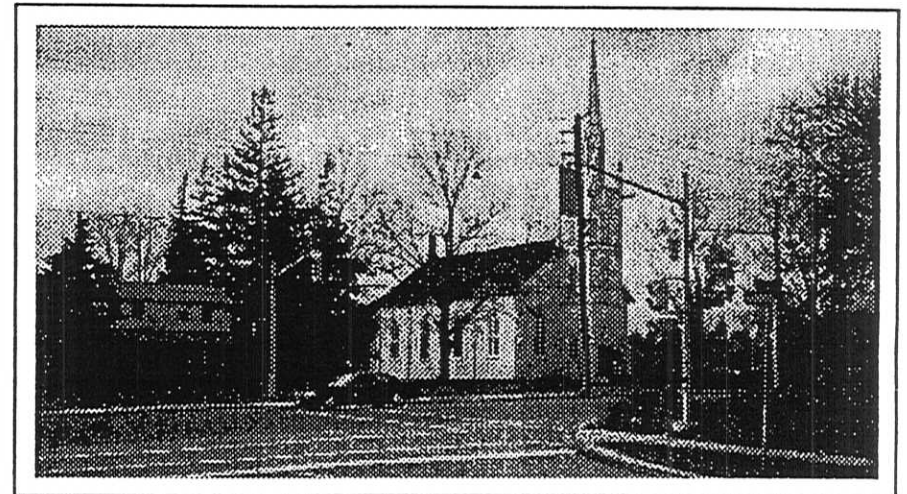
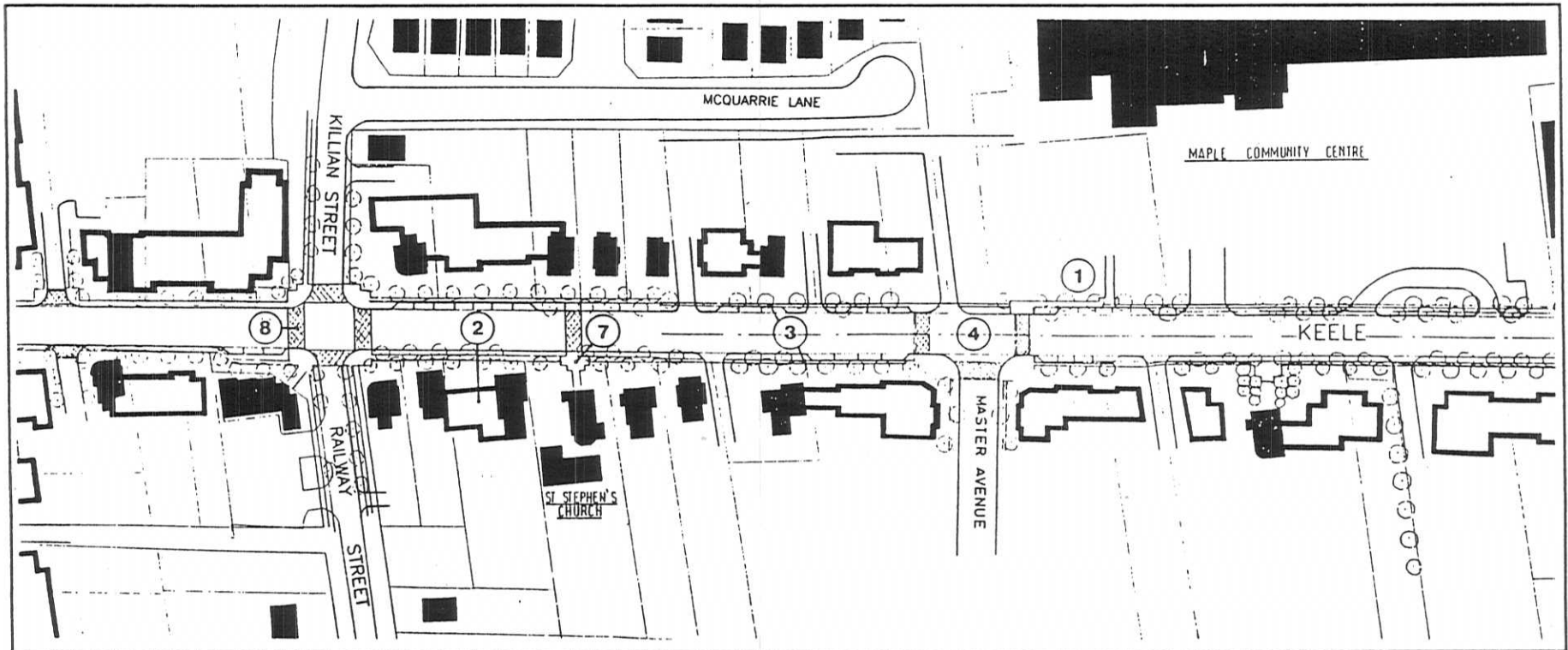


Fig. 3.11 St. Andrew's Church (Keele Street at Barrhill Road)

3.0 PROPOSED STREETScape TREATMENT MAPLE STREETScape / URBAN DESIGN GUIDELINES



3.7 AREA 6: Keele Street at McNaughton Road intersection.

3.7.1 Context

This area presents a very different urban image along the two sides of the road. On the west side there is the dominant presence of the Maple Arena and of a commercial building to the north. The building design, the setbacks and the treatment of landscape and parking facilities of both buildings are characteristics of the traditional "suburban" approach intended to facilitate vehicular movement at the expense of human scale and pedestrian activities.

On the east side, south of the former industrial lands, there are several older structures, some of which have considerable

historical and architectural character, such as St. Stephen's Church.

3.0 PROPOSED STREETScape TREATMENT

Spectra architects + KMK SCI Consultants

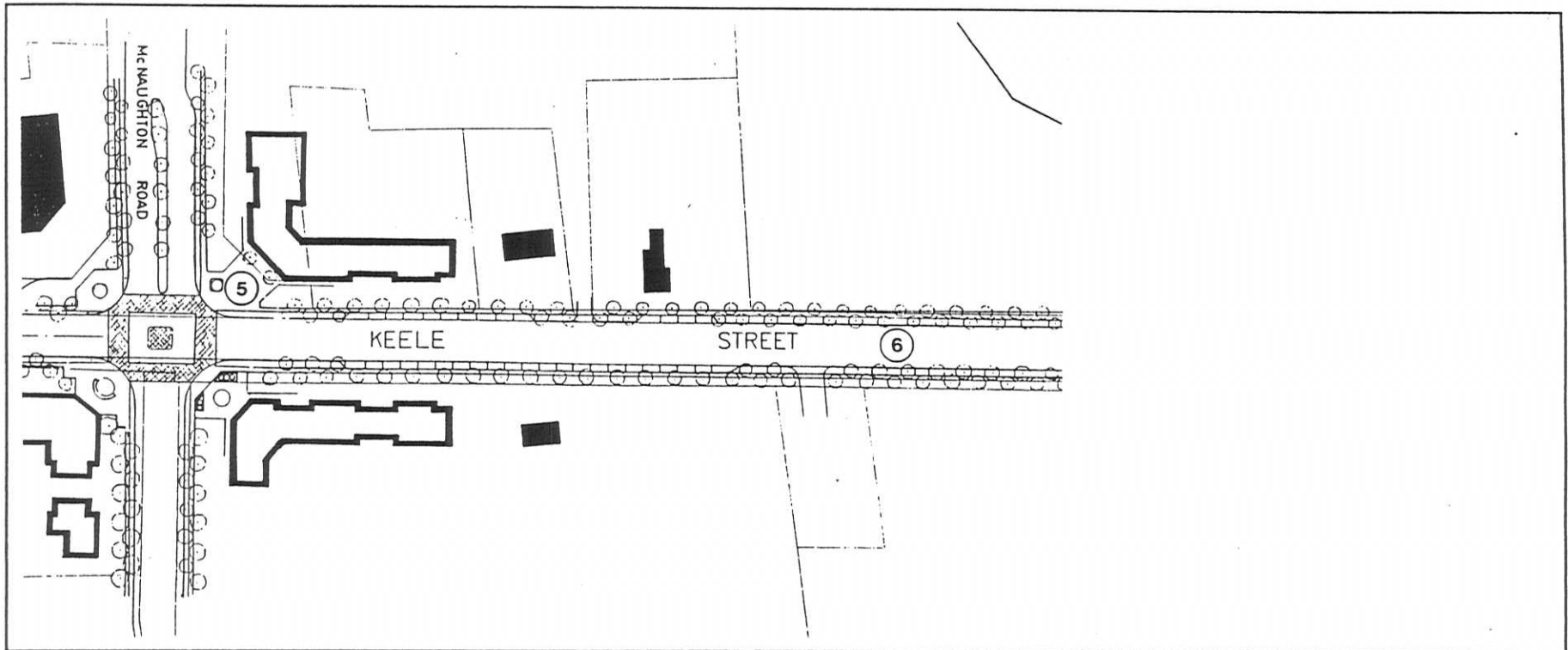


Fig.3.12 Recommended streetscape treatment

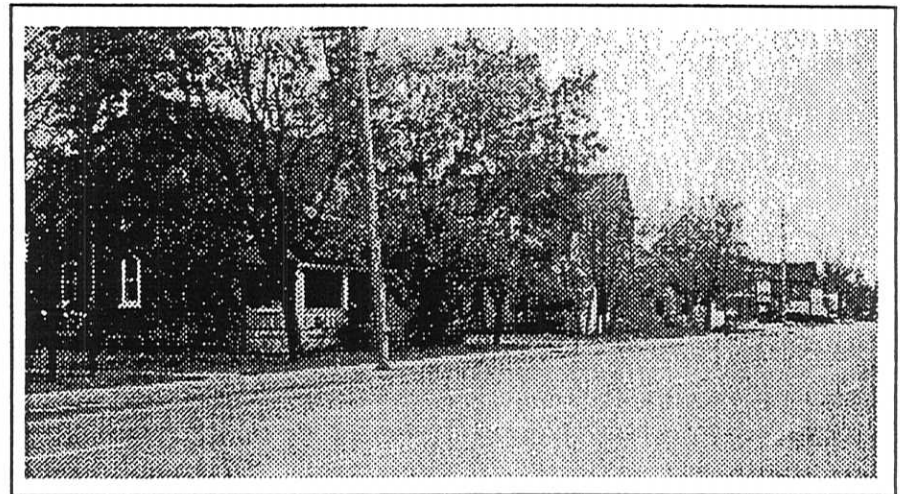


Fig. 3.13 Keele Street, looking south

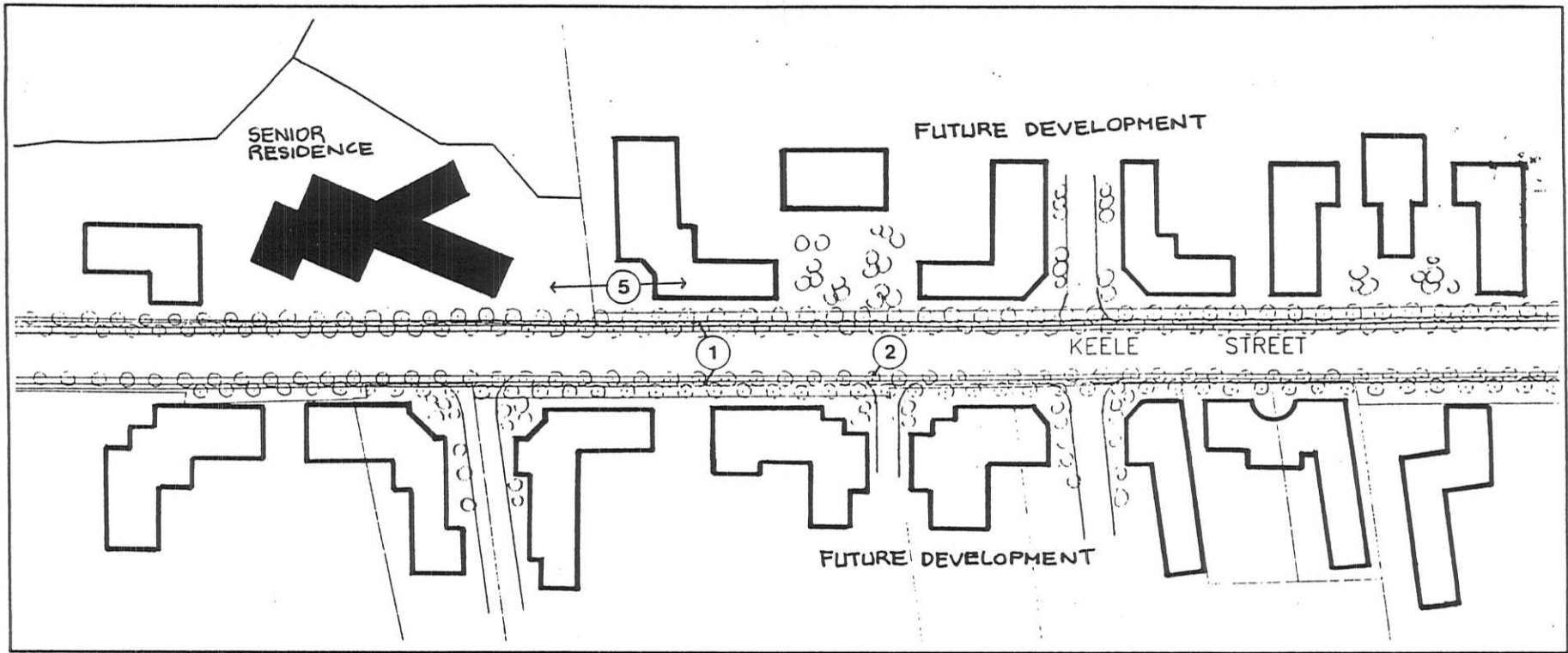
AREA 6. Keele Street at McNaughton Road intersection (Refer to Section 3.7)

DESCRIPTION	PRIORITY	IMPLEMENTATION CONSIDERATIONS
1. Tree planting and other landscape features to be implemented along the boulevard in front of the Arena parking lot to create a forecourt to the Arena and generally improve the visual amenity of the area.	Immediate	<ul style="list-style-type: none"> • The construction of streetscape improvements such as widening of the sidewalk, low garden walls, hedges, decorative fences, seating areas and other streetscape features is recommended.
2. New development to be aligned with and incorporate historical structures.	On Going	<ul style="list-style-type: none"> • As part of site plan review.
3. Create larger sidewalks with appropriate soft and hard landscape features on both sides of the road.	On Going	<ul style="list-style-type: none"> • As part of site plan review.
4. Implementation of a controlled pedestrian crossing at the intersection with Masters Avenue.	Secondary	<ul style="list-style-type: none"> • May require a left turn lane for south bound traffic. Coordinate with the Region of York, Public Works.
5. Construct a pedestrian focus complete with vegetation, street furniture and signage and landscape features at the McNaughton Road intersection.	Secondary	<ul style="list-style-type: none"> • To be implemented in conjunction with future re-development of the private corner properties.
6. Plant a double row of trees on both sides of Keele street, north of McNaughton Road. Coordinate planting with the existing hydro lines, with the selection of low trees of appropriate species.	Long Term	<ul style="list-style-type: none"> • To be done at the same time that future development take place in this area.
7. Create a landscaped forecourt and special streetscape features in front of St. Stephen Church to attract interest and enhance the special significance of the area.	Long Term	<ul style="list-style-type: none"> • To be implemented together with future redevelopment of adjacent private properties.
8. Provide varying paving patterns and other design measures to emphasize pedestrian crossing where shown.	Long Term	<ul style="list-style-type: none"> • Coordinate with the Region of York, Public Works.

AREA 7. Keele Street south of Teston Road (Refer to Section 3.8)

DESCRIPTION	PRIORITY	IMPLEMENTATION CONSIDERATIONS
<p>1. Construct 1.5m wide pedestrian sidewalks on both sides of Keele Street with the implementation of a coordinated streetscape treatment.</p>	<p>Secondary</p>	<ul style="list-style-type: none"> As development of lands adjacent to Keele Street proceeds.
<p>2. Plant a double row of trees, at 10m spacing, along both sides of the road. Due to the presence of overhead power lines on the west side of the road, tree species shall be limited to those with lower heights.</p>	<p>Secondary</p>	<ul style="list-style-type: none"> As private development proceeds. Coordinate tree planting with hydro lines.
<p>3. Provide varying paving patterns and other design measures to emphasize pedestrian crossing where appropriate.</p>	<p>Secondary</p>	<ul style="list-style-type: none"> Coordinate with the Region of York, Public Works.
<p>4. Provide gateway signage at the intersection with Teston Road together with gateway landscape treatment at four corners of the intersection.</p>	<p>Secondary</p>	<ul style="list-style-type: none"> Coordinate with design of other gateways and with signage guidelines.
<p>5. Encourage the redevelopment of the area according to site plan and architectural guidelines to ensure the creation of an appropriate urban environment over time.</p>	<p>On Going</p>	<ul style="list-style-type: none"> As development of lands adjacent to Keele Street proceeds.

3.0 PROPOSED STREETScape TREATMENT MAPLE STREETScape / URBAN DESIGN GUIDELINES



3.8 AREA 7: Keele Street south of Teston Road.

3.8.1 Context

At present this area has virtually no structures on the west side. It is planned for a senior residence, and office and commercial development. The east side of Keele Street is developed with office and industrial uses with outside storage areas setback and screened from Keele Street. This area is the "Gateway" to the traffic approaching from the north and will require appropriate signage. At time of development it is recommended that the streetscape be continued in the same manner as that recommended for the area to the south. Site plan design and architectural treatment of private development should follow the guidelines contained in this report.

3.0 PROPOSED STREETScape TREATMENT

Spectra architects + KMK SCI Consultants

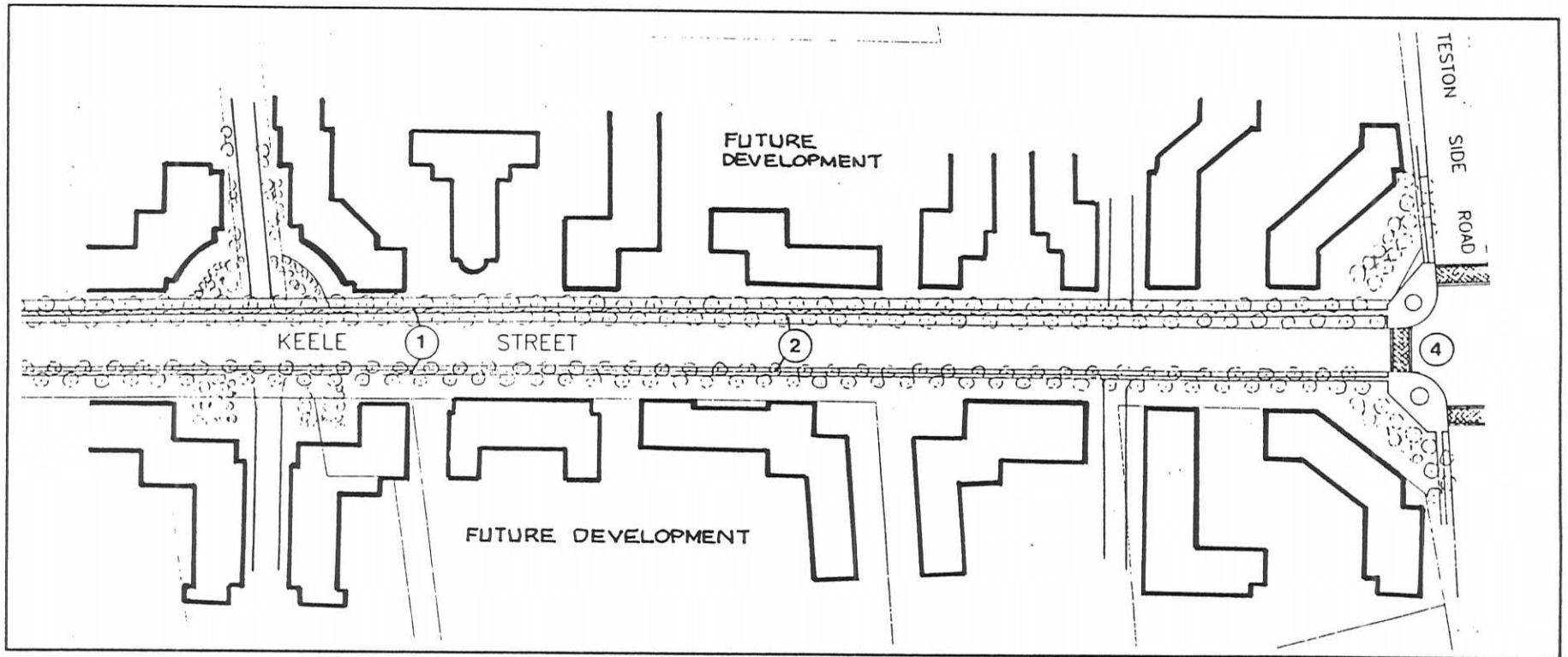


Fig.3.14 Recommended streetscape treatment

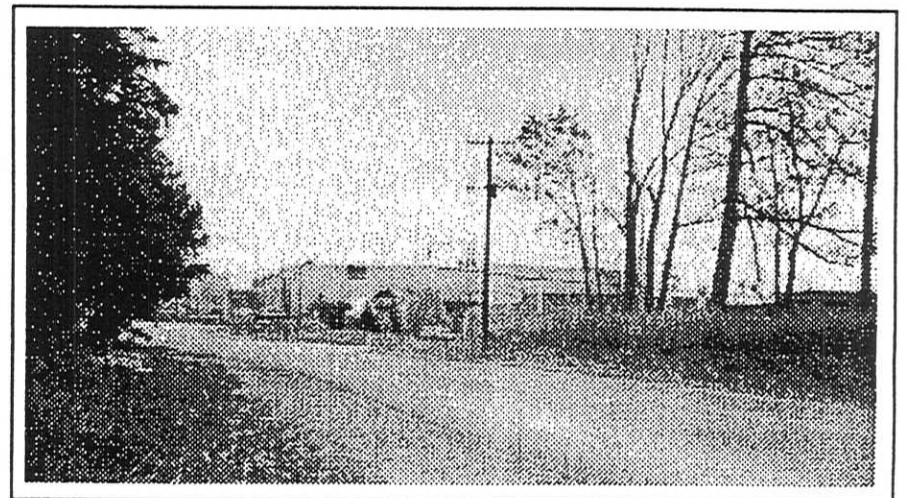
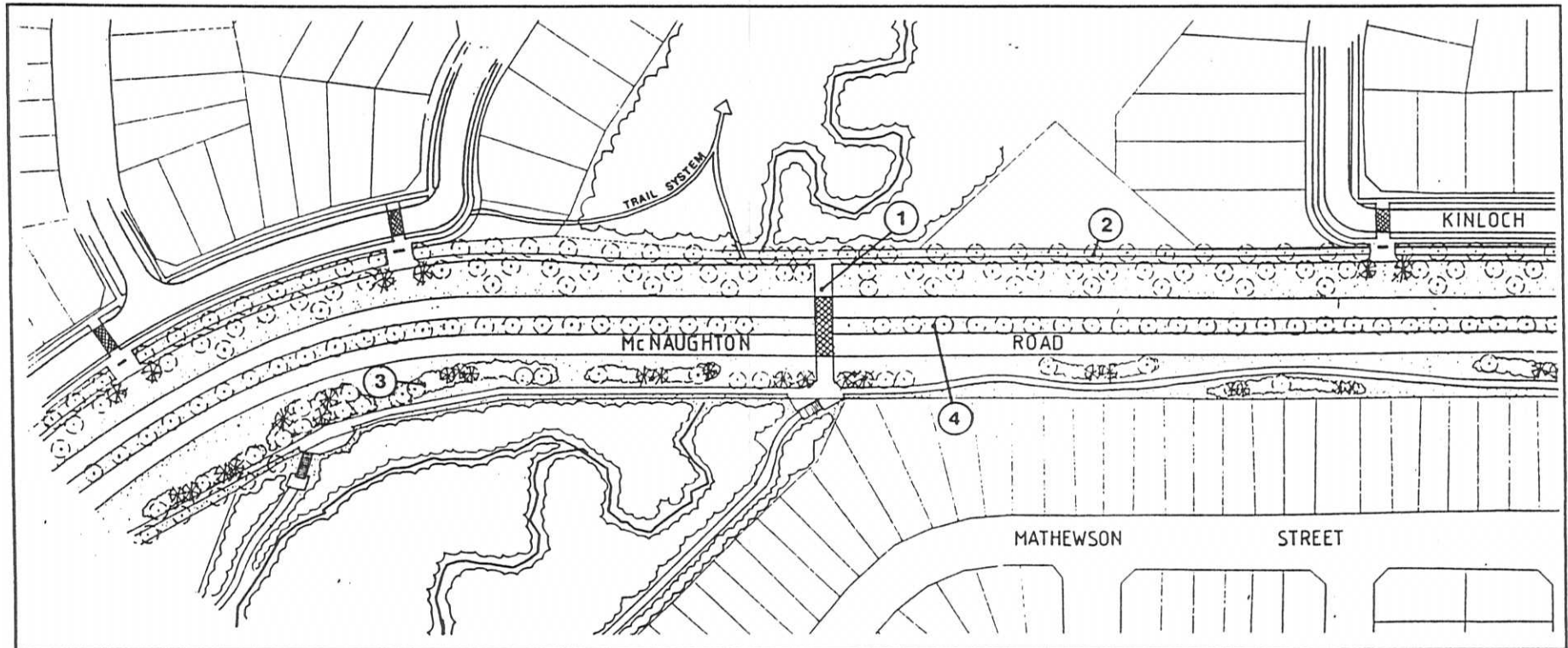


Fig. 3.15 Teston Road looking east at the Keele Street intersection



3.9 AREA 8: McNaughton Road north of Major MacKenzie Drive.

3.9.1 Context

McNaughton Road is a two lane municipal road. It has been conceived as a by-pass road around the community, providing access to the Keele Valley Landfill. It has a right-of-way of 50 metres.

The south east boulevard is comprised in part by a berm with an acoustical wall that separates it from a low density residential area to the south. To the north west, residential development fronts onto single loaded streets adjacent to McNaughton Road. The Don River and open space trail system are traversed by McNaughton Road with the opportunity to introduce formalized access to the open space system.

3.0 PROPOSED STREETSCAPE TREATMENT

Spectra architects + KMK SCI Consultants

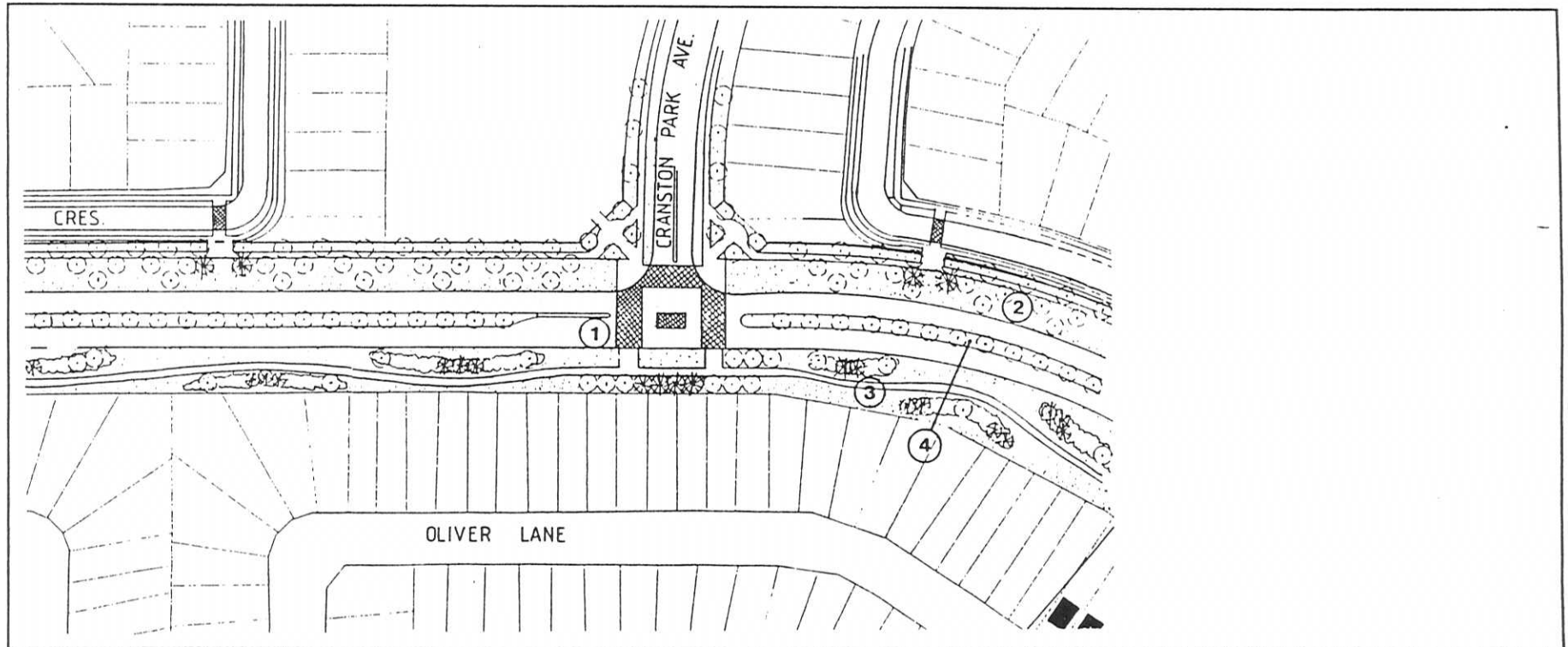


Fig.3.16 Recommended streetscape treatment

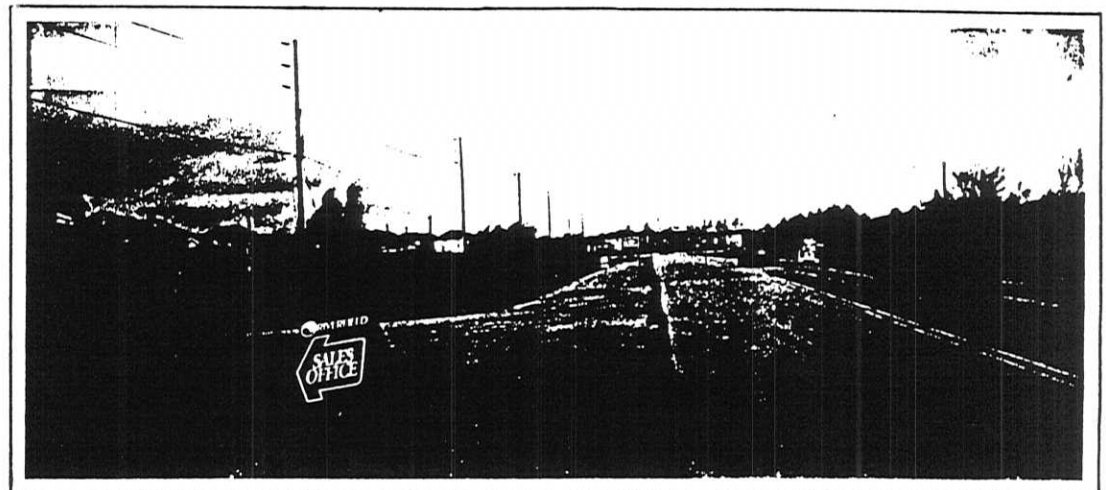


Fig. 3.17 McNaughton Road, north of Major Mackenzie Drive

3.0 PROPOSED STREETSCAPE TREATMENT MAPLE STREETSCAPE / URBAN DESIGN GUIDELINES

AREA 8. McNaughton Road north of Major Mackenzie Drive (Refer to Section 3.9)

DESCRIPTION	PRIORITY	IMPLEMENTATION CONSIDERATIONS
1. Provide varying concrete patterns and other design measures to emphasize pedestrian crossing where shown. A 1.5 m wide sidewalk is also proposed.	Secondary	<ul style="list-style-type: none"> • Coordinate with Public Works.
2. The north-west road boulevard shall have a more formal planting arrangement of trees.	Secondary	<ul style="list-style-type: none"> • Pedestrian connections to adjacent parkettes, open spaces and adjoining residential area shall be considered.
3. The south-east road embankment shall be designed as a "naturalized" boulevard with a mixture of plant material to offset the harshness and create a buffer between the road and the acoustical walls. A winding trail is proposed along this segment.	Secondary	<ul style="list-style-type: none"> • Create clusters of mass planting and open meadow conditions. See section 7.
4. A 5 m. minimum wide landscaped median to be constructed at the time of the widening of the road to four lanes.	Secondary	<ul style="list-style-type: none"> • Trees and shrubs for median planting shall be highly tolerant to site conditions.

3.0 PROPOSED STREETScape TREATMENT

Spectra architects + KMK SCI Consultants

AREA 9. McNaughton Road west of Keele Street (Refer to Section 3.10)

DESCRIPTION	PRIORITY	IMPLEMENTATION CONSIDERATIONS
1. Construct a 1.5m wide sidewalk on the north side of the road.	Immediate	<ul style="list-style-type: none"> • Coordinate with planting layout.
2. Install a pedestrian crossing in front of the school site, to be integrated with a bus stop.	Immediate	<ul style="list-style-type: none"> • Coordinate with the Public Works Department.
3. The existing sidewalk to be widened along the north side of the road in front of St. Joan of Arc High School.	Immediate	<ul style="list-style-type: none"> • Coordinate with the Region of York School Board.
4. Trees to be planted on both sides of the road, with a pedestrian link to Maple District park.	Secondary	<ul style="list-style-type: none"> • Create clusters of mass planting and open meadow conditions. See section 7.
5. Provide varying concrete patterns and other design measures to emphasize pedestrian crossing where shown.	Secondary	<ul style="list-style-type: none"> • Coordinate with the Public Works Department.
6. A 5 m. minimum wide landscaped median shall be constructed at the time of the widening of the road to four lanes.	Secondary	<ul style="list-style-type: none"> • Trees and shrubs for median planting shall be highly tolerant to site conditions.

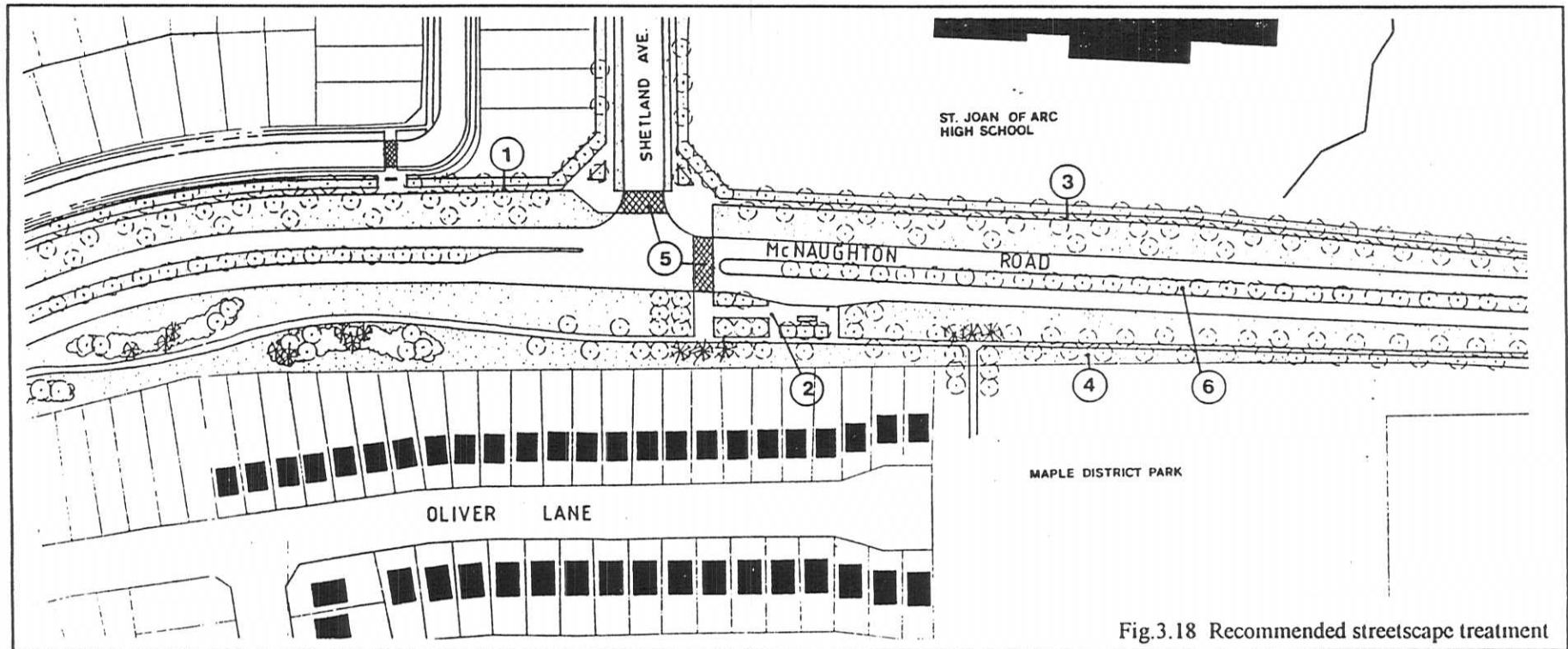


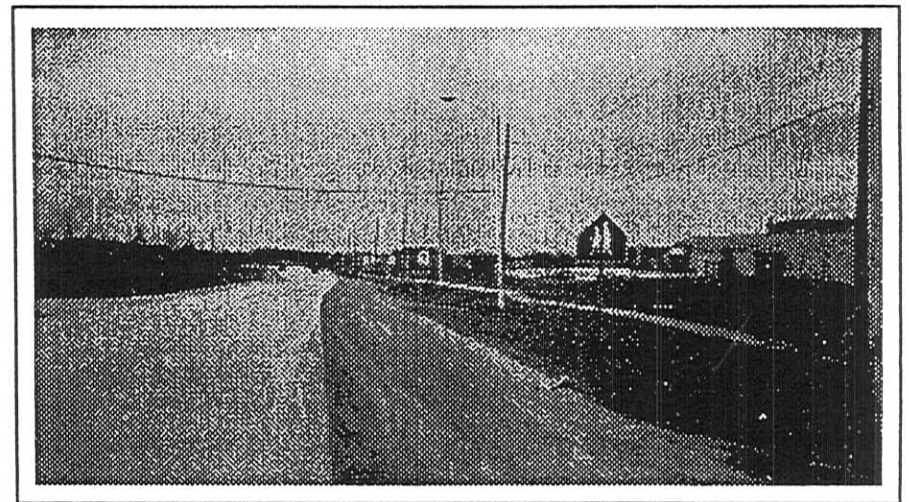
Fig.3.18 Recommended streetscape treatment

3.10 AREA 9: McNaughton Road west of Keele Street.

3.10.1 Context

This section of McNaughton Road is characterized by the presence of two major pedestrian nodes, the St. Joan of Arc High School to the north, and the Maple District Park, adjacent to the Maple Community Centre to the south. In this area, vehicular traffic needs must be balanced with the need to establish a proper connection between these two major points of pedestrian activity.

Fig. 3.19 McNaughton Road west of Keele Street, looking west.
To the right the school of St. Joan of Arc.



4.0 FOCAL AREAS

This section describes eight areas that, given their location or particular importance within the context of the design proposals contained in the Master Plan Concept, have been singled out for a specific design treatment.

The areas analyzed are:

- 1 Keele Street - Major Mackenzie Drive Intersection
- 2 The Octagonal House
- 3 Keele Street and Barrhill Road
- 4 Major Mackenzie Drive and the CN rail line
- 5 Keele Street north of Rutherford Road
- 6 Keele Street and McNaughton Road intersection
- 7 Frank Robson Park
- 8 Major Mackenzie Drive and McNaughton Road

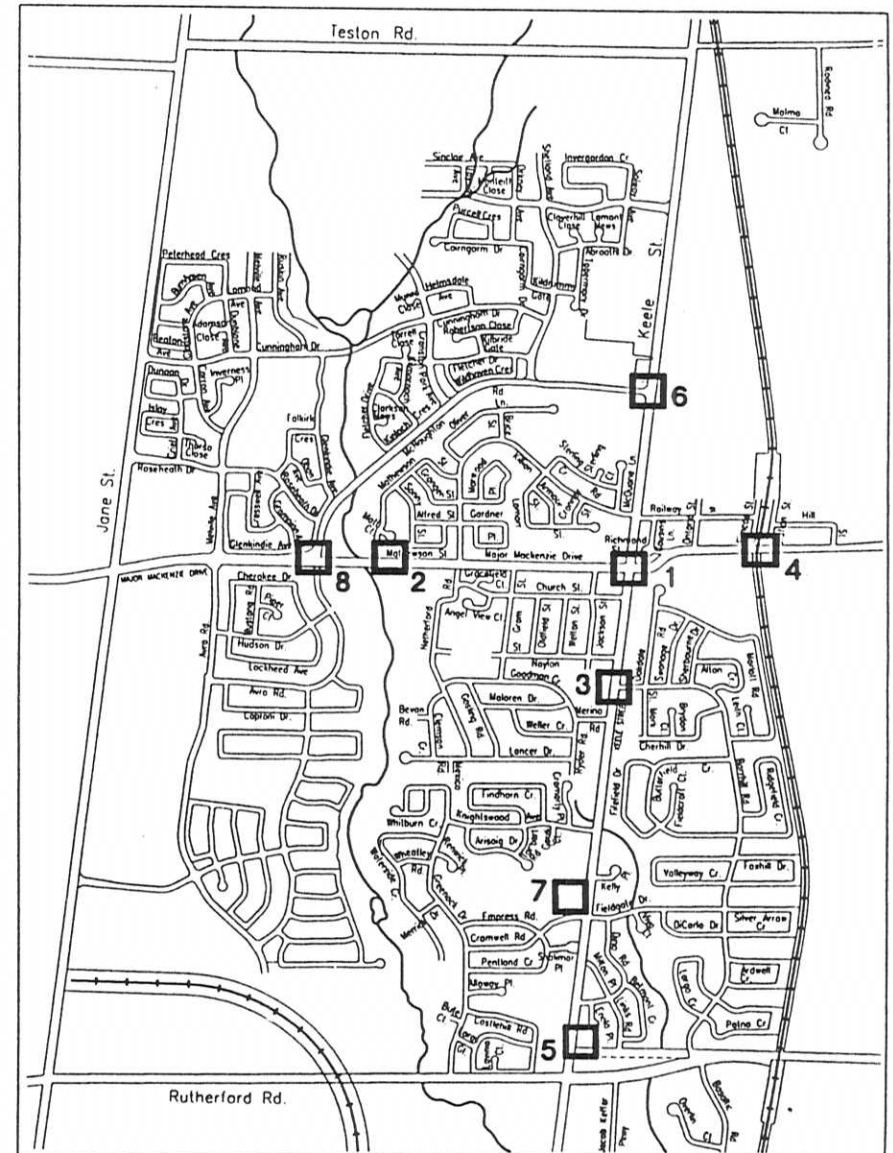


Fig. 4.1 Location Map of Focal Areas

4.1 KEELE STEET - MAJOR MACKENZIE DRIVE INTERSECTION

4.1.1 General

The Keele Street / Major Mackenzie Drive intersection is the centre of the Maple community. In recent years it has suffered a considerable urban decay due, in part, to the heavy traffic and lack of recreation and commercial activities related to the street environment and the absence of investment in boulevard improvements.

At present, the Beaverbrook House is not utilized to its potential and its public grounds have limited access from the streets with a wrought iron fence restricting access. The north west and south west corners present opportunities for redevelopment.

4.1.1 Description

- The plan contemplates the creation of a pedestrian square to the south east of the intersection, in proximity to the Beaverbrook House, and public recreational and sport facilities on the lands previously occupied by the Public Works yards, with pedestrian connections to the Civic Centre.
- The redevelopment of the south and north west corners of the intersection should provide for the creation of additional public space dedicated for pedestrian use and the development of prominent public architectural features such as clock towers, covered porticoes, public art work etc.
- It is recommended that the City examine the potential to expand the use of the Beaverbrook Centre when improvements to the adjacent park land are undertaken.

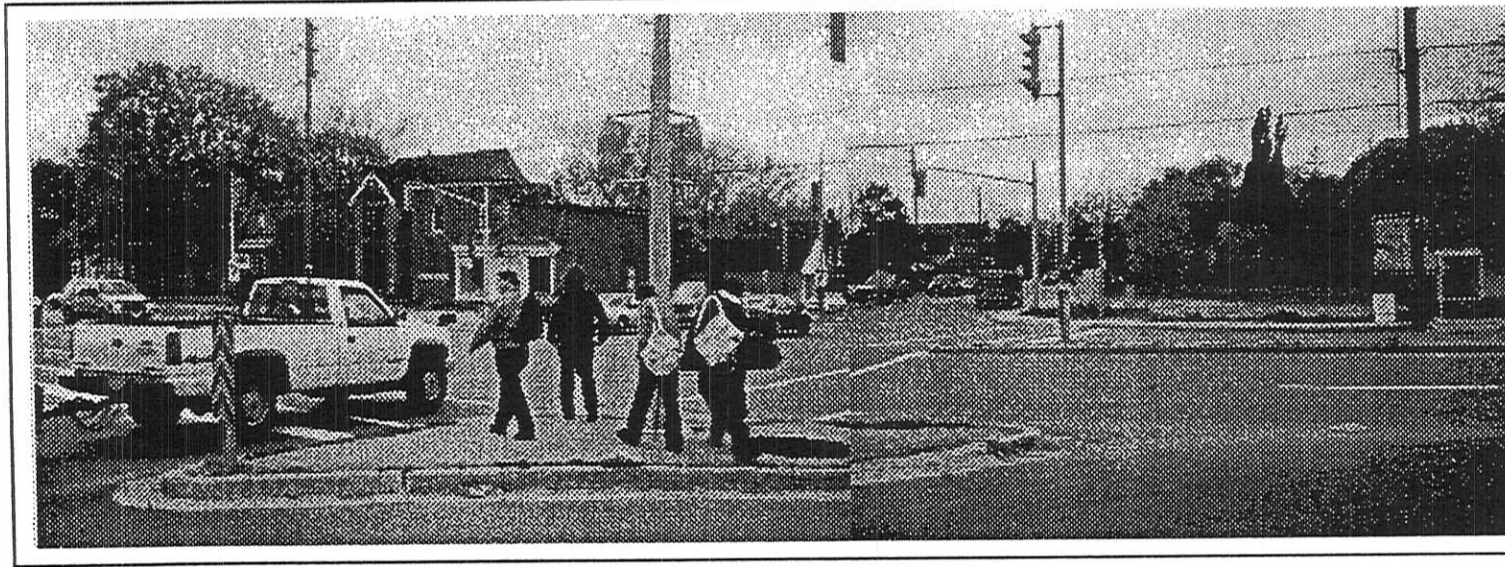


Fig. 4.2

View of the Keele Street - Major Mackenzie intersection from the north-east corner

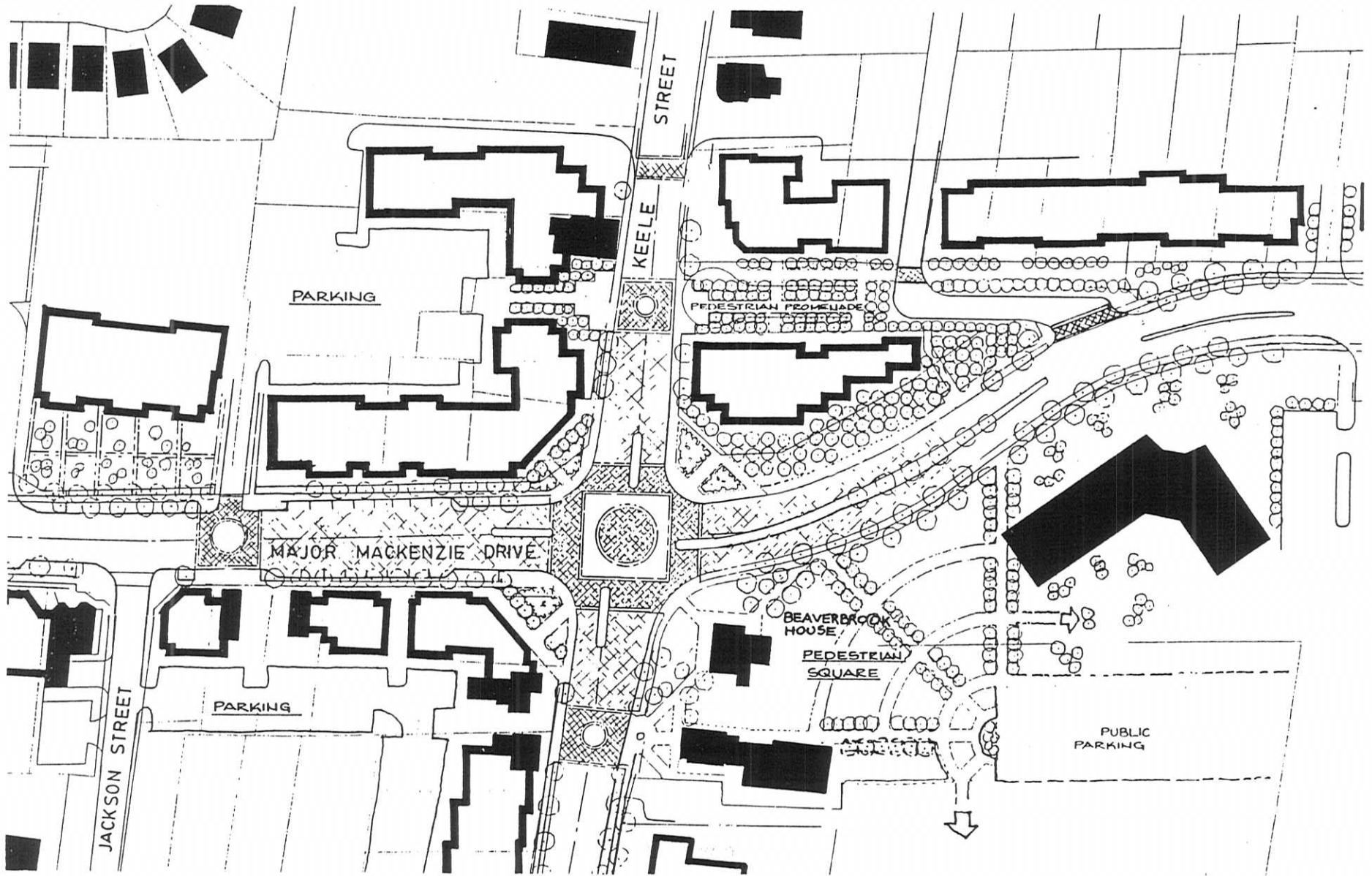


Fig. 4.3 Proposed Town Square. Recommended treatment

4.2 THE OCTAGONAL HOUSE

4.2.1 General

The Octagonal House is one of the most significant historical buildings in Maple. It is also located in a prominent urban location, with an open view from both east and west sides of Major Mackenzie Drive. At present, the house foreground is slightly elevated from the narrow sidewalk that separates it from the street.

4.2.2 Description

- It is proposed that the existing sidewalk be widened and, with the owner's cooperation, a street connection could be built with stairs linking the street level and the higher building grounds. A pedestrian crossing of Major Mackenzie Drive should be provided just to the east of the Octagonal House across from St. David Catholic Church to provide for a safe and convenient connection from the open space trail south of Major Mackenzie Drive.
- To the west of the Octagonal House it is recommended that part of the existing acoustical wall adjacent to Killian Parkette be replaced with a low decorative fence improving visibility, access and usage of the park.

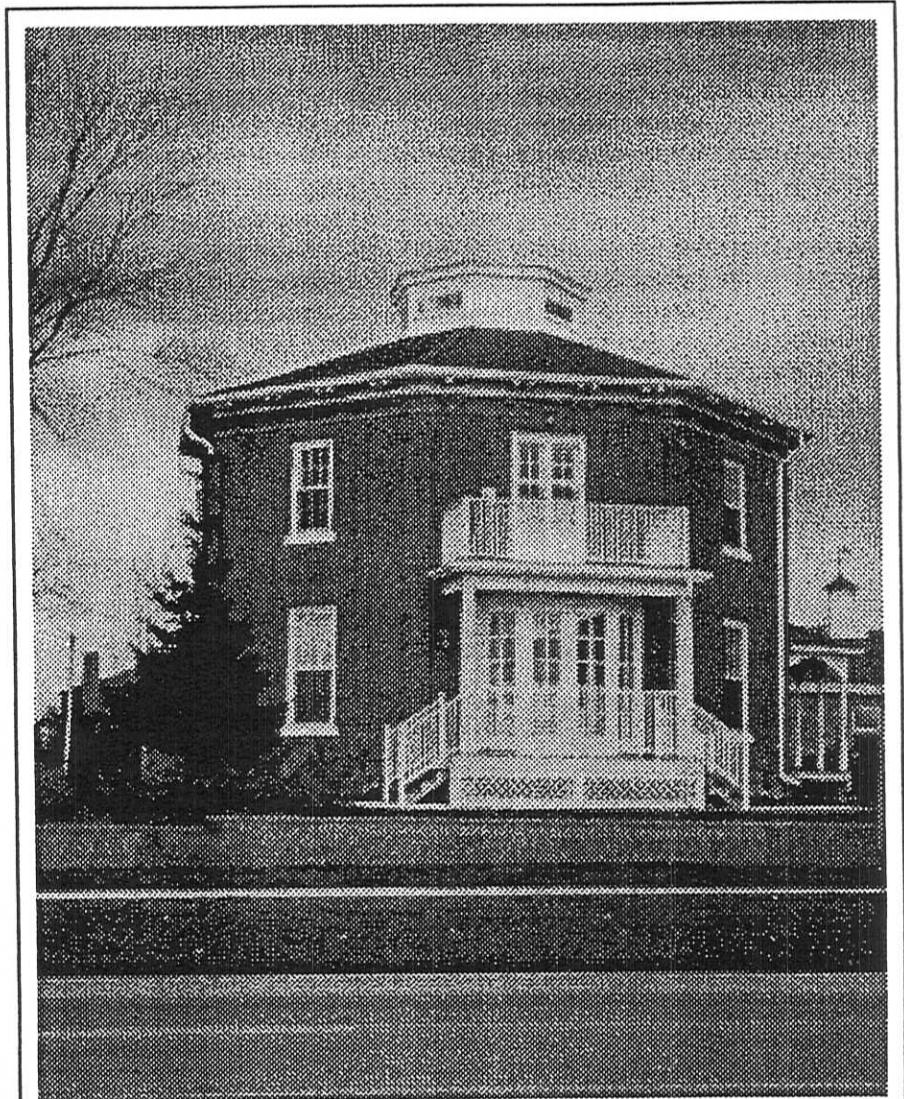


Fig. 4.4 The Octagonal House. Front view

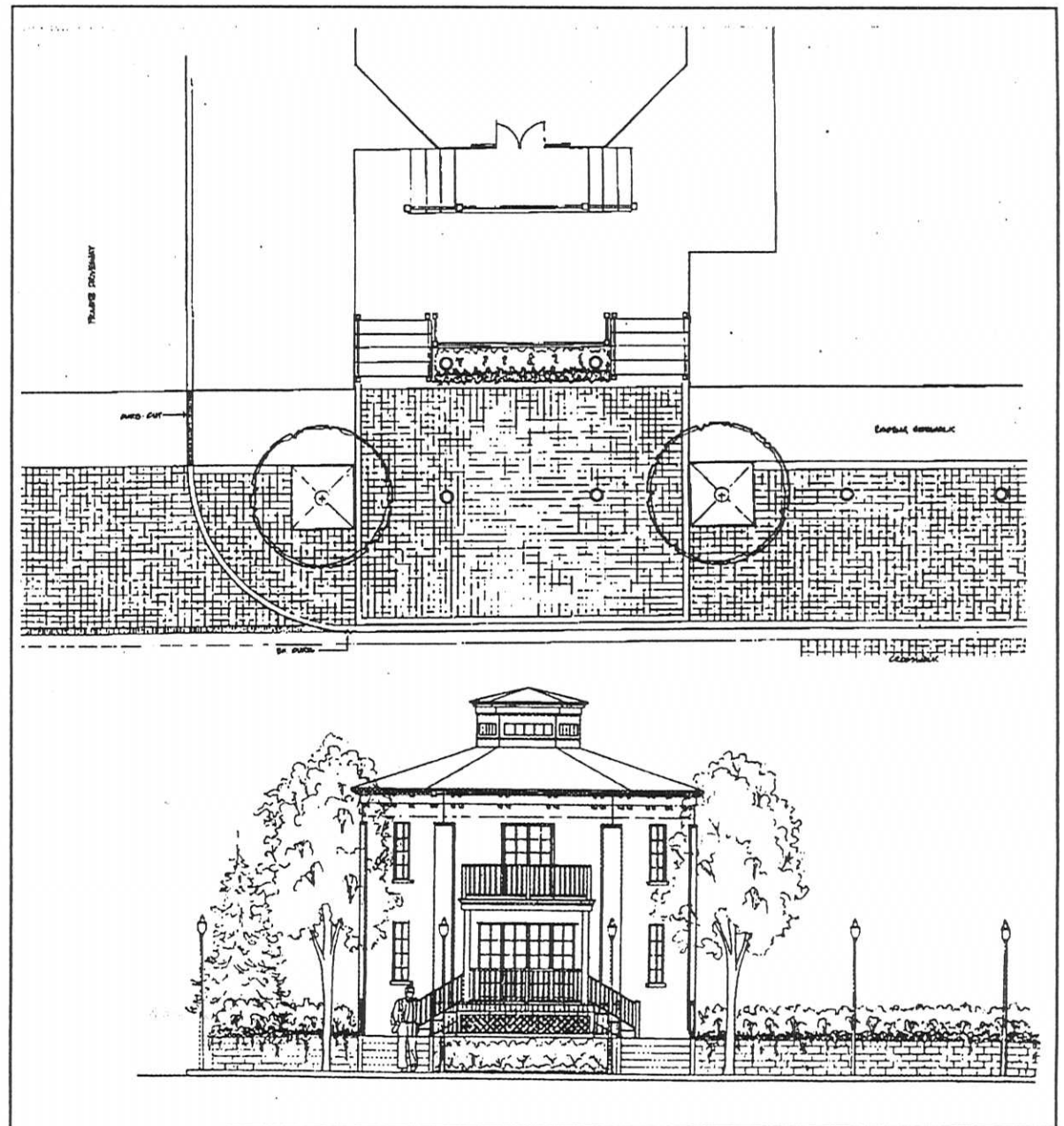


Fig. 4.5

Plan and elevation view of recommended Streetscape treatment

4.3 KEELE STREET AND BARRHILL ROAD

4.3.1 General

This area is a major pedestrian node, with a pedestrian connection at Barrhill Road and the residential subdivision to the east of Keele Street. It also contains two major historical features of the community: St. Andrew's Church on the west side, and the cemetery wall on the east side of Keele Street, almost opposite each other.

4.3.2 Description

In order to create a streetscape environment that emphasizes the character and responds to the historical and aesthetic value of these landmarks, the following measures are recommended:

- Construct a sidewalk on the east side of Keele Street.
- Extend the sidewalk area in front of St. Andrew's Church, with a paved area to be dedicated to parallel parking. (Fig. 4.6)
- Construct a low wall in front of the existing cemetery wall to accommodate a sidewalk with street furniture and planting. (Fig. 4.7)
- Reconfigure the stairs to the cemetery to allow for a level boulevard area adjacent to the curb for pedestrians and snow removal equipment. (Fig. 4.7)

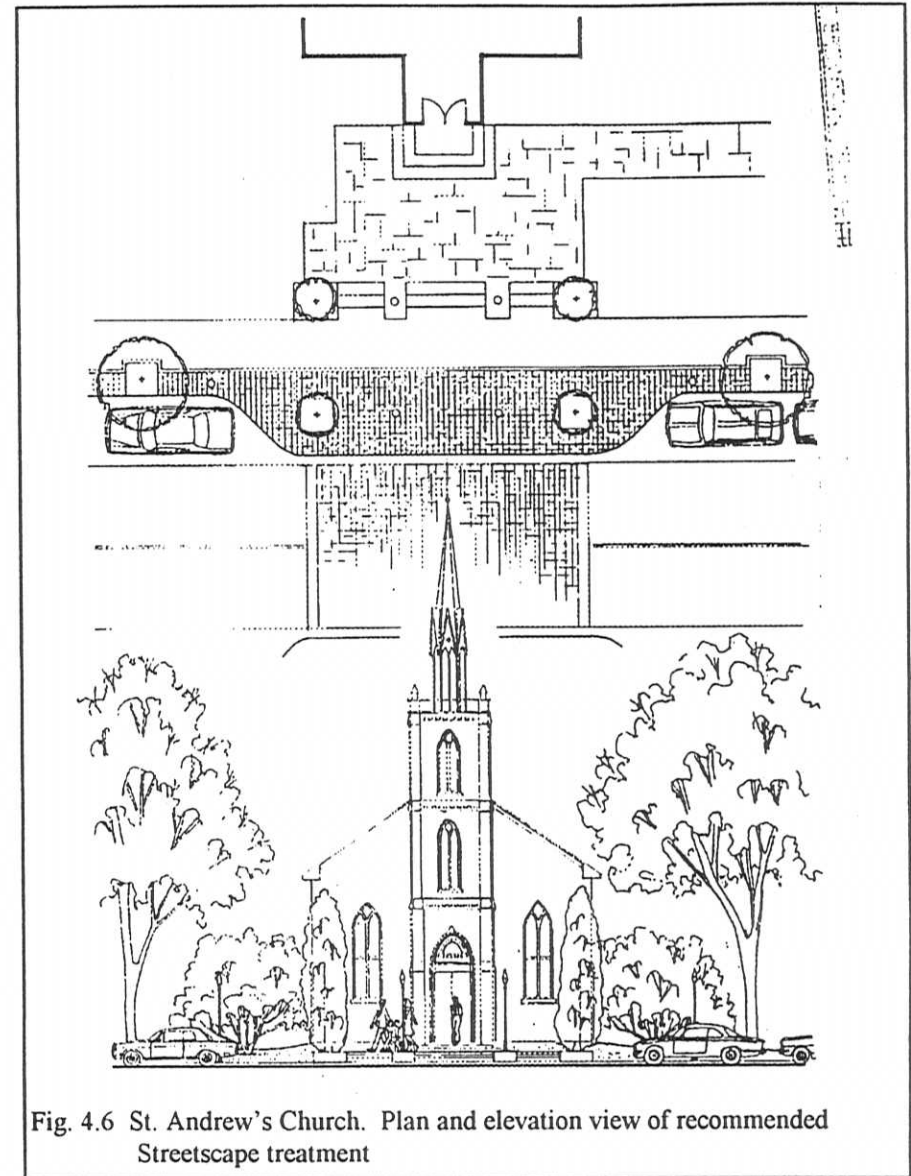


Fig. 4.6 St. Andrew's Church. Plan and elevation view of recommended Streetscape treatment

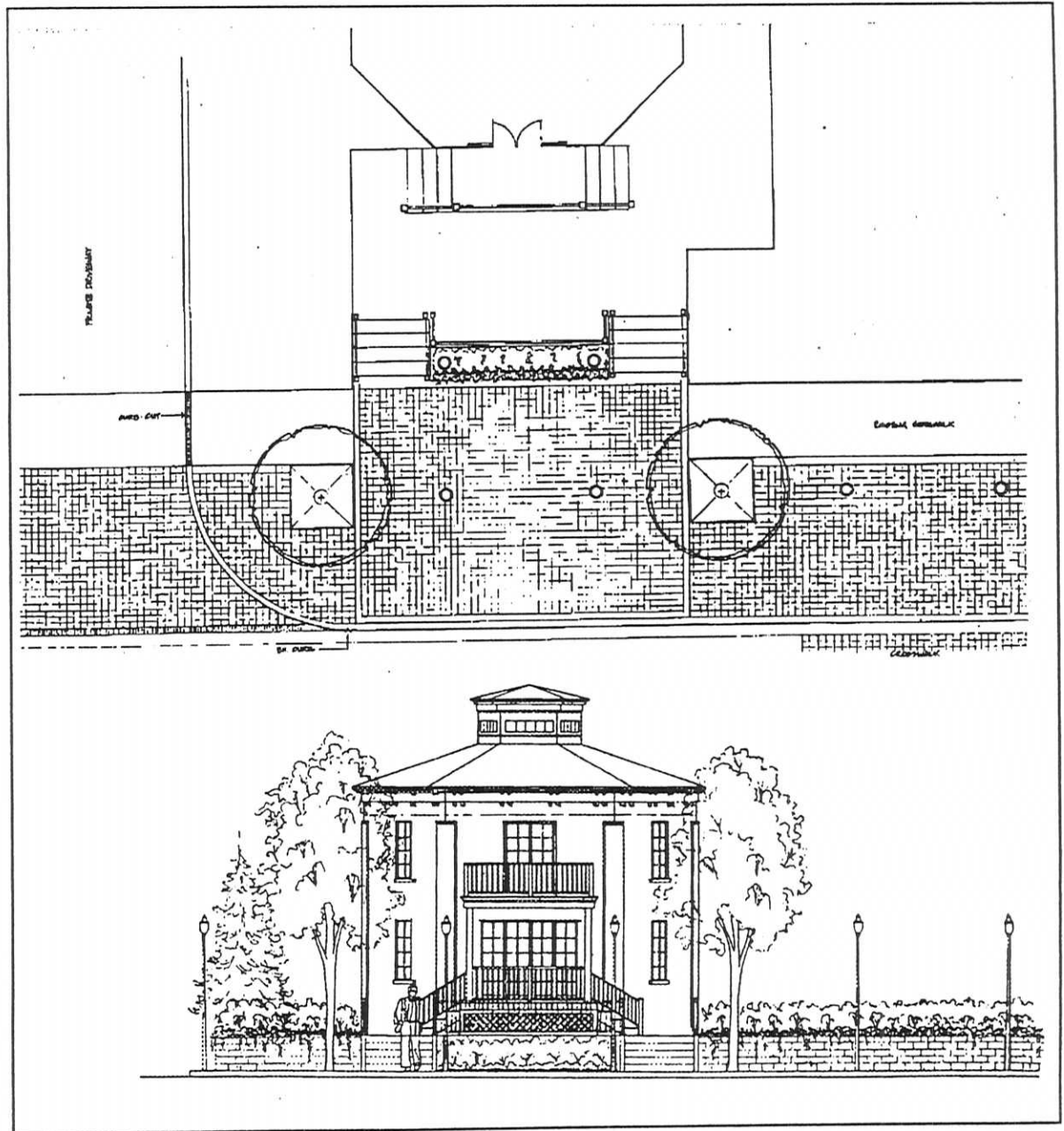


Fig. 4.5

Plan and elevation view of recommended Streetscape treatment

4.3 KEELE STREET AND BARRHILL ROAD

4.3.1 General

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- Reconfigure the stairs to the cemetery to allow for a level boulevard area adjacent to the curb for pedestrians and snow removal equipment. (Fig. 4.7)

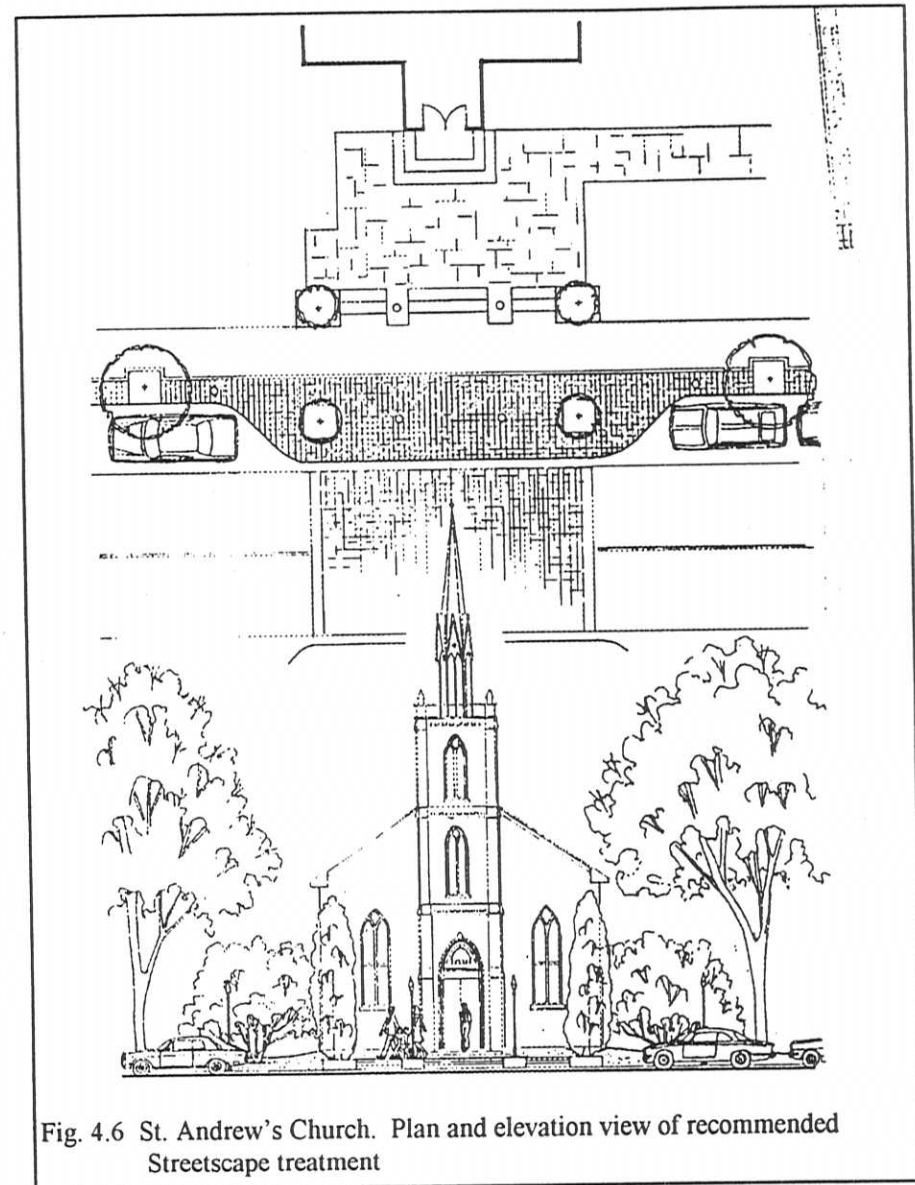


Fig. 4.6 St. Andrew's Church. Plan and elevation view of recommended Streetscape treatment

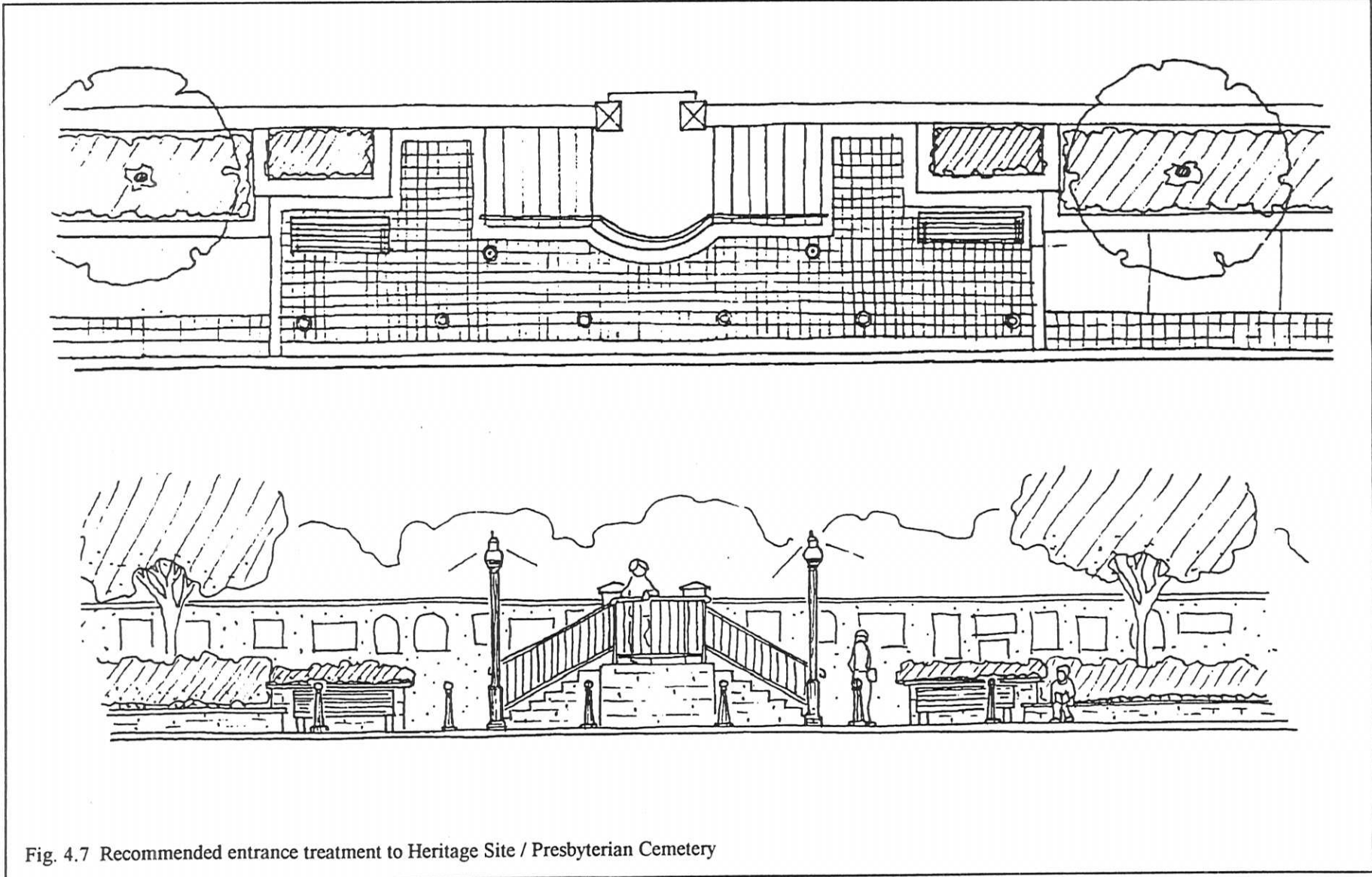


Fig. 4.7 Recommended entrance treatment to Heritage Site / Presbyterian Cemetery

4.4 MAJOR MACKENZIE DRIVE AND THE CN RAIL LINE

4.4.1 General

This area presents an undesirable urban environment due to the absence of buildings, the presence of the railroad overpass and a high retaining wall to the east. Combined with the narrow sidewalk between the road and the retaining wall and the absence of a sidewalk on the south side, this area is unpleasant for pedestrians.

4.4.2 Description

- This area is the easterly "Gateway" to the community and is an ideal location for community identification signage. This area is recommended to be improved with the introduction of an entry feature.
- To humanize the streetscape and make it more urban and pedestrian oriented, it is proposed that the sidewalk on the north side of Major Mackenzie Drive be widened and moved up the slope, increasing both its horizontal and vertical distance from the road. It is recommended that the sidewalk be relocated to the top of the wall adjacent to the Cemetery, and that it slope down to meet the existing sidewalk beneath the bridge. The south side could also accommodate planters and signage in the slope, together with the construction of a wider sidewalk.
- Pedestrian connections from Major Mackenzie Drive to Simcoe Street and Station Street are also recommended.

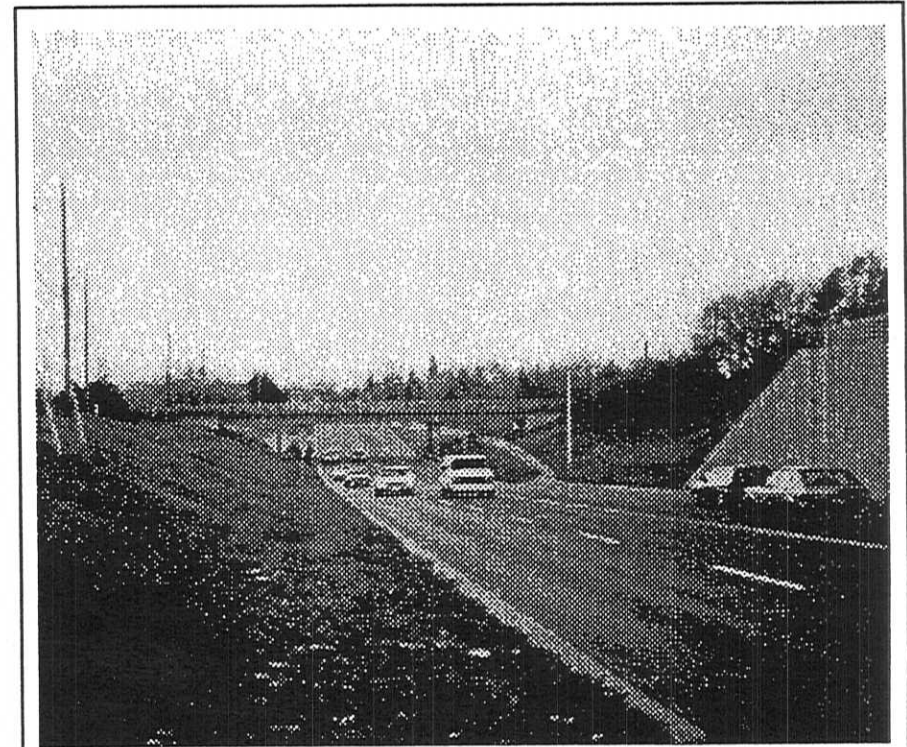


Fig. 4.8 Keele Street looking west to the CN rail line bridge

4.5 KEELE STREET NORTH OF RUTHERFORD ROAD

4.5.1 General

This area is the southerly "Gateway" to the Maple community. The City of Vaughan owns a small (approximately 14.0m x 40.0m) vacant parcel of land at the north east corner of Old Rutherford Road and Keele Street. It is recommended that landscape improvements be implemented on these lands with the construction of a parkette with provision for planting and seating areas. The creation of a landscaped feature with community signage is also recommended for this area.

4.5.2 Description

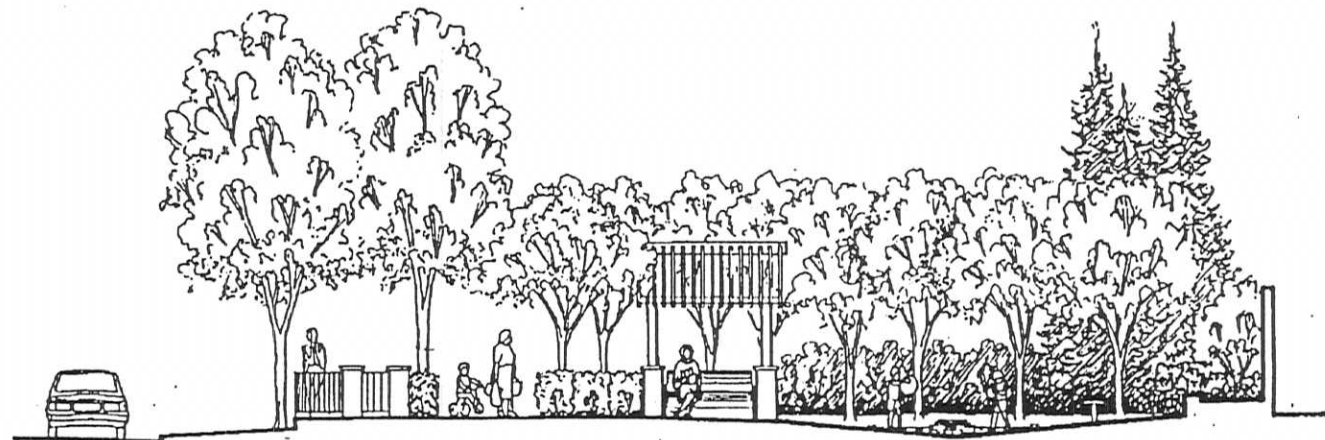
- The parkette shall be integrated into the design of the boulevard to make it part of the streetscape. Along the sidewalk, the boundary of the parkette is marked by a low wall and railing with boulevard trees and low maintenance hedges. The hedges and ornamental flowering trees are

repeated on the park-side of the sidewalk. This serves as a gradual interface between street and park. Three access points allow pedestrians to move easily onto the boulevard.

- The central entrance is at right angles to the sidewalk. The other two entrances are positioned to accommodate pedestrian paths, with opportunities in the future to accommodate a pedestrian linkage across Keele Street. The introduction of a bus stop in the vicinity of the main park or cul-de-sac entrance would also add to the importance of the parkette.
- The elevation of the parkette shall be slightly below that of the street sidewalk, thereby increasing the level of comfort for users. The main entrance could have a park gate/trellis structure to accentuate the park entrance. Seating should be accommodated at the node and at each access point.

Fig. 4.10

Elevation view of proposed
Parkette



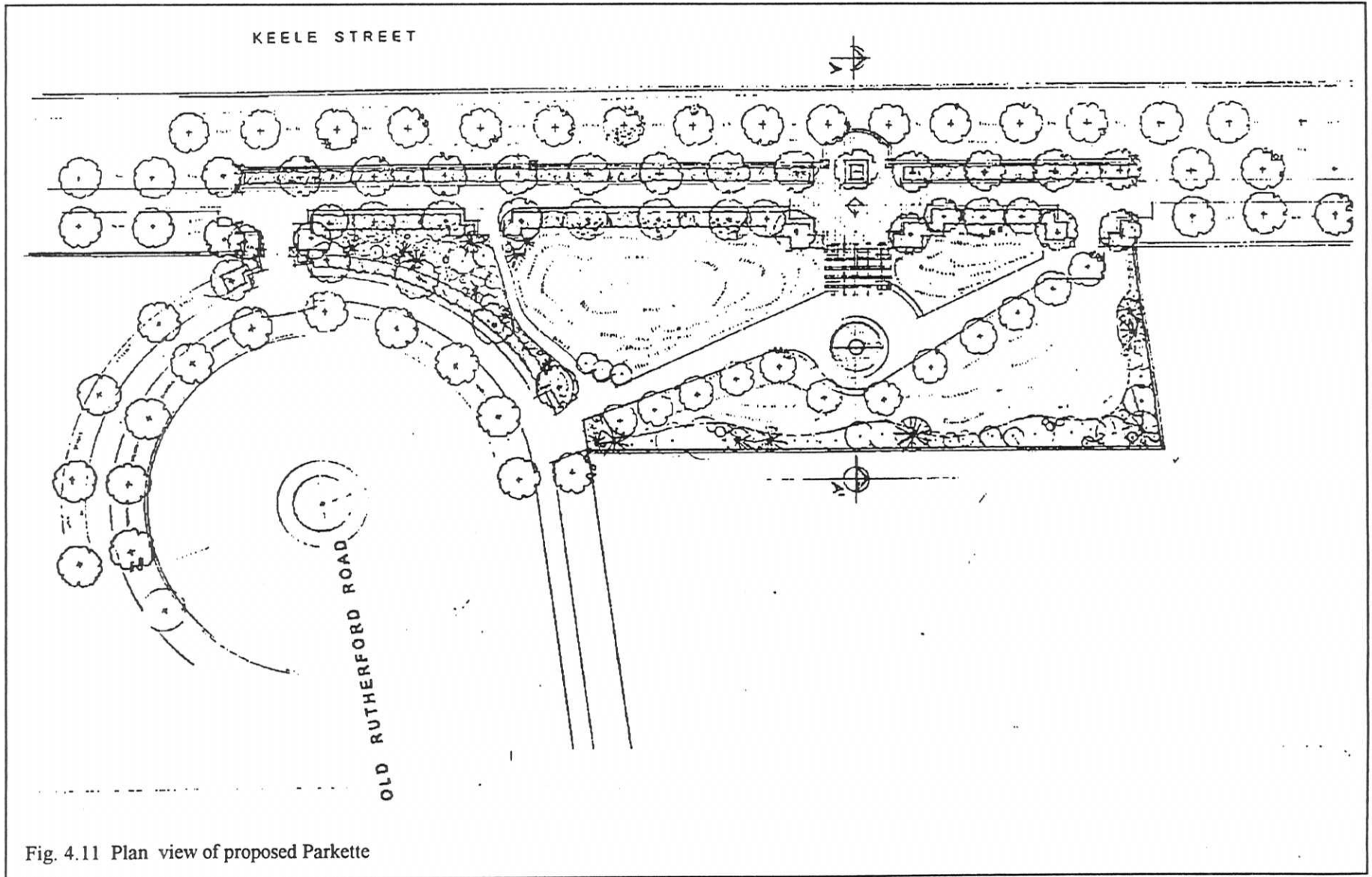


Fig. 4.11 Plan view of proposed Parkette

4.6 KEELE STREET AND McNAUGHTON ROAD INTERSECTION

4.6.1 General

This area is an important urban node, being the northern edge of the core area with a major road intersection. There is the potential for increasing pedestrian activity at this intersection owing to the nearby St. Joan of Arc High School and the Maple Community Centre.

The intersection also has the potential of becoming a commercial node. This will be realized as McNaughton Road becomes an alternative through-route with its extension east of Keele Street and when development occurs along Keele Street south of Teston Road.

4.6.2 Description

- New construction shall be recessed at the north east, north-west and south east quadrants in order to create a small urban space dedicated to pedestrians with appropriate landscape treatment.
- All new buildings shall have well defined forecourts that address the building entrances and boulevard.
- Enhanced landscaping can be developed in the south west corner to screen the existing parking lot while providing access to the existing commercial establishment.

The north west and north east corners shall incorporate design features which will enhance the formal urban treatment of this intersection. The south east corner shall be treated with a similar paving pattern with low vegetation in planters set against the backdrop of future buildings.

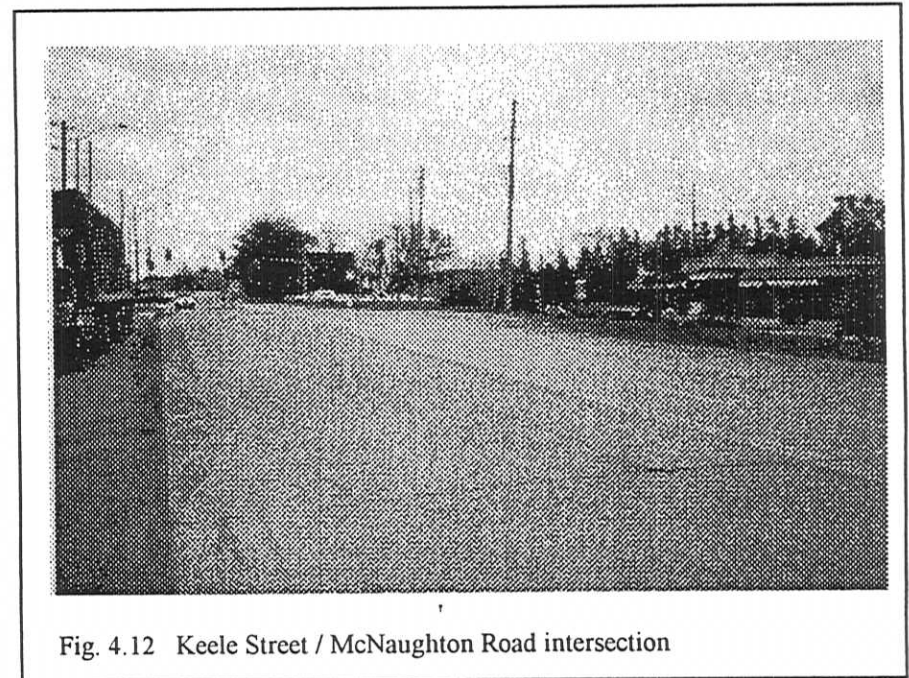


Fig. 4.12 Keele Street / McNaughton Road intersection

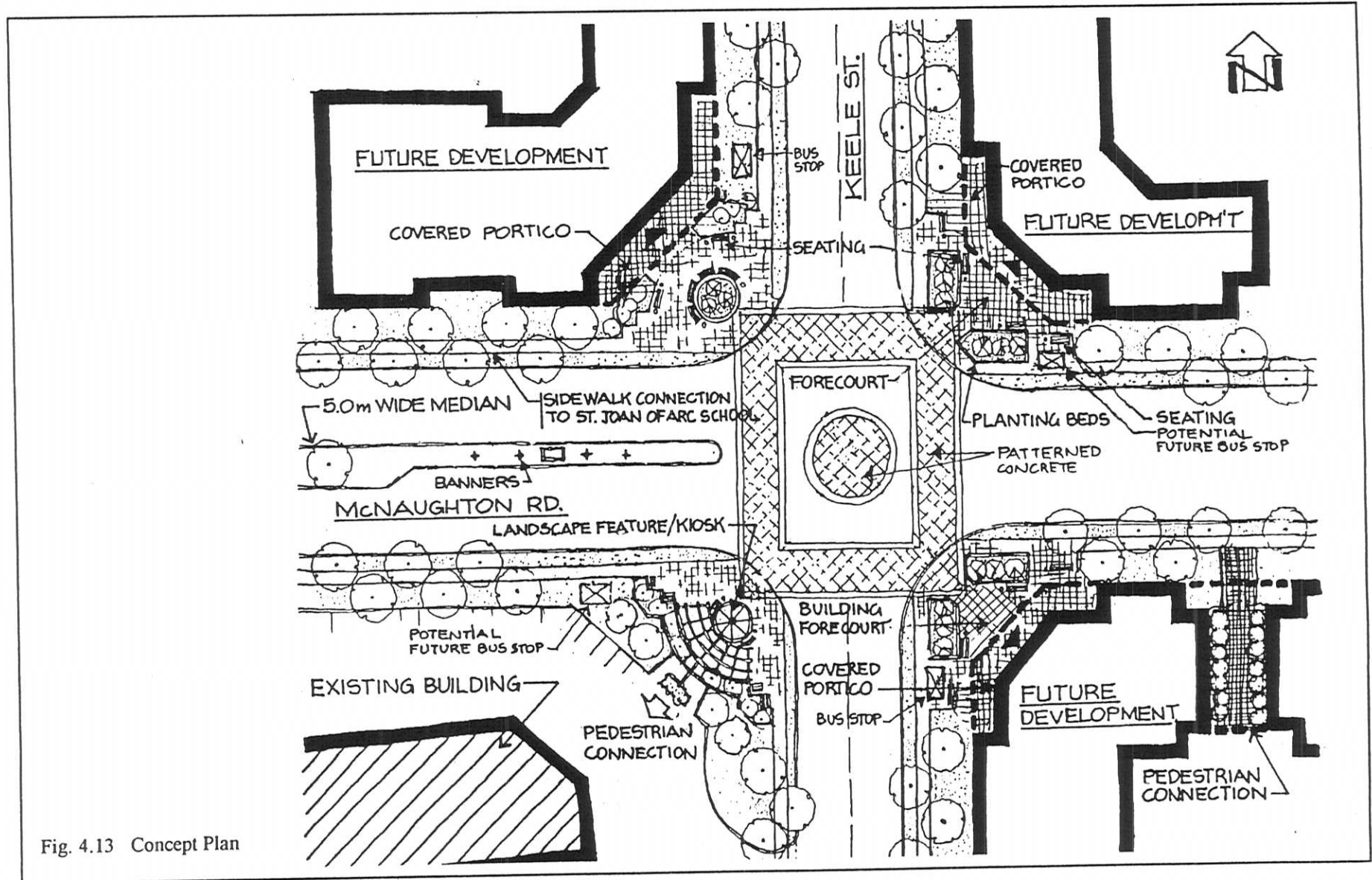


Fig. 4.13 Concept Plan

4.7 FRANK ROBSON PARK ENTRY

4.7.1 General

Frank Robson Park is situated on the north west corner of Keele Street and Cromwell Road. This intersection is the main "cross-road" along the southerly section of Keele Street. There is a local convenience plaza on the south east corner of the intersection and traffic lights for safe pedestrian crossings.

The existing bus shelter on this site and the nearby George Bailey Public School make this street corner an important pedestrian node. This setting provides an opportunity to develop a primary pedestrian gateway to Frank Robson Park.

4.7.2 Description

- The boundary of the Park at the edge of the courtyard is defined by masonry columns and iron railings. Two pathways enter the Park between a vegetative buffer of trees, shrubs and ground-cover, connecting the Park to the street circulation system.

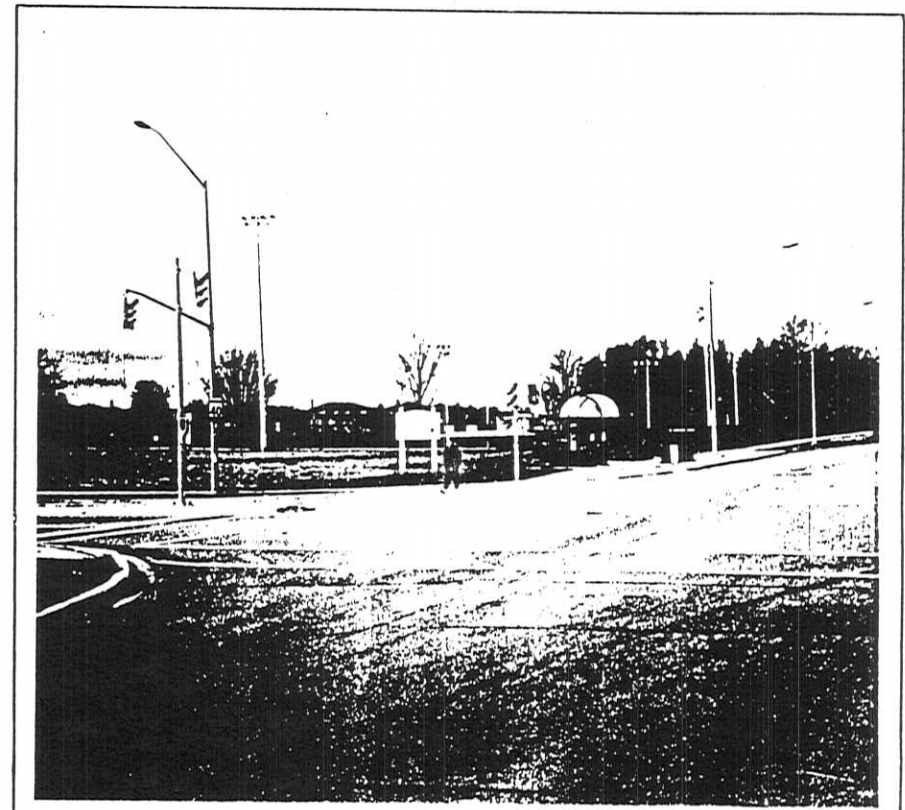


Fig. 4.14 View of Frank Robson Park

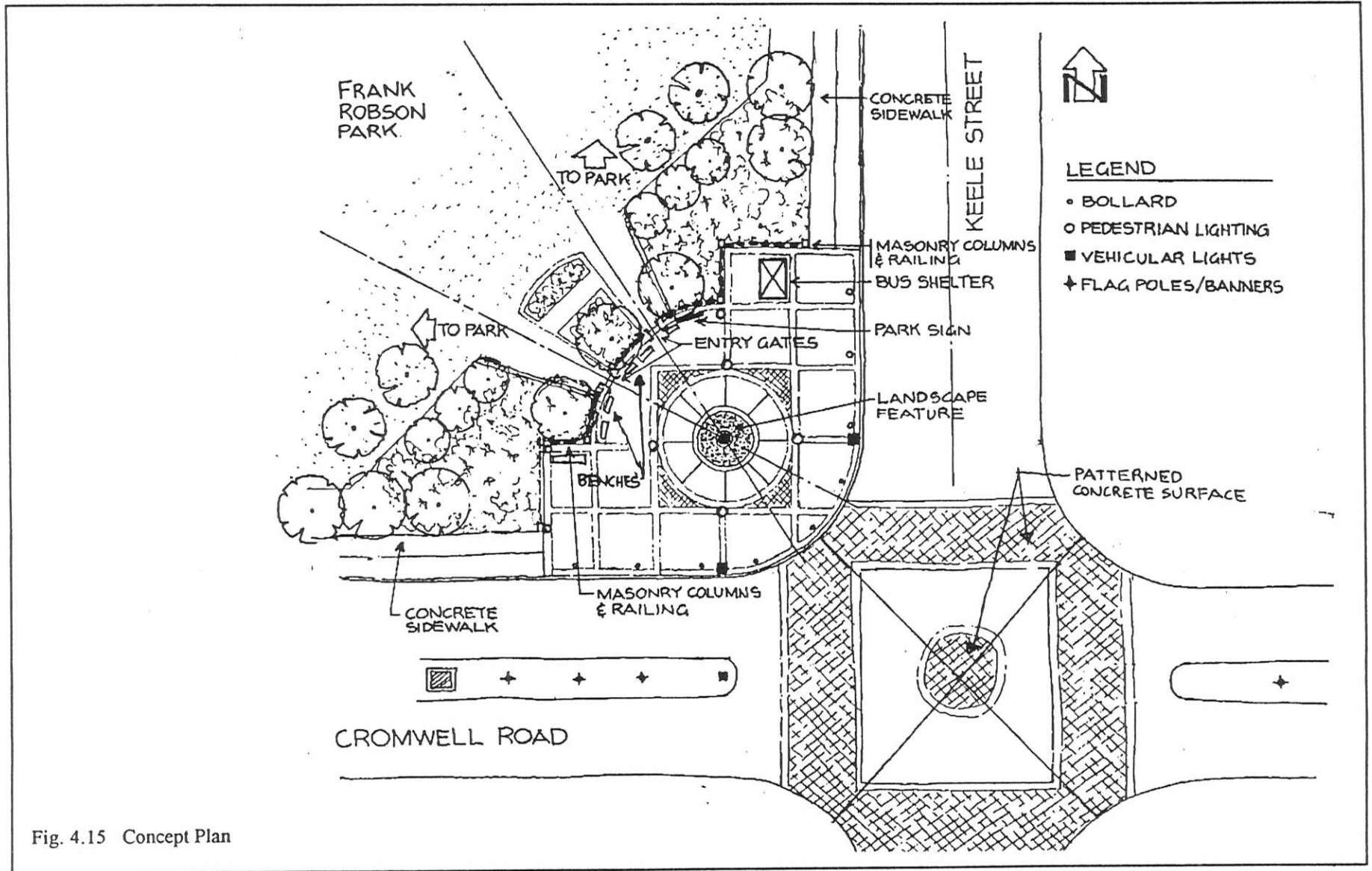


Fig. 4.15 Concept Plan

4.8 MAJOR MACKENZIE DRIVE AND McNAUGHTON ROAD

4.8.1 General

The intersection of Major Mackenzie Drive and McNaughton Road is a major vehicular intersection accommodating large volumes of traffic. Although the boulevards are wide, the pedestrian precinct is poorly developed with inadequate pedestrian access to the intersection. On the north east corner there is a gas station and an isolated bus stop

Three corners of the intersection border onto residential areas and are in close proximity to major open space areas, shopping and institutions. Therefore, there is a great need to improve the pedestrian system and amenity of the intersection.

4.8.2 Description

- The proposed design calls for the full development of a sidewalk system to gain access to the intersection. In particular, a sidewalk connection to Glenkindie Avenue through the existing iron fence will give pedestrians on the north west quadrant access to Major Mackenzie Drive and McNaughton Road.
- The north west corner is proposed to be a pedestrian node which can be treated as a neighbourhood parkette. It would also act as an entrance to the neighbourhood on the north-west quadrant of the intersection. Signage identifying the adjoining neighbourhoods can be strategically placed at the corners.
- Traffic calming at the intersection may be developed in conjunction with the pedestrian paved surfaces. Roughed textured surfaces at pedestrian crossing points are recommended.

- It is also recommended the construction of pedestrian connections to the open space trail system.

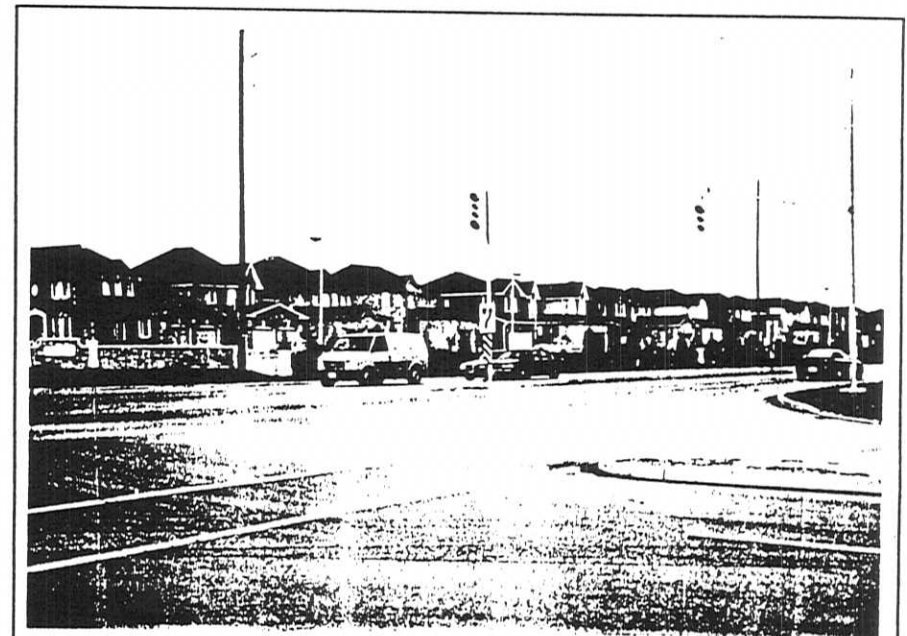


Fig. 4.16 View of Major Mackenzie Drive looking north-east at McNaughton Road

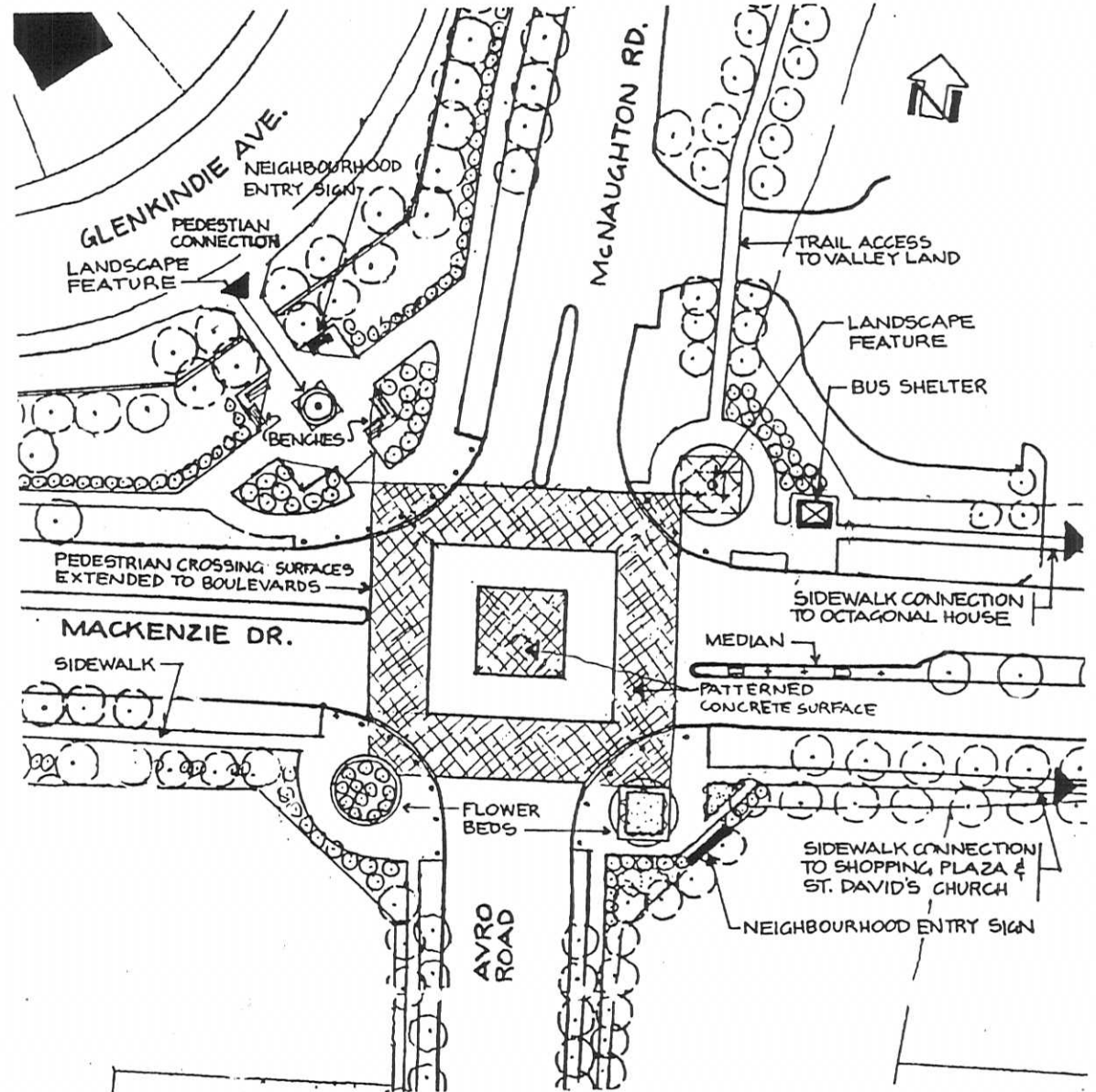
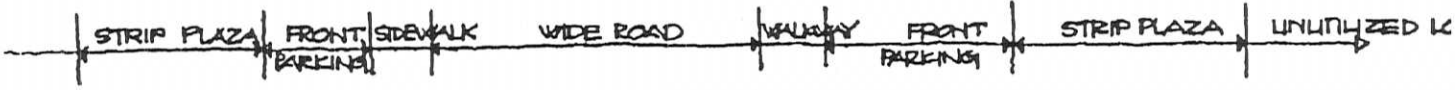
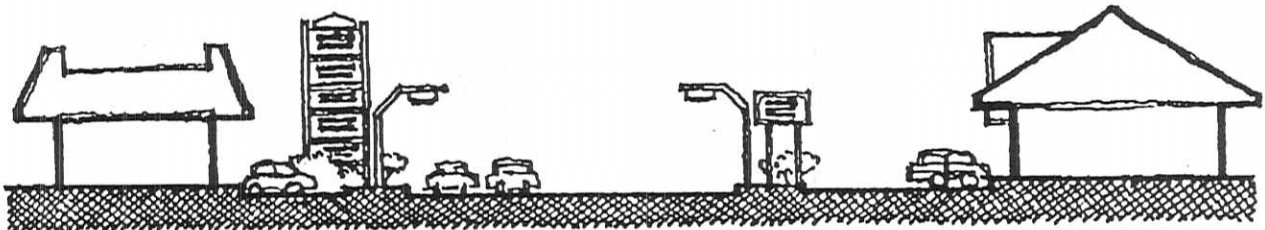
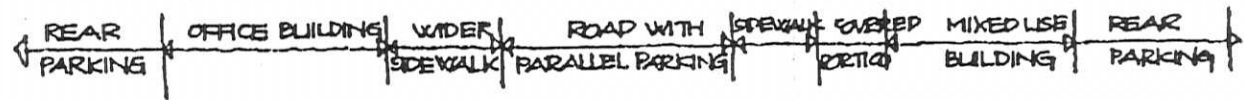


Fig. 4.17 Concept Plan

Fig. 5.1

Positive and negative aspects of urban design and street setback

POSITIVE



NEGATIVE

5.1 SITE PLAN DESIGN

In order to enhance the streetscape and the heritage character of Maple, it is recommended that new development generally be aligned with existing heritage structures, with the exception of areas where special urban features such as public squares are suggested by the Master Plan.

Measures to ensure the proper siting of new structures are as follows:

- New structures are recommended to be setback at 0 metres and at 0 - 2 metres (maximum) from the planned road allowance within the areas shown on Figure 5.2
- These minimal setbacks from the street line are intended to create a close and interactive relationship between the pedestrians and the building form. Buildings at the street line will also create a perception of enclosure to the streets assisting in slowing traffic.
- Gaps in the streetscape shall be discouraged in order to allow for the creation of uninterrupted building facades along main streets.
- Adjacent buildings should maintain the same front yard setbacks. The same requirement does not necessarily apply to the rear face, where site considerations with respect to the linkage of adjacent driveways may govern rear yard setbacks.
- The front facade of new buildings should be aligned with adjacent heritage structures unless otherwise indicated in the Concept Plan. (In determining the appropriate front yard setback for a development incorporating a heritage structure, refer to Subsection 5.5 of these Guidelines).

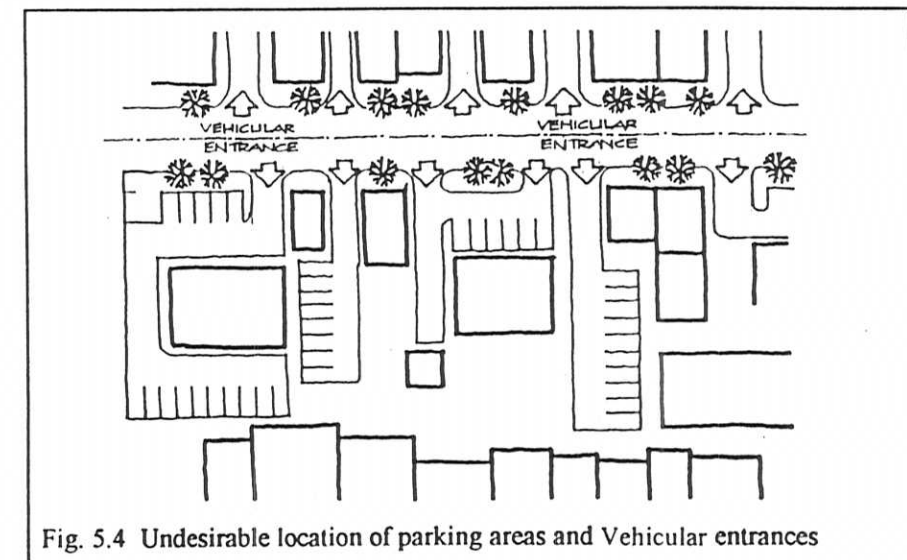
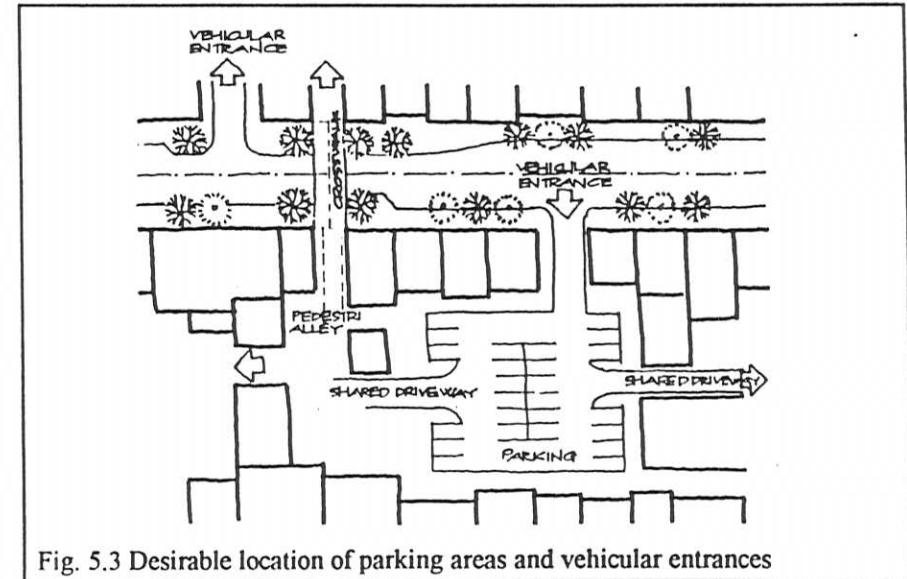
5.2 SITE ACCESS

Presently, each property in the Core has one or more vehicular accesses regardless of its size and street frontage. The Urban Concept Plan recommends that, as properties are redeveloped, driveways be consolidated with the creation of rear lane ways and/or shared driveways / parking facilities implementing a general policy of shared accesses and mutual right-of-ways.

Site design criteria for future development shall adhere to the following:

- When possible, redevelopment in the core shall follow the system of vehicular links described in the Concept Plan. As a general principle, vehicular accesses should not exceed one for every two lots. New developments should be designed to accommodate the sharing of driveways.
- The conveyance of mutual rights of way between property owners shall be encouraged. The need for rights of way shall be evaluated at the time of site plan approval.
- Side yard setbacks shall allow for the construction of a shared driveway and one or two adjacent sidewalks, depending on the importance and the distance to other driveways. When possible, one sidewalk shall have a minimum width of 3.5 m in order to allow for landscaping.
- If a vehicular access not contemplated by the Concept Plan is required because of the particular timing of development, a temporary access may only need to be 6.0 m to 7.5 m wide, with no sidewalk required.
- The consolidation of vehicular access points should ensure that there is sufficient distance from intersections to avoid creating traffic hazards.

- Properties abutting both an arterial road and a local street should have vehicular access onto the local street.
- Driveway layouts shall ensure that future links to adjacent properties are properly taken into consideration. Driveway aisles should generally be aligned and within compatible grades at property boundaries.
- The creation of “shortcuts” and “speedways” on continuous linked driveways should be avoided through the incorporation of measures, such as sharp curves, speed bumps, etc., designed to slow speeds.
- Driveways shall be designed in a manner that minimizes the interference with main pedestrian sidewalks and avoid bus stop areas.
- Within the boulevard, driveway curbs shall not protrude above the level of the main walkway area to minimize interference with the pedestrian realm of the boulevard.
- Properties which do not have direct vehicular access to the main street, shall have access either through an easement or with a shared access agreement with adjacent properties.
- The paving materials (i.e. interlocking and patterned concrete) used on the sidewalks and boulevards shall extend across the full width of the driveway from the property line to the edge of the travelled street. Asphalt paving of this area is not acceptable.



5.3 PARKING

Existing commercial parking lots located in front of buildings along Keele Street and Major Mackenzie Drive should over time be relocated to the rear of buildings or underground when the property is redeveloped. Opportunities to convert existing parking areas (or a portion of them), adjacent to the street to other uses, such as additional structures, outdoor patios, cafes or landscaping shall be encouraged.

Parking within private developments shall be built according to the requirements contained in this Section:

5.3.1 Parking on Grade

1. All reasonable efforts should be made to locate parking at the rear of buildings. Parking at the front or at side of buildings is strongly discouraged.

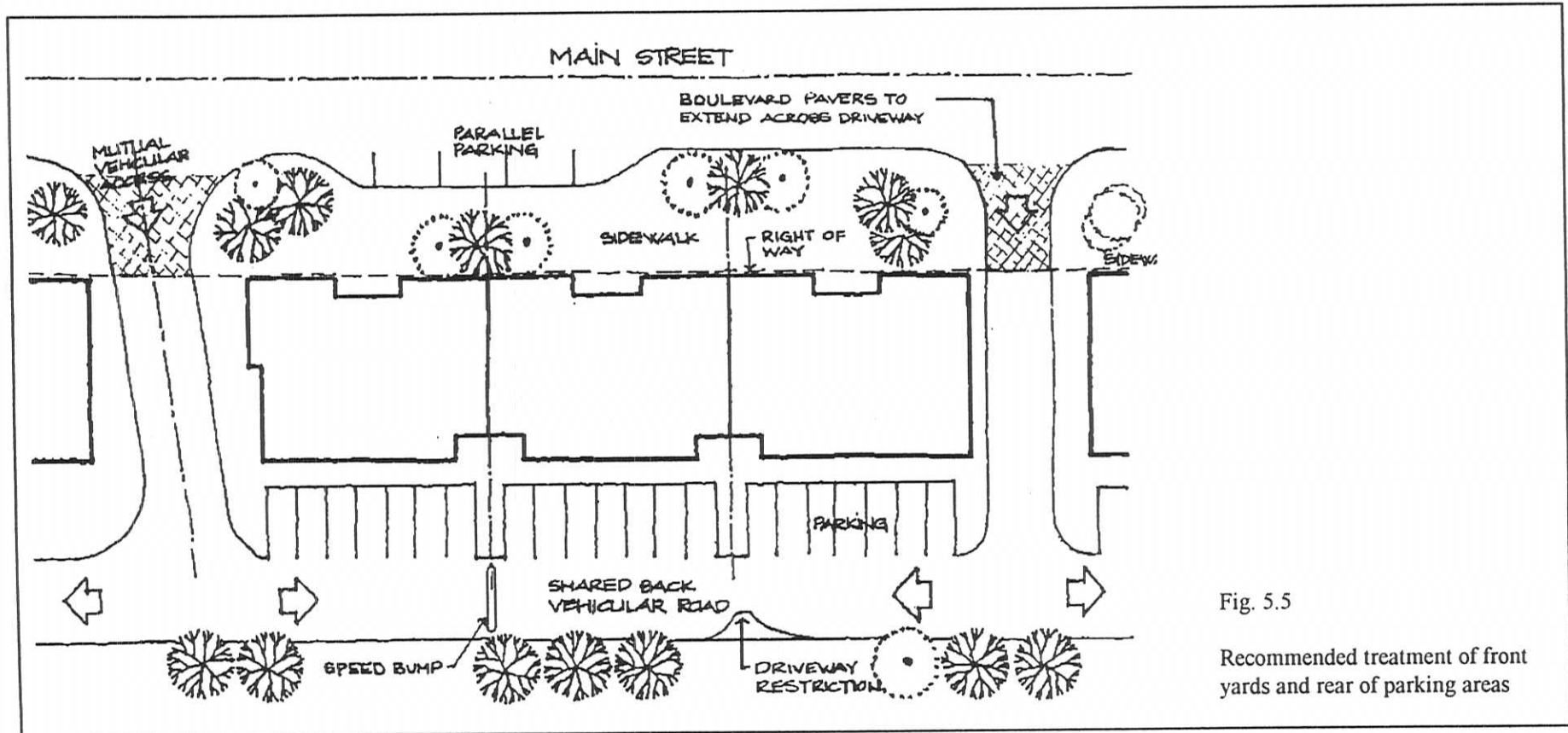


Fig. 5.5

Recommended treatment of front yards and rear of parking areas

2. When site conditions make parking at the side of a building unavoidable, such parking shall be screened with decorative walls, vegetation, raised planters or other landscape treatments. The front line of the parking shall be located behind or in-line with the front of the building.
3. Integration of adjacent parking lots and connections for common rear lot laneways are encouraged. All parking areas shall be designed and graded to permit the immediate or future introduction of linked driveways and shared accesses between adjoining properties.
4. Generous landscaping buffers shall be provided between parking lots and adjacent residential uses.
5. Parking areas shall allow for the introduction of landscape features at appropriate locations.
6. Decorative paving treatments shall be incorporated into parking lots where pedestrian crossing of aisles are planned.

5.3.2 Other Parking Areas - Underground and Deck Structures

1. Parking may be provided in a combination of surface, underground or above ground deck structures.
2. Underground parking facilities shall be encouraged, since they reduce the amount of asphalt paving areas at grade.
3. To encourage the provision of underground parking spaces, it is recommended that the City of Vaughan consider a reduction to existing parking standards when at least 50% of the required parking is located underground.
4. Entrances and ramps to enclosed parking garages shall be located at the rear or side of the building, adequately

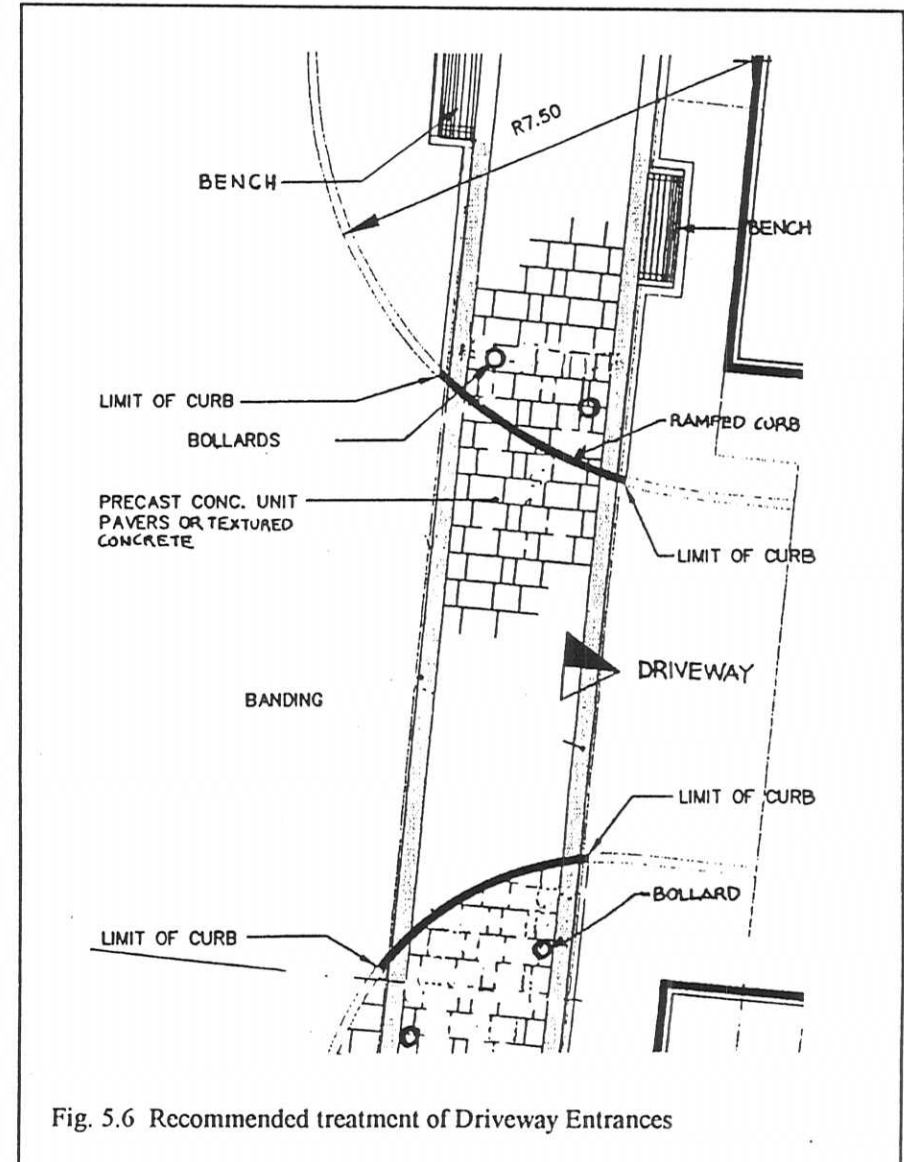


Fig. 5.6 Recommended treatment of Driveway Entrances

screened from the street.

5. Location of ramps to underground parking facilities shall not interfere with pedestrian courts and walkways.
6. Above ground parking decks shall be properly screened from vehicular and pedestrian areas.

5.4 SERVICE AREAS

Proper consideration shall be given to the location and the treatment of site services, such as garbage and loading areas, transformer vaults and other service areas that may be required.

As a general rule, the following measures shall be considered:

- Garbage and loading areas shall be located at the rear or at the side of structures, properly screened from public view. No loading and/or garbage collection areas shall be permitted along main streets.
- Garbage and recycling containers shall be located in enclosed areas.
- Small commercial spaces within a mixed use development may be exempted from the provision of a dedicated loading space at the discretion of the City.
- On small and medium sized developments that do not contain a large commercial area, the required space for the dedicated loading space may be reduced to 3.0 m wide x 7.5 m long, at the discretion of the City.

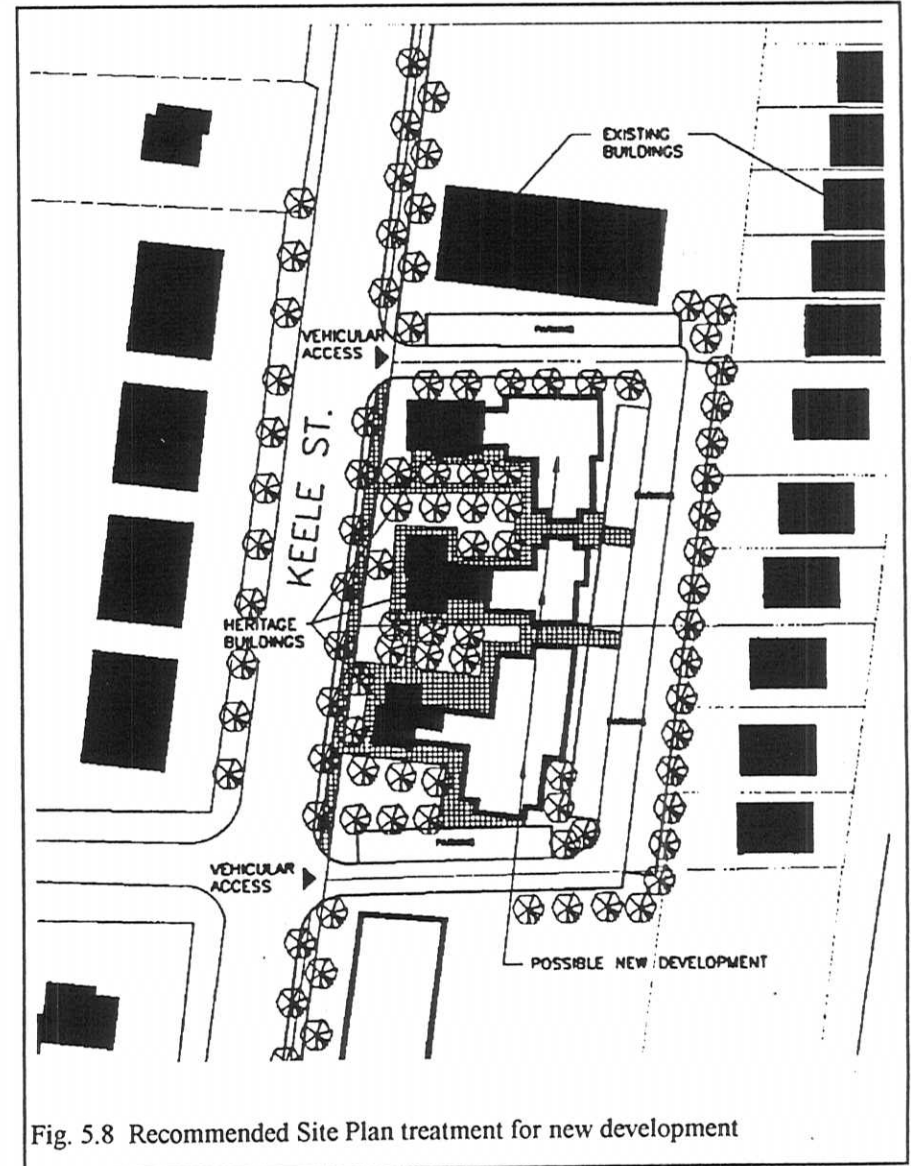
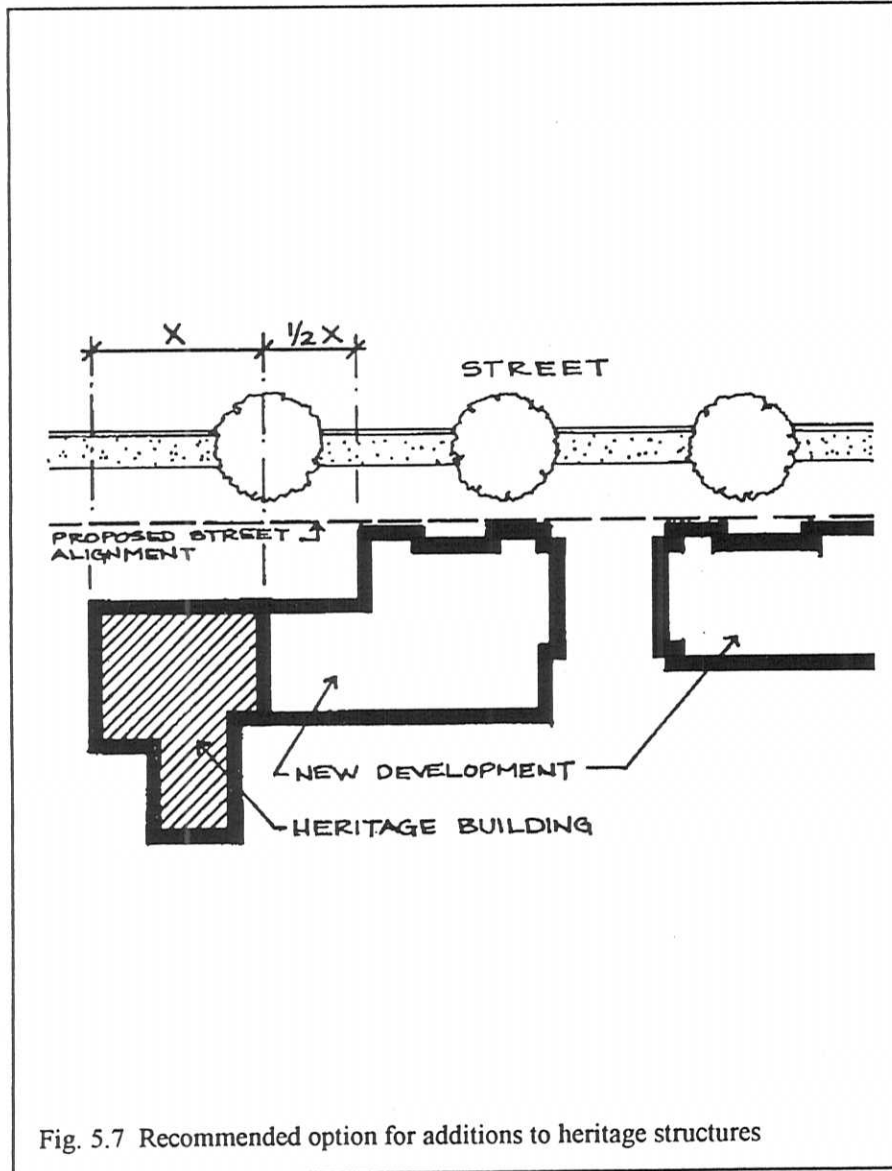
5.5 HERITAGE STRUCTURES

Sites with heritage buildings shall be treated in a manner which respects their character, integrity and aesthetic features. Redevelopment shall allow for the integration of existing heritage buildings with new construction, either with separate buildings or additions. It is recommended that each site be treated on its own merit and all site conditions that make the property unique be considered in evaluating design options. As a general guideline the following is recommended:

- Additions that conceal all or part of the front of a heritage building shall not be allowed.
- Additions to heritage buildings shall not cover more than two building facades, leaving the front and part of one side free of structures and in open view.
- It is recommended that the front of new developments maintain the same front yard setback as the adjacent heritage buildings.

When site conditions dictate that a new building be located closer to the street than the heritage building, it is recommended that:

- a) new development be detached from heritage buildings, or
- b) additions shall be aligned with the front facade on the heritage building for a distance not less than half the width of the heritage building (Fig. 5.7).



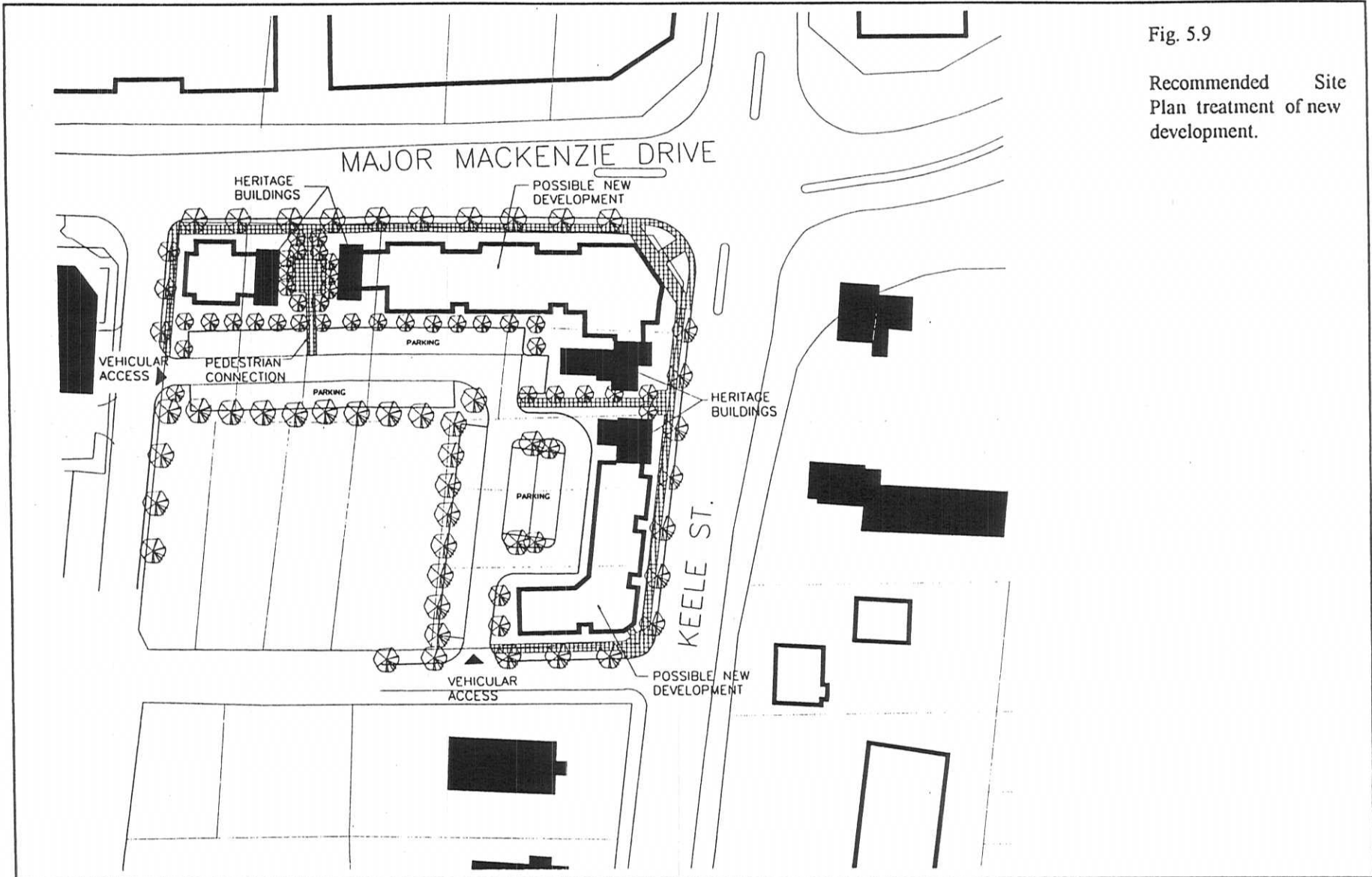


Fig. 5.9

Recommended Site Plan treatment of new development.

6.1 INTRODUCTION

This Section sets out architectural guidelines for development in the Maple Core Commercial and Office designations. These guidelines are intended to illustrate the direction that the City of Vaughan sees as appropriate in order to achieve orderly and coordinated development of both public and private realms.

6.2 CONTEXTUAL DESIGN

It is necessary that each development proposal takes into consideration the urban context and its particular characteristics, such as topography, site conditions, neighbouring buildings, retaining walls, adjacent landmarks, etc.. The successful integration of new development with existing conditions can be obtained only by ensuring that each part of the urban fabric is in harmony. This can best be done by ensuring that the physical characteristics of the proposed design take into account its context. Of most significance are the following elements:

- **Rhythm**
- **Scale and Massing**
- **Heights**
- **Windows and Detailing**
- **Materials and Colours**
- **Signage**

6.3 RHYTHM

The horizontal rhythm of buildings is defined by the sequence of buildings along a streetscape. In order to create a successful urban environment, it is necessary to reduce the existing gaps in the Maple streetscape. Therefore, interruptions between buildings, unless required to provide a vehicular access or a pedestrian path to the rear of the property, should be avoided.

Vertical rhythm can be described as the sequence of building heights, scale and direction of roofs and by the presence of special architectural features, such as church spires, clock towers, building gables and covered porticoes.

Other rhythmic elements to be considered are the relationship of building facades to sidewalks, between the width of sidewalks and height of buildings, between doors and shop windows, between shop windows and upper windows, between building protrusions and recesses.

Where new structures are to be attached to existing ones attention should be paid to the design treatment of its elevation. When possible, store front windows, horizontal bends, soffit fascias and roof lines should be aligned. The rhythmic balance of the major elements of the building facade such as doors, windows, gables, cornices, fascias, bay windows and terraces shall be coordinated with adjacent buildings.

Sites with long street frontages shall have facades that are not monotonous, and should be designed with breaks or a series of bays in the front elevation that establish proportions compatible to the surrounding architectural character. Building heights shall be tiered in areas adjacent to lower heritage structures, creating a sympathetic scale and a gradual transition between higher and lower structures.

6.4 BUILDING SCALE AND MASSING

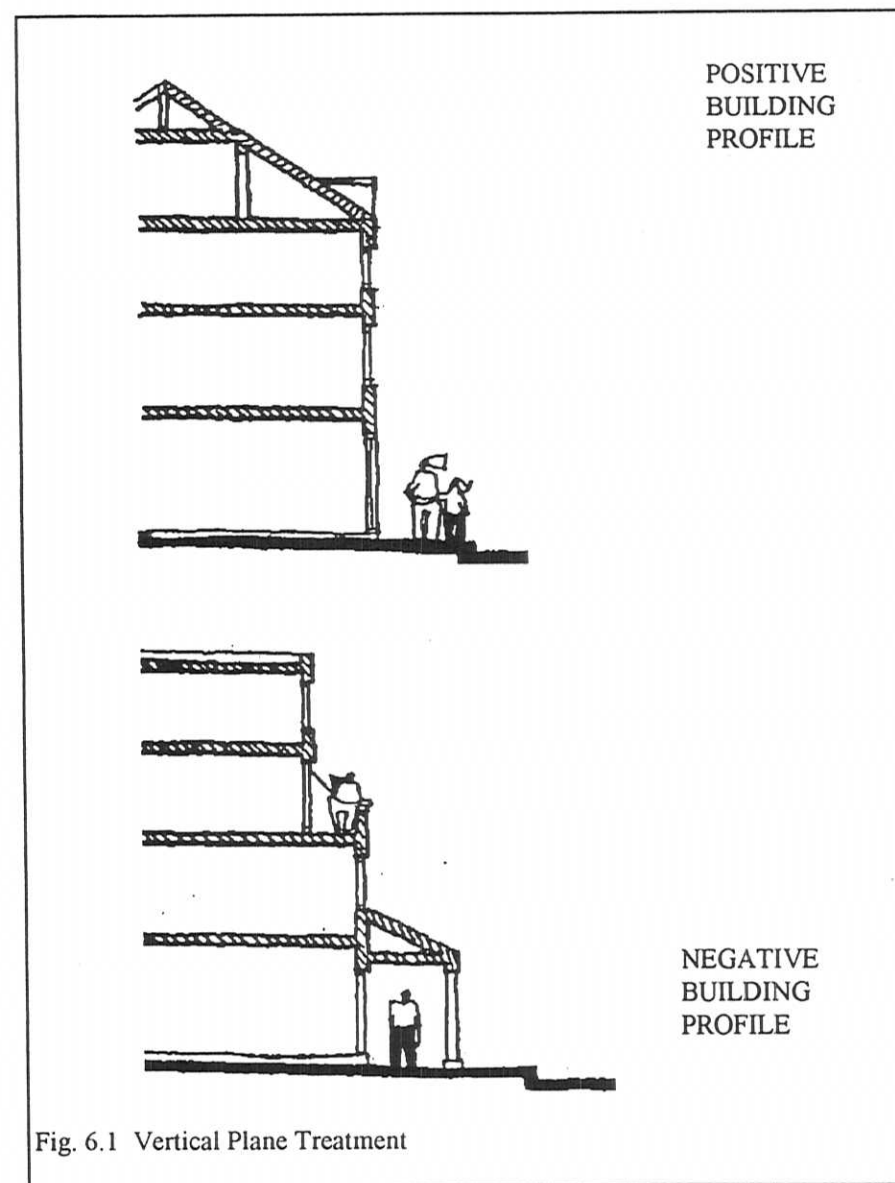
The scale of a building relates to its dimensions and main components (facade, roofs, covered porticoes, continuous wall bands). Massing also relates to the proportional comparison of the building to the human scale with the added consideration of its three-dimensional impact. Vertical and horizontal breaks in a building facade, the tiering of a sloped roof line, the introduction of mansard roof and gable treatment, all serve to minimize the scale and massing.

In the Maple core, the scale and massing of newly constructed buildings shall be compatible with the existing buildings adjacent or in proximity to them. This does not mean that, for example, new development adjacent to a one-storey heritage home shall be only one-storey high. Opportunities for tiering in the building facades and other design measures should be used to create breaks in the building forms and soften the impact of a larger structure on the existing streetscape.

The architectural elements that create "building scale" include door and window openings, roofs, balconies, porticoes, bay and bow windows and protrusions and recesses in wall facades. Massing treatment relates to the spatial relationship between height and width of building components (facades, roofs, protruding porticoes, canopies, projecting or recessed balconies, etc.), and the percentage of openings and their relative proportions.

The scale and massing of a building in relation to neighbouring buildings can be analyzed by considering the following elements:

1. Building edge treatment;
2. Horizontal and vertical plane treatment;
3. Roof profile treatment.



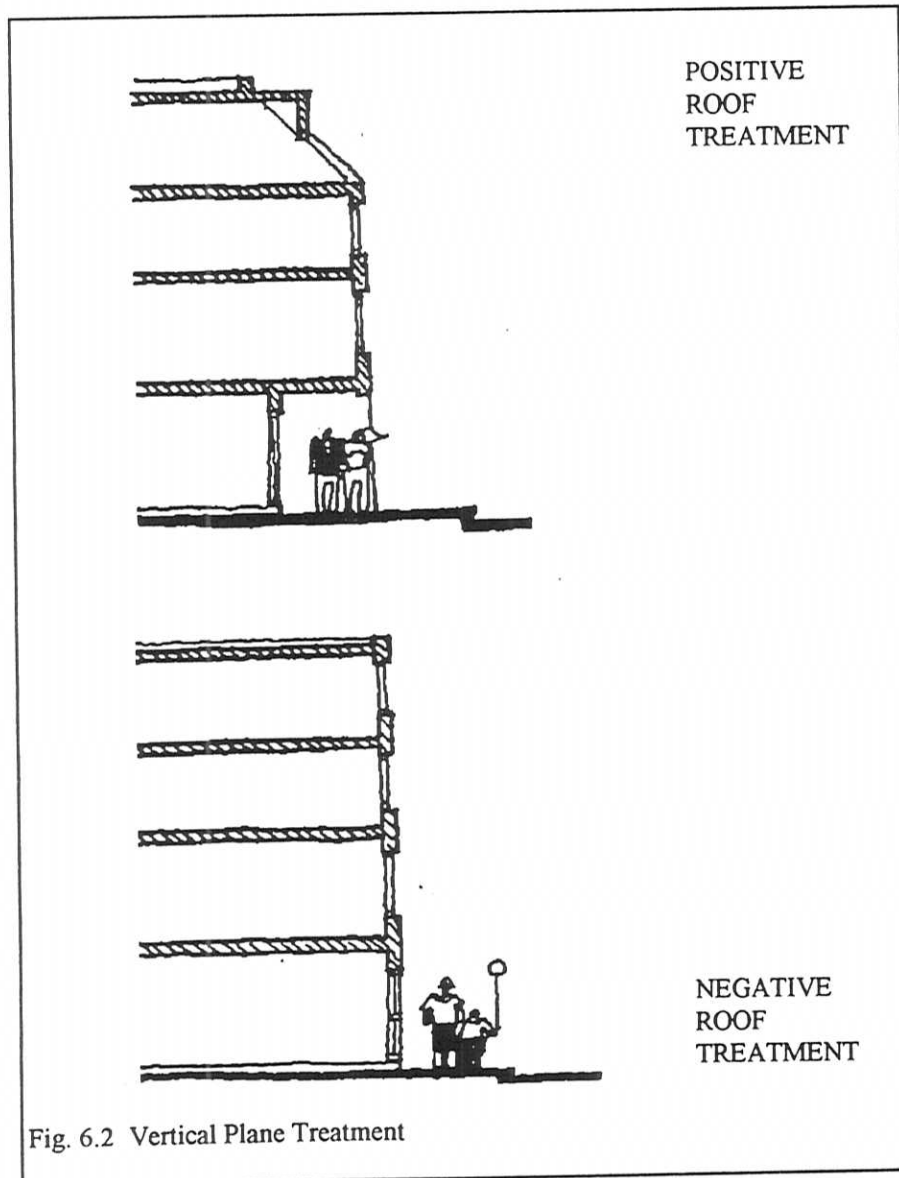


Fig. 6.2 Vertical Plane Treatment

6.4.1 Horizontal and Vertical Plane Treatment

Building facades, which are aligned at the same distance from the street edge, create a desirable urban quality, much preferred over randomly placed buildings. Buildings aligned on a street should avoid protrusions from the main building facade such as projecting porticos, balconies or cantilevered structures at the upper levels, in order to maintain the compact character of the street profile, (see Fig.6.1 and 6.2). With respect to the treatment of horizontal and vertical planes, the following is recommended:

1. Buildings located on main streets shall be horizontally aligned (as set out in Section 5.1 Site Plan Guidelines) to avoid a broken streetscape appearance.
2. New development adjacent to existing heritage structures that are not in-line to the street edge shall be located at equal distance from the neighbouring structures to soften the streetscape impact.
3. Porticoes, if introduced, shall be designed within the overall building structure so that the building edge will be consistent with the neighbouring buildings.
4. Overhang balconies and other projecting structures shall be discouraged on main street facades.
5. Within individual building facades, the height of store front windows shall be compatible with window heights in adjacent buildings.
6. Whenever possible cornices and architectural bands on new construction shall be aligned with similar elements present on adjacent buildings.

6.4.2 Building Edge Treatment

Existing gaps between buildings should be filled by structures, or when this is not possible, treated with architectural features such as low ornamental walls, landscape planting, etc., which maintain the continuity of the streetscape.

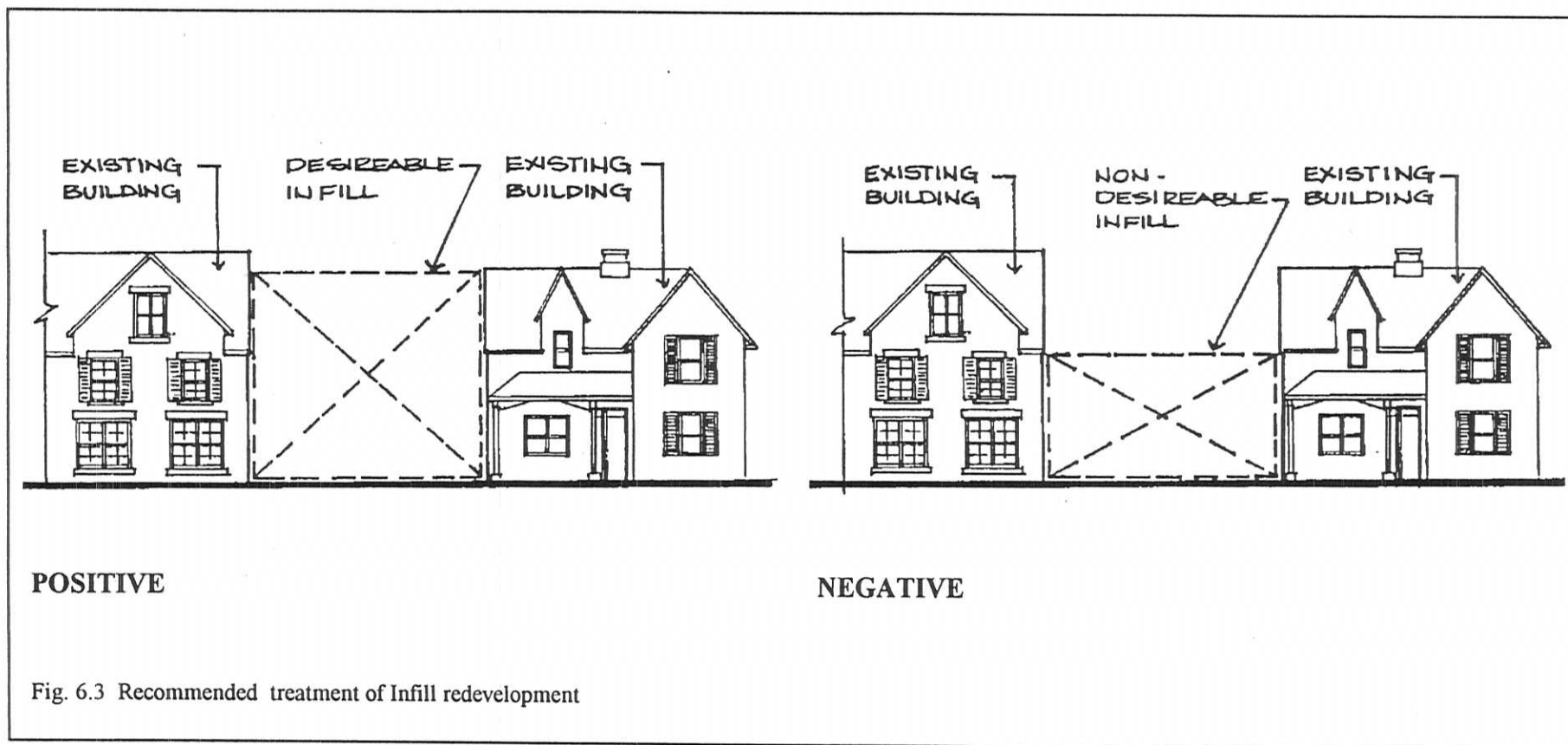


Fig. 6.3 Recommended treatment of Infill redevelopment

6.4.3 Roof Treatment

The roof design and its treatment in comparison to neighbouring structures is an important component of the streetscape scale and massing impact. Therefore, its treatment shall be as much as possible compatible to the heritage character of the area. Roof design, treatment and shapes shall also be sympathetic to surrounding structures.

When buildings with pitched roofs are built attached or close to each other, the roof edges shall be detailed to ensure the harmonization of new and existing elevations.

As a general rule, the following shall be considered:

1. Buildings designed with flat roofs shall generally be discouraged throughout the area.
2. Dormers and gables shall be designed to harmonize with similar elements if present in adjacent structures.
3. On buildings attached to neighbouring structures or built to the side property line, hip roofs sloping toward the front shall be considered as a design priority in order to avoid drainage problems for future neighbouring structures.
4. When possible, it is recommended that the continuity of soffit lines between new and existing adjacent structures be maintained.

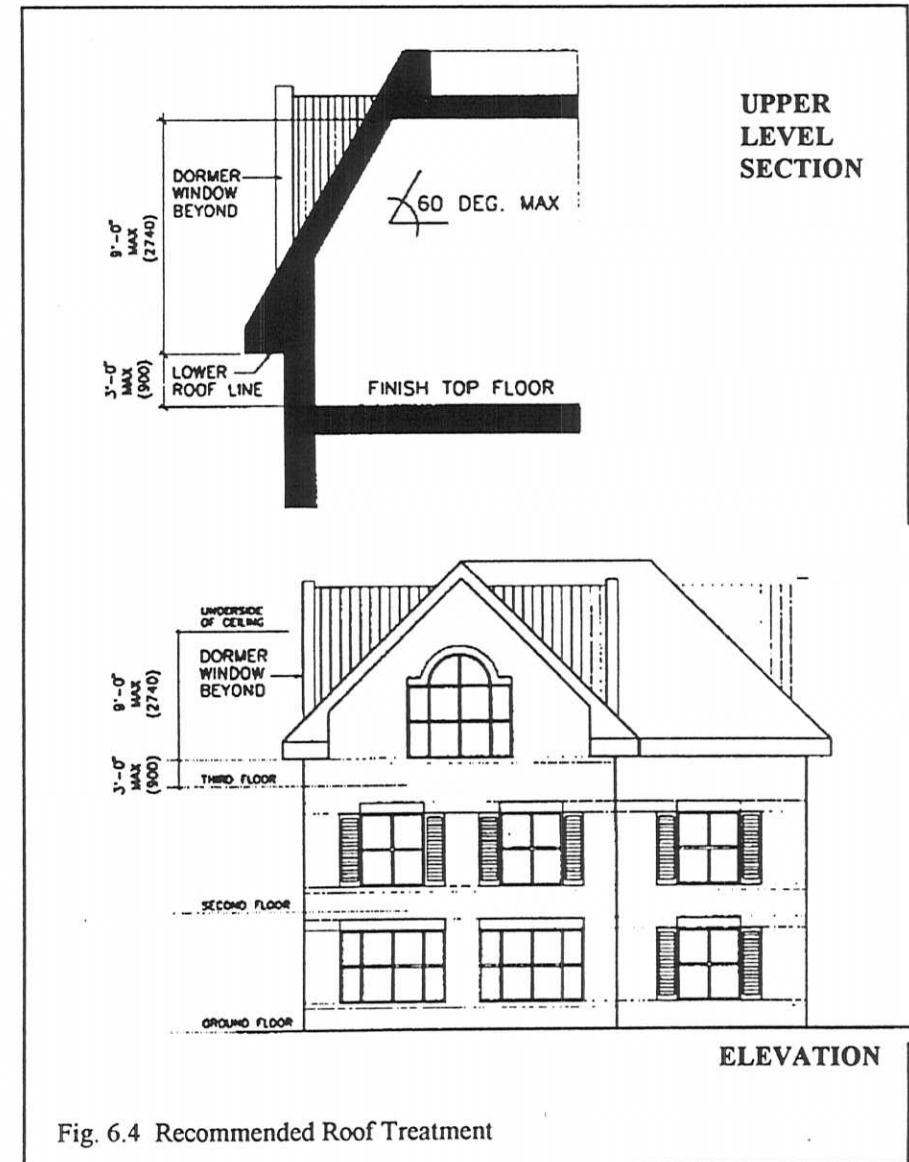


Fig. 6.4 Recommended Roof Treatment

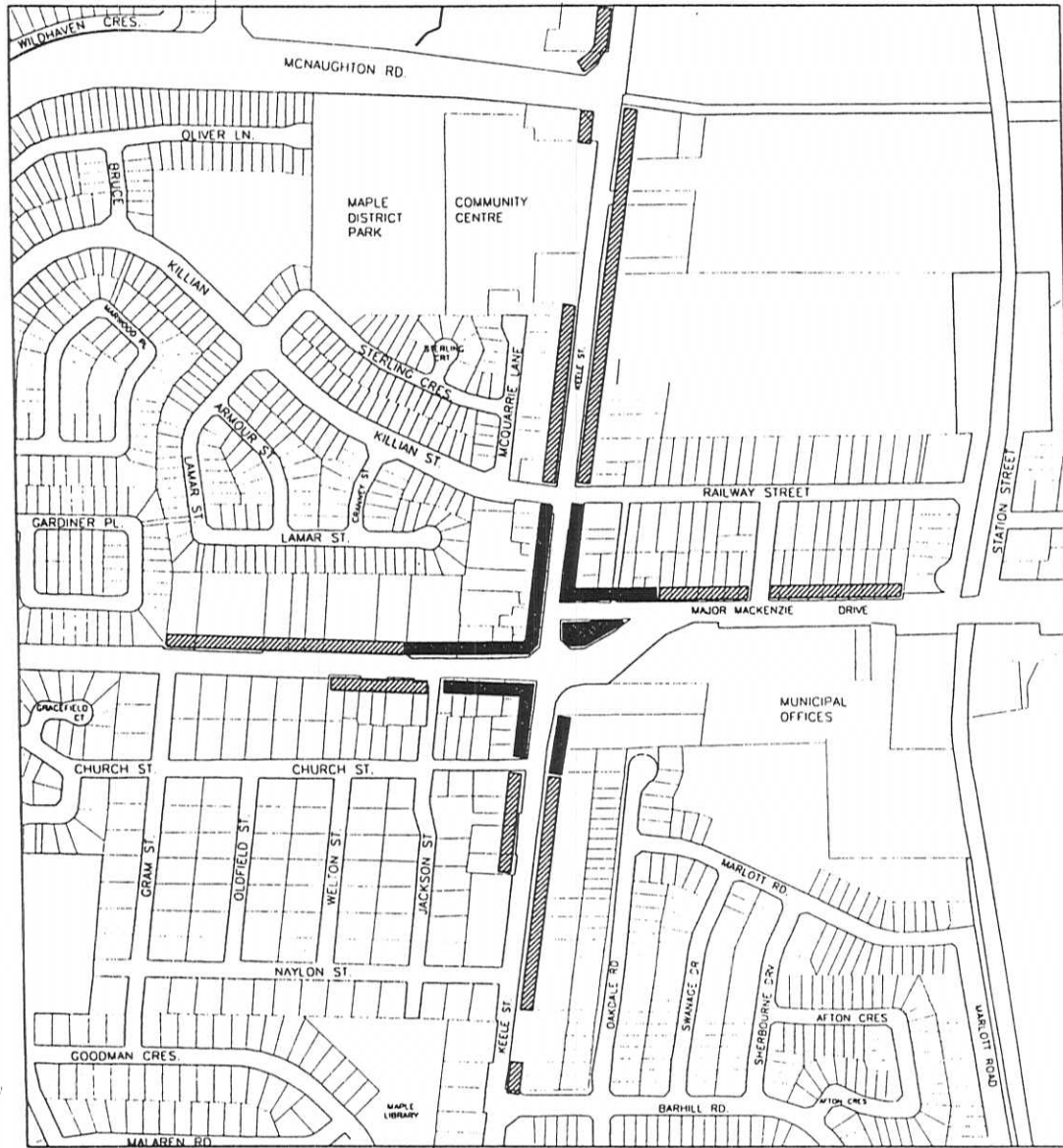
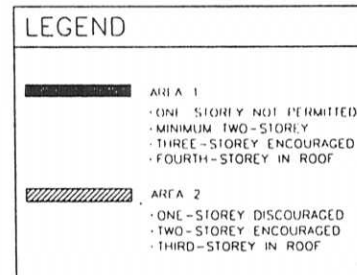


Fig 6.5 Recommended Building Height. Location Map



6.5 BUILDING HEIGHTS

6.5.1 Buildings abutting Main Streets

The Maple Official Plan provides that development in the Maple Commercial Core and Office Commercial designations shall be of a scale and form compatible with the adjacent low density residential

development, being low rise and incorporating a residential design and scale.

Considering the possibility of mixed use development with commercial activities at ground level and office or residential activities above, the height of new buildings in the Maple Core Commercial and Office designations immediately adjacent to the street frontage shall be based on the following criteria:



Fig. 6.6 Recommended optional treatment of front facades (AREA1)

6.5.2 AREA 1

- Minimum two storey buildings.
- Three storey buildings are encouraged.
- A fourth storey may be permitted in a loft or mansard roof.
- Maximum height recommended:

Ground Floor	4.2 m (14 feet)
Second Floor	3.6 m (12 feet)
Third Floor	3.6 m (12 feet)
Total	11.4 m (38 feet)

6.5.3 AREA 2

- New one storey buildings are discouraged.
- Two storey buildings are encouraged.
- A third storey may be permitted in a loft or mansard roof.

6.5.4 Desirable Building Height

New one storey buildings fronting onto the street should not be permitted. One storey portions shall be located to the rear or be screened by taller buildings located adjacent to the street. Renovations to existing one storey structures and heritage buildings adjacent to the street shall be permitted.



Fig. 6.7 Recommended optional treatment of front facades (AREA 2)

Buildings abutting Keele Street and Major Mackenzie Drive in the Core and Office Commercial areas may include an additional storey as noted above, provided that the top floor is architecturally treated with a loft or mansard roof design to the satisfaction of City. This extra floor can add on an extra 3.6m to the overall maximum height as described above.

With respect to allowable building heights, the following shall also be considered:

- a) Building height shall be calculated according to City of Vaughan by-laws, which stipulate that the ground floor datum considered in calculating the height of the building must be determined by the vertical distance between the average elevation of the finished grade at the front of the building (main entrance).
- b) A top floor in order to be considered as having a loft or mansard roof design shall have the lower roof line no more than 1 metre (3.3 feet) above the top floor slab.
- c) Liveable areas within the roof structure shall be limited to one-storey to avoid long expanses of roof on the front facade.
- d) Mechanical penthouses, clock towers or similar architectural features are not subject to the recommended height limitation. However, their height and volume shall be considered in relation to their urban impact.

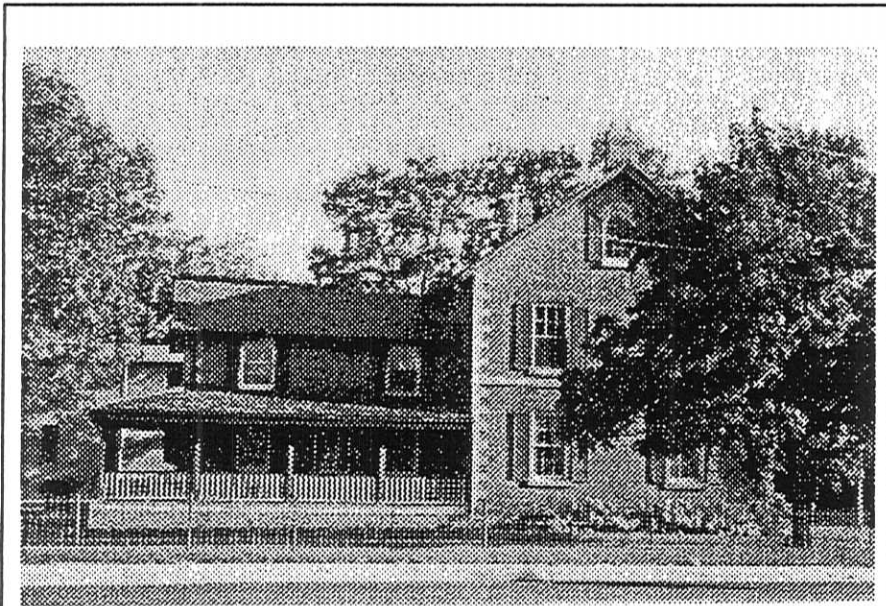


Fig. 6.8 The Beaverbrook House

6.6 WINDOWS AND DETAILING

Heritage buildings in Maple have, for the most part, facades with small "punched" windows and a wide variety of wall detailing from brick soldier coursing, banding and arches of the same or contrasting colour, ground arches, stone lintels, wood detailing, etc. Patterns derived from these architectural motives should be incorporated into the design of new buildings.

As a design consideration it is important to note that, while it is neither feasible or advisable to replicate historical or period architectural details, it is possible to design a modern building with design elements that positively respond to a historical environment. Heritage buildings such as the Beaverbrook House contain a variety of wall detailing that can inspire design ideas. It is therefore recommended that building materials and shapes of details be similar to those present on heritage buildings.

6.6.1 Wall Detailing

In designing a building facade that responds to a historical urban context, an appropriate treatment of architectural details can be determined by examining the general character of the area. A review of the building context will allow for the identification of the positive aspects of its surroundings which could be acknowledged in the architecture of the new building. This will permit the creation of an integrated design, which combines today's construction techniques and design philosophies with the historical presence.

Architectural elements that serve to highlight a facade are:

- door lintels
- window lintels and sills
- quoins and corner detailing
- key stones
- window framing and shutters

- horizontal bands
- soffit fascias
- cornices, etc.

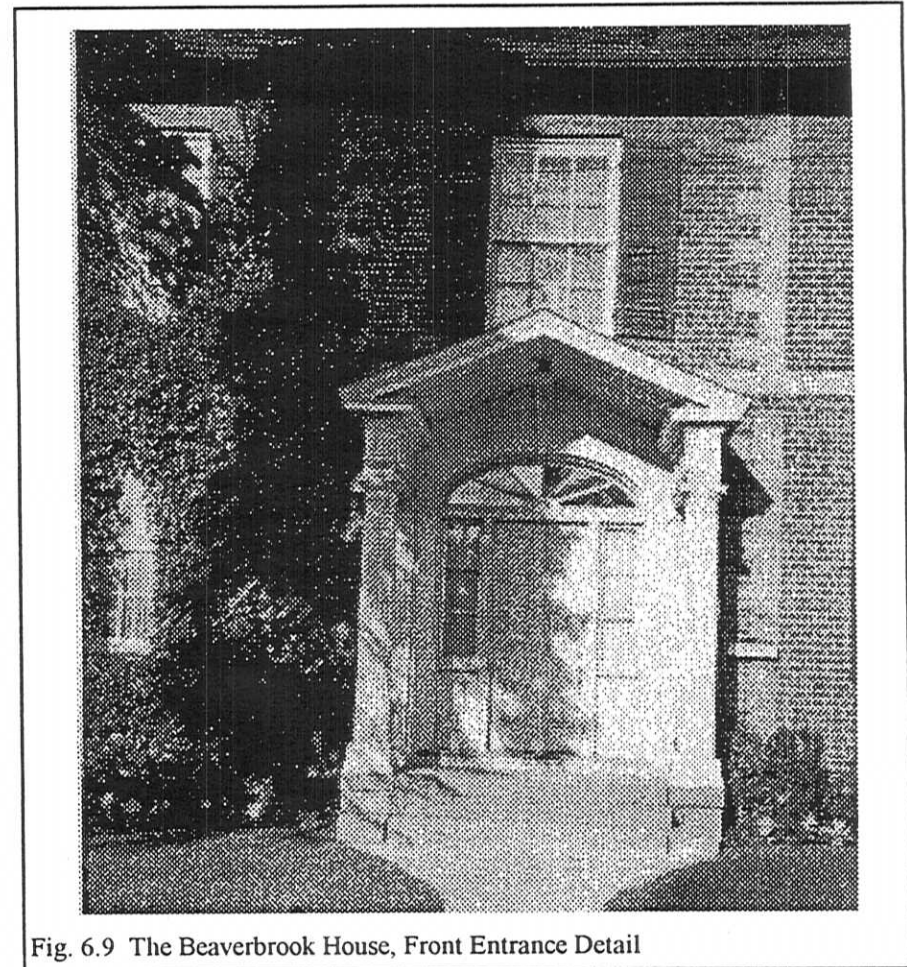


Fig. 6.9 The Beaverbrook House, Front Entrance Detail

6.6.2 Window Treatment

Fenestration in new construction should be treated according to the following criteria:

- Windows shall be designed in a pattern sympathetic to the scale and rhythm of neighbouring buildings.
- Along main streets, window openings shall be limited in size, both horizontally (by avoiding continuous glazing strips), and vertically (by avoiding the use of curtain wall glass or panels, spanning two or more floors in height).
- Windows shall have a recognized rhythmic location but shall not necessarily be symmetrical through any given facade.
- Large concentrations of glazed areas along main streets should not be permitted with the exception of ground level store front windows, where larger window panes should be provided.
- When possible, window openings at ground level shall be different in size from windows on upper floor levels.
- Corner windows shall be avoided along main street elevations.
- Shutters, when introduced in a design, shall be historically accurate and large enough in appearance to cover the window area adjacent to them.
- Glazed canopies, solariums and large glazed areas at entrance locations on main street elevations shall be avoided.
- When possible, windows shall have a strong design definition with the use of window frames, lintels and sills of different

materials and/or colours.

- It is desirable that on building additions, lintels, banding, sill designs and other relevant features of the existing building, be continued on the new elevations facing main streets.

6.7 WALL MATERIALS AND COLOURS

It is recommended that the predominant materials for both new construction and additions be those traditionally used in the area. The predominant building material is clay brick in a variety of shapes and colours.

As a general rule, additions to existing buildings should use the same cladding material in order to avoid contrasts between structures built in different periods. Also restoration or renovation on the exterior cladding of heritage structures shall incorporate the same or similar materials, colours and detailing design.

The predominant brick colours especially on heritage structures, include a range of warm earth tones (brown, orange, beige), while wall detailing (doors and window frames, covered porches, posts, etc.), have a range of colours that span from white to bright red, green, brown, etc.

The selection of building materials and colours should be based on the following criteria:

6.7.1 Exterior Walls

- Clay brick (with tooled or smooth joints) shall be the predominant material. Brick colours shall have a earthy tone and may range from beige to orange, red and brown. Brick may be used in different colour combinations with the introduction of continuous bands or accent colours around door and

window openings.

- Artificial stone, natural stone, patterned and precast concrete can be used on parking structures at the rear of properties or at building fronts and as base accent up to 2.4 metres from ground level. These materials can also be used as wall accents for door and window lintels, sills, quoins, upper accent bands, corner features, free standing columns and other wall accent decoration. Colours for these materials shall be off-white or light grey colour mix.
- Aluminum panels are acceptable in limited areas and only when their use is warranted by the design style or when it adds texture to particular design treatments. Contrasting colours shall be used on aluminum panels applied on main walls.
- Wood columns, wood lintels and wood accent designs are acceptable. Wood siding is also acceptable in limited areas. Caution should be exercised with respect to their long-term maintenance and appearance.
- Stucco and stucco panels are acceptable only in combination with other materials, or as an accent element in an elevation and when warranted by the design solutions adopted. Colour will complement the main wall materials.
- Poured and pre-cast concrete walls are acceptable only for rear-lower level walls, provided that an attractive design and an appropriate wall pattern will break the monotony of the material. Off-white or pigment added concrete is recommended.
- Architectural concrete block is not acceptable other than in combination with other material, or on limited areas not directly exposed to view from public streets.

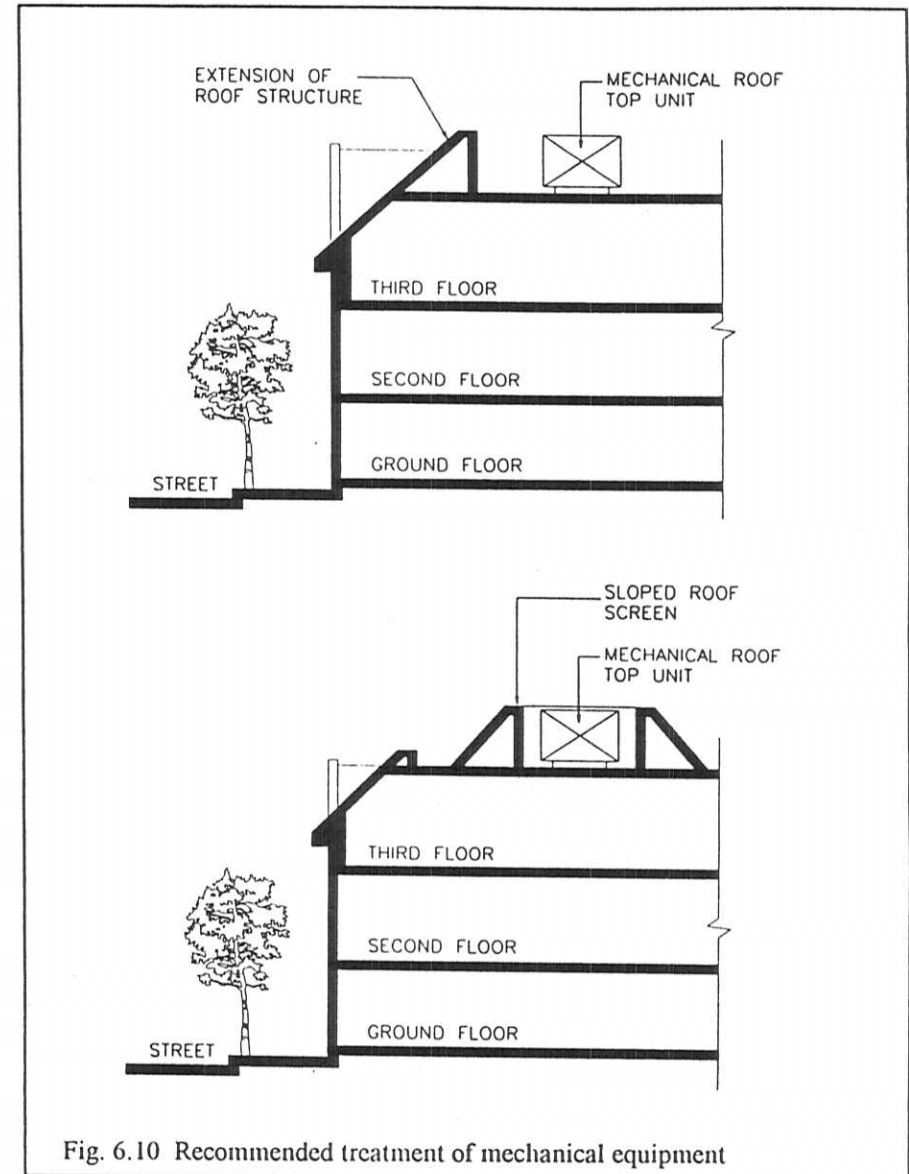


Fig. 6.10 Recommended treatment of mechanical equipment

- Metal siding, exposed plain concrete block, cinder block, insulbrick and similar materials are not acceptable.

6.7.2 Roof

- The preferred roofing material for the area is asphalt shingles. Pre-finished metal roofing is also acceptable, depending on design, colour and shape. Other acceptable materials include cedar shingles and natural slate.
- Concrete and clay roof tiles are not acceptable.
- Roofing colour may vary according to the colour of the exterior wall surface. Colours shall range from dark red to deep green, dark brown and black.

6.7.3 Mechanical Roof Equipment

- Mechanical equipment on roofs shall be hidden from public view either by locating them behind false sloped roofs or by providing roof top screening. Screening, where necessary, shall be in a form that provides an attractive sloped roof appearance which uses the same roofing materials and colours adopted in the main roof.
- When a mechanical penthouse cannot be hidden behind roof lines, its walls shall be clad with the same materials used on the exterior wall facing the road. Preferably these structures shall be covered, and have a design similar to the surrounding roofs. Colours should be identical to those used on the main building walls and on the roof. (See Fig. 6.10).

6.8 BUILDING SIGNAGE

Presently, the majority of commercial properties along the community's main streets display signs that are not sympathetic to the heritage character of Maple, mostly because their size or style is not proportioned to the buildings on which they are mounted. Freestanding pylon signs are not an appropriate form of signage in the core area. For details on the design of commercial signage, refer to Section 8.5 of the Guidelines.

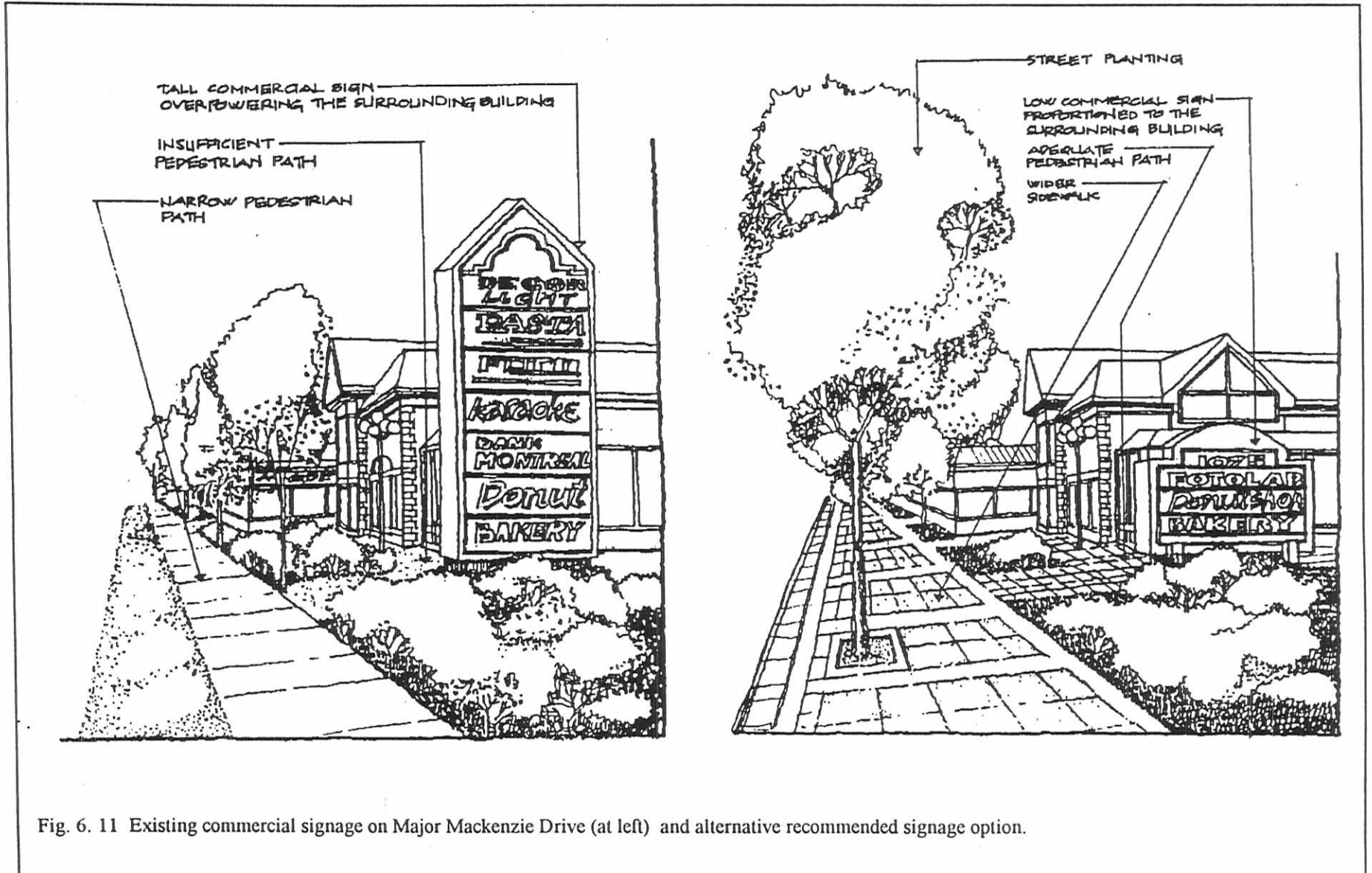


Fig. 6. 11 Existing commercial signage on Major Mackenzie Drive (at left) and alternative recommended signage option.

7.1 PLANT SPECIES

Streetscape plantings are generally subject to a variety of urban stresses not common to plantings in parks, residential grounds and natural areas. The trees and shrubs recommended for the Maple streetscape have been selected on the basis of the following criteria:

- (1) resistance to road salt damage and pollutants from vehicular emissions;
- (2) adaptability to low moisture conditions typical of roadside conditions;
- (3) resistance to diseases and insects which can affect plants already weakened by environmental stresses;
- (4) low maintenance requirements ;
- (5) their suitability to an overall theme for Maple which reflects its landscape heritage and the design guidelines of this report.

The best strategy for healthy streetscape plantings is the provision of optimum growing conditions relative to root development, including soil moisture, aeration, structure and fertility, adequate light and protection from environmental stresses.

The use of large canopy trees is emphasized to ensure the maximum impact on the streetscape character, this is especially important along the wide arterial streets. Small trees may be appropriate in restricted locations (e.g. narrow boulevards and overhead wires) but these should be limited, due to their low visual impact and low branching habit which can interfere with pedestrian circulation.

Tree spacing should generally be 10 meters along the wider boulevards where two staggered rows of trees may be possible. Where only a single row is possible, as in portions of the core, closer spacing of about 6 meters is recommended. A minimum setback of two meters from the curb to the tree is also recom-

mended.

Median islands are a harsh environment for plants, hence the most tolerant species to urban conditions such as road salts and desiccation should be used. Medians should be a minimum of five metres in width. Trees and shrubs should be set back at least two metres from the curb, while ground-covers and herbaceous species can be planted much closer to the curb's edge. Planting beds should be elevated and/or screened by the use of "splash" guards to protect them from road salts.

Recommended vegetation in road medians includes:

Trees: Pyramidal English Oak, White Ash, Mountain Ash, Bradford Pear, Pioneer Elm. Shrubs": Alpine Current, Bridalwreath Spirea, Rugosa Rose, Siberian Peashrub.
Vines, groundcover and perennials: Virginia Creeper, Groutweed, Daylilies.

Recommended vegetation along the roads includes:

<i>Hedge Maple</i>	<i>Acer campestre</i>
<i>Silver Maple</i>	<i>Acer saccharinum</i>
<i>Sugar Maple</i>	<i>Acer saccharum</i>
<i>Red Maple</i>	<i>Acer rubrum</i>
<i>White Ash</i>	<i>Fraxinus americana</i>
<i>Green Ash</i>	<i>Fraxinus pensylvanica</i>
<i>Pyramidal English Oak</i>	<i>Quercus robur "Fastiglata"</i>
<i>Choke Cherry</i>	<i>Prunus virginiana</i>
<i>Callery Pear</i>	<i>Pyrus calleryana</i>
<i>Bradford Pear</i>	<i>Pyrus calleryana "Bradford"</i>
<i>Ivory Silk Lilac</i>	<i>Syringa reticulata "Ivory Silk"</i>
<i>Oriental Cherry</i>	<i>Prunus serrulata (var.)</i>
<i>Shubert Chokecherry</i>	<i>Prunus virginiana "Shubert"</i>
<i>Honey-Locust</i>	<i>Gleditsia triacanthos Inermis</i>
<i>Mountain Ash</i>	<i>Sorbus americana</i>

Linden *Tilia cordata*
 Pioneer Elm *Ulmus x "pioneer"*
 Colorado Spruce *Picea pungens*

SMALL TREES / suitable for planting beneath overhead lines :

Hedge Maple *Acer campestre*
 Oriental Cherry *Prunus serrulata (var.)*
 Shubert Chokecherry *Prunus virginiana 'Shubert'*
 Bradford Pear *Pyrus calleryana "Bradford"*

SHRUBS:

Amur Maple *Acer ginnala*
 Serviceberry *Amelanchier canadensis*
 Forsythia *Forsythia x intermedia*
 Bridalwreath Spirea *Spiraea x vanhouttei*
 Lilac *Syringa vulgaris*
 Currant *Ribes alpinum, Ribes aureum*
 Siberian Peashrub *Covragara arborescens*
 Sumac *Rhus typhina, Rhus aromatica*
 Snowberry *Symphoricarpus albus*
 Rugosa Rose *Rosa rugosa*
 Juniper *Juniperus spp.*
 Mugo Pine *Pinus mugo*

7.2 SURFACE TREATMENT

7.2.1 Paving Units and Installation

Paving units should be of a basic "brick" type module which evokes more of a heritage theme. This basic module of 100 x 200mm could be augmented with larger and smaller units: 100 x 100, 200 x 200, 200 x 300 and 300 x 300, to be combined into various patterns.

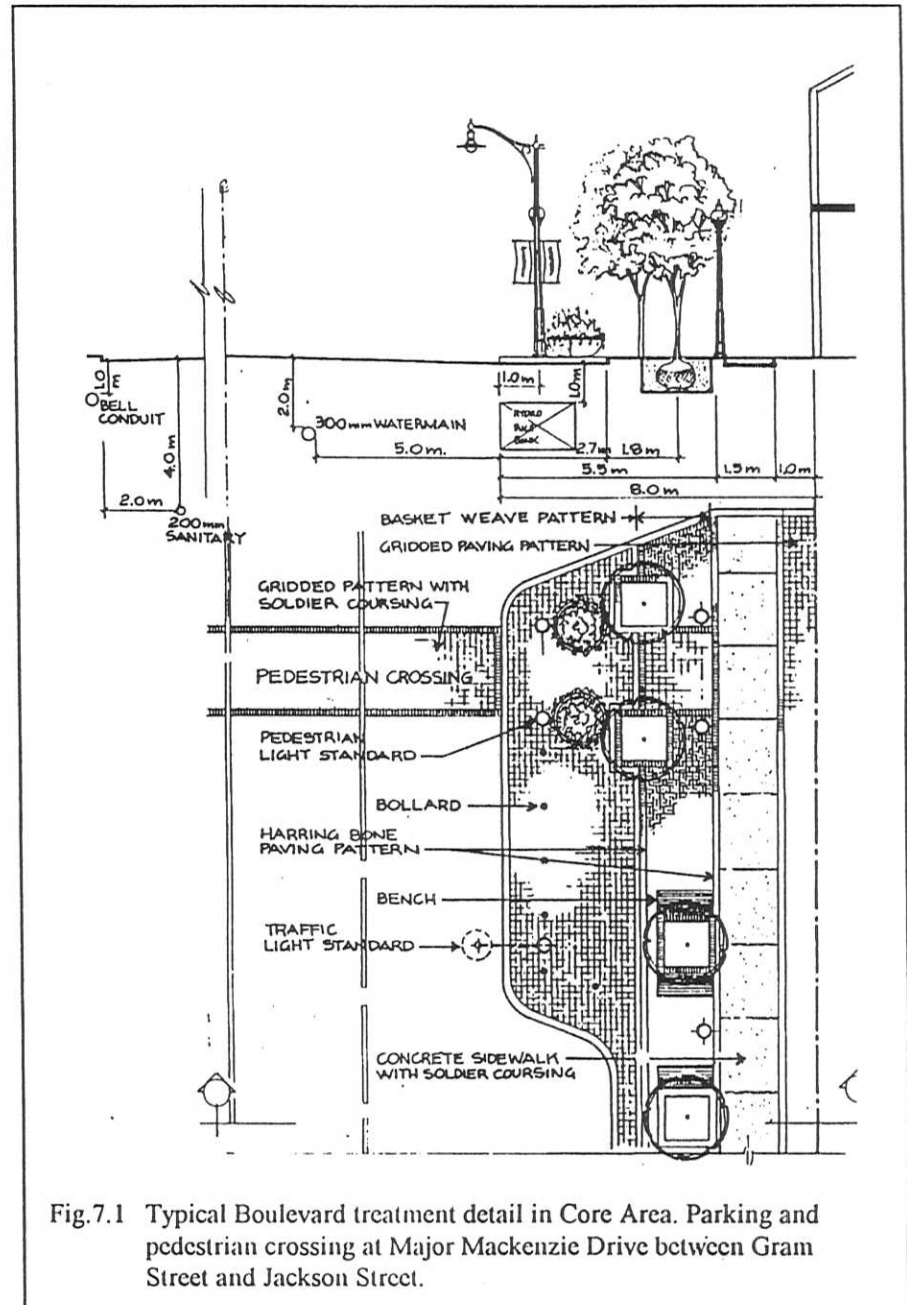


Fig.7.1 Typical Boulevard treatment detail in Core Area. Parking and pedestrian crossing at Major Mackenzie Drive between Gram Street and Jackson Street.

To unify the various streetscape paving designs, it will be important to specify some common colours and styles to blend together the various paved areas into an overall coherent streetscape. A standard colour of 4" x 8" (100 x 200 mm) paver, shall be used as a "soldier-course" banding around other paved areas, as a transition edge along concrete curbs, and along concrete sidewalks. The soldier-course of banding should be a neutral colour (i.e. gray) to act as a transition to concrete curbing and sidewalks.

Paving units should generally be of a brown, red-brown or buff colour, evocative of heritage brick colours. Colour selections and combinations at any particular location should pick up on the adjacent building materials and brick colours, to provide a palette of acceptable colours and textures as a guideline for coherent streetscape development.

Several patterns for laying brick-type paving units are available (basket-weave, herringbone, running-bond), and can be used as appropriate. Focal areas can also make use of combinations of the standard unit sizes and colours for a special effect. All unit paving should be installed with proper sub grade preparation and compaction to avoid settling which often detracts from an attractive streetscape design. Where vehicular traffic crosses this type of paving, thicker paving units and appropriate base preparation should be used to avoid settlement. At pedestrian crossings, the installation of pavers on a concrete slab is preferable to a compacted granular base

On paved areas subject to heavy traffic, pavers may be substituted with coloured pattern concrete in a similar shape and form as recommended for the pavers.

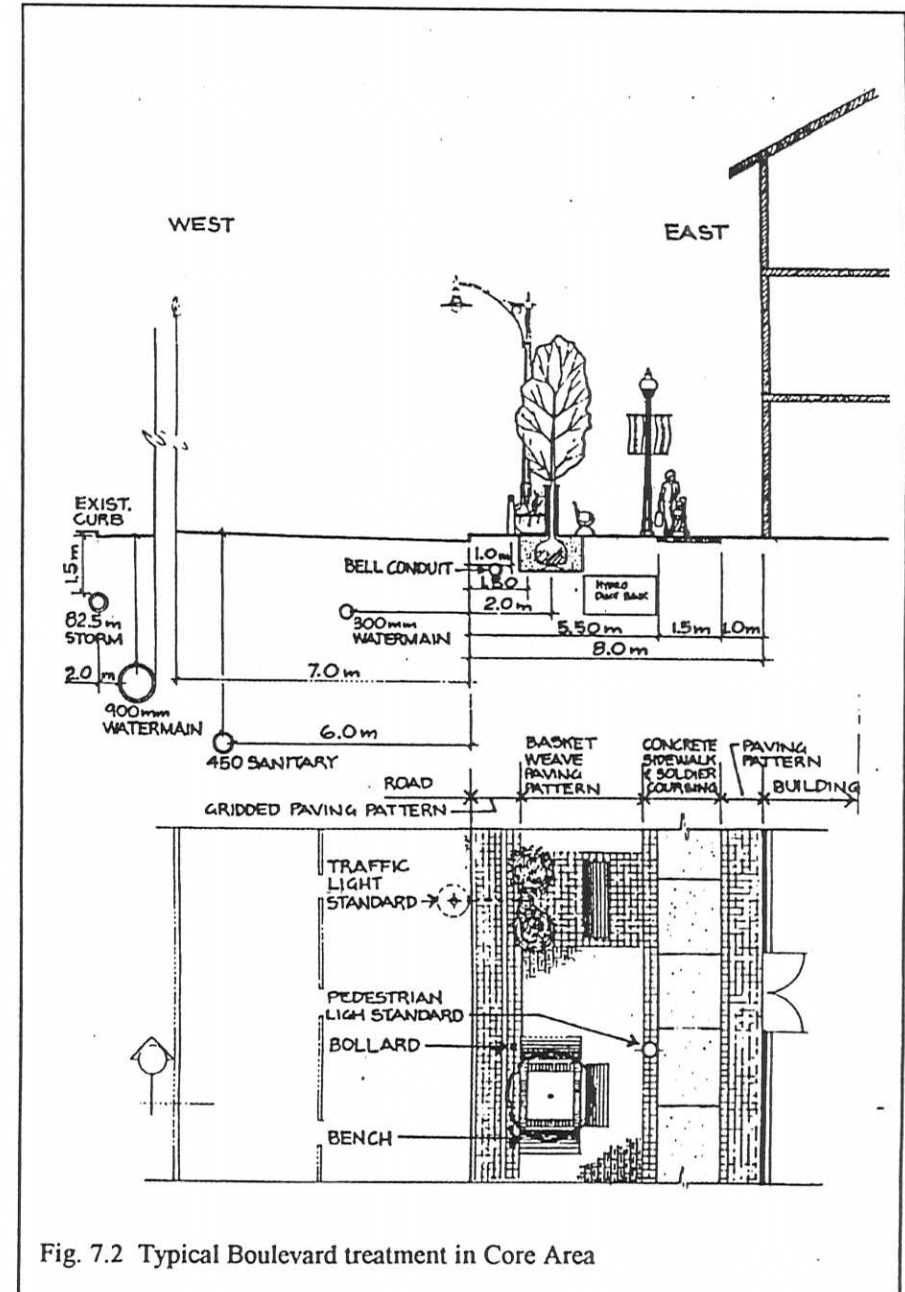


Fig. 7.2 Typical Boulevard treatment in Core Area

7.3 STREET FURNITURE AND LANDSCAPE ACCESSORIES

7.3.1 Benches:

Comfortable seating should be provided to accommodate pedestrians in key areas. Benches should be provided in a variety of lengths and styles appropriate to the streetscape characteristics.

The bench styles for Maple should have a back rest, wood slats and dark metal frames. This is preferable over more modern tubular metal frame styles with bright colours. Variations of a particular style is available through several models which vary in the detailing of the arm rests, leg supports, and "contouring". All benches are to be equipped with flanges or anchoring brackets for bolting onto hard surfaces and / or footings.

Benches should also be chosen for durability in public settings. The city of Vaughan presently uses a bench manufactured by "TRISTAN", 146 Morrell Street, Brantford, Ontario L3T 4J8. It is recommended that the same type of bench be used in both public and private properties, because of its design and durability.

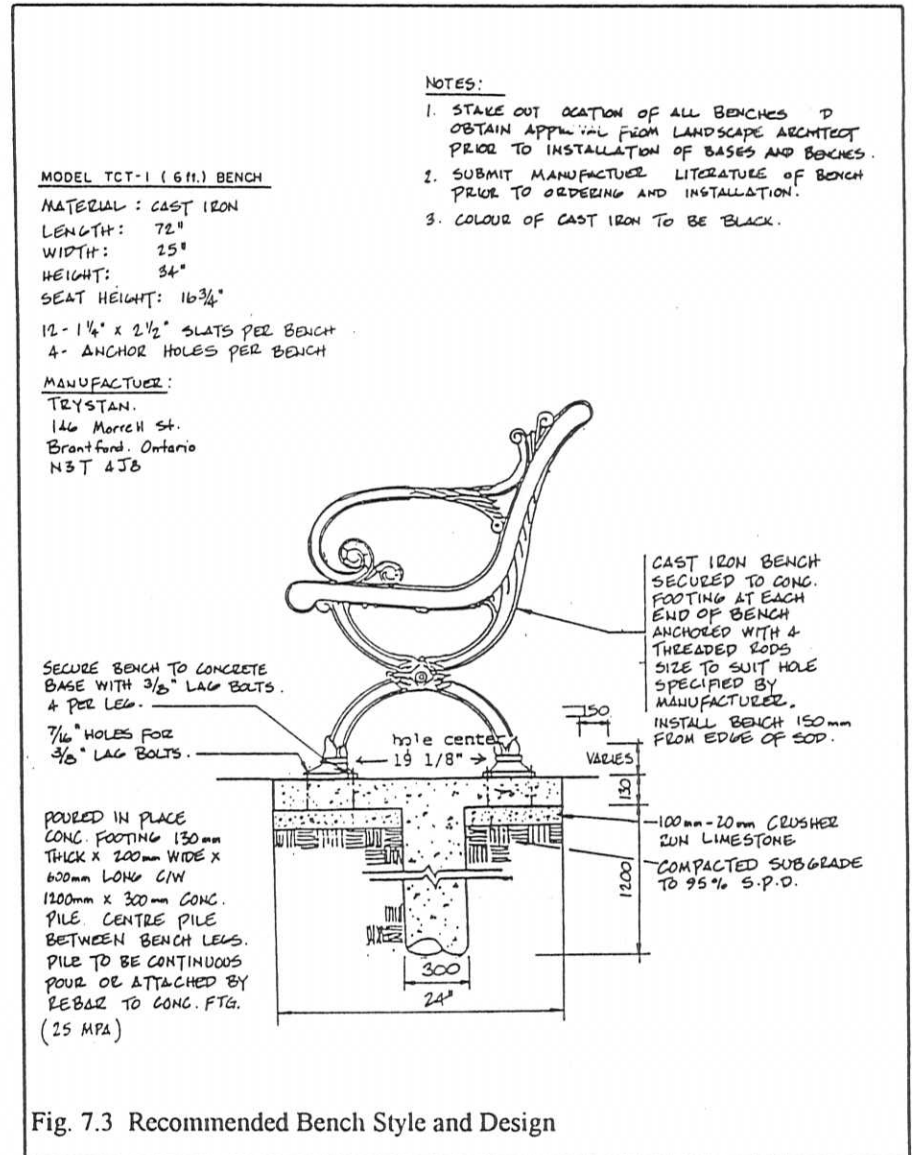
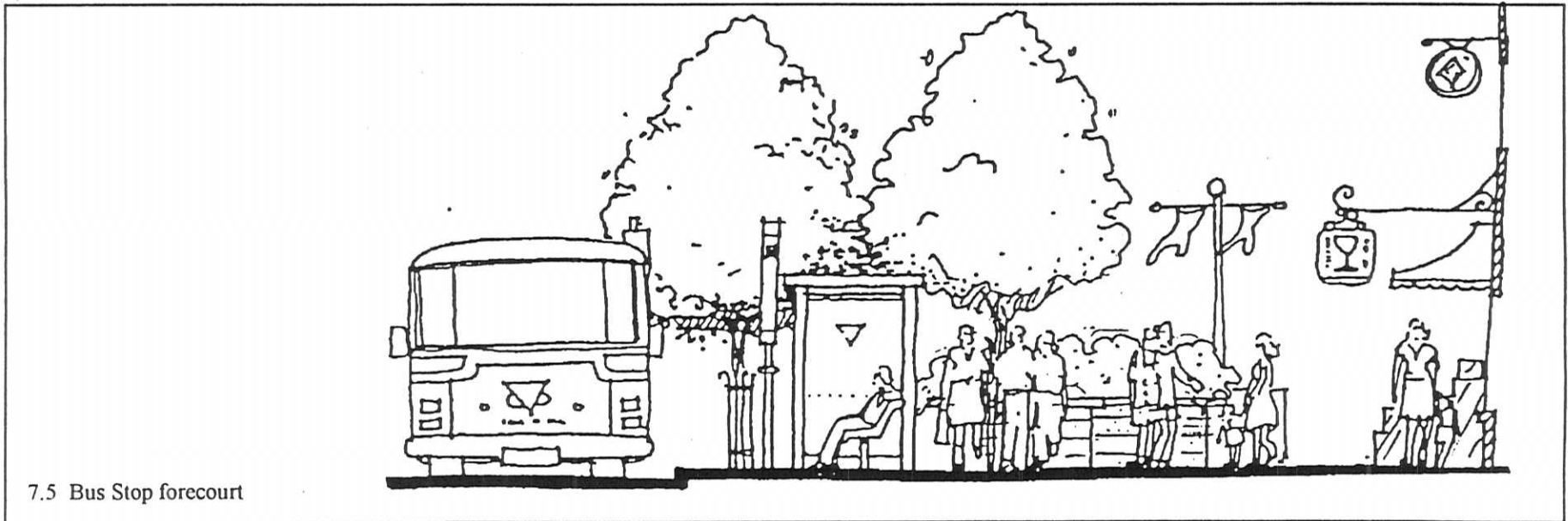
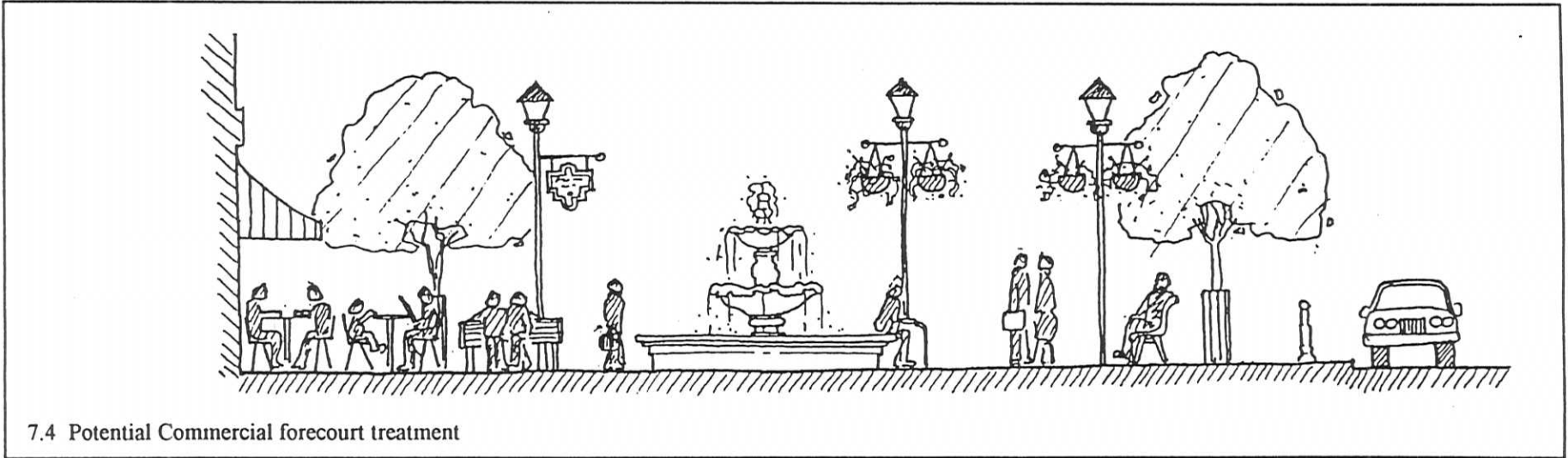


Fig. 7.3 Recommended Bench Style and Design



7.3.3 Bollards

Bollards are to be used to primarily protect the pedestrian from vehicular traffic. Combinations of bollards with low railing or chain can also be used to contain and direct the pedestrian to a point of crossing. Bollards may be used on paved boulevards where the pavement meets the road curb and at pedestrian crossings. Bollards should be set back a minimum of one meter from the curb. Lighted bollards are preferred for safety reasons as well as for pleasurable pedestrian night use.

The following bollard type and manufacturer is recommended. Equal products relative to models, materials, fabrication specifications and warranties may be also available from other suppliers and/or manufacturers.

Lighted Bollard by Heritage Casting and Ironworks Ltd. for all areas. Model # 2063-L3 with WAC (white acrylic) diffuser; Ht., 119 cm (3'11"); Base Diameter, 32 cm (12.5"

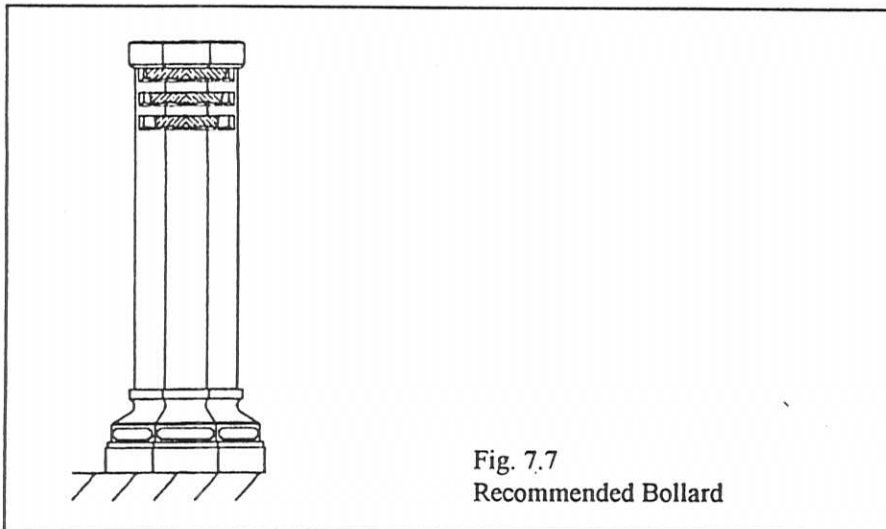


Fig. 7.7
Recommended Bollard

7.4 LIGHTING

The pedestrian lighting throughout the main streets is currently poor, hence an appropriate lighting plan aimed at illuminating all pedestrian areas should be undertaken by using a hierarchy of lighting fixtures suited to the various pedestrian and vehicular environments. All sidewalks should have a unifying lighting standard with variations to be used for parkettes, heritage areas, landmarks and commercial areas. Selection criteria for streetscape lighting should not only address aesthetics and visual impact but lighting effectiveness, durability and low maintenance factors as well. It is recommended that the spun concrete-type lighting standards supplied by King Luminaire be utilized throughout the streetscape. These standards come in a variety of elegant, traditional styles yet reflect a modern age design due to their spun concrete construction which has a "terrazzo" or granite-like finish.

Both a pedestrian and a vehicular lighting standard is recommended. The light pole spacing shall be in accordance with manufactures specifications. Lighting for the road pavement will require wider spacing than the lighting for the sidewalk. As a minimum, lighting for the road pavement should be located at all intersections and at no more than a meter back from the curb (subject to Regional Lumination Standards). All light poles should be equipped with two banner arms aligned opposite one another. The colour of the aggregate should be dark "Eclipse S-11" and the finish "polished".

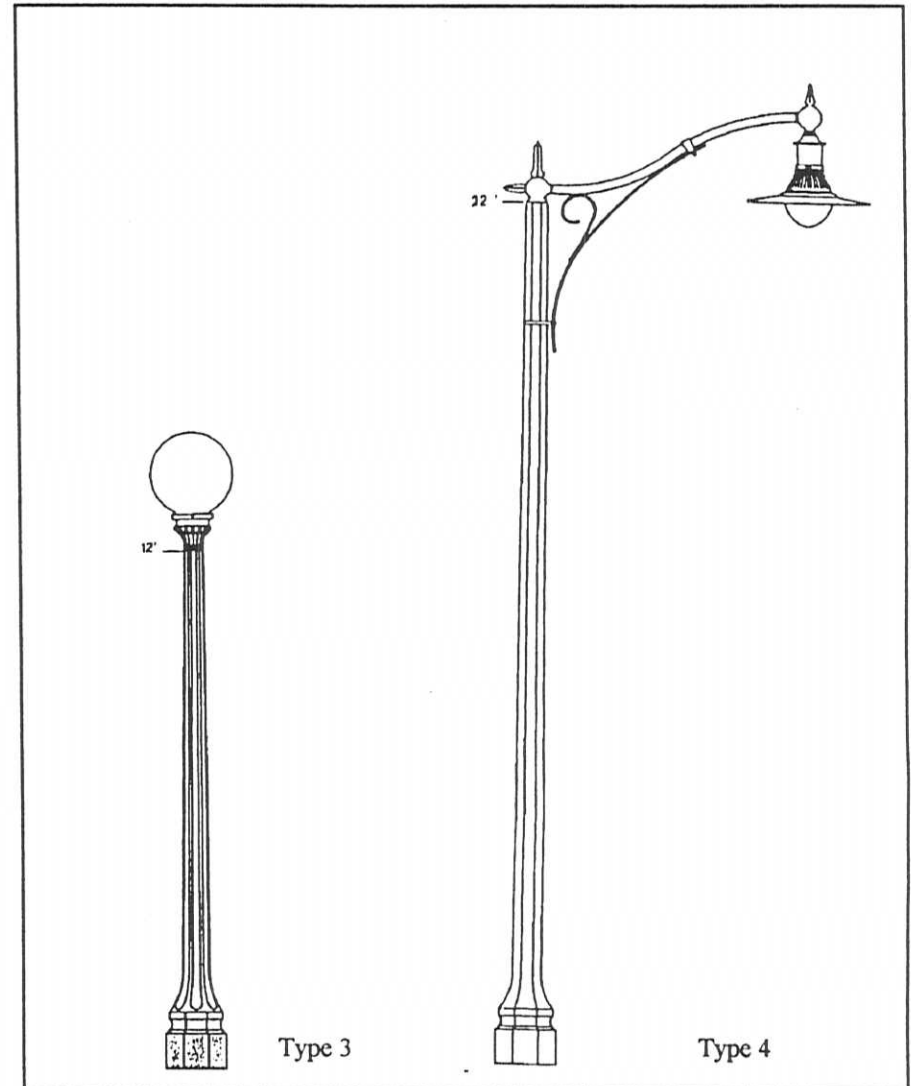
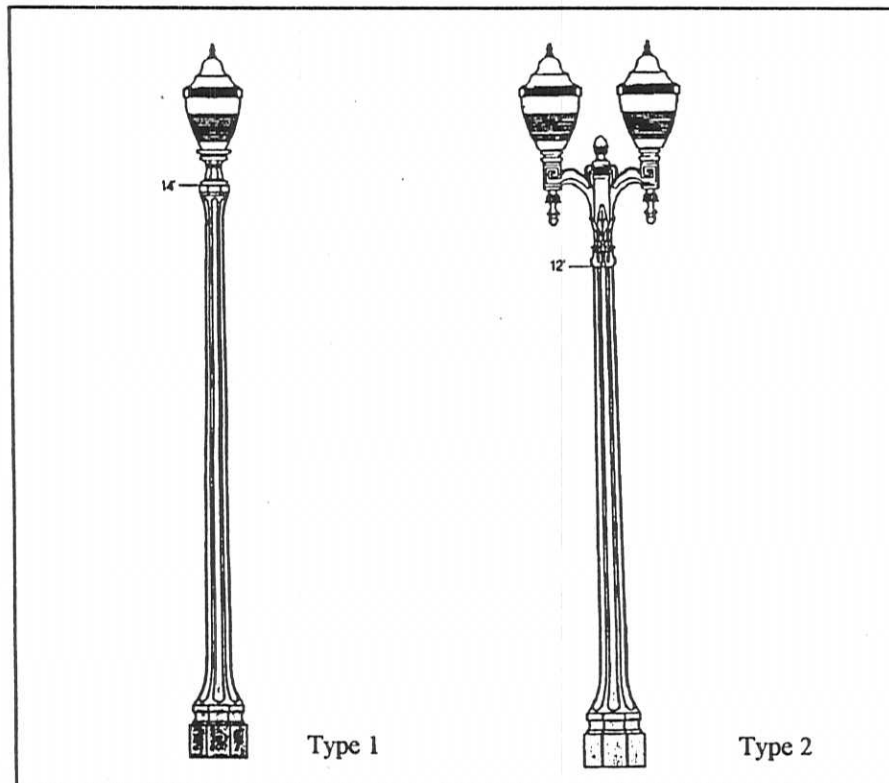
The following pole styles, luminaires and decorative detail combinations are recommended for the following areas:

1. Core Areas on Boulevards: Talisman series flared top style; 14 foot pole with Washington Acorn luminaire and filigree GR ring.
2. Heritage Landmarks: Talisman series non-flared top style; 12 foot pole with twin "Coshocton" decorative arms and Washington Acorn luminaires with filigree GR rings.

3. Parkettes in the Core: Talisman series non-flared top style; 12 foot pole with Post Top Globe luminaire on K12 capital
4. Road pavement lighting on Boulevards within Core: Belmont series, Highwayman non flared top style, 22 foot pole with Scroll arm and Pendant Marquis luminaire with visor.

A final decision on the type of pole and luminaire to be used in the area will be made by the City of Vaughan at the time of implementation of this report. Lighting specifications may vary from those recommended.

Fig. 7.8 Recommended Pole lighting



8.1 COMMUNITY LOGO

The distinct character of Maple should be emphasized with the creation of a specific logo whose imagery reflect the heritage character of the area. The graphic should make reference to the origin of Maple, either employing symbols that can be associated to the name (Maple tree or leaf), the history of the area or by replicating in silhouette one of the most prominent heritage features of the area, such as the Octagonal House, the Beaverbrook House, St. Andrew's Church, etc. Typographical characters should be selected for their simplicity and be easy to read and recognized at a distance. The logo should be self contained in a compact form within a pleasant smooth-edge frame.

The logo should be used at all significant signage locations, such as at Gateways. It could be included on plaques identifying heritage structures and entrances to the open space and park system. The logo should also be used in publications advertising local attractions and community events.

8.2 PUBLIC SIGNAGE

8.2.1 Identification Signage

The implementation of the identification signage and related landscape signage features as described in Section 2.13: Community Identification, should be done according to the following strategies:

- The logo and the selected graphic design shall be consistently used throughout the area.
- Considering that several different signage shapes and sizes will be required, it is important that the design approach be consistent throughout.

- Kiosk, overhead signs and structures displaying community signs that may be erected in the future should adopt the same colour, materials and design format.
- Street signage can include graphics (murals, posters), flags, banners and all other two dimensional artwork that is either attached to architectural elements or is incorporated to free standing fixtures within the street environment.

8.2.2 Heritage Signage

In order to take full advantage of the historical character of the area, it is advisable to bring to public attention its most important historical and architectural features. Features that deserve full recognition within this range are:

- Buildings of heritage value.
- Buildings that are historically important, either because they were among the first constructed in the area, or because of important people that lived there, or because they are the site of unusual and/or important historical events.
- Structures with significant historical value (for example, the cemetery walls along Keele Street).
- Sites of archeological interest.

These signs should be displayed in prominent locations easily recognized and accessible. It is recommended that all signs be of the same format, size, graphic and typographic character and all containing the approved logo design.

The signs shall have the name and date of construction (if applicable), along with additional information. These signs

should be designed and constructed in materials appropriate for historical areas such as bronze, aluminum or wood.

8.3 COMMERCIAL SIGNAGE

8.3.1 Special Sign Districts By-Law

The City of Vaughan Sign By-law identifies Special Sign Districts which include the older core areas of Kleinburg, Thornhill and Woodbridge. No special sign district is at present identified in the By-law for Maple. In Special Sign District areas all signage applications must be submitted to the City of Vaughan Cultural Services Division for comments. Other provisions, include:

- Redeograph signs are not permitted.
- Signs shall not obstruct or interfere with architectural features.
- Ground signs shall not exceed 1.50 square metres in area per single sign face, 3 square metres in area for all combined faces and 3 m in height; ground signs for multi-use buildings shall not exceed 2 square metres in area per single face or 4 square metres for all faces combined with maximum height of 3 m.
- Wall signs shall not exceed 0.25 square metres of sign per linear horizontal metre of exterior wall affected and shall not exceed 0.25 square metres in sign area.
- Wall signs cannot project more than 0.50 metres from the wall and be less than 2.44 m above the finished floor level immediately below the sign.
- The area for canopy signs cannot exceed 0.25 square metres per linear horizontal metre of canopy fascia affected, with a

total limit of one square metre of area. Also, no projecting signs shall exceed 0.75 square metres in area per sign face.

- No canopy sign can extend beyond the limits of the canopy fascia and no portion of such sign be less than 2.44 metres above the finished floor immediately below such sign.

8.3.2 Recommendations

To ensure that future signs are consistent with the heritage character of the area and are made of appropriate materials, scale, design and location, it is recommended that the current Sign By-law, be reviewed to identify a Special Sign District for Maple.

8.4 OVERHEAD PROJECTING SIGNAGE

This signage, if properly regulated, may add character to the appearance and the architecture of building street fronts. Proper consideration to image, colour and graphics, can create an effect that may greatly contribute to the heritage theme of the area.

Size of these signs should not exceed 0.75 m each direction with a clearance from the ground of 2.70 m and a maximum overhang of 1.20 m. These type of signs should not be internally back lit but rather be illuminated by indirect lighting.

Overhead signage should not encroach on the Regional road allowance unless by special permit.

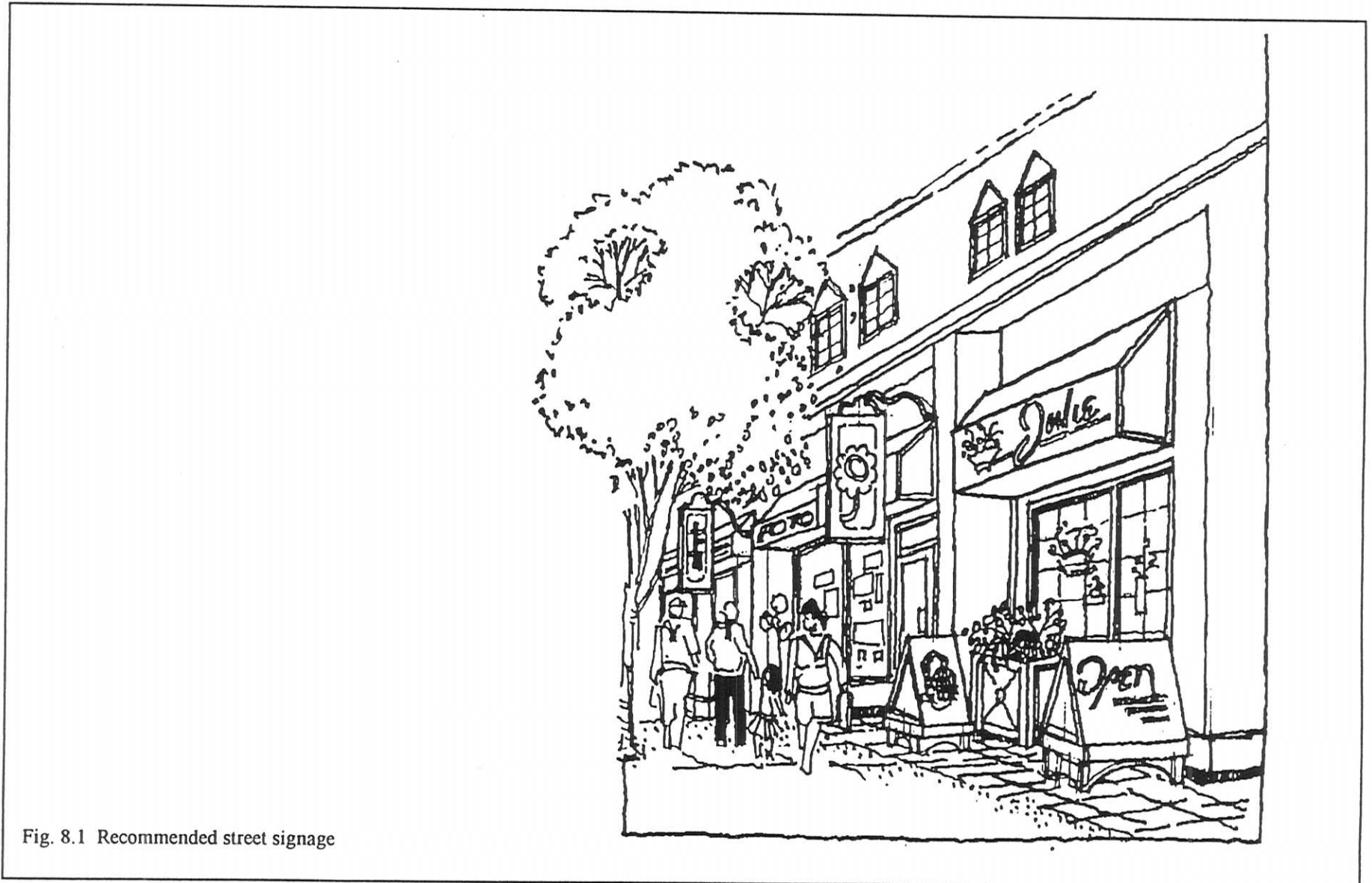


Fig. 8.1 Recommended street signage

9.1 INTRODUCTION

Implementing the recommendations contained in this study will require the cooperation of regional and municipal authorities, as well as, the involvement of the private sector. Due to the size of the area and the streetscape improvements recommended, it is expected that a comprehensive implementation will take a relatively long time (10 to 15 years). Therefore, a successful implementation strategy must be flexible while maintaining a clear understanding of the ultimate objectives.

It is expected that the report be received and adopted by Council. Once adopted, it will be the City's task to seek assistance from the Region of York and all other public agencies, landowners and community groups for its implementation. The adoption of the study by Vaughan's Council will also give direction to the City staff to review development applications with respect to the guidelines.

9.2 LAND USE IMPLEMENTATION

The recommendations contained in this report are based upon the current land use designations in OPA 350. No modifications or amendments to the Official Plan are required for the implementation of the proposed improvements. The following recommendations are intended to provide greater direction toward the implementation strategy of this study.

9.2.1 Zoning By-law Review

The present zoning contains several inconsistencies with the policies of the Maple Community Plan OPA No. 350. Currently, the by-law does not allow for mixed use development combining commercial and residential uses without an exception. Also at present, building setback requirements discourage the development of a street oriented compact urban form as envisioned by this study. Parking requirements could also be assessed against the merit of each development application.

9.2.2 Site Plan Control

City of Vaughan staff should use this study, as adopted by City Council, as a guide in the evaluation and review of Site Plan applications. Planning Department will play a major role in facilitating the implementation of the design guidelines with the assistance of Parks, Engineering, Public Works, Vaughan Hydro and other departments as necessary. Assistance will also be sought, when required, from the Region of York Planning, Transportation and/or other departments. For the benefit of applicants of development proposals, it is noted that under Section 41 of the Planning Act restrictions on architectural design are not permitted. Guidelines relating to building aesthetics and general architectural appearance have been provided as an indication of what the municipality and local residents envision with respect to the re-development of the area and therefore should not be construed as architectural control.

9.2.3 Cash In Lieu of Parking

It is recommended that the City consider the possibility of establishing for the Maple commercial core a cash in lieu of Parking Policy in order to facilitate the future construction of on-street and off-street public parking as described in this study.

9.2.4 Development Bonusing

It is recommended that at the time that the City of Vaughan reviews the Official Plan for the area, consideration be given to a "bonusing provision", to be granted to the private sector in return for facilities which may not otherwise be secured during the development of lands and which would result in the achievement of specific municipal objectives.

Specifically, consideration for bonusing provisions may be given for, among others, the following reasons:

- To achieve urban design objectives such as the provision of on-site amenities, facilities or services in excess of present City standards, which in the opinion of the City are necessary or desirable.
- To preserve or enhance areas and/or buildings with historical or architectural significance.
- To achieve environmental goals and objectives such as, greater parkland and/or open space land and facilities, reforestation, preservation of significant trees, wood lots and environmentally sensitive areas.

A bonusing policy may further encourage the private sector to incorporate features that benefit the public at large, enhancing the historical character, strengthening the uniqueness of the area. The granting of bonuses, however, shall not hinder the scale or the compatibility of each new project within the urban vision proposed. Bonusing therefore may affect, among other things, density, parking and other requirements as the City of Vaughan determines to be appropriate, but should not affect the height limitations recommended in this report.

9.3 PUBLIC INITIATIVES**9.3.1 Logo and Public Signage**

It is recommended that a specific logo be designed to provide for a easily recognizable, distinct identity for the community of Maple. Input from local resident associations and individual members of the community should be sought on the theme, symbols and colours that could be incorporated in the logo as well as on the modality to create it.

9.3.2 Business Improvement Initiatives

It would be advisable to explore the possibility of forming a local Business Improvement Association (BIA). A similar association exists in Kleinburg and many other heritage communities, contributing to the commercial success of the area as a tourist and specialty commercial area. It is also expected that future redevelopment built according to the parameters and guidelines contained in this study will bring a renewed interest in the recreational activities available in the core ultimately promoting additional business activity.

9.4 PHASING

9.4.1 Phasing Plan

The long time frame and extensive range of proposed improvements implies the implementation of the vision in phases that are financially feasible.

In the Maple core, redevelopment of private properties along the arterial roads may take place in a random pattern over many years, depending on economic conditions. Therefore, streetscape improvements will be a key factor in the urban renewal strategy for the area. Due to the high capital costs for improvement and competing demands on limited public budgets, a careful phasing plan should be devised.

It is recommended that, at first, individual projects be undertaken in key locations to capture the attention of local residents and distribute the benefits of streetscape improvement projects throughout the area. The following is a summary of all the improvements to the streetscape :

9.4.2 Immediate Priorities

1. Construct sidewalks where currently none exist:

- i) north-side of Major Mackenzie Drive, west of the Octagonal House to Melville Avenue with pedestrian connections to Glenkindie Avenue;
- ii) south-side of Major Mackenzie Drive, west of Avro Road to Melville Avenue;
- iii) east-side of Keele Street, south of Barrhill Road to existing sidewalk north of Kelly Place.

2. Tree planting where no street trees currently exist:

- i) north and south-sides of Major Mackenzie Drive, west of McNaughton Road to Melville Avenue;
- ii) west-side of Keele Street, south of Cromwell Drive;
- iii) north-side of McNaughton Road.

- 3. Construction of pedestrian connections from Simcoe and Station Streets to Major Mackenzie Drive.
- 4. Redevelopment of the lands adjacent to Beaverbrook House to create a public focus in the form of a pedestrian square at the Keele Street-Major Mackenzie Drive intersection.
- 5. Construct low retaining wall to eliminate grade difference between the Presbyterian Cemetery wall and the Keele Street curb with recommended boulevard improvements along cemetery and sidewalk connections to Barrhill Road and existing sidewalk to the north.
- 6. Improvements to Killian Lamar parkette including a pedestrian connection to Major Mackenzie Drive, replacement of existing wall with an ornamental fence to be co-ordinated with pedestrian crossing of Major Mackenzie Drive at Roundouse / St. David's Church location with associated boulevard improvements and improved pedestrian access to the valley lands.
- 7. Development of a parkette on the east-side of Keele Street to the north of Old Rutherford Road on City owned lands. Incorporation of signage identifying the community.
- 8. Boulevard improvements in area identified as Phase 1A (Civic Centre lands and east-side of Keele Street from Major Mackenzie Drive, south where planned boulevard is in public ownership), which may be co-ordinated with the burying of hydro and other above ground utilities.

9. Provision for community signage, landscaping (corporate signage) on north and south slopes adjacent to Major Mackenzie Drive, east of the CN rail underpass and paving treatment on the travelled road.
10. Landscaping feature on the north-west corner of the intersection of Major Mackenzie Drive and McNaughton Road incorporating bicycle and pedestrian corridor linking open space trails north of McNaughton Road and south of Major Mackenzie Drive.

9.4.3 Secondary Priorities

1. Continued tree planting program, maintenance and replacement of trees on Major Mackenzie Drive, McNaughton Road and Keele Street.
2. Boulevard improvements in area identified as Phase 1B where planned boulevard width is in public ownership (June 1996, 2316-2414 Major Mackenzie Drive), which may be co-ordinated with burying of hydro and above ground utilities.
3. Boulevard improvements in area identified as Phase 1C where planned boulevard width is in public ownership (Maple Community Centre frontage, 10150, 10200 Keele Street), which may be co-ordinated with burying of hydro and above ground utilities.
4. Landscape median on Major Mackenzie Drive, east of Keele Street intersection.
5. Controlled pedestrian crossing on Keele Street at Knightswood Avenue, may be implemented with traffic signals for intersection.
6. Controlled pedestrian crossing on Major Mackenzie Drive in the Core, west of Jackson Street. Location to be determined through detailed review with City and Region of York.

7. Controlled pedestrian crossing on Keele Street and Masters Avenue across from the Maple Community Centre, may be implemented with traffic signals at the intersection.
8. Paver treatments in intersections:
 - Keele Street and McNaughton Drive
 - Keele Street and Railway Street
 - Keele Street and Fieldgate Drive
 - Keele Street and Knightswood Avenue
 - Major Mackenzie Drive and McNaughton Drive
 - Major Mackenzie Drive and Killian Road

9.4.4 Long-Term Priorities

1. Landscape median on Major Mackenzie Drive between Gram Street and Netherford Road.
2. Landscape median on Major Mackenzie Drive between McNaughton Road and Melville Avenue.
3. Landscape median on Major Mackenzie Drive east of intersection with McNaughton Road.
4. Landscape median on McNaughton Road between Keele Street and Major Mackenzie Drive.
5. Paver treatments on Keele Street in travelled lanes at Milton Place, Shalimar Place and Kelly Place.
6. Parking bays on Keele Street and Major Mackenzie Drive, dependent on need, location of driveways.

9.4.5 IMPLEMENTATION COMMITTEE

It is recommended that the City establish a Maple Streetscape Implementation Committee, which could be comprised of members of Council and City staff to identify projects from the priority list for implementation. Given that both Keele Street and Major Mackenzie Drive are regional roads, and various works will require approvals and co-ordination with the Region, the City may also want to include representation from the Region on the Committee.

The City may also want to consider including members of the public (i.e. ratepayer representatives or community organizations) on the Committee to ensure the public's continued interest and support as improvements take place along the streetscape.

The detailed organization of the Committee would be established by the City of Vaughan Council.

9.5 COST OF IMPROVEMENTS

9.5.1 Streetscape Amenities

The preliminary construction value of streetscape improvements has been itemized to aid the City in estimating the cost for the various streetscape units. The per square metre costs have been averaged relative to the anticipated densities of hard and soft surfaces, trees, grates and guards, shrubs and groundcover; pre-cast planters, pedestrian lighting standards, benches, litter bins and landscape features. **Estimates do not include demolition and/or major grading costs.** In reference to tree cover there has been an attempt at maintaining a consistent density of 50 square metres per tree. Given the harsh roadside conditions on the boulevards it is anticipated that such a density would create an ideal ratio of two to one (open areas to tree cover).

9.5.1.1 Boulevards:

- **\$80.00/SQ. M.**

The core boulevards on Keele Street between Barhill Road and McNaughton Road and on Major Mackenzie between Gram Street and Keele Street. The boulevard's average width is 8 metres.

In the core the entire boulevard will be paved, there will be one line of trees approximately 6 metres on center with tree grates and guards. Bollards, benches and pedestrian lights (each /80 sq. m.); litter bins and precast planters (each /100 sq. m.).

- **\$38.00/SQ. M**

All dedicated boulevards along Keele Street between Knightswood Avenue and Barrhill Road and on Major Mackenzie between Keele street and the Railroad bridge. The boulevard will feature a double row of trees and a new 1.25 metre concrete sidewalk. The boulevard's average width will be 8 metres.

This segment will include a new 1.25 metre concrete sidewalk with soldier coursing on either side and along the street curb. There will be two rows of trees 10 meters on-center (one/40 sq. m.) planted in the sodded area, sodding on either side of sidewalk, a bench and pedestrian light both 20 metres on center and a litter bin 40 metres on-center. Where only one row of trees is possible the estimate cost would be about \$34.00 per square metre; the tree density would however fall to 80 square metres.

- **\$26.00/SQ. M**

Existing boulevards along Major Mackenzie from Jane Street to Gram Street with a double row of trees. The boulevard's average

width is 8 metres.

This segment will normally include three rows of trees 10 metres on-center (one/40 sq. m.) planted in the sodded area, sodding on either side of sidewalk, a bench 40 metres on-center (one/480 sq. m.), a pedestrian light 30 metres on-center (one/360 sq. m.) and a litter bin 60 metres on-center (one/720 sq. m.). Where a new sidewalk is also required the cost will be \$35.00 per square metre.

- **\$21.00/SQ. M**

Wide boulevards along Keele Street from Rutherford Road to Kelly Place and on Major Mackenzie between Jane Street and Melville Avenue with potentially three rows of trees. The boulevard's average width is 12 metres.

This segment will normally include three rows of trees 10 metres on-center (one/40 sq. m.) planted in the sodded area, sodding on either side of sidewalk, a bench 40 metres on-center (one/480 sq. m.), a pedestrian light 30 metres on-center (one/360 sq. m.) and a litter bin 60 metres on-center (one/720 sq. m.). Where a new sidewalk is also required the cost will be \$27.00 per square metre. Where only two rows of trees are possible and the existing sidewalk is adequate then the cost would be \$18.00 per square metre. Here again the tree density would however fall to 60 square metres.

- **\$24.00/SQ. M**

Very wide boulevards primarily along the north side of McNaughton Road. New sidewalks and curbing will be required. The boulevard's average width is 15 metres. This segment will include three rows of trees, two of which will be 10 metres on-centre and the third 20 metres on centre (one/60 sq. m.) planted in the sodded area, sodding on either side of sidewalk, a bench 50 metres on-centre (one/750 sq. m.), a pedestrian light

40 metres on-centre (one/600 sq. m.) and a litter bin 60 metres on-centre (one/900 sq. m.).

- **\$16.00/SQ. M**

On very wide boulevards primarily along the south side of McNaughton Road. Here the boulevard will feature an asphalt trail and a naturalized corridor. The boulevard's average width is 15 metres. This segment will include a winding asphalt trail with naturalized shrub and sapling edges and seeded meadows. A bench 50 metres on-centre (one/750 sq. m.), a pedestrian light 40 metres on centre (one/600 sq. m.) and a litter bin 100 metres on-centre (per 1500 square metres).

9.5.1.2 Cross-Road:

- **\$100.00/SQ. M**

These include the main intersections on Major Mackenzie at Jane Street, Melville Avenue, McNaughton Road, and Killian Street; and on Keele Street at Teston Road, McNaughton Road, Major Mackenzie Drive, Keele Street, Cromwell Avenue, and Rutherford Road.

On major intersections which are primary pedestrian nodes. All four corners of the intersection are primarily paved with at least one landscape feature (fountain, sculpture and/or kiosk). The perimeter is to be marked by masonry columns, metal railings, trees, shrubs and groundcover beds and/or built-in planters. The corners will at times provide entry points to parks, buildings and parking areas. The intersection streetscape area is about 1000 square metres.

These areas include decorative unit paving and one significant landscape feature. Each quadrant will have approximately 4 benches (one/60 square metres), 5 pedestrian lights and 8 trees

(one/30 square metres) and 25 shrubs (one/10 square metres) and approximately 30 metres of masonry/iron railing of perimeter fence per quadrant.

9.5.1.3 Forecourts:

- **\$87.00/SQ. M**

These are to include all forecourts (commercial, civic, recreational and religious). These areas will be primarily paved and lit. Each area will have approximately 4 pedestrian lights; eight bollards; four benches; 8 trees (4 with tree grates and guards) , shrubs and groundcovers. The estimate is based on 200 square metres area.

9.5.1.4 Central Park and Squares:

- **\$73.00/SQ. M.**

This area include the park and square north east and south east of the Keele St. and Major Mackenzie Drive intersection.

This central open space will features hard surfaces, bosques, pedestrian lights, benches, one significant landscape feature. These areas include decorative unit paving, one significant landscape feature (sculpture, fountain and/or shelter), trees (one/ 66 square metres), lights and benches (one each/200 sq. m.); litter bins (one/400 sq.). and bollards.

9.5.1.5 East Gateway Parkette:

- **\$65/ SQ. M.**
-

This gateway parkette is located at Major Mackenzie and the Railroad bridge. The estimated area of the parkette is 6,500 square metres. This park will include an entrance feature,

stairways, sidewalk and pathway, trees, shrub beds and perennial gardens.

9.5.1.6 Landscaped Medians:

- **\$38/ SQ. M.**

All landscaped 5 meter wide medians and curbing. The median will feature trees at 10 metre intervals and shrubs and/or ground-cover.

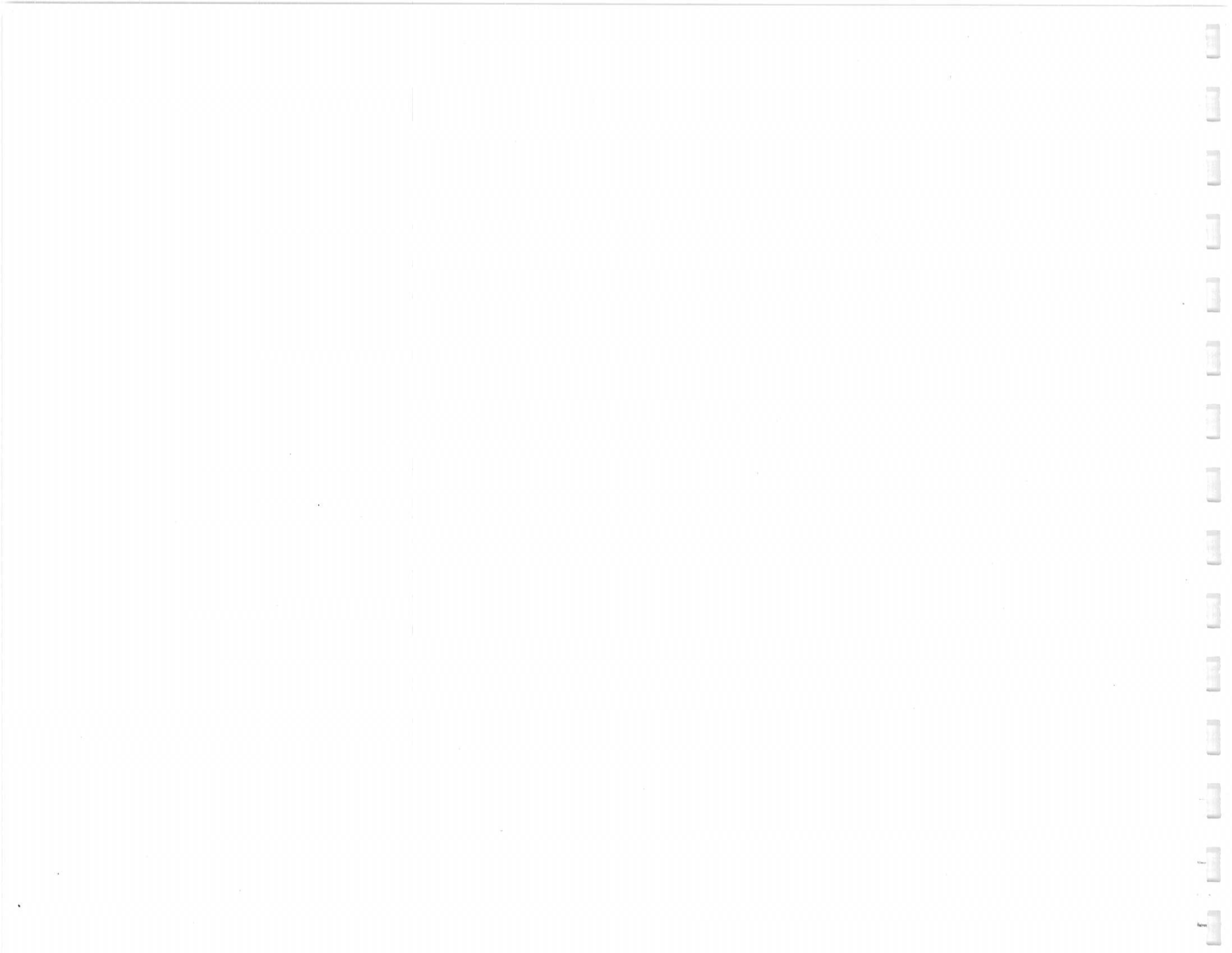
9.5.2 Underground Services

The cost of an underground distribution system (Double Circuit) through the Maple Core is estimated at \$1,180,000 per km. (Source Vaughan Hydro). Cost to remove existing overhead distribution system is estimated at fifteen percent (15%) of the total cost to install the system overhead or \$18,000 per km. (Source Vaughan Hydro).

These costs do not consider the cost of installing street lights which are currently mounted on the hydro poles. Other utilities utilizing the hydro poles would also require relocation, such as Bell Canada and Shaw Cable.

9.6 DISTRIBUTION

It is recommended that the Maple Streetscape - Urban Design Study be distributed to all departments of the City of Vaughan, to the Region of York Transportation and Planning Departments, as well as, the local rate-payers association and City of Vaughan libraries.



1.0 STUDY PROCESS

The project was conducted over the course of several months, beginning in October, 1995. The Consultant's work has been done in four stages:

1. Review and analysis of the existing community and surrounding area.
2. Identification of streetscape - urban development potentials and enhancement opportunities.
3. Formulation of urban and landscape design recommendations.
4. Preparation of a Streetscape Plan and Urban Design Guidelines.

An important part of the Study included the participation of the public in order to arrive at a Community vision to be used as a base for the urban design proposal and landscape-architectural guideline recommendations.

Participants included: local business representatives, property owners and developers, rate-payer associations, community organizations, concerned local residents and elected representatives. Input was obtained in three stages:

- a. INITIAL PUBLIC WORKSHOP
- b. DESIGN CHARRETTE
- c. PUBLIC INFORMATION MEETING

2.0 INITIAL PUBLIC WORKSHOP

The initial public meeting held on November 30th, 1995 introduced the community to the scope and objectives of the study and provided an opportunity to solicit views relative to public issues, community needs and individual aspirations.

The participants divided into three focus groups addressed in detail the following areas of interest:

COMMUNITY IMAGE

MAIN STREET ATMOSPHERE

SAFETY AND WELL BEING

COMMERCIAL ACTIVITIES

PARKS AND OPEN SPACES

VEHICULAR MOVEMENT

A member of the design team led each group session, together with representatives from the City of Vaughan. This meeting has enabled the Consultants to begin to formulate a preliminary public vision for the design proposals introduced in the Charrette.

3.0 DESIGN CHARRETTE

The purpose of the Charrette was to directly involve the public in the decision making and design process for the preparation of an urban/streetscape plan and design guidelines. A series of conceptual drawings were prepared based on the goals and aspirations expressed by the community. The drawings presented a spectrum of possible design interventions and solutions. The public was invited to comment and actively participate in this process by sharing their knowledge of the area including areas of concern and potential solutions.

The Charrette was divided into three workshops, each addressing the goals and objectives of the study from interrelated points of views: Community image and identity; Streetscape, parks and open spaces; Built form and urban design.

4.0 PUBLIC INFORMATION MEETING

On June 4, 1996, a public information meeting was held to present the draft Streetscape Plan and Urban Design Guidelines. This meeting provided the public with an opportunity to review and provide additional input, prior to the report being finalized and proceeding to Vaughan Council for approval.