

TERMS OF REFERENCE

STEELES AVENUE CORRIDOR URBAN DESIGN AND STREETSCAPE MASTER PLAN STUDY

INTRODUCTION

The City of Vaughan and consultant &Co Architects are preparing an urban design streetscape master plan study for the study area bounded by Steeles Avenue to the south, Jane to the west, Keele street to the east, and the Hydro Corridor (parallel to Steeles Avenue) to the north, in the City of Vaughan which will address the urban design objectives of the Steeles Corridor - Jane Street to Keele Street Plan, OPA 620 as set out below. The Steeles Avenue Corridor Urban Design Streetscape Master Plan Study will comprise of two components, the development of urban design guidelines for the study area and the preparation of a detailed streetscape master plan based on these urban design guidelines.

1. STUDY AREA

Within the study area, Steeles Avenue will receive significant improvements in rapid transit infrastructure and service, mainly driven by the considerable and growing ridership demand at York University. Long term plans for the area include a subway extension to York University that includes a transit station located within the study area and would end at the Vaughan Corporate Centre on Highway 7. The subject lands have a total area of approximately 43 hectares which will serve as a “Gateway” to the Region’s and the City of Vaughan’s transit network.

In keeping with the Steeles Corridor – Jane Street to Keele Street Plan, OPA 620 the achievement of the vision of the study area requires a series of coordinated modifications to the streetscape image and function of the subject lands, from primarily vehicle oriented traffic network to a transit-oriented and multi-purpose urban environment with pedestrian-scaled elements in the public realm.

2. BACKGROUND

On February 29, 2008, Council approved The Steeles Corridor – Jane Street to Keele Street Plan, OPA 620, with a general intent that the plan becomes the focus for higher order transit improvements and high-density land uses within the Steeles Corridor area. OPA 620 has been planned to transform the area to a major transit and urban centre with a compact physical form that is sustainable, accessible, pedestrian oriented and cyclist friendly with respect to human scale. Considering the close proximity to York University and the availability of high order transit, a mixed-use urban form should provide opportunities for more intense commercial uses, educational facilities and office spaces along with high-density residential forms of development.

In recent years, a number of policy documents and guidelines, as well as infrastructure initiatives, have been approved, which will play an important role in the future development of the Steeles Avenue Corridor, OPA 620 area. These include:

Region of York Transit-Oriented Design Guidelines: Endorsed by Regional Council in September 2006, the guidelines are intended to assist the Region of York and the Area Municipalities to implement planning for well-designed, pedestrian-friendly and transit-supportive development, that reflects and supports existing transit-supportive planning initiatives at the Provincial, Regional and local municipal level.

City of Vaughan Pedestrian and Bicycle Master Plan Study: Endorsed by City Council in April 2007, the Master Plan Study provides the residents of Vaughan with an expanded network of on and off-road pedestrian and cycling facilities with improved access to convenient travel modes that are practical alternatives to the private automobile.

City of Vaughan Crime Prevention Through Environmental Design (CPTED) General Guidelines in the Development Review Process: Endorsed by City Council in May 2007, the main objective of these guidelines is to prevent the occurrence of crime by strategically manipulating the urban space with

placement and use of natural elements that is achievable through a coherent planning design and implementation processes.

York Region Official Plan: First approved by Regional Council on October 17, 1994, this document locates the subject lands adjacent Steeles Avenue which is identified as a Regional Corridor. Corridors are designated as mixed-use transit spines that link urban and regional centres. A mix of high-density residential and employment uses is encouraged along Regional Corridors. All municipalities within the region are encouraged to examine corridors comprehensively and identify opportunities for mixed-use and higher densities.

Amendment for Subway Extension, OPA No. 529: Endorsed by City Council in March 2001, OPA 529 amends three specific plan amendments reflecting influence of the transit right of way. The chief purpose of the amendments is to set policies that allow the City to require the conveyance of the transit right of way as a condition of site plan approval in the area.

3. STUDY GOALS

The main goal of the Steeles Avenue Corridor Urban Design Streetscape Master Plan Study is to prepare Urban Design Guidelines and Detailed Streetscape Master Plan to guide future development in accordance with the Urban Design policies of the Steeles Corridor – Jane Street to Keele Street Plan.

The Steeles Avenue Corridor Urban Design Streetscape Master Plan Study will prescribe the layout and detailed design of the public and private streetscape spaces, pedestrian and bicycle connections, public amenities and open spaces, as well as, provide design guidelines and criteria for building locations, forms, heights and massing in relation to the public realm. The plan will prescribe detailed information that will specifically address the following objectives:

- a) Promote a high quality design within the area including streetscapes, open spaces, public parks, and private buildings and amenities, in order to create a comfortable, sustainable and memorable urban centre;
- b) Establish a strong and high-quality “Gateway” and Urban Center image by enhancing the character of the built environment including building design quality, construction detail, landscaping, lighting, signage, and streetscape;
- c) Commence environmental sustainability by encouraging localized and integrated stormwater management strategies, native and drought resistant planting, heat island reduction, renewable energy usage, energy efficiency, district energy heating and cooling systems, as well as Black Creek Valley system protection and watershed management;
- d) Facilitate comfortable and safe pedestrian and cyclist access to the subway station and its components;
- e) Provide for a transitional of urban form, massing and uses to ensure all developments adjacent to the study area are physically compatible and complementary;
- f) Provide a balanced street network and layout that is convenient, comfortable and safe for pedestrians, cyclists, public transit users, and personal vehicle travelers;
- g) Ensure the retail commercial development is planned to support a street-related, pedestrian-oriented and transit-supportive development;

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- h) Utilize urban uses and environment to complement and reinforce academic function, bond with York University's campus environment, and provide direct connection to the university.
 - i) Develop consistent, attractive streetscapes through attention to the design of the public realm, built form, the relationship between buildings, streetscapes and other public spaces based on the following principles:
 - i. High-density developments should be designed to establish a comfortable, human-scale environment for pedestrians;
 - ii. pedestrian travel throughout the study area should be encouraged by establishing a grid network of streets, creation of a comfortable, safe and attractive walking environment with appropriate connectivity to parks, open space areas, public buildings and commercial uses;
 - iii. a consistent level of streetscape design, lighting, planting, signage, street furniture and other amenities should be provided;
 - iv. all public and private outdoor spaces , including walkways, building entries and parking areas, should be designed in a manner which is safe, secure, and subject to natural surveillance;
 - v. a strong relationship between buildings and the street should be created by establishing appropriate building setbacks, lane widths, parking and turning radii, as well as orienting main entrances to public sidewalks;
 - vi. Service and parking facilities should be located on the site with minimum exposure to the pedestrian network to enhance the attractiveness of the public realm.

4. THE STUDY COMPONENTS

The following sections are intended to give an overview of the project and are not intended to be an exhaustive listing of the work activities required in each phase.

4.1 Preliminary Design Framework and Development of Urban Design Guidelines

- Preliminary site investigation and inspection of the topographical features, geotechnical analysis and field survey work required to carry out and complete the project.
- Analysis of the background urban design and streetscape policies outlined in the Steeles Corridor - Jane Street to Keele Street Plan.
- Prepare an analysis of the various design issues and constraints, and present a recommended preferred urban design strategy to the Steering Committee.
- Prepare comprehensive Urban Design Guidelines for the Steeles Avenue Corridor Study area that creates a pedestrian-supportive and vibrant environment with attractive streetscapes. These guidelines should address key aspects of the built environment including:
 - Overall vision, goals and objectives for the study area, design issues and solution alternatives;
 - urban morphology and building types;

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- architectural built form, exterior components, finishing materials, and massing;
 - tall building configurations, characteristics and standards;
 - site layouts, sitting and orientation of buildings;
 - street corridor proportions and relation to human scale
 - mix of at-grade uses and street-friendly building facades;
 - Urban public spaces, squares and promenades;
 - streetscape components, materials and details, including signage, lighting, planting, street furniture and paving, for both public and private realms;
 - opportunities for enhanced connectivity and quality of the pedestrian network and bicycle pathways throughout the study area, and presentation of their environment, form and character;
 - persuade sustainable design strategies to minimize the areas environmental impact footprint;
 - micro-climate control measures for pedestrian comfort and health including sun exposure, shade effects and ground level winter wind impact;
 - ensure privacy for all types of residential units located within or adjacent to the study area; and
 - strategies for minimizing the visual and physical impacts of parking areas and vehicular access points.

4.2 Open Space / Streetscape Master Plan

- Provide the necessary expertise for the final design of the Steele Avenue Corridor Urban Design Streetscape Master Plan Study, to serve the best interests of the public, with due consideration for overall integration with public transit and the immediate interface with the surrounding streetscape fabric, environmental concerns, capital cost and operating efficiency in accordance with current state of the art and acceptable urban design and engineering standards established by the City and other applicable regulatory agencies.
- The preparation and submission of preliminary drawings, investigations and recommendations to the Client on such alternatives or modifications to the Project that the Consultant, in his professional judgment, deems advantageous to the City.
- The Consultant will confirm any land requirements identified during preliminary design for the proposed works, and make recommendations regarding property acquisitions and working easements both for the project and for investigation purposes.
- Investigation and confirmation of the present location of all above ground utilities, and the preparation of additional drawings required for alternative utility relocation as required by the City. Underground utilities are to be indicated on the plans and profiles in accordance with information submitted by the respective utility.

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- Participate in a reasonable number of meetings for informative, meditative, preventative or coordinative purposes with the City, Utilities and/or other regulatory agencies, in connection with the services provided under the terms of reference between the City and the Consultant.

4.3 Detailed Streetscape Development Component

- The preparation of detailed development drawings in AutoCAD. The Consultant shall review the design with City staff and make any revisions as instructed by City staff. The Consultant shall, upon completion of the final design and subsequent to approval by the City, supply the City with a set of Mylar contract drawings, stamped and signed by a Landscape Architect (O.A.L.A.) suitable for “White Print” reproduction as well as drawings in digital format on CD-ROM.
- Establish requirements for geotechnical investigations (including chemical analysis), arranging for the investigation to be conducted, analysis of the report, and incorporation of recommendations into the detailed design. The Consultant shall supply the City with three copies of the report.
- The submission of plans, specifications, schedules and applications for approval to the Client and to appropriate authorities, as required. Attendance at meetings at the offices of these public authorities to discuss designs and to provide explanations for the purpose of furthering the applications towards approval.
- The preparation of special applications or reports to assist the City in obtaining regulatory agency approval as required (except City of Vaughan Council approvals), grants or special financing from appropriate regulatory agencies or senior levels of government as applicable.
- The preparation of detailed quantity and cost estimates based on the detailed development and construction drawings.
- The preparation of a detailed Implementation phasing strategy schedule.
