

Section Contents:

- 3.1 Site Analysis**
 - 3.1.1 Study Area & Existing Conditions..... 20
 - 3.1.2 VivaNext Highway 7 Rapidway Plan..... 20
- 3.2 Streetscape Plan**
 - 3.2.1 Overview.....21
 - 3.2.1.1 Highway 7.....22
 - 3.2.1.2 Keele Street.....23
 - 3.2.2 Intersections.....24
 - 3.2.2.1 Highway 7 & Keele Street.....25
 - 3.2.2.2 Highway 7 & Baldwin Avenue.....26
 - 3.2.2.3 Keele Street & Jardin Drive.....27
 - 3.2.3 Gateways.....28-29
 - 3.2.3.1 Jardin Drive Gateway.....30
 - 3.2.3.2 Rockview Gardens Gateway.....31
 - 3.2.3.3 Hillside Avenue Gateway.....32
 - 3.2.3.4 Baldwin Avenue Gateway.....33
- 3.3 Street Cross Sections**
 - 3.3.1 Highway 7 Section.....34-35
 - 3.3.2 Keele Street Section.....36-37
- 3.4 Streetscape Materials & Furnishings Palette**
 - 3.4.1 Paving.....38
 - 3.4.2 Lighting Fixtures.....38
 - 3.4.3 Street Benches.....39
 - 3.4.4 Waste Receptacles.....39
 - 3.4.5 Bicycle Racks.....40
 - 3.4.6 Street Trees & Grasses.....40
 - 3.4.7 Gateway Planting Beds.....40
 - 3.4.8 Gateway Trees.....41
 - 3.4.9 Miscellaneous.....42
 - 3.4.10 Streetscape Component Matrix.....43
- 3.5 Utilities**
 - 3.5.1 Existing Utility Location Plan.....44



Streetscape Plan



3.1 Site Analysis

3.1.1 Study Area & Existing Conditions

The study area for the Concord West Streetscape Plan extends along two major Vaughan corridors - along Highway 7, from beyond Keele Street in the west to Centre Street in the east; and along Keele Street, from beyond Highway 7 in the north to Highway 407's access ramps in the south (Figure 3.1.1). In their current states, both corridors separate the Concord West residential community from surrounding land uses (Figure 3.1.2). On the north side of Highway 7 and the west side of Keele Street, low-rise commercial buildings transition northward and westward into industrial tracts.



Figure 3.1.1 Aerial view of existing Concord West study area.



Figure 3.1.2 Aerial view along Concord West's existing Highway 7 corridor.

3.1.2 VivaNext Highway 7 Rapidway Plan

VivaNext is York Region's plan for the next generation of rapid transit (Figure 3.1.3). In Vaughan, the Highway 7 rapidway will eventually extend west from Yonge Street to Highway 50. The first segment in Vaughan, scheduled to be completed by 2015, will start at the Vaughan Metropolitan Centre - seamlessly connecting the Spadina Subway extension to the Viva system. The segment of Highway 7 containing the Concord West study area is also scheduled to be completed during 2015. In Concord West, the rapidway will provide transit access to future commercial mixed-use and employment areas - helping to create the mixed-use intensification corridor as designated by the Official Plan. The rapidway will integrate automobile, cyclist, and pedestrian traffic modes (Figure 3.1.4).

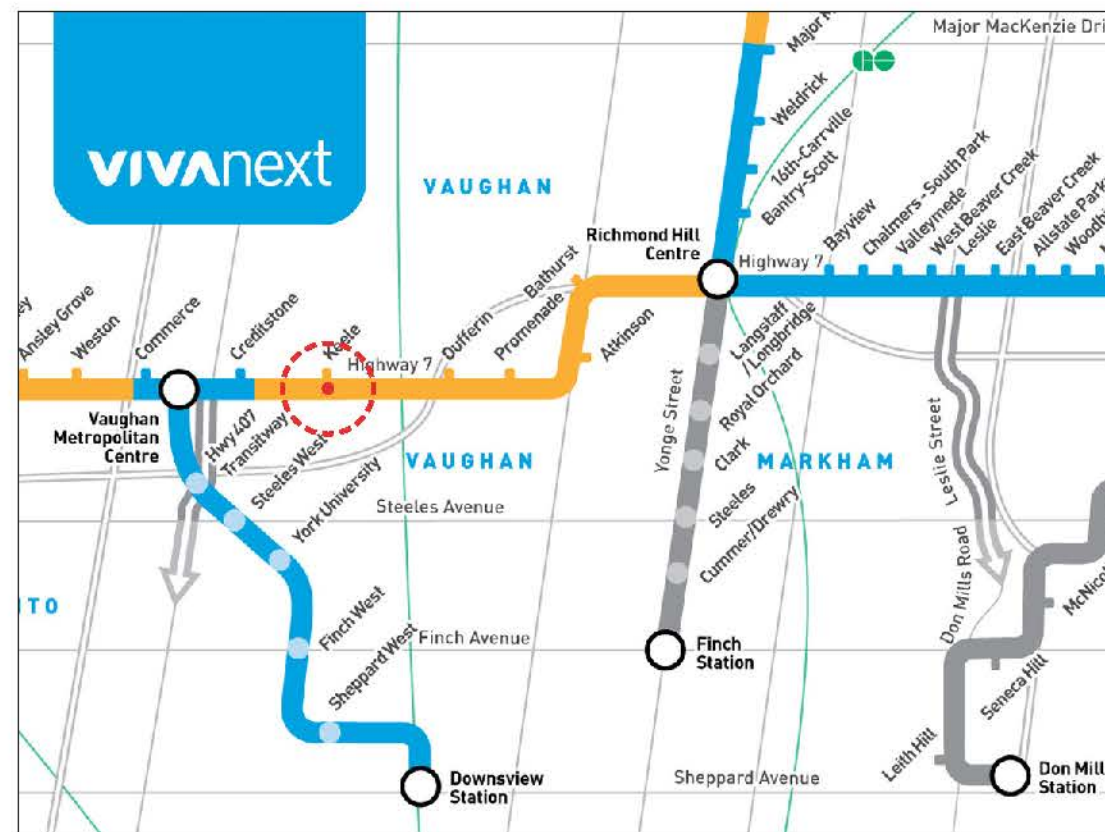


Figure 3.1.3 Partial VivaNext system map indicating location of study area.



Figure 3.1.4 Rendering of a VivaNext Highway 7 rapidway bus station.

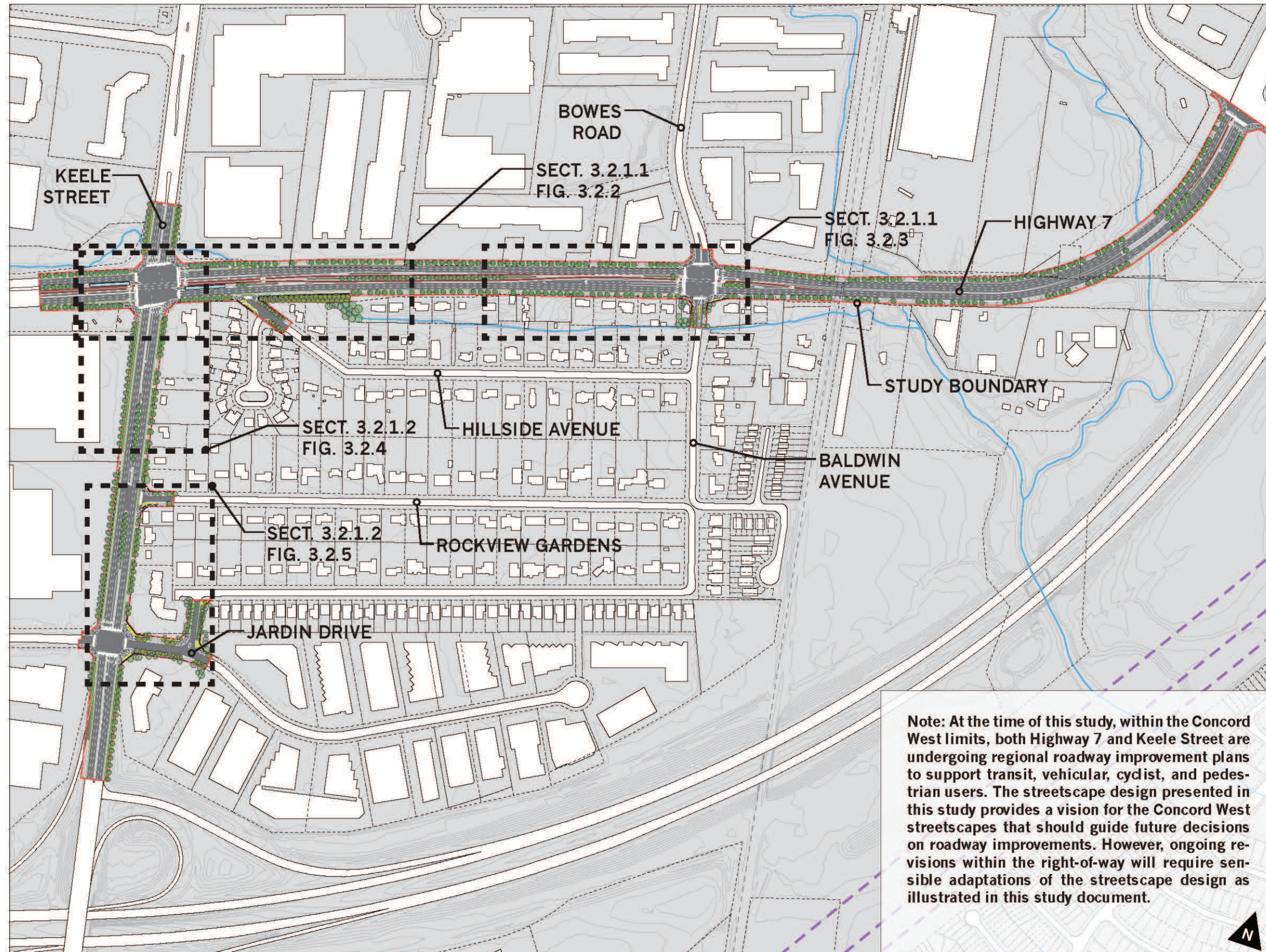


Figure 3.2.1 Concord West Streetscape Master Plan study area.

3.2 Streetscape Plan

3.2.1 Overview

This overview plan depicts the new streetscape design for Highway 7 and Keele Street within the existing Concord West context (Figure 3.2.1) - reflecting an integration of regional plans with a context-specific design sensitive to the local community and its desire to retain its unique identity and link with nature. The five focus areas of the Streetscape Plan are *Intersections*, *Gateways*, *Street Cross Sections*, *Streetscape Materials and Furnishings*, and *Utilities*. This document examines each focus area in detail, specifying recommendations that will contribute to a healthy and successful streetscape.

Objectives of the Streetscape Design:

1. Integrate the transformation of the Highway 7 and Keele Street streetscapes, responding to the VivaNext Highway 7 Rapidway Plan and the Keele Street Class Environmental Assessment.
2. Enhance the Concord West community by creating a unique identity for it along the Highway 7 and Keele Street intensification corridors.
3. Develop a vision including intersection enhancements, community gateways, pedestrian walkways, paving materials, pedestrian lighting, street trees and other plantings, street furnishings, and community banners.
4. Select environmentally-friendly materials and furnishings to meet community goals for sustainability.

Note: At the time of this study, within the Concord West limits, both Highway 7 and Keele Street are undergoing regional roadway improvement plans to support transit, vehicular, cyclist, and pedestrian users. The streetscape design presented in this study provides a vision for the Concord West streetscapes that should guide future decisions on roadway improvements. However, ongoing revisions within the right-of-way will require sensible adaptations of the streetscape design as illustrated in this study document.

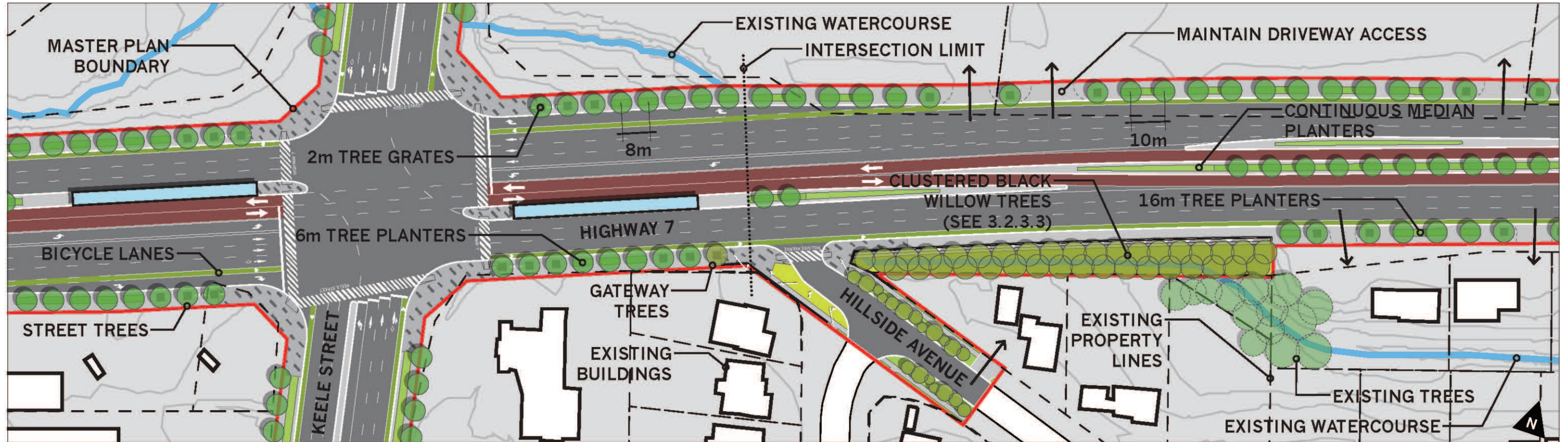


Figure 3.2.2 Highway 7 streetscape concept plan detail.

3.2.1.1 Highway 7

These enlarged detail views display the character typical of the Highway 7 streetscape (Figures 3.2.2-3). Driveway access into existing commercial and residential lots shall be maintained using the identical paving material of adjacent sidewalks to retain a sense of visual continuity for the pedestrian user. Community gateways along Highway 7 shall integrate seamlessly with the general streetscape treatment.

A note about street trees and planters: Highway 7 street tree spacing shall be 8 metres within 55 metres of intersections (known as the *intersection limit*), and 10 metres along the mid-blocks. Tree grate and tree planter sizing and locations shall follow VivaNext's Highway 7 standards - utilizing 2 metre tree grates, as well as both 6 & 16 metre long tree planters.

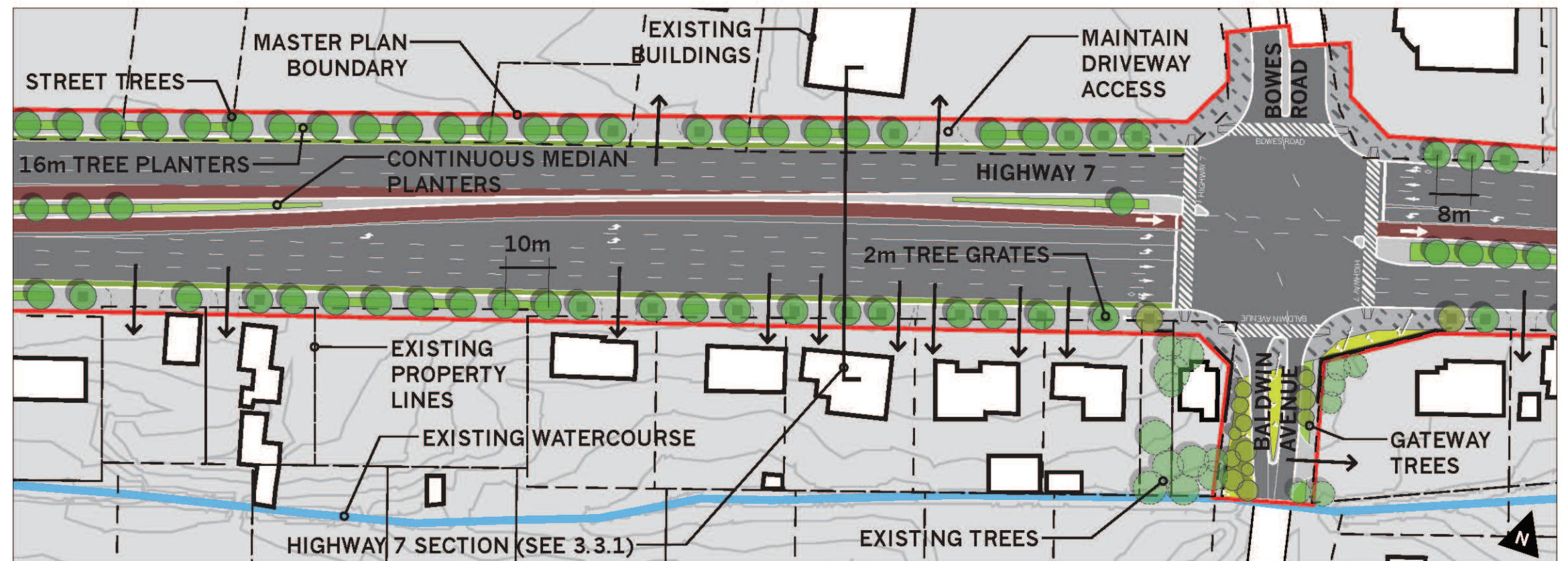


Figure 3.2.3 Highway 7 streetscape concept plan detail.

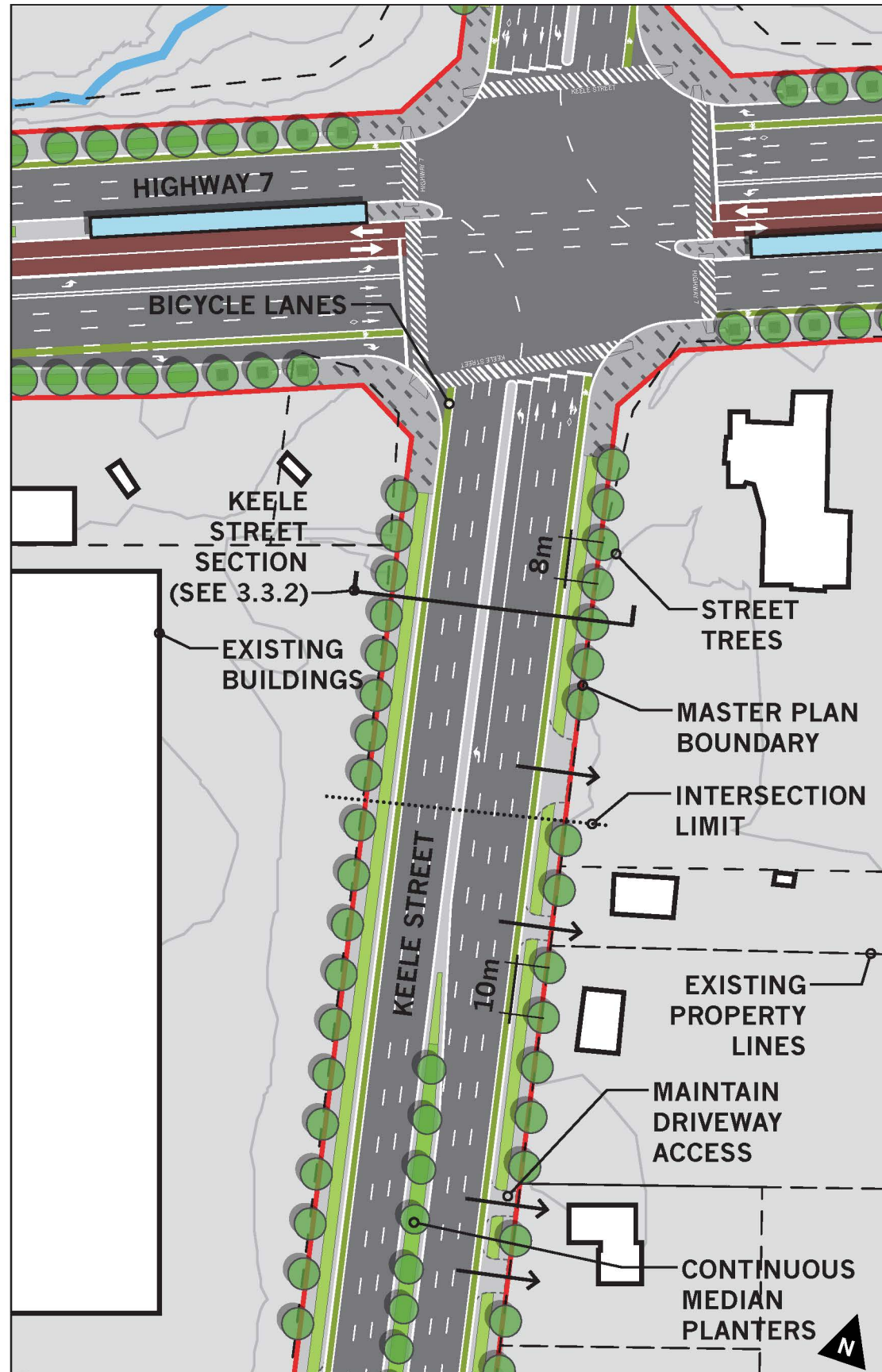


Figure 3.2.4 Keele Street streetscape concept plan detail.

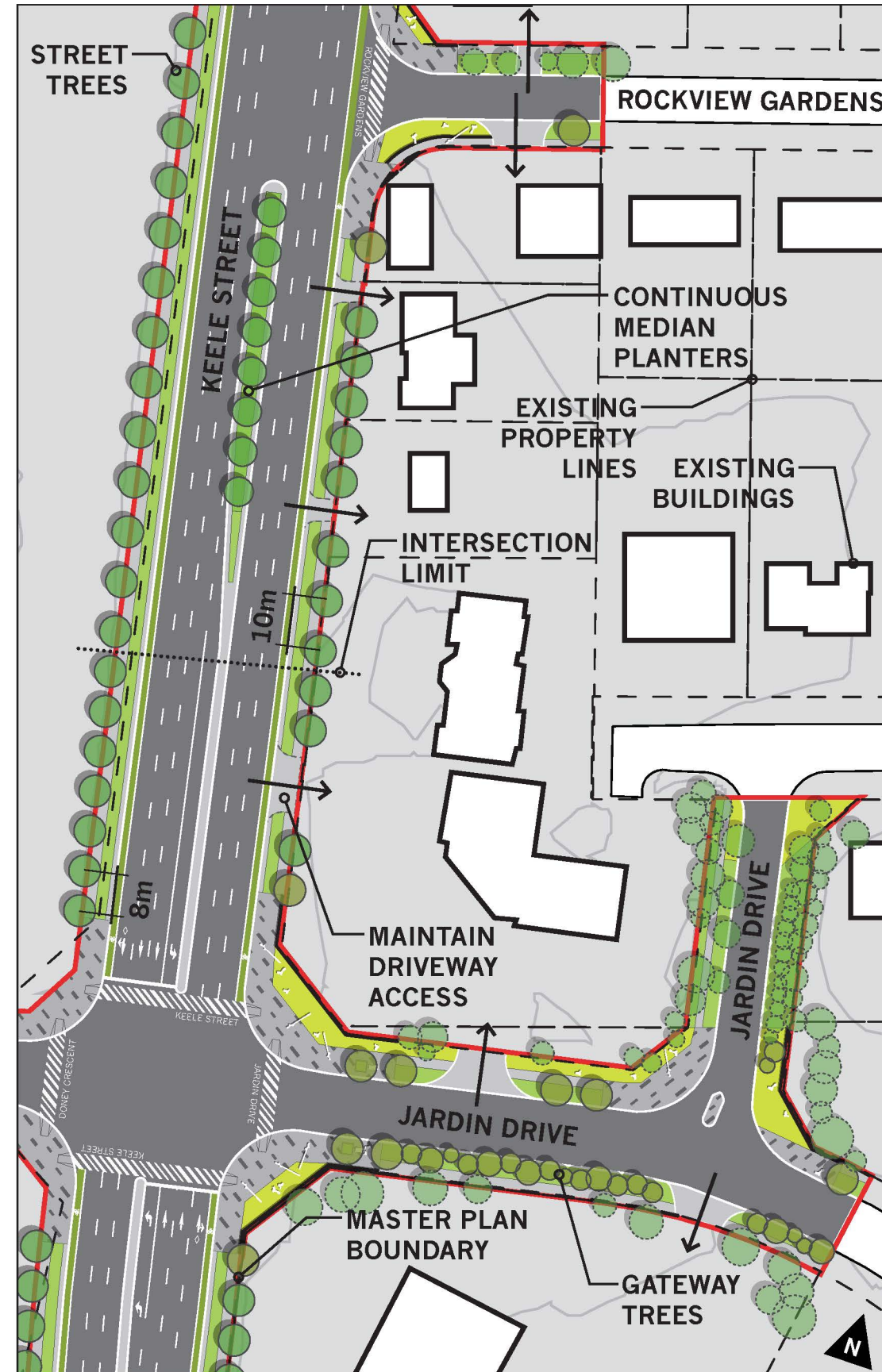


Figure 3.2.5 Keele Street streetscape concept plan detail.

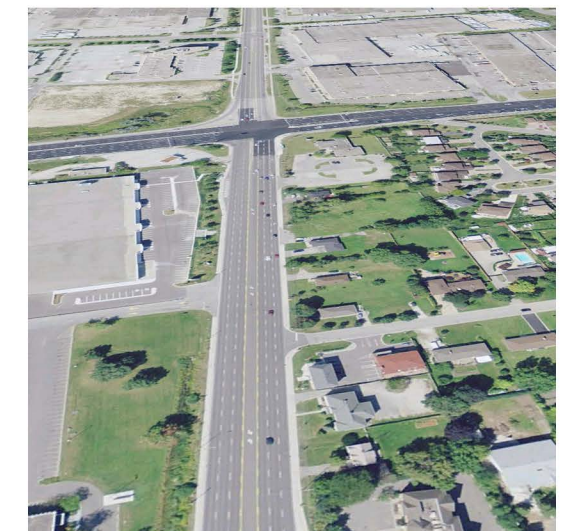
3.2.1.2 Keele Street

These enlarged detail views display the character typical of the Keele Street streetscape (Figures 3.2.4-5). Driveway access into existing commercial and residential lots shall be maintained using the identical paving material of adjacent sidewalks to retain a sense of visual continuity for the pedestrian user. Community gateways along Keele Street shall integrate seamlessly with the general streetscape treatment.

A note about street trees:

As Regional plans for Keele Street do not include boulevards wide enough to accommodate street trees, they will need to be planted on the lot side of the sidewalk. Trees located beyond the property limit will need to be installed in consultation with property owners. As with Highway 7, street tree spacing along Keele Street shall be 8 metres within 55 metres of intersections (known as the *intersection limit*), and 10 metres along the mid-blocks.

Note: Refer to Section 3.4.6 for street tree species selection.



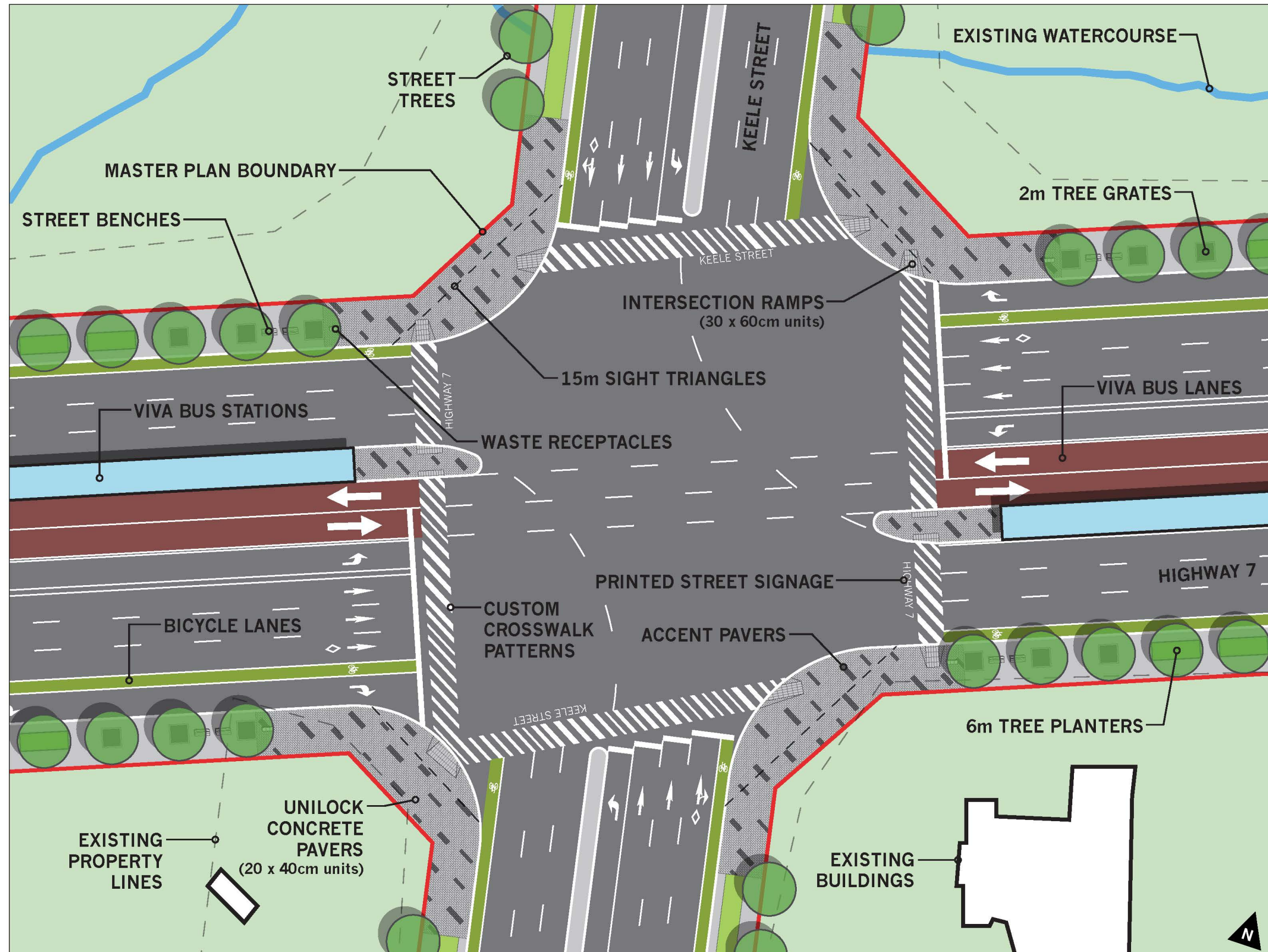
3.2.2 Intersections

The Concord West study area contains three distinct intersections (Figure 3.2.6) - Highway 7 & Keele Street, Highway 7 & Baldwin Avenue/Bowes Road, and Keele Street & Jardin Drive/Dorey Crescent. Each of these intersections shall exhibit uniform characteristics - diagonally-oriented concrete pavers, tactile grooved intersection ramp pavers, custom cross-walk patterns, and printed street signage. These elements shall integrate seamlessly into the surrounding streetscape, adapting to traffic flow, dedicated bus lanes, bicycle lanes, pedestrian movement, and the proposed VivaNext plans for Highway 7. At the eastern end of the study area boundary, the intersection of Highway 7 with Centre Street shall merge appropriately with the Centre Street Streetscape Plan.

Note: Roadway designs for Highway 7 and Keele Street are subject to changes by Viva and York Region.



Figure 3.2.6 Intersection locator plan.



3.2.2.1 Highway 7 & Keele Street

The Highway 7 & Keele Street Intersection (Figure 3.2.7) is the major intersection within the Concord West community, located in the northwest corner of the study area. This intersection, a transit stop along the Viva rapidway, will include two bus stations along Highway 7 as well as bus stops on Keele Street. Zoned for commercial-mixed use at all four corners, this intersection will become a transit node along the Highway 7 intensification corridor. Future developments adjacent to the intersection will include buildings up to a maximum height of 10 storeys, forming a continuous streetfront along the two arterial roads. Existing driveways shall be accommodated within the intersection design layout.

Note: Roadway designs for Highway 7 and Keele Street are subject to changes by Viva and York Region.

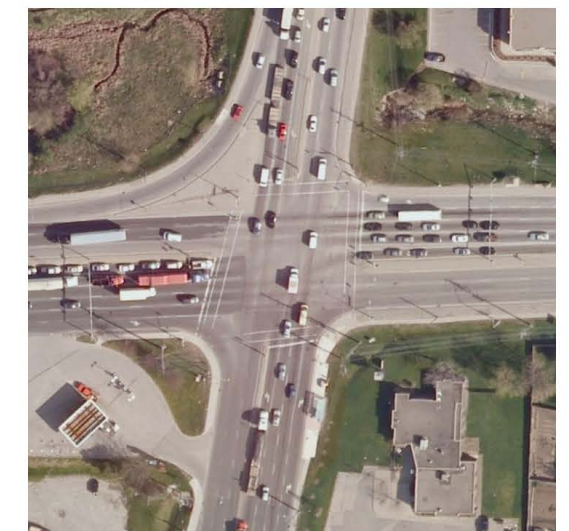


Figure 3.2.7 Highway 7 & Keele Street Intersection streetscape concept.

3.2.2.2 Highway 7 & Baldwin Avenue

The Highway 7 & Baldwin Avenue Intersection (Figure 3.2.8) is a major intersection within the Concord West study area along the Highway 7 corridor, located just to the west of the GO train corridor. On the north side of Highway 7, lots adjacent to the intersection are zoned for commercial mixed-use with building height limits of 10 storeys. On the south side of Highway 7, lots adjacent to the intersection are zoned for low-rise residential use. Accordingly, the north side of Highway 7 will develop with a much more urban character, and the south side will retain its residential character as it integrates with the new streetscape. Contained within this intersection is the Baldwin Avenue Gateway into the Concord West residential community. Existing driveways shall be accommodated within the intersection design layout.

Note: Roadway designs for Highway 7 and Keele Street are subject to changes by Viva and York Region.

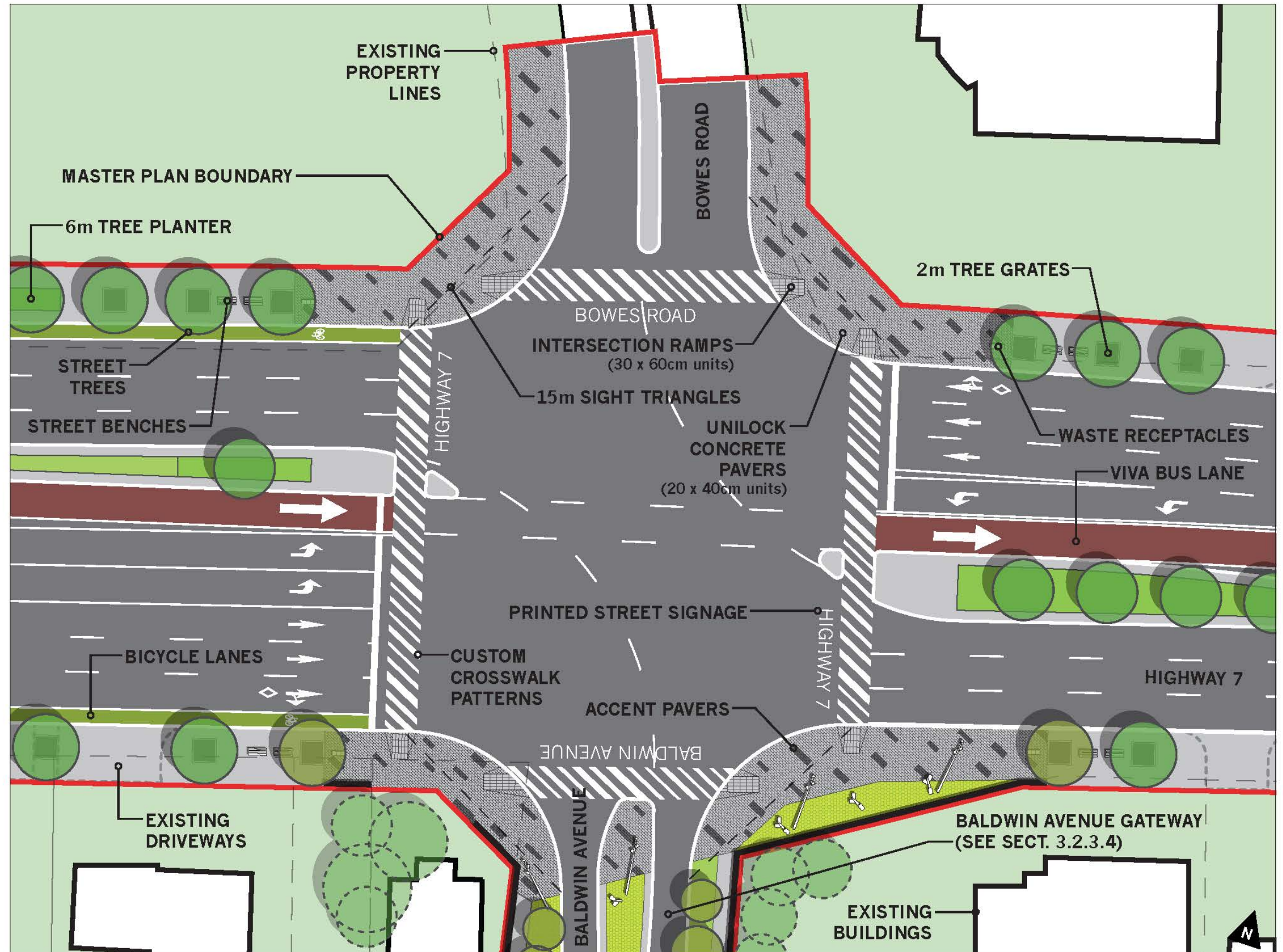
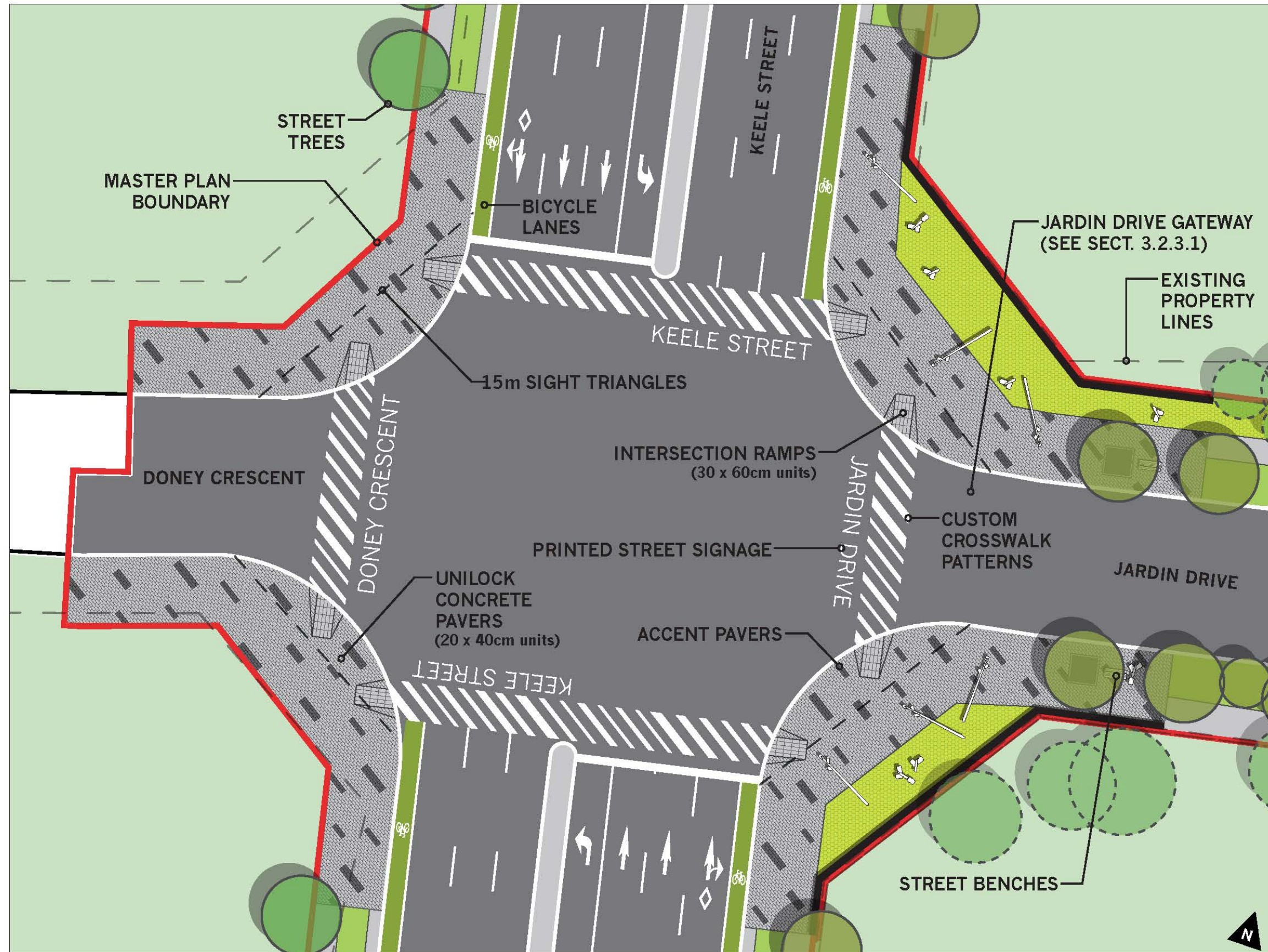


Figure 3.2.8 Highway 7 & Baldwin Avenue Intersection streetscape concept.



3.2.2.3 Keele Street & Jardin Drive

The Keele Street & Jardin Drive Intersection (Figure 3.2.9) is located towards the south of the study area along the Keele Street corridor, just to the north of the Highway 407 exit ramp. The northeast corner of the intersection is zoned for low-rise mixed use, whereas all other lots adjacent to the intersection are zoned for presitige employment use. Accordingly, this intersection will have less of an urban character than those located along the Highway 7 intensification corridor. Contained within this intersection is the Jardin Drive Gateway into the Concord West residential community. Existing driveways shall be accommodated within the intersection design layout.

Note: Roadway designs for Highway 7 and Keele Street are subject to changes by Viva and York Region.



Figure 3.2.9 Keele Street & Jardin Drive Intersection streetscape concept.

3.2.3 Gateways

The Concord West study area contains four gateways into the Concord West residential community (Figure 3.2.10) - two primary and two secondary. Primary gateways are the Jardin Drive Gateway (Figs. 3.2.11+15) and the Baldwin Avenue Gateway (Figs. 3.2.12+16). Secondary gateways are the Rockview Gardens Gateway (Figs. 3.2.13+17) and the Hillside Avenue Gateway (Figs. 3.2.14+18). Each of these gateways shall exhibit uniform characteristics - diagonally-oriented concrete pavers, tactile grooved intersection ramp pavers, custom crosswalk patterns, printed street signage, low gateway walls, planting beds, and sculpral lighting fixtures. These elements shall integrate seamlessly into the surrounding streetscape. Each of the gateways includes existing trees that shall be appropriately preserved and integrated with new street trees. Formal street tree plantings shall blend into informal clustered tree plantings as each gateway moves from the major streets into the residential community. Existing driveways shall be accommodated within the gateway design layouts.

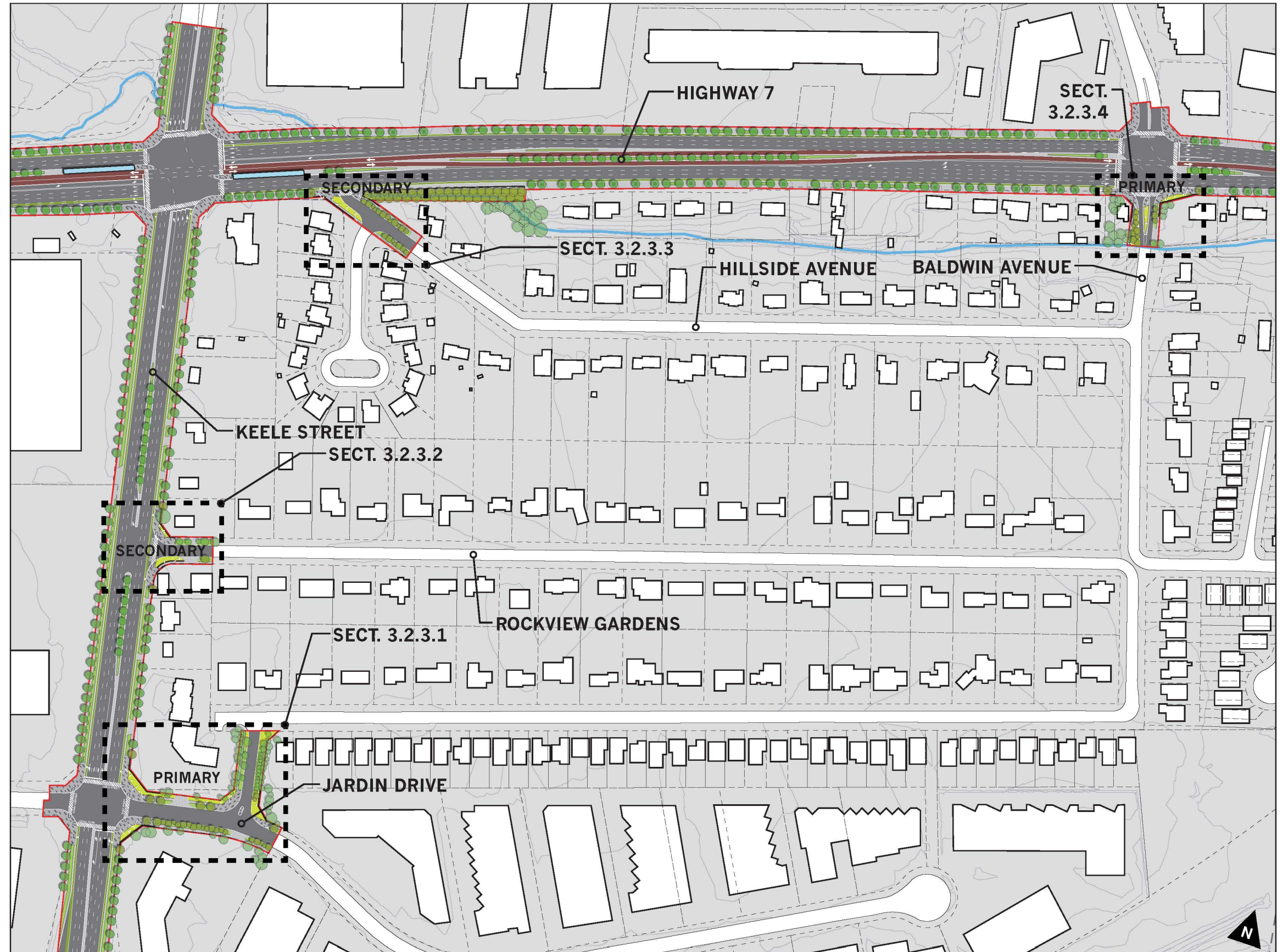
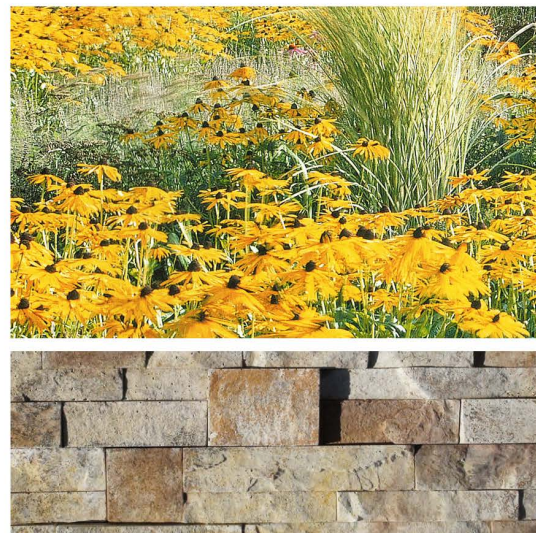


Figure 3.2.10 Gateway locator plan.



Figure 3.2.11 Jardin Drive Gateway (see Section 3.2.3.1 for enhanced detail).

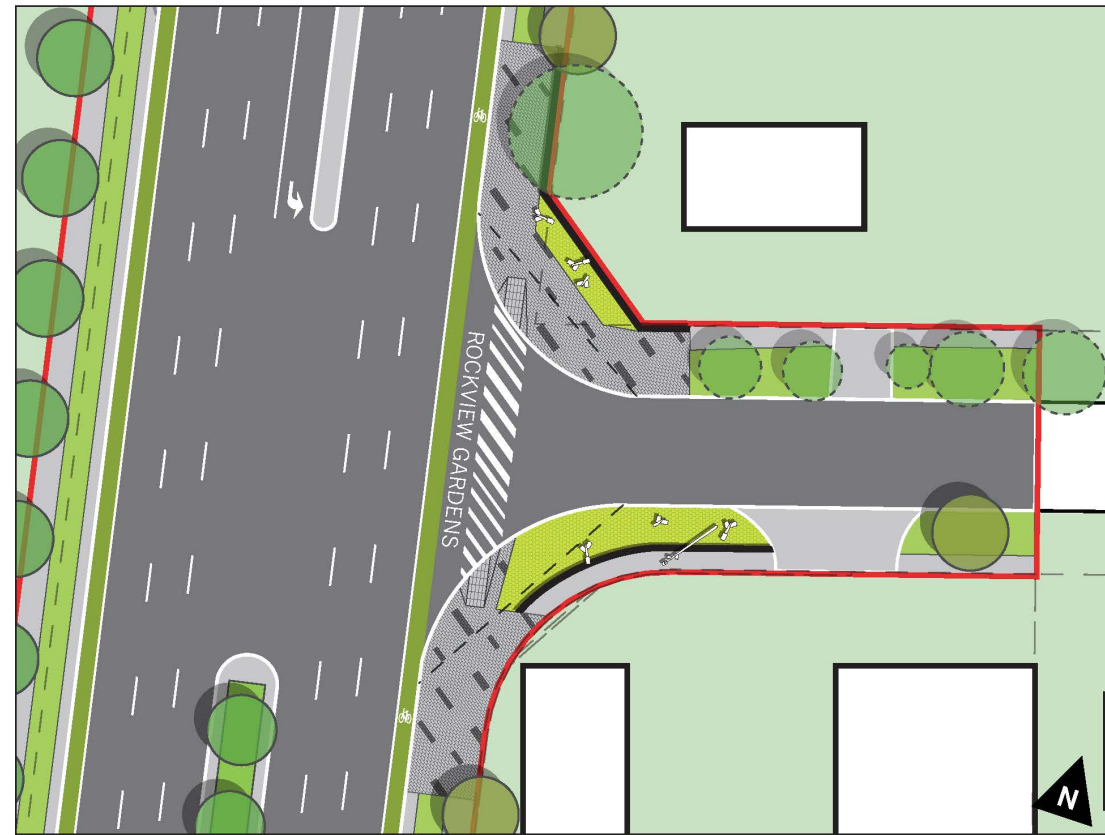


Figure 3.2.12 Rockview Gardens Gateway (see Section 3.2.3.2 for enhanced detail).



Fig. 3.2.15 Jardin Drive (existing).



Fig. 3.2.16 Rockview Gardens (existing).



Figure 3.2.13 Hillside Avenue Gateway (see Section 3.2.3.3 for enhanced detail).

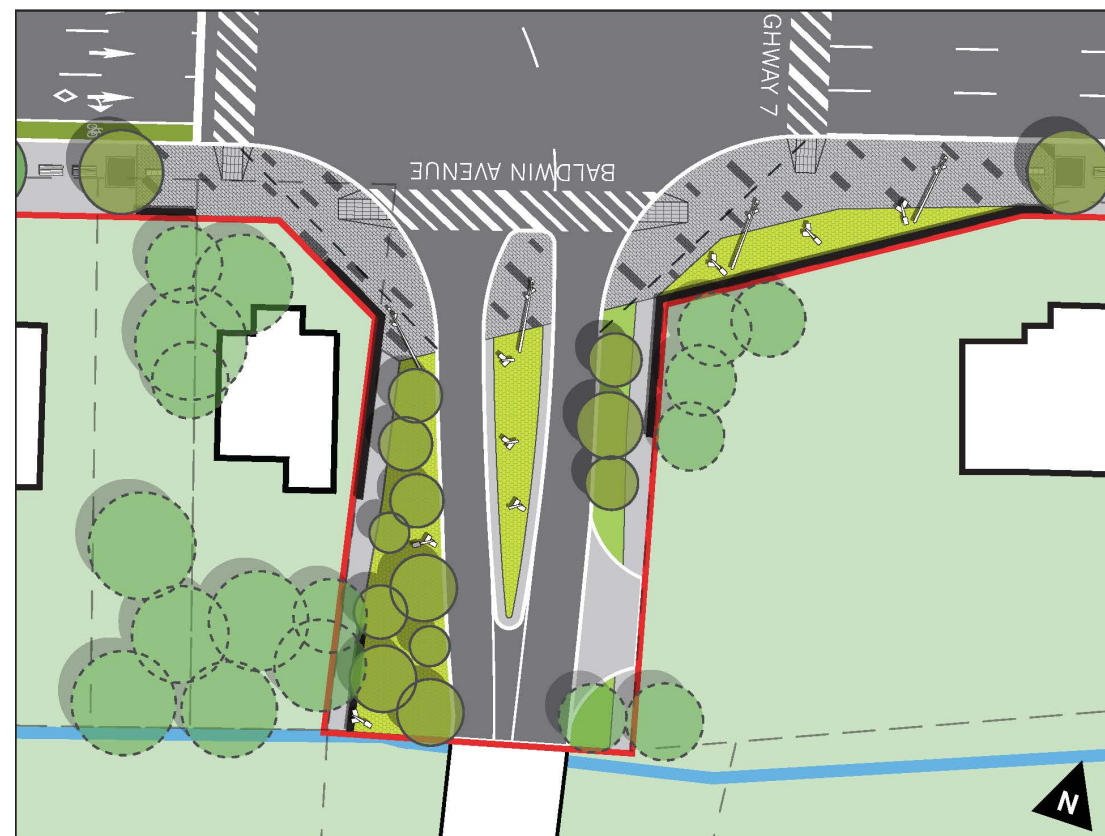


Figure 3.2.14 Baldwin Avenue Gateway (see Section 3.2.3.4 for enhanced detail).



Fig. 3.2.17 Hillside Avenue (existing).



Fig. 3.2.18 Baldwin Avenue (existing).

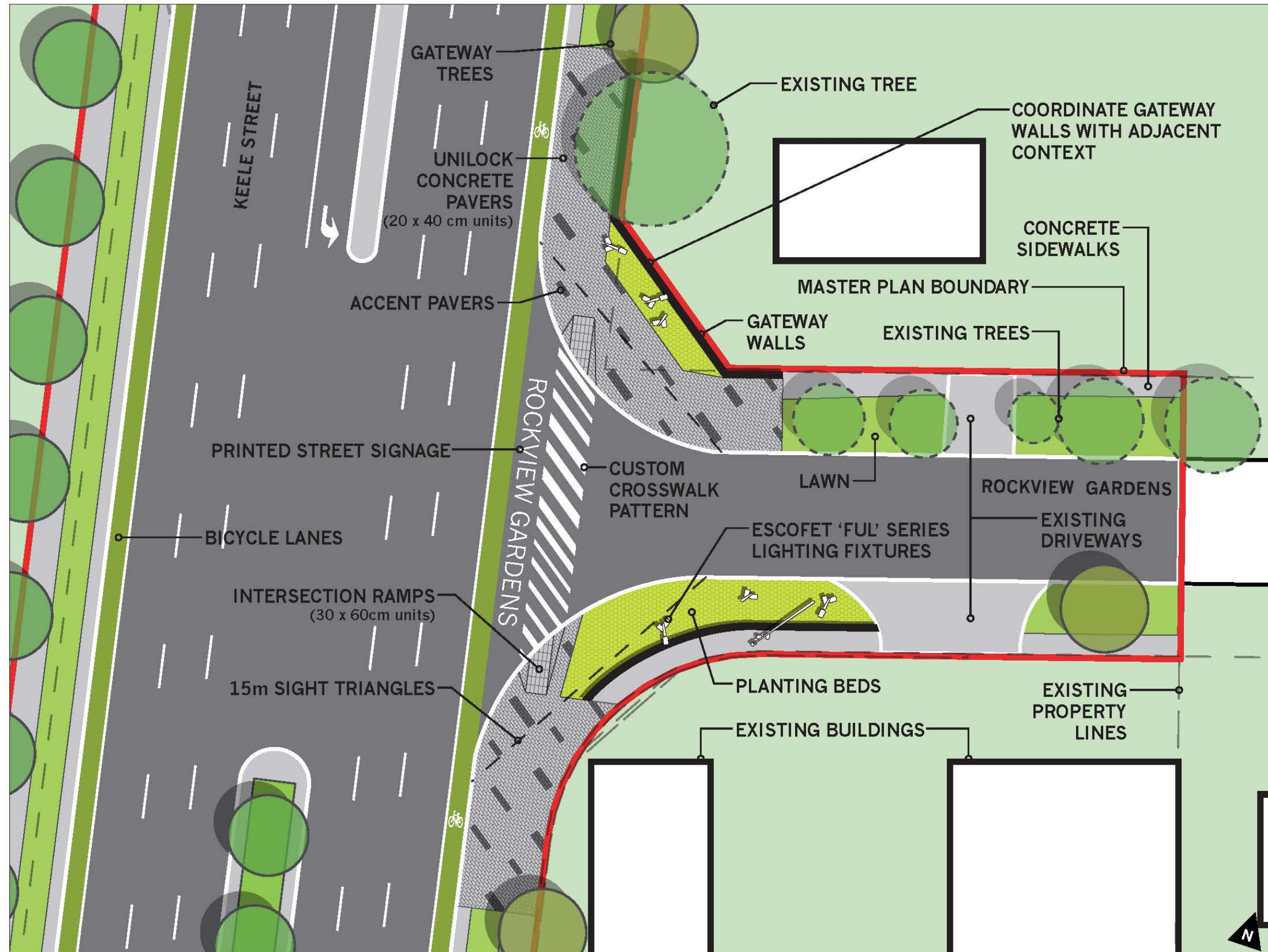
**3.2.3.1
Jardin Drive Gateway**

The Jardin Drive Gateway (Figure 3.2.19) is the southernmost gateway along Keele Street leading into the Concord West residential community, located just to the north of the Highway 407 exit ramp. Among the four gateways, this one is unique in that it serves a double function - first as a gateway into the industrial corridor along Jardin Drive, and second as a gateway into the residential community along Southview Drive. Within the gateway, the north side of Jardin Drive is zoned for low-rise mixed use, and as such shall receive a more urban treatment with formalized street trees. The south side of Jardin Drive is zoned for prestige employment use, and shall be screened from the street with clustered tree plantings. Gateway walls shall be seat height - between 45cm and 60cm tall - falling well within regional sight triangle height limitations. Wall locations and openings shall be coordinated with adjacent context.

Note: Refer to Section 3.4.8 for gateway tree species selections.



Figure 3.2.19 Jardin Drive Gateway streetscape concept (primary gateway).



3.2.3.2 Rockview Gardens Gateway

The Rockview Gardens Gateway (Figure 3.2.20) is the smallest of the four gateways leading into the Concord West residential community, located off of Keele Street between Highway 7 and Jardin Drive. The lots to both the north and south of the gateway are zoned for low-rise residential use. Gateway walls shall be seat height - between 45cm and 60cm tall - falling well within regional sight triangle height limitations. Wall locations and openings shall be coordinated with adjacent context.

Note: Refer to Section 3.4.8 for gateway tree species selections.

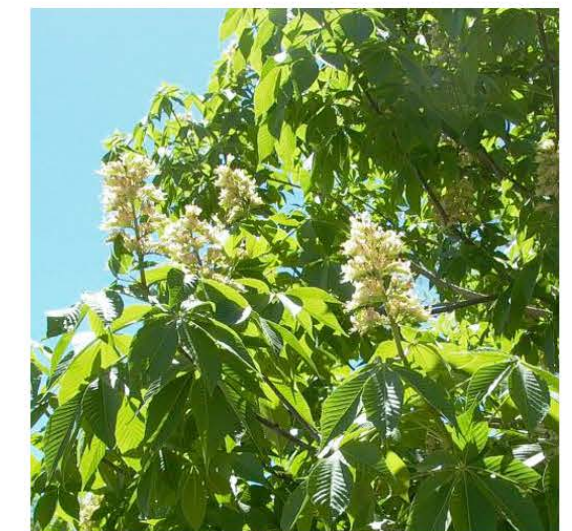


Figure 3.2.20 Rockview Gardens Gateway streetscape concept (secondary gateway).

3.2.3.3 Hillside Avenue Gateway

Of the four gateways leading into the Concord West residential community, the Hillside Avenue Gateway (Figure 3.2.21) is the closest in proximity to the Highway 7 & Keele Street intersection - located off of Highway 7 just to the east of Keele Street. All lots adjacent to this gateway are zoned for low-rise residential use. Unique among the four gateways, here a natural watercourse runs out from underneath Highway 7 and along the southern side of the road. Existing below street grade, this watercourse shall be retained and protected from the new streetscape construction by a stepped retaining wall. Clustered around the wet environment of the watercourse shall be a grouping of Black Willow trees sitting in a base of native grasses. Gateway walls shall be seat height - between 45cm and 60cm tall - falling well within regional sight triangle height limitations. Wall locations and openings shall be coordinated with adjacent context.

Note: Refer to Section 3.4.8 for gateway tree species selections.

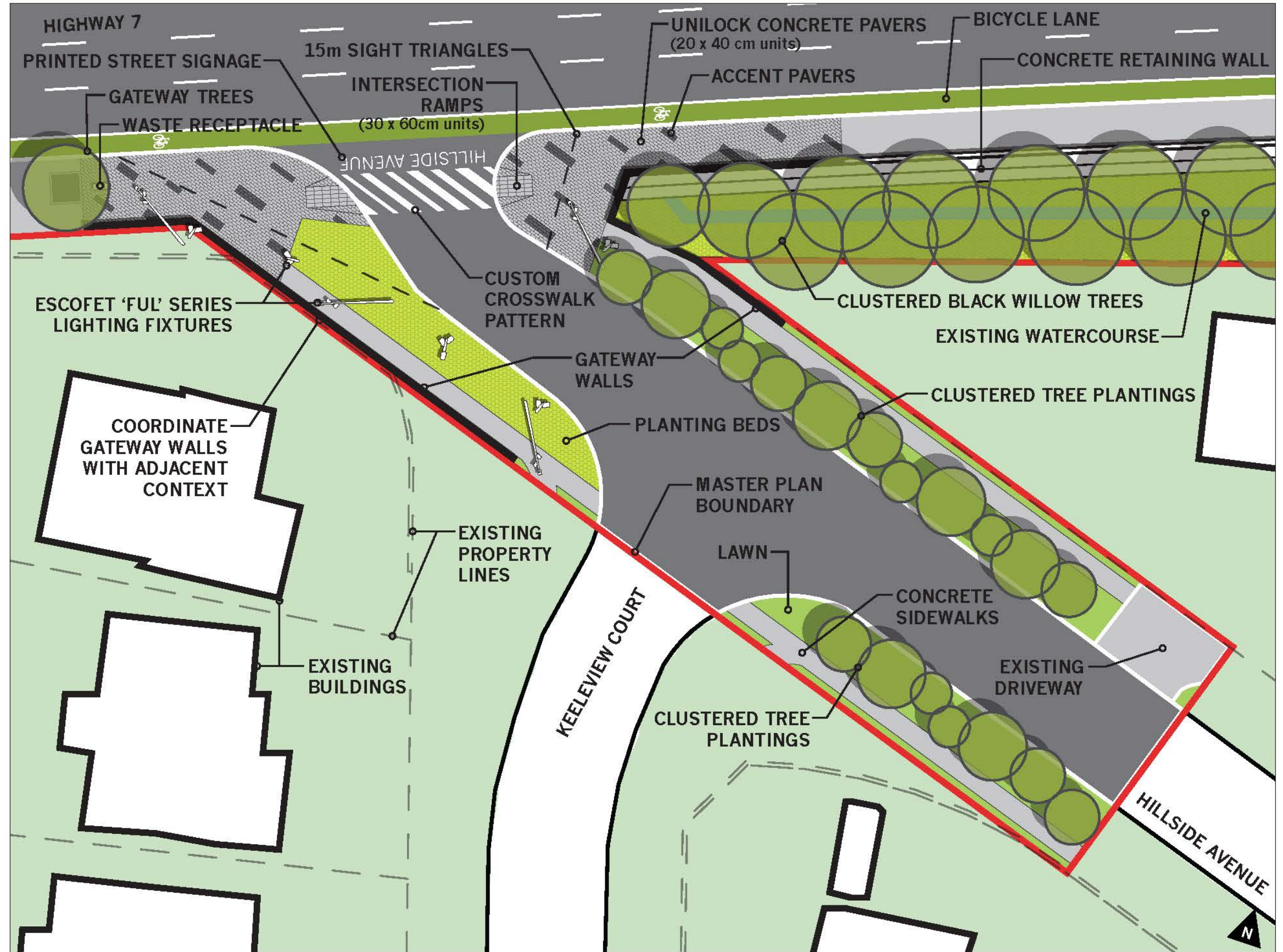
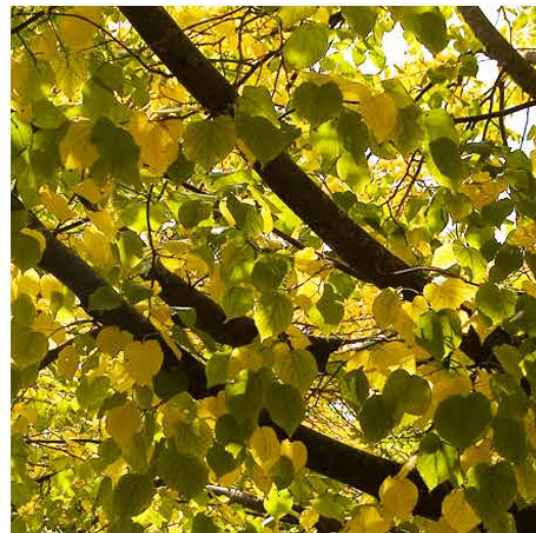
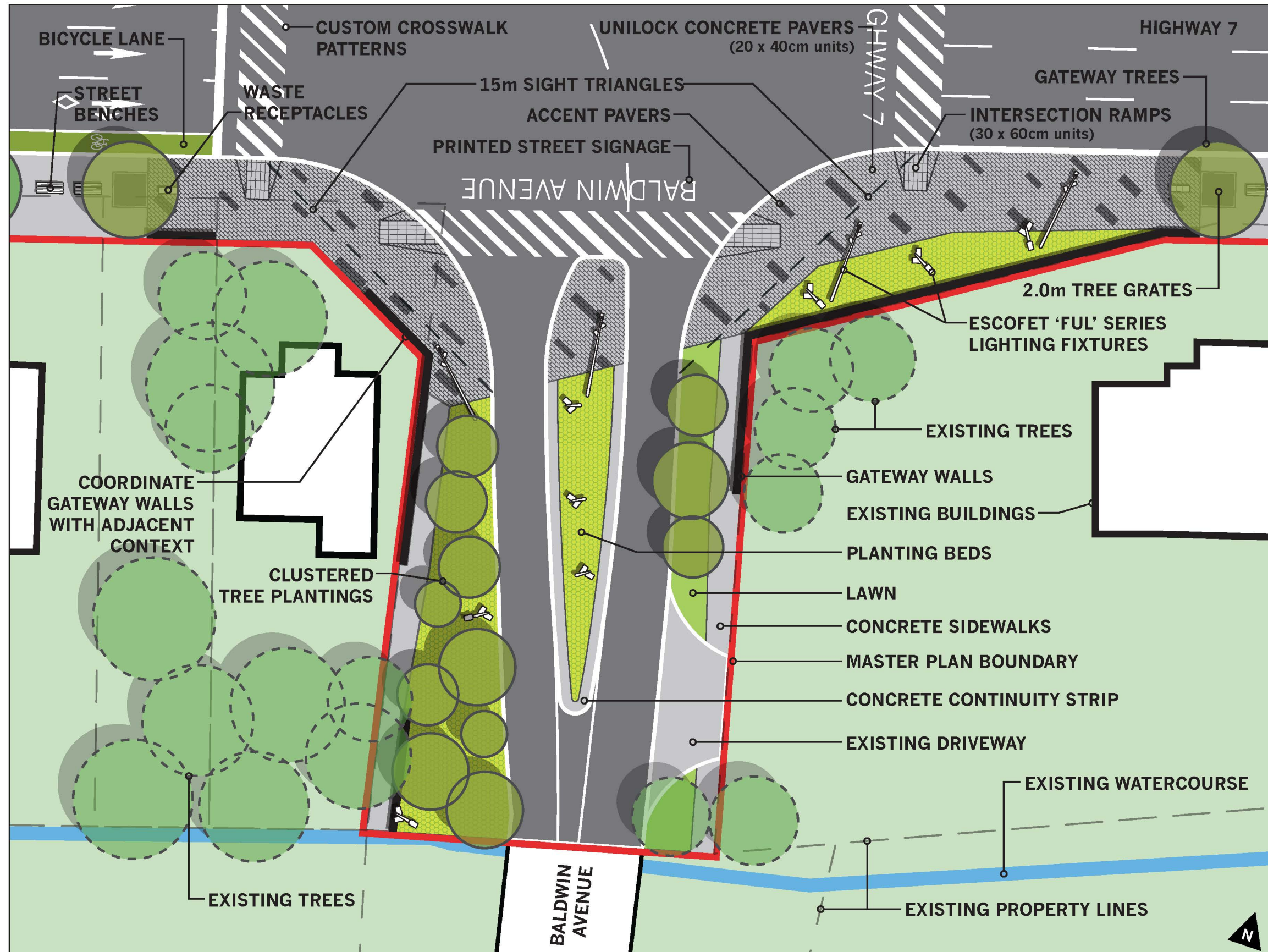


Figure 3.2.21 Hillside Avenue Gateway streetscape concept (secondary gateway).



3.2.3.4 Baldwin Avenue Gateway

The Baldwin Avenue Gateway (Figure 3.2.22) is the easternmost gateway along Highway 7 leading into the Concord West residential community, located just to the west of the GO train corridor. All lots adjacent to this gateway are zoned for low-rise residential use. On the west side of this gateway shall be an open green space existing on lots acquired by the region. This green space, with its mature existing trees, shall act as an informal park for neighbourhood residents. Trees clustered along the sides of Baldwin Avenue frame the wildflower-covered open median leading into the residential community. This gateway is bound along its southern edge by a natural watercourse. This watercourse shall remain preserved and protected as part of the natural system of the study area. Gateway walls shall be seat height - between 45cm and 60cm tall - falling well within regional sight triangle height limitations. Wall locations and openings shall be coordinated with adjacent context.

Note: Refer to Section 3.4.8 for gateway tree species selections.

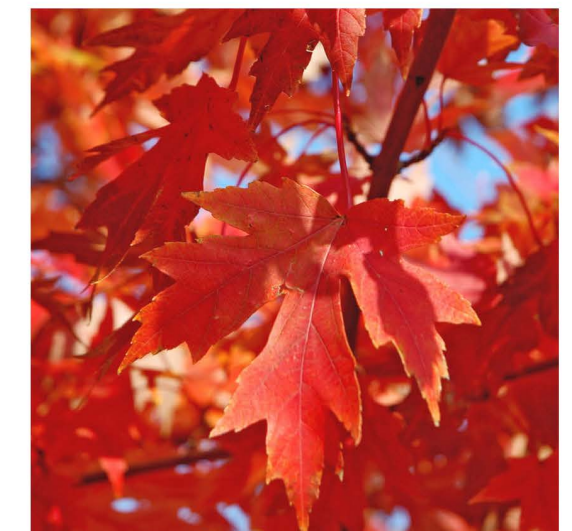


Figure 3.2.22 Baldwin Avenue Gateway streetscape concept (primary gateway).

3.3 Street Cross Sections

3.3.1 Highway 7 Section

With Highway 7 designated by the City of Vaughan Official Plan as an intensification corridor, and with the impending implementation of the VivaNext Highway 7 rapidway through the Concord West area (see Section 3.1.2), the street section must be transformed to provide appropriate character for future development. Within the study area, the north side of Highway 7 is predominantly zoned for commercial mixed-use. Future development on these parcels will be limited to 8 or 10 storeys in height, forming a continuous streetfront along Highway 7 (Figure 3.3.5a/b). The south side of Highway 7 is predominantly zoned for low-rise residential use - maintaining the existing character of the Concord West residential community (Figure 3.3.3). The initial implementation of the new streetscape plan shall integrate with the existing land uses (Figure 3.3.4), promoting future development along Highway 7.

Note: Streetscape concept only. Revisions required at detailed design phase by Viva in accordance with the Highway 7 master plan.

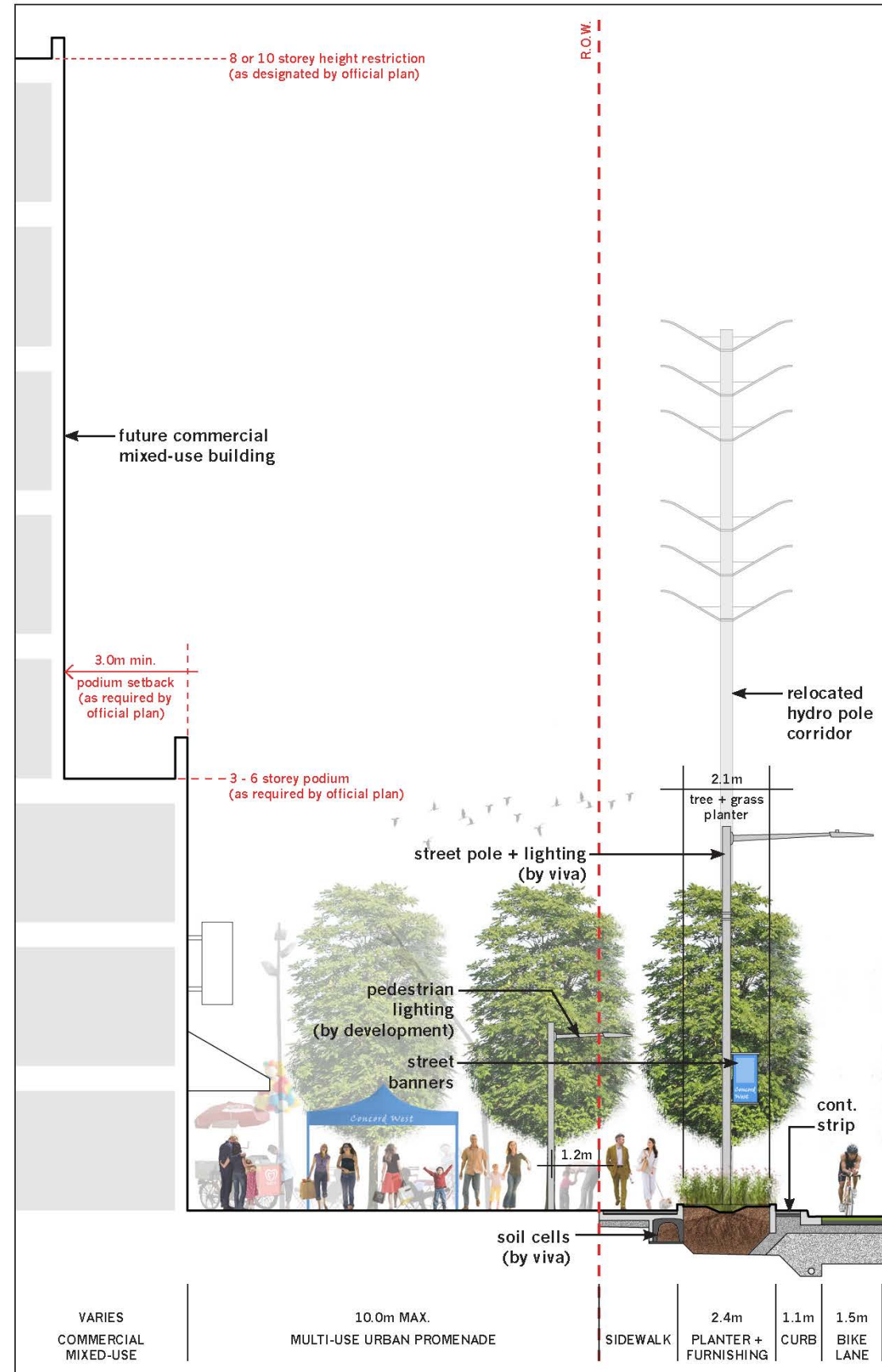
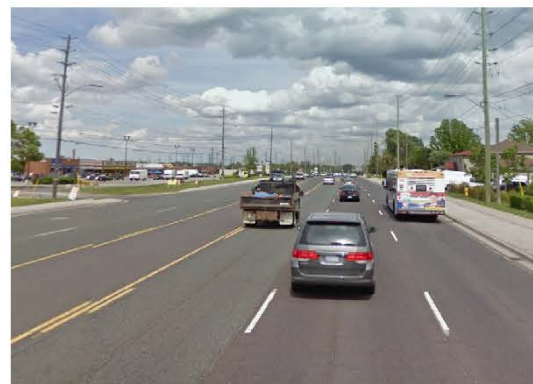


Figure 3.3.1 'Option B' detail of north side of Highway 7 [Future commercial mixed-use].

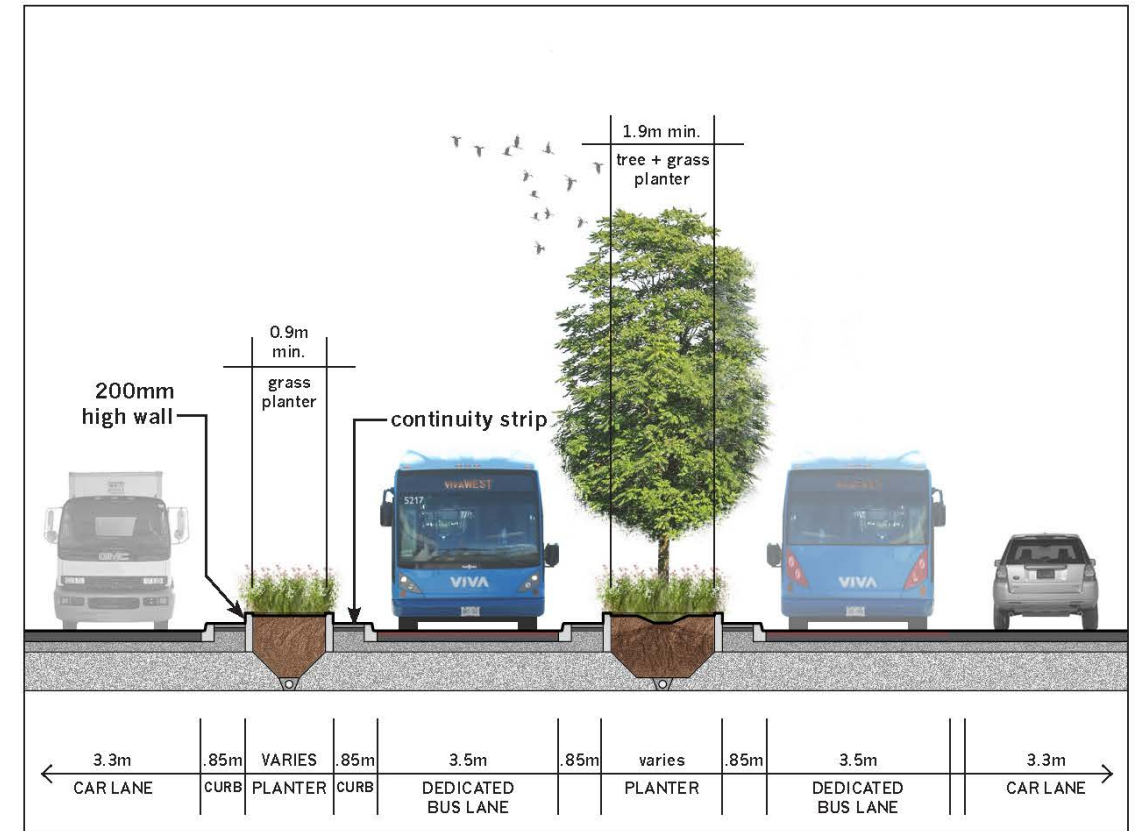


Figure 3.3.2 Detail of Highway 7 medians.

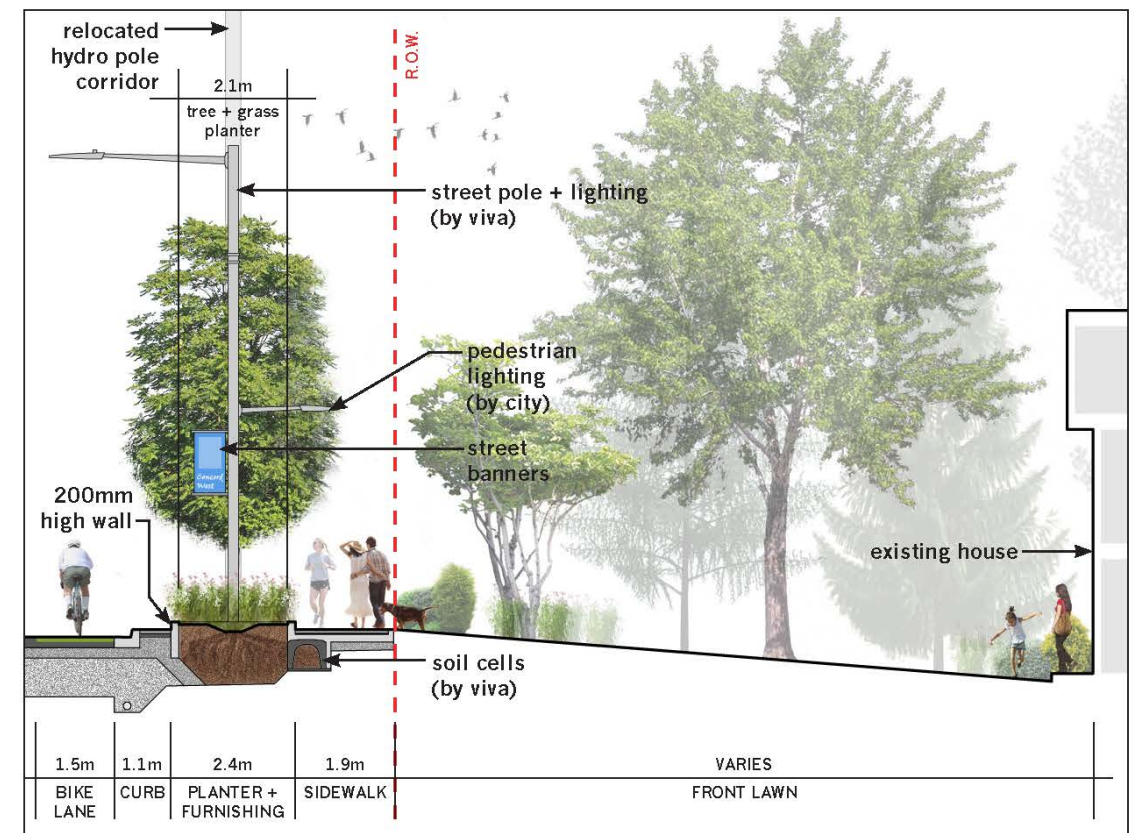


Figure 3.3.3 Detail of south side of Highway 7 [Existing low-rise residential use].

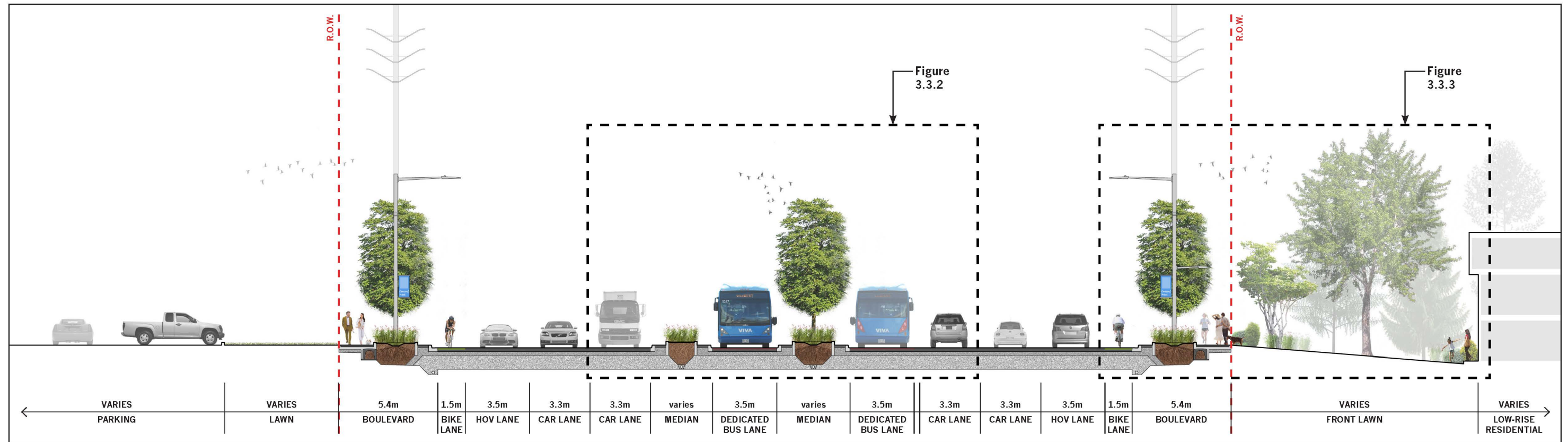


Figure 3.3.4 Highway 7 streetscape concept section [Existing land use].

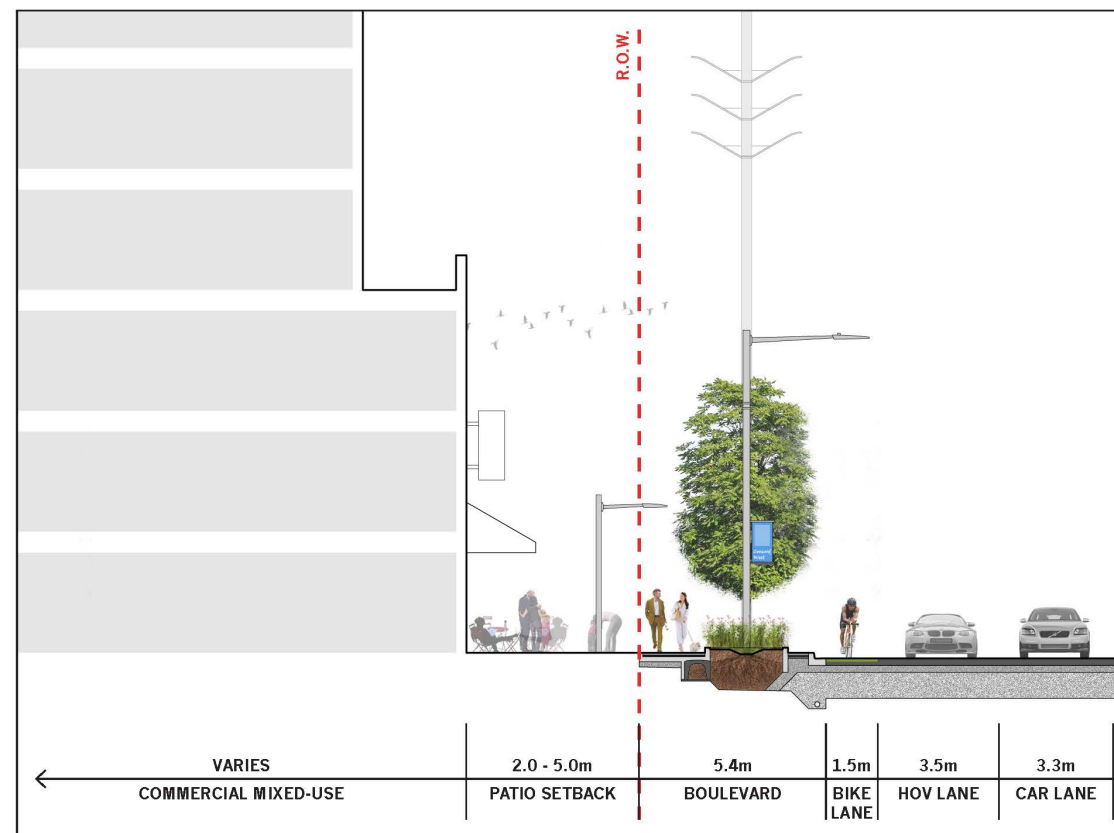


Figure 3.3.5a 'Option A' Highway 7 north side section [Future commercial mixed-use].

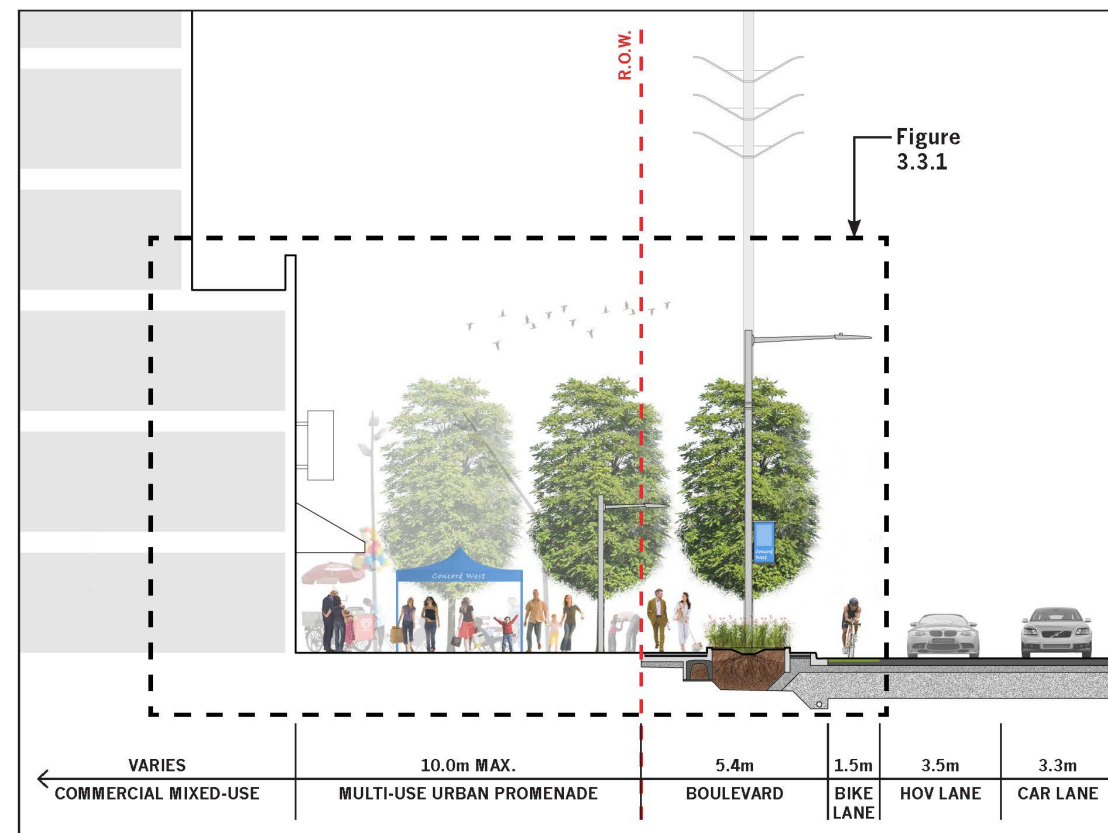


Figure 3.3.5b 'Option B' Highway 7 north side section [Future commercial mixed-use].

Two options are presented for the future development of the north side of Highway 7 - option 'A' (Fig. 3.3.5a) and option 'B' (Fig. 3.3.5b). Option 'A' allows for a more minimal 2 to 5 metre patio setback from the right-of-way. Option 'B' allows for a more distinctive 10 metre multi-use urban promenade setback from the right-of-way.

Planting beds along Highway 7 shall be maximized to allow street trees to reach the highest possible level of maturity. Planters along the north and south boulevards of Highway 7 shall provide a 2.1m width soil bed, with integrated soil cells underneath the sidewalk to increase potential root volume. Median planters shall allow for street trees combined with ornamental grasses where soil bed width is a minimum of 1.9m, and only ornamental grasses where soil bed width is a minimum of 0.9m (Fig. 3.3.2).

3.3.2 Keele Street Section

Though planned to be a less intensive corridor than Highway 7, Keele Street is nonetheless anticipated to receive a certain level of urban intensification - and must be transformed accordingly to provide appropriate character for future development. Within the study area, the west side of Keele Street is zoned for a mixture of commercial mixed-use and prestige employment use. Future development on commercial mixed-use parcels will be limited to 10 storeys in height, forming a continuous streetfront along Keele Street (Figure 3.3.6a). Future development on prestige employment parcels shall be set back 9 metres from the right-of-way with a landscaped stormwater buffer - a means of naturally filtering and managing stormwater - and shall form a continuous streetfront along Keele Street (Figure 3.3.6b). The east side of Keele Street is zoned for a mixture of commercial mixed-use, low-rise mixed-use, prestige employment use, and low-rise residential use (Figure 3.3.8). Future development on these parcels shall maintain the existing character of the Concord West residential community.

Note: Streetscape concept only. Revisions required at detailed design phase by Region in accordance with the Keele Street EA.

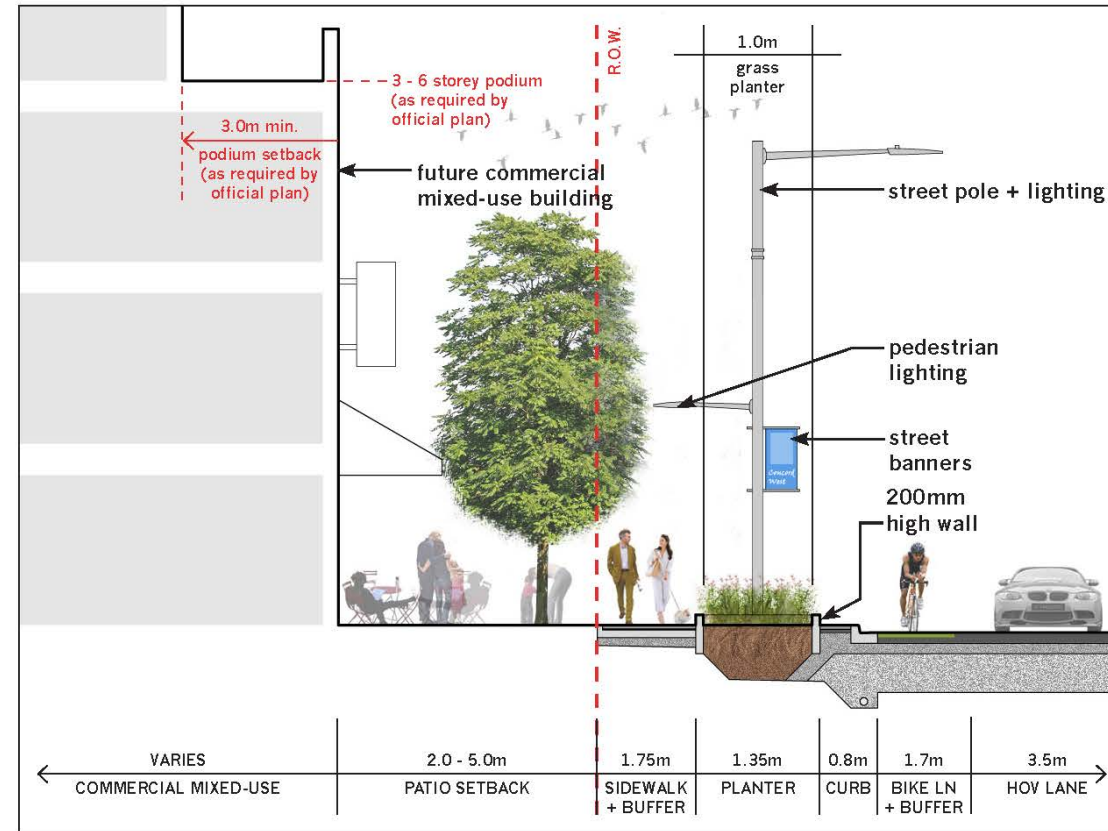


Figure 3.3.6a Detail of west side of Keele Street [Future commercial mixed-use].

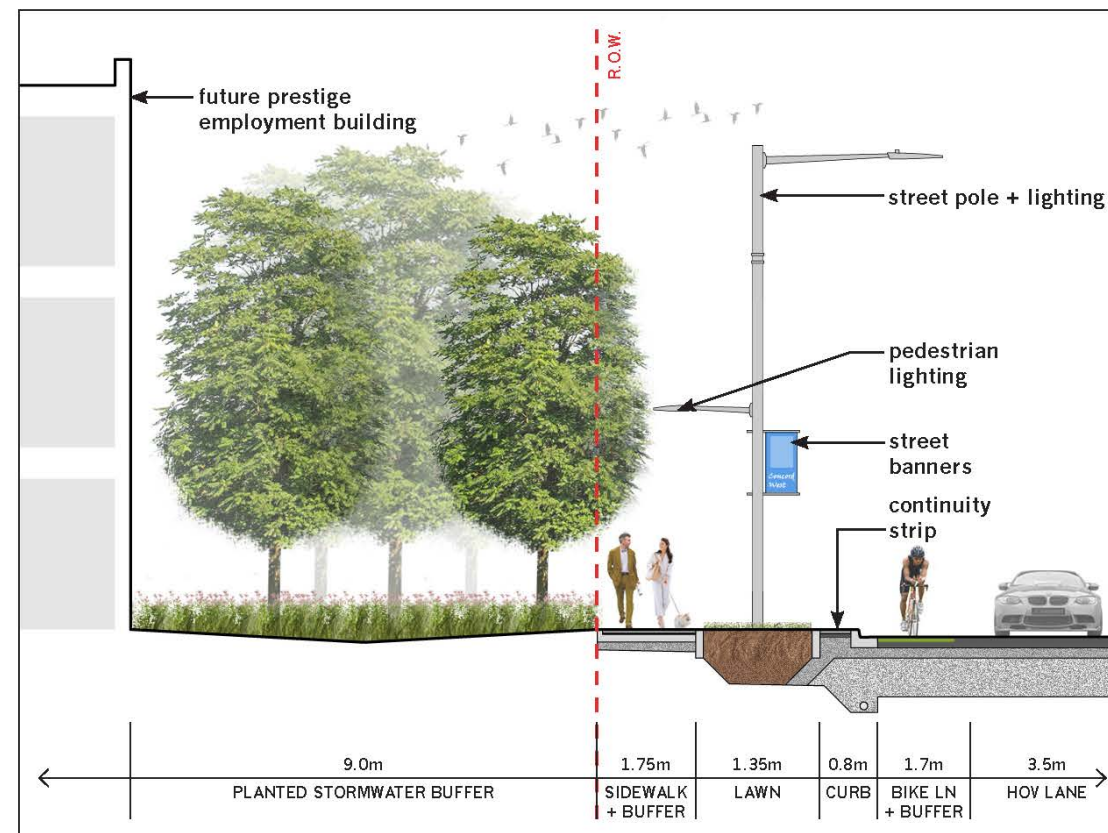


Figure 3.3.6b Detail of west side of Keele Street [Future prestige employment use].

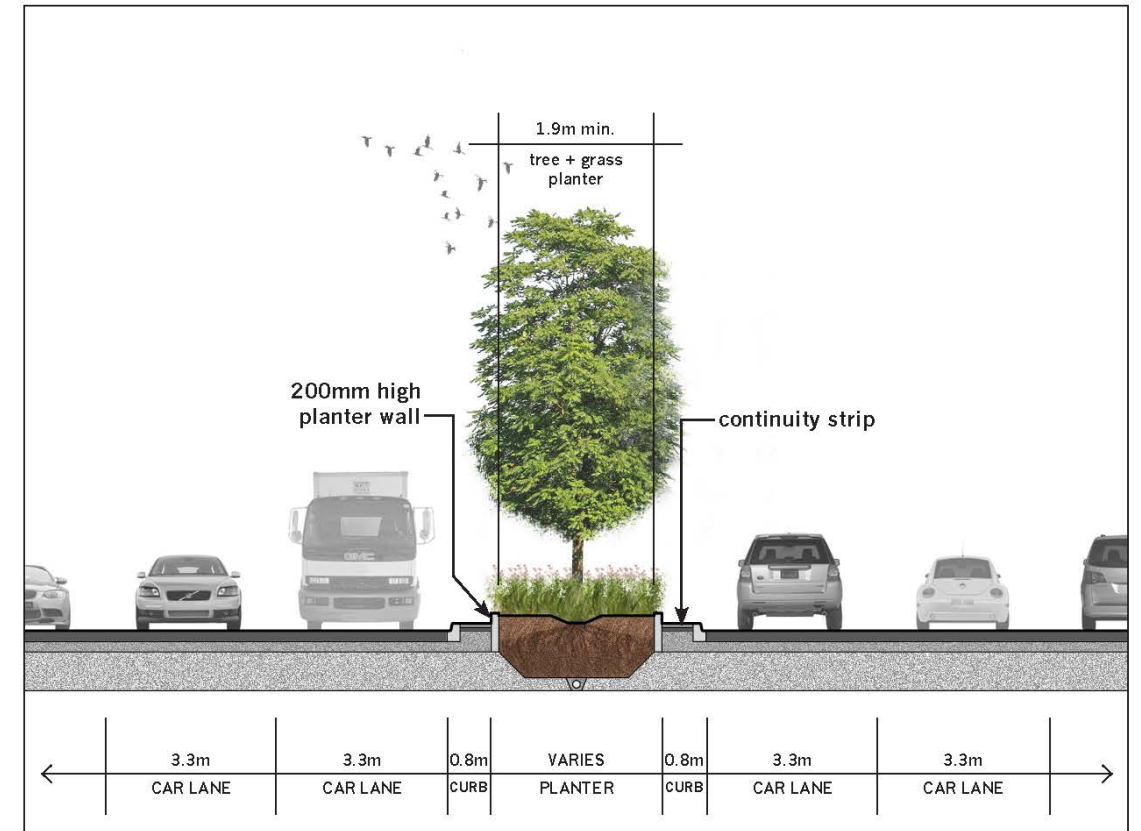


Figure 3.3.7 Detail of Keele Street median.

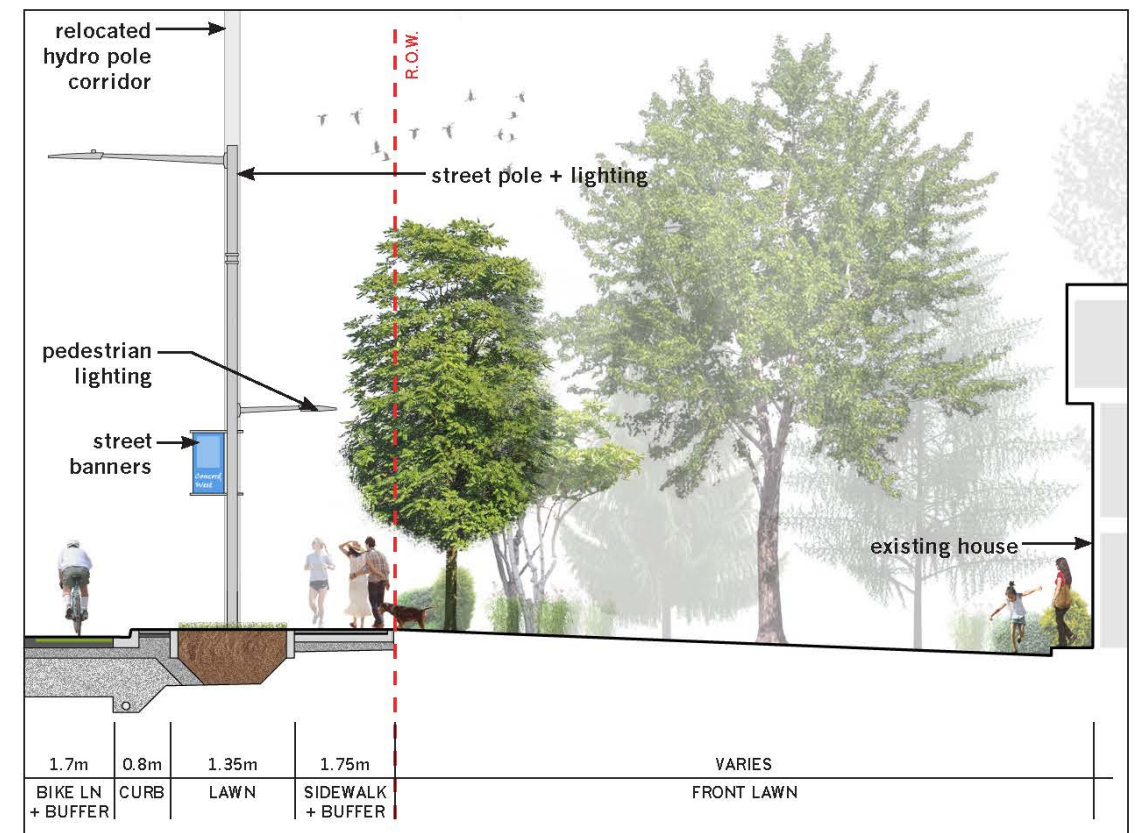


Figure 3.3.8 Detail of east side of Keele Street [Existing low-rise residential use].

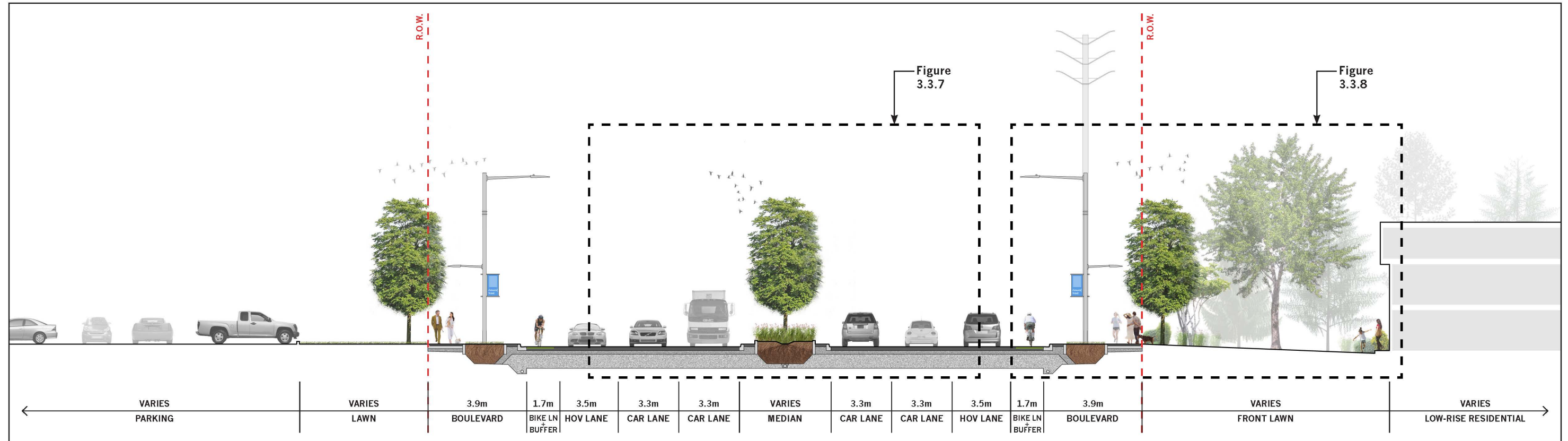


Figure 3.3.9 Keele Street streetscape concept section [Existing land use].

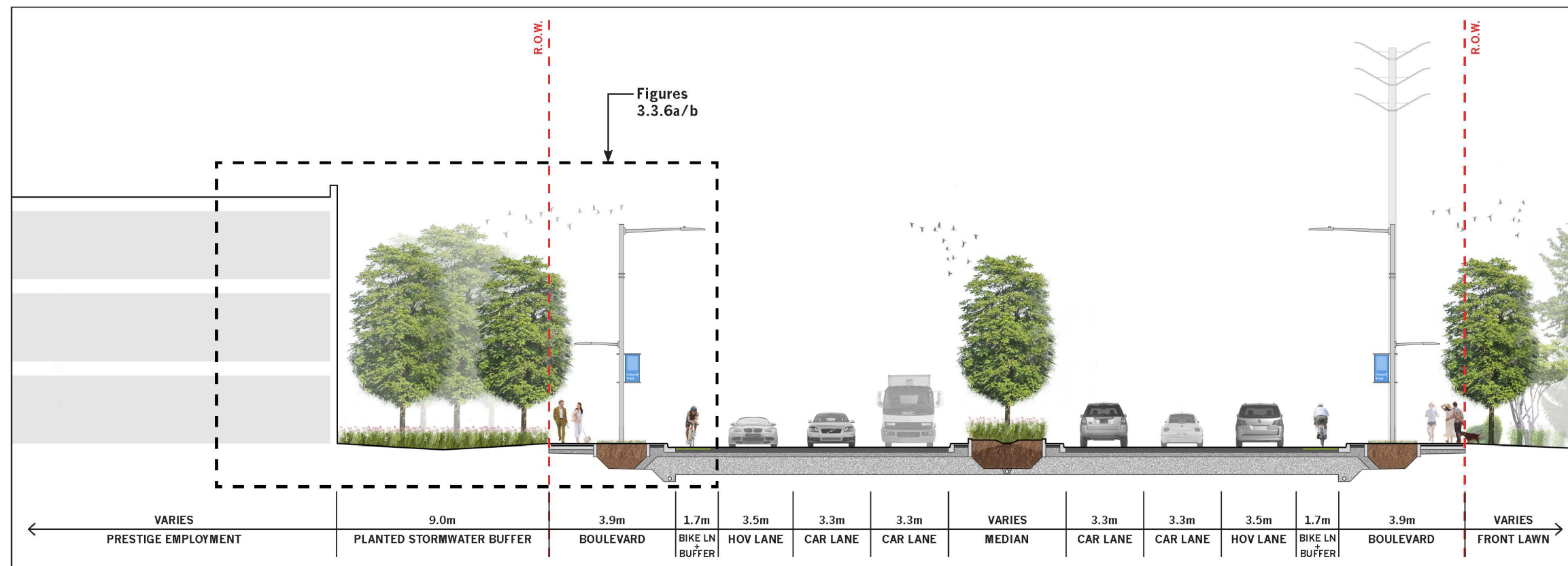


Figure 3.3.10 Keele Street streetscape concept section [Future prestige employment use].

The initial implementation of the new streetscape plan shall integrate with the existing land uses (Figure 3.3.9), promoting future development along Keele Street (Figure 3.3.10).

Planting beds along Keele Street shall be maximized to allow street trees to reach the highest possible level of maturity. Median planters shall allow for street trees combined with ornamental grasses where soil bed width is a minimum of 1.9m, and only ornamental grasses where soil bed width is a minimum of 0.9m (Figure 3.3.7).

3.4 Streetscape Materials & Furnishings Palette

3.4.1 Paving

Intersection and gateway corners along Highway 7 and Keele Street shall be paved with Unilock concrete pavers with sand-filled joints. The sidewalk along the north side of Highway 7, between Keele Street and Bowes Road, shall be upgraded to concrete pavers (Fig. 3.4.1). The general paver colour shall be 'Winter Marvel', with 'Midnight Sky' used as an accent colour (Fig. 3.4.2a). At intersection ramps, CNIB-approved tactile grooved concrete pavers shall be used, matching the proposed VivaNext standard (Fig. 3.4.2b).

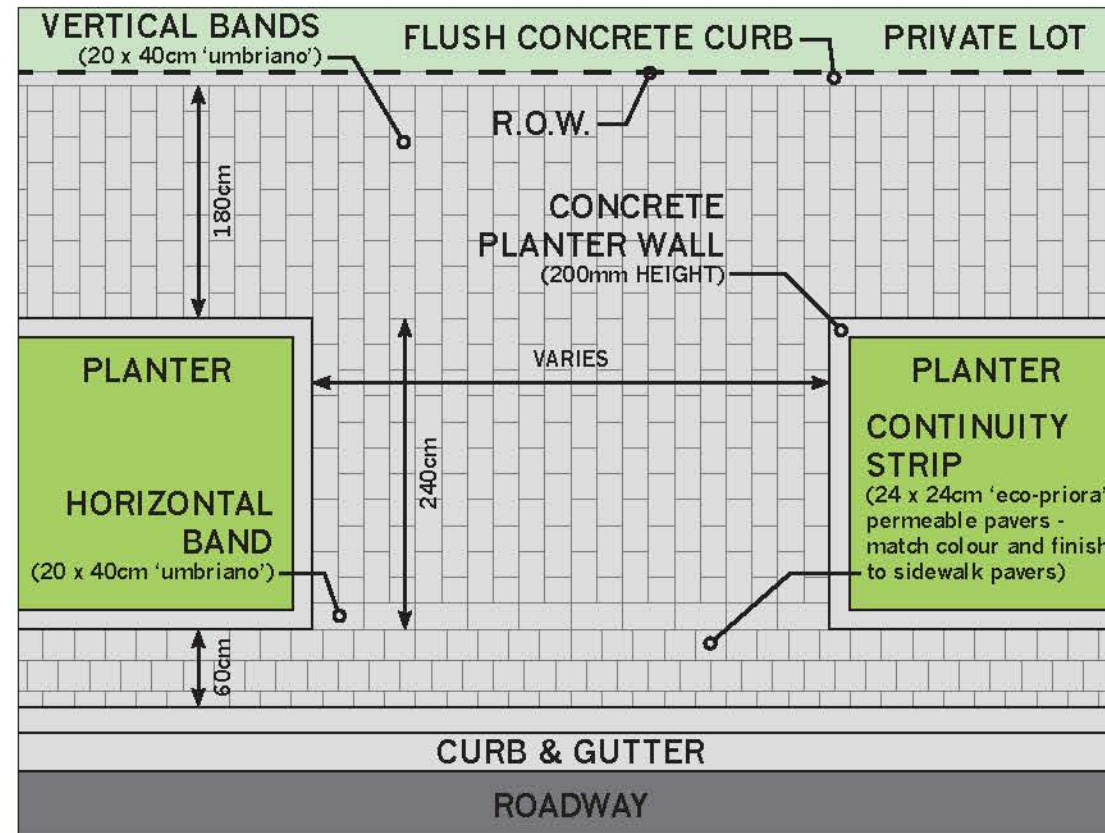


Figure 3.4.1 Sidewalk paving plan detail (north side of Highway 7).

3.4.2 Lighting Fixtures

Street lighting along Highway 7 shall match VivaNext's proposed standard LED fixtures from the Philips Lumec 'Capella' series (Figure 3.4.3). Matching pedestrian lighting poles and fixtures shall be located throughout the study area, allowing for consistent lighting at the pedestrian level. The colour selection shall be 'Silver'. At the four designated gateways into the Concord West residential community, fixtures from the Escofet 'FUL' series shall provide sculptural forms lending unique character to the community (Figure 3.4.4). A variety of models from the series shall be utilized to create an appealing mixture of heights and curvatures. These gateway fixtures shall be of a Cor-ten Steel finish.

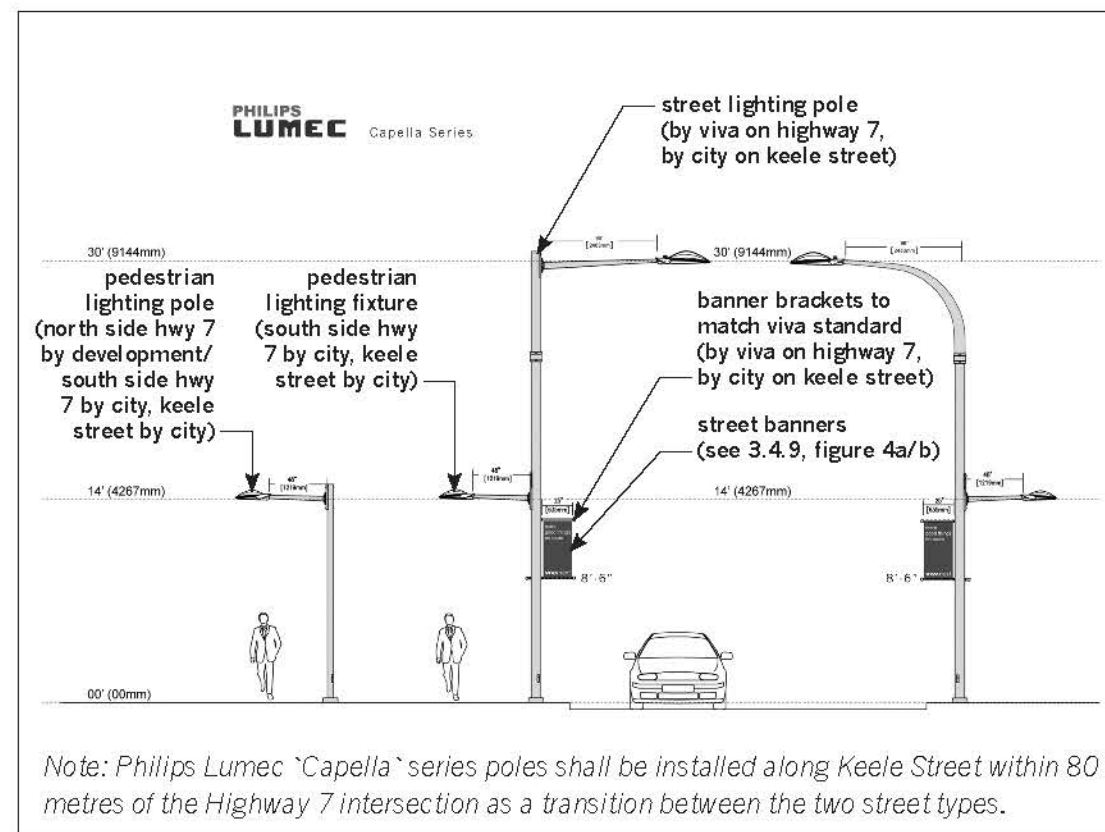


Figure 3.4.3 Philips Lumec 'Capella' series lighting fixtures [colour: Silver].



Figure 3.4.2a Unilock 'Umbriano' concrete pavers.

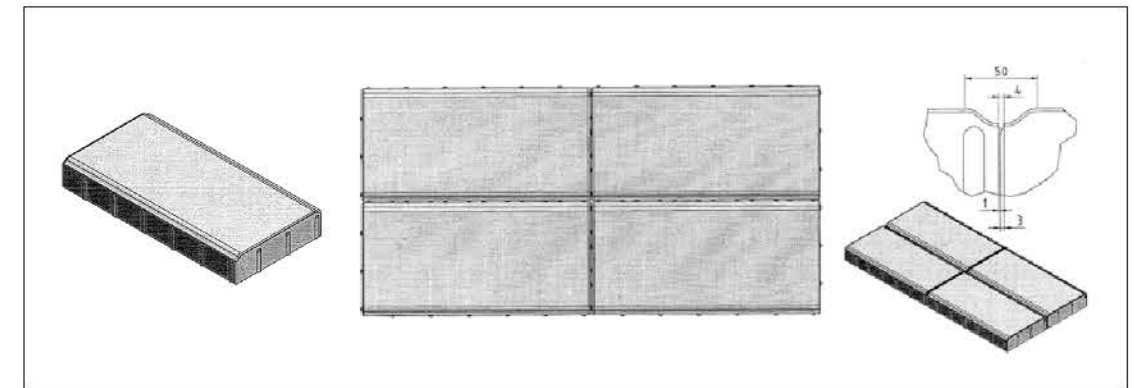


Figure 3.4.2b Unilock CNIB-approved tactile grooved concrete paver.

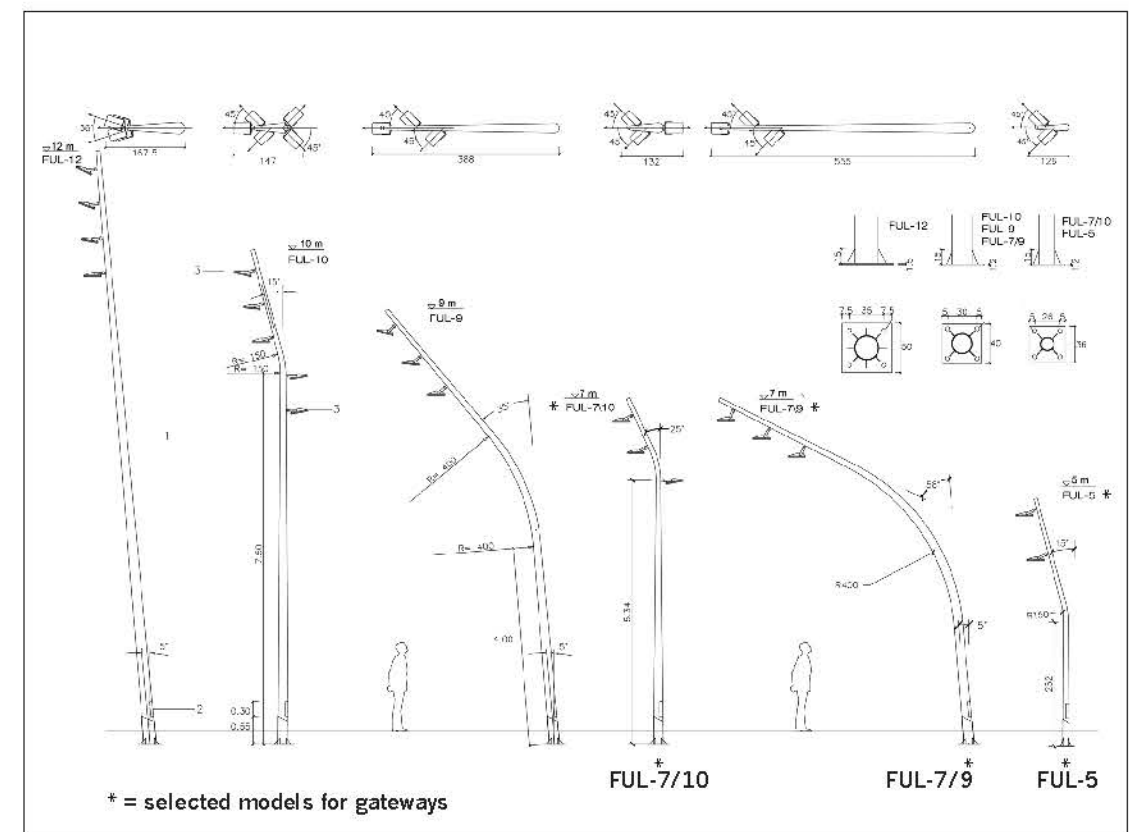


Figure 3.4.4 Escofet 'FUL' series lighting fixtures [finish: Cor-ten Steel].



Figure 3.4.5a Landscape Forms 'Neoromantico' bench [wood species: Jarrah].

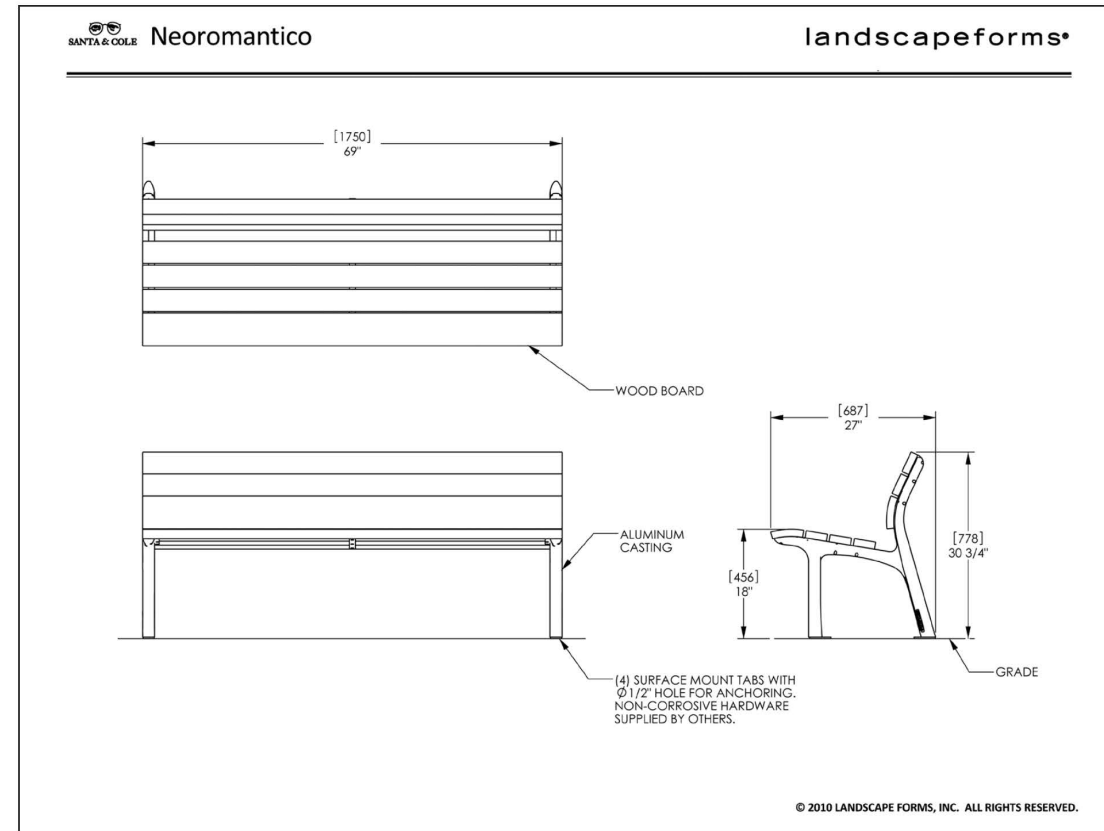


Figure 3.4.5b Landscape Forms 'Neoromantico' bench product sheet.

3.4.3 Street Benches

Street benches shall be strategically located throughout the study area, predominantly at intersections and gateways. To provide a consistent and unique identity to the Concord West community, all benches shall be from the 'Neoromantico' series by Landscape Forms (Figures 3.4.5a/b). This bench, measuring 69 inches (175cm) in length, is manufactured from 100% recyclable aluminum and wood. The unfinished wood boards will weather naturally to a beautiful pewter grey. The bench model specified shall be backed with no arms. Installation shall be surface mounted. The wood species selection shall be 'Jarrah'.

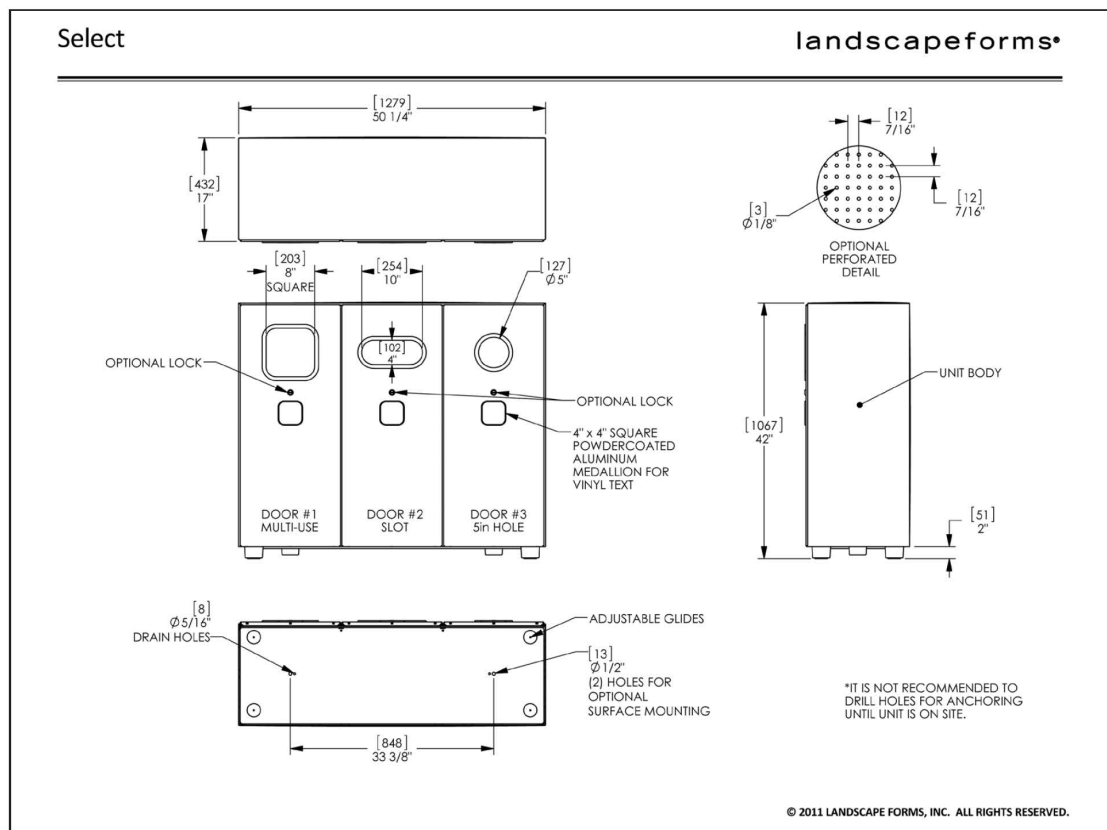


Figure 3.4.6a Landscape Forms 'Select' 3-stream waste receptacle product sheet.



Figure 3.4.6b Landscape Forms 'Select' 3-stream waste receptacle [colour: Silver].

3.4.4 Waste Receptacles

2-stream and 3-stream waste receptacles shall be utilized throughout the study area. Within the public realm, receptacles are located along Highway 7 at all intersections. All other receptacles are to be located at the streetscape interface on private property. To provide a consistent and unique identity to the Concord West community, all waste receptacles shall be from the 'Select' series by Landscape Forms (Figures 3.4.6a/b). These waste receptacles are manufactured from 100% recyclable steel and finished with a powdercoat. Solid face model units with perforated sides shall be specified. Installation shall be surface mounted. The colour selection shall be 'Silver'.

3.4.5 Bicycle Racks

Bicycle racks shall be strategically located throughout the study area, typically centred between tree grates/planters in the furnishing zone of boulevards. To provide a consistent and unique identity to the Concord West community, all bicycle racks shall be from the 'Ring' series by Landscape Forms (Figures 3.4.7a/b). This bicycle rack, measuring approximately 27 inches (69cm) in height and 25 inches (63cm) in diameter, is manufactured from 100% recyclable steel. The finish selection shall be Stainless Steel.

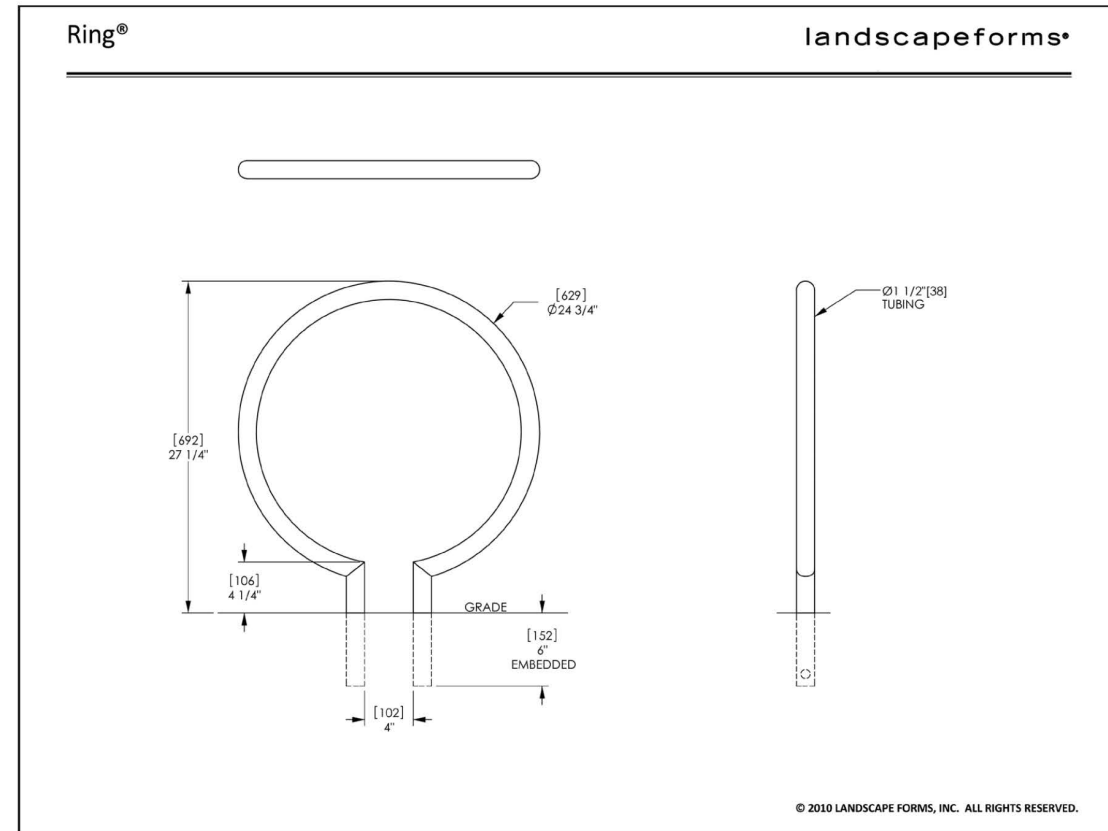


Figure 3.4.7a Landscape Forms 'Ring' bicycle rack product sheet.



Figure 3.4.7b Landscape Forms 'Ring' bicycle rack [finish: Stainless Steel].

3.4.6 Street Trees & Grasses

Street trees in Concord West shall be a monoculture of the seedless male *Tree of Heaven* (Fig. 3.4.8a/b) - capable of surviving in harsh urban environments. Ornamental grasses, such as the *Karl Foerster* variety (Fig. 3.4.8c), shall be planted as an understory in boulevard and median planters.

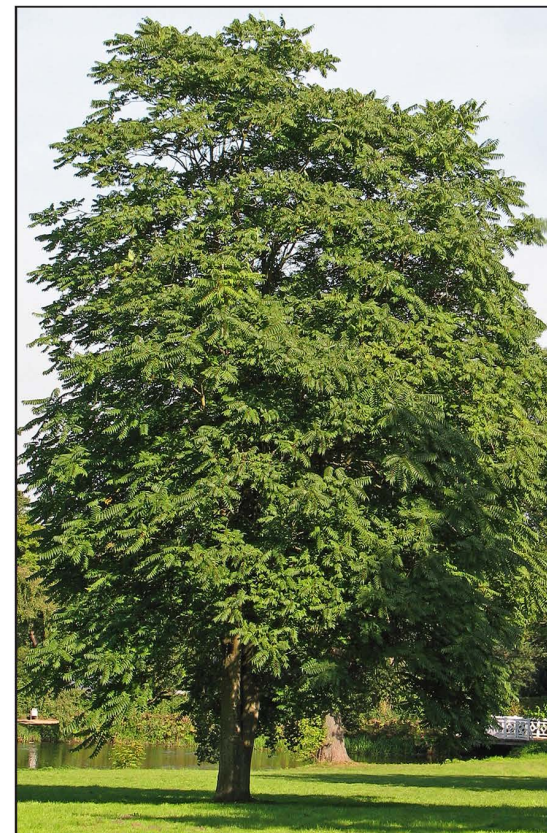


Fig. 3.4.8a Tree of Heaven tree.



Fig. 3.4.8b Tree of Heaven leaves.



Fig. 3.4.8c Karl Foerster ornamental grass.

3.4.7 Gateway Planting Beds

Each of the four gateways into the Concord West residential community includes generous planting beds. These beds shall be planted with a mix of wildflowers and ornamental grasses (Figure 3.4.9). Planting bed interface with sidewalk shall be delineated with a minimal raised concrete curb.



Figure 3.4.9 Gateway planting bed [plant selection: Black Eyed Susan + Karl Foerster].



Fig. 3.4.10a Kentucky Coffeetree tree.



Fig. 3.4.10b Kentucky Coffeetree leaves.

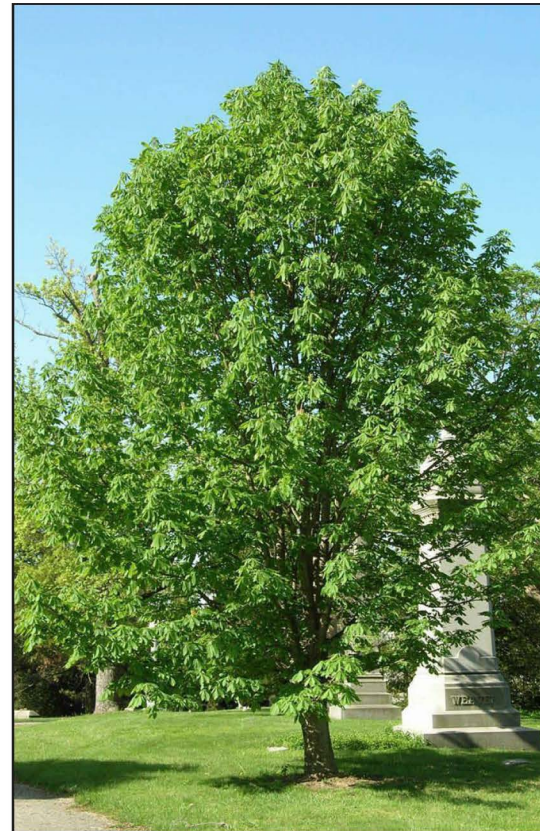


Fig. 3.4.11a American Buckeye tree.



Fig. 3.4.11b American Buckeye leaves.



Fig. 3.4.12a Greenspire Linden tree.

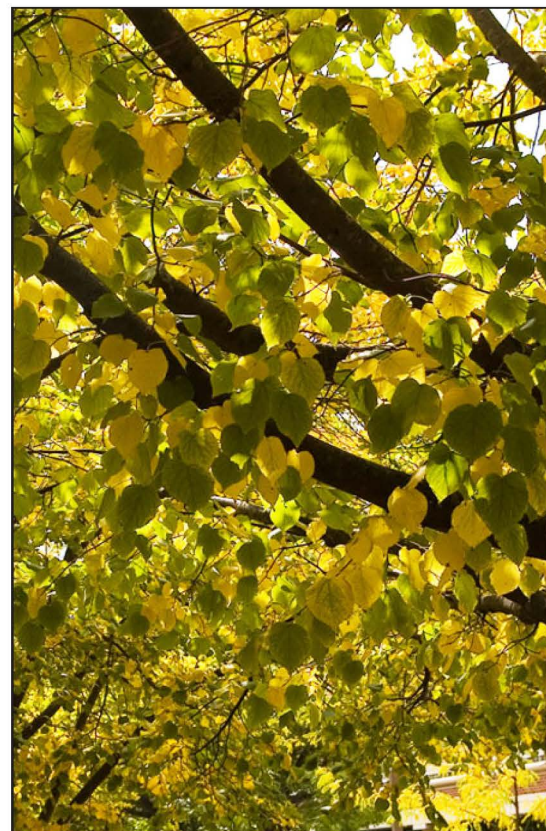


Fig. 3.4.12b Greenspire Linden leaves.



Fig. 3.4.13a Freeman Maple tree.

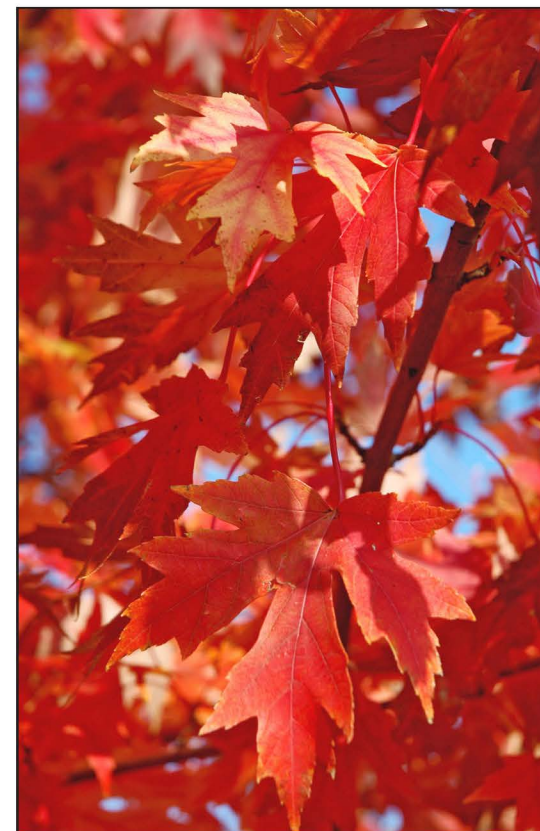


Fig. 3.4.13b Freeman Maple leaves.

3.4.8 Gateway Trees

As a strategy to define the four gateways into the Concord West residential community with unique characteristics, each gateway shall be planted with a different species of tree. This variation will enhance the streetscape design palette by adding a further layer of complexity. Gateway tree species shall be distributed as follows:

Jardin Drive Gateway

Kentucky Coffeetree (Figs. 3.4.10a/b)
Gymnocladus dioica

Rockview Gardens Gateway

American Buckeye (Figs. 3.4.11a/b)
Aesculus glabra

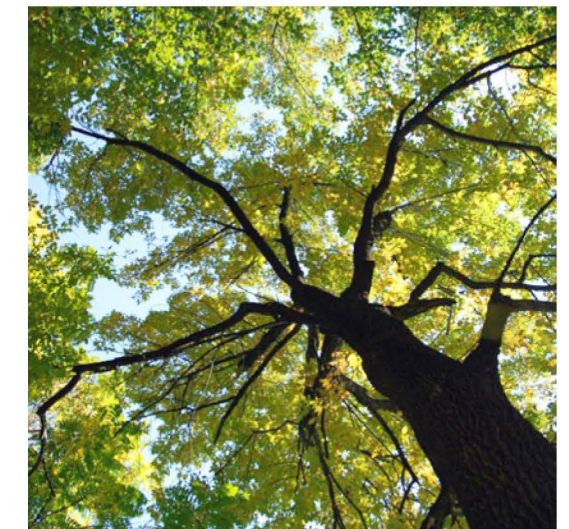
Hillside Avenue Gateway

Greenspire Linden (Figs. 3.4.12a/b)
Tilia cordata 'Greenspire'

Baldwin Avenue Gateway

Freeman Maple (Figs. 3.4.13a/b)
Acer x freemanii

Note: Refer to Section 3.2.3 for gateway tree layout design drawings.



**3.4.9
Miscellaneous**

Custom Crosswalk Patterns

As pedestrian activity will increasingly become a defining characteristic of Concord West, crosswalk patterns should provide a unique identity to the community - such as those found in this precedent in Curitiba, Brazil (Figure 3.4.14). Custom diagonal crosswalk patterns and printed street signage throughout the study area shall be uniform in character.

Gateway Walls

Each of the four gateways into the Concord West residential community includes low walls as a defining characteristic of the entry experience. These gateway walls shall be constructed of dry-stacked stone, with stone coping, and be 40cm wide and seat height (Figs. 3.4.15a/b).



Figure 3.4.14 Custom crosswalk pattern precedent in Curitiba, Brazil.

Tree Grates & Side Inlets

To provide a consistent and unique identity to the Concord West community, all tree grates shall be from the 'Clyde' series by Citygreen (Fig. 3.4.16). All grates are to be 2 metre squares, ADA-compliant, and manufactured from galvanized steel with a powdercoat finish. The colour selection shall be 'Silver'. The style of side inlets should be coordinated to match tree grates.

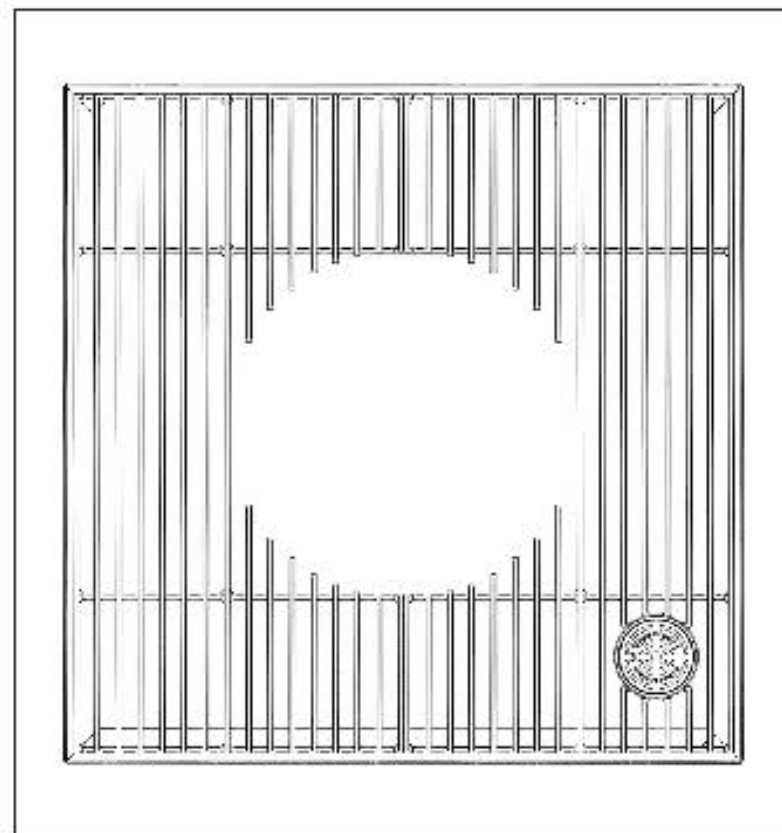


Figure 3.4.16 Citygreen 'Clyde' tree grate [colour: Silver].



Figure 3.4.15a Dry-stacked stone wall precedent (square-cut Credit Valley limestone).



Figure 3.4.15b Dry-stacked stone wall pattern precedent (in sand and grey tones).

Street Banners

Street banners located on street light poles throughout the Concord West study area provide an opportunity for the community to represent itself with a unique identity (Fig. 3.4.17a). These precedents from San Francisco's 'Urban Forest Project' display a graphic design quality that should be strived for when designing banners for the Concord West community (Fig. 3.4.17b).

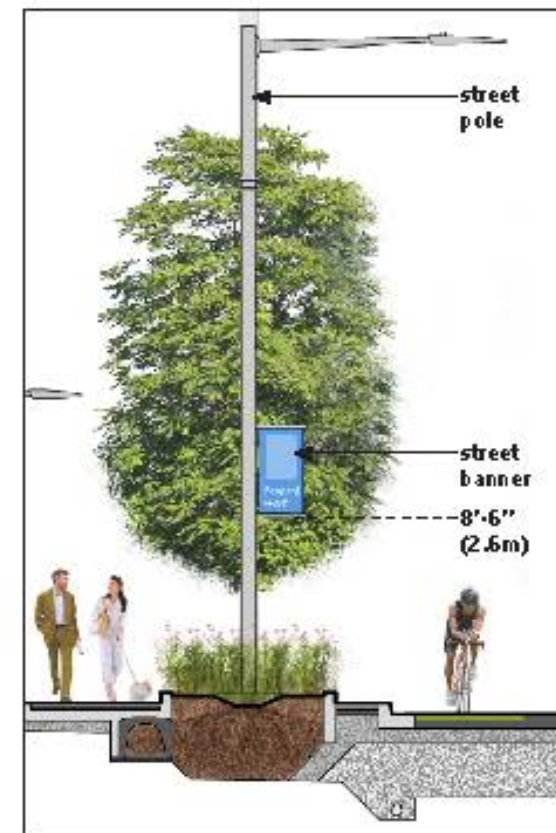


Fig. 3.4.17a Street banner location.

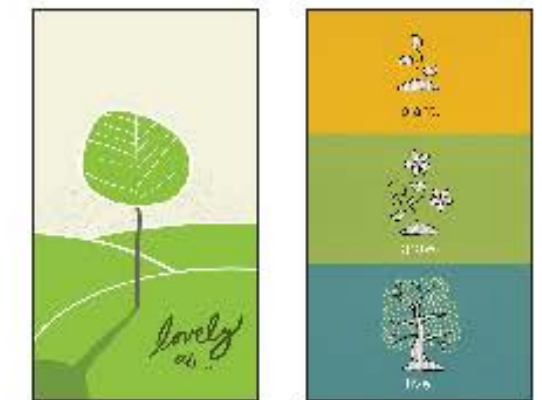


Fig. 3.4.17b Street banner precedents.

3.4.10 Streetscape Component Matrix													
	Intersection Corner Paving	Sidewalk Paving	Intersection Ramp Paving	Lighting Fixtures	Street Benches	Waste Receptacles	Bicycle Racks	Tree Grates & Side Inlets	Street Trees	Planting Bed Vegetation	Crosswalks	Gateway Walls	Street Banners
Highway 7													
	Unilock Pavers (w/ accent colour)	Unilock Pavers + Concrete Paving	Unilock Pavers (tactile grooved)	Philips Lumec 'Capella' Series	Landscape Forms 'Neoromantico'	Landscape Forms 'Select'	Landscape Forms 'Ring'	Citygreen 'Clyde'	Tree of Heaven	Ornamental Grasses	Custom Pattern		Community Identity Banners
Keele Street													
	Unilock Pavers (w/ accent colour)	Concrete Paving	Unilock Pavers (tactile grooved)	Philips Lumec 'Capella' Series	Landscape Forms 'Neoromantico'	Landscape Forms 'Select'	Landscape Forms 'Ring'	Citygreen 'Clyde'	Tree of Heaven	Ornamental Grasses	Custom Pattern		Community Identity Banners
Jardin Drive Gateway													
	Unilock Pavers (w/ accent colour)	Concrete Paving	Unilock Pavers (tactile grooved)	Escofet 'FUL' Series					Kentucky Coffeetree	Wildflowers & Orn. Grasses	Custom Pattern	Dry-Stacked Stone	
Rockview Gardens Gateway													
	Unilock Pavers (w/ accent colour)	Concrete Paving	Unilock Pavers (tactile grooved)	Escofet 'FUL' Series					American Buckeye	Wildflowers & Orn. Grasses	Custom Pattern	Dry-Stacked Stone	
Hillside Avenue Gateway													
	Unilock Pavers (w/ accent colour)	Concrete Paving	Unilock Pavers (tactile grooved)	Escofet 'FUL' Series					Greenspire Linden	Wildflowers & Orn. Grasses	Custom Pattern	Dry-Stacked Stone	
Baldwin Avenue Gateway													
	Unilock Pavers (w/ accent colour)	Concrete Paving	Unilock Pavers (tactile grooved)	Escofet 'FUL' Series					Freeman Maple	Wildflowers & Orn. Grasses	Custom Pattern	Dry-Stacked Stone	

3.5 Utilities

3.5.1 Existing Utility Location Plan

Approximately 4,500 metres of major overhead electrical corridors currently run along 89 electrical poles on both Highway 7 and Keele Street, adjacent to or within the Streetscape Plan boundary. These corridors will need to be integrated as seamlessly as possible into the streetscape. As there is not adequate funding for burial of these electrical lines, they shall instead be appropriately reconfigured into the master plan and upgraded from wood to concrete poles to better promote the urbanization and growth of Highway 7 and Keele Street. This plan depicts the existing pole and overhead line locations in relationship to the existing Concord West community (Figure 3.5.1).

Legend:

- electrical pole location
- ⋯ overhead electrical lines
- master plan boundary

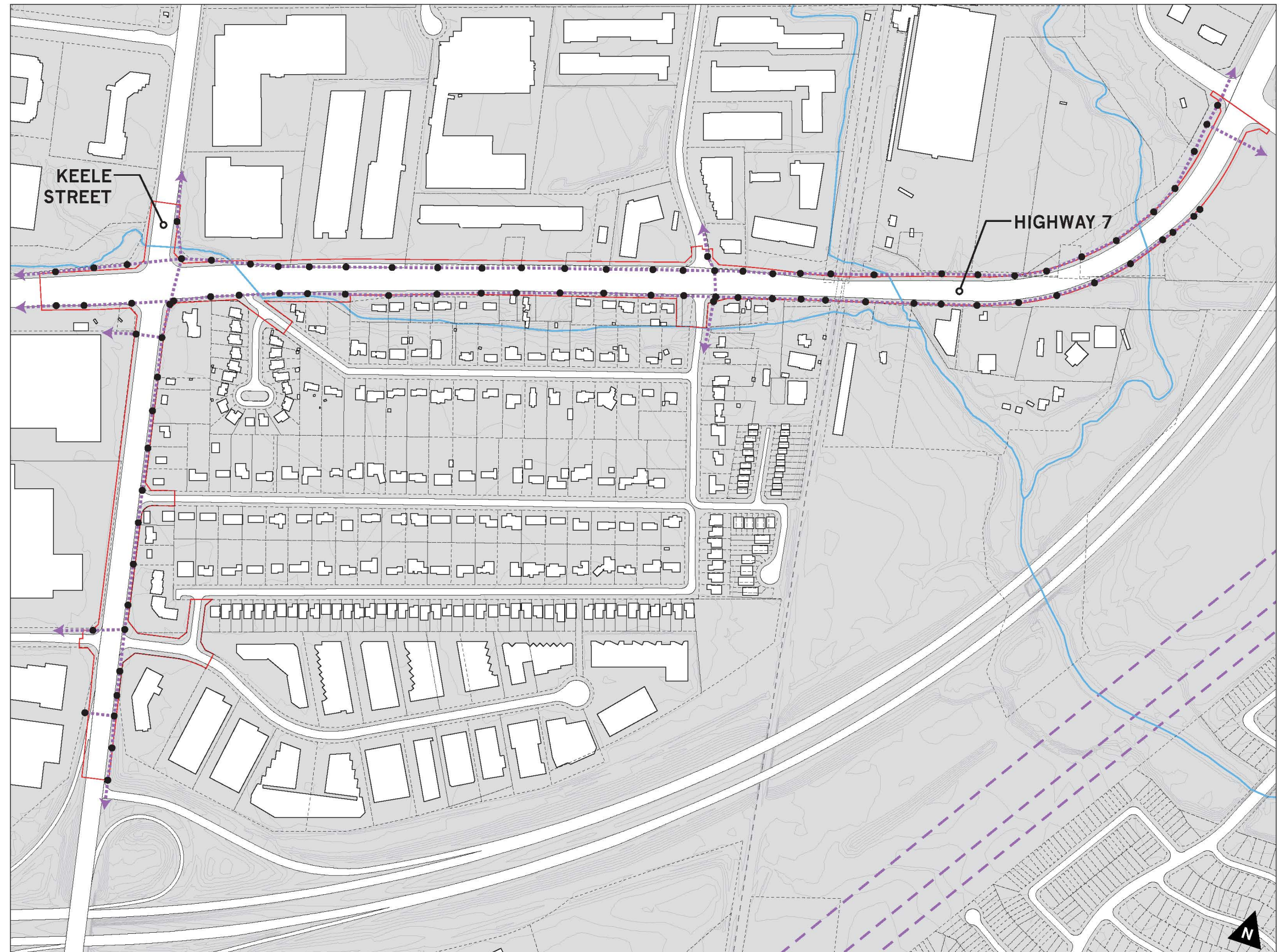


Figure 3.5.1 Existing overhead utility location plan.