



Highway 407-Transitway Project (Highway 400 to Kennedy Road)

Aesthetics and Existing Vegetation – Existing Conditions Analysis and Landscape Development Recommendations

Prepared by:

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INTRODUCTION

The Highway 407 Transitway is to extend from the vicinity of the Highway 400 corridor in the west to Kennedy Road in the east. The transitway generally follows the route of the existing Highway 407. The proposed alignment parallels the highway, running in some areas to the south or north of the highway, crossing Highway 407 in four locations. Seven station sites have been selected along the route.

The transitway will provide a connection between 3 future nodes of high density urban development to include the Vaughan Corporate Centre in the west, The Richmond Hill Centre in the central portion of the corridor, and the Markham Centre in the east. The length of the transit corridor is approximately 20 kilometres.

For the most part the route follows the swath of vacant land associated with Highway 407 and the adjacent utility ROW. The surrounding land uses include a wide mix of land uses typical of the urban fringe of Metropolitan Toronto, including; subdivisions, commercial/industrial lands, utilities, parkland, cemeteries, golf courses, vacant land, marginal agricultural lands, and a few isolated woodlots.

This report provides an inventory and general evaluation of the existing tree communities and the aesthetic/visual conditions associated with the proposed transitway corridor and station sites. It must be noted that at the time of this report preparation the station site plans were very preliminary, therefore the station site descriptions do not focus on well defined boundaries.

Field work for this report was carried out in September - November, 2007 and May, 2010.

The report has been divided into the following station sites/corridor sections:

- West Terminus to Spadina Subway/Jane Station
- Spadina Subway/Jane Station
- Spadina Subway/Jane Station to Keele Street
- Keele Street to GO/Barrie Station
- GO/Barrie Station
- GO/Barrie Station to Bathurst Station
- Bathurst Station

- Bathurst Station to Yonge/Richmond Hill Centre
- Yonge/Richmond Hill Centre Station
- Yonge/Richmond Hill Centre Station to Leslie Station
- Leslie Station
- Leslie Station to Rodick/Woodbine Station
- Rodick/Woodbine Station
- Rodick/Woodbine Station to Kennedy Station
- Kennedy Station

GENERAL AESTHETICS

The transitway is to be constructed as a two lane roadway, dedicated to bus traffic. It will be constructed at/near existing grade except where it crosses over/under cross streets, interchange ramps, rail lines, and Highway 407. The route crosses over numerous small stream channels, however, the only watercourse with topographically significant valleylands is Black Creek, located just west of Jane Street.

The proposed transitway is to follow a route that extends in an east-west direction through the municipalities of Vaughan and Markham. The route passes through an urban environment. In many areas the land uses are in a state of change as many land parcels are in various stages of the development process. In some areas existing development is being intensified and many undeveloped parcels of land are vacant in anticipation of future construction.

In general the landscape is flat to gently rolling. The only natural features of note, along the route include the valleylands associated with Black Creek, East Don River and Mills Creek. A significant woodlot (Bakers Woods) is located north-west of the intersection of Bathurst and Highway 7. The woodlot will be separated from the transitway by Highway 7.

There are very limited views from the corridor to the north and south due to relatively flat geography of the area and the surrounding development. The most significant views are available to the east and west down the Highway 407 corridor.

One of the most significant visual elements along the route is the overhead Hydro transmission lines. Three parallel transmission lines extend along most of the proposed transitway route.

The visual character/aesthetics of each site is discussed in more detail in the analysis of the individual portions of the proposed transitway.

The following portion of the report focuses the analysis of the woody vegetation communities and visual elements along the proposed transitway route. At this stage of the study the transitway is still in the preliminary design phase and therefore the route may change slightly and the design progresses.

TRANSITWAY CORRIDOR/STATION SITE DESCRIPTIONS

West Terminus to Spadina Subway/Jane Station

General Location and Surrounding Land Uses:

The west terminus of the transitway will extend as far west as Weston Road. At this location the route passes immediately north of the CN rail track. As it extends eastward, the route will cross over Highway 400 and then run parallel to the north to east on-ramp along the south side of Highway 407.

Between Highway 400 and the Spadina Subway/Jane Street Station site the transitway corridor passes beside an area of that is currently in agriculture production. Through this section the corridor crosses over a tributary of Black Creek.

Visual Character of the Site:

The west terminus of the route (on the west side of Highway 400) the proposed corridor is surrounded by transportation corridors (rail and highway) and the Toronto Star production facility.

The corridor will cross over Highway 400 then run parallel Highway 407, on the south side of the highway. The corridor will be visible from Highway 400. The only potential visual concerns would be with the future urban land uses in the existing agricultural lands located to the east of Highway 400.

Existing Woody Vegetation:

There is a significant row of mature vegetation along the proposed ROW on the north side of the CN rail line between Weston Road and Highway 400. The trees include Red ash (*Fraxinus pennsylvanica*), Slippery elm (*Ulmus fulva*) and White oak (*Quercus alba*).

Spadina Subway/Jane Station

General Location and Surrounding Land Uses:

The site of this proposed station is located on the west side of Jane Street, south of the Highway 407 corridor. The station is to be located in an area that is presently occupied by agricultural fields adjacent to the Black Creek valleylands which run beside Jane Street. It is bounded by:

- north - Highway 407/Jane Street interchange
- east - the Black Creek valleylands, Jane Street and Beechwood Cemetery (on the east side of Jane Street)
- south - the Black Creek valleylands, Hydro corridor, CN rail line and cultivated fields beyond the rail line
- west - agricultural fields

Visual Character of the Site:

The landscape in the area of the proposed station is relatively flat except along the east (Jane Street frontage) and south, where the Black Creek valleylands provide a distinctive stream valley landform.

The station site will be visibly accessible from the Jane Street corridor and from the Highway 407 corridor. There are no other sensitive land uses with good visual access to the site.

Existing Woody Vegetation:

There are a variety of trees located in the vicinity of the site, all located along the west side of Jane Street in and just to the north of the Black Creek valleylands. The trees are widely scattered and include the following dominant species: Crack willow (*Salix fragilis*), American basswood (*Tilia americana*), Slippery elm (*Ulmus fulva*), White spruce (*Picea glauca*), Green ash (*Fraxinus pennsylvanica*), Manitoba maple (*Acer negundo*), and Apple (*Malus* sp.).



Photograph 1: View looking east towards Keele Street over the Black Creek valleylands in the general vicinity of the Spadina Subway/Jane Station.

Spadina Subway/Jane Station to Keele Street

General Location and Surrounding Land Uses:

This link between the Spadina Subway/Jane Station and the Keele Street is approximately 2.3 kilometres in length. The route follows the south side of Highway 407. South of the transitway corridor the neighbouring land uses include the Beechwood Cemetery, some vacant land, an outdoor equipment storage yard and an industrial area. The route crosses over Black Creek and a rail corridor.

Visual Character of the Site:

The landscape is flat through this length of the transit corridor. Visual access to the site is very limited as the adjacent portion of Highway 407 is on an overpass (above the proposed transit line), therefore limiting any views to/from the north. The land uses to the south (cemetery, industrial area and vacant land) are not particularly visually sensitive.

Existing Woody Vegetation:

This section of the corridor passes through an area with very little existing vegetation except in adjacent to Jane Street in the north-west section of the cemetery lands where there is a partially disturbed wooded area containing Apple (*Malus* sp.), Silver maple (*Acer saccharinum*), Black locust (*Robinia pseudoacacia*) and Green ash (*Fraxinus pennsylvanica*). The only other area of vegetation of note is a double row of immature White spruce (*Picea abies*) located along the south side of the Highway 407 corridor, west of the CN rail line crossing.



Photograph 2: A view looking north towards Highway 407 from the cemetery, showing the rows of Spruce along the Highway corridor. The transitway will run along the south side of this section of Highway 407.



Photograph 3: A grouping of trees and shrubs in the vicinity of the transitway in the south-east quadrant of the Keele Street/Highway 407 interchange.

Keele Street to the GO/Barrie Station

General Location and Surrounding Land Uses:

This link between Keele Street and the GO/Barrie Station is approximately 1.5 kilometres in length. The route follows the south side of Highway 407 then crosses over the highway to link to the proposed station site on the north side of Highway 407.

South of the transitway corridor to the west of the Highway 407 crossing, the neighbouring land use is an industrial subdivision. On the north side of the corridor (north side of Highway 407), the transit corridor passes another industrial subdivision and a small park before crossing over the Bradford GO rail tracks and entering the new station site.

Visual Character of the Site:

The land through this section is typically flat. The views of the proposed transitway will be available from Great Gulf Drive and a limited section of Highway 407, specifically near the location where the transitway crosses over the highway. The visual impact of this crossing will be minimized as the highway is in a 'cut' section in the vicinity of the crossing.

The only other visually sensitive land use in the vicinity of this section of the transitway corridor is a small park located off Baldwin Avenue on the north side of Highway 407 and immediately west of the GO rail crossing.

Existing Woody Vegetation:

The vacant land on the east side of Keele Street has a clump of mature woody vegetation mostly located along the Keele Street frontage. This semi-mature, mature wooded area contains the following species; Slippery elm (*Ulmus fulva*), Crack willow (*Salix fragilis*), American basswood (*Tilia americana*), Green ash (*Fraxinus pennsylvanica*), Manitoba maple (*Acer negundo*), Honeylocust (*Gleditsia triacanthos*), Silver maple (*Acer saccharinum*), Poplar (*Populus* sp.), Staghorn sumac (*Rhus typhina*), and Apple (*Malus* sp.).

There is very limited existing vegetation found along the remainder of this section of the transitway route. In the area where the proposed corridor approaches the GO/Barrie Station there are some scattered groupings of trees associated with the Don River valleylands. The trees in this area include a variety of mature trees including Slippery elm (*Ulmus flava*), Black walnut (*Juglans nigra*), Sugar maple (*acer saccharum*), Manitoba maple (*acer negundo*), and White cedar (*thuja occidentalis*).



Photograph 4: A view of proposed route of the transitway, looking east, in the south-east quadrant of Highway 407/Keele Street interchange.

GO/Barrie Station

General Location and Surrounding Land Uses:

The proposed GO/Barrie Station site is located in the vicinity of the valleylands of the Don River and one of its tributaries. The surrounding land uses include:

- north - a row of businesses located along the south side of Highway 7 frontage including; a self-storage warehouse, a recreational vehicle sales facility and a nursery
- east - The Don River valleylands and the 407 beyond
- south - Highway 407 and,
- west - CN rail line, with a residential subdivision beyond.

Visual Character of the Site:

The proposed station location will be located in some vacant land adjacent to the Don River valleylands. The only visually sensitive land uses in the general vicinity of this station is a residential subdivision that backs onto the CN rail line to the west. These homes are a distance from the station site and should not have limited visual access to the site.

Existing Woody Vegetation:

The proposed station will be located on vacant land in the vicinity of the Don River valleylands. The entire area of the proposed station contains scattered wooded areas

and areas in various stages of natural regeneration. Species include: Slippery elm (*ulmus flava*), Black walnut (*Juglans nigra*), Sugar maple (*acer saccharum*), Manitoba maple (*acer negundo*), Austrian pine (*Pinus nigra*), Crack willow (*Salix gracilis*) Weeping willow (*Salix babylonica*) Common catalpa (*Catalpa bignonioides*), Common buckthorn (*Rhamnoides* sp.) Poplar (*Populus* sp.) and White cedar (*thuja occidentalis*).



Photograph 5: a view of the Don River valleylands in the general area of the proposed GO/Barrie station site.

GO/Barrie Station to Bathurst Station

General Location and Surrounding Land Uses:

This link between the GO/Barrie Station and the Bathurst Station is approximately 4.5 kilometres in length. This section of the transitway route runs along a narrow strip of vacant land located between Highway 7 and the north side of Highway 407.

The land uses on the north side of Highway 7 are industrial/commercial to the west of Dufferin Street and residential vacant/woodlot to the east of Dufferin Street.

Visual Character of the Site:

The lands through this section are relatively flat except for the valleylands associated with the Don River channel.

Most of this section of the transitway corridor will be visible from Highway 407 and Highway 7. It will also be in the visually significant from Centre Street, Dufferin Street (immediately north of the 407), and the land uses fronting onto Highway 7.

The only visually sensitive land uses located along the north corridor are the recreational trail located in the Don River valleylands and the strip of residential development located east of Dufferin Street.

Existing Woody Vegetation:

The only area where there is any significant vegetation is located in the vicinity of the Don River valley where there are a few groupings of mature vegetation.

There is a row of mature Poplar (*Populus* sp.) and Green ash (*Fraxinus pennsylvanica*) located beside Highway 7 between Centre Street and Dufferin Street.

Bathurst Station

General Location and Surrounding Land Uses:

The proposed Bathurst Station is located in a vacant strip of land between Highway 407 and Highway 7, immediately east of Bathurst Street. The associated parking facility is located on a vacant piece of land in the north-east quadrant of the Bathurst Street/Highway 7 intersection. This quadrant consists of a vacant inner loop of an access ramp between Bathurst Street and Highway 7. The land uses surrounding this area include:

- north – Richmond Hill Golf and Country Club
- east - Richmond Hill Golf and Country Club
- south -Highways 7 and 407 , and
- west - Bathurst Street and Baker's Woods.

Visual Character of the Site:

The site is visually buffered from most surrounding land uses by the surrounding street/highway network and Baker's Woods to the west. The adjacent golf course is buffered from the proposed infrastructure by a row of trees and a berm.

The only visually sensitive land use in the immediate area is a subdivision located on the west side of Bathurst, north of Baker's Woods. The visual access to the site is limited by the location of the woodlot and the distance from the site.

Existing Woody Vegetation:

There is no woody vegetation in the immediate area of the proposed station site.



Photograph 6: A view looking north from the proposed Bathurst Station site showing the vegetation buffer beside the Richmond Hill Golf and Country Club.

Bathurst Station to Yonge/Richmond Hill Centre Station

General Location and Surrounding Land Uses:

The link between the Bathurst Station and the Yonge/Richmond Hill Centre Station is approximately 2.2 kilometres in length. The route is located in a strip of vacant land located on the north side of Highway 407 between the highway and Highway 7.

The land uses to the north include the Richmond Hill Golf and Country Club and a residential subdivision. Highway 407 parallels the south side of the corridor. Beyond Highway 407 to the south there are vacant lands associated with the Hydro corridor..

The corridor crosses the Don River which runs through the Golf Club property.

Visual Character of the Site:

The proposed transit corridor is to be located in a strip of vacant land between the two highways (Hwy 7 and 407). The land in the area slopes gently down to a low point where the Don River crosses the route flowing from the north to south.

The only visually sensitive land use adjacent to the transitway is a residential subdivision located on the north side of Highway 7. Most of the homes in this subdivision are located high on a ridge above the highway and the proposed corridor and therefore any views of the corridor are limited. However, the east end of this subdivision will be visually impacted where the transitway crosses over Yonge Street on a new bridge structure. In the same area, the transitway crosses over a tributary of the Don River.

Existing Woody Vegetation:

Existing woody vegetation will be impacted in the vicinity of both tributaries of the Don River crossings, and vegetation communities located in the vacant lands located in the Highway 7/Highway 407/Yonge Street interchange area.



Photograph 7: Looking east down the proposed corridor route at the Don River crossing.

Yonge/Richmond Hill Centre Station

This station is to be located underground. We do not anticipate any long term visual impacts or impacts to existing vegetation.

Yonge/Richmond Hill Centre Station to Leslie Station

General Location and Surrounding Land Uses:

The link between the Yonge/Richmond Hill Station and Leslie Station is approximately 4.0 kilometres in length. Between the Yonge/Richmond Hill Station and Bayview Avenue, the proposed corridor runs along a strip of vacant land located between Highway 7 and the Highway 407 corridor, along the route of the Hydro Transmission lines.

The lands on the north side of this section of the transitway route, north of Highway 7, are mostly vacant, with some small industrial/utility related land uses. The Highway 407 corridor is located on the south side of the route.

East of Bayview Avenue the transitway crosses over the German Mills Creek valleylands, bridges over Highway 407 to the south side of the highway, and passes through an area of vacant land on the north side of the Hydro transmission corridor, until it reached the Leslie Station site.

Visual Character of the Site:

The route of the proposed transitway is generally flat and follows the general route of the Hydro transmission corridor.

The only visually sensitive land use close to the corridor is a high-rise development on the east side of Bayview Avenue. This site has a significant vegetation screen, providing a visual buffer between it, and the proposed transit corridor. The transit corridor will be visually accessible from the upper levels of the building.

The visual impact will be partially mitigated in this area, as the transitway is integrated into the existing complex of roads and highways. It also passes under Bayview Avenue.

The main visual element in this section of the proposed transitway corridor will be the crossing of Highway 407.

Existing Woody Vegetation:

The only treed area along this section of the route is the valleylands associated with German Mills Creek. Here there are some scattered mature deciduous trees.



Photograph 8: Looking east down the route of the transitway along the north side of Highway 7.

The proposed station site is located on vacant land on the north side of Highway 407, between the expressway and Highway 7.



Photograph 9: A view looking west from Leslie Street showing the general character of the landscape through this section of the proposed corridor route.

Leslie Station

General Location and Surrounding Land Uses:

This station site is to be located on the east side of Leslie Street, south of Highway 407, on a parcel of vacant land.

The land uses surrounding the station site include;

- north - Highway 407 and the Leslie Street interchange
- east - Leslie Street and St. Robert Catholic High School
- south - residential subdivision, and
- east - vacant land.

Visual Character of the Site:

The land around the station site is flat.

The only visually sensitive land uses surrounding the site are the school located across Leslie Street and the residential subdivision to the south. The subdivision to the south is well removed from the site, minimizing the visual impact. The school is located very close to the proposed station site.

Existing Woody Vegetation:

The lands to be occupied by the station are vacant. There are some scattered trees in the vicinity of the site including a row of mature Norway spruce (*Picea abies*), a small group of mature Sugar maple (*Acer saccharum*), and a large Silver maple (*Acer saccharinum*).



Photograph 10: Looking north up Leslie Street, towards the proposed Leslie Station site.

Leslie Station to Rodick/Woodbine Station

General Location and Surrounding Land Uses:

The link between the Leslie Station and the Rodick/Woodbine Station is approximately 2.7 kilometres in length. Immediately east of the Leslie Street Station, the corridor passes under Leslie Street before passing to the north of St. Robert Catholic School. Beyond the school, the proposed route passes through some vacant lands before crossing over Highway 404. To the east of the Highway 404 crossing, the route follows the corridor occupied by the Hydro transmission corridor. It crosses over Woodbine Avenue before linking up to the Rodick/Woodbine Station site located east of Woodbine Avenue.

Between Leslie Street and Highway 404, the north side of the proposed transitway route is flanked by the Highway 407 corridor. East of the Highway 404 crossing, to Woodbine Avenue, the corridor is separated from the 407 by a strip of industrial land. East of Woodbine, the north side of the corridor passes beside a wide strip of vacant land.

Once the proposed transitway passes beside St. Roberts Catholic High School, the south side of the transitway is flanked by a wide area of vacant land. East of Highway 404 the transitway will pass beside the Hydro transmission corridor lands.

Visual Character of the Site:

The land is flat through this section. The most significant visual element through this stretch of the transitway will be the Highway 404 and Woodbine Avenue crossings.

The only visually sensitive land use through this section of the route is St. Roberts Catholic High School, as the route passes by the school buildings and sports fields.

Existing Woody Vegetation:

There are some areas of significant woody vegetation along this section of the corridor including some rows of young White spruce (*Picea glauca*) located along the south side of Highway 407 west of the 404 corridor, and a significant wooded area located east of Woodbine Avenue, between the proposed transitway and the 407. This wooded area contains predominantly semi-mature Green ash (*Fraxinus pennsylvanica*), Poplar (*populus* sp.) and Slippery elm (*Ulmus fulva*).

Rodick/Woodbine Station

General Location and Surrounding Land Uses:

The proposed station site is located on a parcel of vacant land.

The surrounding land uses include;

- north – vacant/wooded land and Highway 407
- east – vacant land
- south – industrial/vacant lands, and
- west – vacant lands

Visual Character of the Site:

The site is flat.

Visual access to the site is limited due to surrounding development including the Rodick Road overpass to the east.

There are no sensitive visual receptors in the immediate area of the proposed station.

Existing Woody Vegetation:

There are some areas of scrubby vegetation dominated by Manitoba maple (*Acer negundo*), Green ash (*Fraxinus pennsylvanica*), Willow (*Salix* sp.), Birch (*Betula* sp.) and Russian olive (*Elaeagnus angustifolia*) surrounding the proposed site.



Photograph 11: A view looking east from the general vicinity of the Rodick/Woodbine Station site.

Rodick/Woodbine Station to Kennedy Station

General Location and Surrounding Land Uses:

The proposed transitway link between the Rodick/Woodbine Station and Kennedy Avenue Station is approximately 3.5 kilometres in length. The transitway will cross under Rodick Road and under Warden Avenue before crossing over to the north side of the Highway 407 corridor, then it runs parallel to Highway 407 before swinging north to cross under the GO/CNR Stouffville line, at the proposed Kennedy Station site.

Between Rodick Road and the proposed Highway 407 crossing, west of Warden Avenue, the transitway will travel between Highway 407 and the Hydro transmission corridor.

The south side of this portion of the route passes beside the Hydro transmission corridor, a large hydro transmission station, a storm water management complex and the CN rail line.

When the transitway crosses to the north side of Highway 407 it passes through an area of vacant land located beside Highway 407, before veering away from the highway to the north, before crossing under the GO/CNR tracks to the station site.

This section of the proposed corridor is generally flat. The route will cross over the topographically insignificant valleylands of the Rouge River, Beaver Creek Tributary and Markham Centre Tributary.

Visual Character of the Site:

The land is flat through this section. The most significant visual element through this stretch of the transitway will be the Highway 404 crossing.

There are no visually sensitive land uses/receptors in the vicinity of this section of the route.

Existing Woody Vegetation:

This section of the proposed transitway passes through mostly vacant, non-treed lands.

There are some scattered vegetation communities located in the vicinity of the proposed corridor, in the fields to the west of Warden Avenue. These communities include some widely scattered groups of natural regeneration including the following, generally immature species: Norway spruce (*Picea abies*), Silver maple (*Acer saccharinum*), Black locust (*Robinia pseudoacacia*), Weeping willow (*Salix caprea*), Scotch pine (*Pinus sylvestris*), Slippery elm (*Ulmus fulva*), and Poplar (*Populus* sp.).



Photograph 12: Looking east from Warden Avenue showing the general area of the proposed transitway corridor (north side of Hydro transmission lines).

Kennedy Station

General Location and Surrounding Land Uses:

The Kennedy Avenue Station is located in an area of vacant land on the east side of the Stouffville GO/CNR Line.

Surrounding land uses include;

- north - Unionville Go Station and vacant land
- east - vacant land
- south - Highway 407, and
- west – GO/CNR rail line and vacant land.

Visual Character of the Site:

The station site is flat.

There are no sensitive visual receptors in the immediate area of the proposed station.

Existing Woody Vegetation:

There are no woody vegetation communities or significant specimen trees in the vicinity of the proposed station.

CONCLUSIONS

There are no significant (rare or endangered) tree species/communities located within the immediate proposed route of the transitway.

In general, the route of the proposed transitway follows the Highway 407 and the Hydro transmission corridor. This corridor is typically cleared of any woody vegetation of any size. In areas where the route of the proposed transitway deviates from the Highway 407/Hydro transmission corridor it typically passes through vacant lands that were once open fields and now surrounded by urban development. Otherwise the corridor runs along the edge of Highway 407 where most existing vegetation has been stripped to accommodate the grading associated with the highway.

The areas containing the most significant woody vegetation are located in the numerous river and creek channels that flow from north to south across the route of the proposed transit corridor. These vegetation communities are typically disturbed and scattered, containing a variety of non climax tree species (Slippery Elm, Ash, Willow, Norway Maple, and Manitoba Maple).

RECOMMENDATIONS

The detailed design phase for the station sites and the connecting corridors will require landscape/urban design plans. The landscape/urban design will focus on mitigating the impacts of the corridor and station sites on the local natural and cultural environments.

The detailed landscape/urban design treatments for the project are to be designed at two complementary levels, one for the transit corridor and the other for the station sites.

Transit Corridor:

The corridor provides an excellent opportunity to increase tree canopy cover and enhance the local vegetation diversity. This is to be accomplished using a variety of low maintenance, native (where suitable), and salt tolerant trees, shrubs, perennials and grasses.

The following general landscape design initiatives are recommended along the transit corridor route:

- protection/preservation of existing vegetation where feasible
- Visual/wind buffer landscape treatments where required
- Improve overall aesthetics of the site
- Increase tree canopy cover
- Stream channel/valleyland restoration and riparian planting
- Naturalization/reforestation planting in suitable locations
- Bank stabilization
- Promote plant species diversity
- Naturalize storm water management ponds.

Station Sites:

The outdoor area in the vicinity of the stations and associated parking facilities are to be designed to create a coordinated visual presentation for the station sites in the context of the local natural/cultural surroundings.

The landscape/urban design treatments are to provide the public with a safe, well defined pedestrian environment as well as outdoor amenity areas and an aesthetically pleasing environment.

The landscape treatments around the station sites and associated parking facilities are to be designed to complement the surrounding land uses and present the station sites as a visual asset to the local area.

The following general landscape design initiatives are recommended for the station sites:

- Provide attractive outdoor pedestrian environment
- Develop landscape related 'Green' initiatives including - green roofs/walls, increase tree canopy, pervious paving, xeriscaping, water storage and re-use
- Provide attractive energy efficient outdoor lighting for pedestrian areas
- Provide a coordinated 'palette' of outdoor site furnishings (benches, waste receptacles, bicycle racks, bollards and lighting)
- Provide upgraded pedestrian surface materials in appropriate areas, to include: patterned/coloured concrete, unit pavers, and pervious pavers
- Promote plant species diversity
- Provide visual/wind buffer for parking areas
- Incorporate soft landscaped areas in large expanses of parking where feasible

- Provide safe well-defined pedestrian access routes from parking areas to station facility

The recommended landscape treatments are illustrated on the Preliminary Landscape Planting Plans for the transitway corridor and station sites.

Preliminary landscape plans have not been developed for the following station sites (*for reasons as noted*):

- **Spadina Subway/Jane Station** (*no preliminary site plan available*),
- **Yonge/Richmond Hill Centre Station** (*no preliminary surface site plan*),
- **Kennedy Station** (*no preliminary site plan available*).

The landscape design for the transit corridor will be developed providing for the following functional vegetation communities as listed below. The exact location and extent of the various planting schemes will depend on the local site conditions and surrounding land uses.

Wind/snow Screen: a mix of coniferous trees and shrubs
(*plantings to be installed in open/unprotected areas where blowing snow/dust may occur*)

Woodland/Naturalization Planting: a mix of native deciduous trees, coniferous trees and shrubs
(*plantings to be installed in areas where space is available for significant random planting initiatives*)

Visual/Noise Screen with Wall: a mix of deciduous trees, coniferous trees, shrubs and vines
(*plantings to be installed on one or both sides of existing/proposed noise barrier structures*)

Visual/Noise Screen without Wall: a mix of deciduous trees, coniferous trees, and shrubs to be planted in a wide band
(*plantings to be installed where space is available to provide a buffer between the transitway and surrounding sensitive land uses*)

Urban Streetscape: a row of deciduous trees
(*plantings to be installed along the transitway corridor where conditions are suitable for tree planting and other planting treatments are not required*)

Rural Screen: a mix of deciduous trees and shrubs
(*plantings to be installed in more rural areas where space is available and visual receptors are located a reasonable distance from the transitway*)

Shrub Massing: a mix of shrubs, perennials and ornamental grasses
(*plantings to be installed in high profile locations including station site, gateways, high profile sites along the corridor*)

Bank Stabilization: a mix of shrubs, live stakes, ornamental grasses, armourstone walls and specialized seed mixes
(*plantings to be installed along steep banks beside the transitway corridor and stations*)

Stream Rehabilitation Treatments: a mix of native riparian plantings to meet Toronto Region Conservation Authority requirements
(*plantings to be installed at stream crossings*)

Storm Water Management Landscaping: a mix of native riparian, emergent and submergent vegetation
(*plantings to be installed around Storm Water Management Ponds*)

Woodlot Edge Management: a mix of locally native trees and shrubs species to complement/match the adjacent vegetation communities

(plantings to be installed where the transitway passes beside disturbed woodland edge)

The detailed landscape/urban design plans will follow the design guidelines as outlined in the Highway 407 Transitway, 'Landscape Guidelines' document.

Report prepared by:

A handwritten signature in black ink, appearing to read 'J McWilliam', followed by a long horizontal line.

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