



Streetscape Typologies





Streetscape Typologies

The following section illustrates the different streetscape and intersection typologies for the Centre Street corridor, providing descriptions of their features as well as a set of recommendations and guidelines designed to capitalize on the unique character of each area while complementing the overall strategy for the entire streetscape.

Working within the framework of the York Region Bus Rapid Transit plans for Centre Street, acknowledging what will change, and respecting what will remain the same, these typologies recommend an appropriate interface with existing and anticipated adjacent land uses seeking to maximize the potentials of each individual character area. Recommendations are provided that improve safety, accessibility and comfort for pedestrians, cyclists and motorists, creating a 'complete street'. The US National Complete Streets Coalition characterizes "Complete Streets" as streets that are designed and operated to provide safe, attractive and comfortable access for all users. Streets built utilizing "Complete Street" principles encourage social interaction, provide a unique sense of place and have a positive influence on adjacent land values.

4

4.1 Avenues

4.1.1 Description

The Avenue typology applies to areas with potential for continuous at-grade retail/commercial uses on both sides of Centre Street. This corresponds with the Town Centre and the Gateway Centre Urban Character Areas as set out in the Urban Design Guidelines. Accordingly this typology will be utilized in the vicinity of the Dufferin Street intersection and between New Westminster Drive to Bathurst Street. Avenue right-of-way widths vary from 5.2m to 8.0m. In cases where less than 7.3m exists, the proposed second row of trees should be located within the private setback as redevelopment occurs.

4.1.2 Character

Avenues are characterized by a vibrant urban setting complete with animated building faces on both sides of the street, broad sidewalks, and street tree plantings suitable for high pedestrian and vehicular traffic. Double rows of street trees planted within continuous soil trenches and covered with large, walkable tree grates allow for an ideal urban street experience. Street furniture includes pedestrian lighting, cycle parking and embedded seating allowing pedestrians to have an inviting place to linger. The street becomes a place of activity - a destination.

4.1.3 Features

Public Right-of-Way Features include:

- 7.3-7.5m Boulevard within the Public Right-of-Way;
- 0.91m Paver Continuity adjacent to roadways as per YRRT Details;
- 3.26m Parking lay-by with snow storage provided on either end where possible;
- 2.35m Tree and Furnishing Zone Adjacent to Roadway with tree grates, street lighting and hydro poles, unless a parking lay-by is provided;
- All streetscape pedestrian light poles to be located within the public right-of-way. Therefore, poles need to be located in the curbside Tree and Furnishing Zone if the second zone between the sidewalk and property line is not entirely within the public right-of-way.
- 2.0m Concrete Paved Sidewalk / unit pavers 10m - 25m from key intersections
- 2.1m to 2.3m Tree and Furnishing (w/pedestrian lighting) Zone Between Property line and Sidewalk;
- Street Tree plantings planted in long connected trenches covered with walkable grates in zone between setback and sidewalk;
- Pedestrian scale lighting;
- Custom concrete benches built in to planters;



Figure 4.1: Avenue Key Map

Setback Features include:

- 3.0m Setback Width;
- Commercial Zone, allowing for sidewalk cafes and/or other spill out commercial activity;
- Unit paved hardscape surfaces.

4.1.4 Guidelines

- YRRT plans to determine roadway lane, curb, and median layout.
- Decorative and pedestrian lighting to be integrated with street light poles and coordinated with street trees in respect to placement and spacing.
- Placement of above ground utilities should be sensitive to the visual appeal and pedestrian function of the public realm.
- Street trees to be planted using 'best practice' techniques, including provisions of adequate uncompacted soil volumes, and soil bridging where applicable
- Street Trees to be spaced at maximum 8.0m O.C.
- Sidewalks and crossings to be accessible to all users.
- Hydro poles are to be re-located between streetscape planting beds.



Figure 4.2: Tree grating that can sustain increased surface traffic



Figure 4.3: Integration of nature into highly urban space



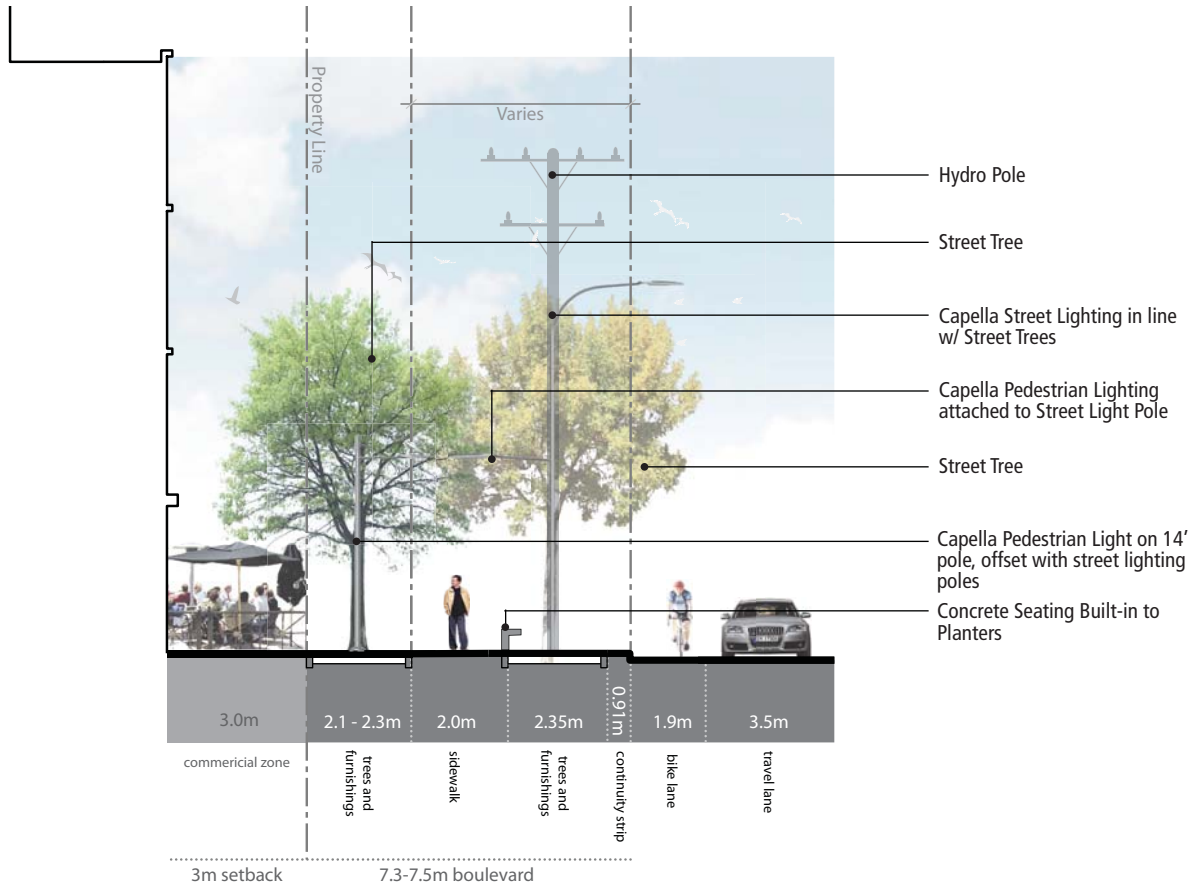
Figure 4.4: A streetscape treatment that balances ecological needs and human needs

4

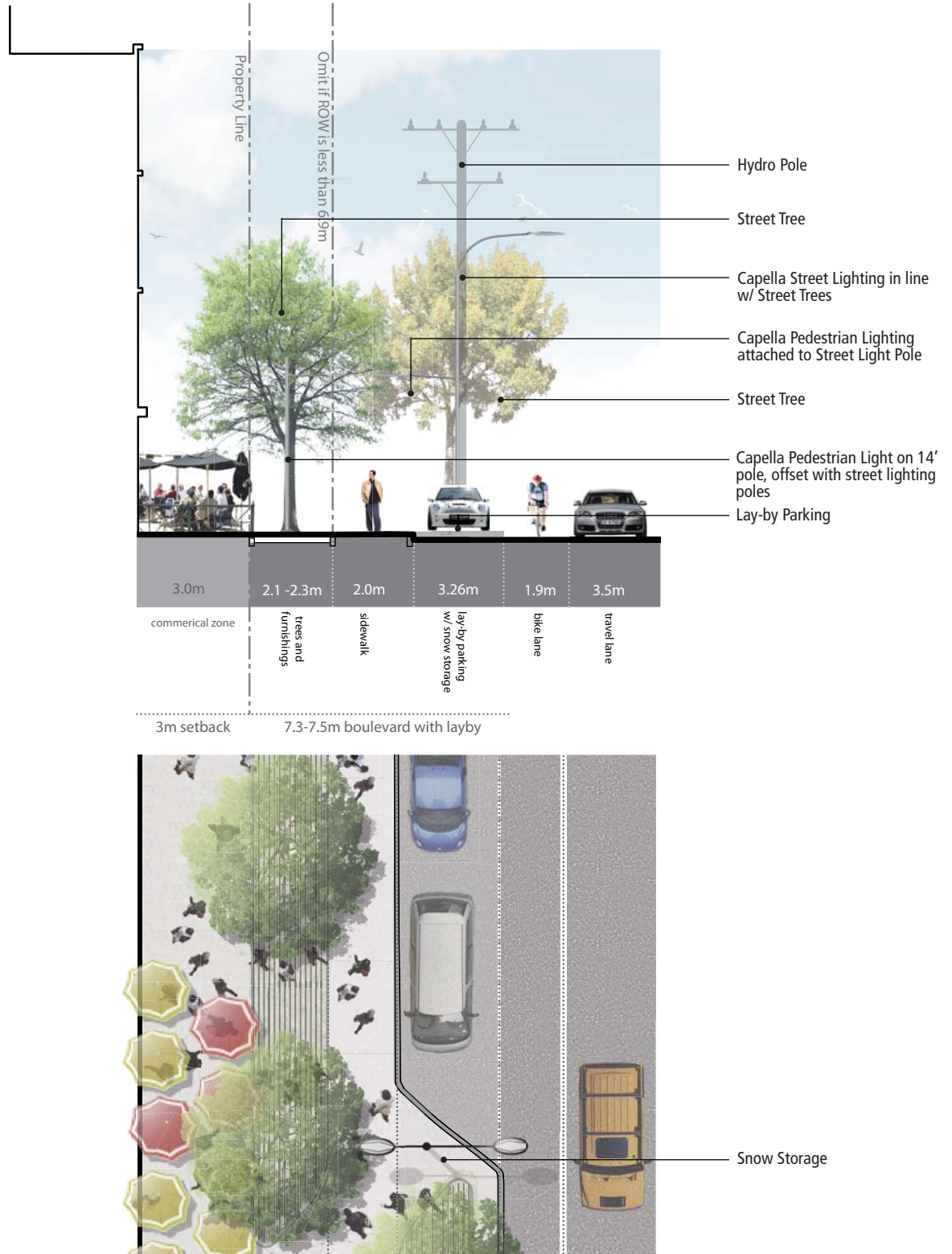
Streetscape Typologies

Avenues

Option 1: Typical Avenue Treatment



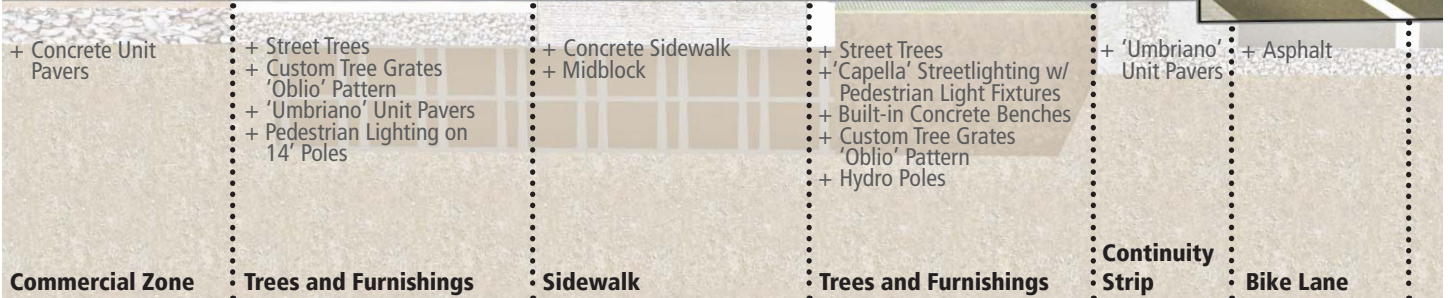
Option 2: Avenue Treatment with Lay-by Parking



4

Avenues

Option 1 Axonometric: Typical Avenue Treatment



4.2 Boulevards

4.2.1 Description

As urban intensity transitions from the Town Centre coupled with the constraint of back-lotted residential neighbourhoods, the Boulevard typology is tailored to respond to this unique single-sided urban condition. Occurring on the north side of Centre Street between Concord Road and New Westminster Boulevard, the Boulevard typology corresponds to the Esplanade and Village character areas.

As the south side of Centre Street is dominated by back-lotted residential use, that is not expected to change. These character areas present a challenge in that the activity and animation of the street occurs entirely on the north side of the street. In order to achieve a complete street with a viable and vibrant urban interface, generous setbacks are recommended to enable a splendid and inviting public realm and address for new street-oriented retail.

4.2.2 Character

The treatment of the Boulevards will be dependant on the adjacent land uses. Two options are proposed:

1. Typical Boulevard: With intermittent lay-by parking;
2. Flexible Boulevard: Accommodates an access roadway shared by pedestrians.

Treatments of these conditions shall share common themes, including heavy to moderate pedestrian activity, patio spill-out space, and an increased emphasis on landscape treatments. Multiple rows of trees will be planted, in some cases residing amongst patios; in others as part of open pit rain gardens which collect and absorb stormwater.

4.2.3 Features

Both public right-of-way options share the following features:

- 7.56m Boulevard within the Public Right-of-Way;
- 0.91m Paver Continuity strip adjacent to roadways per YRRT Details;
- 3.26m Parking lay-by with snow storage provided on either end where possible;
- 2.35m Tree and Furnishing Zone including opportunities for long rain garden planters, except when prevented by lay-by parking;
- 2.0m Concrete Paved Sidewalk at midblock / concrete unit pavers at key intersections
- Pedestrian scale lighting;
- Custom concrete benches built-in to planters.
- Rain garden

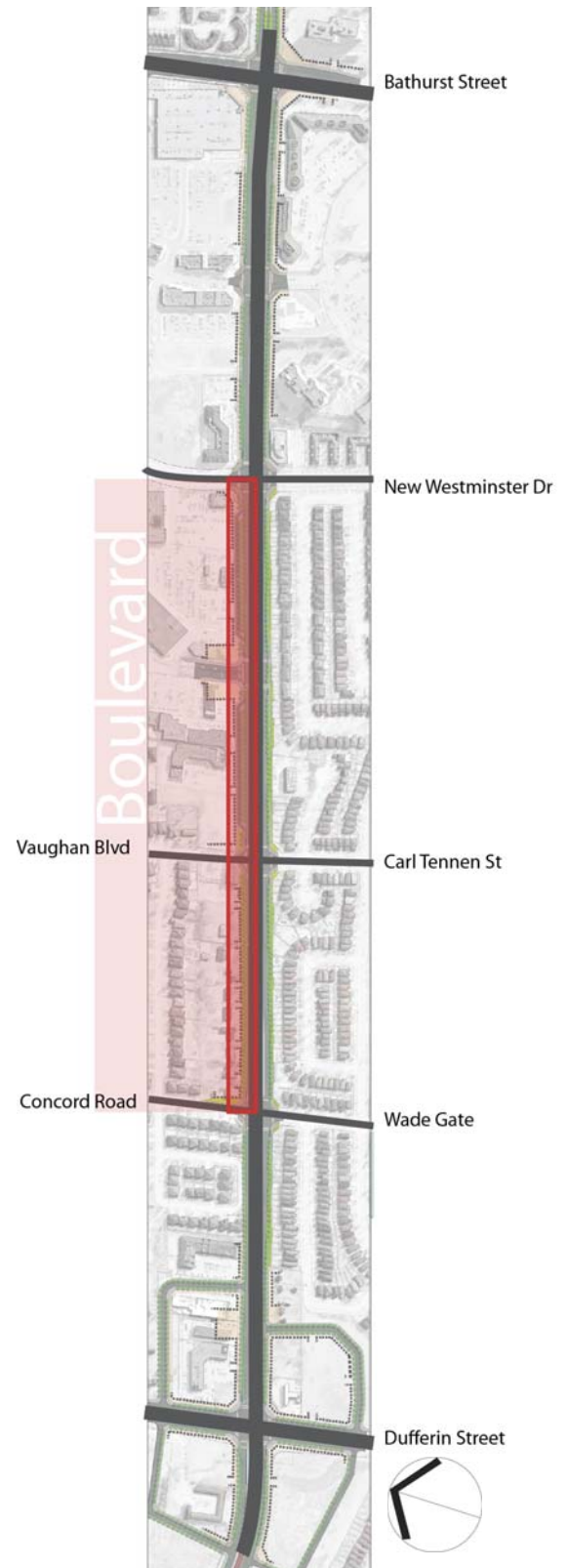


Figure 4.5: Boulevard Key Map

4

Streetscape Typologies



Figure 4.6: Business amenity space



Figure 4.7: Creation of green streets that incorporate open rain gardens



Figure 4.8: Rain gardens as buffers between different transportation modes

Setback Features vary depending on land-use type. Below are the features based on each option:

Commercial Frontage (Option 1 - Typical Boulevard Treatment)

- 7.0m Setback Width;
- 4.0m Business amenity space, allowing for integrated sidewalk cafes and/or commercial activity. Amenity space to be primarily hardscape and to include trees planted in tree grates.
- Second row of trees to be planted.

Non Retail Frontage (Option 1 - Typical Boulevard Treatment):

- 7.0m Setback Width;
- Minimum 2.0m hardscape building access walkway adjacent to building face.
- 5.0m Green amenity space for landscaping, private patios, and/or privacy buffers.
- Second row of trees to be planted.

Flexible Boulevard (Option 2 - Flexible Boulevard Space)

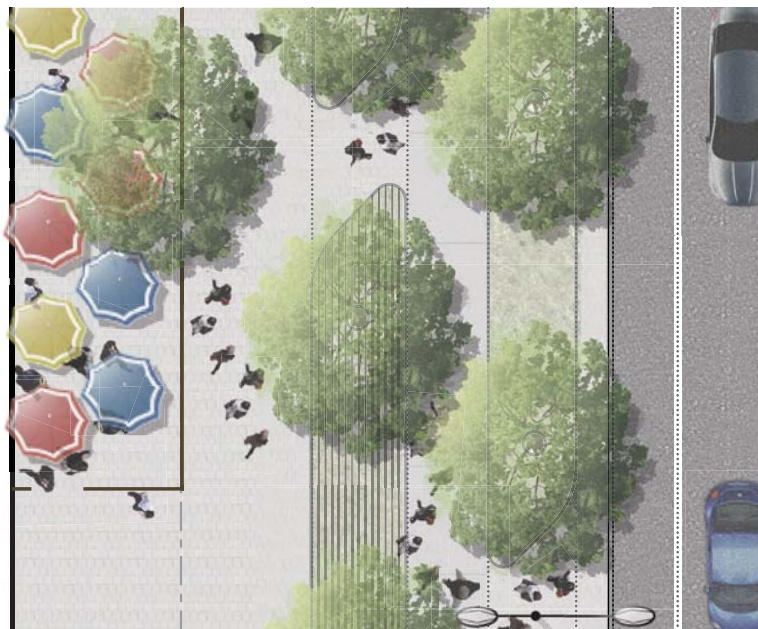
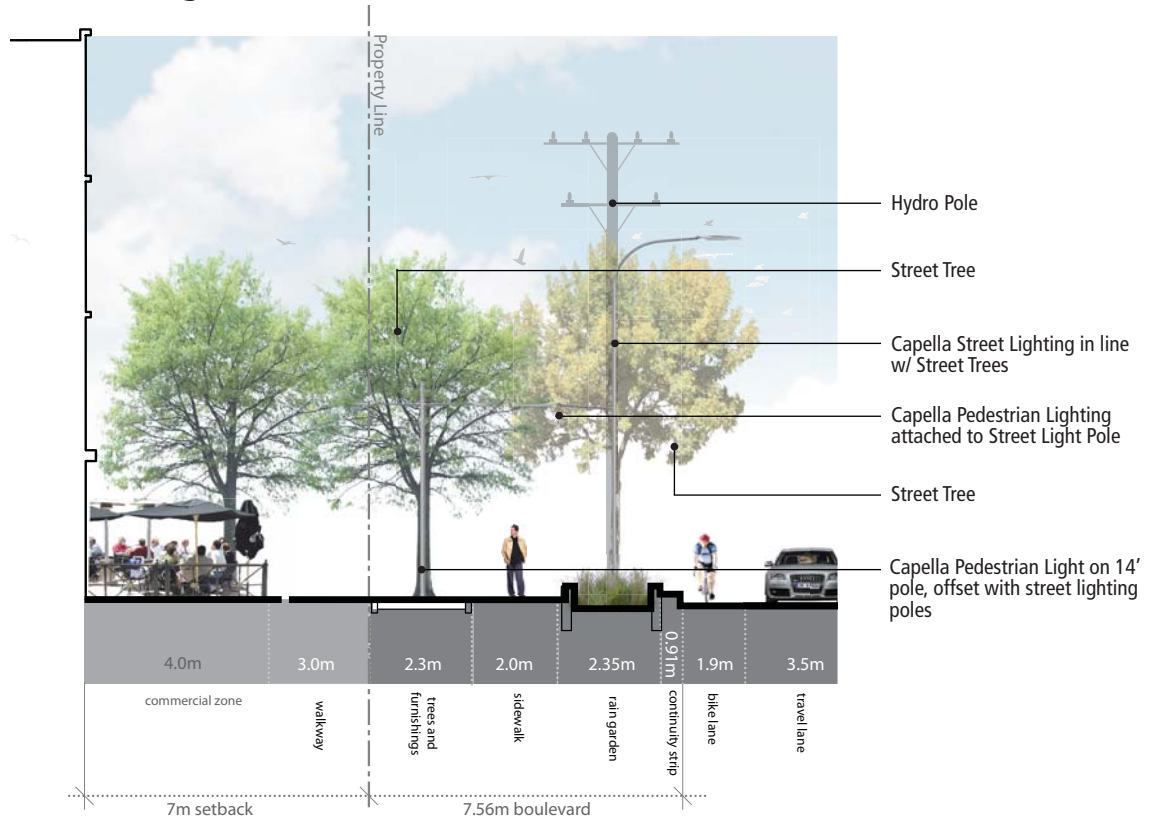
- 10.0m set back width;
- 4.0m Commercial Zone, allowing for integrated sidewalk cafes and/or spill out commercial activity. Amenity space to be primarily unit-paved hardscape and may include trees planted in tree grates.
- 6.0m Flex Shared Space to accommodate one travel lane and on-street parking, which can be closed to vehicular traffic seasonally or for events. To be concrete or granite unit pavers and include flush curbs on both sides.
- Detailed design should address accessibility requirements and drainage.

4.2.4 Guidelines

- YRRT plans to determine roadway lane, curb, and median layout.
- Decorative and pedestrian lighting to be integrated with street light poles and coordinated with street trees in respect to placement and spacing.
- Placement of above ground utilities should be sensitive to the visual appeal and pedestrian function of the public realm.
- Street trees to be planted using 'best practice' techniques, including provisions of adequate uncompacted soil volumes, and soil bridging where applicable.
- Street Trees to be spaced at maximum 8.0m O.C.
- Sidewalks and crossings to be accessible to all users.
- Rain Gardens to be planted with grass and tree species suitable to endure both wet and dry conditions.
- Flexible boulevard to be built of concrete or granite unit pavers and to be contained with flush or rolling curbs in order that the space be designed as to appear and function as a linear plaza when closed to vehicular traffic.
- Rain gardens should have frequent breaks/bridges to ensure ease of pedestrian access and a permeable pedestrian network.

Boulevards

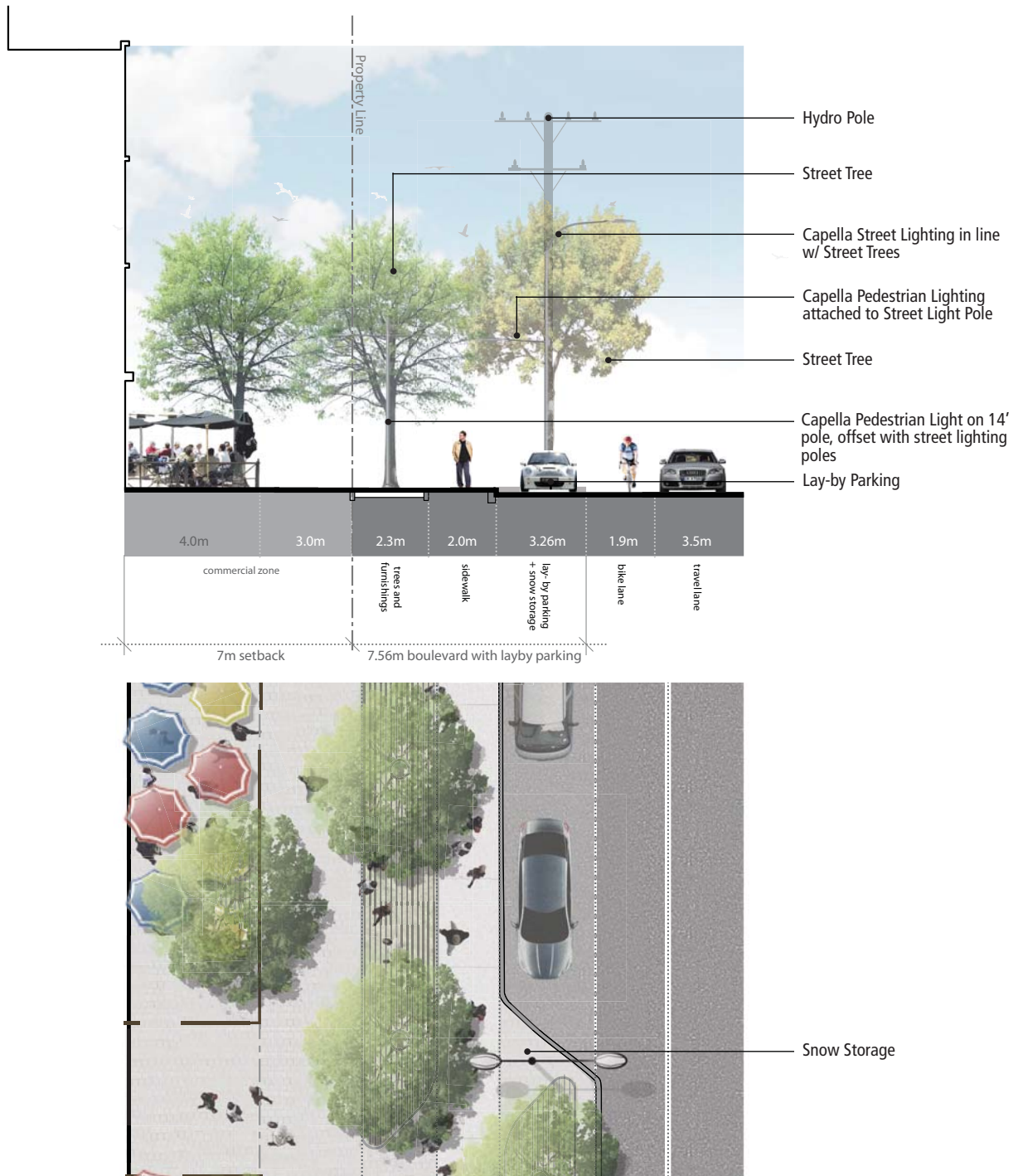
Option 1: Typical Boulevard Treatment with Commercial Frontage



4

Streetscape Typologies

Option 2: Typical Boulevard Treatment with Lay-by Parking



Boulevards

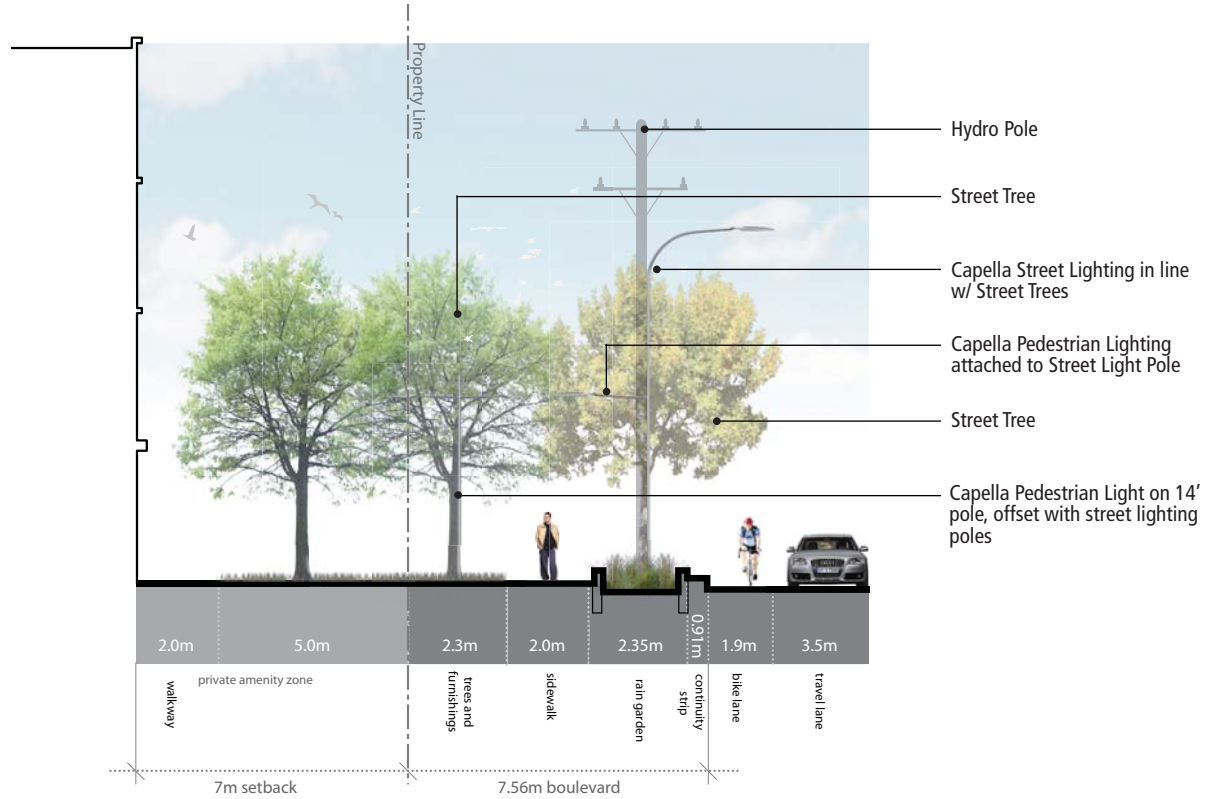
Option 1 Axonometric: Typical Boulevard Treatment with Commercial Frontage



4

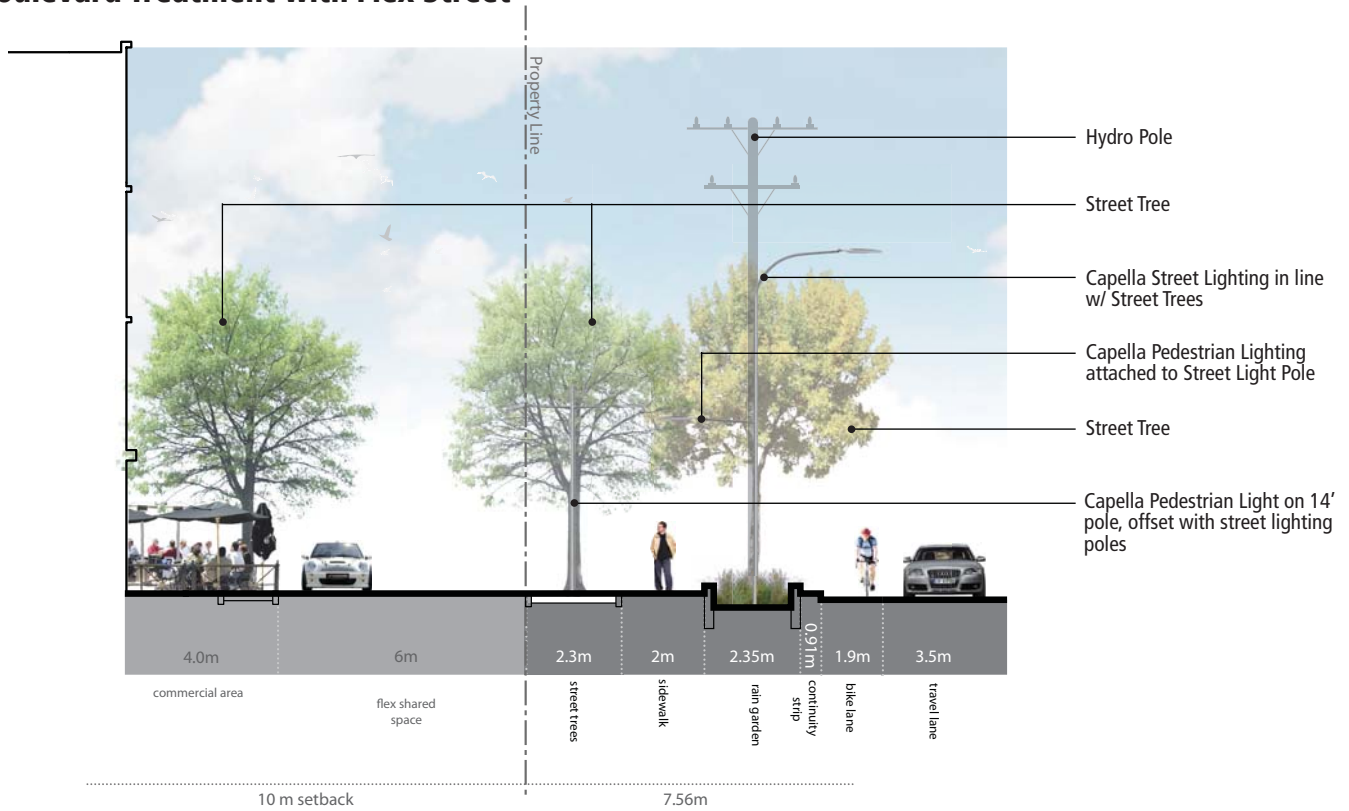
Streetscape Typologies

Option 1: Typical Boulevard Treatment with Non Retail Frontage



Boulevards

Option 2: Boulevard Treatment with Flex Street



4

Streetscape Typologies

Flex Street Examples



Figure 4.9: Rue Ste Catherine, Montreal, PQ



Figure 4.10: Exhibition Road, London, UK



Figure 4.11: Rue de Rivoli, Paris, France



Figure 4.12: New Road, Brighton, UK

4.3 Greenways

4.3.1 Description

Greenways interface with neighbourhood character areas that are mostly focused along the south side of Centre Street. These residential neighbourhoods largely turn their backs to the street and fences make up the bulk of the interface with Centre Street. Though there are opportunities to increase pedestrian mobility and connectivity through these segments, significant changes to the urban form are not expected. As a result, pedestrian demand is expected to remain low. Because of the low urban demands of this interface, these areas present a unique opportunity for the implementation of recreational use and water infiltration within a naturalized setting.

4.3.2 Character

In the absence of active urban adjacent uses, Greenways are to be characterized by a natural or rural-like setting. Passive building interfaces provides little opportunity for an increase in pedestrian demand; therefore it is suggested that these lands be utilized for storm water infiltration in naturalized rain gardens planted with hardy, resilient wet-meadow species. A narrower meandering trail is to weave its way through these gardens. The boulevard adjacent Centre Street along the greenways becomes a linear green landscaped space.

4.3.3 Features

Public Right-of-Way Features include:

- Varied Public Right-of-Way Width
- 0.5m Paver Continuity Strip
- 1.8m meandering permeable Concrete Sidewalk
- 2.3m Minimum width naturalized biofiltration swale alternating from being adjacent to curb to being adjacent to property line
- Remaining boulevard areas to be planted with naturalized grasses and meadow species
- Existing Trees to be retained where possible
- Buffer Plantings including shrubs and trees in order to impact of street on residential properties
- No pedestrian lighting

4.3.4 Guidelines

- YRRT plans to determine roadway lane, curb, and median layout.
- Placement of above ground utilities should be sensitive to the visual appeal and pedestrian function of the public realm
- Street trees to be planted using 'best practice' techniques, including provisions of adequate uncompacted soil volumes, and soil bridging where applicable
- Street Trees to be spaced at maximum 8.0m O.C.
- Sidewalks and crossings to be accessible to all users
- Buffer plantings (mixed deciduous and coniferous) to screen residences from street
- Use of rain gardens determined based on soil type and condition.

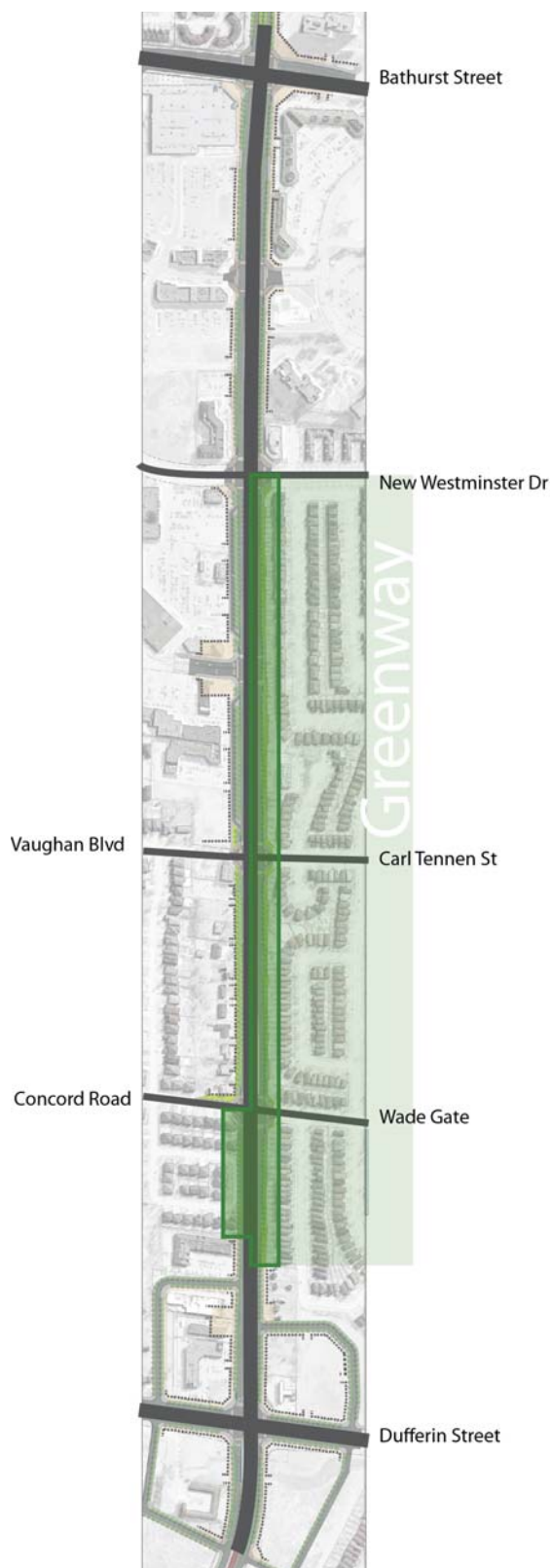
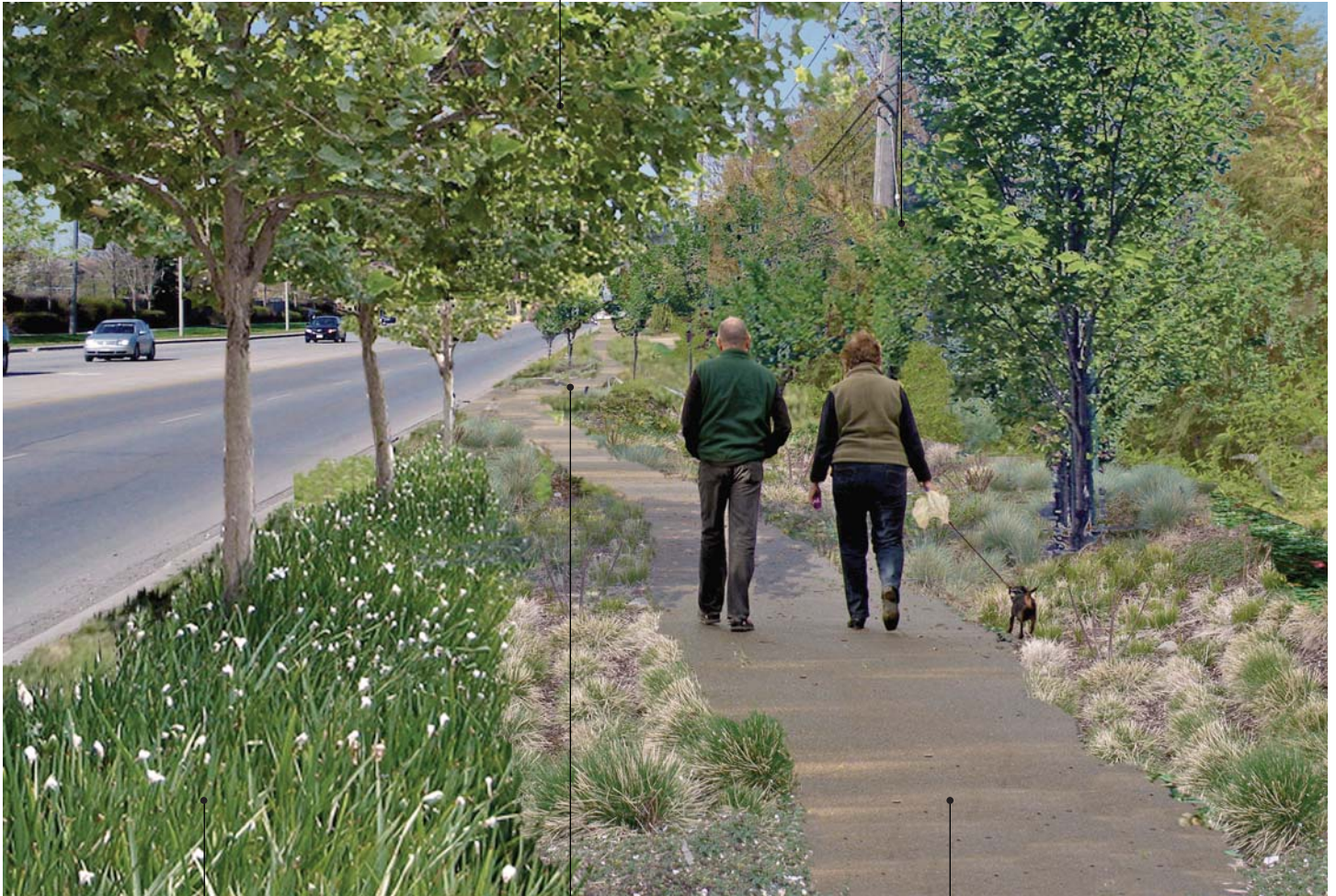


Figure 4.13: Greenways Key Map

4

Streetscape Typologies

Illustrative Rendering of Greenway



Street trees planted at 6.0m O.C.

Buffer Plantings to Screen Residences

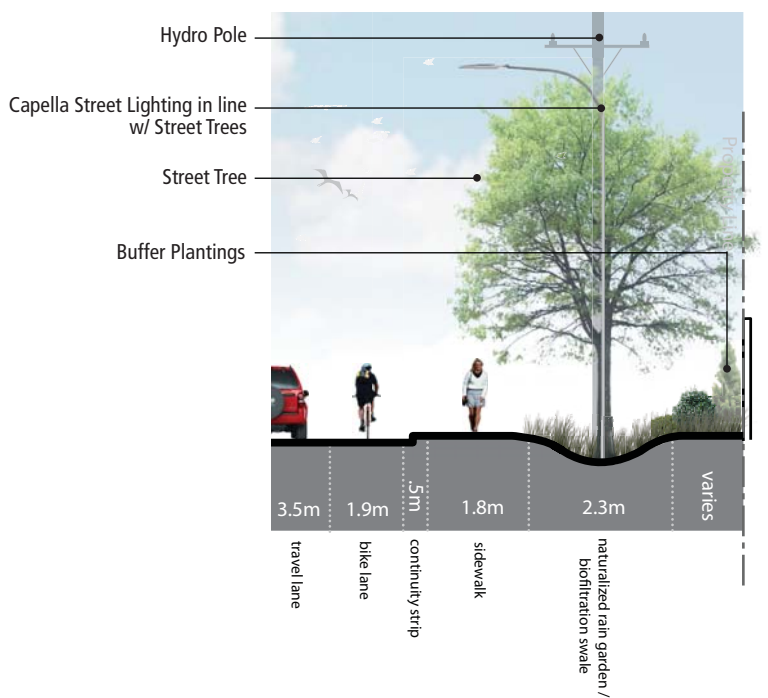
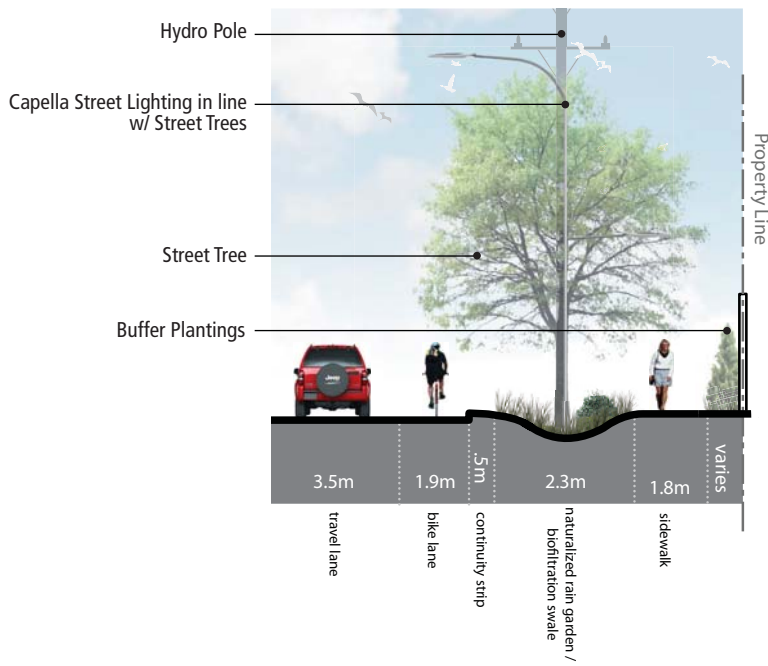
Rain Garden / Biofiltration Swale

Soil bridging where sidewalk crosses rain gardens

1.8m Permeable Concrete Sidewalk

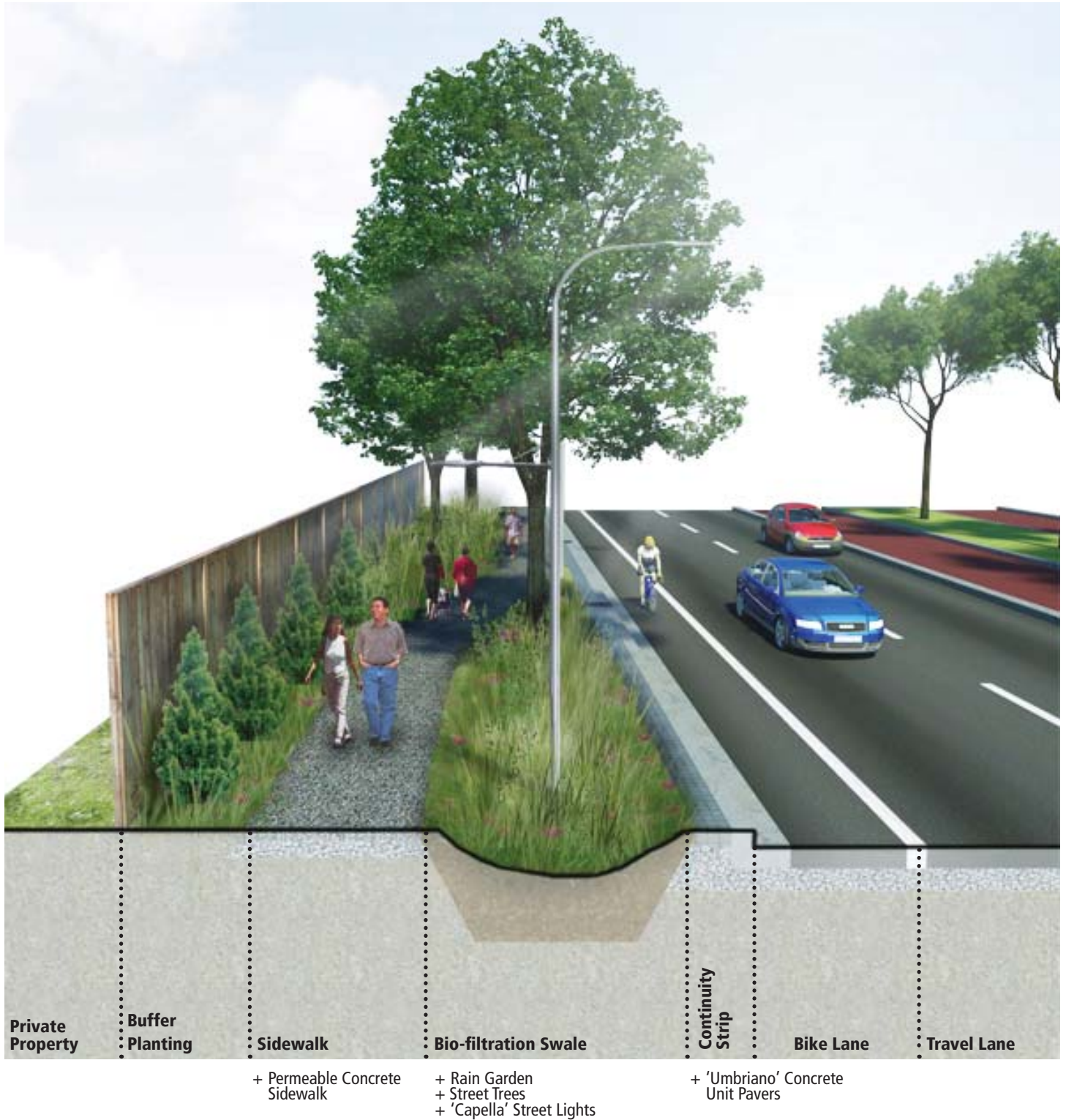
Greenways

Typical Greenway Treatment



Greenways

Axometric: Typical Greenway Treatment



4.4 Intersection and Gateway Details

The Centre Street corridor consists of two major gateways, and five other important intersections. Special attention to all of these entry points is necessary in establishing a sense of arrival and an enhanced sense of place along the length of this upgraded streetscape, raising the overall safety and experience for pedestrians.

The primary intention of intersection and gateway improvements is to function as a visual anchor and provide a sense of arrival, reaffirm direction, and reinforce the identity of Centre Street.

4.4.1 Gateways

The Corridor consists of two major gateways:

- Dufferin Street and Centre Street
- Bathurst Street and Centre Street

Gateway sites should have consideration of the following:

- Gateway sites signify arrival.
- Gateway sites are high quality spaces. The public realm context of the gateway should be held to high design standards.
- Gateways should be celebrated with streetscaping features at corners such as:
 - public gathering spaces;
 - public art;
 - consistency of materials, colours and textures in the landscape (for example paving materials);
 - special streetscape elements or furnishing such as signs, arches, columns, or fountains;

- consideration for visibility at night and winter months through lighting and vertical expressions; and,
- ensuring that parking, loading, servicing, mechanical equipment are located out of public view, where feasible.
- ensuring that utilities are located out of public view.

Intersections at gateway sites should have a distinctive surface treatment for pedestrian crossings, including wider sidewalks and connections to bus shelters.

4.4.2 Intersections

Intersections vary in scale, however, accommodate all modes of transportation including pedestrians, bicycles, personal vehicles and the York Region Rapid Transit bus corridor. Streetscaping treatments at all intersections will be the same, except for where transit stations are located. Recommendations will be a modification of the evolving YRRT details.

Treatment at all intersections to include:

- 200mm x 200mm 'Umbriano' concrete unit pavers;
- mosaic pattern, pattern intensity fluctuates with intensity of use;
- high quality materials susceptible to high traffic

Treatment at intersections that include a YRRT station to also include:

- Crosswalk patterning that highlights YRRT station access while following the same pavement colouring theme
- Pavement colouring across the extent of the intersections to be coordinated with YRRT bus lane colouring



Figure 4.14: Street furnishings and varying colour and pattern in unit paving clearly define pedestrian realm

4

Streetscape Typologies

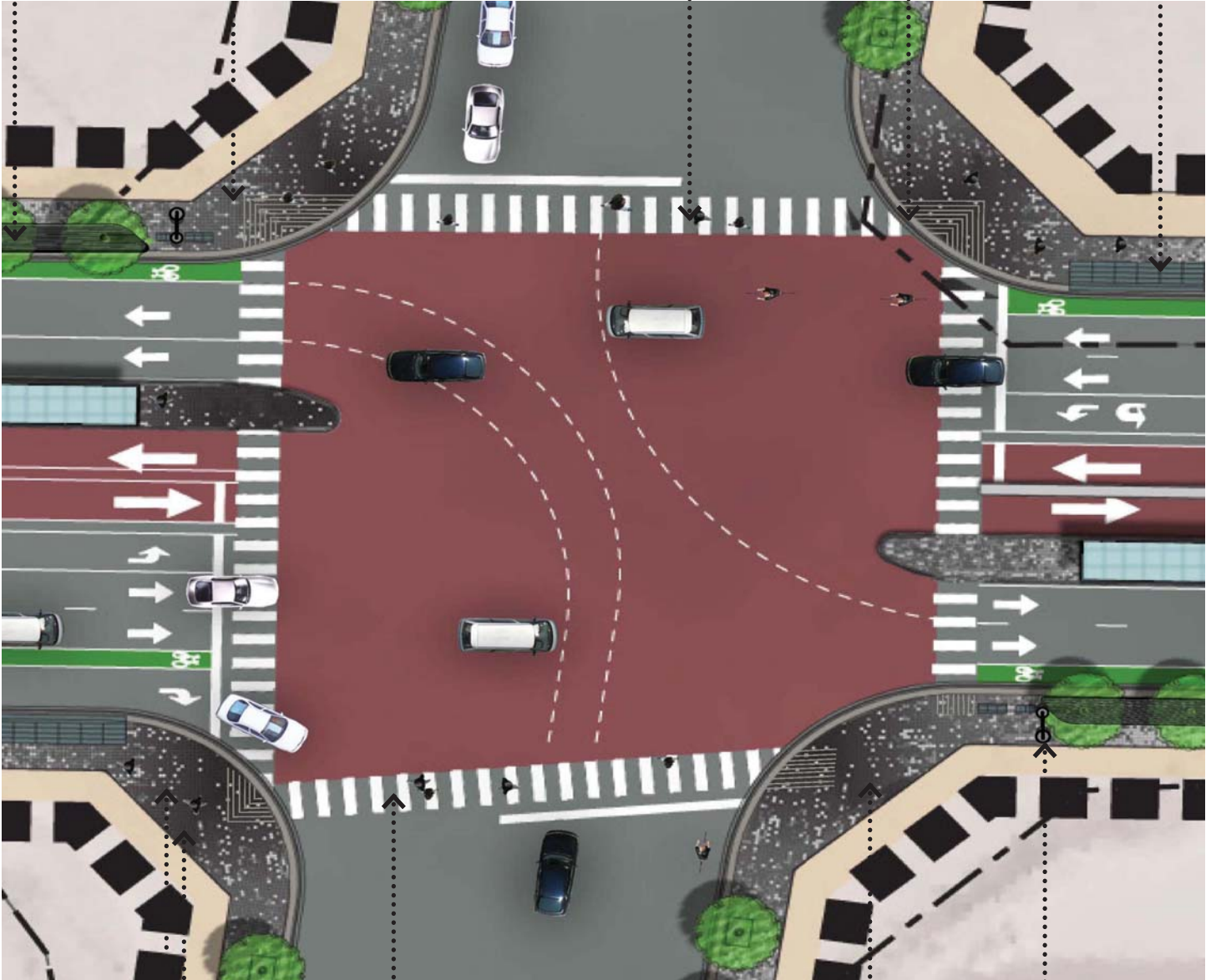
Custom walkable linear tree grates with 'Oblio' pattern by Iron Age Designs over plantings in connected pits.

Corners to function as public gathering spaces, providing enough space for potential wayfinding, signage or public art

Intersection pavement to be coloured to highlight it as an area of greater pedestrian traffic

Placement of tactile grooved paver (ADA paver) denoting use changes.

YRRT furnishings such as waste receptacles, signage, bike racks and seating to be located in close proximity to high traffic areas and transit stations



Paving mosaic to extend 10m from the crosswalk at residential intersections and 25m at gateways

Paving mosaic to carry into private property ensuring cohesive and continuous public realm

Pedestrian crossings have distinctive surface treatment.

200mm x 200mm 'Umbriano' concrete unit pavers. Mosaic changes in pattern intensity with proximity to intersections/nodes. Pattern extends for 60m beyond intersections

Pedestrian lighting to be spaced to ensure effectiveness and safety

