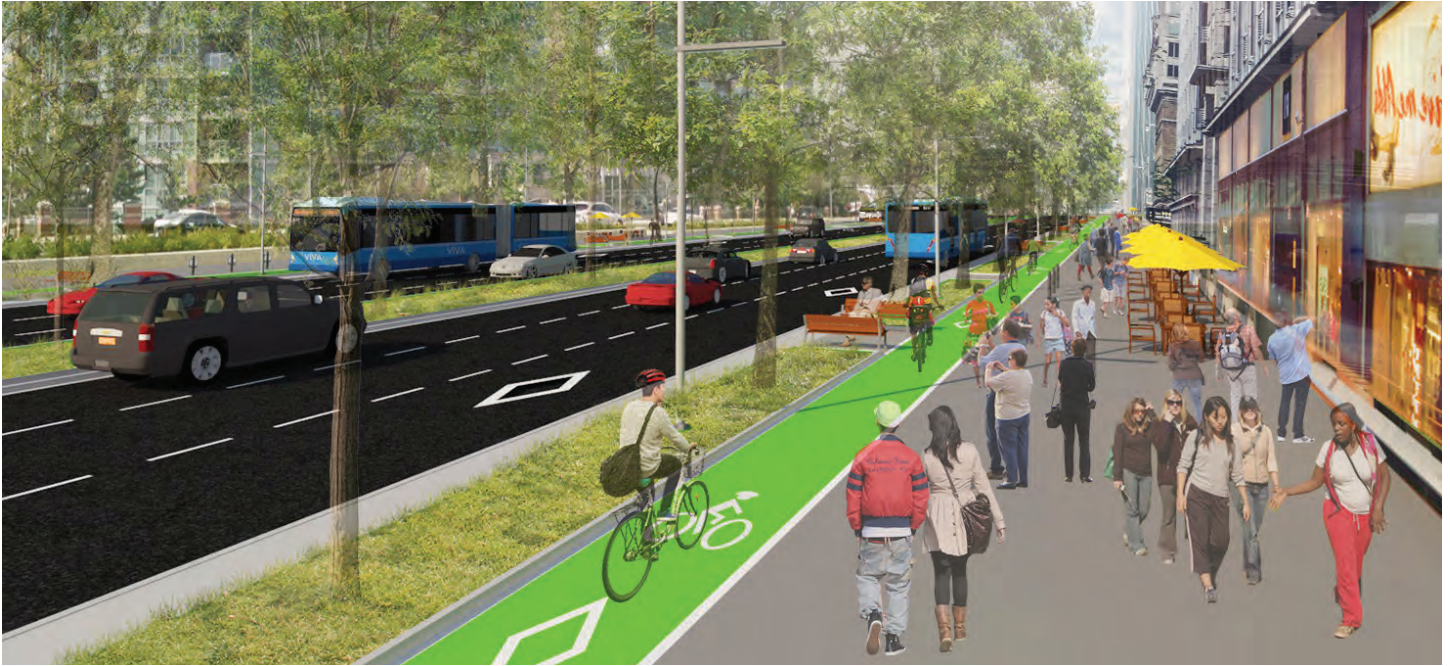


City Centre Street

Envisioned to become York Region's most urban, dense, mixed-use places



Introduction

City Centre Streets run through York Region's most urbanized and dense mixed-use areas, including Provincial Urban Growth Centres and Regional Centres. City Centre Streets prioritize transit and pedestrians to the greatest extent possible. These roads are critical in supporting the planned function, density, range and mix of uses in urbanizing contexts throughout York Region, and in providing choice to a growing number of residents, workers and visitors.

Key Design Opportunities and Challenges

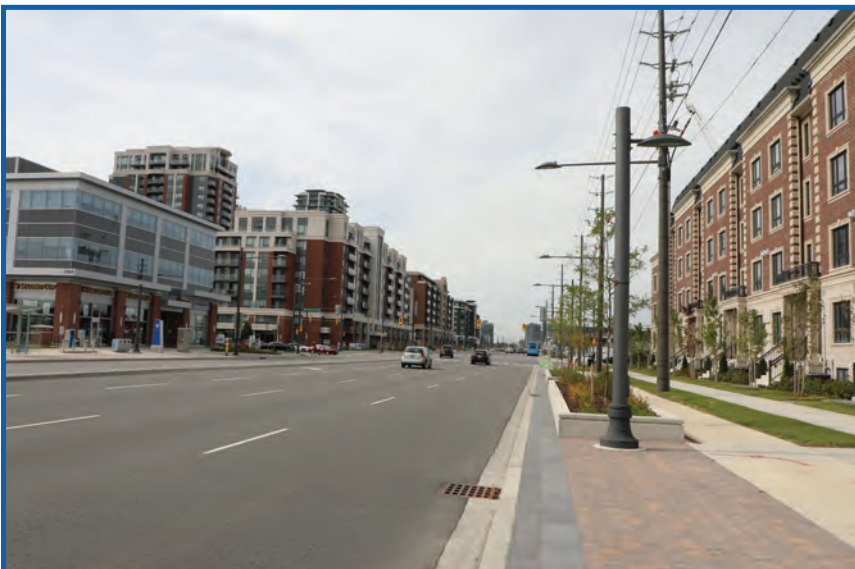
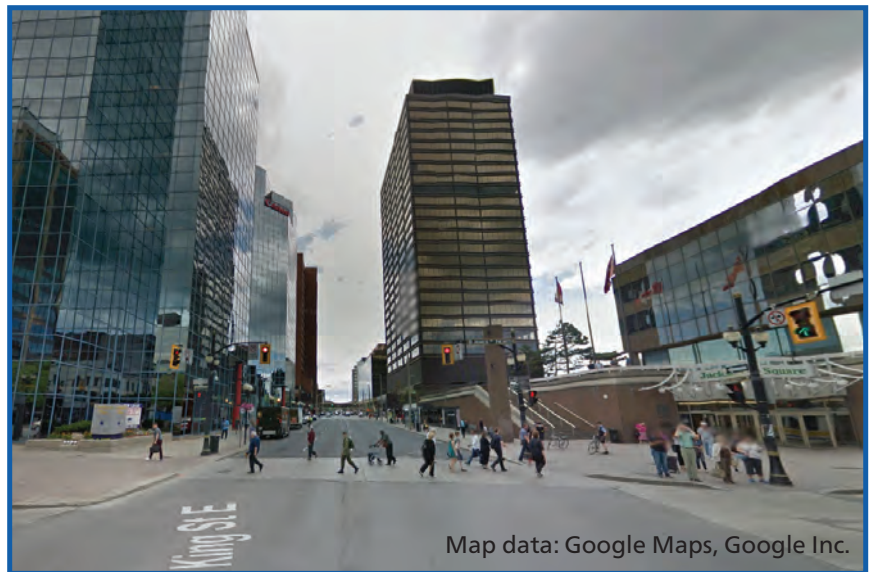
City Centre Streets include street-oriented buildings and a wide diversity of uses. As a result, they will experience high levels of pedestrian and transit ridership. City Centre Streets will increasingly accommodate dedicated transit or transit priority facilities. There may be opportunities to limit the number of vehicle travel lanes and dedicate more space to pedestrian facilities. However a major challenge with this typology is the accommodation of above-ground utility infrastructure. Passive traffic calming elements, on-street parking, wide sidewalks and highly porous street connections will support a high quality public realm, on-street commercial uses and amenity space.

Examples of City Centre Streets



Yonge Street
North York City Centre
 City of Toronto

King Street West
Hamilton City Centre
 City of Hamilton



Highway 7
Markham City Centre
 City of Markham

City Centre Street - Attributes

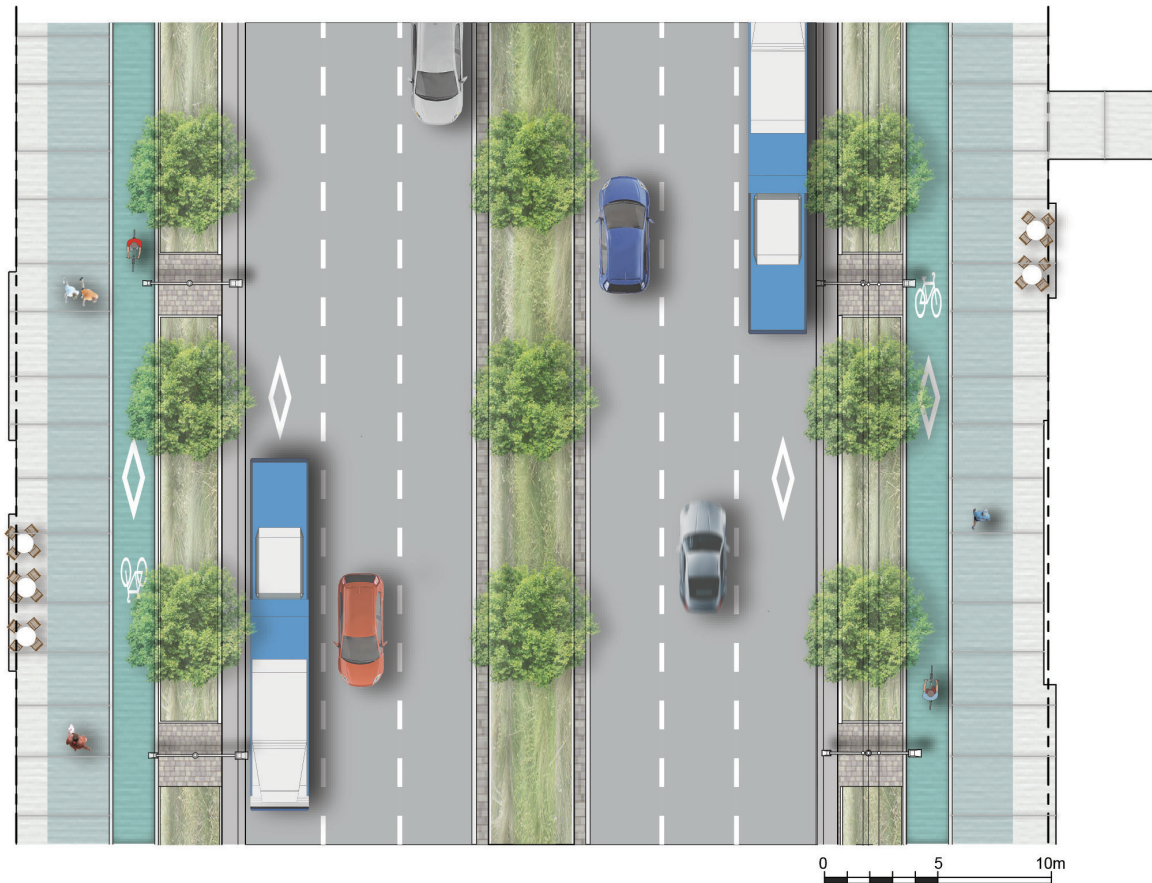
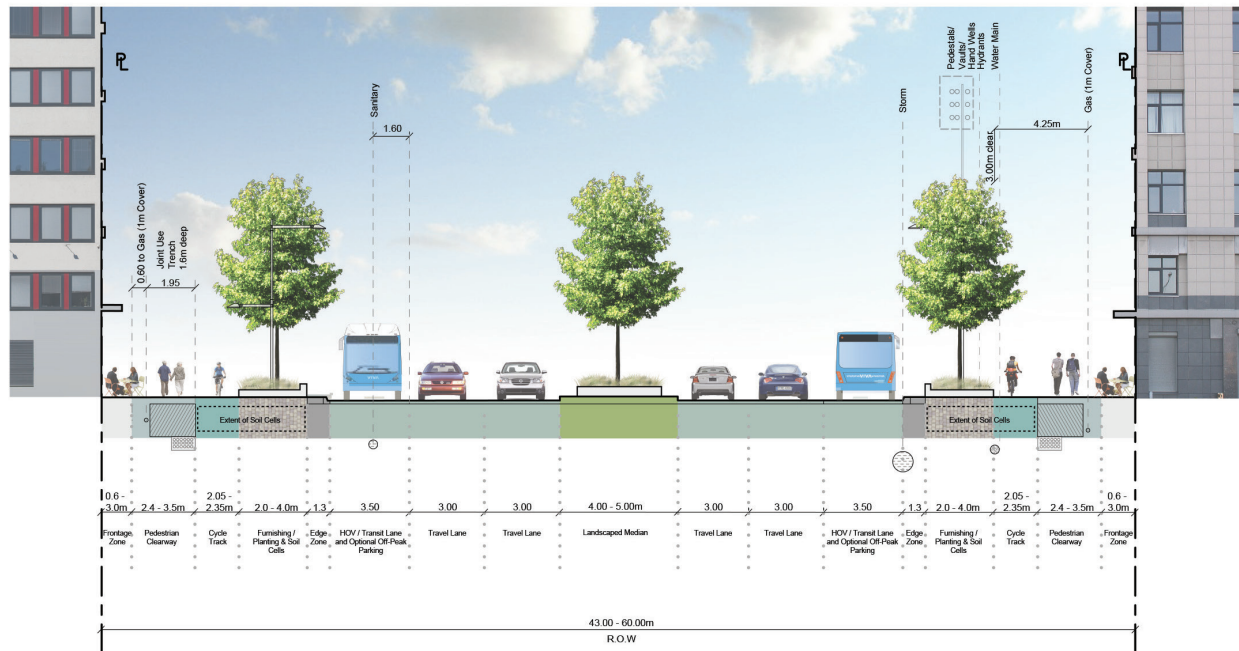
Urban Design Attributes

Land Use Designations	Residential, commercial, mixed-use, office, institutional, open space
Land Use Context	Transitioning from medium density to high density, mixed-use city centre
Planned Building Scale and Orientation	Mixture of street-oriented built form of varied size. Increase in density and height in growth centres
Boulevard Treatment	Boulevard should have an urban cross section including wide sidewalks, frontage zone, transit amenities, public art and street furniture
Soft Landscape Elements	Street trees, shrub/perennial beds, raised planters, green infrastructure

Operational Attributes

Right-of-Way Width Range	43m - 60m
Flow Characteristics	Interrupted flow by passive traffic calming (narrow lanes, on-street parking, mid-block pedestrian crossings) and signals
Design Speed	50 - 60 km/h
Maximum No. of Lanes	Six lanes
Median	Optional: access control, turn lane protection, pedestrian refuge, special character, landscaped median
Local Street Connectivity	Highly porous
Access Management	Highest degree of private access control desirable. Commercial Loading Zone (CLZ) and/or rear lot servicing provision necessary
Transit	Can accommodate dedicated transit facility, transit priority lanes and mixed traffic transit
Goods Movement Corridor	Limited goods movement corridor. Ideally restricted to off-peak and/or weekends
Cycling Provisions	Cycle track
Crosswalks	Pedestrian crossings formalized only as controlled crosswalks mid-block and at intersection. Dedicated cycle crossing facilities on routes with cycle track
On-Street Parking	Optional (in curb lane)
Minimum Intersection Spacing	215m
Utilities	Underground and Joint Utility Trench (JUT) preferred. Spacing must still be reserved for telecommunications/pedestals/hydro/above ground boxes. Utility tunnels under sidewalk as a means to address space constraints
Stormwater Management Approach (SWM)	Limited space for SWM facilities. Adequate end of pipe treatments should be met. Integrate low-impact development approaches.
Street lighting	Type of lighting and standards typically set by local municipality. Pedestrian-scale lighting required
HOV/Transit Priority	Optional for four lanes. Required for six lanes

City Centre Street - Sample Section



Please refer to the toolbox on pages 62 and 63 for additional details on boulevard and roadway elements and their measurements.