

Avenue

A vibrant urban context balanced with priority for all modes of transportation



Introduction

Avenues are designed to support transit, active modes of transportation and high levels of vehicle and goods movement. They may be flanked by areas transitioning from large format retail to medium-to high-density street-oriented development, increasing in density near transit nodes and growth centres.

Key Design Opportunities and Challenges

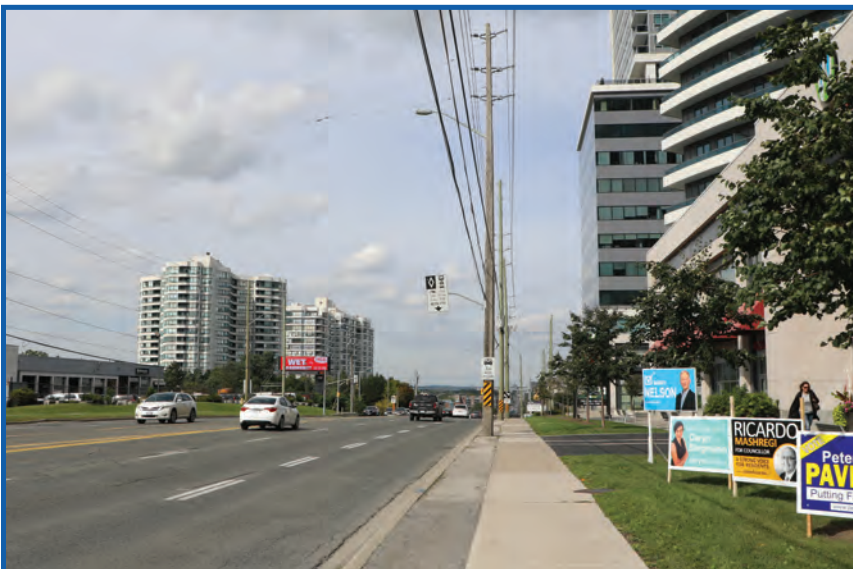
Avenues are found in urban contexts and will prioritize transit and active transportation modes. In contrast to City Centre Streets, however, they may have a greater vehicle carrying capacity and may be wider. This and the adjacent urban or semi-urban context call for protected cycling infrastructure. Wider boulevards may include stormwater management infrastructure within the cross-section.

Examples of Avenues



Davis Drive
Town of Newmarket

Highway 7
City of Markham



Yonge Street
City of Markham/City of Vaughan

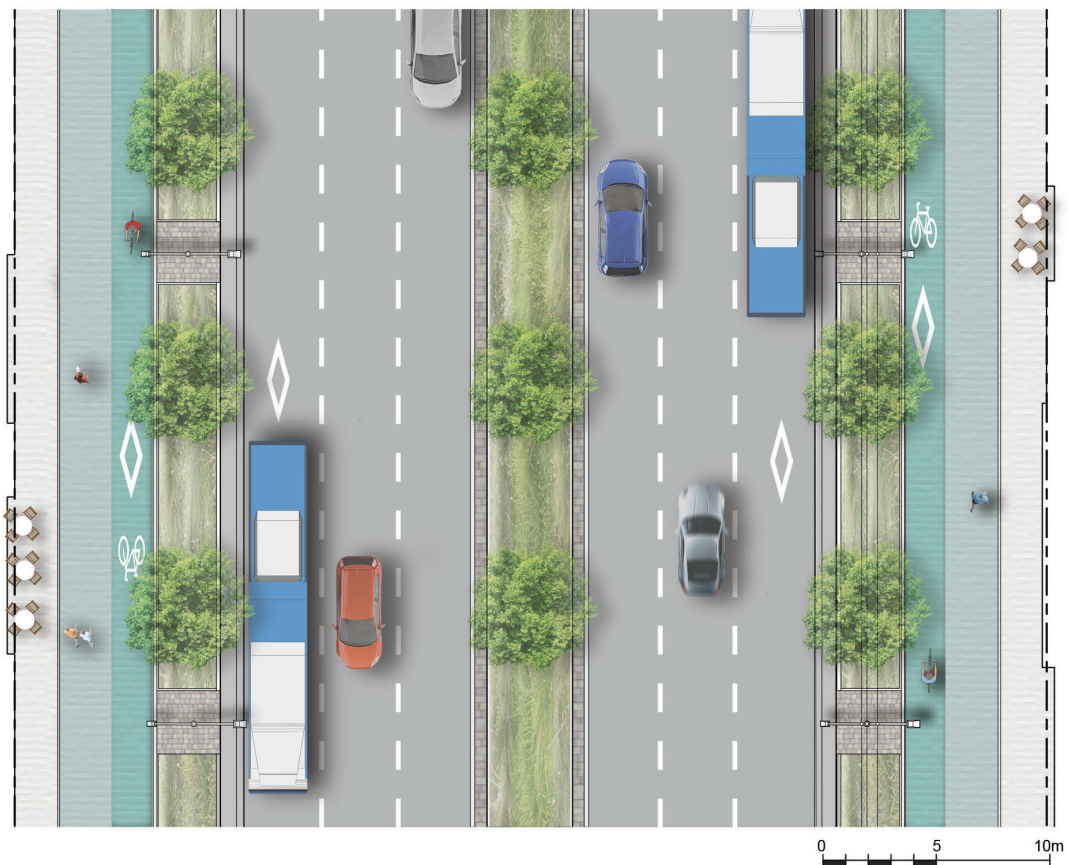
Avenue - Attributes

Urban Design Attributes

Land Use Designations	Commercial, mixed-use, office, residential, institutional, industrial
Land Use Context	Existing medium and large format retail transitioning to medium density street-oriented development
Planned Building Scale and Orientation	Mixture of street-oriented built form of varied size. Increase of density and height adjacent to transit nodes and when approaching growth centres
Boulevard Treatment	Boulevard treatment should reflect the street's active transportation priority and also have an urban cross section including a cycle track, sidewalks, and appropriate pedestrian and transit amenities
Soft Landscape Elements	Street trees, shrub/perennial beds, raised planters, green infrastructure

Operational Attributes

Right-of-Way Width Range	43m - 45m
Flow Characteristics	Uninterrupted flow except at signals and roundabouts
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	High degree of private access control desirable
Transit	Can accommodate dedicated transit facility, transit priority lanes and mixed traffic transit
Goods Movement Corridor	Supports goods movement
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	No
Minimum Intersection Spacing	215m
Utilities	Underground and 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	Spacing should be provided for end of pipe swales and sediment control measures. Option to consider local SWM Ponds as outfall locations. Integrate low-impact development approaches
Street lighting	Type of lighting and standards typically set by local municipality
HOV/Transit Priority	Optional for four lanes. Required for six lanes



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