

Main Street

Support for established street-oriented built form with an urban, pedestrian-focused street



Introduction

Main Streets are found in smaller urban settings and often include a main street and/or a historical building fabric and small-scale street-oriented built form, surrounded by stable residential neighbourhoods. Though not necessarily dense, these areas have an urban and active character which serves important needs in the community.

Key Design Opportunities and Challenges

The pedestrian and mixed-use character of Main Streets will be strengthened through road and boulevard design. Street side cycle tracks, wide sidewalks, on-street parking, mid-block pedestrian crossings and frontage zones will support infill development and limited intensification. However, accommodating these desirable elements may be a challenge given that Main Street buildings often create constraints to design within a narrow right-of-way. Retaining a narrow street and boulevard width, promoting transit priority presence and limited goods movement will help to preserve and strengthen the character of Main Streets.

Examples of Main Streets



Keele Street - Maple
City of Vaughan



Prospect Street
Town of Newmarket



Keele Street - King City
Township of King

Main Street - Attributes

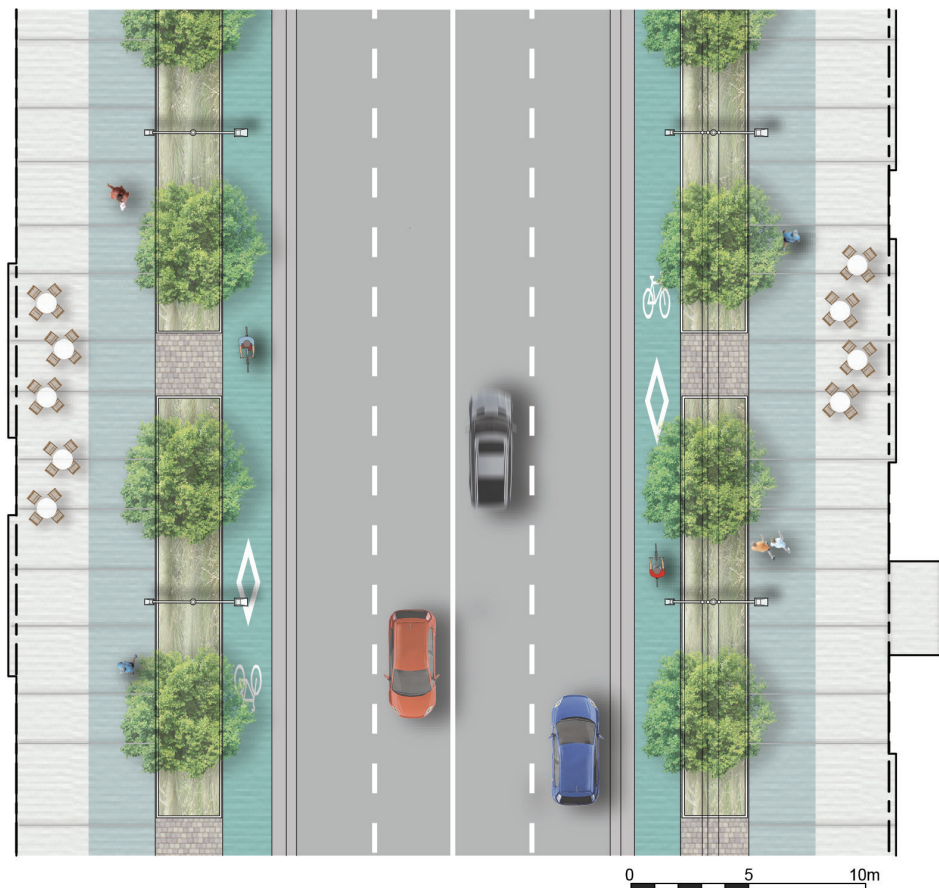
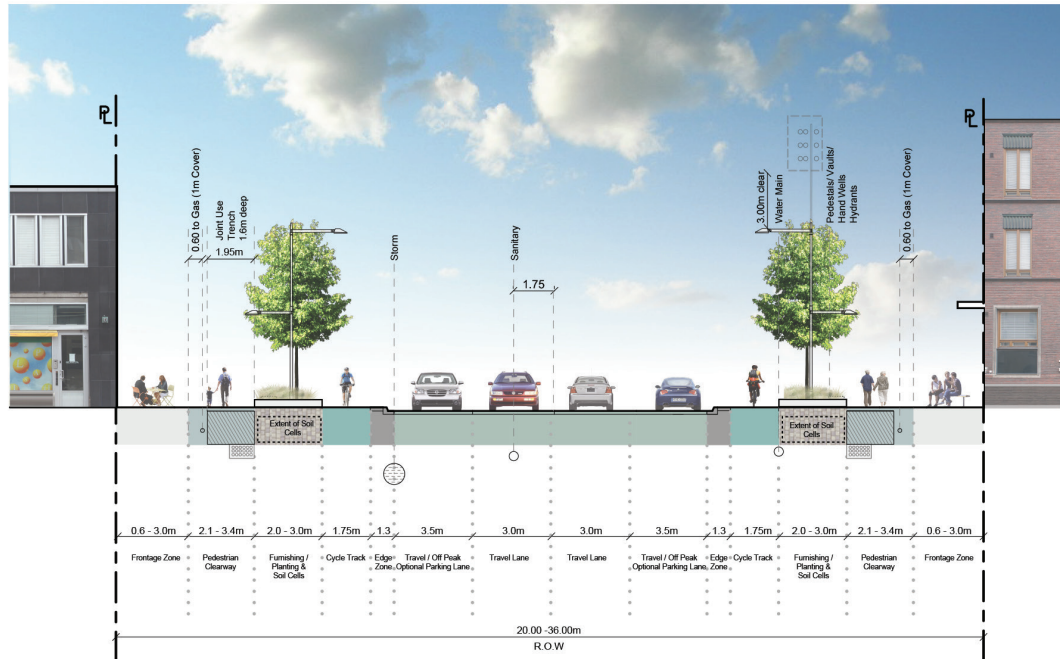
Urban Design Attributes

Land Use Designations	Mixed-use, residential, commercial, institutional, open space, historic districts
Land Use Context	Existing heritage building fabric not transitioning but with infill development and limited intensification
Planned Building Scale and Orientation	Mixture of small scale street-oriented built form
Boulevard Treatment	The 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	20-36m
Flow Characteristics	Interrupted flow by passive traffic calming (narrow lanes, on-street parking, mid-block pedestrian crossings) and signals
Design Speed	40 - 50 km/h
Maximum No. of Lanes	Four lanes
Median	No
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 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 as controlled crosswalks and uncontrolled mid-block pedestrian crossings. Dedicated cycle crossing facilities.
On-Street Parking	Optional (in curb lane)
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	Limited space for SWM facilities. Adequate end of pipe treatments should be met. Integrate low-impact development measures with streetscape elements
Street lighting	Type of lighting and standards typically set by local municipality. Pedestrian-scale lighting required
HOV/Transit Priority	Optional (four lanes)/No (two lanes)

Main Street - Sample Section



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