Connector

Generous landscaped boulevards, enhanced transit and active transportation elements for stable neighbourhoods

Introduction

Connectors prioritize goods and vehicle movement, while also supporting transit and active transportation. They are predominantly residential or industrial, with small- to medium-scale built form that is typically set back from the street.

Key Design Opportunities and Challenges

Connectors have generous green boulevards. A key opportunity on these streets is to enhance vehicle movement, through uninterrupted flow and reduced permeability. There is also opportunity for dedicated transit facilities or transit priority lanes. Multi-use paths provide safe movement for pedestrians and cyclists of all ages and abilities and other modes of active transportation.

Examples of Connectors

16th Avenue
City of Markham

Wellington Street
Town of Aurora

Dufferin Street
City of Vaughan

Connector - Attributes

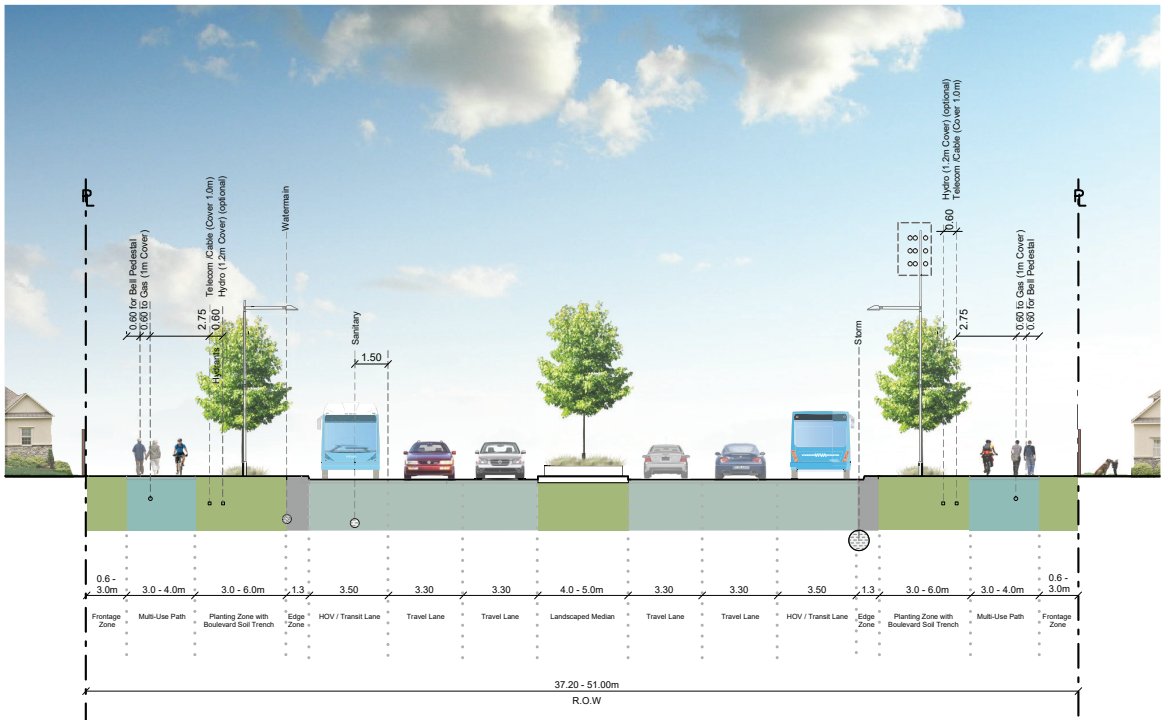
Urban Design Attributes

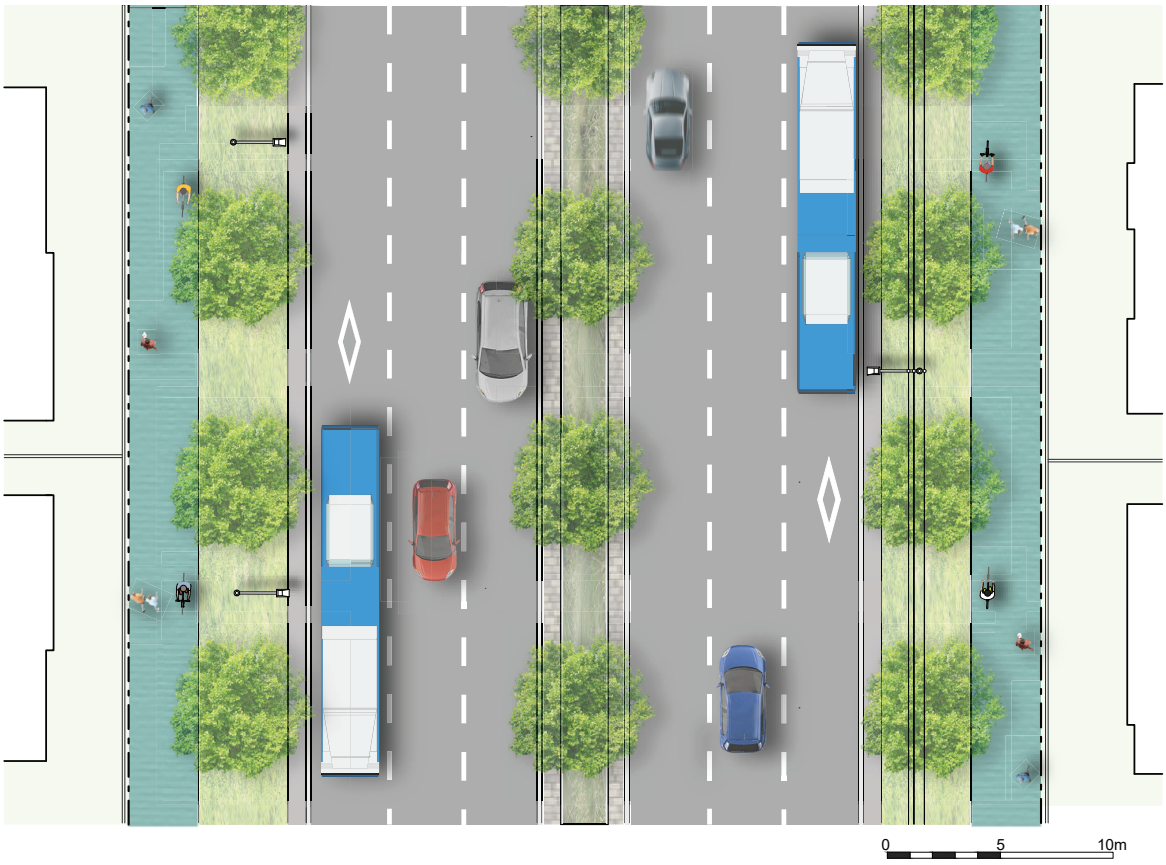
Land Use Designations	Mixed-use, residential commercial, industrial
Land Use Context	Predominantly suburban residential/industrial/commercial not transitioning
Planned Building Scale and Orientation	Mixture of small to medium scale built form set back from street or not oriented towards the street
Boulevard Treatment	Boulevard treatment should reflect the street's primary function of moving vehicles. The boulevard should have a semi-urban cross section including multi-use path, pedestrian and transit amenities
Soft Landscape Elements	Street trees, shrub/perennial beds, green boulevards, green infrastructure

Operational Attributes

Right-of-Way Width Range	36m - 45m
Flow Characteristics	Uninterrupted flow except at signals, roundabouts and controlled cross walks
Design Speed	60 - 70 km/h
Maximum No. of Lanes	Six lanes
Median	Optional: access control, turn lane protection, pedestrian refuge, landscaped median
Local Street Connectivity	Moderately porous
Access Management	Moderate degree of private access control desirable
Transit	Can accommodate dedicated transit facility, transit priority lanes and mixed traffic transit
Goods Movement Corridor	Primary goods movement corridor
Cycling Provisions	Multi-use path
Crosswalks	Pedestrian crossings formalized only as controlled crosswalks mid-block and at intersection. Dedicated cycle crossing facilities on routes with multi-use path
On-Street Parking	No
Minimum Intersection Spacing	215m
Utilities	Utility corridor provided for above ground hydro and below grade telecommunications, gas, storm, and sanitary, to be placed at standard right-of-way offset locations
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

Connector - Sample Section





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