

Rural Hamlet Road

Small rural communities with street-oriented built form



Introduction

Rural Hamlet Roads run through small communities throughout York Region. They serve residents working or living in the area and motorists and goods vehicles traveling through York Region. Hamlets are often centred around an intersection and include a small number of commercial or other uses that serve the community.

Key Design Opportunities and Challenges

In contrast with Rural Roads, Rural Hamlet Roads slow traffic and become more porous through small, “four-corners” settlements. These roads will be designed to support the local community, as well as active transportation. As they are associated with clusters of low-density residential or commercial plots with a small-scale street-oriented built form, boulevards should include multi-use paths and can also include street trees, on-street parking and other amenities to support local community and retail activity.

Examples of Rural Hamlet Roads



Leslie Street - Sharon
Town of East Gwillimbury

19th Avenue - Almira
City of Markham



Map data: Google Maps, Google Inc.



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Victoria Road - Udora
Town of Georgina

Rural Hamlet Road - Attributes

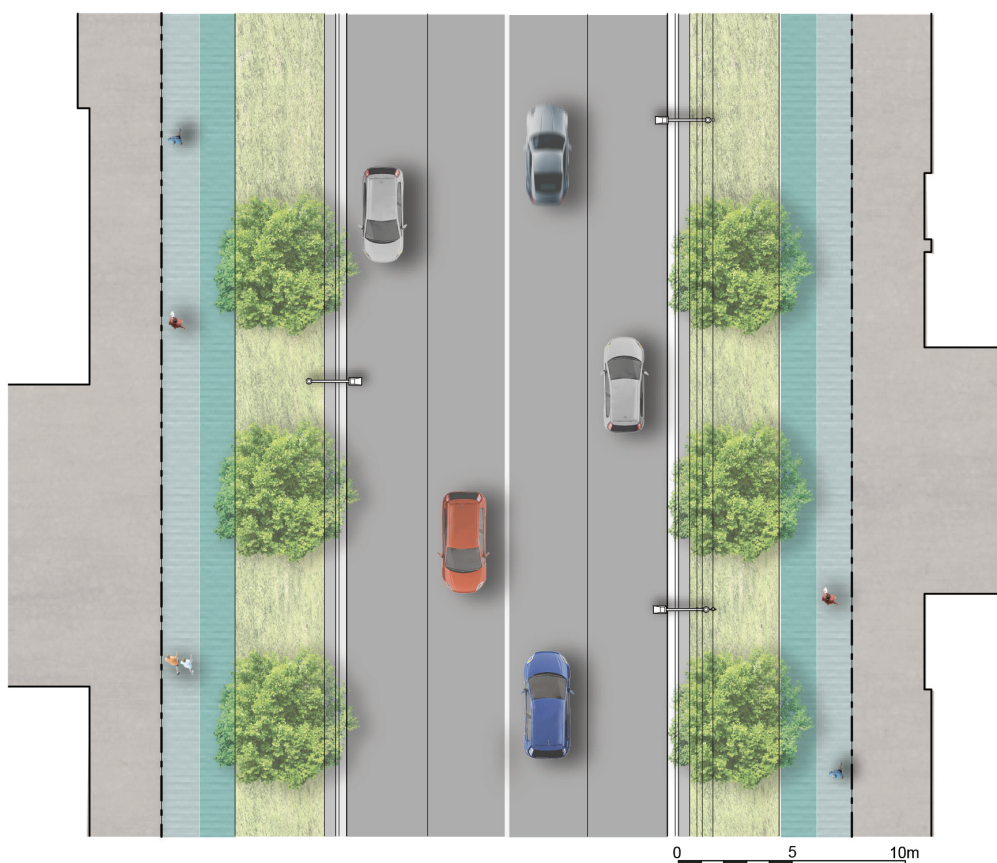
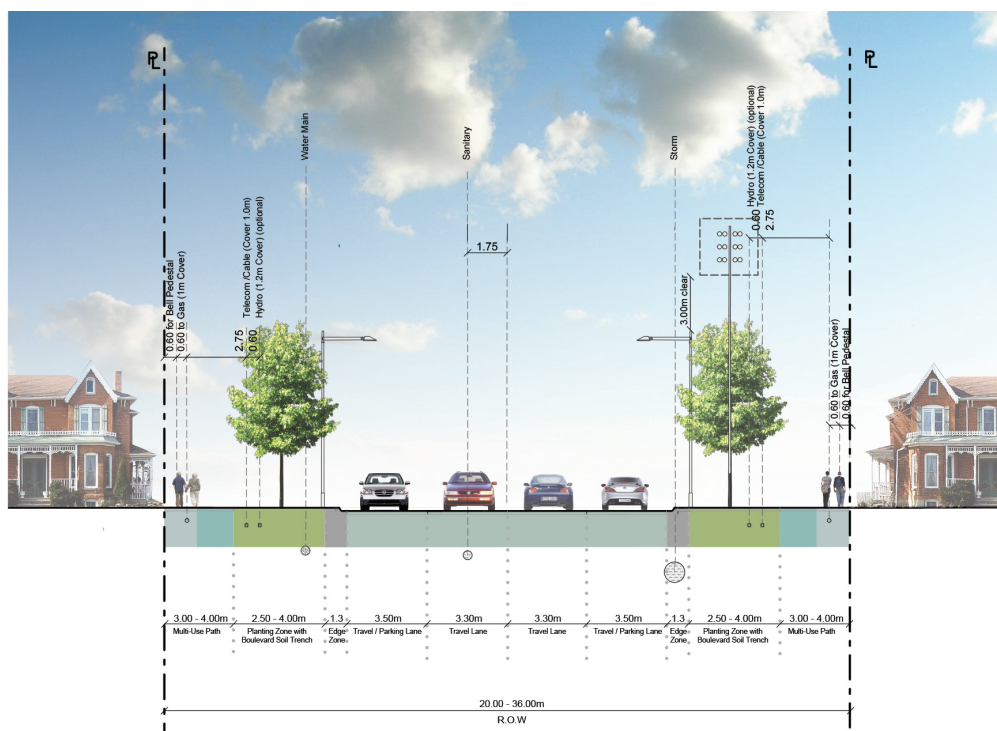
Urban Design Attributes

Land Use Designations	Commercial, residential, open space
Land Use Context	Clusters of low density residential and/or commercial plots, typically at a junction
Planned Building Scale and Orientation	Variety of built form sizes, oriented to but set back from the street in rural areas, mixture of small scale street-oriented built form in villages and hamlets
Boulevard Treatment	Multi-use path to support retail activity. Street trees and pedestrian/feature lighting as upgrades
Soft Landscape Elements	Street trees, green boulevard, green infrastructure

Operational Attributes

Right-of-Way Width Range	20-36m
Flow Characteristics	Uninterrupted flow except at signals, stop signs, roundabouts and controlled cross walks
Design Speed	50 - 60 km/h
Maximum No. of Lanes	Four lanes
Median	Turn lane protection
Local Street Connectivity	Highly porous
Access Management	Moderate degree of private access control desirable
Transit	Can accommodate mixed traffic transit
Goods Movement Corridor	Supports goods movement
Cycling Provisions	Multi-use path
Crosswalks	Pedestrian crossings formalized only as controlled crosswalks mid-block and at intersection
On-Street Parking	Optional (in curb lane)
Minimum Intersection Spacing	215m
Utilities	Utility corridor provided for above ground hydro and below grade telecommunications, gas, storm, sanitary, to be placed at standard right-of-way offset locations.
Stormwater Management Approach	Traditional SWM facilities, adequate end-of-pipe treatments should be met, integrate low-impact development approaches
Street lighting	Provided at intersection locations as required
HOV/Transit Priority	N/A

Rural Hamlet Road - Sample Section



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