

4.9 DESIGNING GREAT STREETS

When **constructing new Regional roads or reconstructing existing Regional roads**, pedestrian and cycling facilities are to be included based on York Region's Designing Great Streets typologies.

York Region's Designing Great Streets

York Region's context-sensitive guidelines, **Designing Great Streets: Building Roads that Build Community**, is to be used as a toolbox for road designers to improve future planning and design of Regional streets and to better serve the needs of the community.

Designing Great Streets requires an approach that is collaborative, interdisciplinary and context sensitive. It is intended to lead to customized outcomes to improve mobility and safety while preserving the scenic, historical and cultural elements of the community. These context-sensitive guidelines are intended to provide a menu of many possible solutions, so that there is not a one-size fits all solution for roads. This will mean that there could be various potential solutions for the same road as that road operates through different communities. As a result, the guidelines will help inform the functional planning process to provide better design of future roads as part of the Environmental Assessment (EA) and detailed design processes.

Six road typologies have been identified that reflect the Region's aspirations for the future Regional road network:

1. City Centre Street
2. Avenue
3. Main Street
4. Connector
5. Rural Road
6. Rural Hamlet Road



The vision for York Region's Designing Great Streets: to create vibrant streets for York Region that provide a range of safe and reliable transportation options, while being sensitive to the adjacent land uses and the needs of the community.

From Designing Great Streets: Building Roads that Build Community (2019 update)

Designing Great Streets Cross-sections

Cross-sections illustrating the pedestrian and cycling facilities have been developed for the six Regional road typologies and their various configurations. These cross-sections establish the preferred and minimum width of pedestrian and cycling facilities. They take into consideration the overall width of the road right-of-way and the width of the following elements established through Region policies, guidelines and processes:

- Roadway including the travel lanes, median, and transitway
- Edge zone consisting of the curb and gutter, and maintenance strip
- Boulevard including the planting zone or furniture zone, placement of utilities, and building frontage zone if included in the right-of-way

Cross-sections are shown for one-half of the right-of-way only – duplicate pedestrian and cycling facilities should be provided on both sides of the road unless noted.

Information on cross-section elements, other than the pedestrian and cycling facilities, should be obtained from the associated design guidelines for those elements including:

- **Rapid Transit** -York Region Rapid Transit Corporation Design Guidelines
- **Plantings, Furnishings & Maintenance Strips** - Street Tree Preservation and Planting Design Guidelines, YRT Co-ordinated Street Furniture Urban Design Guidelines, Streetscape Standards & Details
- **Roadway elements (travel lanes, parking lanes, medians etc.)**
- Designing Great Streets, York Region Road Design Guidelines, Access Guidelines for Regional Roads
- **Accessibility** - Accessibility for Ontarians with Disabilities Act, 2005, S.O. 2005, c. 11 (Consolidated 2016), YR Standard Drawings

Although specific notes are indicated on cross-sections, the following are general comments applied to cross-section:

- Please refer to streetscape standards and details regarding the maintenance strip as it may consist of soft or hardscaped features depending on the roadway context
- In cases where additional width is available in the boulevard through reductions in vehicular lane widths, this width can be added to the pedestrian and cycling facilities or other uses benefiting the corridor (i.e. streetscaping, street trees etc.)

4.9.1 City Centre Street

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

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

City Centre Streets include street-oriented buildings and a wide diversity of uses. As a result, they will experience high levels of pedestrian and cycling activity as well as transit ridership. City Centre Streets, therefore, will increasingly accommodate dedicated transit or transit priority facilities. There may be opportunities to reduce the number and width of vehicle travel lanes, to dedicate more space to pedestrian and cycling facilities. Passive traffic calming elements, on-street parking, wide sidewalks and highly porous street connections will serve to support a high quality public realm, on-street commercial uses and amenity space.

Pedestrian Facility

- Pedestrian clearway both sides of the street

Cycling Facilities

- Raised cycle tracks with street-oriented destinations with driveways
- In-boulevard cycle tracks with street-oriented destinations with rear lot servicing

From: Designing Great Streets: Building Roads that Build Community



The following cross-sections are illustrated for City Centre Streets:

36m ROW¹

- Pedestrian clearway & raised cycle tracks with 4 travel lanes + on-street parking
- Pedestrian clearway & in-boulevard cycle tracks with 6 travel lanes
- Pedestrian clearway & raised cycle tracks with 6 travel lanes

45m ROW

- Pedestrian clearway & raised cycle tracks with 4 travel lanes + rapid transit

60m ROW

Per the Designing Great Streets guidelines, ROWs on City Centre Streets can be as high as 60 m. In those cases, consideration should be given to increasing the width of the pedestrian and cycling facilities, as well as the planting and furnishing zones beyond the dimensions identified in these guidelines in a thoughtful manner, considering local context and conditions.

¹ Constrained condition- most City Centre streets are intended for 43 m+ ROW. In these constrained instances, no frontage zone is shown in the cross-sections. In reality, where adjacent land use is commercial, the frontage zone will encroach on the pedestrian

Exhibit 4-11. City Centre Street (36 m ROW) - Pedestrian clearways and raised cycle tracks with four travel lanes and on-street parking

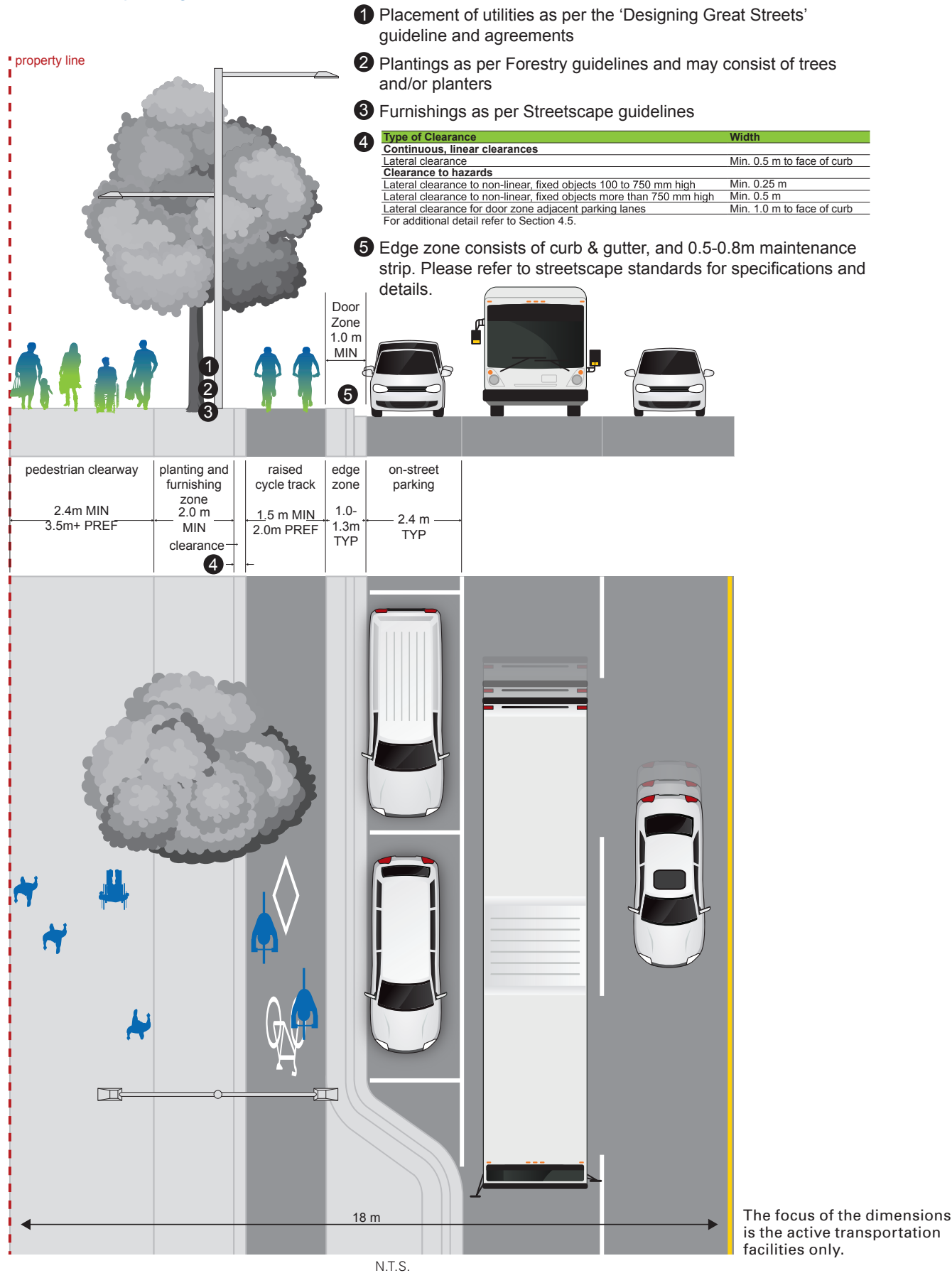


Exhibit 4-12. City Centre Street (36 m ROW) - Pedestrian clearways and in-boulevard cycle tracks with six travel lanes

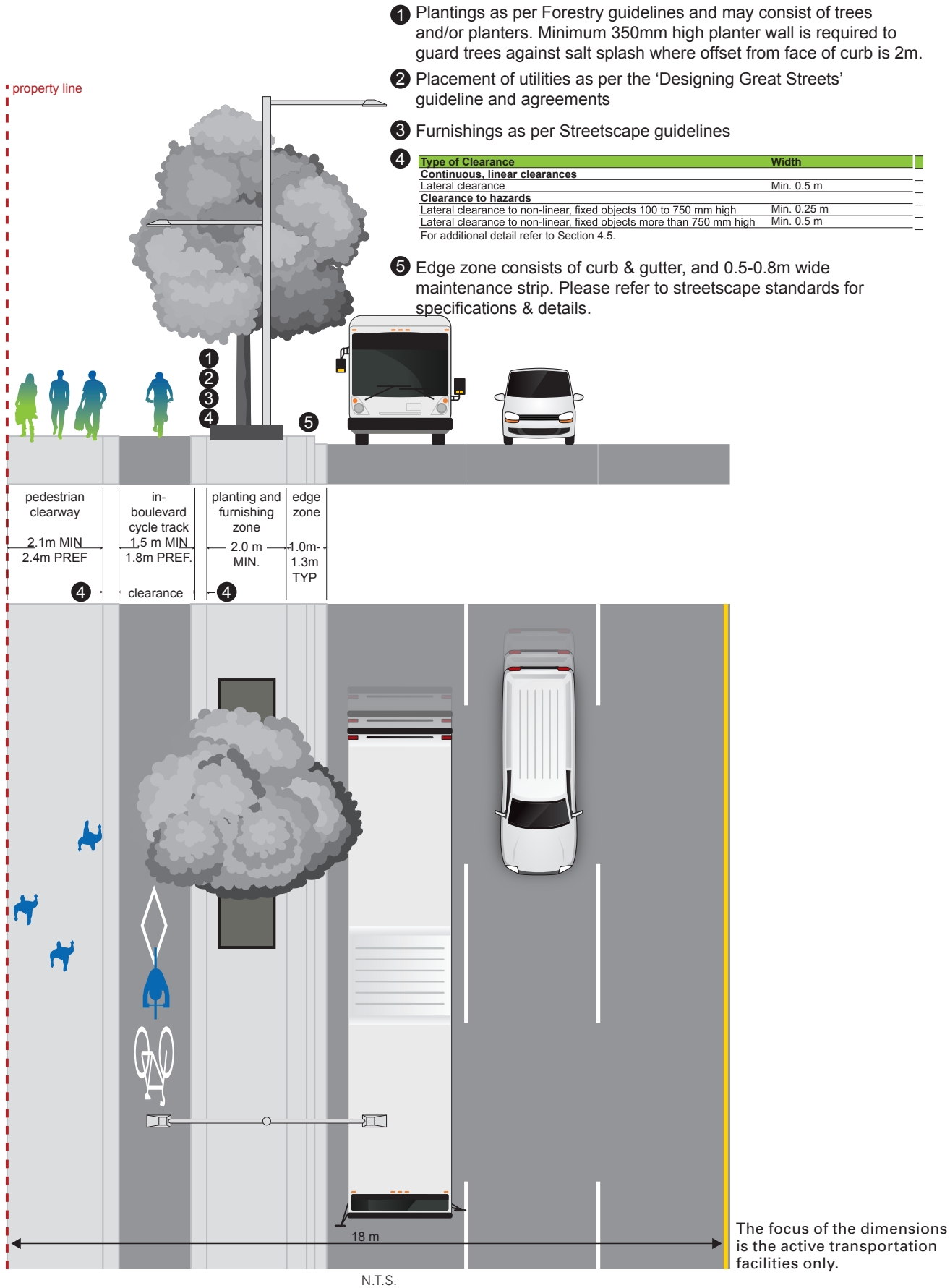


Exhibit 4-13. City Centre Street (36 m ROW) – Pedestrian clearways and raised cycle tracks with six travel lanes

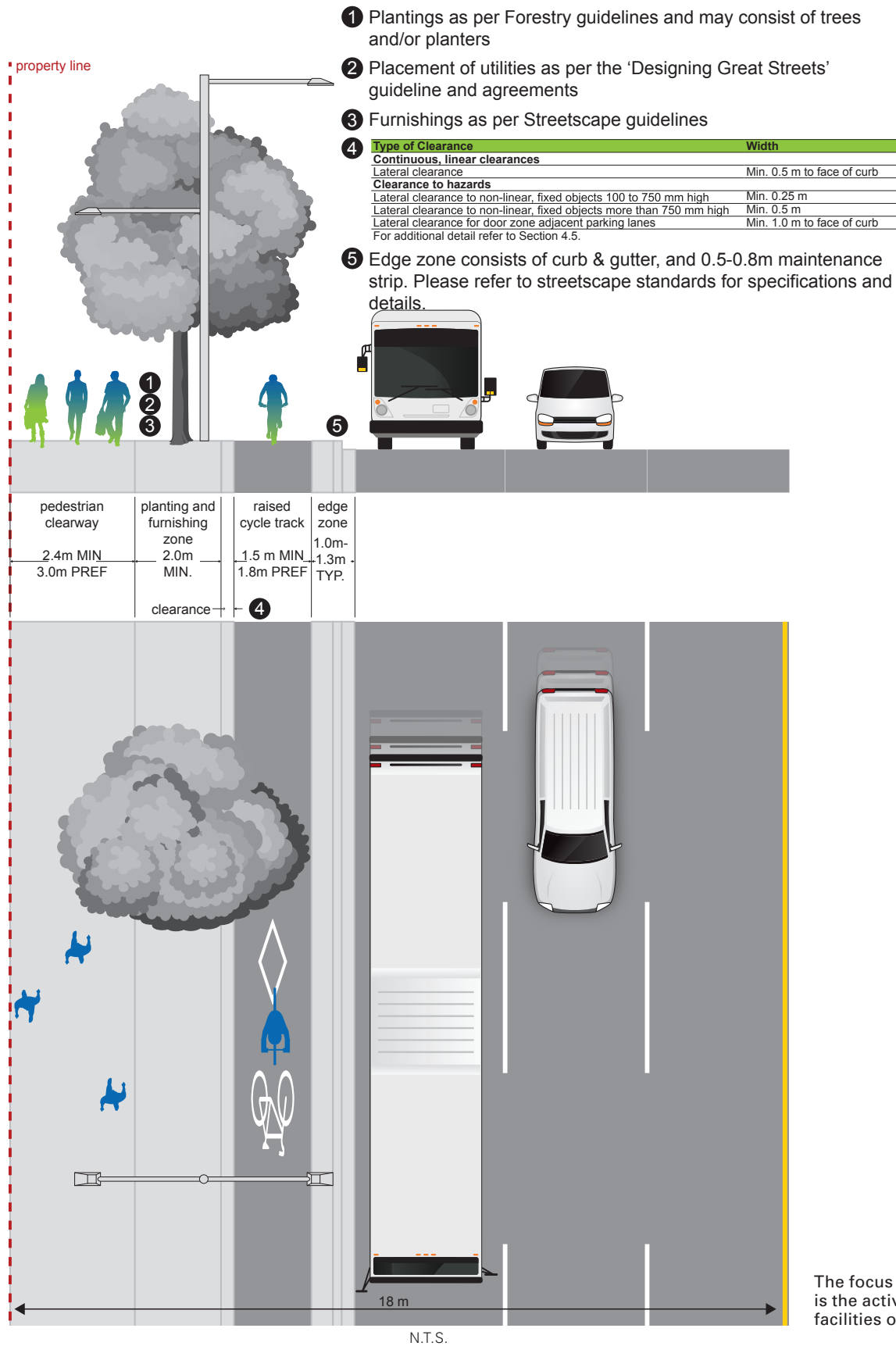
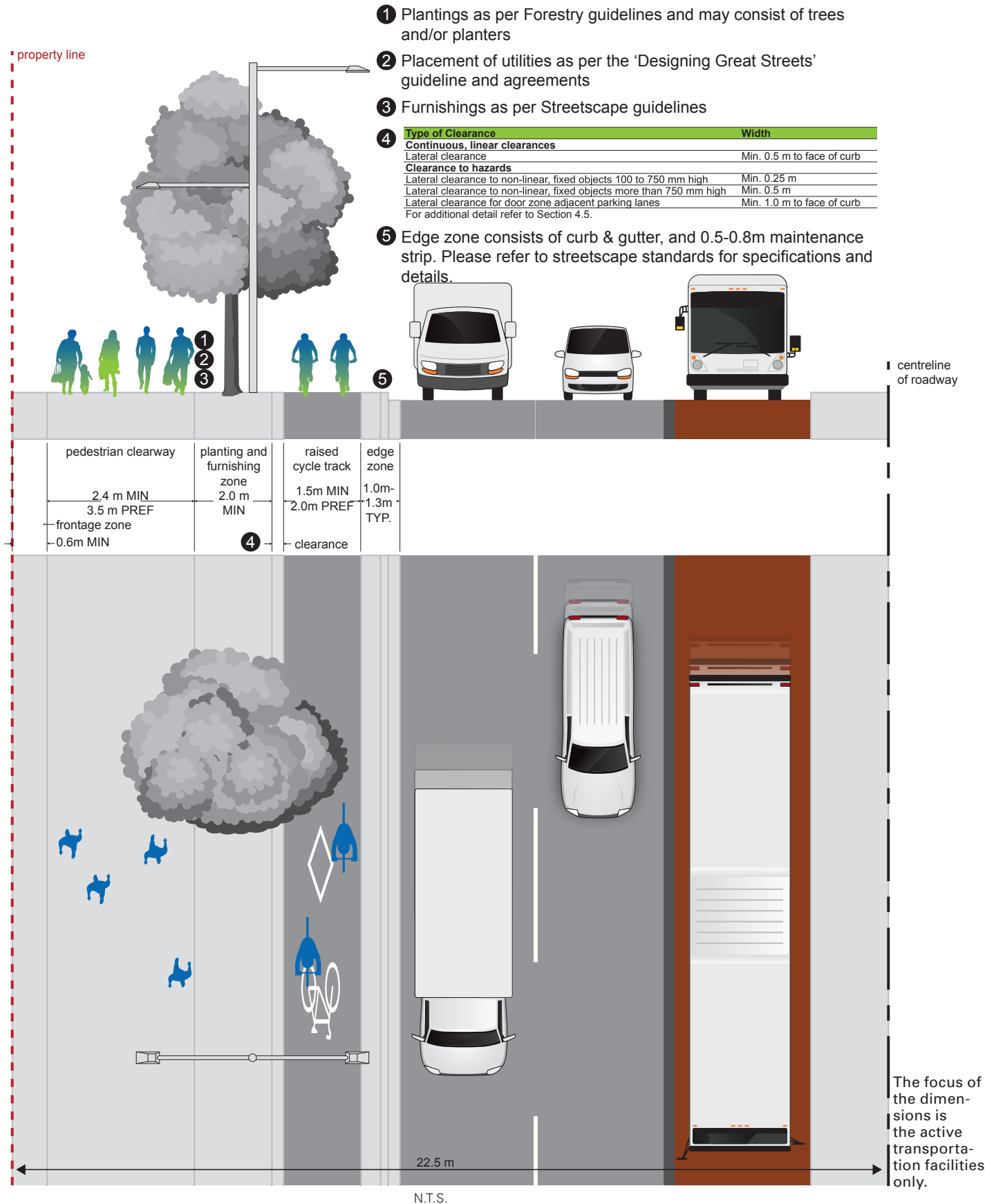


Exhibit 4-14. City Centre Street (45 m ROW) – Pedestrian clearways and raised cycle tracks with four travel lanes and rapid transit





4.9.2 Avenue

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

Avenues are designed to support transit and active modes of transportation, as well as high levels of vehicle and goods movement. They may be flanked by areas that are transitioning from large format retail to medium- to high density street-oriented development, increasing in density near transit nodes and growth centres. An example of an Avenue is Highway 7 through the Vaughan Metropolitan Centre or Davis Drive through Newmarket in York Region.

As Avenues are found in urban contexts, they 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, possibly including a landscaped median or additional lanes. The adjacent urban or semi-urban context and associated high levels of pedestrian activity call for protected cycling infrastructure (i.e. cycle track) and boulevard pedestrian amenities.

Pedestrian Facility

- Pedestrian clearways on both sides of the street

Cycling Facility

- Raised cycle tracks with street-oriented destinations with driveways
- In-boulevard cycle tracks with street-oriented destinations with rear lot servicing

From: Designing Great Streets: Building Roads that Build Community



The following cross-sections are illustrated for Avenues:

36 m ROW¹

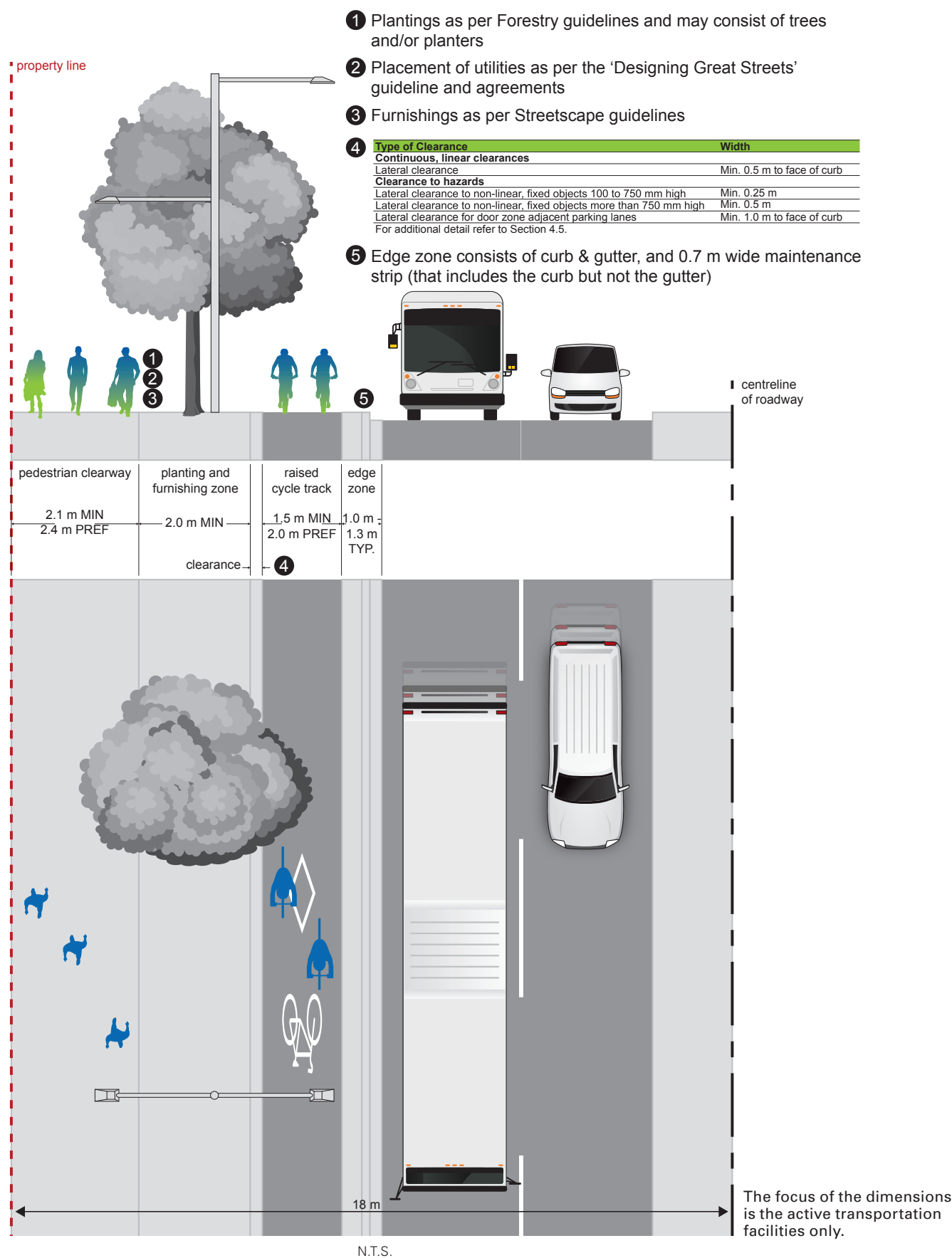
- Pedestrian clearway & raised cycle tracks with 4 travel lanes + median
- Pedestrian clearway & raised cycle tracks with 6 travel lanes
- Pedestrian clearway & in-boulevard cycle tracks with 6 travel lanes

45m ROW

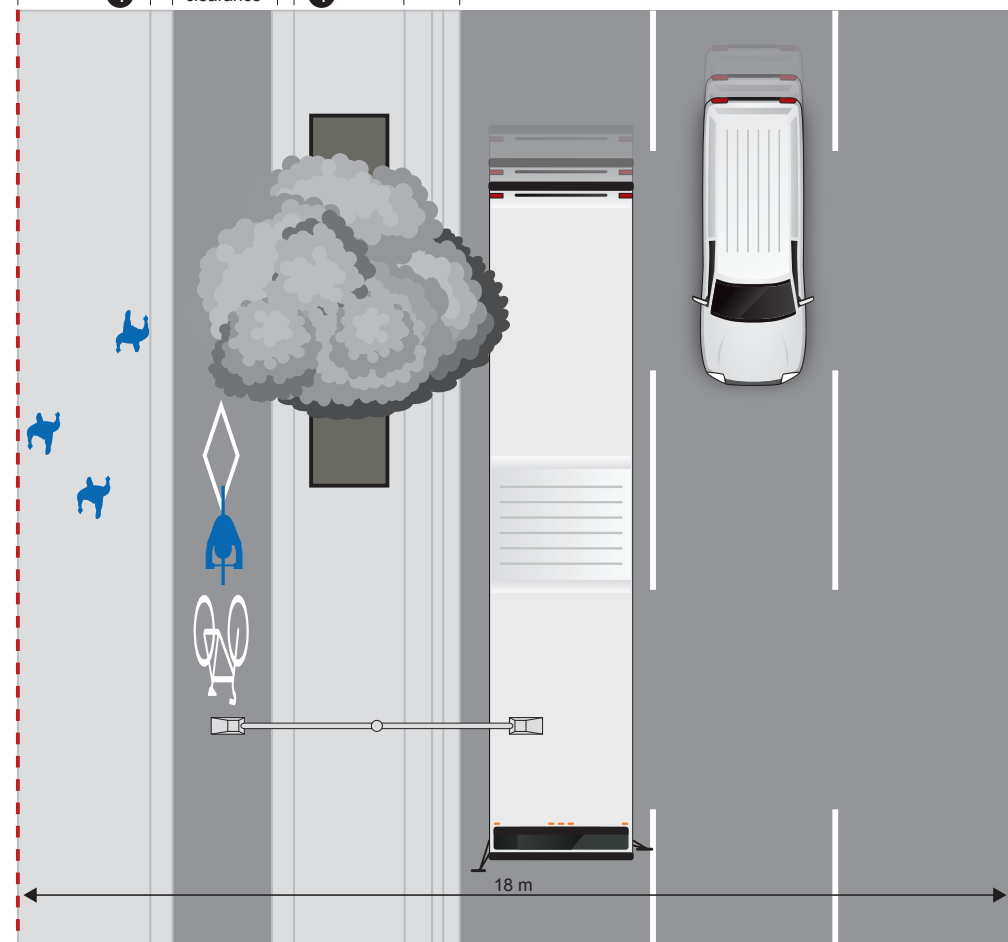
- Pedestrian clearway & raised cycle tracks with 4 travel lanes + rapid transit

¹ Constrained condition- most Avenues are intended for 43 m+ ROW. In these constrained instances, no frontage zone is shown in the cross-sections. In reality, where adjacent land use is commercial, the frontage zone will encroach on the pedestrian clearway, which should be sized accordingly.

Exhibit 4-15. Avenue (36 m ROW) – Pedestrian clearways and raised cycle tracks with four travel lanes and median



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- property line
- 2 Placement of utilities as per the 'Designing Streets' guideline and agreements
- 3 Furnishings as per Streetscape guideline
- 4 **Type of Clearance**
Continuous, linear clearances
 Lateral clearance
Clearance to hazards
 Lateral clearance to non-linear, fixed objects 100 to 750 mm
 Lateral clearance to non-linear, fixed objects more than 750 mm
 For additional detail refer to Section 4.5.
- 5 Edge zone consists of curb & gutter, and maintenance strip. Please refer to streets specifications & details.
- | | | | |
|-----------------------|--------------------------|------------------------------|---------------|
| pedestrian clearway | in-boulevard cycle track | planting and furnishing zone | edge zone |
| 2.1m MIN
2.4m PREF | 1.5 m MIN
1.8m PREF. | 2.0 m MIN. | 1.0m-1.3m TYP |



The focus of the dimensions is the active transportation facilities only.

Exhibit 4-17. Avenue (36 m ROW) – Pedestrian clearways and raised cycle tracks with six travel lanes

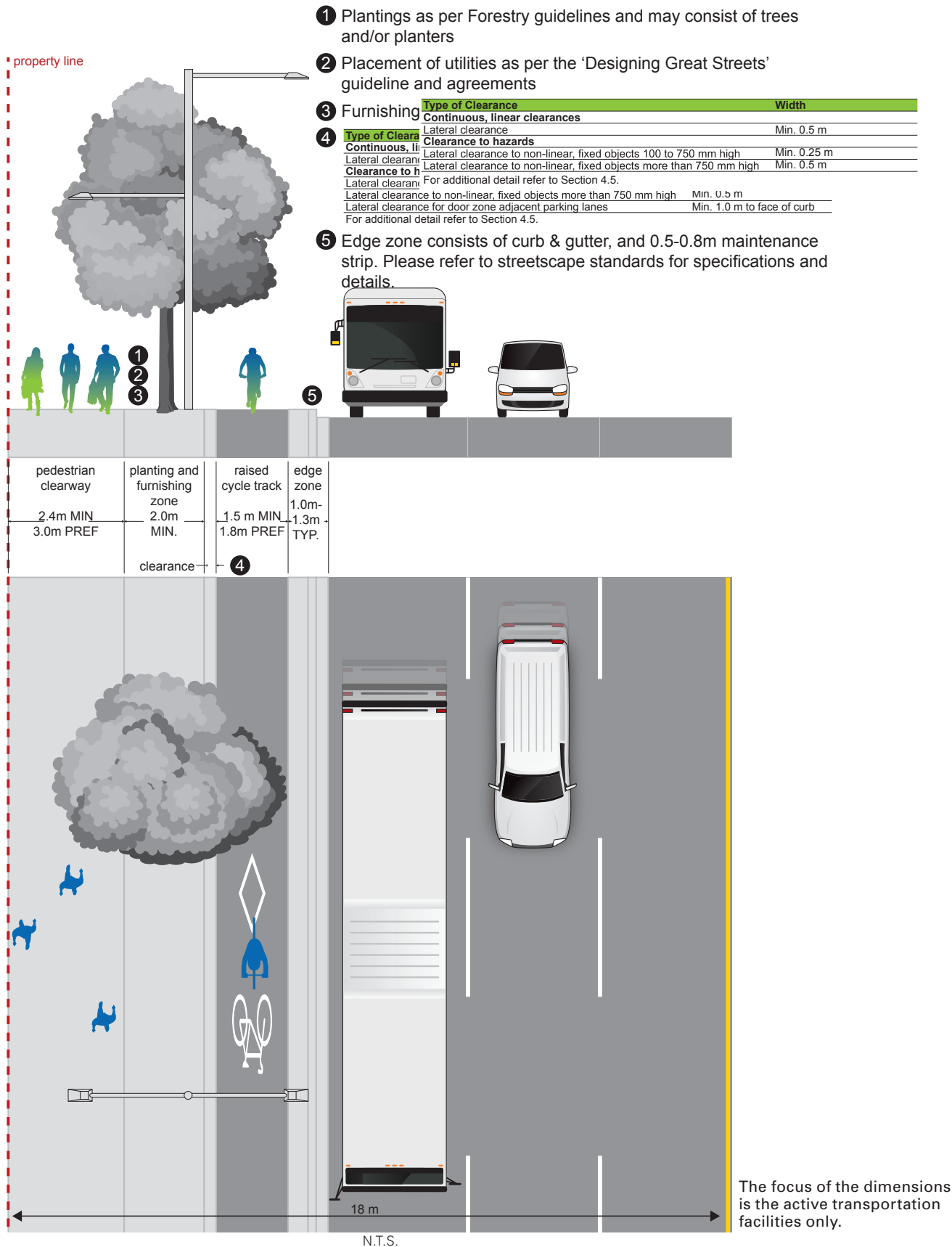
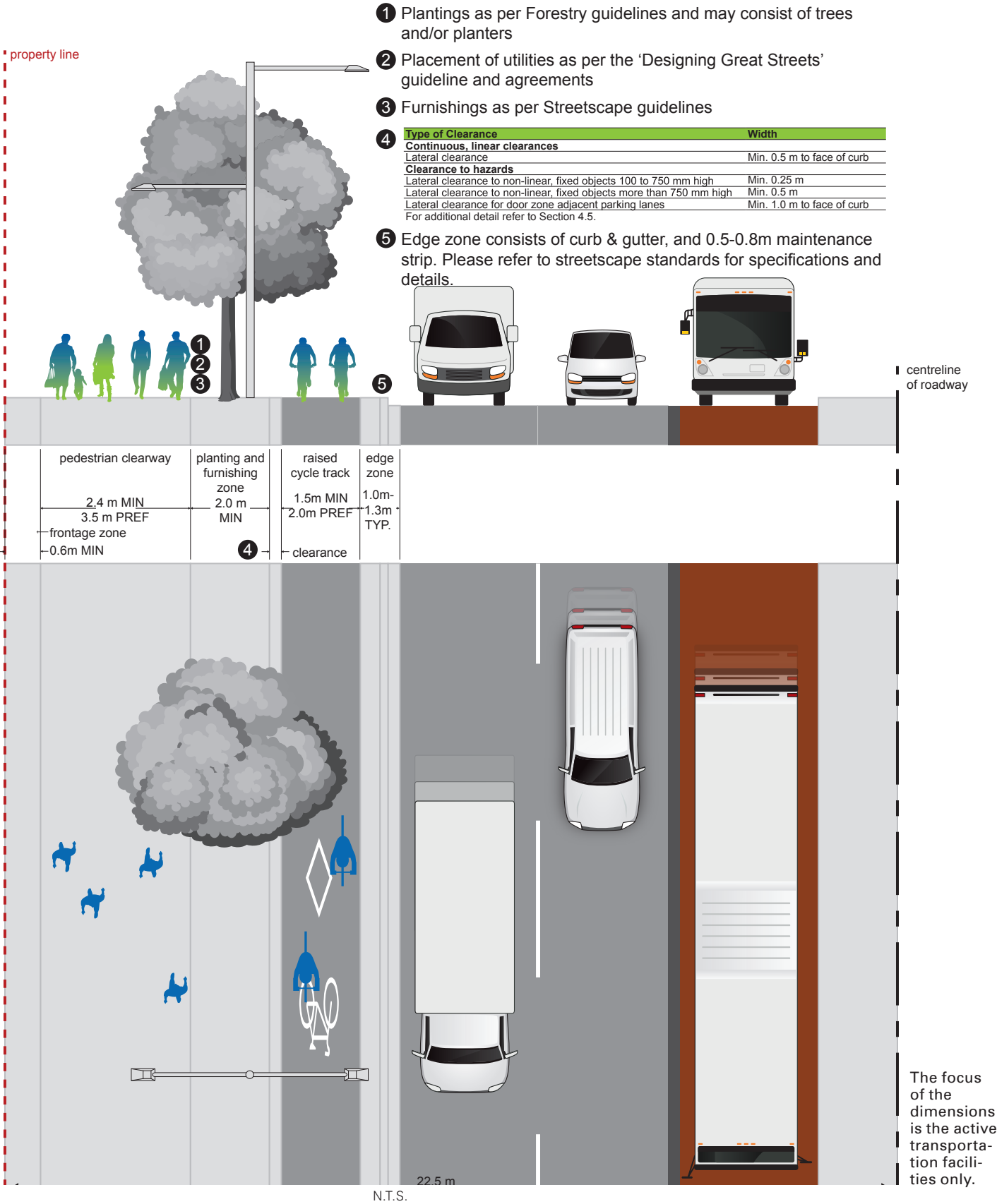


Exhibit 4-18. Avenue (45 m ROW) - Pedestrian clearways and raised cycle tracks with four travel lanes and rapid transit



4.9.3 Main Street

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

Main Streets are found in smaller urban settings, like Keele Street and King Road through the central portion of King City, 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 these areas are not necessarily dense, they have an urban and active character that serves important needs in the community.

The pedestrian and mixed-use character of Main Streets will be strengthened through road and boulevard design. Bike lanes or cycle tracks, wide sidewalks, on-street parking, mid-block crossings and land-use transition 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 rights-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.

Pedestrian Facility

- Pedestrian clearway or sidewalk on both sides of the street

Cycling Facility

- Raised cycle tracks with street-oriented destinations with driveways

Cross-sections are not provided for Main Streets because of the wide range of local conditions encountered. Pedestrian and cycling facilities should be designed based on the facility widths provided in Sections 4.2 to 4.4.

From: Designing Great Streets: Building Roads that Build Community



4.9.4 Connector

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

Connectors prioritize goods and vehicle movement, while also being transit and active transportation-supportive. They are predominantly residential, with small- to medium scale built form that is typically set back from the street. An example is Dufferin Street between Steeles Avenue and Rutherford Road in York Region.

Connectors are wider streets with a generous green boulevard.

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. In residential areas, multi-use paths provide safe movement for pedestrians, cyclists and other modes of active transportation.

Pedestrian Facilities

- Sidewalk on both sides of the street
- Pedestrian clearway on both sides of the street for six lane Connectors

Cycling Facility

- In-boulevard cycle track with street-oriented destinations with rear lot servicing

Shared Facility

- Multi-use path on both sides of the street

From: Designing Great Streets: Building Roads that Build Community



The following cross-sections are illustrated for Connectors:

36 m ROW

- Pedestrian clearway & in-boulevard cycle tracks¹ with 4 travel lanes & median
- Multi-use path with four travel lanes & median
- Multi-use path with six travel lanes

45 m ROW

- Pedestrian clearway & in-boulevard cycle tracks¹ with 4 travel lanes + rapid transit
- Multi-use path with 4 travel lanes + rapid transit

¹ The option of providing in-boulevard cycle tracks and pedestrian clearway rather than a multi-use path should be considered where higher volumes of pedestrians or cyclists are anticipated along the connector (such as to connect to a major destination like a major employer or high school). TAC's Geometric Design Guide for Canadian Roads suggests that separating pedestrian and cycling facilities are especially critical where:

- there are greater than 20% pedestrian users and total volumes are greater than 33 persons per hour per metre of path width; or
- where there are less than 20% pedestrian users and total volumes are greater than 50 persons per hour per metre of path width.

Exhibit 4-19. Connector (36 m ROW) – Sidewalks and in-boulevard cycle tracks with four travel lanes and median

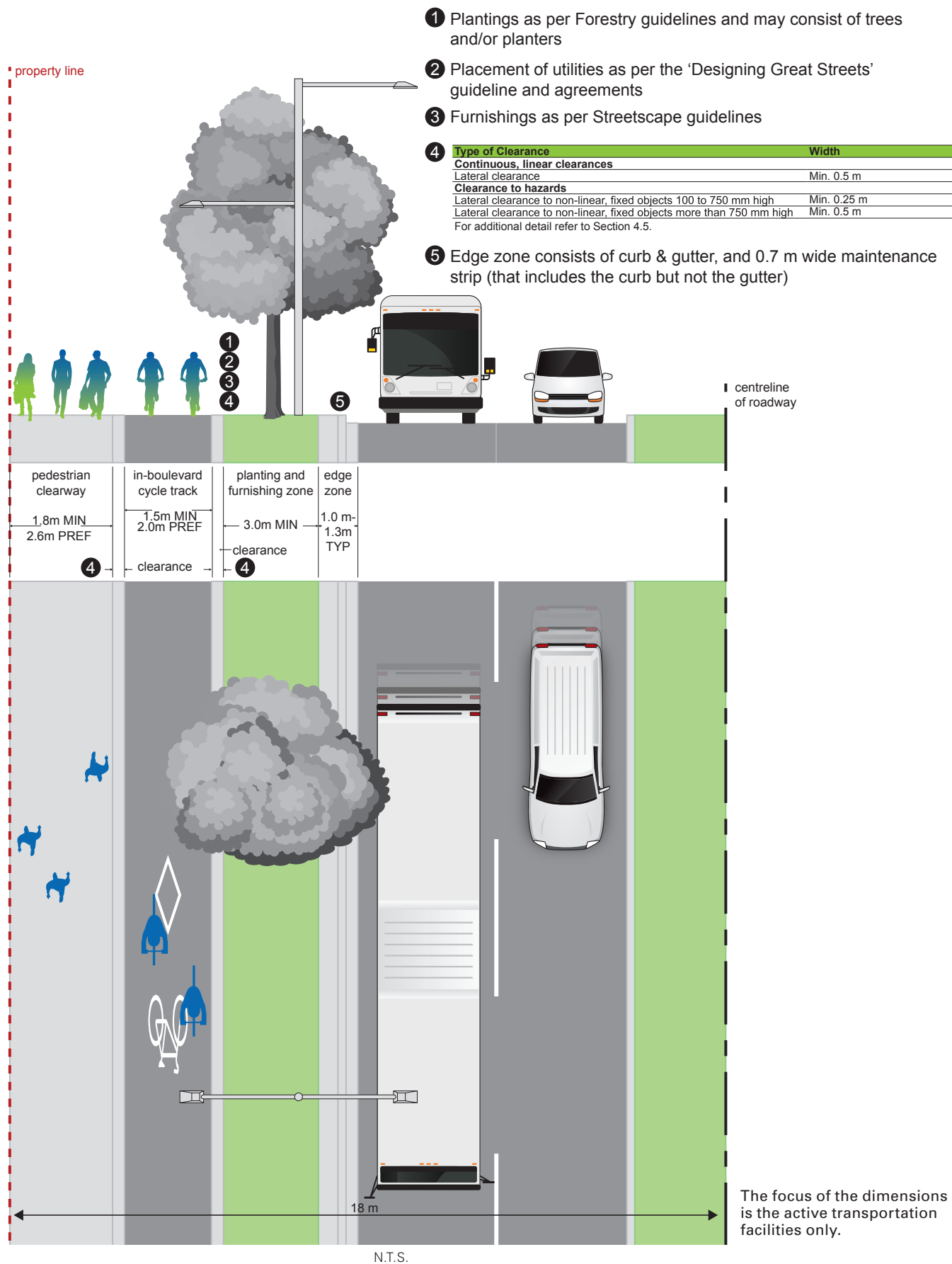


Exhibit 4-20. Connector (36 m ROW) – Multi-use paths with six travel lanes

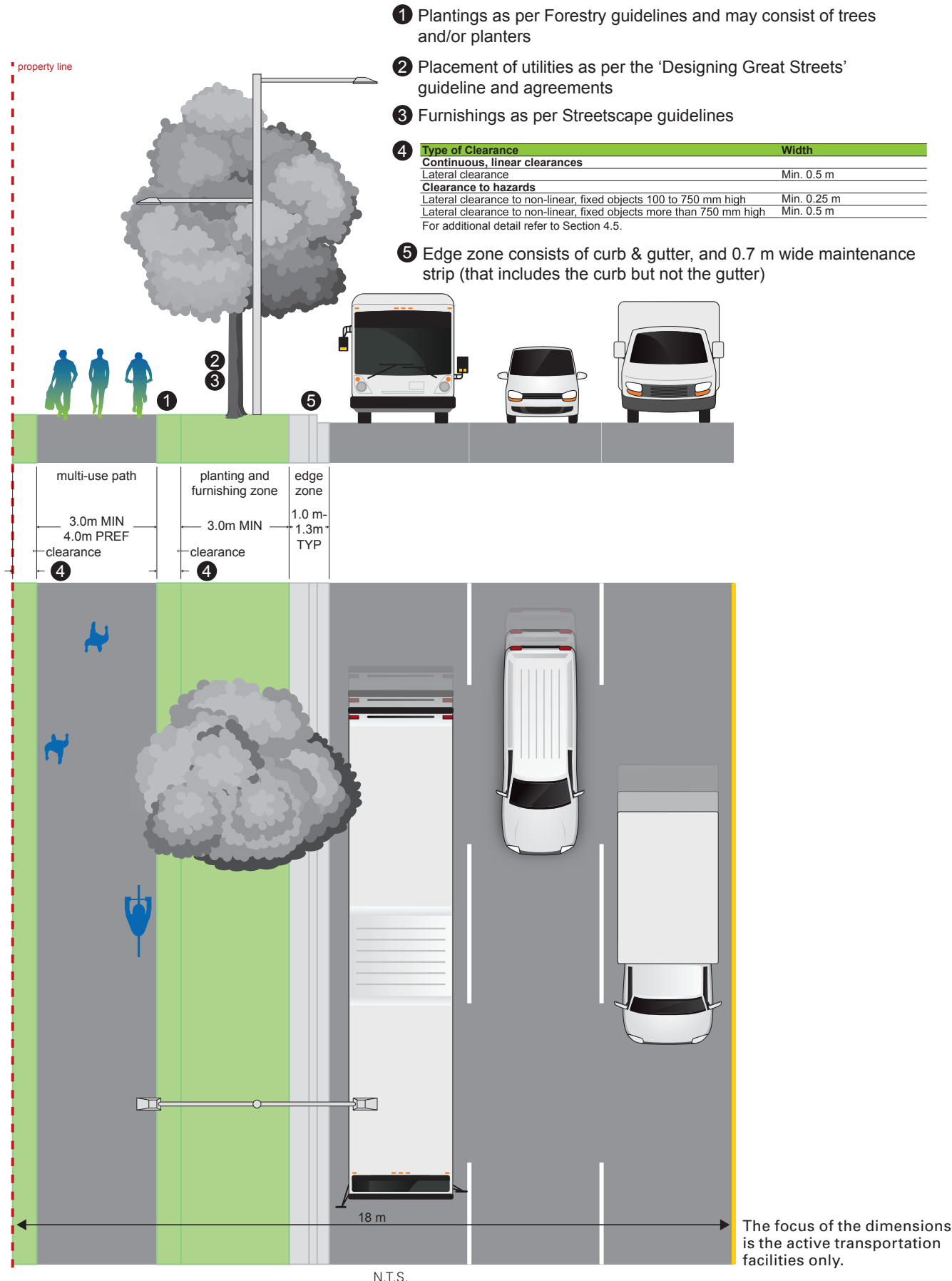


Exhibit 4-21. Connector (45 m ROW) - Multi-use paths with four travel lanes and rapid transit

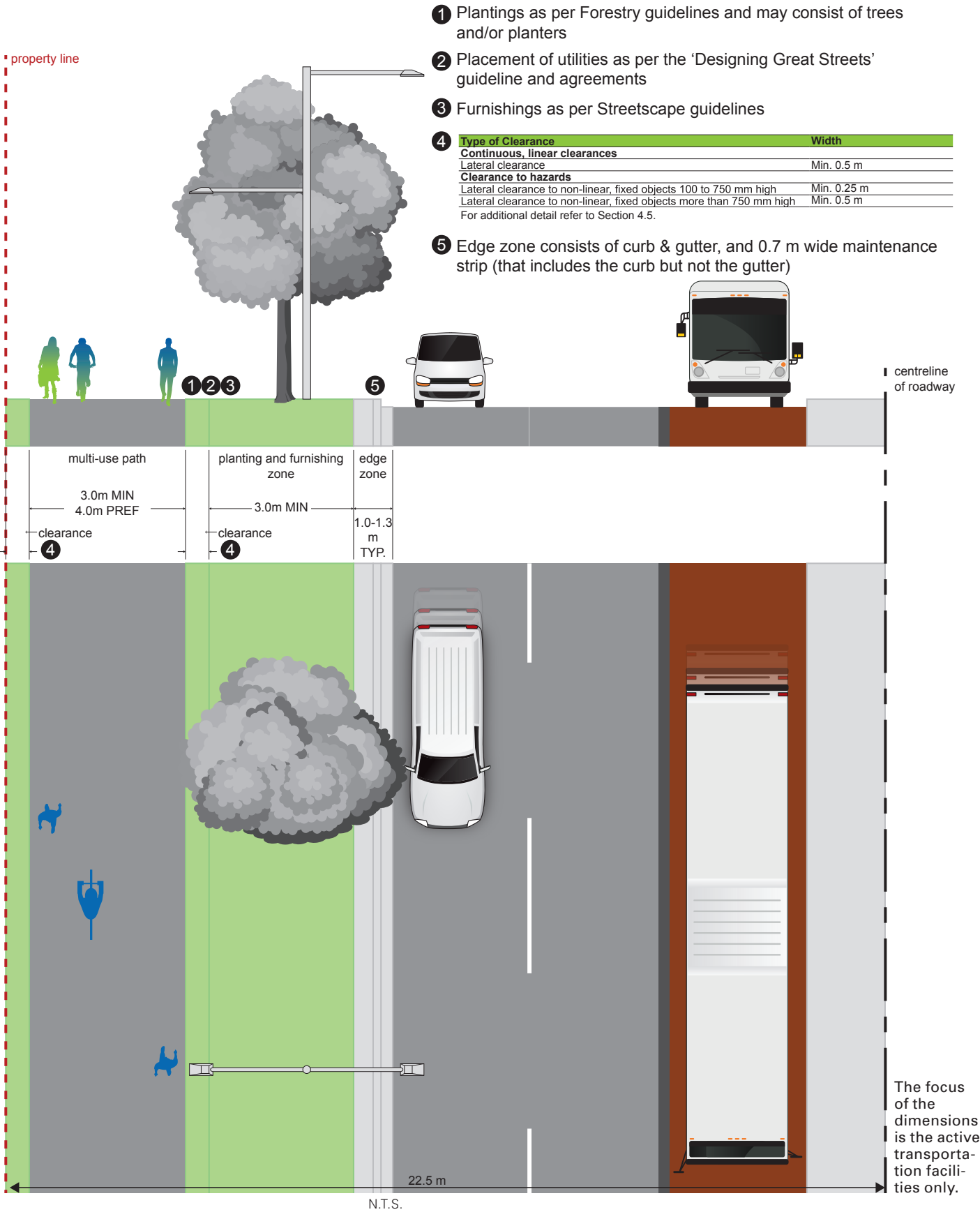
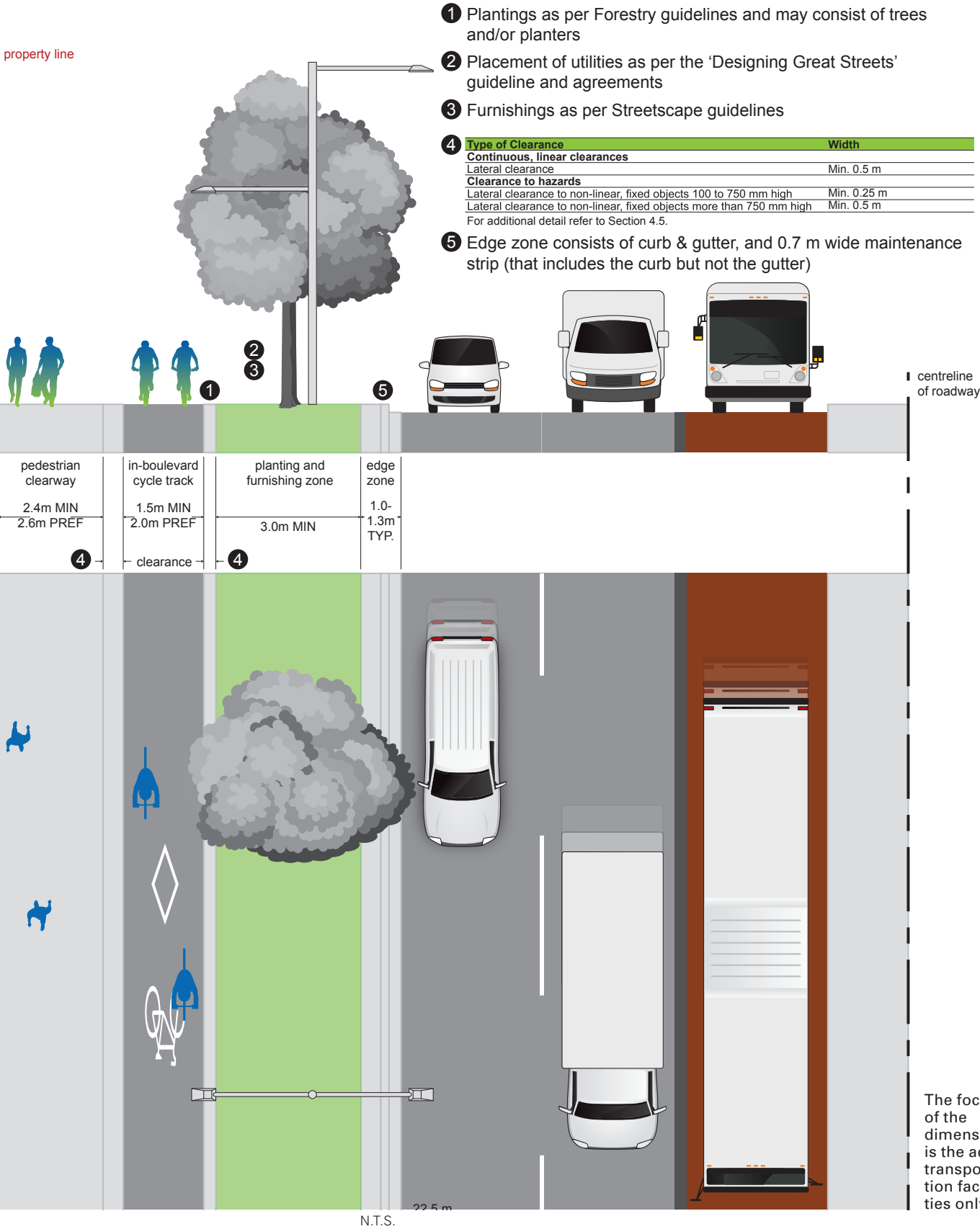


Exhibit 4-22. Connector (45 m ROW) - Sidewalks and in-boulevard cycle tracks with four travel lanes and rapid transit





4.9.5 Rural Road

Safe, efficient vehicle movement through rural agricultural fabric

A large part of York Region is served by Rural Roads, which play an important role for agricultural and goods movement. Rural Roads, such as Davis Drive between York-Durham Line and Highway 404, move through much of the Region's typical agricultural fabric. Traffic and goods movement dominate, though cycling and transit facilities may also be present.

Rural Roads prioritize vehicle movement for private vehicles, goods or agricultural uses. They are not porous and provide for an uninterrupted flow of traffic. They may be flanked by typical agricultural rural fabric or clusters of low density residential, industrial or other uses. As these are rural roadways, paved shoulders may be used for cycling, or multi-use paths may be incorporated in the cross-section to provide a higher order pedestrian and cycling facility.

Pedestrian Facility – None; pedestrians are permitted to walk on the shoulder facing traffic

Cycling Facility – Paved shoulder with buffer and optional rumble strip

Shared Facility - Multi-use path on one side of the road (optional and context-specific)

From: Designing Great Streets: Building Roads that Build Communities

The following cross-sections are illustrated for Rural Roads:

36m ROW

- Paved shoulders with two travel lanes
- Paved shoulders with four lanes and optional multi-use path on one side



Exhibit 4-23. Rural Road (36 m ROW) – Paved shoulders with two travel lanes

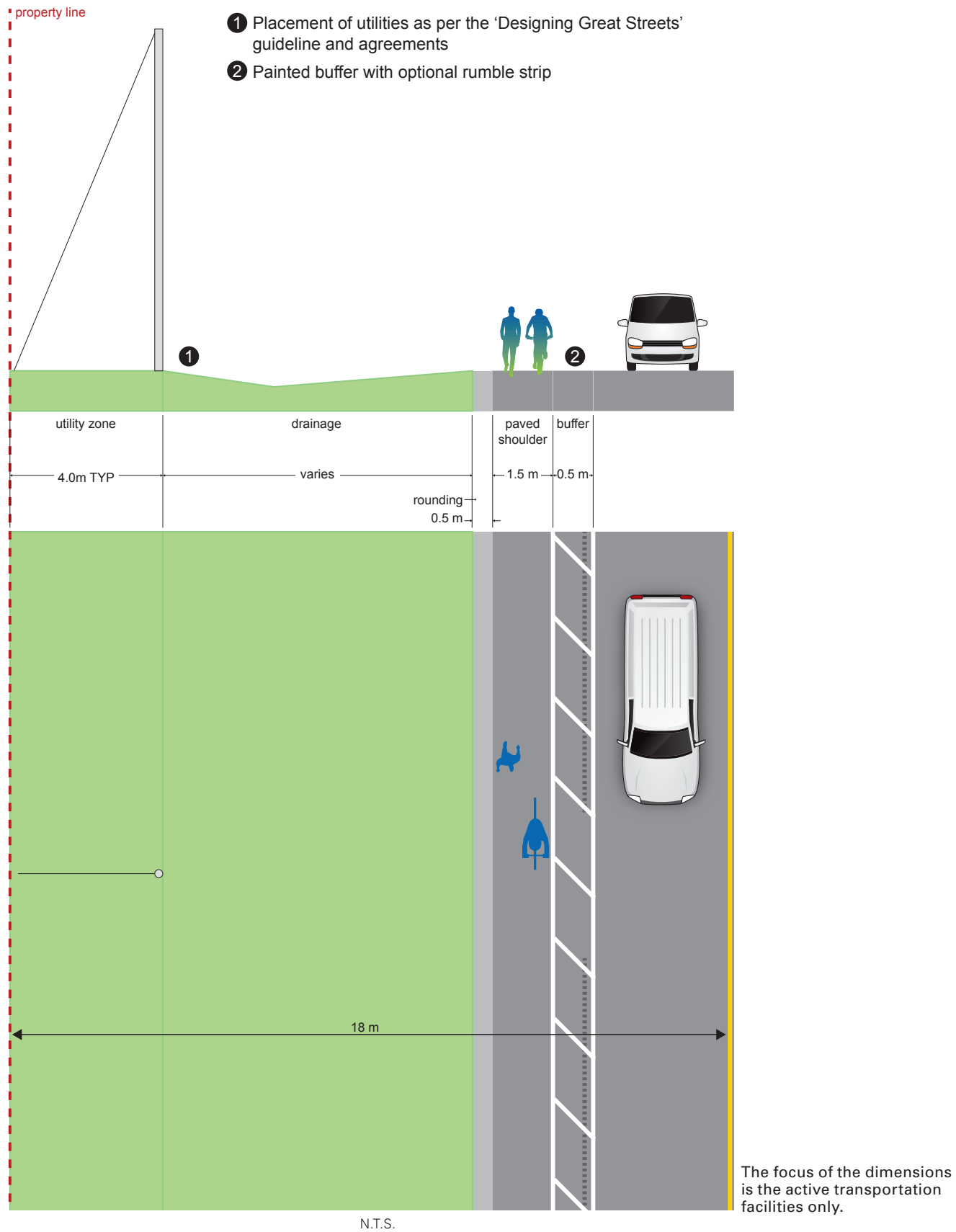
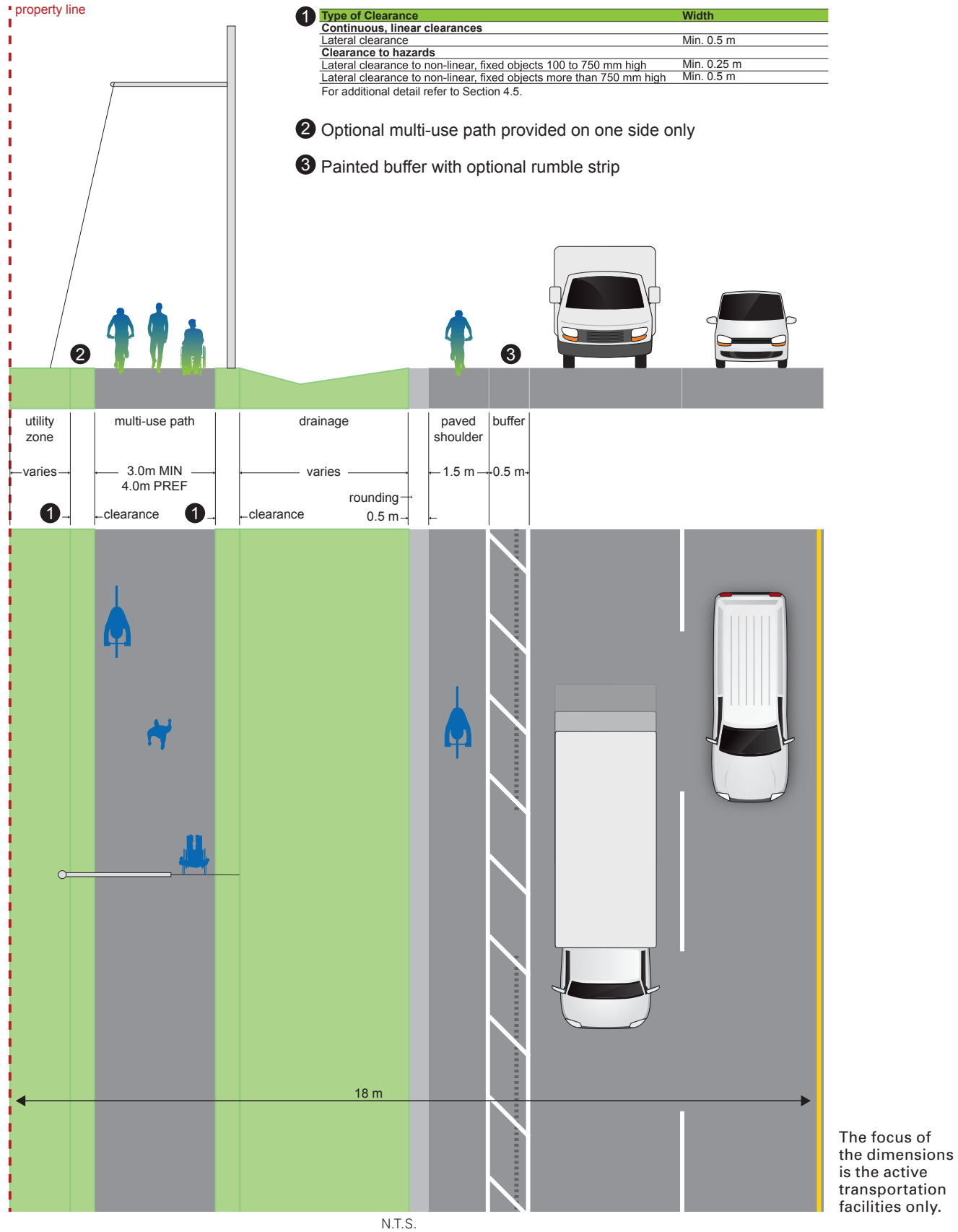


Exhibit 4-24. Rural Road (36 m ROW) – Optional multi-use path on one side only (if required) and paved shoulders with four travel lanes





4.9.6 Rural Hamlet Road

Small rural communities with street-oriented built form

Rural Hamlet Roads run through small communities throughout York Region. They serve residents working or living in the area and motorists and goods vehicles travelling through the Region. Hamlets are often centred around an intersection, and include a small number of commercial or other uses that serve the community. An example of a Rural Hamlet Road would be Leslie Street near Mt. Albert Road in the community of Sharon.

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, and should include multi-use paths. As they are associated with clusters of low density residential or commercial plots with a small-scale street-oriented built form, boulevards should include street trees, on-street parking and other amenities to support local community and retail activity.

The following cross-sections are illustrated for Rural Hamlet Roads:

36 m ROW¹

- Multi-use path with two travel lanes (Configuration A)
- Multi-use path with two travel lanes (Configuration B)
- Multi-use path with two travel lanes and on-street parking

From: Designing Great Streets: Building Roads that Build Community



Exhibit 4-25. Rural Hamlet Road (36 m ROW)– Multi-use path with two travel lanes (A)

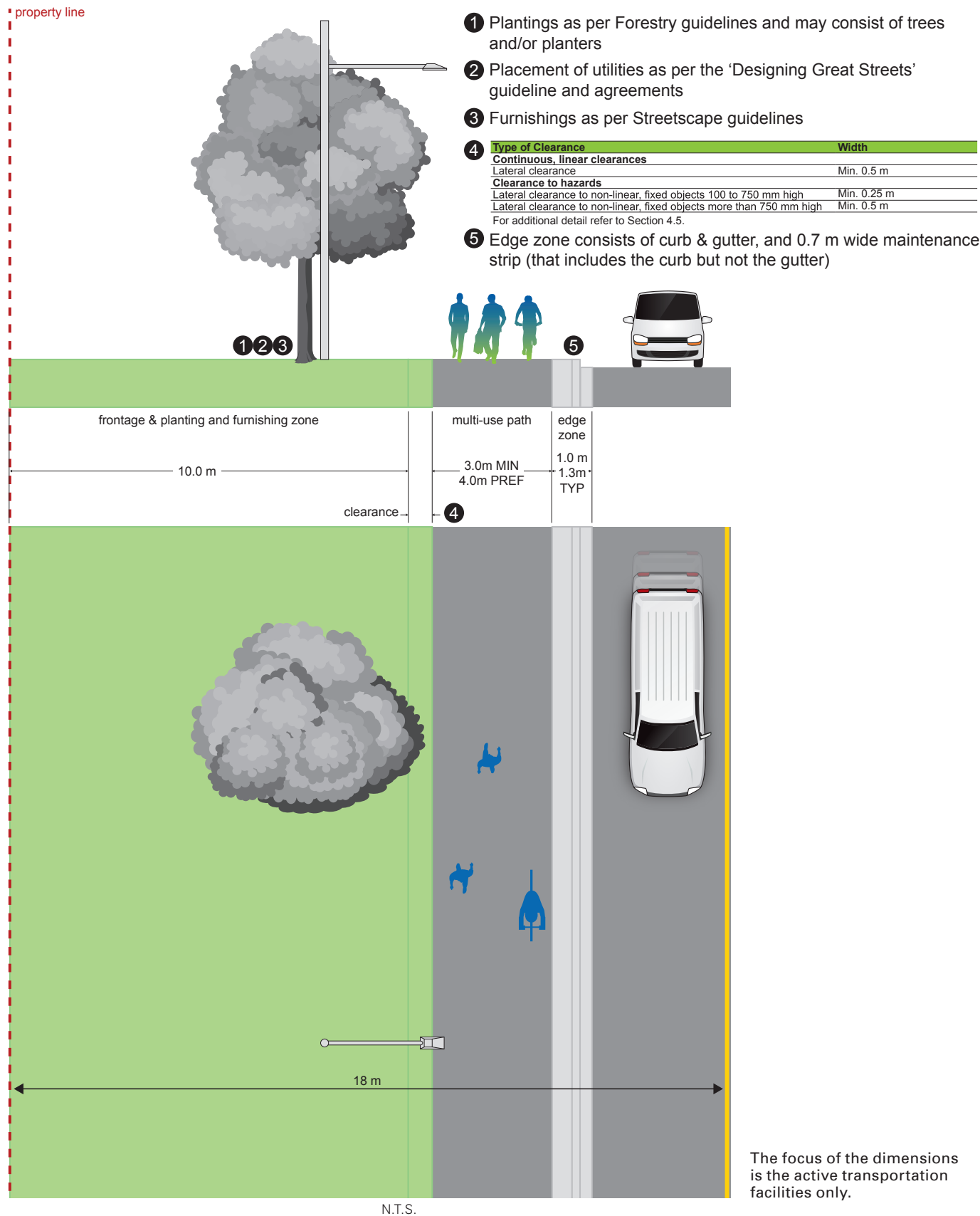


Exhibit 4-26. Rural Hamlet Road (36 m ROW)– Multi-use path with two travel lanes (B)

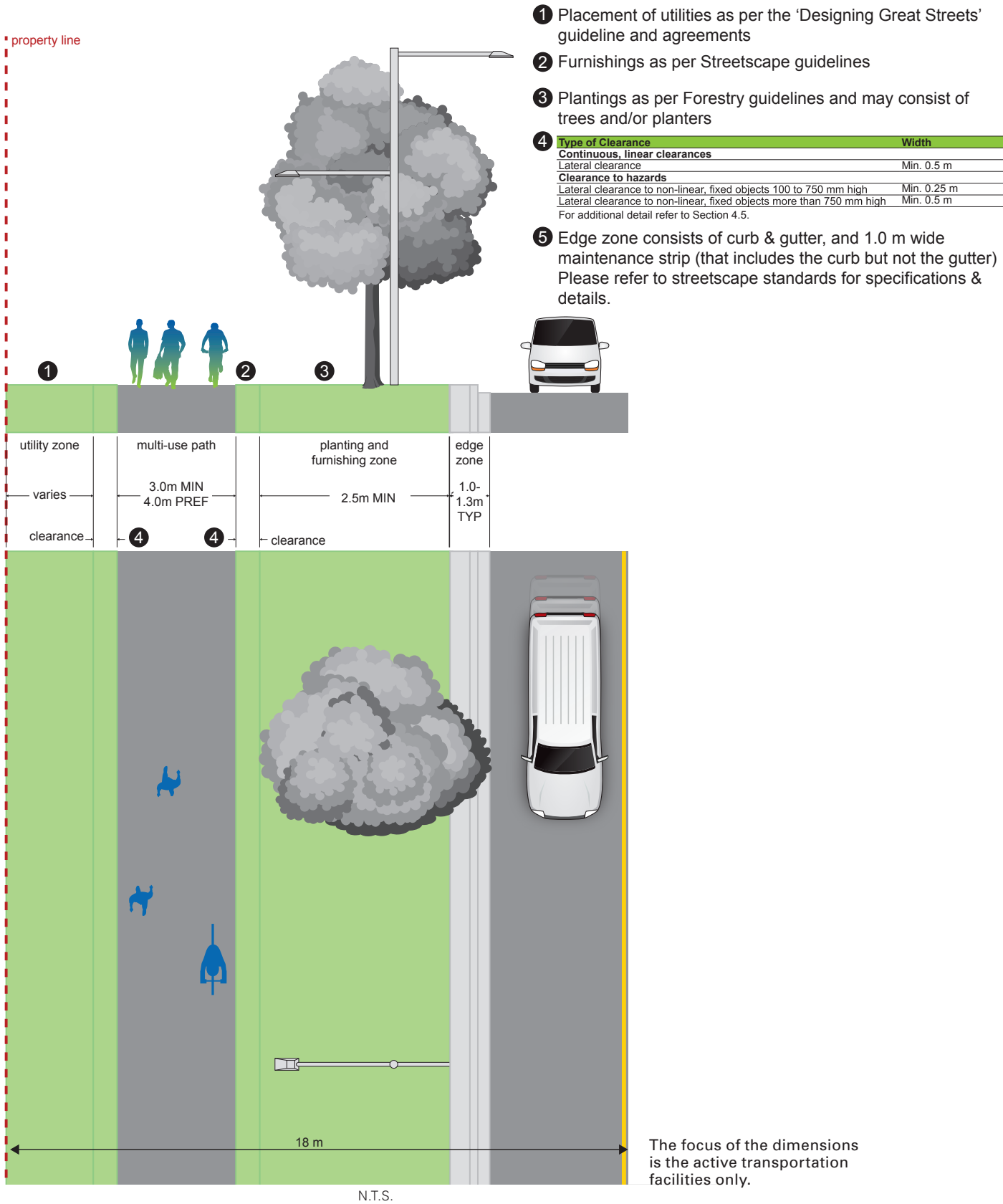


Exhibit 4-27. Rural Hamlet Road (36 m ROW) – Multi-use path with two travel lanes and on-street parking

