

STREETSCAPE DESIGN REVIEW MANUAL



Creating Strong, Caring, Safe Communities



2014


York Region

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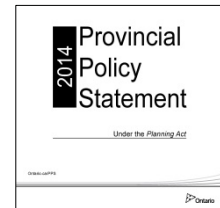
Purpose

The purpose of this manual is to provide York Region staff, developers and their consultants with the tools to effectively design, submit and review streetscape plans.

Policy Context:

Provincial Policy Statement, 2014

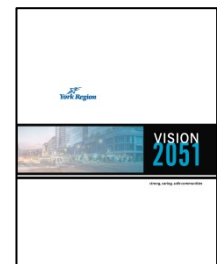
The planning of public streets, spaces and facilities are to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.



Vision 2051

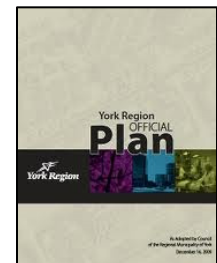
Vision 2051 establishes clear direction for Regional Council on corporate strategies towards the long term vision for York Region. It is a blueprint for York Region's future that establishes a series of long term visions including:

- a) A Place Where Everyone Can Thrive
- b) Livable Cities and Complete Communities
- c) A Resilient Natural Environment and Agricultural System
- d) Appropriate Housing for All Ages and Stages
- e) An Innovation Economy
- f) Interconnected Systems for Mobility
- g) Living Sustainably
- h) Open and Responsive Governance



York Region Official Plan

York Region's Official Plan has been updated to reflect a number of changes and achievements made since 2004, including the introduction of new Provincial planning requirements, the development of the Viva Rapidways and subway network, and emerging best practices and innovations in city building. The updated plan evolves the Regional Centres and Corridors system by introducing new requirements for minimum densities, land use mix, mobility plans, and urban design.

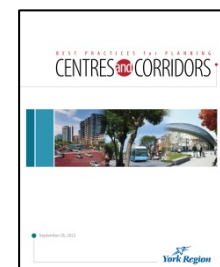


Transit-Oriented Development Guidelines (2006)

York Region's guidelines serve as a tool to advance the understanding and implementation of Regional policies that encourage transit supportive, pedestrian-friendly, and well-designed development. The guidelines focus on five themes to improve development: pedestrian safety and comfort, parking management, land use mixes and densities, built form and massing, and connections between development and transit.

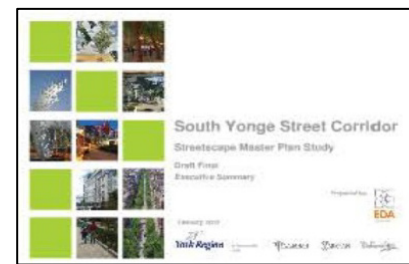


This document was prepared to assist with the challenges of planning and developing Centres and Corridors. The document outlines York Region's vision, planning procedures, implementation strategies, challenges, and recommended solutions for execution.



South Yonge Street Corridor Streetscape Master Plan (2012)

The South Yonge Street Corridor Streetscape Master Plan spans from Steeles Avenue to Bantrey Avenue, crossing three municipalities: City of Vaughan, City of Markham, and Town of Richmond Hill. This Master Plan consolidates the numerous transportation and planning studies from each municipality into a bold, sustainable, and achievable Master Plan comprising of a streetscape design, design guidelines, and implementation strategies to inform and provide clear direction on Yonge Street's public realm.



Regional Streetscape Policy

The development of the Regional Streetscape Policy was a consultative effort involving staff from the Regional Municipality of York and all of its area municipalities. This development included a charette involving all municipal stakeholders and a draft policy was then further refined with the input of the Regional Transportation and Works Committee.

The Policy was adopted by Regional Council on July 6, 2000, Clause No. 2 of Report No. 7, and as of that date Regional staff, in partnership with area municipal staff, have been implementing the principles on urban Regional Road reconstruction projects.

The policy constitutes the first step in the Region's move towards shifting the focus away from solely considering transportation objectives in designing Regional roads. The policy enshrines the Region's commitment to enhanced streetscaping on Regional Roads and to an implementation process that involves other stakeholders, including local municipalities and the private sector, in the streetscape design process.

Streetscape Master Plans and Urban Design Guidelines

Areas with Streetscape Master Plans and or Urban Design Guidelines exist for several reasons primarily to ensure consistency regarding the character of an area often for social, heritage or environmental reasons. All areas with streetscape master plans and urban design guidelines are to be designed as per plan and policy.



See Appendix E for the Streetscape Master Plans and Urban Design Guidelines Location Map. This map shows all the local Streetscape Master Plans and Urban Design Guidelines locations within the Region. This map will show the Proponent or Development Technologist of all applicable policies and guidelines within a given area.

Zebra Marking Crosswalk Policy

This policy is applicable to Streetscape Design if the Developer is required to include enhanced crosswalks as a condition of sight plan approval. An example would be most subdivision developers in the City of Vaughan are instructed by the City to include Enhanced Crosswalks as per the Region's specifications and detail shown in Appendix F.



Streetscape Design on Regional Roads

York Region is committed to designing roadways with consideration for the needs of all users. An appropriate streetscape design supports the promotion, balance and connectivity of future developments and ensures consistency along the corridor. Streetscape design benefits all modes of transportation by providing universal accessibility, improvements to the natural environment and creates safe and vibrant places that complement both the Region and the local community.

The Region is urbanizing and growing in population rapidly. Population growth is estimated to grow 50% by 2031. It is critical that all new development is designed and implemented in a way that is pedestrian and environmental friendly, safe, multi-modal and transit-oriented. This is a key component of all local municipalities' Official Plans as well as the Province's Places to Grow strategy.

Although the Region is rapidly urbanizing it is still predominantly suburban, rural and protected open space i.e. the Provincial Green Belt Area and the Oak Ridges Moraine Conservation Plan Area. Developers and their consultants are to design each development according to the surrounding context with consideration for the future of the neighborhood.

Goals & Objectives

- a) **Create attractive streets** with a **distinct sense of place** that integrate with local communities
- b) **Create context sensitive streets** that are **safe and accessible** to all users
- c) **Elevating York Region's civic image** to encourage **investment** in York Region in supporting a sustainable economy



Streetscape Design Considerations:

Regional Policy, Streetscape Master Plans and Urban Design Guidelines

Before pursuing any design all stakeholders are to review all applicable policy listed within the manual, review the Streetscape Master Plans and Urban Design Guidelines Location Map (See Appendix E) and consult both the Region and the applicable local municipality for any new or updated policy not mentioned in this document.



Viva Bus Rapid Transit Corridors

Development within a Viva Bus Rapid Transit Planned Corridor should be coordinated directly with Viva for direction on improvements. An interim streetscape improvement may be required if development is proposed before the proposed Viva works.

Roads and Environmental Capital Construction Programs [\(Click here to See 10 - Year Roads Capital Construction Program and more\)](#)

Some developments are proposed within corridors where Roads and Environmental Capital Construction are planned for widening, reconstruction or installation of other infrastructure such as storm sewer, sanity sewer, pumping stations etc. It is important to always review site plans in conjunction with 10 - Year Roads and Environmental Capital Construction Programs. This will prevent possible throw away and provide opportunity to recommend an interim plan.

Right-Of-Way Dimension

Some areas have constrained ROW in which there is limited to no available space for streetscape design elements. When there is a limited Right-of-Way consult internal and external stakeholder's on the possibilities of an encroachment agreement between the involved parties to allow the inclusion of necessary streetscape elements.

Hydro/Utilities:

Utilities can have a significant impact on streetscape design within the right-of-way, see examples below:

- ☐ Above ground hydro limits the use of large form street trees, accessibility, planter placements etc.
- ☐ Below ground utilities such as water and waste water, gas lines, fiber optics etc. limits what structures or signage can be installed above them
- ☐ Location of existing water and wastewater ventilation systems

Accessibility for Ontarians with Disabilities Act (AODA)

It is the responsibility of all stakeholders to follow and abide by the Accessibility for Ontarians with Disabilities Act. Examples of implementing this act relating to streetscape design include providing the necessary amenities and access to those with disabilities. Examples of requirements can be direction lines, detectable warning surfaces, providing access ramps etc.



Other Applicable Authorities/Stakeholders

- ☐ Traffic Management& Intelligent Transportation Systems
- ☐ Natural Heritage and Forestry Services
- ☐ Road Maintenance
- ☐ Corridor Approvals



Streetscape Design Review Toolkit:

Sight Triangle Manual

The Sight Triangle Manual is a tool that assists designers and stakeholders when designing within Regional sight triangles. This manual shall be followed for all streetscape design elements within the Region's sight triangles. See Appendix A.

Visual Guide to Streetscape Design

This visual guide provides visual and text examples of good versus poor streetscape design. This chart is to act as a tool to assist York Region staff, developers and their consultants to communicate the qualitative aspect of streetscape design. See Appendix B.

Streetscape Site Plan Checklist

The Streetscape Site Plan Checklist is a tool to ensure that all Streetscape related site plan submission requirements are met. See Appendix C.

Site Plans Examples

See Appendix D

Streetscape Policies and Guidelines Map

This map shows all the local Streetscape Master Plans and Urban Design Guidelines locations within the Region. This map will show Region staff, developers and their consultant's all applicable policies and guidelines within a given area. The consultant is to consult both the Region and the applicable local municipality for any new or updated policy, master plans or urban design guidelines not mentioned in this document. See Appendix E.

South Yonge Street Corridor Streetscape Master Plan and Detailed Design Guidelines

The South Yonge Street Corridor Streetscape Master Plan and Detailed Design Guidelines applies to Yonge Street from Steeles Avenue to Garden Avenue. These streetscape detailed design guidelines will provide Region staff, developers and their consultants with clear guidance and requirements for boulevard design. See Appendix F.



York Region Contact Information:

Manager of Development Services - (905)-830-4444



Appendices

Appendix A – Sight Triangle Manual

Appendix B - Visual Guide to Streetscape Design

Appendix C – Streetscape Site Plan Checklist

Appendix D - Site Plan Examples

Appendix E - Streetscape Policies and Guidelines Map (2013)

Appendix F – Typical Zebra Pavement Marking Detail Drawing Plan

Appendix G - South Yonge Street Corridor Streetscape Master Plan and Detailed Design Guidelines



