



# WARD 6 ETOBICOKE- LAKESHORE STREETScape BIA MANUAL





### **Disclaimer Notes**

These guidelines are intended to be used strictly as a reference guide only. Duplication of these details in whole or in part is prohibited without the written consent of Ward 6 Etobicoke-Lakeshore BIA and Terraplan Landscape Architects Inc.

The landowner's consultant will be responsible for creating the appropriate layout plans, planting plans, paving plans and landscape details.

The final design will be reviewed and approved by Terraplan Landscape Architects Inc. in conjunction with the local BIA chapters and the City of Toronto.

<b>INTRODUCTION</b>	<b>7</b>
IN. 1.0 Master Plan	8
IN. 2.0 Gateways	11
IN. 3.0 Design Approach	12
IN. 4.0 Lighting	13
IN. 5.0 Feature Paving	14
IN. 6.0 Furniture	15
IN. 7.0 Signage	16
IN. 8.0 How to Use This Manual	17
<b>MIMICO VILLAGE</b>	<b>19</b>
MV. 1.0 Evans + Royal York	25
MV. 2.0 Hay + Royal York	27
MV. 3.0 Furnishings	29
<b>LONG BRANCH VILLAGE</b>	<b>31</b>
LB. 1.0 13th + Lake Shore	41
LB. 2.0 31st+ Lake Shore	43
<b>LAKESHORE VILLAGE BIA</b>	<b>45</b>
LS. 1.0 5th + Lake Shore	55
LS. 2.0 3rd + Lake Shore	57
<b>MIMICO BY THE LAKE</b>	<b>59</b>
ML. 1.0 Mimico + Lake Shore	67
ML. 2.0 Albert + Lake Shore	69
ML. 3.0 Enhanced Corner	71

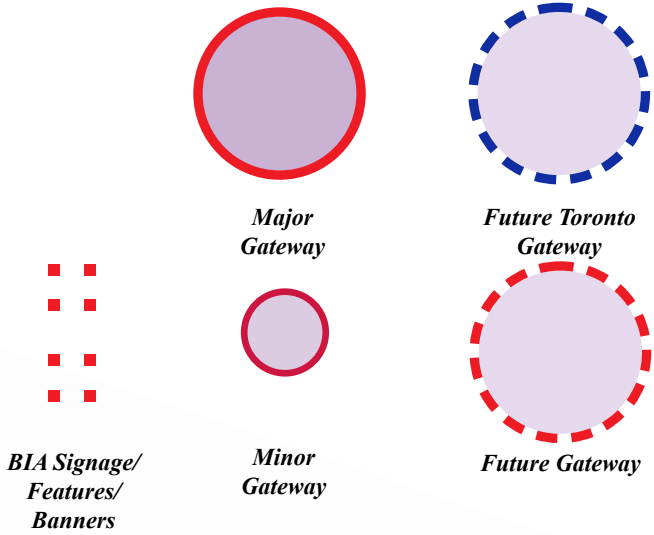
<b>IMPLEMENTATION</b>	<b>72</b>
<b>DETAILS</b>	<b>78</b>
L.1 Pedestrian Lighting	79
L.2 Tree Up-Lighting	86
PA.1 StreetPrint XD	87
PA.2 Duratherm	89
PA.3 BIKE LANE	90
PA.4 Concrete Sidewalk	91
PA.5 Coloured Concrete	92
PA.6 Rolled Curb	93
F.1 Signage	94
F.2 Bike Ring	97
F.3 Large Flower Pot	98
F.4 Slim Flower Pot	99
F.5 Railing Planter	100
F.6 S-bench	101
F.7 Astral Media + City of Toronto Street Furniture	103
F.8 Tree Grate	107
PL.1 Planting	111



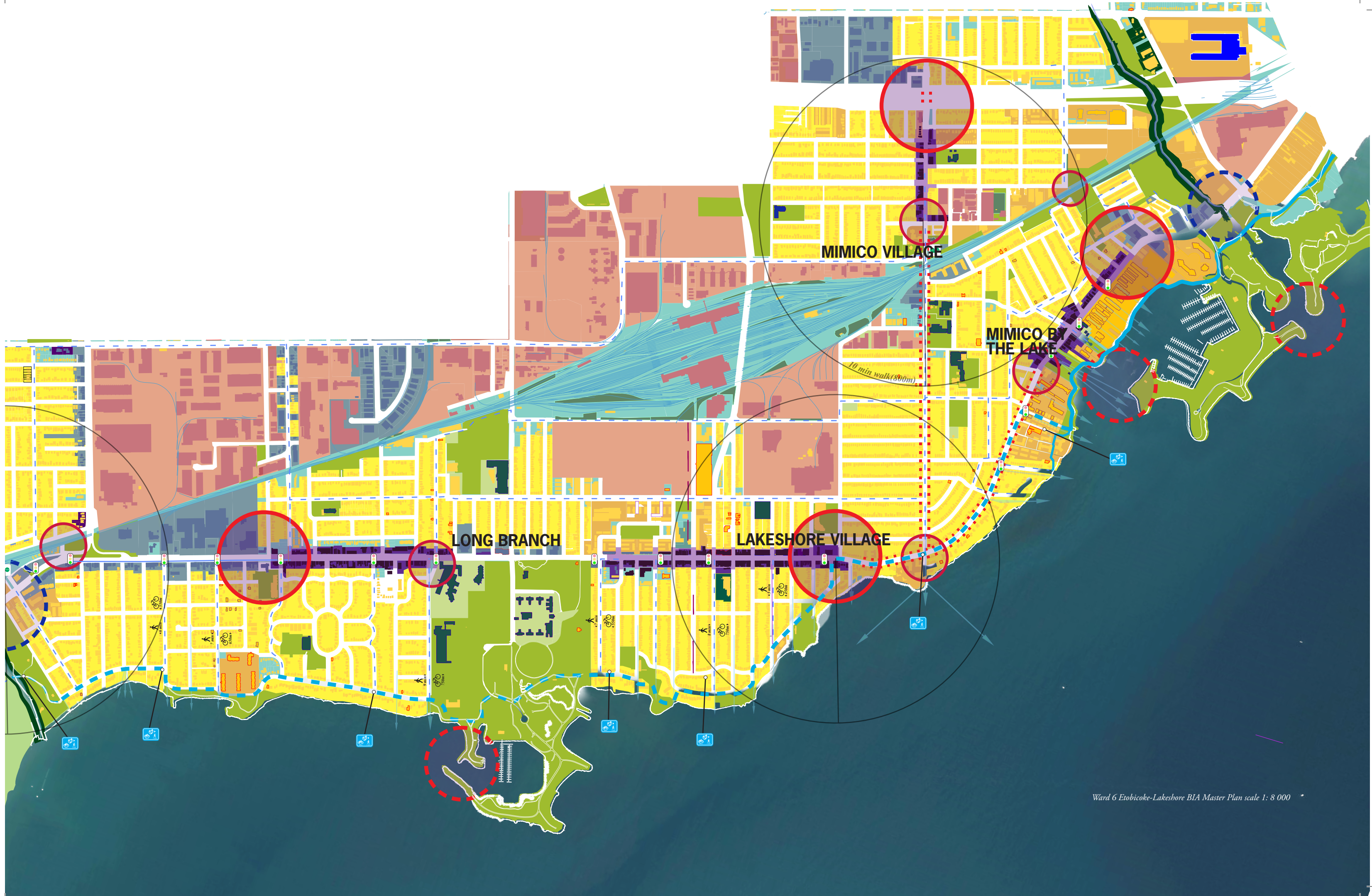
# INTRODUCTION

<b>OVERVIEW</b>	<b>24</b>
<b>MASTER PLAN</b>	<b>28</b>
<b>DESIGN STRATEGIES</b>	<b>34</b>
<b>CHAPTER PLANS</b>	<b>34</b>
<b>DETAILS AND SUPPLY INFORMATION</b>	<b>34</b>

# IN. 1.0 MASTER PLAN







MIMICO VILLAGE

MIMICO BY THE LAKE

LONG BRANCH

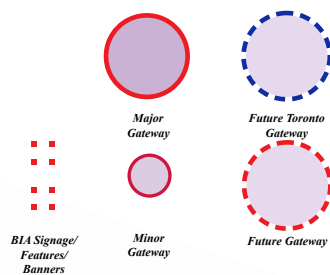
LAKESHORE VILLAGE

10 min walk (800m)



## IN. 2.0 GATEWAYS

BIA entry features are to be located at key intersections and areas within the Etobicoke-Lakeshore BIA. There will be two types of gateway features; a Major Gateway measuring approximately 4m height x 2m x 2m, and a minor gateway feature measuring approximately 2m height x 2m length x 1 m width. Each chapter BIA will be represented by both a Major and Minor Gateway feature. The design of the features will be developed and evolved in conjunction with the future BIA branding study.



## IN. 3.0 DESIGN APPROACH

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The streetscape design approach at the Etobicoke-Lakeshore BIA is to create a cohesive and geographically relevant image for Ward 6. A blend of colours, textures, patterns, and materials have been selected for the various streetscapes that unify the BIA's while maintaining the core identities of the 4 chapters. Equally important to the design approach is the selection of furniture, paving, and lighting styles which evoke the area's connection to Lake Ontario and its shoreline. Rope, iron, and water motifs speak to the ward's waterfront history and industry. Strongly reinforcing the design of the BIA streetscapes is the use of the colour black. Black provides the foundations from which all of the streetscape elements derive; The lamp poles, planters, benches, and tree grates, in the colour black, provide consistency and reduce the visual clutter throughout each BIA. The logic and organization of street furniture is another anchor throughout the chapters.

Existing pedestrian clearways lack proper street furnishings and are cluttered with misaligned poles and tree planters, making it difficult for pedestrian circulation. Slim and compact furnishings, purposefully placed and arranged, ensures ease of movement through the streets. Planters provide focus towards businesses and a strong lighting scheme combined with banners provides a visual regularity and rhythm.

The addition of bump-outs along the corridors can increase the amount of seating and planting space. These areas can encourage more pedestrian uses along the roadway and add variety to the streetscape. Bump out areas contain an arrangement of benches, planters and feature paving to create a space more scaled to the pedestrian.

Remaining distinct between the chapters is individualistic approach to feature paving. While the colour and pattern of the various feature paving areas will be decided at a later date, this manual details and outlays the specific requirements and layout that each chapter shall use for implementing its paving features.

## IN. 4.0 LIGHTING

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Two types of pedestrian lighting fixtures are used in the combined BIA District; the Long branch blue light standards and the Lakeshore Carriage Lamps. The lighting fixtures are solely found along Lake Shore Boulevard. These fixtures, as time and budget allow, will be phased out of the streetscape and replaced with the Lumca Concept 10 luminaire and pole described below.

Mimico by the Lake and Mimico Village currently do not possess pedestrian light fixtures. The Lumca Concept 10 fixtures will be mounted to existing Toronto Hydro poles along with the associated banner arms.

One type of street lighting fixture is proposed for use in the Etobicoke Lakeshore BIA ;

Lumca Concept 10 Luminaire with round PL41-E Pole. For details and specifications refer to I-4

## IN. 5.0 FEATURE PAVING

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Feature paving treatments will be used across the Etobicoke-Lakeshore BIA in a variety of implementations;

Important intersections will be distinguished through a 3.0m wide crossing band. The pattern and colour will be determined in conjunction with the branding study and the individual BIA. Minor street crossings will be emphasised through a 2.5m wide crossing band in the same pattern and colour as the major intersections. Pedestrian crossings will similarly be distinguished by the same pattern and colour used for the major intersections.

On-street curbside parking will be delineated through a similar paving treatment as the intersections; the colour will be consistent with the intersection and crossing colours but the pattern/layout will be different than that chosen for the intersections. It is economical that this pattern be a standard template.

Bicycle lanes will be printed with a paving treatment whenever the bike lanes cross through a minor intersection. This indicates a cross street to both cyclists and drivers. At major intersections the bike lanes will be simplified and delineated with basic white markings so as not to distract from the feature paving.

A distinct pattern and the use of colours in the paving palette is an important strategy in creating a cohesive streetscape throughout each BIA brand. The consistent application of feature paving at major intersections, pedestrian crossings, curbside parking, and bicycle lane crossings, will allow the 4 BIA chapters to demonstrate their interconnectedness and unity. The variations between the paving colour and pattern that each BIA chooses will allow each chapter to retain some distinction from the BIA as a whole.

Once the colours and patterns of paving have been identified all paving treatments should be carried out in new developments and streetscape upgrades.

Each BIA Chapter will standardize the paving palette to the above mentioned streetscape interventions and to the details and specifications provided on page 89.

## IN. 6.0 FURNITURE

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In conjunction with the Toronto Street Furniture programme, the Etobicoke-Lakeshore BIA will incorporate several Astral Media site furnishings along their streetscapes.

Astral Media Pieces;

Bench - options are available for backless, double long, and armless. All metal components are to be in the offered black finish

Media Consolidation Box - The box should be the smallest size available and in black.

Media Column - The Column shall be in black

Trash Receptacles - The containers shall be the 'slim profile' options and in black.

Other site furnishings include;

Equiparc 's' bench - custom

Rope Bike Rack

Planters - variety of sizes.

Construction details for the Street Furniture are located on page 98. Land-owners may cut and paste the details on these pages to use in their design development and construction drawings. If any adjustments need to be made to suit the site, they must receive approval from the Etobicoke-Lakeshore BIA prior to approval of the drawings.

The footing details for street furniture, poles and structures give a general description of the size, materials and configuration only. As noted on the details, shop drawings must be prepared by a structural engineer to the approval of the Etobicoke-Lakeshore BIA.

## **IN. 7.0    SIGNAGE**

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Proper signage helps establish an identity as well as provide the pedestrian with information and wayfinding. Current streetscapes lack properly scaled signage and identifying banners. Streetscape improvements focus on replacing and creating a new standard for new signage within the corridors.

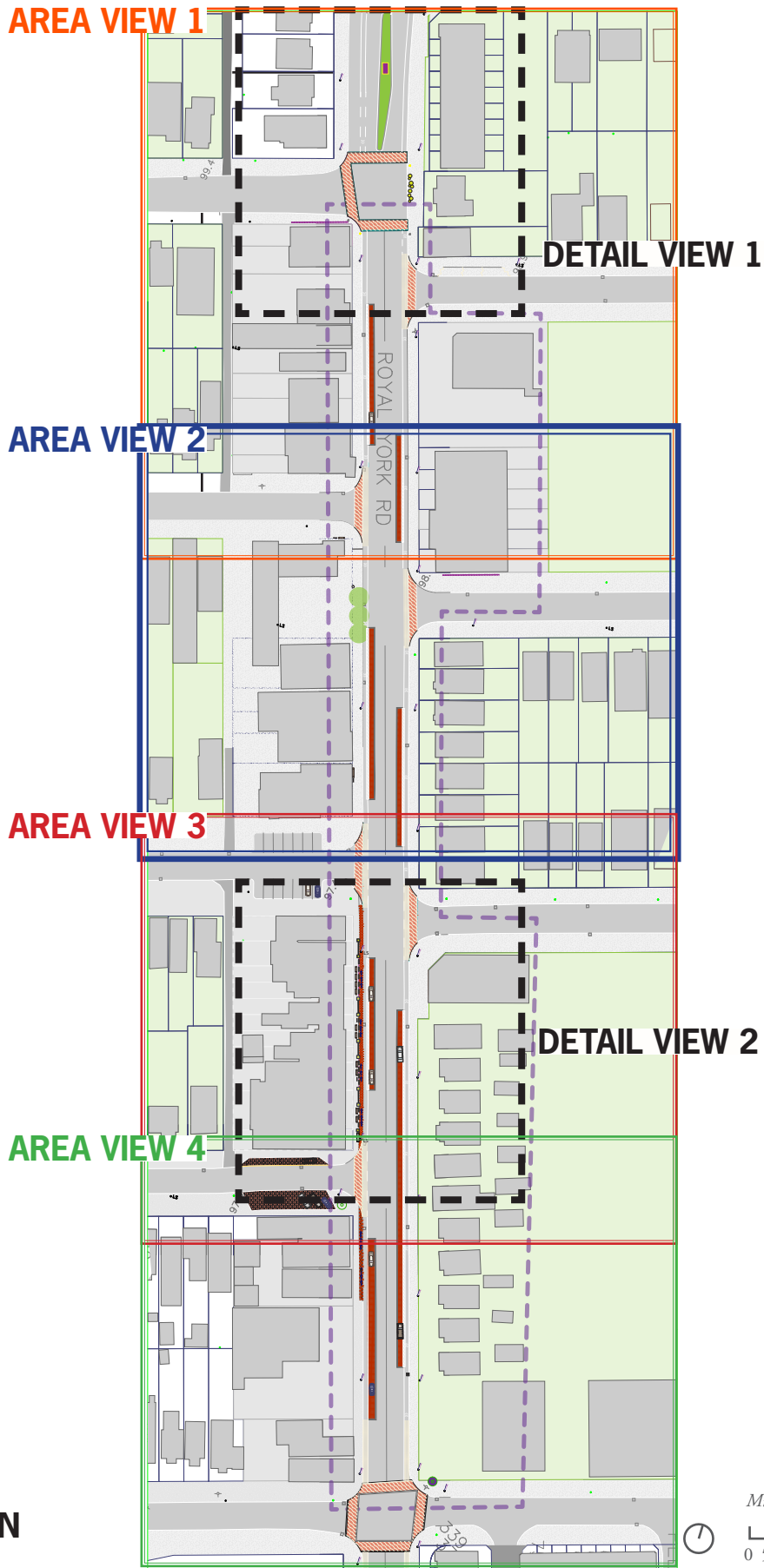


## **IN. 8.0 HOW TO USE THIS MANUAL**

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For all new rezoning, plan of subdivision, and site plan approval applications in the Etobicoke-Lakeshore BIA, the BIA will require landowners to incorporate the design details in this document into the design of the public portion of the road right-of-way as part of the development approval drawing submission for the City of Toronto. A detailed description of the development approval process and the division of responsibilities during construction and the maintenance/warranty period is shown in Section IM - Implementation.

All streetscape improvements recommended in this manual will be implemented during any site redevelopments by new developers/landowners or when physical improvements to the streetscapes are required by the local BIA chapter.

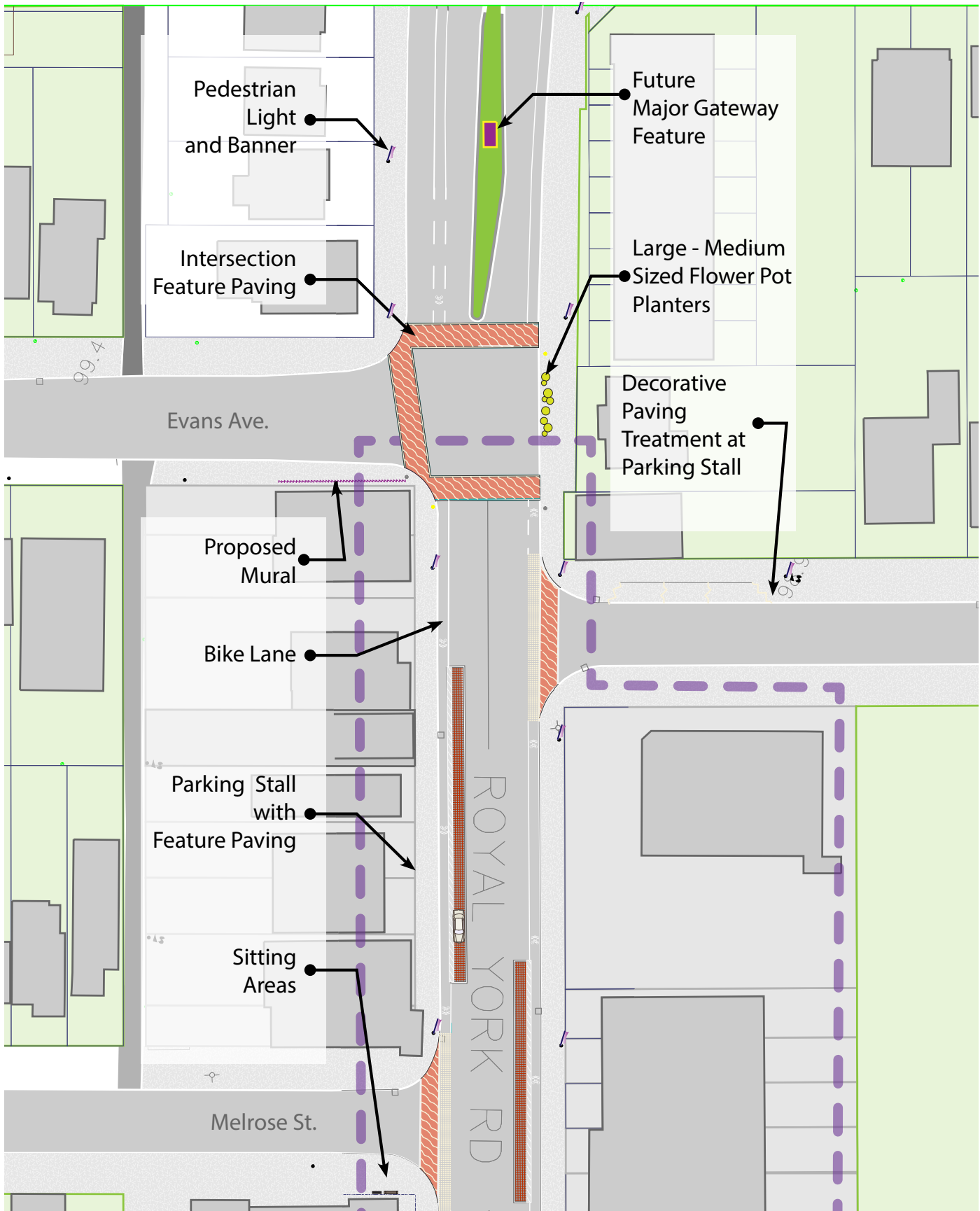


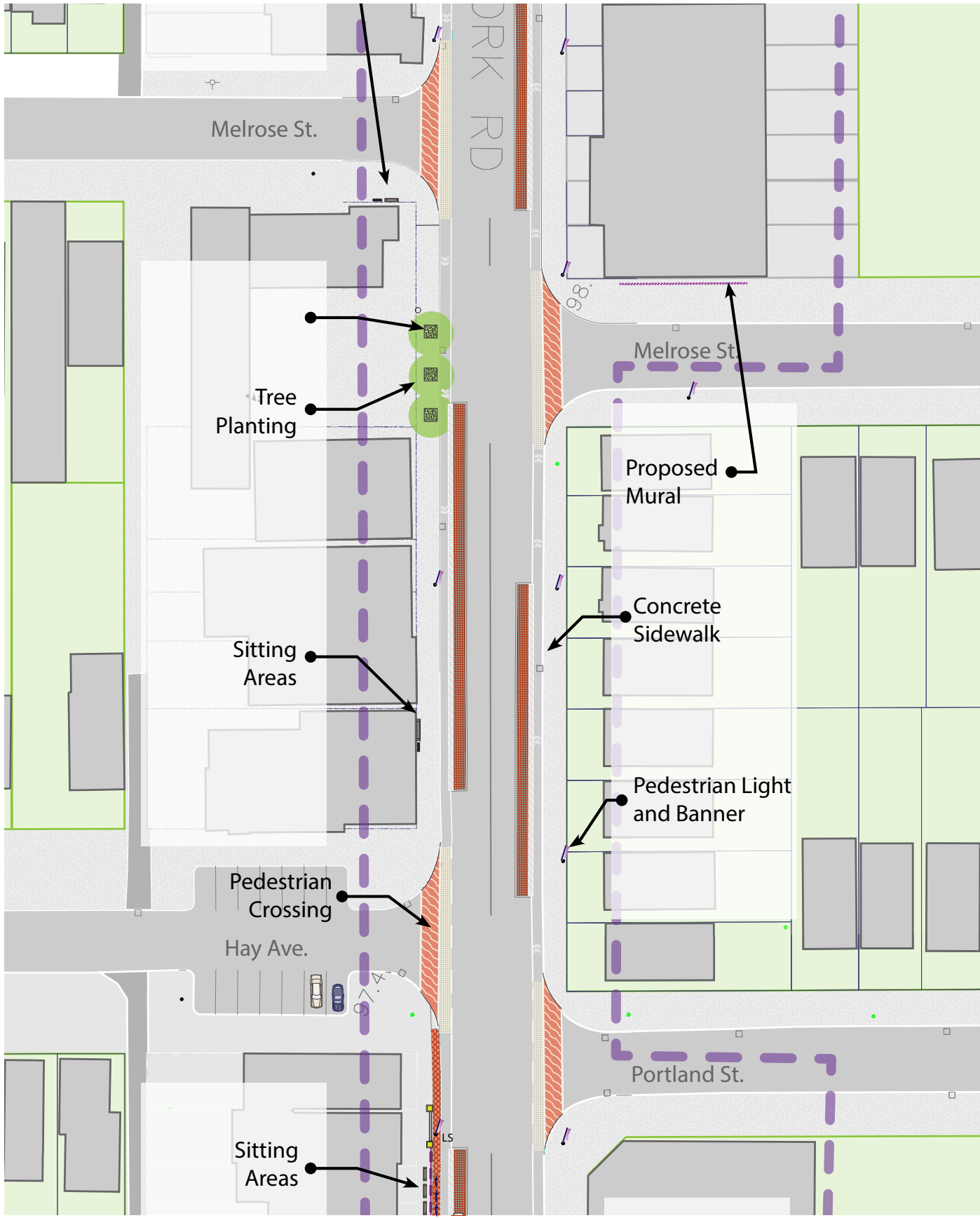
**KEY PLAN**

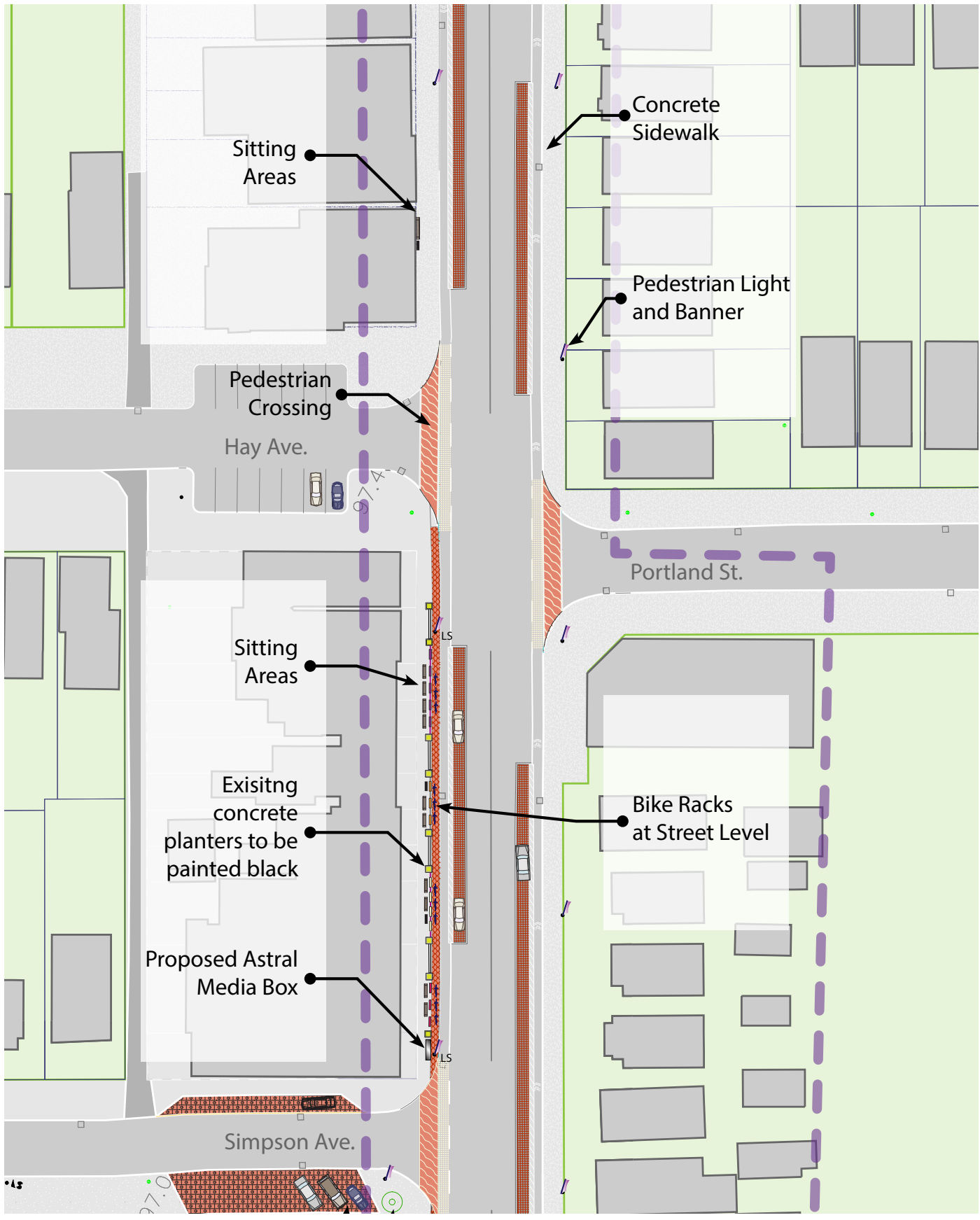
# MIMICO VILLAGE

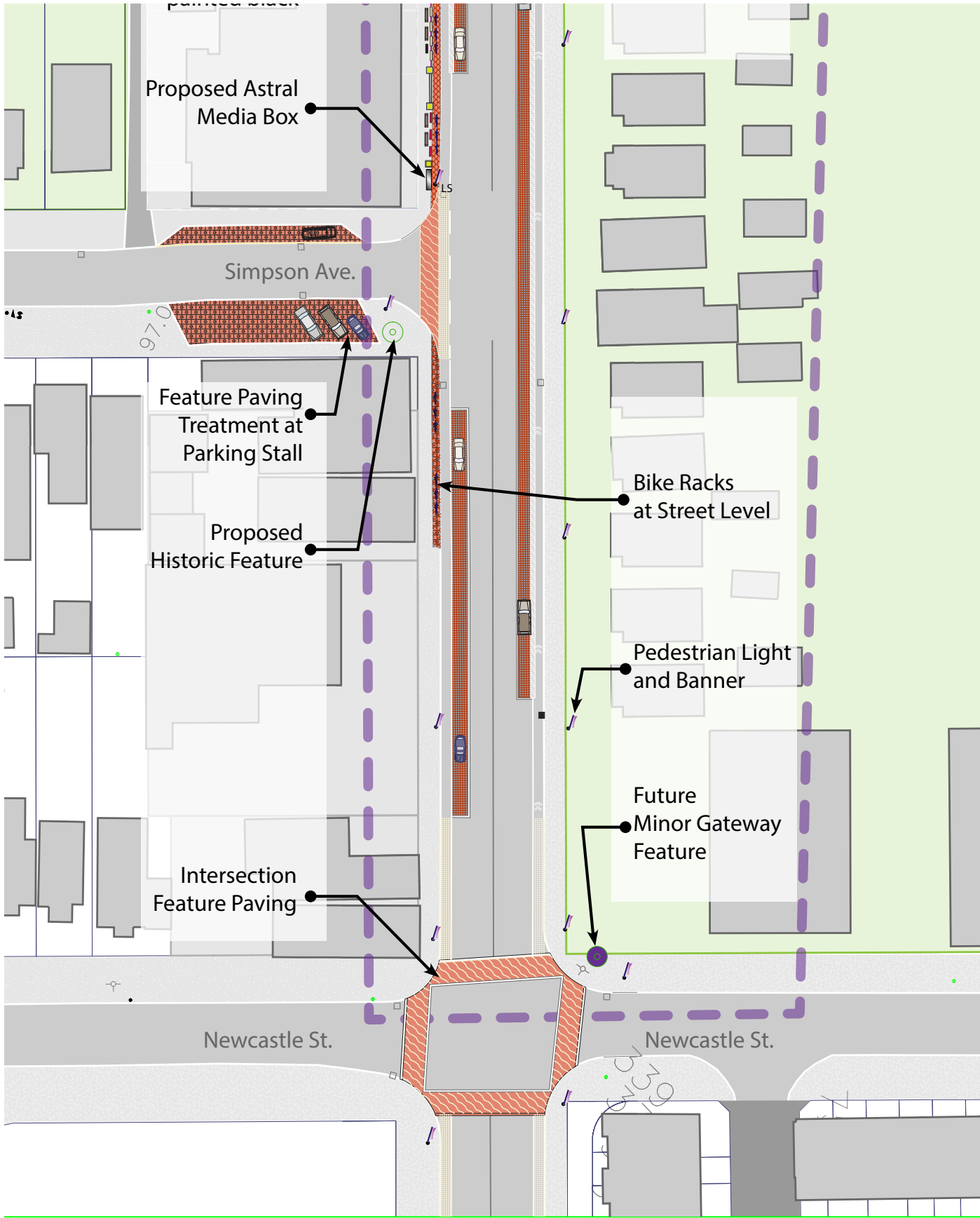
<b>AREA VIEW 1</b>	<b>20</b>
<b>AREA VIEW 2</b>	<b>21</b>
<b>AREA VIEW 3</b>	<b>22</b>
<b>AREA VIEW 4</b>	<b>23</b>
<b>DETAIL</b>	<b>24</b>



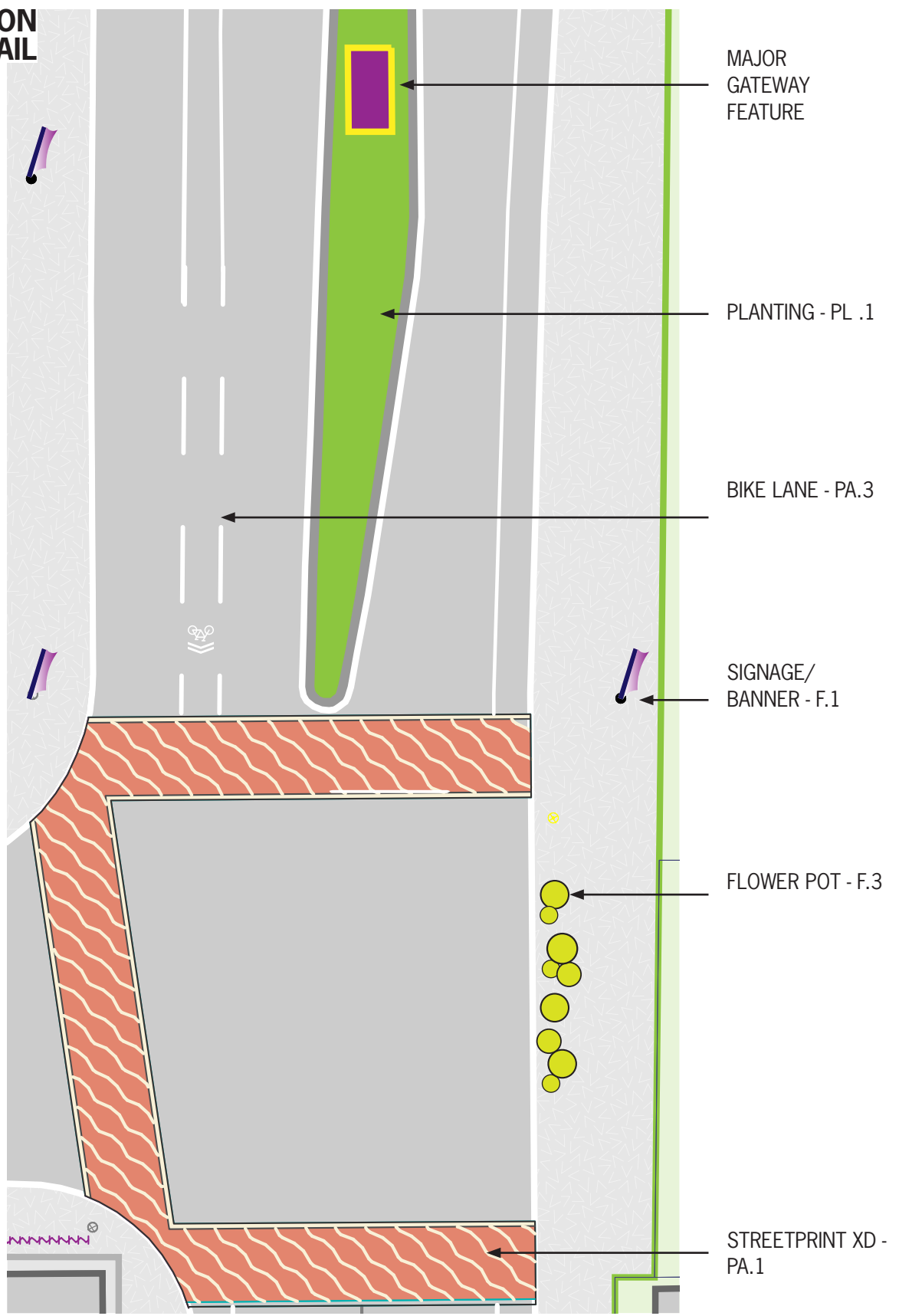








# INTERSECTION DETAIL



MAJOR  
GATEWAY  
FEATURE

PLANTING - PL .1

BIKE LANE - PA.3

SIGNAGE/  
BANNER - F.1

FLOWER POT - F.3

STREETPRINT XD -  
PA.1

Mimico Village BIA Master Plan scale 1:4000



## MV. 1.0 EVANS + ROYAL YORK

At Evans and Royal York Rd. a gateway and sense of entry will be created. Framing the area will be a feature paving design throughout the intersection. Banners and large flower pots will further delineate the beginning of this BIA, and a future gateway sign will be the focal point.

### PA.1 - Intersection Treatment

At two major intersections Street Print XD will be applied; Royal York and Evans Avenue and Royal York and Newcastle Street. The pattern and colour may be customized according to the BIA branding study. This Streetprint XD application will continue throughout the Mimico Village chapter at every minor pedestrian crossing. See area views 1-4 p.20-23

### PA.3 - Bike Lanes

Existing Bike lanes run north south on Royal York Road. The lanes will be repositioned against the existing curb whenever on street parking is available. So as to not compete with the adjacent paving patterns and colours, the lane will be painted the standard white.

### PL.1 - Planting

Island planting material to be determined with the future BIA identity.

### F.1, F.3 - Furniture

Banners will be added to existing streetlights and poles. Large flower pots in various sizes, will be arranged at the east side of the intersection.

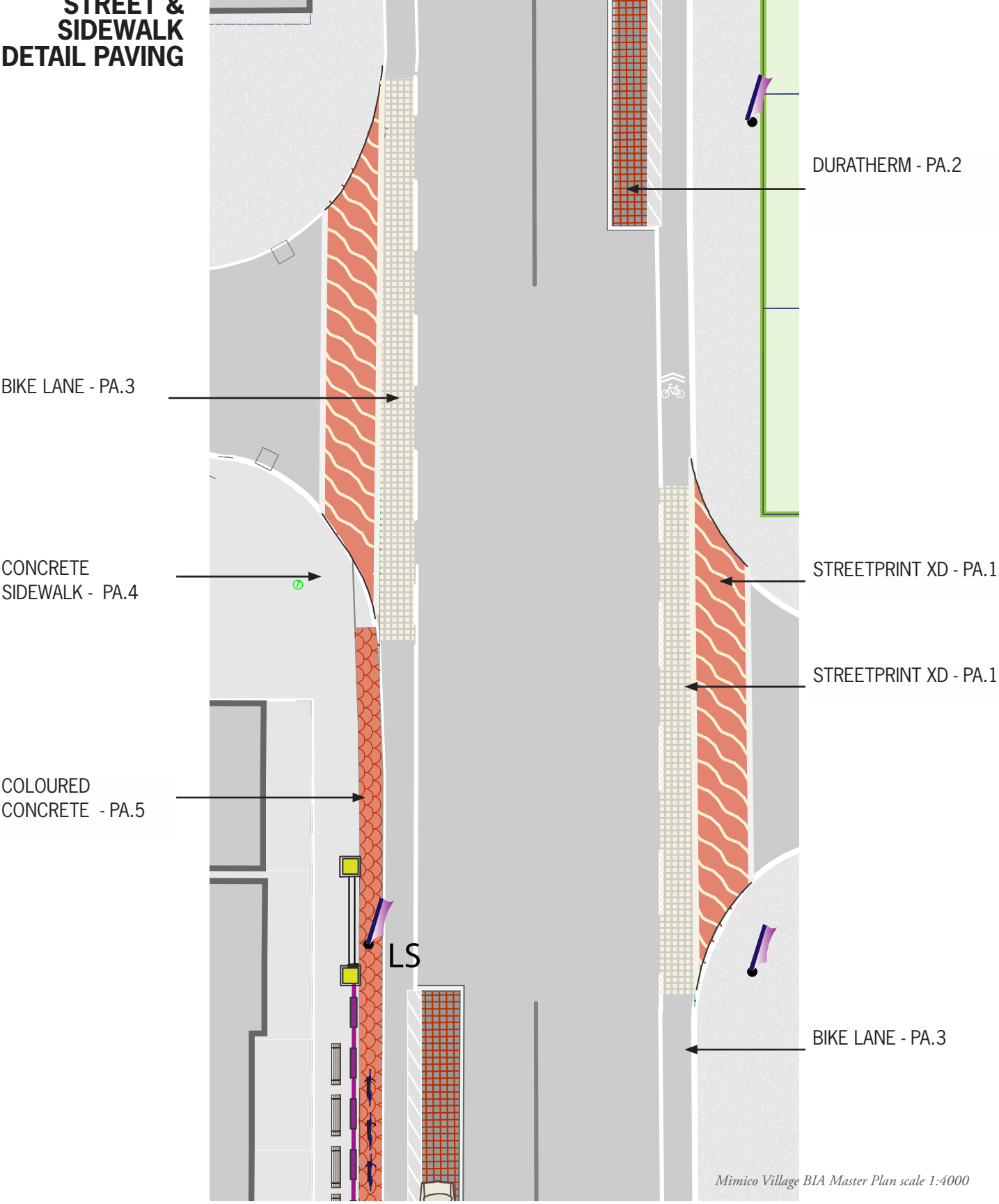


*Existing conditions along Royal York Rd.*



*Proposed streetscape design - Note: All paving patterns and colours are conceptual. The BIA will determine the colour, layout, and pattern at a later date*

**STREET & SIDEWALK  
DETAIL PAVING**



*Mimico Village BIA Master Plan scale 1:4000*

## MV. 2.0 HAY + ROYAL YORK

Feature paving applications will consist of four separate treatments within the Mimico Village chapter; The intersection at Hay and Royal York is a typical example of the types of paving proposed for this chapter.

### PA.1 StreetPrint XD

At 6 minor intersections, StreetPrint XD will be applied to pedestrian crossings. This occurs at Royal York's intersection with Algoma Street, Melrose Street, Hay Avenue, Portland Street, and Simpson Avenue. The pattern and colour may be customized according to the BIA branding study.

### PA.2 Parallel Parking Stalls

The on-street parking will be repositioned to the outside of the bike lane. The stalls will be treated with a Streetprint XD surface in a complimentary standard colour and pattern to the feature intersection paving

### PA.3 Bike Lanes

Existing Bike lanes run north south on Royal York Road. The lanes will be repositioned against the existing curb whenever on street parking is available. So as to not compete with the adjacent paving patterns and colours, the lane will be painted according standard white.

### PA. 5 Lower Sidewalk at Curb

In areas where there is a grade change between street level and storefront level walkways, the lower 1.2m wide concrete sidewalk receives a feature paving treatment that ties into the surrounding colours and themes.



*Existing conditions along Royal York Rd.*



*Proposed streetscape design - Note: All paving patterns and colours are conceptual. The BIA will determine the colour, layout, and pattern at a later date*

# STREET & SIDEWALK DETAIL PAVING



F.7 - ASTRAL MEDIA TRASH CONTAINER - PAGE 104



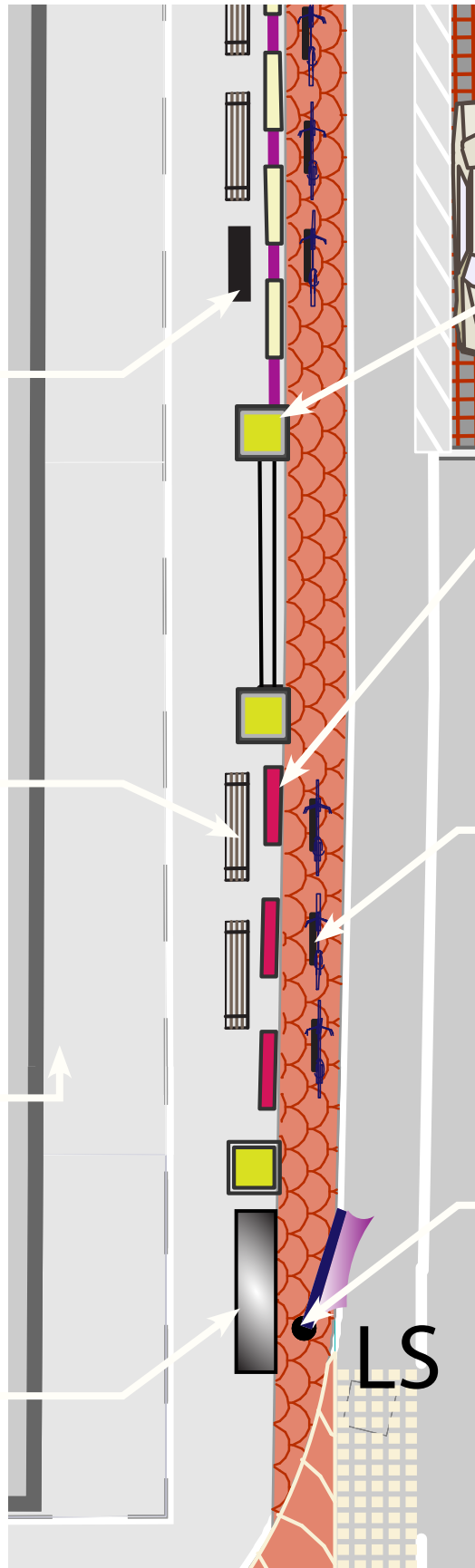
F.7 - ASTRAL MEDIA BENCH - PAGE 103



F.3 - FLOWER POT



F.7 - ASTRAL MEDIA MEDIA CONSOLIDATION - PAGE 105



EXISTING PLANTERS PAINTED BLACK



F.4 - RAILING PLANTER

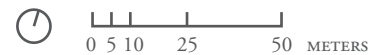


F.2 - BIKE RACK



L..1 PEDESTRIAN LIGHTING  
F.1 SIGNAGE + BANNER

Mimico Village BIA Master Plan



## **MV. 3.0 FURNISHINGS**

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There is opportunity to augment the streetscape through the placement and use of street furnishing.

### **F.7 Bench detail**

Benches will be placed parallel to the railings along the east side of Royal York Rd.

### **L.1 Lighting**

Where possible Luminaires and banners will be mounted to existing Toronto Hydro light poles.

### **F.3, F.5 Planters**

Where space permits, individual businesses may place up to 2 pots at the side of their entrances.

Where space is limited, individual businesses should use the slim, Greenville planter at/near entrances.

Railing baskets will be top mounted onto the existing railings. The planter should be planted seasonally with trailing plants from both sides.

All existing concrete planters will be painted black - to match the colour of the coordinated street furniture.