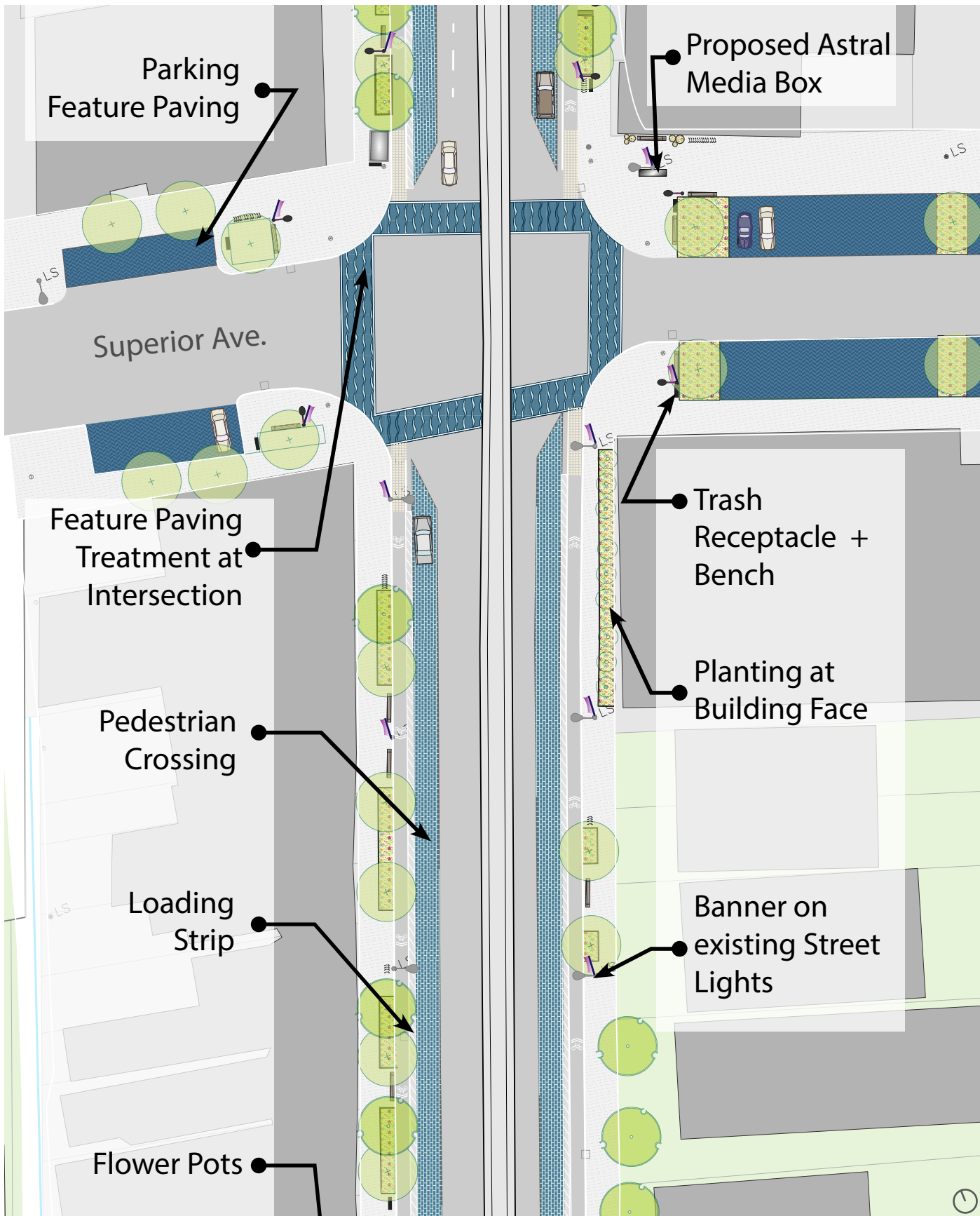
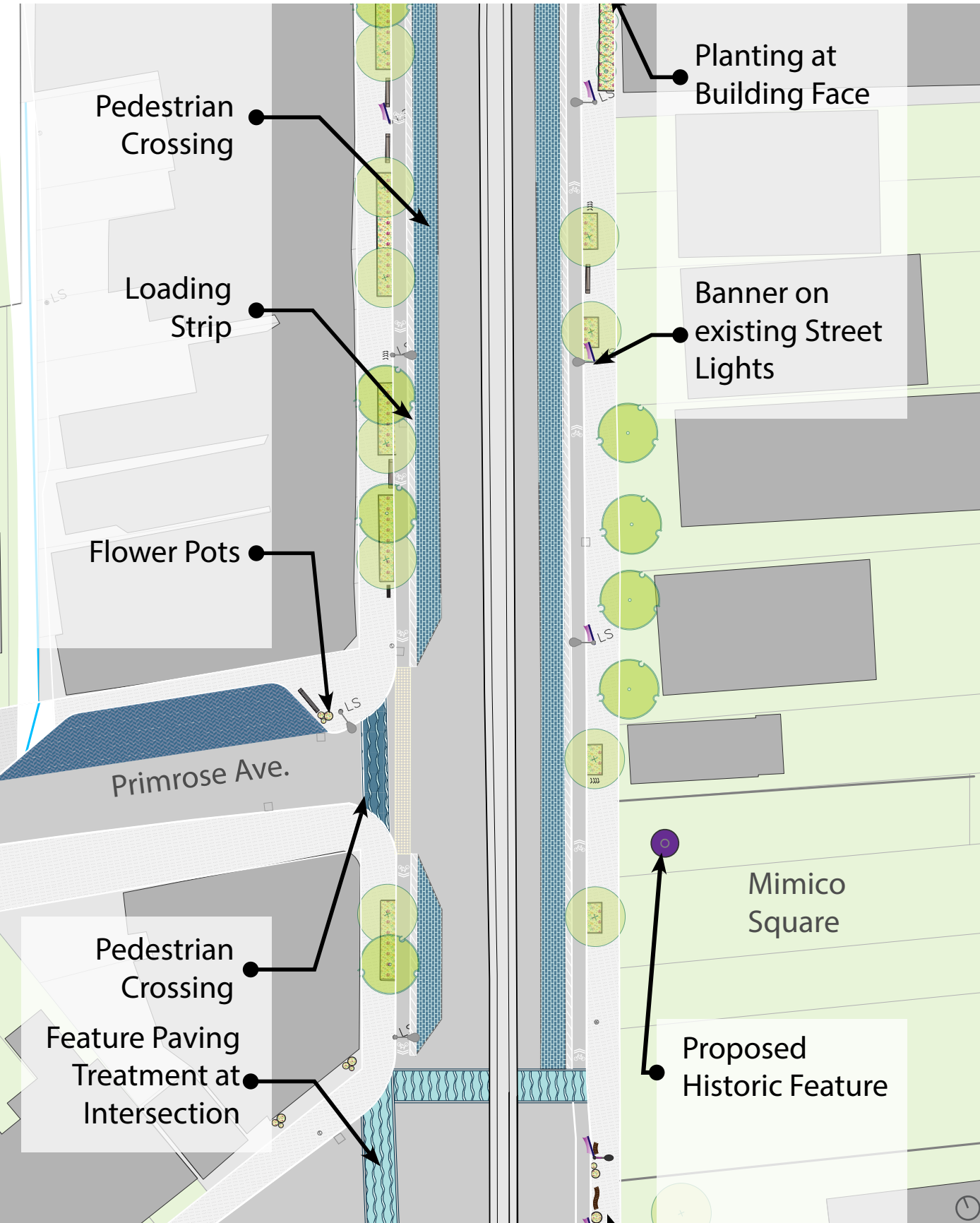
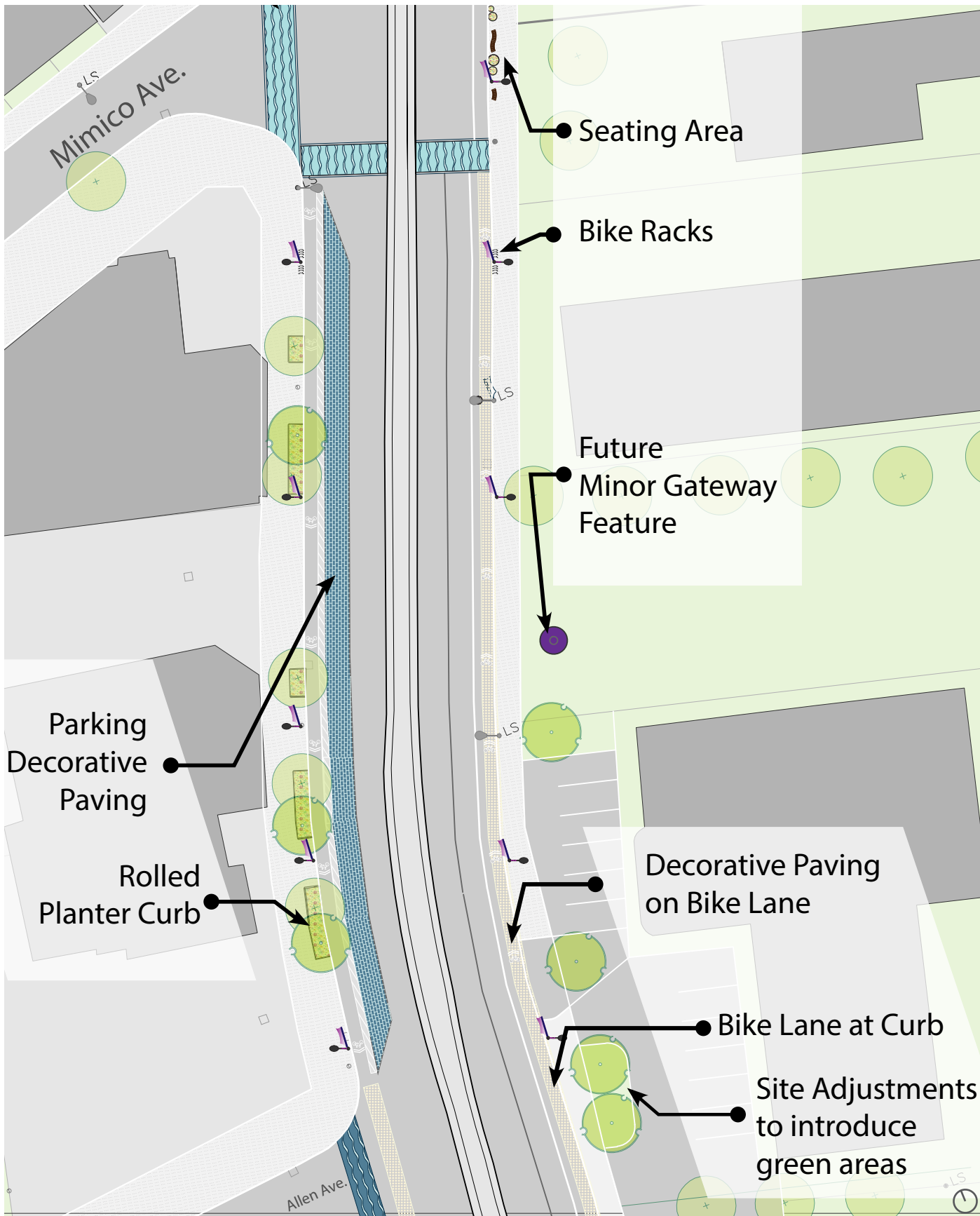
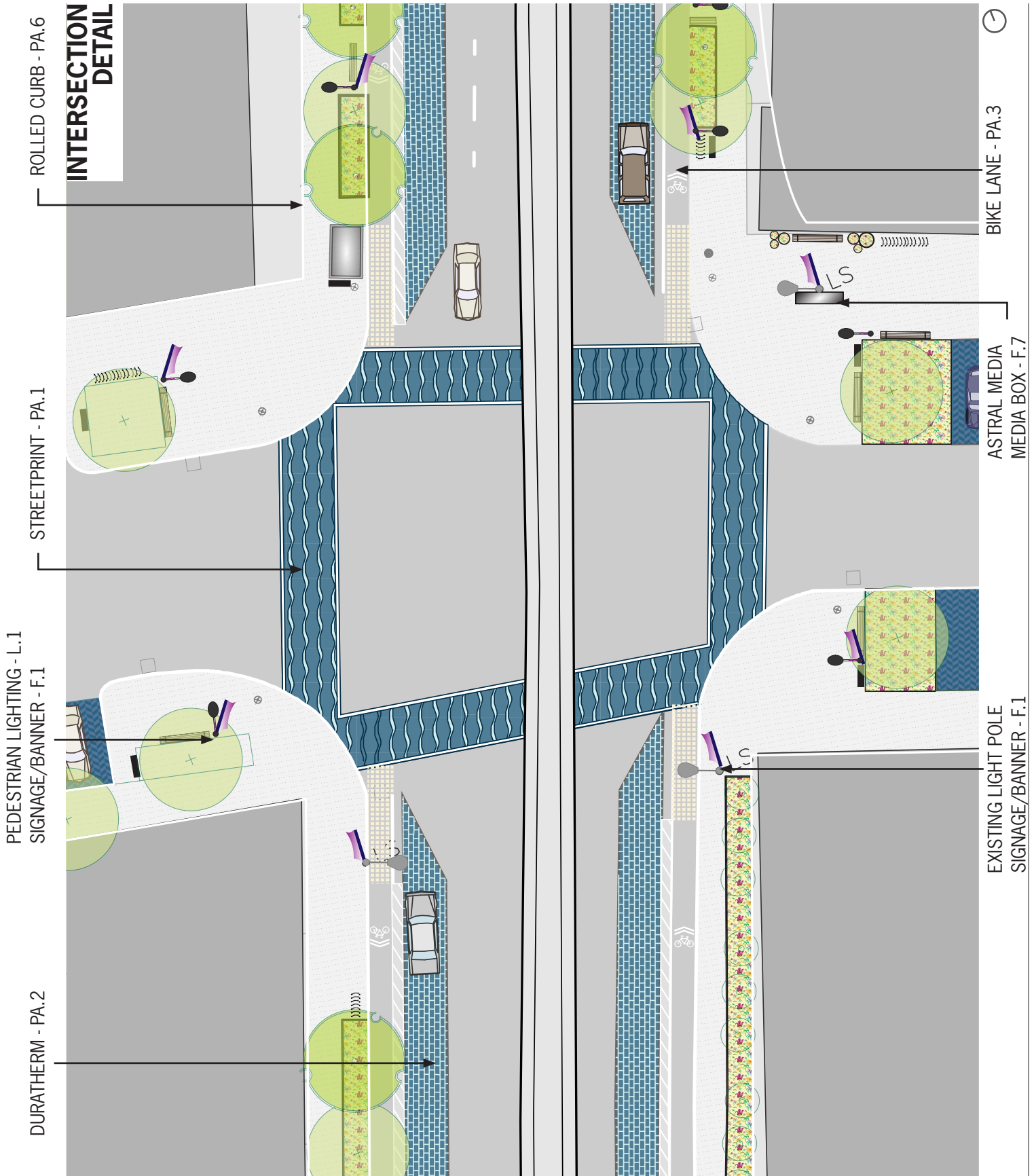










ML. 1.0 MIMICO + LAKE SHORE

Feature paving applications will consist of four separate treatments. The intersection of Mimico Ave and Lake Shore Blvd demonstrates the following paving features found within the Mimico by the Lake chapter.

PA.1 StreetPrint XD

At three major intersections Street Print XD will be applied; where Lake Shore Blvd meets Mimico Ave, Superior Ave, and Burlington Ave. The pattern and colour may be customized according to the BIA branding study.

PA.3 Bike Lanes

Existing Bike lanes run east/west on Lake Shore Blvd. The lanes will be repositioned against the existing curb. So as to not compete with the adjacent paving patterns and colours, the lane will be painted with the City of Toronto standard white marking.

PA.2 Duratherm Parking Stalls

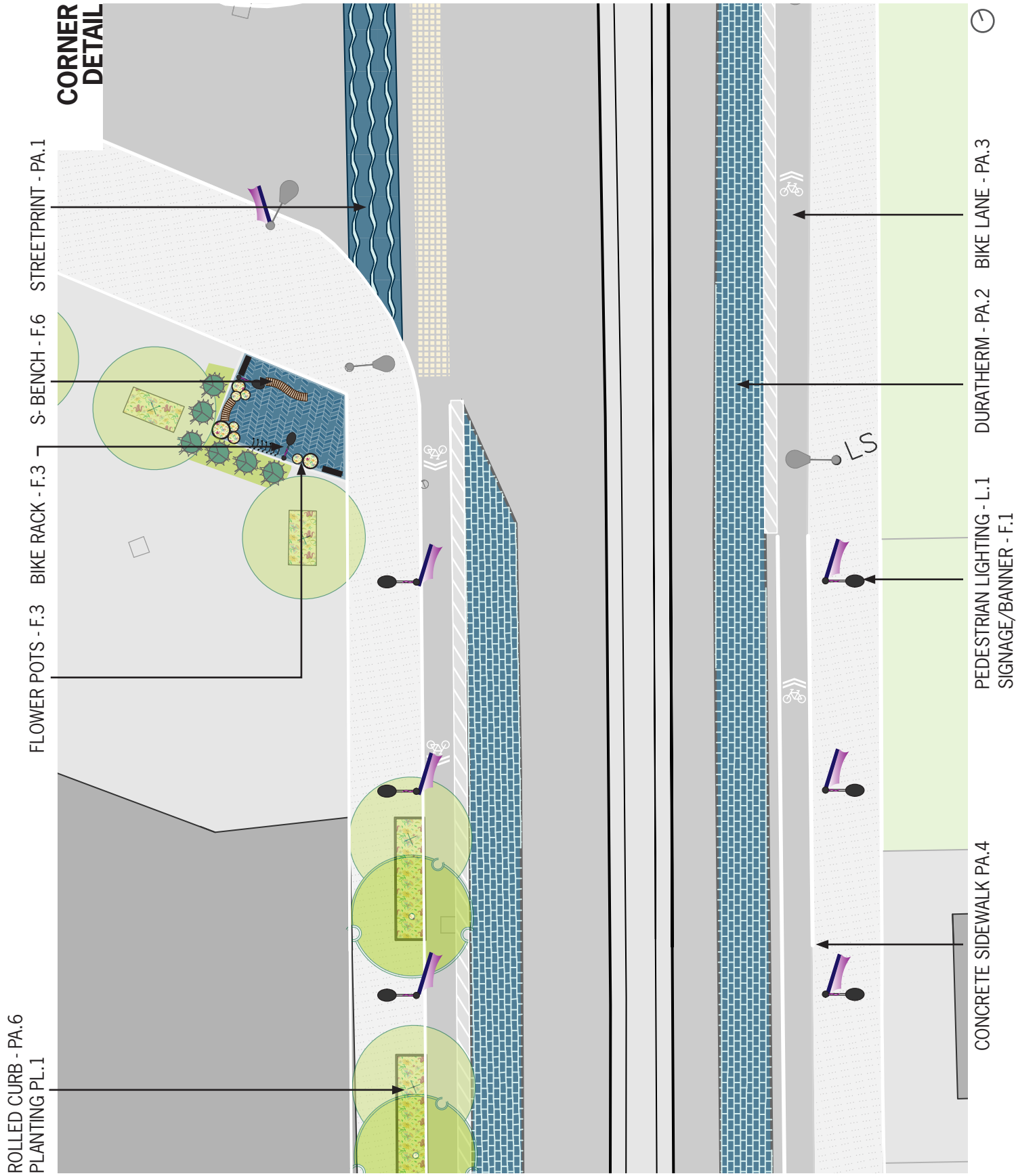
The on-street parking will be repositioned to the outside of the bike lane. The stalls will be treated with a StreetPrint XD surface in a complimentary standard colour and pattern to the feature intersection paving. Off-street Angle parking will be similarly treated.

F.1, F.7 Furniture + L.1 Lighting

Banners will be added to existing street poles as well as new pedestrian lighting. Media boxes consolidate new paper stand boxes that clutter pedestrian clearways.



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



ML. 2.0 ALBERT + LAKE SHORE

PA.1 StreetPrint XD

At four minor intersections Street Print XD will be applied; where Lake Shore Blvd meets Primrose St, Allen St, Albert St and Alexander St. Patterns and colours may be customized according to the BIA branding study.

PA.3 Bike Lanes

Existing Bike lanes run east/west on Lake Shore Blvd. The lanes will be repositioned against the existing curb. So as to not compete with the adjacent paving patterns and colours, the lane will be painted with the City of Toronto standard white marking. At each pedestrian crossing treatment mentioned above a similar StreetPrint XD pattern will be applied where the bike lane enters the intersection.

PL.1 Planting

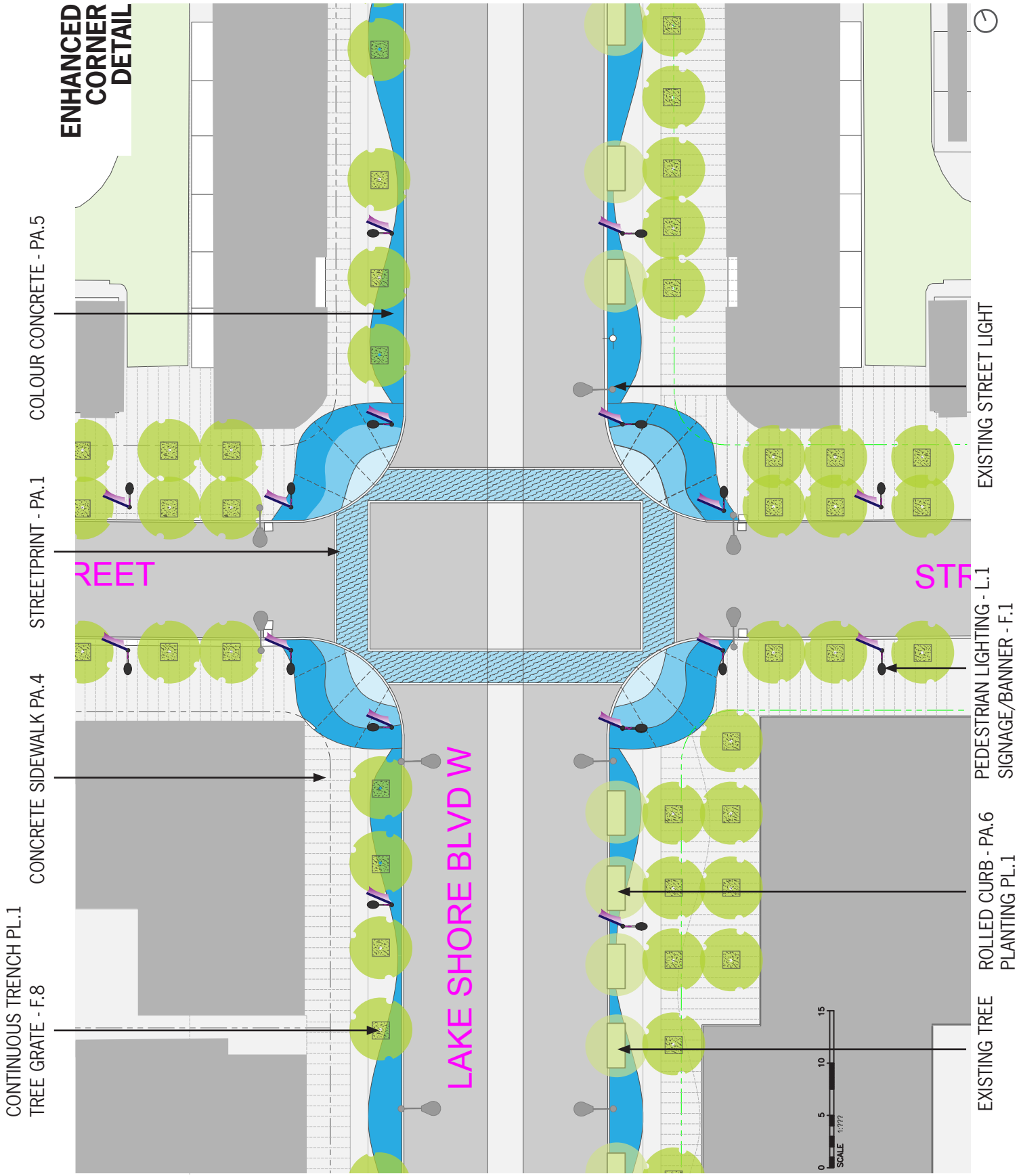
Where possible new tree planting will be integrated into the enhanced corner areas. These trees are to be planted at grade in continuous tree trenches, per City of Toronto standards.

F.1, F.7 Furniture + L.1 Lighting

Banners will be added to existing street poles as well as new pedestrian lighting. Flower pots, benches and bike racks will be arranged in feature corner areas.



Proposed pedestrian clearway with planters - Note: All paving patterns and colours are conceptual. The BIA will determine the colour, layout, and pattern at a later date



ML. 3.0 ENHANCED CORNER

An enhanced streetscape corner is recommended for new developments at intersections. These corners 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.

Feature paving applications will consist of two separate treatments within an enhanced corner feature;

PA.1 StreetPrint XD

At pedestrian crossings, Street Print XD will be applied. The pattern and colour may be customized according to the BIA branding study.

PA..5 Coloured Concrete Paving

In special designated areas coloured concrete will be used in a pattern and colour complementary to the pedestrian crossing and parking treatment. This paving treatment is to delineate seating areas and mini-plaza areas to be approved by the BIA.

PL.1, PA.6 New Tree Planting

Where possible new tree planting will be integrated into the enhanced corner areas. These trees are to be planted at grade in continuous tree trenches, per City of Toronto standards. Tree grates and spotlighting should be incorporated.

F.1+ L.1 Pedestrian Lighting + Banner

Banners will be added to existing street poles as well as new pedestrian lighting.

IMPLEMENTATION

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IMPLEMENTATION

The purpose of the Etobicoke-Lakeshore BIA Streetscape Manual for Landowners is to provide the information needed so that the BIA's landscape treatment will be implemented for development applications within the BIA in accordance with applicable legislation. A collaborative effort between the City of Toronto, the Etobicoke-Lakeshore BIA and the landowner will be essential. The process to facilitate implementation of the BIA's landscape treatment is outlined below and in the charts that follow.

Part A: Development Process for Rezoning, Plan of Subdivision and Site Plan Approval

Development applications in which the City can impose conditions of approval and/or will result in the construction of a particular built form include rezoning, plan of subdivision and site plan control applications. The objective for including the BIA in the development process for these applications is to ensure that the final built form installed by the landowner within the public portion of the road right-of-way expresses the design vision that the BIA would like to implement throughout its area of jurisdiction. The BIA will work together with the landowner to ensure that landscape plans illustrate the design objectives, and the design details envisioned for the public portion of the road right-of-way.

SUBSTITUTIONS

No material, colour, size or style substitutions will be permitted for any of the landscape elements within this manual unless it is approved by the City of Toronto Planning Division in consultation with the Etobicoke-Lakeshore BIA and Transportation Services staff, and their consultants.

A.1 Initial Contact with the City of Toronto

A landowner/applicant with a development proposal located within the BIA that requires approval of site plan control, plan of subdivision or rezoning application through the City Planning Division is strongly encouraged to contact District Community Planning staff to arrange a pre-application consultation meeting. At the meeting, planning staff will inform the proponent that the development will be reviewed in connection with the following documents, as endorsed by City Council:

- Ward 6 Etobicoke-Lakeshore BIA Streetscape Manual for Landowners
- Ward 6 Etobicoke-Lakeshore BIA Landscape Master Plan

Planning staff will advise the landowner to contact the Etobicoke-Lakeshore BIA office to receive information about the appropriate sections of the above documents and the landscape details that the BIA requests be incorporated into the plans.

A.2 Initial Contact with Etobicoke-Lakeshore BIA

Etobicoke-Lakeshore BIA staff will discuss the development application with the landowner or applicant and provide a description of the type of landscape treatment that is expected. The BIA staff will provide the appropriate landscape details from the Etobicoke-Lakeshore BIA Streetscape Manual for Landowners and other City endorsed documents, as applicable, and explain how to use them in the preparation of landscape drawings for the development application. Etobicoke-Lakeshore BIA staff will also advise the landowner that the topographic survey of the proposed development should include the lands between the property line and the curb in the public r.o.w., and should include spot elevations located along the curb and the property line at 10m intervals and at significant changes in elevation. The survey should also include all at-grade utilities, poles, signs, street furniture.

A.3 Formal Submission of a Development Application

Upon receipt of a development application for rezoning, plan of subdivision and/or site plan control, the City of Toronto District Community Planning staff will circulate the application to the Etobicoke-Lakeshore BIA office and the City of Toronto Economic Development Division as part of the typical circulation process to other City Divisions.

A.4 Input from the Etobicoke-Lakeshore BIA During Development Approval

The development proposal will be reviewed by the Etobicoke-Lakeshore BIA staff within the context of the above three documents and any relevant current Council-approved planning and design documents for the Etobicoke-Lakeshore BIA. The BIA staff will prepare initial comments regarding the paving design, street furniture and historical interpretation envisioned for the site based on the appropriate sections of the City endorsed documents that apply. The comments will be provided to Planning staff, Transportation Services staff and the applicant with a copy to the City of Toronto Economic Development Division. Transportation Services staff, similarly will provide comments on the plans. Should issues arise with regard to the landscape plan as a result of comments received from the BIA staff and other City Divisions, the issues shall be resolved among the parties involved and City Planning staff shall be advised of the resolution. Landscape development improvements will be negotiated, secured and implemented through the planning approvals process in accordance with applicable legislation.

NOTE: For site plan approval applications or other landscape plans prepared by the landowner, the Etobicoke-Lakeshore BIA will provide design details and specifications for the landscape treatment (street furniture, decorative lighting fixture, decorative paving, signage, historical interpretation, planting other than Street Trees) in the public portion of the road right-of-way, that the landowner should include as part of the Site Plan Approval / landscape plan submission. The landowner/applicant should obtain the appropriate details and specifications for the sidewalk, curb, sod and Street Trees from the City of Toronto Development Engineering and Urban Forestry Divisions, and incorporate them into the landscape drawings. The landowner will also prepare electrical plans for underground wiring and connections for decorative lighting fixtures according to City of Toronto and Toronto Hydro standards.

A.5 Final Submission

The Etobicoke-Lakeshore BIA will review each revision submission until an acceptable landscape development plan is achieved and shall provide a comment to City Planning staff and Transportation Services staff with a copy to the Economic Development Division when satisfied indicating that the plan meets the requirements as set out in the City endorsed documents to the satisfaction of the BIA.

A.6 Final Approval

Planning applications will be approved through the regular approval process in the City of Toronto.

Part B: Construction Process

As part of the overall Building Permit approval process, Toronto Building reviews the relevant Site Plan Approval drawings/documents that have been approved by the Planning Division to ensure they are consistent with the drawings/documents that have been submitted as part of the Building Permit application. Should there be any discrepancies between the approved Site Plan drawings/documents and the Building Permit application documents, the applicant will be required to resolve these discrepancies to the satisfaction of Toronto Building before the requested Building Permit may be issued. The landowner will be responsible for obtaining all subsidiary permits for landscape treatment in the public portion of the road right-of-way including but not limited to electrical permits for decorative street lighting, encroachment agreements, and a streetscape permit.

B.1 Construction Period

The landowner/applicant will carry out all aspects of contract administration and construction. Site Inspections will be conducted during the construction period by the City of Toronto Development Engineering Division, the Etobicoke-Lakeshore BIA and Toronto Hydro to ensure quality control and safety for the landscape treatment within the public portion of the road right-of-way. The City of Toronto will perform site inspections for sidewalks, curbs, Street Trees and sod, while the Etobicoke-Lakeshore BIA will perform site inspections for street furniture, decorative paving, historic interpretation, and planting other than Street Trees. The Etobicoke-Lakeshore BIA will report its findings to the Site Plan Technician for the City of Toronto for information. Upon notification by the owner or applicant of completion of the landscape development work, the City of Toronto Site Plan Technician will conduct inspections of the landscape development installation for the purpose of identifying to the landowner the deficiencies to be corrected and reducing or releasing the financial security retained by the City for the site and landscape development work. The electrical installation (fixtures, wiring) installed by the landowner must be to the satisfaction of Toronto Hydro. The landowner, the City of Toronto Development Engineering, the City of Toronto Urban Forestry, the Etobicoke-Lakeshore BIA, Toronto Hydro and the City of Toronto Site Plan Technician will work together to resolve conflicts and rectify problems.

B.2 Landscape Maintenance and Warranty Period

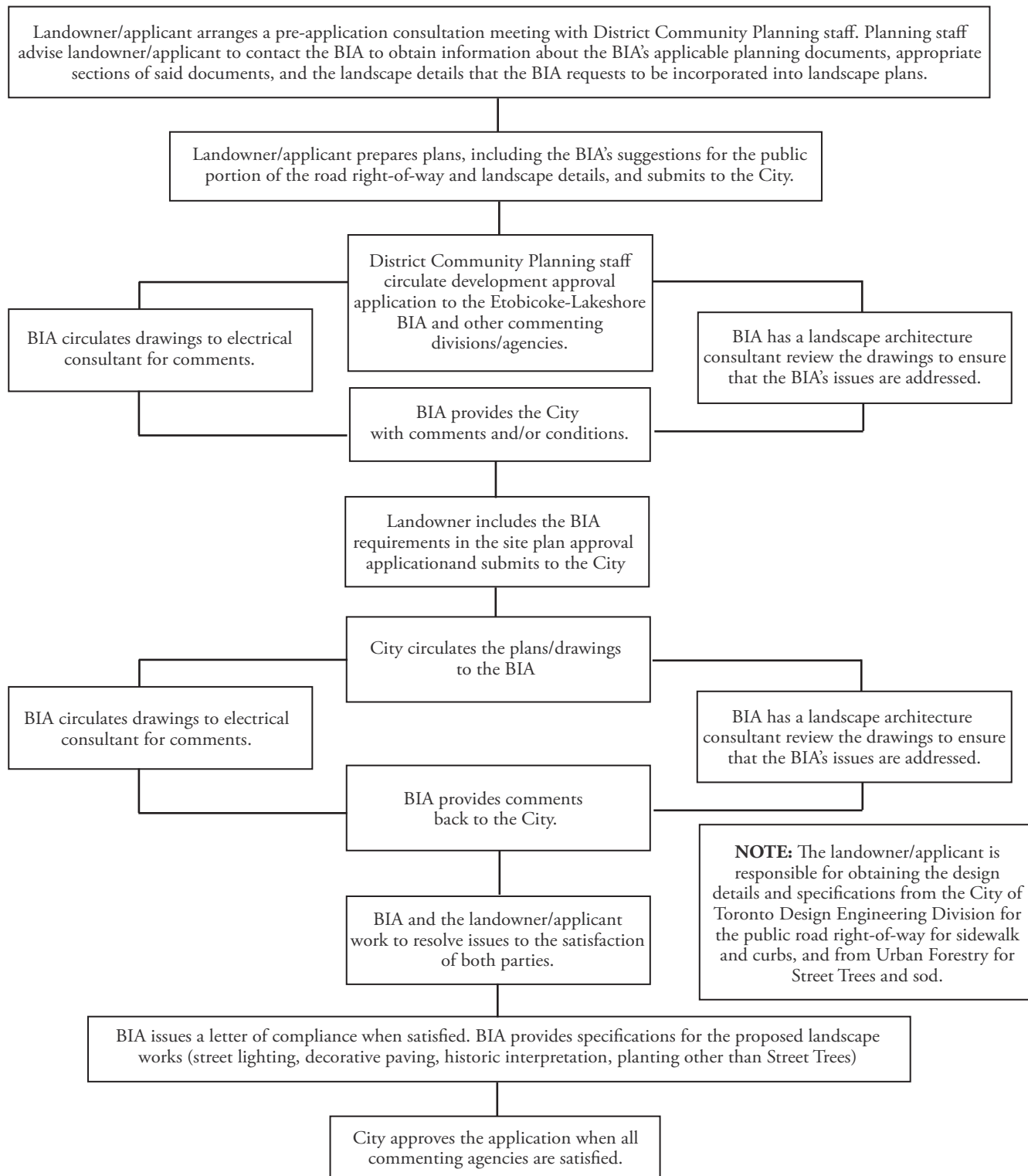
Site Inspections will be conducted during the landscape maintenance and warranty period by the Etobicoke-Lakeshore BIA, the City of Toronto Site Plan Technician, and Urban Forestry. During the maintenance period, the Etobicoke-Lakeshore BIA will perform site inspections for planting other than Street Trees and sod. Inspections for Street Trees will be conducted by the City of Toronto Urban Forestry. The Etobicoke-Lakeshore BIA will report its findings to the Site Plan Technician for the City of Toronto who determines the release/reduction of financial securities. At the end of the landscape maintenance period, or upon notification by the owner or applicant of the correction of deficiencies, the City of Toronto Site Plan Technician will conduct inspections of the landscape development installation for the purpose of reducing or releasing the financial security retained by the City for the landscape development work other than street trees. Any matters relating to the release or reduction of securities provided for street trees will be administered by City of Toronto Urban Forestry. Throughout the process, the landowner, the City of Toronto Urban Forestry division, the Etobicoke-Lakeshore BIA, and the City of Toronto Site Plan Technician will work together to resolve the conflicts and rectify problems.

Assumption

At the end of the warranty period and following project close-out, the Etobicoke-Lakeshore BIA will assume responsibility for all street furniture, decorative lighting fixtures, decorative paving, historic interpretation, and planting other than Street Trees within the public r.o.w. including maintenance, repair and replacement. The respective divisions of the City of Toronto will assume responsibility for standard sidewalks, curbs, sod and Street Trees.

SITE PLAN APPROVAL, REZONING, PLAN OF SUBDIVISION

NOTE: The landowner should provide a topographic survey of the public portion of the r.o.w. in the development approval applications with spot elevations located along the curb and the property line at 10m intervals and at significant changes in elevation. The survey should include all at-grade utilities, poles, signs, street furniture.



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L.1 PEDESTRIAN LIGHTING

* Click  for more informations.



PROJECT NAME:

PROJECT #:

MOUNTING CONFIGURATION

WOOD POLE ADAPTOR

TYPE

QTY

POLE ⓘ

HEIGHT

BASE COVER ⓘ

M1A

M2

MA

ARM / ARM ADAPTOR ⓘ

(WA) ⓘ

LUMINAIRE

4000K

5600K

DIST. TYPE

VOLTAGE

COLOUR ⓘ

RAL COLOUR

LUMINAIRE OPTIONS

☐ BTP
Button Type Photocell

☐ HSS
House Side Shield

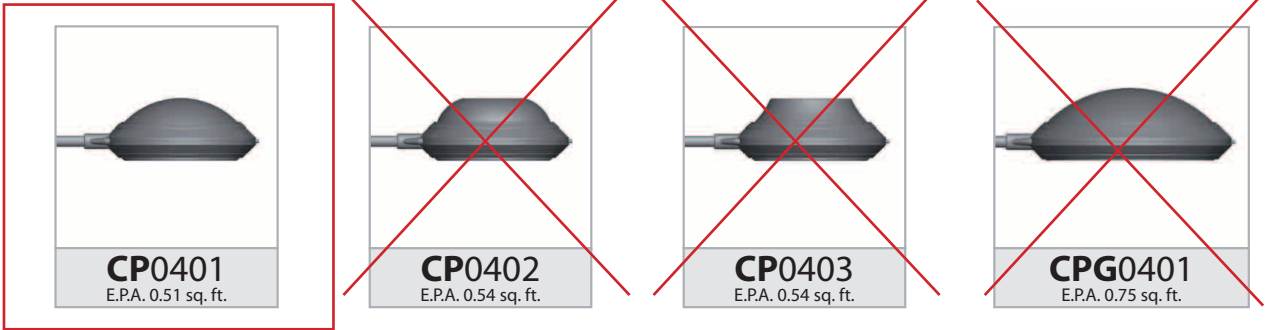
POLE OPTIONS ⓘ

ANCHOR BOLTS 3/4-10X15"

☒ YES

☐ NO





Distribution type	Neutral white (N) configuration	LED bars	Consumption system (W)	Lumens	CCT	CRI
L2 - L3 - L4 - L5	36N	2	48	3901	4000K	66
	54N	3	72	5667		
	72N	4	96	7470		
	90N	5	72	8079		
	108N	6	96	9695		

Distribution type	Cool white (C) configuration	LED bars	Consumption system (W)	Lumens	CCT	CRI
L2 - L3 - L4 - L5	36N	2	48	3000	5600K	70
	54N	3	72	4514		
	72N	4	96	6018		
	90N	5	72	7523		
	108N	6	96	9027		

*Consult factory

Lumca inc. 2645-A Watt, Québec, Qc. G1P 3T2

 877.650.1693

 418.650.1896



L.1 PEDESTRIAN LIGHTING

Lumca

CP10 ARMS & ARM ADAPTORS



M1A

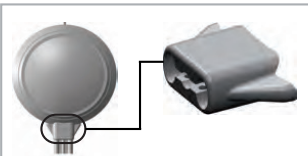


M2



MA

Note: Wall mounting hardware not included.



Standard arm adaptor included with Lumca mounting arms

Wooden Pole Adaptor
C/W liquid tight connector

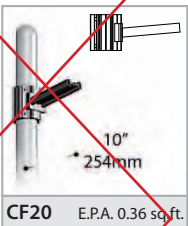
Height depends
on arm

average of 15"

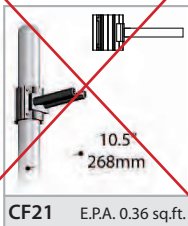


WA (Ex: CF26WA)

Arms



CF20 E.P.A. 0.36 sq.ft.



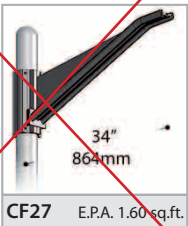
CF21 E.P.A. 0.36 sq.ft.



CF23 E.P.A. 1.60 sq.ft.



CF26 E.P.A. 2.32 sq.ft.



CF27 E.P.A. 1.60 sq.ft.



CF28 E.P.A. 1.48 sq.ft.



CF29 E.P.A. 1.52 sq.ft.



CF31 E.P.A. 1.07 sq.ft.

Arm Adaptors



BEL
Ellipse Pole Adaptor.



ELITE
Quick Ship Arm for 4"Ø pole.



GAP-U
Decorative Arm (Up) for 4"Ø,
5"Ø or elliptical pole.



GAP-D
Decorative Arm (Down) for
4"Ø, 5"Ø or elliptical pole.



SLF
Side Arm Adaptor for
2.375"[60mm]Ø arm.



Arm - CF30

L.1 PEDESTRIAN LIGHTING



ALUMINIUM POLES

ALUMINIUM POLE c/w
TWO-PIECE BASE COVER

WB11 Height : 6 1/4"[158mm] Base Ø: 13"[330mm]	WB2 Height : 14 1/4"[362mm] Base Ø: 12 3/4"[324mm]	WB9 Height : 17 1/2"[444mm] Base Ø: 15"[381mm]	WB3 Height : 21"[533mm] Base Ø: 14 1/2"[367mm]	WB13 Height : 29 1/2"[749mm] Base Ø: 15"[381mm]
---	---	---	---	--

Round **AP04-05**
Fluted **FP04-05**

WB14 Height : 42"[1067mm] Base Ø: 15"[381mm]	WB15 Height : 42"[1067mm] Base Ø: 15"[381mm]	WB16 Height : 28 3/4"[680mm] Base Ø: 17"[432mm]
---	---	--

Round Pole 4" (AP04), 5" (AP05)

Fluted Pole 4" (FP04), 5" (FP05)

BOLT CIRCLE Ø
9"[229mm] - 10"[254mm]

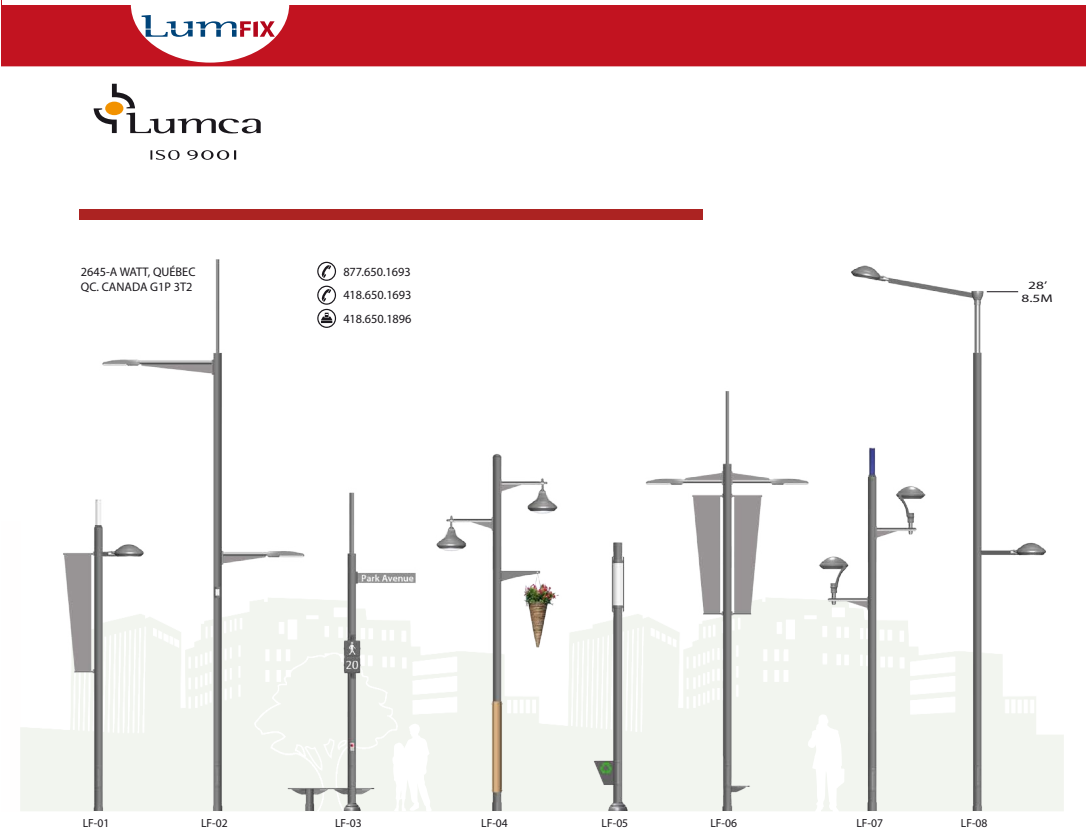
Product code: AP04 -16 WB11
4" round pole Height Wrap around base cover

EPA 4" EPA 5"

82 DETAILS & IMPLEMENTATION



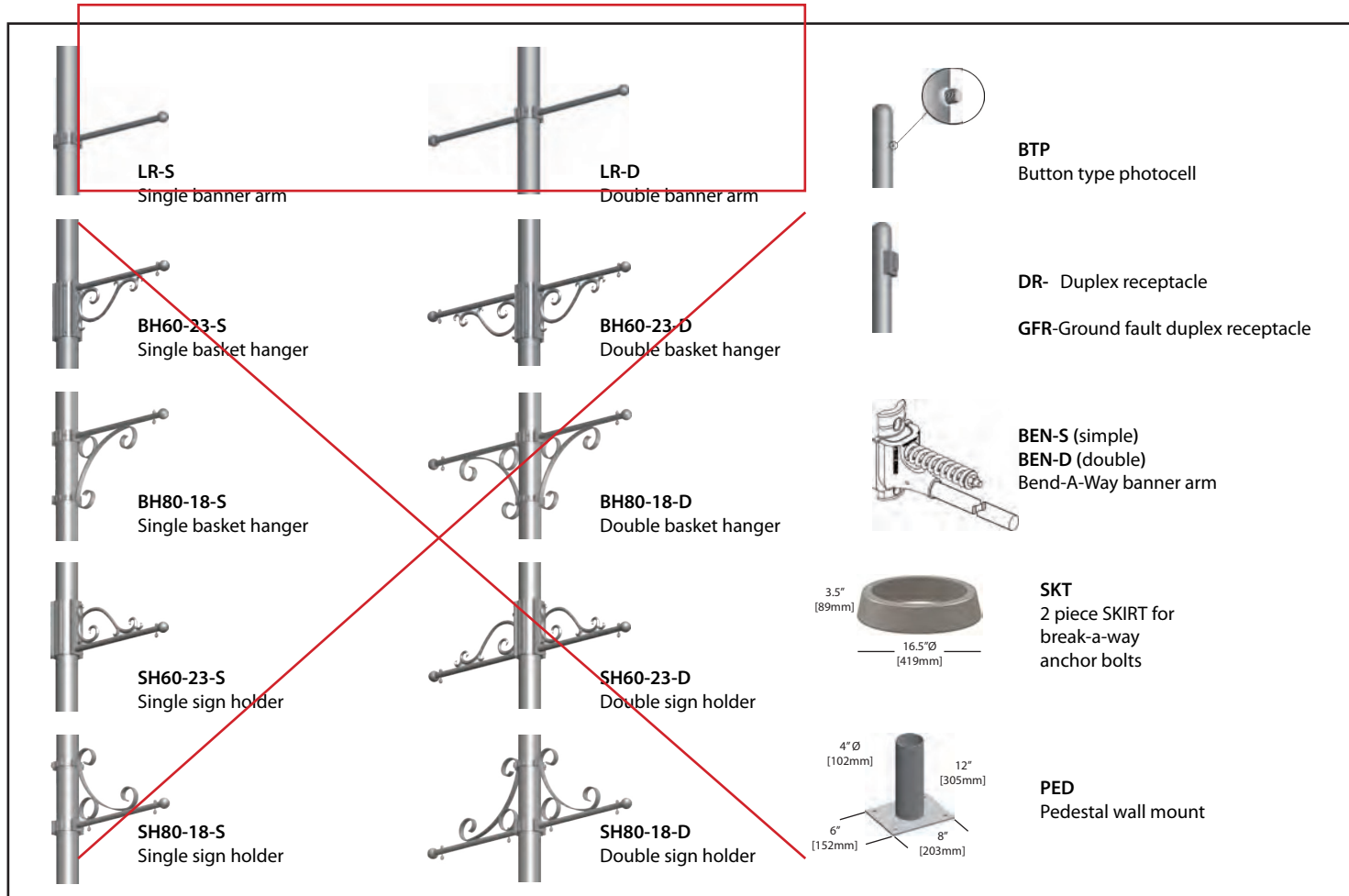
L.1 PEDESTRIAN LIGHTING



L.1 PEDESTRIAN LIGHTING



POLE OPTIONS



- All cast aluminium pieces are #356 alloy, free of any porosity or foreign material. The minimum wall thickness of all castings is 0.188" [4.7mm].
- Extruded aluminium parts are #C6005-T5 alloy.
- All hardware is in stainless steel.
- All metallic parts are pre-treated using an environmentally friendly organic phosphating technology (PLAFORIZATION) before a polyester powder coating is electrostatically applied.

L.1 PEDESTRIAN LIGHTING



COLOR COATING CHART

- Polyester powder coat
- One coat plaforization system
- Rated 5000 hrs salt spray tested as per ASTM B117 and meets the ASTM regulation related to the resistance of the finishes exposed to a 100% relative humidity.
- All Lumca standard colors are textured finish (*Smooth finish for AG and SG)

CENTURY SERIES

SILVER	STEEL GREY	BLACK	GREEN	BRONZE	BURGUNDY	BLUE	WHITE
AG	SG	BK	GN	BE	BG	BL	WH
*Smooth finish only							



L.2 TREE UP-LIGHTING

Bronzelite is a Philips group brand

PHILIPS

Bronzelite.
Sure to endure.

4012D

LED Lighting

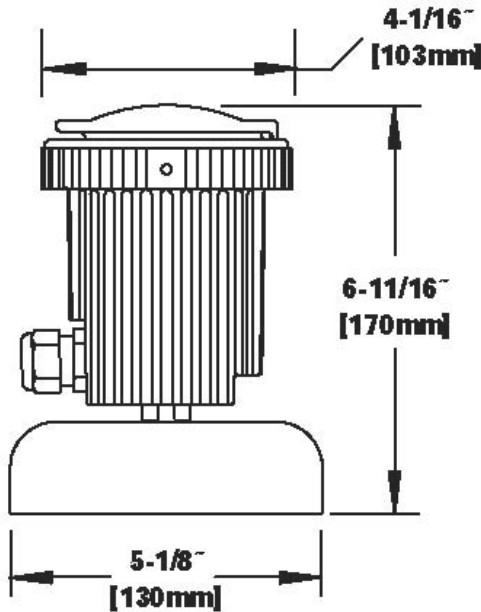
[Print this Page](#)



The versatile 4000 Series freestanding underwater fountain and Wet/Dry (LED version) luminaires accent decorative fountains, reflection pools and their features.

UL Listed for **both outdoor and indoor use, totally submerged (wet) or totally exposed (dry), cUL outdoor submerged only**. Cool external temperatures - **all below 31° C when underwater!** - so the luminaire is **cool to the touch, including the lens**. Perfect for high pedestrian traffic and plant life applications. Exceeds European Standard EN 563 for both 1 second (85°C for composite, 80°C for glass) and 4 seconds (74°C for composite, 70°C for glass) of contact.

[4012D Specification Sheet](#)



PA.1 STREETPRINT XD

INTERSECTION FEATURE PAVING - CUSTOM PATTERN AND COLOUR TBD



Impressed Preformed Thermoplastic Crosswalks and Traffic Calming Surfaces for Asphalt

TrafficPatternsXD™ is an extremely durable preformed thermoplastic material that incorporates a unique aggregate-reinforced formula with unprecedented wear resistance. The result is a traffic-tough crosswalk that provides traditional brick-like aesthetics built to last.

PERFORMANCE-BASED FEATURES AND BENEFITS

- Designed for extreme use and wear in high-traffic crosswalks and traffic calming surfaces.
- 150-mil thickness engineered for a robust application system and enhanced durability
- Enhanced performance in all climates
- Applied to high-quality, stable asphalt, with minimal substrate impact
- Fast installation; minimal traffic downtime
- High skid/slip resistant for safety. As material wears, new anti-skid elements are exposed.
- ADA compliant - Pedestrian and wheelchair friendly surface
- Eliminates the maintenance and safety concerns of loose pavers
- All preformed thermoplastic materials are made at Ennis-Flint's manufacturing facility which is ISO 9001:2008 certified for design, development and manufacturing of preformed thermoplastic. Quality, value and long-term performance are built into the marking. Anti-skid elements are added at time of manufacturing for optimized application at the jobsite.

TrafficPatternsXD™ is installed by a network of Certified Applicators so you can be confident that your design intentions will translate to fully-met expectations on the job site. The 2 ft. x 2 ft. sheets of material are positioned on the non-stamped, prepared asphalt surface. The material is heated to allow proper embedment of the anti-skid elements. A specialized grid gently stamps a pattern into the material and just into the top layer of the asphalt.



1.



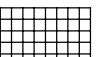
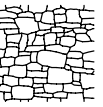
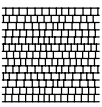
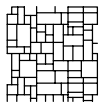
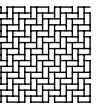
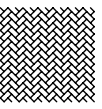
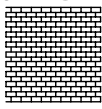
2.



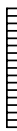
3.



STANDARD PATTERNS



STANDARD BORDERS



STANDARD COLORS



terrapiplan

LANDSCAPE ARCHITECTS

87

PA.1 STREETPRINT XD

INTERSECTION FEATURE PAVING

STREETBOND XD - CUSTOM PATTERN AND COLOUR TBD

TrafficScapes™

Surface Systems for Enhanced Safety

CROSSWALKS • MEDIANS • ISLANDS • ROUNDABOUTS • ENTRYWAYS • LOGOS

TrafficScapes™ is a portfolio of preformed thermoplastic pavement marking materials engineered for durability, safety, and aesthetics for the streetscape and traffic calming market designed to:

- Improve traffic safety especially at intersections and multi-use paths
- Enhance visibility for pedestrians, motorists, and cyclists
- Provide design elements that complement a Complete Streets community
- Channel pedestrians across busy commercial parking areas
- Promote and/or revitalize community image
- Attract new business development in livable communities
- Create low-cost median or island effect without the use of raised curbs

Each product offers its own unique application and performance approach to streetscape projects where shared roadway safety and aesthetic appeal need to work in conjunction.

DuraTherm by Ennis-Flint INLAID 	TrafficPatternsXD by Ennis-Flint IMPRESSED 	TrafficPatterns by Ennis-Flint INTERCONNECTED 	TrafficPatternsLT by Ennis-Flint OVERLAY 	DecoMark by Ennis-Flint SURFACE SIGNS 
---	--	---	--	---

When used on public roadways and private properties open to public travel, decorative crosswalks require proper demarcation with white linear boundaries according to the Manual on Uniform Traffic Control Devices (MUTCD).



Ennis-Flint • 115 Todd Ct. Thomasville, NC • 336.475.6600
trafficscapes@flintrading.com • www.ennisflint.com

MKT-00016

