Understanding the roles and relationships of a street with its surrounding context is a critical step in the complete streets design approach. This chapter identifies a range of aspirational street types for Toronto, some key steps in determining street types, and some early design objectives for each that will help set priorities and guide decision making.

Street types should be used to establish a starting point in the complete streets design approach. The street type and its key objectives should be referenced when documenting how and why street design decisions are made. These street types can also help communities and other groups better identify and understand the variety of types of streets in the city, and can offer inspiration for how these streets could be improved.

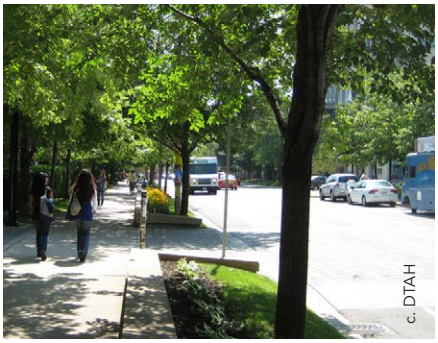
Not every street will fit neatly within a specific Street Type. Some streets could be combinations of two or more Street Types. A street's type may change along its length, as different segments have different land uses and contexts. And a street's type may evolve over time.

2.0 STREET TYPES

2.1

UNDERSTANDING STREET TYPE

Streets have many different roles, characters, and functions that depend on their context – whether in a busy, dense downtown environment, in a quiet low-rise residential neighbourhood, a retail shopping area, near parkland, or in an industrial area. Streets type is determined by examining the two most fundamental roles of the streets: movement and placemaking. A street's design objectives begin to emerge from a greater understanding and analysis of these roles.



Streets have a role in placemaking.

Streets have a movement role.

1. Understanding a street's place-making role:

To understand the placemaking role of a street, it is important to consider:

- The current and future context from a physical and social perspective, the City's official plan, the role of the street in the city's urban structure, which identifies where growth and what kind of growth should be directed (e.g., Downtown and Centres, Avenues and Employment Areas), as well as which areas should remain more stable (e.g., Neighbourhoods and Green Space System) in the Official Plan's chapters 2, 3 and Map 2 – Urban Structure.
- Adjacent land uses along the street, such as whether housing, stores, offices and industry or a mix of uses is desired based on the Official Plan's chapter 4 and land use designations in its maps.
- The physical built environment and public space, that people on the street interact with and that enable social and civic life, such as employees eating lunch outside, community festivals and parades. City policies about the public realm include the Official Plan chapter 3, Streetscape Manual, Vibrant Streets Guidelines and Walking Strategy.
- The potential of the street to accommodate green infrastructure, including stormwater control measures. The Green Streets Technical Guidelines (anticipated 2017) will help to assess the feasibility of green infrastructure.

Figure 2-1: Many factors inform the understanding and identification of street type(s).

2. Understanding a street's movement role:
Several factors inform the transportation roles of the street. The City's Official Plan outlines the foundation of Toronto's street network, including the planned right-of-way widths (Map 3, and Schedules 1 and 2) that should be protected. The Official Plan also identifies networks of rapid transit and surface transit priority routes (Maps 4 and 5). The City's Road Classification System is an important road management tool that identifies various existing operational characteristics for each street in the city, but is not intended as a tool for aspirational planning. The City's Cycling Network Plan provides important information about which streets in the city have been identified and prioritized as part of the cycling network.

In addition to network information, it is important to take into account other data, or overlays, to develop a profile of the transportation role of a street (see next page). These overlays include existing and forecasted growth in pedestrians, cyclists, transit riders, and major vehicles, as well as trip generators, demographics and safety data and analysis.

2.2

USE OF OVERLAYS

Overlay is a term for information or data that may be considered on its own, or in relation to other data. Often, overlays are geographical information provided in a map that can be layered on top of one another, such as combining several maps into one composite map. These layers of information help provide a full picture of the context for a street.

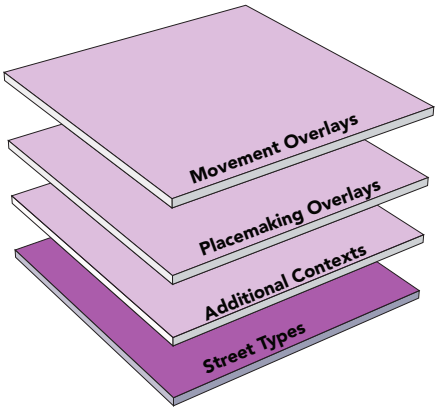


Figure 2-2: Relationship of Overlays to Street Types

Overlays may provide information on existing context (such as historical collisions or counts for pedestrians, cyclists, transit ridership, and motorized vehicles), or future conditions (such as planned land uses and infrastructure networks). Overlays may have been developed using extensive analysis such as the feasibility analysis that went into the Ten-Year Cycling Network Plan. Overlays may be special designations – such as streets identified as Business Improvement Areas or Heritage Conservation Districts.

Examples of overlays (data in a map) include:

- Lines – such as the Cycling Network, Surface Transit Priority Network or truck routes;
- Areas – such as Heritage Conservation Districts or Character Areas; or
- Points – such as historical collisions, school zones, parks or transit stops.

The use of overlays can be applied at many stages of the street design and decision-making process. Overlays can provide information that helps inform a street's placemaking and movement roles and informs the project's objectives and priorities.

Applying overlays may also help suggest which stakeholders should be invited to participate in the project. Different stakeholders will highlight the importance of their overlays, issues and feedback, so it is important to be familiar with this information when engaging them.

2.3

TORONTO STREET TYPES

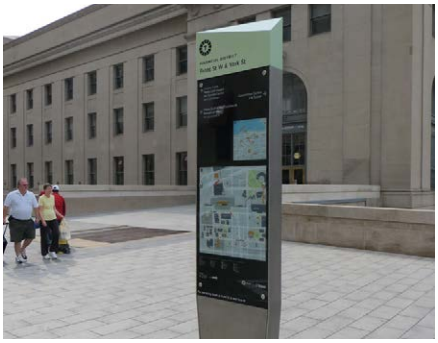
The Complete Streets Guidelines present a series of distinct street types that attempt to best reflect a range of existing and planned contexts in Toronto. They are based on recent experiences designing and constructing streets in Toronto. This is not an exhaustive list of every type of possible street that could exist in Toronto, but is intended as a starting point in the complete streets design approach.

Each street type includes a brief description, a series of key design objectives, and an aspirational example rendering to help illustrate what such a street could look like. It is important to remember that the renderings show one visual illustration of how a street of this type could be designed. The renderings do not depict exactly how every street of that type must be designed.

2.3.1

CIVIC STREET

Civic Streets are streets with symbolic, cultural or ceremonial importance in Toronto, often distinguished by their landmark quality, and unique role in the civic life and identity of the city. These streets are destinations typically lined with clusters of civic, institutional, government, cultural buildings, significant open spaces or other public landmarks.



Some Civic Streets have wayfinding totems.

Some Civic Streets have planters and unit paving.

Civic Streets are typically found in the older historic parts of the city, such as University Avenue in the Downtown, where they are often used for special city-wide events, parades, and public demonstrations.

Civic Streets can also be found in local neighbourhoods, lined with important neighbourhood civic buildings and destinations, including schools, libraries, and community centers, as well as neighbourhood public parks and open spaces. On-street parking is sometimes provided on Civic Streets.

While they share many similar design objectives, 'local neighbourhood' Civic Streets are different from more 'city-wide' Civic Streets. They have fewer visitors from outside the city and other neighbourhoods, host fewer special events, and have a less distinctive quality of materials and furnishings.

For illustrative purposes.

DESIGN OBJECTIVES

- Seek ways to enhance the views, connectivity and experiences of adjacent civic buildings and public spaces like plazas and green space.
- Provide wide sidewalks and boulevards to attract and support high levels of pedestrian activity and special events.
- Provide pedestrian amenities such as benches/seating, lighting, and wayfinding.
- Provide convenient and attractive transit options to access important destinations.
- Provide convenient and attractive bikeway design options and bicycle parking.
- Seek ways to integrate green infrastructure, including tree plantings and other landscaping treatments, to meet environmental objectives.
- Use high-quality and distinctive materials, furnishings and public art to create a sense of character and identity, especially for Civic Streets of city-wide importance.
- Consider ways to reduce sidewalk obstacles and clutter such as by using building setbacks and burying overhead utilities.
- Provide appropriately located off-street parking and access such as side streets parking lots, garages, lanes and parking at the back of buildings to augment parking supply, accommodate loading and minimize driveways, curb cuts and conflicts especially where space is constrained on the street itself. Time-of-day parking restrictions may be used for on-street parking.

2.3.2

DOWNTOWN & CENTRES MAIN STREET

Downtown & Centres Main Streets are vibrant mixed-use streets located in the city's higher-density growth areas. They support a wide range of land uses, activities, and are often home to prominent commercial, retail and mixed-use buildings. These streets are often surface transit priority routes in the City's Official Plan and in the Downtown, and many have busy streetcar routes.

Downtown and Centres Main Streets have sidewalks to accommodate many people walking, like this one in North York.

A busy sidewalk with pedestrians and window shoppers on a Downtown and Centres Main Street.

Downtown & Centres Main Streets are often routes that lead directly to rapid transit stations. These streets are often lined with taller buildings with wide frontages and active ground-floor uses. Sidewalks are typically adjacent to the curb with existing buildings at or near the street right-of-way. These streets are often supported by a Business Improvement Area.

Downtown & Centres Main Streets are typically major streets in the transportation network with a large number of competing demands on available street space, especially on the narrower rights-of-way in the Downtown. They typically connect significant regional and city-wide attractions and destinations and serve a wide variety of different people from across, and even outside the city: residents, workers, shoppers and visitors.

DESIGN OBJECTIVES

- Provide wide sidewalks and boulevards with high-quality pedestrian-scale streetscapes and amenities to encourage walking, lingering, dining and shopping.
- Use building setbacks, curb extensions or parklets to expand the space for adequate sidewalks, outdoor seating, cafés patios, plantings, trees and street furnishings.
- Prioritize safe movement of pedestrians, cyclists, and surface transit and design for slower but consistent, motor vehicle travel speeds.
- Provide frequent and safe opportunities for pedestrians to cross the street, with wide and prominent pavement markings at intersections. Also, explore using curb extensions on side streets to expand the pedestrian realm along the Main Street, shorten crossing distances, and reduce motor vehicle turning speeds.

For illustrative purposes - may include a mix of permanent/temporary materials.

- Provide generous amounts of public bicycle parking that should be coordinated with bicycle parking provided by any adjacent public spaces and buildings.
- Support healthy street tree growth on streets where sufficient space exists to achieve required pedestrian clearways and where growing conditions can be optimized. Where space is constrained, consider covered tree pits with Silva Cells and adequate soil volumes to ensure growth.
- Consider creative ways to optimize and manage curb-side space for integrating a variety of uses, e.g., parklets, on-street bicycle parking, loading areas, and accessible vehicle boarding.
- Provide appropriately located off-street parking and access such as side streets, parking lots, garages, lanes and parking at the back of buildings to augment parking supply, accommodate loading and minimize driveways, curb cuts and conflicts, especially where space is constrained on the street itself.
- Work with local Business Improvement Areas and neighbourhood groups on ways to support placemaking, local economic development, and neighbourhood identity.
- To reduce clutter, consider burying overhead utilities if possible or coordinate with other infrastructure, like sharing hydro and streetcar poles, for example.

2.3.3

AVENUE & NEIGHBOURHOOD MAIN STREET

Avenue & Neighbourhood Main Streets are vibrant streets that serve as a local focus for Toronto's many neighbourhoods. These Main Streets typically follow busy surface transit routes with a mix of uses and especially retail at street level.

Straight and direct sidewalk on an Avenue and Neighbourhood Main Street in Etobicoke-York.

Avenue and Neighbourhood Main Streets sidewalks often have greening, trees, transit, cafes, sidewalks and more.

Many of these streets have an Avenue designation in the Official Plan, which means they are important corridors where incremental change, and often growth, is intended to occur. These streets are often lined with mid-rise or low-rise buildings of a more modest scale than the tall buildings found on Downtown & Centres Main Streets. In some parts of the city, the street right-of-way is often wider that those in the Downtown or Centres.

Avenue & Neighbourhood Main Streets are important places in the local community, helping support local businesses and services that serve the immediate neighbourhood, but can also attract visitors from outside the area. These streets are often supported by a local Business Improvement Area. These Main Streets typically include cafés, street trees and other plantings as important pedestrian amenities that make the street a vibrant, comfortable, and appealing place. Sidewalks are typically adjacent to the curb or separated from the roadway by a boulevard, and buildings are sometimes set back from the street to help provide more sidewalk space.

Avenue & Neighbourhood Main Streets are major streets in the transportation network for several different travel modes, often all competing for space and prioritization in the street. They are important for the delivery of transit service and for goods delivery to businesses and shops.

DESIGN OBJECTIVES

- Provide wide sidewalk and boulevard space to support high to moderate levels of pedestrian movement.
- Encourage people to linger with active ground floor uses, quality pedestrian-scale streetscapes and amenities like greening/trees, benches, parklets and café patios.

For illustrative purposes - may include a mix of permanent/temporary materials.

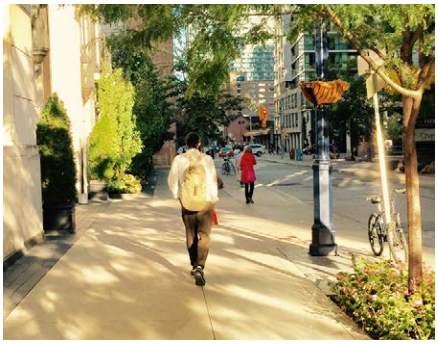
- Prioritize safe movement of pedestrians, cyclists and surface transit and design for moderate motor vehicle travel speeds.
- Provide frequent and safe opportunities for pedestrians to cross the streets. Also explore using curb extensions on side streets to expand the pedestrian realm along the Main Street, shorten crossing distances, and reduce motor vehicle turning speeds.
- Provide adequate and safe bicycle facilities and generous bicycle parking to encourage cycling trips.
- Locate vehicle driveways, goods deliveries and loading on side streets or rear lanes where possible to minimize curb cuts and areas of conflict along the street. On some Main Streets, on-street parking can be provided, but look for suitable replacement parking at off-street locations to minimize on-street conflicts.
- Work with local Business Improvement Areas and neighbourhood groups to help emphasize neighbourhood identity.
- Support healthy street tree growth with open tree pits and planters on streets where sufficient space exists to achieve pedestrian clearway requirements. Where space is constrained, consider covered tree pits.
- To reduce clutter and visual impacts, consider burying utilities if possible or coordinate with other infrastructure, and in consultation with the BIA.

2.3.4

DOWNTOWN & CENTRES RESIDENTIAL STREET

These streets are found in the Downtown and Centres and support primarily higher-density residential neighbourhood uses, with taller buildings and higher levels of pedestrian activity than the other residential streets.

New buildings are often set back on Downtown and Centres Residential Streets to provide adequate sidewalk and amenity space.



Downtown and Centres Residential Streets often have wider sidewalks than other residential streets due to the volume of pedestrians they carry.

Buildings on these streets typically range from mid-rise to tall – either independently or as part of a larger building complex – and are sometimes set back a small distance from the street right-of-way, with tree plantings or landscaping. Ground level retail, office, grade related apartments or amenities are sometimes located within the base of the buildings.

Downtown and Centres Residential Streets are important links in the city's transportation network, with high levels of pedestrian and cycling activity and moderate levels of vehicular traffic.

There are typically little to no transit services provided on these streets, although significant transit services are usually found close by. Sidewalks are often located next to the curb, though ideally separated by a buffer from moving traffic.

Downtown and Centres Residential Streets have a moderate number of competing demands on available street space, especially on the narrower rights-of-way in the Downtown.

For illustrative purposes.

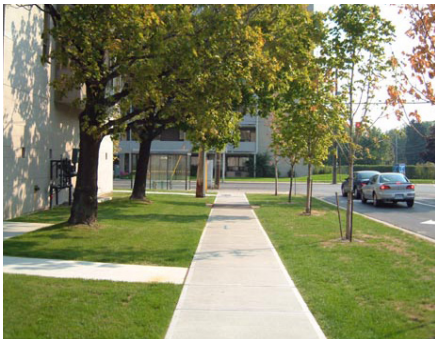
DESIGN OBJECTIVES

- Accommodate a high level of pedestrian activity with wide sidewalks. New buildings should be set back to create sidewalk and amenity space.
- Prioritize the safe movement of pedestrians and cyclists and design for modest motor vehicle volumes and speeds.
- Provide ample bicycle parking for visitors and residents to encourage cycling.
- Plant street trees in the frontage zone if boulevard space is limited.
- Manage speed by rightsizing lanes and corners, and providing chicanes, mid-block crossings and on-street parking.
- Provide driveways and servicing through shared access lanes and on side streets to minimize conflicts on busy residential streets.
- On-street vehicle parking may sometimes be provided on at least one side of the street.
- Minimize freight transport that is not servicing local properties.

2.3.5

APARTMENT NEIGHBOURHOOD RESIDENTIAL STREET

Apartment Neighbourhood Residential Streets are found throughout the city and are typically lined with a range of residential buildings: townhouses, walkups, mid-rise buildings, and tall buildings.



Apartment Neighbourhood Residential Streets have sidewalks that connect to buildings.

Example of an Apartment Neighbourhood Residential Streets with a bike parking shelter.

Traditional Apartment Neighbourhood streets have a range of scales of apartments with shallow front yards and entrances organized like a house. Mid-century 'tower-in-the-park' apartment complexes, found in all parts of the city, have large lots with few public streets and large buildings placed in the middle of the lot. They are typically set back from the front property line and landscaped. Street frontages on larger lots include auto drop-offs and parking entrances and may have private short term parking.

Apartment Neighbourhood Residential Streets may sometimes play a major role in the city-wide transportation network, especially where they act as key transit routes. Because of their higher density, they often have higher levels of pedestrian use than on Neighbourhood Streets.

Apartment Neighbourhood Residential Streets are typically located on or near transit and many trips are accomplished by walking, cycling or taking transit. Moderate levels of vehicular traffic are typical, and some may have surface transit routes present.

Some Apartment Neighbourhood Residential Streets are strong candidates to introduce stormwater management features. This is because Apartment Neighbourhood Residential Streets typically have available space due to large building setbacks, few driveways and low on-street parking demand.

For illustrative purposes.

DESIGN OBJECTIVES

- Provide wide sidewalks that connect buildings to the pedestrian network to support a high level of pedestrian activity.
- Promote socializing, interaction and activities along the street, including community events, such as street parties, yard sales, or children playing.
- Enhance safety and comfort of transit waiting areas, and transit operations priority where transit service is provided.
- Adequate bicycle parking should be provided outside residential buildings to supplement bicycle parking provided inside buildings.
- Maintain low motor vehicle speeds to help ensure the street is safe for everyone, and inviting for novice bicyclists and more vulnerable pedestrians. Consider complete streets elements, such as mid-block curb extensions or chicanes to reduce speeds.
- Provide green space such as a continuous canopy of trees, and stormwater management in curb extensions.
- Minimize conflict between motor vehicles and cyclists and pedestrians, especially at driveways and vehicular drop-off areas in front of buildings.
- Include lighting that illuminates street and sidewalk but prevents light pollution into the sky and adjacent residences.

2.3.6

NEIGHBOURHOOD RESIDENTIAL STREET

Neighbourhood Residential Streets are found throughout Toronto in areas designated as 'Neighbourhoods' in the City's Official Plan, which are generally considered as physically stable areas. A range of building types under four storeys in height are permitted in Neighbourhoods, including single family residential and multi-family residential properties.

Neighbourhood Residential Streets sidewalks often have parents walking with children to school.

Neighbourhood Residential Streets commonly have multiple users, trees, and low vehicle speeds.

Neighbourhood Residential Streets provide access for buildings and usually provide people with direct pedestrian access to their front door. These streets provide the setting for a range of local neighbourhood gatherings and informal interactions, such as yard sales, festivals and block parties. They are streets where children often play after school or on weekends. They primarily serve local movement needs and have relatively low volumes of motor vehicle traffic. Pedestrian and cyclist safety is a high priority. Transit service is less often provided on this type of street. All Neighbourhood Residential Streets should have sidewalks.

Neighbourhood Residential Streets are not intended to play a major role in serving city-wide traffic movement.

Neighbourhood Residential Streets have potential to introduce pedestrian improvements, such as intersection curb extensions, as well as greening, landscaping, and stormwater management features.

There are generally two different sub-types of Neighbourhood Residential Streets in Toronto, distinguished by the era they were originally planned or developed: pre-1950s construction and post-1950s construction (see pages 36 and 37).

For illustrative purposes.

DESIGN OBJECTIVES

- Emphasize safety and connectivity for pedestrians and cyclists of all ages and abilities.
- Provide green space and landscaping and promote a robust canopy of trees. Consider the opportunity to manage stormwater at source as much as possible to reduce stress on sewers and promote natural water infiltration.
- Promote social and community interaction and activities, both across and along the street, including accommodating community events, such as street parties, yard sales, or children playing.
- Maintain low motor vehicle speeds to help ensure street is safe for everyone, and inviting for novice bicyclists and more vulnerable pedestrians.
- Accommodate neighbourhood vehicle access and circulation needs while deterring through traffic.
- Provide driveway access to private properties, accommodating curb cuts as necessary, but design to prioritize pedestrians where driveways meet the sidewalk and street.
- Provide connectivity to local destinations particularly for pedestrian access.
- Include lighting that illuminates street and sidewalk but prevents light pollution into the sky and adjacent residences.

SUB-TYPE: NEIGHBOURHOOD RESIDENTIAL STREET (BUILT CIRCA PRE-1950s)

For illustrative purposes.

Neighbourhood Residential Streets built before 1950 typically have sidewalks against the curb.

Neighbourhood Residential Streets may include features to encourage pedestrians and cyclists by reducing vehicles speeds and volumes.

These Neighbourhood Residential Streets were typically built prior to 1950, in the period before the automobile became a primary consideration in neighbourhood planning and street design. These neighbourhood streets are usually arranged in a grid pattern, typically with right-of-way widths of 20m or less.

Sidewalks are typically on both sides of the street, usually located next to the curb, with a boulevard between the sidewalk and property line. There is sometimes a planting zone between the sidewalk and the curb. These streets tend to have shallow building setbacks and porches at or near the property line.

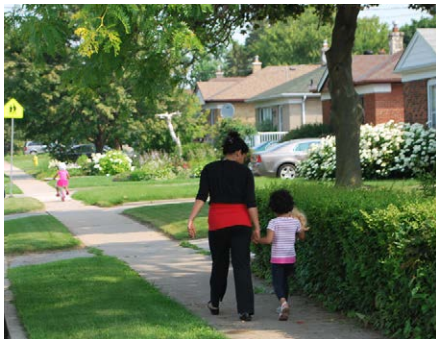
Driveways and curb cuts are uncommon on pre-1950s Neighbourhood Residential Streets, and motor vehicle access and parking is sometimes accommodated through rear lanes. On-street parking is often permitted and some streets have also allowed curb cuts for front yard parking. These streets are often one-way for motor vehicle traffic and have narrower pavement widths. Some of these streets also have traffic calming and diversions. There exists a moderate opportunity for implementing green infrastructure.

ADDITIONAL DESIGN OBJECTIVES

- Trees or landscaping should be provided between the sidewalk and buildings.
- Allow for on-street parking on at least one side of the street where space permits.
- Consider designated routes for cyclists of all ages and abilities.
- Front-yard parking pads are discouraged to reduce impermeable surfaces and to provide parking on-street.
- Avoid unnecessarily widening the street in reconstructions.

SUB-TYPE: NEIGHBOURHOODS RESIDENTIAL STREET (BUILT CIRCA POST-1950s)

For illustrative purposes.



Neighbourhood Residential Streets built after 1950 typically have buildings set back from the street and landscape strips between the curb and sidewalk.

Curb extensions may including landscaping or green infrastructure on Neighbourhood Residential Streets.

Primarily planned and constructed during or after the 1950s, these Neighbourhood Residential Streets were designed mainly to facilitate car movement, but based on principles that discouraged through traffic.

They were often designed to promote local walking and cycling toward the centre of a neighbourhood, where parks and schools were located.

Cul-de-sacs, loop crescents, and a curvilinear street network were created instead of the traditional grid-style street network present in pre-1950s Toronto. Typically, the post-1950's Neighbourhood Residential Street includes buildings that are set farther back from the property line and have driveways with curb cuts. Long-term curbside parking is usually not permitted and rear lanes are rare.

Sidewalks are often separated from the curb by grass or treed areas, but sometimes there are no sidewalks at all. A significant opportunity for green infrastructure exists in this type of Neighbourhood Residential Street.

ADDITIONAL DESIGN OBJECTIVES

- Rightsize the street through on-street parking, and curb extensions or chicanes.
- Provide a sidewalk on at least one side of the street for universal accessibility and pedestrian safety.
- Integrate streetscapes with landscaping through setbacks and open space.
- Integrate stormwater control measures to improve the natural and aesthetic environment.

2.3.7

MIXED-USE CONNECTOR STREET

Mixed Use Connector Streets are found throughout the city, but more often outside of the downtown and central neighbourhoods. These streets are often longer and more continuous, providing direct travel routes for people and goods that span and connect several neighbouring communities and areas.

Some Mixed-Use Connector Streets have trees in a median.

Pedestrians and transit are common on Mixed Use Connector Streets.

These streets typically have a mix of different land uses and building types along them with a variety of physical configurations and relationships with the street: sometimes buildings are located further away from the street with landscaping or a parking lot in between, while other times buildings are much closer, with their front entrances at the street.

Mixed-Use Connectors play a significant role in the City's transportation network. They are important travel routes for all modes, but often have higher volumes of motor vehicles and lower volumes of pedestrians and cyclists. Given the higher motor vehicle speeds and volumes, separated bicycle facilities are recommended. These streets also often have important city-wide transit routes and should be designed to give transit priority, where applicable. They are also usually important streets for moving goods.
While Mixed Use Connectors play a role in enabling longer-distance travel and movement in the city, it is important that these streets be gradually and incrementally improved to help create a more safe and inviting street for people walking and cycling. These streets are often found in areas of the city with longer distances between signalized intersections and higher motor vehicle speeds, so additional care is needed to ensure streets and intersections are designed to be safe for the most vulnerable people walking and cycling. While efficient motor vehicle travel is a priority on these streets, ensuring safety for people walking is critical, with sidewalks sized for a medium volume of pedestrians and intersections designed with clear and well-marked crossing features.

Wide landscape strips with trees should be provided on boulevards, as well as transit shelters and other street furniture at stops. Buildings should be set back to enhance street character and increase comfort for pedestrians. These streets are candidates to introduce stormwater control measures in the planting zone

For illustrative purposes.

between curb and sidewalk, and where applicable, in the frontage zone. Mixed Use Connectors typically do not have on-street parking.

DESIGN OBJECTIVES

- Emphasize movement between destinations via a variety of modes and support commercial activity.
- Provide sidewalks and safe, controlled crossings to connect destinations and especially to transit stops or stations.
- Enhance transit amenities (e.g., benches/shelters) and transit operations priority where transit service is provided.
- Provide dedicated cycling facilities if part of the cycling network.
- Improve safety and visibility at intersections and crossings for pedestrians and cyclists.
- Use shared access management to reduce the frequency of access points and conflicts to help manage traffic flow and safety.
- Facilitate the efficient movement of larger volumes of motor vehicle traffic, especially freight and service vehicles.
- Include a wide planting zone, especially using frontage zones, to support a continuous tree canopy and to integrate stormwater control measures.

2.3.8

RESIDENTIAL CONNECTOR STREET

Residential Connector Streets are similar to Mixed Use Connector Streets – their primarily role is to facilitate transportation for all modes – but they provide travel routes and connectivity within and through mainly residential areas of the city.

Residential Connector Streets often have a sidewalk between a row of trees and the curb, and sometimes run along the back of properties.

Residential Connector Streets may have transit shelters and cycling infrastructure between the curb and buildings.

Residential Connectors are typically lined with a variety of residential buildings that face the street, often set back with well-established front yards, gardens, and driveways. Sometimes there are occasional businesses or stretches of rear-facing residential lots and backyard fences along the street.

While Residential Connectors play a role in enabling longer-distance travel and movement in the city, it is important that these streets be gradually and incrementally improved to help create a safer and more inviting street for people walking and cycling. Residential Connectors are often found in areas of the city with longer distances between signalized intersections and higher motor vehicle speeds, so additional care is needed to ensure streets and intersections are designed to be safe for the most vulnerable people walking and cycling. Although safe and efficient motor vehicle travel is a priority on these streets, safety for people walking is critical, with sidewalks sized for low to medium volumes of pedestrians and intersections designed with clear and well-marked crossing features.

Wide landscape strips with trees should be provided on boulevards, as well as transit shelters and other street furniture at stops. Buildings should be set back to enhance street character and increase comfort for pedestrians. Residential Connectors can sometimes have some on-street parking. Residential Connectors are candidates to introduce stormwater control measures in the planting zone between curb and sidewalk, and where applicable, in the frontage zone.

For illustrative purposes.

DESIGN OBJECTIVES

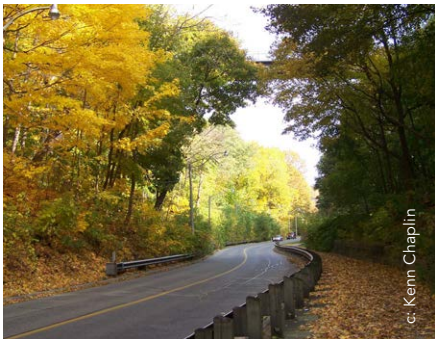
- Emphasize movement between destinations via a variety of modes.
- Improve safety and visibility at intersections and crossings for pedestrians and cyclists.
- Provide sidewalks and safe controlled crossings to connect destinations, especially to transit stops or stations and major neighbourhood destinations.
- Enhance amenities (e.g., benches/shelters) and transit operations priority where transit service is present.
- Provide dedicated cycling facilities if part of the cycling network.
- Include a wide planting zone, especially using the frontage zone, to support a continuous tree canopy and to integrate stormwater control measures.

2.3.9

SCENIC STREET

Scenic Streets are found throughout the city where there is a strong relationship with natural features like ravines and the waterfront, or with significant parks and green spaces.

Scenic Streets often run along parks or natural features.



Scenic Streets often have separated paths for pedestrians and cyclists.

Scenic Streets are primarily characterized by their 'park-like' setting and adjacency with nature. Scenic Streets are also often meandering or winding, following the city's natural topography.

Scenic Streets can play a variety of roles in the transportation network. Demand for walking or cycling is often high, as these streets follow, or are adjacent to, areas of high demands for recreational use. Motor vehicle volumes can be high during peak hours, but much lower at other times of the day. While separating pedestrians and cyclists is always preferred in areas with higher recreational use, shared-use paths may be considered in lieu of sidewalks to separate pedestrians and bicyclists from other traffic. Scenic Streets may also be surface transit routes. There are usually few crossings on these streets but, where present, they must be carefully designed to safely allow connectivity and crossings for recreational path users. There is typically no on-street parking on Scenic Streets.

Scenic Streets often have large and healthy trees that together create a substantial canopy. The adjacent open spaces present many opportunities to introduce storm water control measures.

For illustrative purposes.

DESIGN OBJECTIVES

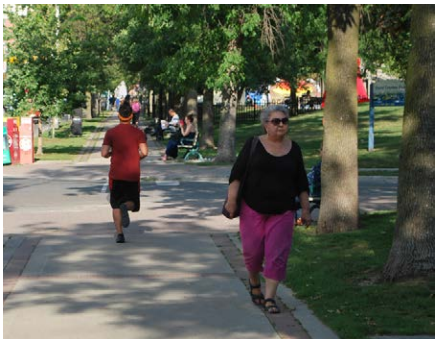
- Emphasize and highlight natural landscape character and features.
- Preserve and protect scenic views and vistas.
- Enhance environmental quality by protecting and enhancing tree canopy and incorporating naturalized stormwater control measures.
- Support medium to high volumes of pedestrian and bicycle activity for both recreation and transportation.
- Enhance transit operations priority where transit service is provided.
- Provide sidewalk on both sides and separated bicycle facilities on at least one side of the street where appropriate. Ensure adequate space for pedestrians and cyclists with a physical delineator between pedestrians and cyclists for safety and universal accessibility.
- Integrate street and boulevard design with adjacent areas such as landscapes.
- Design to accommodate both weekday rush hour commuter activity as well as off-peak (e.g. weekend) recreational use.

2.3.10

PARK STREET

Park Streets are streets found within, adjacent to, or leading to city parks. They provide local neighbourhood connections and access to park facilities. Park Streets are primarily intended to support and complement parks and recreation uses.

Park Streets are often lined with trees and separated walkways.



Park Streets should be designed to accommodate different types of pedestrians and cyclists.

These streets typically play a minor transportation role for motor vehicles and transit, but a significant role for pedestrians and cyclists. Street design,landscaping and features should help create an environment that naturally encourages lower vehicle speeds and provides park-like experiences on foot or on a bicycle. Cycling and walking is prevalent, and should be welcomed, prioritized and safe, especially for the most vulnerable. Cyclists may have a separate facility such as a lane or path, but may also mix in the general use of the street. In areas with higher recreational use, cyclists and pedestrians should be separated to improve safety, accessibility and enjoyment. Bus transit may be provided within larger parks during park hours but are generally not high-frequency routes. There is sometimes on-street parking provided. Park Streets within parks are sometimes closed during the evenings with the same hours of access as the park itself, and some may even be gated.

Given they are in parks, adjacent to, or leading to parks, these streets should have large and healthy trees that together create a substantial canopy to complement and add to the tree canopy in the park itself. These streets present many opportunities to introduce stormwater control measures.

Streets adjacent to parks, or that lead to and connect with parks can extend the park amenity and character into the surrounding neighbourhoods, providing improved access to parks for pedestrians, cyclists and wildlife.

For illustrative purposes.

DESIGN OBJECTIVES

- Complement and enhance the park's environmental and natural qualities.
- Provide attractive walking and cycling routes between the park and the local neighbourhoods and between destinations within the park.
- Provide facilities for a wide range of cycling skill levels, but provide separate facilities for pedestrians and cyclists in locations of heavy recreational use, often on multi-use trails or sidewalks on at least one side of the street.
- Enhance and augment existing tree canopy and incorporate naturalized stormwater control measures.
- Provide local vehicle access and circulation to parks, and within some parks, and target low vehicle speeds.
- Accommodate park service and maintenance vehicle needs.
- Provide continuity in the landscape design and streetscape between the public spaces on adjacent streets, and the routes within the park for a connected network.

2.3.11

EMPLOYMENT STREET

Employment Streets are typically found outside of the Downtown and support mainly industrial or commercial uses inside Employment Areas or Districts. Buildings usually range from multi-storey commercial offices, to lower-rise wholesale or large-format retail, warehouse, and manufacturing buildings. Buildings are often set back from the property line with parking or landscaping between the building and street.

Employment Streets often have driveways and crosswalks to facilitate access.

Employment Streets typically have bus stops to provide mobility options for workers and visitors.

Employment Streets serving warehouse or manufacturing uses often need to accommodate larger trucks turning, as well as loading and unloading activities. Employment Streets dominated by more commercial or retail uses may have less large truck activity.

Employment Streets are important links in the goods movement network, but typically of lower importance in the overall city-wide transportation networks. A significant number of users of these streets arrive by car, but this is not the only mode of access. Many who work on Employment Streets rely on transit, walking and cycling. Employment streets should be designed to encourage walking, cycling and transit use, especially where they serve as a link between adjacent neighbourhoods and Main Streets. Employment Streets generally have rights of way that enable the provision of sidewalks on both sides and complete connections in the pedestrian network. Safe pedestrian and bicycle accommodation, especially at intersections where trucks are turning, is essential. Truck traffic may be significant on Employment Streets. Vehicle traffic is generally moderate, but can be substantial during peak hours. Parking on street is usually not desired due to large truck turning radii. Long term bicycle parking, such as sheltered bicycle corrals, should be provided.

Some Employment Streets have grassy boulevards with significant tree planting. Many are candidates to improve street tree planting and introduce stormwater control measures in the planting zone between curb and sidewalk (where present).

For illustrative purposes.

DESIGN OBJECTIVES

- Provide attractive mobility options for workers, especially to support reliable and convenient transit to reduce motor vehicle congestion (e.g., transit priority, transit shelters).
- Enhance transit service and access to employment via transit.
- Create a street environment that is safe and comfortable for pedestrians and cyclists especially to connect to transit stops or stations.
- Encourage creating a sense of place using streetscape improvements to add value and attract additional investment and employment expansion.
- Facilitate movement to and through the area, sometimes with significant vehicle volumes.
- Accommodate access, loading, and circulation by large vehicle types on routes frequented by trucks such as industrial employment areas.
- Make space for street trees and landscape strips where possible for stormwater management and greening.
- Encourage employers to participate in transportation demand management programs such as Smart Commute that promote ride-sharing, transit pass programs, flexible work hours and bicycle parking, lockers and showers.

2.3.12

MIXED-USE ACCESS STREET

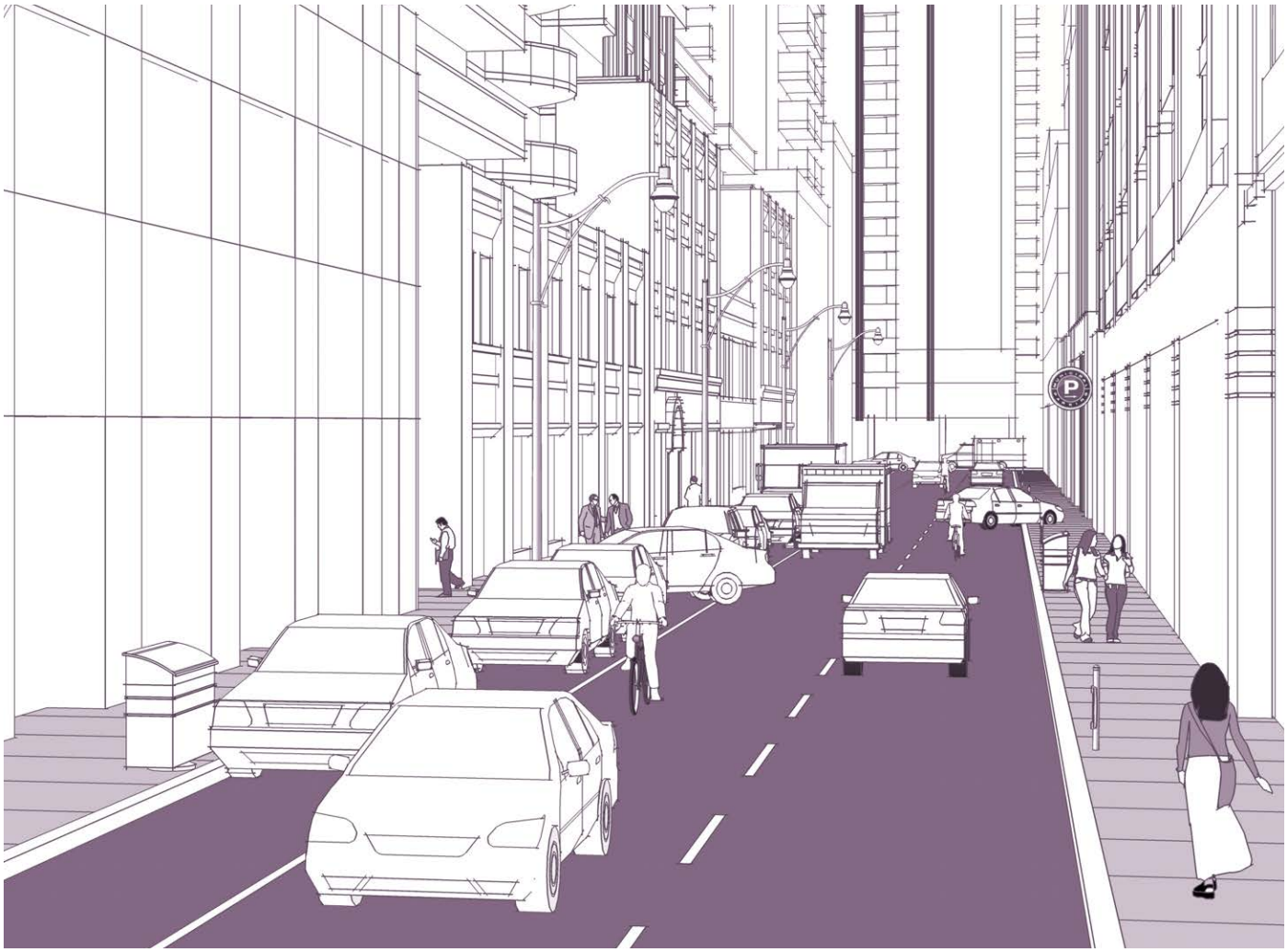
Mixed Use Access Streets are found mostly within the Downtown and the Centres. Mixed Use Access Streets primarily provide 'rear' service and access functions to adjacent commercial and residential properties, which often have their front doors on other nearby Main Streets.

Mixed-Use Access Streets provide truck loading access for large buildings.

Mixed-Use Access Streets accommodate pedestrians, delivery on foot, and often have on- or off-street parking.

Mixed Use Access Streets generally have narrower rights-of-way, but are larger than a lane.

Mixed Use Access Streets are typically not major streets in the transportation network. They are usually limited in length and do not support long-distance travel. Driveways, service entrances and loading docks are common on these streets, which introduce conflicts with pedestrians, cyclists and other vehicles that must be managed. While cars and service vehicles are often the dominant users, these streets should also provide a safe environment for pedestrians and cyclists. Surface transit is very uncommon on Mixed Use Access Streets. Many will have low or moderate pedestrian and cyclist volumes, with low volumes of mostly larger vehicles, like garbage or delivery trucks.



For illustrative purposes.

DESIGN OBJECTIVES

- Facilitate deliveries, loading, and service access for adjacent residential and commercial buildings.
- Provide access to secondary pedestrian entrances to buildings.
- Safely accommodate pedestrians and cyclists, and encourage low motor vehicle speeds.
- Consider ways to create an attractive environment that complements adjacent Main or Civic Streets.
- Provide an adequate furnishing zone for key elements like light poles, waste/recycling receptacles and bicycle parking, and consider landscaping and street trees where possible.
- Some on-street parking may be provided if space is available.
- Provide wayfinding signage to assist drivers with finding building access and entrances to loading areas and parking garages.

2.3.13

MIXED-USE SHARED STREET

Shared Streets are most often found in areas supported by a high level of pedestrian activity, usually in mixed-use areas in the Downtowns and Centres but can also be found in residential neighbourhoods. Shared Streets are streets that blend and blur the spaces and zones of the street – sometimes designed without curbs. Different modes share the space together, but pedestrians typically have the highest priority.

Seasonal or permanent bike corrals are common on Shared Streets.

Trench drain and bollards on Shared Streets provide for curbless and flexible streets.

Shared Streets must maintain a delineated pedestrian clearway zone to ensure the street is universally accessible. The remaining street space is shared between several different modes or users, but pedestrians typically have the highest priority. Shared Streets can have a flexible design to accommodate different uses and seasons. All modes of travel may be permitted on Shared Streets, but motor vehicle volumes and speeds are extremely low. All modes are expected to travel no faster than walking speed. Some Shared Streets may prohibit motor vehicle access and parking entirely, except for emergency, utility, and delivery vehicles during specific times of day, days of week, or entire seasons.

In the Downtown or Centres, buildings are typically more mixed-use and located close to the property line, clearly defining the street edges. Shared Streets can support a variety of uses, including shopping, entertainment, cafés, dining, and residences.

For illustrative purposes.

DESIGN OBJECTIVES

- Create street conditions for very low motor vehicle volumes and very slow travel speeds to facilitate shared use of the street by pedestrians, cyclists and motor vehicles.
- For universal accessibility provide a direct and unobstructed walking path of adequate width, delineated by pavers and/or bollards with adequate contrast and detectability.
- Create a slow zone "feel" for the public space using design treatments (e.g., rightsized space, pavers, plantings, street furniture).
- In mixed-use settings, support commercial activity (such as occasional pedestrian-only streets for events/markets) or neighbourhood gathering, recreation and leisure depending on context.
- In mixed-use settings, support flexible use of the street right-of-way through all seasons including incorporating café seating in spring/summer/fall, and short-term parking or drop-off in winter.
- In mixed-use settings, accommodate high volumes of pedestrians and/or pedestrian lingering, socializing.
- In mixed-use settings, prioritize, enable and emphasize pedestrian activities while also accommodating motor vehicle access by service and delivery vehicles during non-peak hours.

2.3.14

RESIDENTIAL SHARED STREET

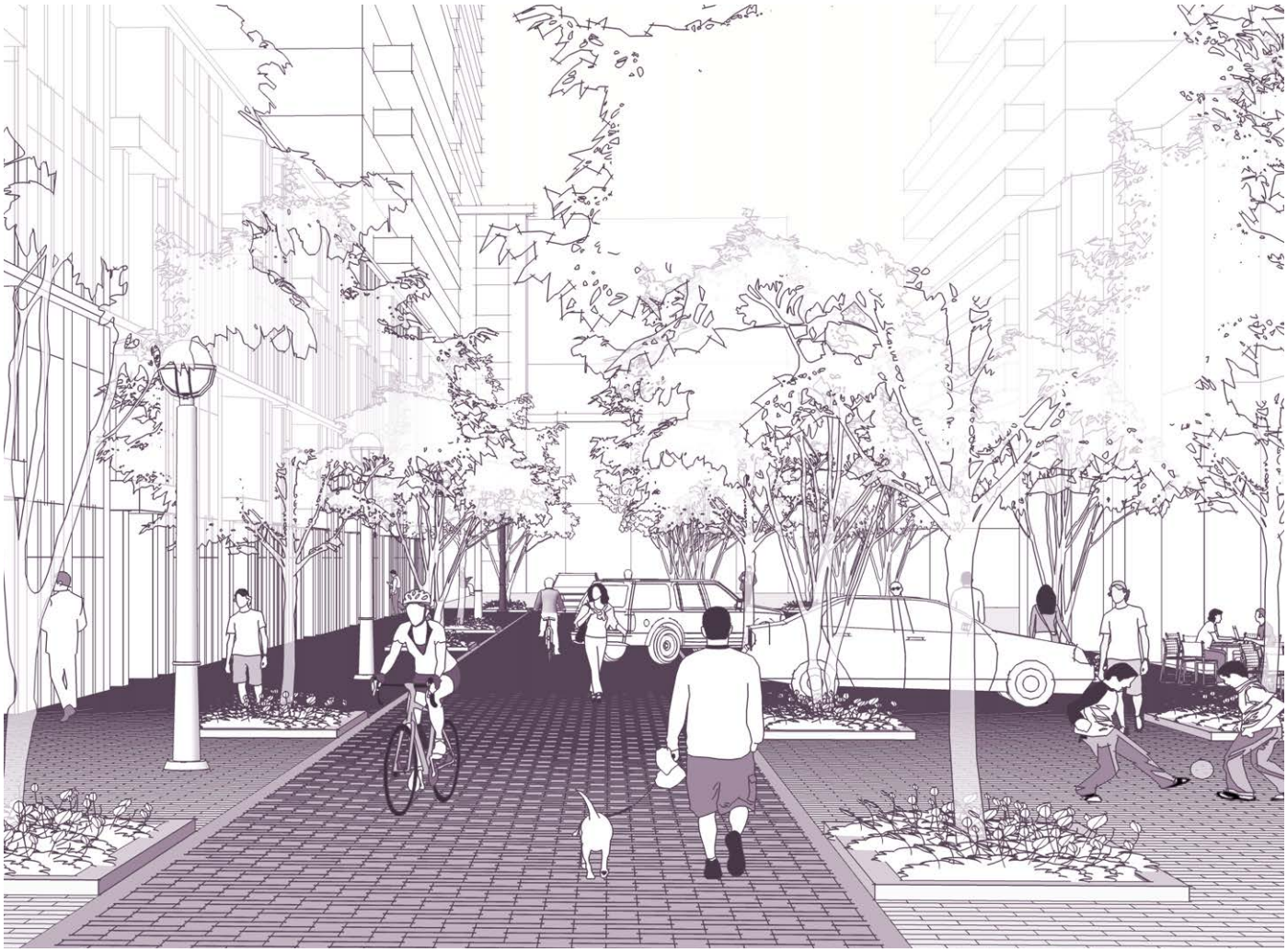
Residential Shared Streets are streets in primarily residential areas that mix all modes together to blend and blur the spaces and zones of the streets. All modes are expected to travel no faster than walking speed.

Residential Shared Streets are typically slow zones that include space for people, trees and parking.

Some Residential Shared Streets, like this one in Toronto, have planters and brick pavers.

Shared Streets in residential areas provide space for informal neighbourhood gatherings and activities, like socializing and children playing. In residential areas, where they are referred to as 'woonerfs' or 'home zone' streets, Shared Streets may also permit some on-street parking. Shared Streets are good locations for higher amounts of bicycle parking to help serve the needs of the surrounding area. Shared Streets should be narrow to help slow vehicle traffic and emphasize pedestrian priority.

Shared Streets are primarily hardscape, but the low vehicle volumes make them prime candidates for pavers, permeable pavement and other infiltration strategies. Limited plantings and planters soften the environment and provide additional opportunities for greening and stormwater management.



For illustrative purposes.

DESIGN OBJECTIVES

- Create street conditions for very low motor vehicle volumes and very slow travel speeds to facilitate shared use of the street by pedestrians, cyclists and motor vehicles.
- For universal accessibility provide a direct and unobstructed walking path of adequate width, delineated by pavers and/or bollards with adequate contrast and detectability.
- Create a slow zone "feel" for the public space using design treatments (e.g., rightsized space, pavers, plantings).
- In residential settings, shared streets can function as a public space for recreation and socializing.

2.3.15

MIXED-USE LANE

Mixed Use Lanes are found in the Downtown, Centres and Avenues, and other mixed use areas in the city. These lanes support vehicle and pedestrian access to buildings of various uses. They are typically narrow access routes flanked by the rear or side faces of abutting properties.

Mixed-Use Lanes, like this one in Toronto, may facilitate waste removal as well as act as pedestrian cut-throughs.

Laneways in Toronto provide space for murals, and pedestrian and/or vehicle access to properties.

Mixed-Use Lanes provide access for deliveries, waste disposal and pickup, and parking garage entrances, as well as informal local cyclist and pedestrian routes. They help to restrict or minimize driveway access and loading on Civic and Main Streets to support efficient movement of people and to reduce conflicts among modes. Mixed Use Lanes are typically significantly narrower than Mixed Use Access Streets and much shorter – commonly just one block long.

Mixed-Use Lanes are very minor links in the overall transportation network. Although their primary role is for motor vehicle service and access, these lanes are often used as quieter, informal routes for pedestrians and bicyclists.

In a busy Downtown environment, Mixed-Use Lanes can also offer unique opportunities to create active spaces for retail or other commercial users, and become part of a vibrant pedestrian network.

Although space for tree planting is limited, and some servicing requirements can present challenges, Mixed-Use Lanes do provide some opportunities to introduce stormwater control measures.

For illustrative purposes.

DESIGN OBJECTIVES

- Support adjacent commercial and residential uses by providing access to the rear of buildings for service, delivery, loading, and parking garage access needs.
- Minimize cut-through motor vehicle traffic and design for slow vehicle speeds.
- Anticipate and accommodate through-access by pedestrians and cyclists and use of lanes as informal public spaces.
- Durable street materials for heavier vehicles, like garbage and delivery trucks.
- Provide adequate lighting for personal security.

2.3.16

RESIDENTIAL LANE

Residential Lanes are found throughout the city and typically provide rear access for pedestrians and vehicles to garages, parking, and rear entrances of single family homes and low-rise residential buildings. They are often narrow access routes flanked by fences or garages at the rear of properties.

Residential Lanes have the opportunity to become attractive public spaces that support informal play and social interaction.

Residential Lanes are often used by pedestrians and cyclists.

Motor vehicle volumes are low and slow on residential lanes, and they do not play a large role in the overall transportation network. They are often used for pedestrian and bicycle connections within the neighbourhood, and should be designed for walking speed to emphasize and encourage pedestrian use. They are often used for local recreational activities.

Although space for tree planting is limited, Residential Lanes do provide opportunities to introduce green street design elements and planting to create more inviting and useful spaces.

Residential Lanes typically provide garage and vehicle parking access at the rear of properties.

For illustrative purposes.

DESIGN OBJECTIVES

- Provide access to rear of residential properties and encourage informal spaces for playing and social interaction through speed management (e.g., rightsizing of space).
- By providing the residential lane, this reduces or removes the need for driveways and motor vehicle-pedestrian conflicts from the parallel residential street.
- Minimize cut-through motor vehicle traffic, enhance local access, and design to slow motor vehicle speeds.
- Anticipate and accommodate through-access by pedestrians and cyclists.
- Provide adequate lighting for personal security.