

STREETSCAPE MANUAL ONLINE TRAINING SESSION 1: Background





The **Urban Design Streetscape Manual** is a reference tool developed to help implement City policy and guide the design, construction and maintenance of streetscape improvements in Toronto.



What is a streetscape?

A **streetscape** is made up of paving, lighting, trees, street furniture and sidewalks, framed by buildings and open spaces, that combine to form an overall aesthetic and identity for a place.

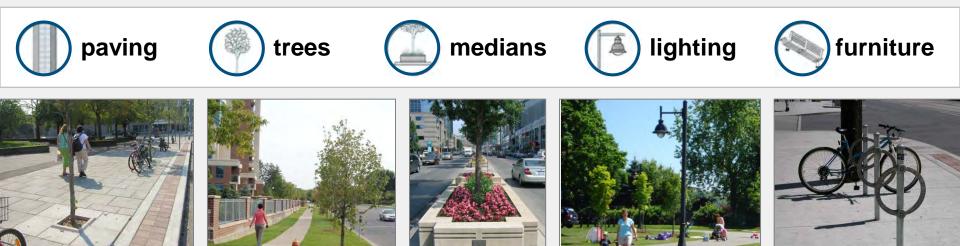


Streetscape Elements

The Streetscape Manual provides design direction for **5 streetscape elements**. Each element is outlined in detail in Training Session 2:

Searching the Manual

Example: Fort York Blvd. includes decorative pavers, lighting, railings, trees and plantings.



Policy Direction

- 5. City streets are a significant public open space that serve pedestrians and vehicles, provide space for public utilities and services, trees and landscaping, building access, amenities such as view corridors, sky view and sunlight, and are public gathering places. Streets will be designed to perform their diverse roles, balancing the spatial needs of existing and future users within the right-of-way. This includes pedestrians, people with mobility aids, transit, bicycles, automobiles, utilities and landscaping.
- Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by:
 - a) providing well designed and co-ordinated tree planting and landscaping, pedestrian-scale lighting, and quality street furnishings and decorative

The Toronto Official Plan states

"sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by providing well designed and co-ordinated tree planting and landscaping, pedestrian-scale lighting, and quality street furnishings and decorative paving as part of street improvements"



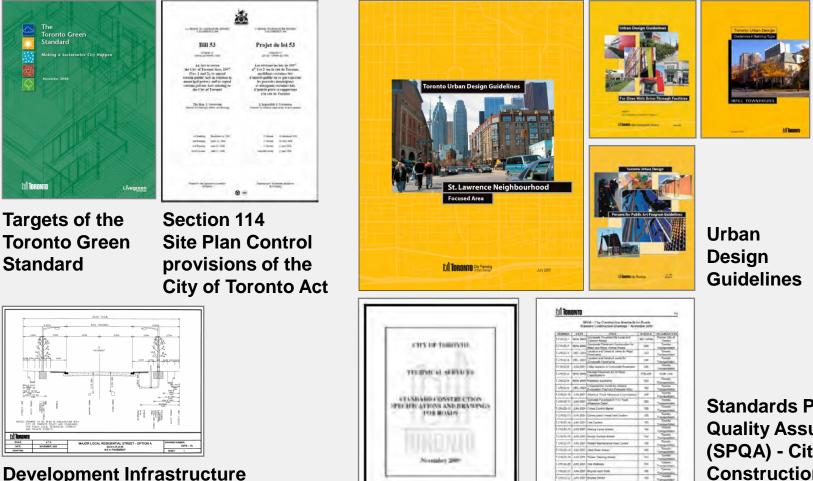
Access to public spaces and buildings for everyone

Chapter 3.1.1 The Public Realm, Policy 6(a)

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Many other City policies, standards and guidelines include provisions for streetscape improvements.



Development Infrastructure Policy and Standards (DIPS) Standards Policies & Quality Assurance (SPQA) - City Construction Standards for Roads

AVER 7

10.0

Property

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The Streetscape Manual offers a **pedestrian-based** focus with particular attention given to the quality of materials and elements located in the **sidewalk zone** – the area between the roadway curb and private property line.

Sidewalk Zone

Streetscape Character in the Sidewalk Zone



The character of the sidewalk zone varies from hard surfaces to soft landscapes.

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The Streetscape Manual uses a **Classification System** to group streets with a similar character and assign appropriate design treatments to them.

GREEN STREETS





MAIN STREETS



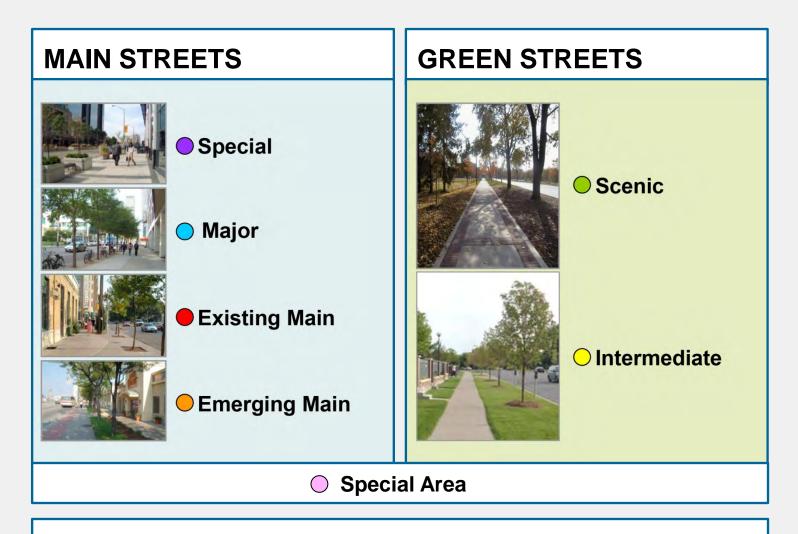
Streets in the Manual are first categorized as **MAIN STREETS** or **GREEN STREETS**



Main Streets normally include a mix of land uses and building patterns that generate graderelated activity and a vibrant pedestrian environment.



Green Streets often include generous landscaped setbacks, adjacent natural areas, parks and open space, and built elements integrated with the natural environment.



Main Streets and Green Streets are subdivided into seven streetscape types.



Streetscape Classification MAIN STREET Example: University Avenue

Special streets are distinguished by a high level of importance in the city resulting from historical, cultural, physical or functional characteristics. The distinct identity of Special streets is often complemented with customized design elements and the highest quality materials. <u>Learn more.</u>



Streetscape Classification MAIN STREET

Example: King Street West

Major streets are well-established streets that lead to or are lined with important public buildings, institutions and high-order commercial enterprise, most often associated with the downtown core. Major streets include the highest quality materials and design treatments. Learn more.



Streetscape Classification MAIN STREET

Example: College Street

Existing Main streets are the vibrant commercial corridors that serve and connect local neighbourhoods. They are often the foundation for Business Improvement Areas (BIAs). Standard materials and treatments are typically more modest than Major streets, but many BIAs have also contributed to special paving, lighting, plantings and furnishings. <u>Learn more.</u>



Streetscape Classification MAIN STREET

Example: Eglinton Avenue East

Emerging Main streets are mostly commercial in nature, with suburban characteristics, and are often undergoing both commercial and residential intensification. Emerging Main streets share some qualities with Existing Main streets; however, their transitional state requires the streetscape treatment to be more flexible. The wider right-of-way and larger setbacks also offer more opportunities for greening. Learn more.



Streetscape Classification **GREEN STREET**

Example: Keele Street

Scenic streets are adjacent to or have a direct physical relationship with natural features such as parks, ravines, rivers, the lake or other important views. Buildings usually play a minor role in defining the character of the street. Instead, Scenic streets are often characterized by wide tree-lined boulevards, grassy or tree planted medians, and recreational trails. Learn more.

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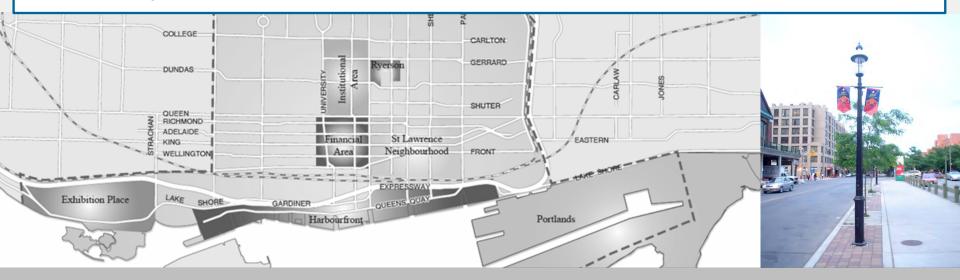
Intermediate

Streetscape Classification **GREEN STREET**

Example: Royal York Road

Intermediate streets typically have landscaped setbacks and a residential character. In some cases, parking areas and residential lots with rear gardens and privacy fences face the street. Many Intermediate streets support opportunities for intensification. They may evolve into an Emerging Main street or stay as an Intermediate street, depending on the type and intensity of future development. Learn more.

The Manual also identifies some streets with a "**Special Area**" designation to indicate that special planning circumstances exist, e.g. the street is located within a Secondary Plan Area, a Centre, an historically significant area, an educational campus, etc. Special Area streetscapes may look like either main streets or green streets and often include enhanced paving, lighting, or other design features that reinforce the history or character of the place.





Streetscape Classification MAIN STREET or GREEN STREET

Example: St. Lawrence Neighbourhood

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The Streetscape Manual identifies all streets and special streetscape treatments that are part of the City's many <u>BIAs</u>. Business Improvement Areas are most often found on Main Streets.

Business Improvement Areas

CORNERSTONE

Streetscape Classification MAIN STREET

Example: Junction Gardens BIA

The following pages show how this Streetscape Classification hierarchy is applied to streets across the city.

Business

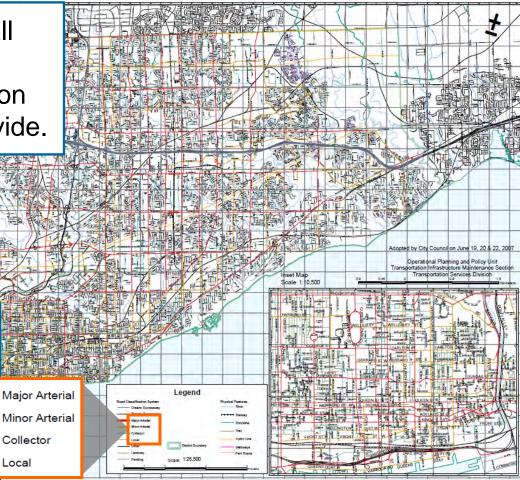


Transportation Road Classification System (RCS)

over 5300 km in the road network

The Transportation **RCS** identifies all streets in the city and groups them according to the type of transportation service and traffic function they provide.

The Streetscape Manual Classification System is applied to all Arterial roads identified in the Transportation RCS and to some collector and local roads that are important or part of special areas.



Streetscape Classification System 1395 km (25%) of road network

Streetscape Type

Emerging Main

Existing Main

Intermediate

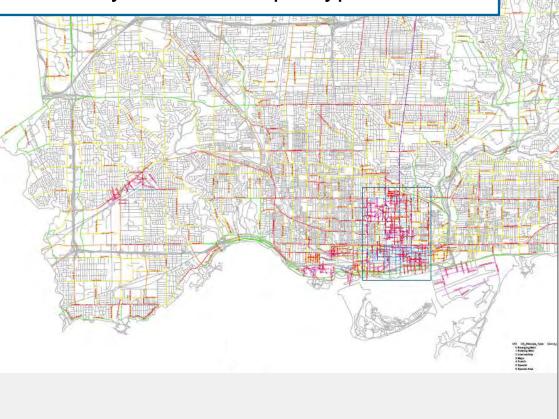
Major

Scenic

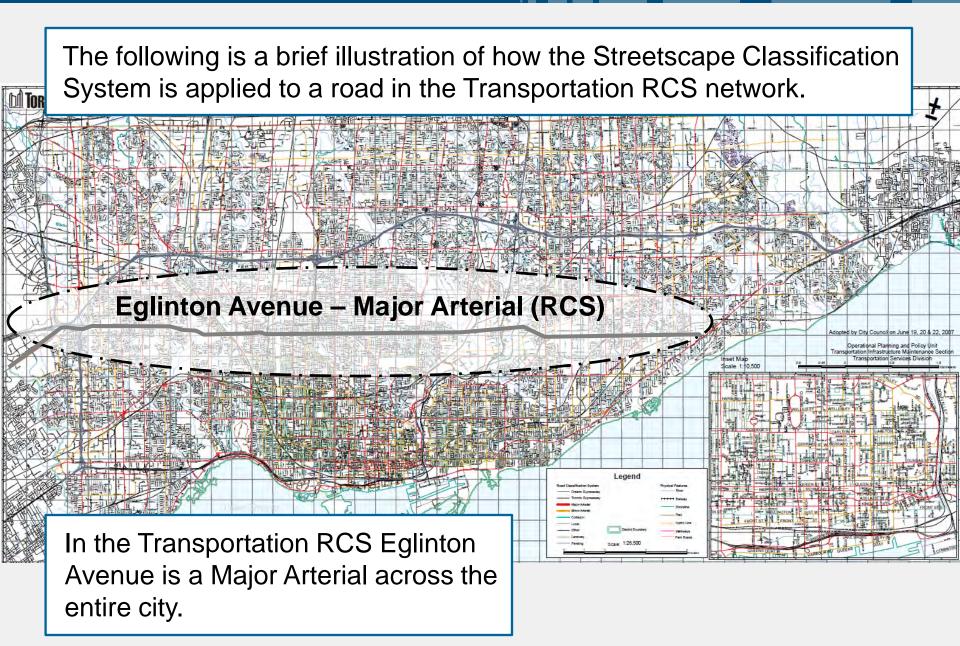
Special

Special Area

The Streetscape Manual Classification System groups streets according to their design character using the hierarchy of Streetscape Types.



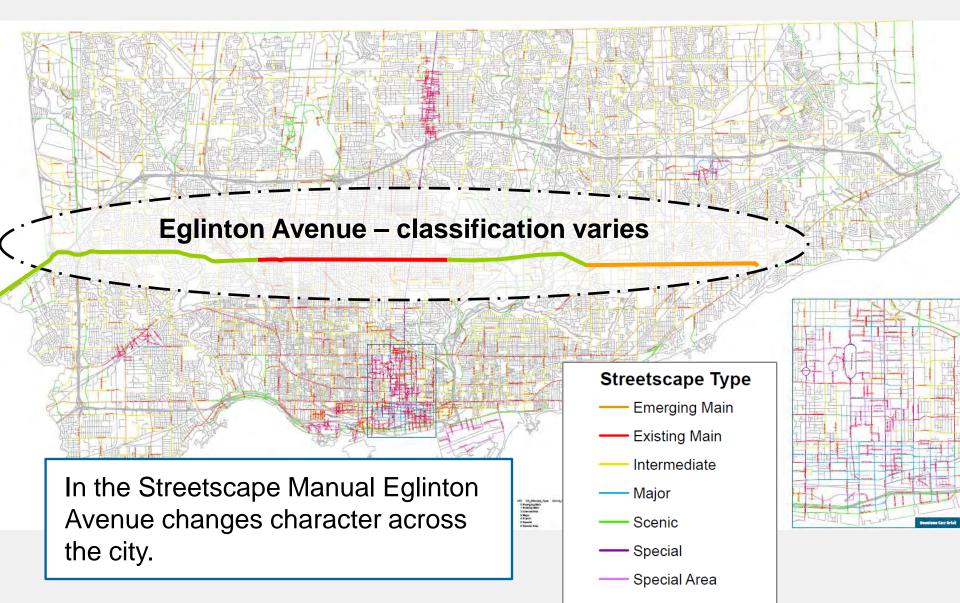




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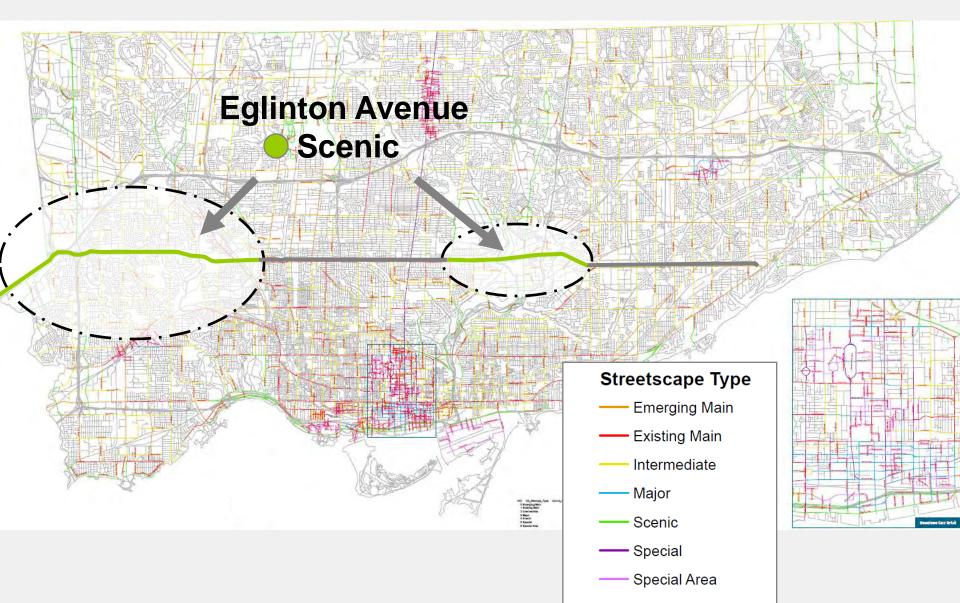
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Streetscape Classification System



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Streetscape Classification System



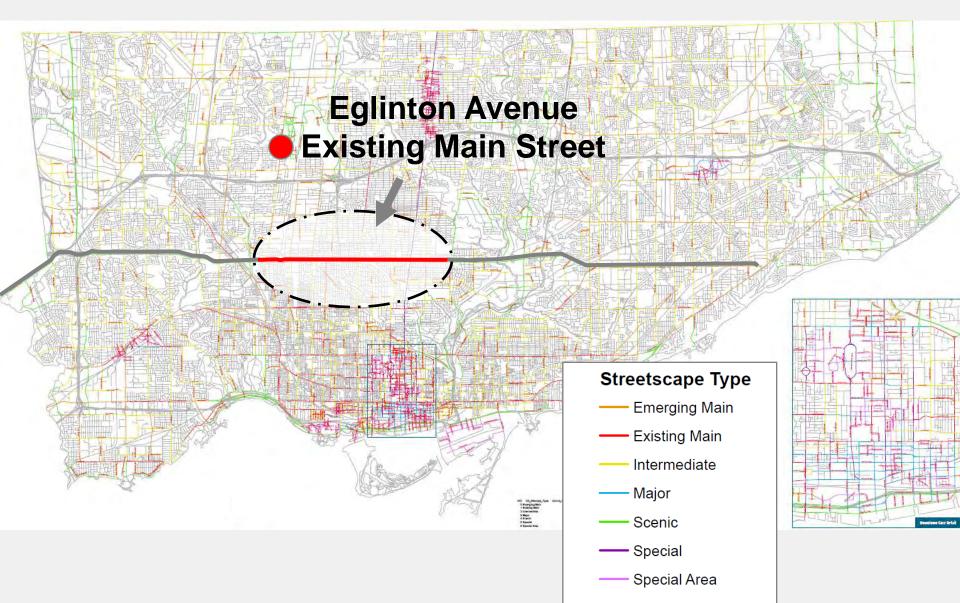
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Eglinton Avenue West Scenic



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Streetscape Classification System



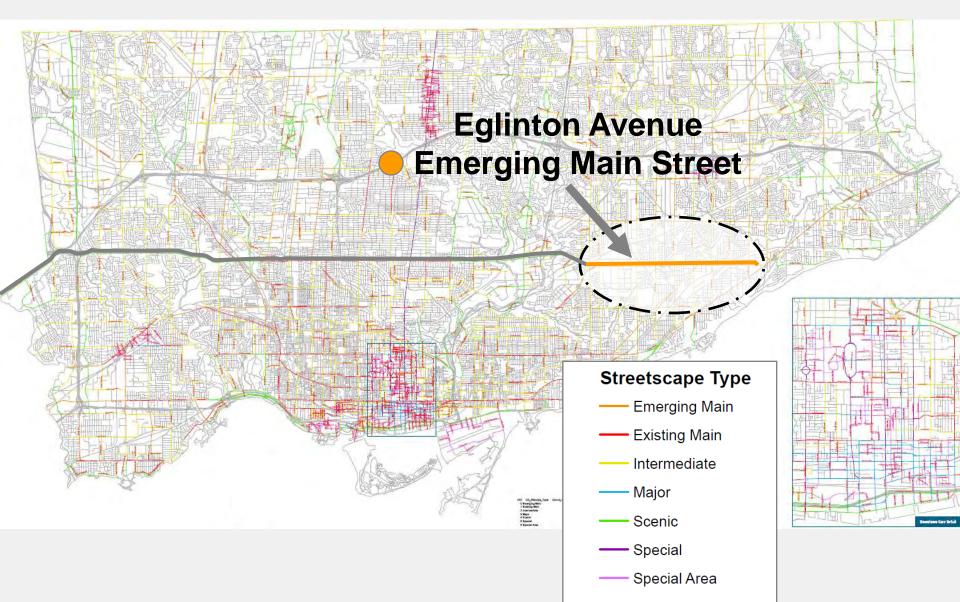
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Eglinton Avenue (near Yonge) Existing Main

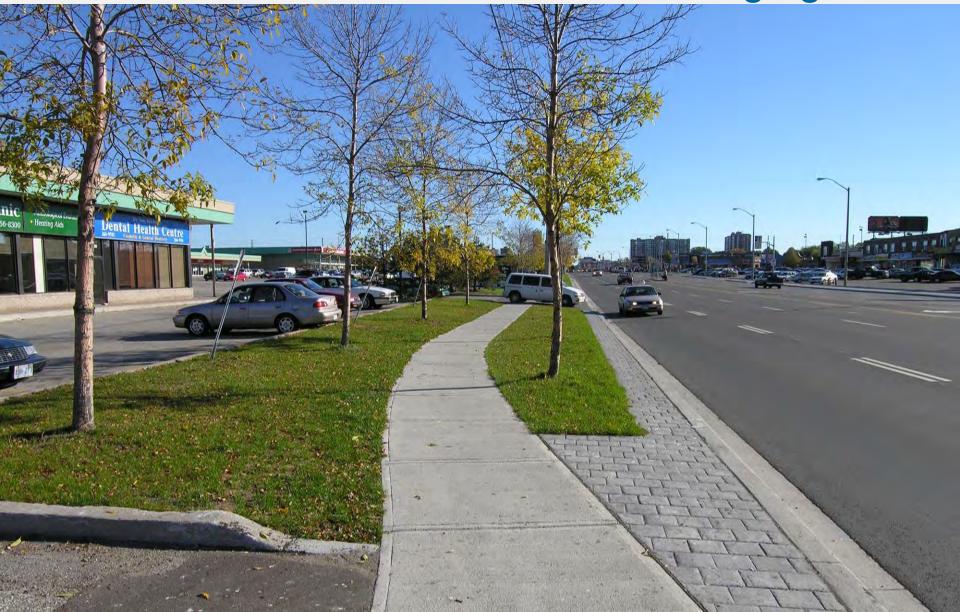


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Streetscape Classification System



Eglinton Avenue East Emerging Main



Streetscape Classification System

Eglinton Avenue – classification varies



Many streets in Toronto are similar to Eglinton Avenue in that they do not look the same from beginning to end.

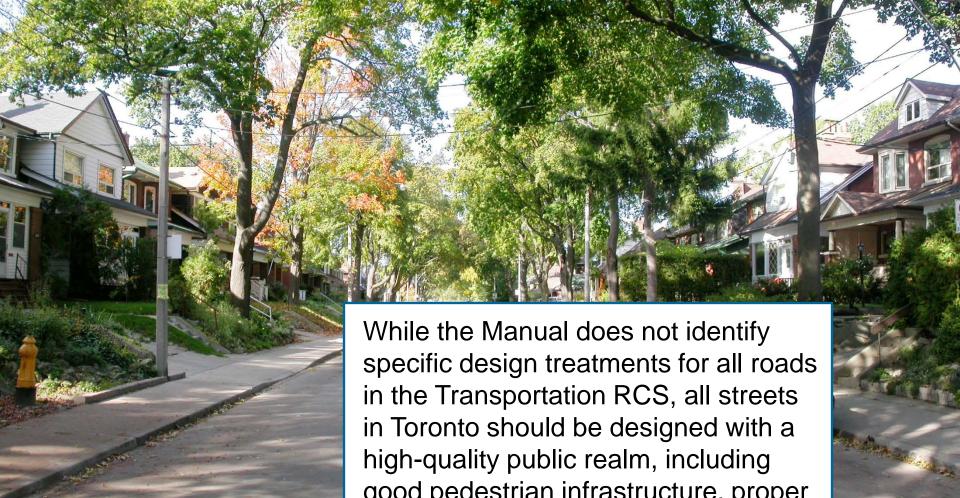
Even if a street has the same number of traffic lanes, speed limit, width of right-of-way or transit mode, the pattern of buildings, land uses, pedestrian activity, tree canopy and sidewalk zones may vary greatly.

The Streetscape Manual accounts for these differences by assigning a streetscape type and appropriate design details to reinforce the identity of the place. The Manual also ensures that streets across Toronto which share a similar streetscape character will follow a consistent design approach and contribute to a unified and legible pedestrian environment.

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Streetscape Classification System



Example: a typical local residential street that is not part of the Manual, but includes generous sidewalks and a mature tree canopy good pedestrian infrastructure, proper lighting and healthy street trees.

Training Session 1: Background is now complete.

To continue learning, launch **Training Session 2: Searching the Manual**. To begin using the Manual, click the ONLINE link below.



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END OF TRAINING SESSION 1: Background