

### Streetscape Manual User Guide



User Guide

**City of Toronto** Streetscape Manual User Guide

District Guideline Title online: https://www.toronto.ca/streetscape-manual

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**APPENDIX A** 

## Streetscape Manual User Guide

The Streetscape Manual is a reference tool developed to guide the design, construction and maintenance of sidewalk and boulevard improvements on Toronto's arterial road network. The Manual emphasizes design quality and amenity in the pedestrian realm and provides specifications for paving, trees, medians, lighting and street furniture.

The council authority for the Streetscape Manual is Public Works and Infrastructure Committee, PW9.2, "Sustainable Transportation Initiatives: Short-term Proposals", adopted by Council on October 22 and 23, 2007 as follows:

City Council on October 22 and 23, 2007, adopted the following motion regarding pedestrians: 2.g. direct the Chief Planner and Executive Director, City Planning, to finalize the Streetscape Manual and this manual be used as the standard in the design and reconstruction of all City streets. Read the <u>Report</u> (see document page 6 or page 7 of the PDF file).

The Toronto Official Plan states:

"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 paving as part of street improvements; and

b) locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity."

Chapter 3.1.1 The Public Realm, Policy 6(a) (b)

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## **1.0 Streetscape Types**

Streets are a vital part of Toronto's public open space system. They function as movement corridors for pedestrians, cyclists, public transportation and vehicles, and they support many social and business activities. The appearance and character of Toronto streets play a large part in determining the overall quality and liveability of the city.

The Streetscape Manual is an urban design reference tool for the improvement of the City's arterial street network; the Main Streets and the Green Streets that define and connect neighbourhoods. The Manual focuses on design quality in the public right-of-way, with an emphasis on coherence, beauty, durability, accessibility, pedestrian amenity and the tree canopy. The Manual defines a hierarchy of streetscape types and assigns a set of standard or specialized design treatments to each arterial road. Although the Manual does not typically include collector roads, local roads or laneways, design quality and the tree canopy on these streets is also very important. streetscape elements: paving, street trees, medians, lighting and street furniture. When applied over time, these design treatments will enhance the appearance, health and enjoyment of the urban landscape.

Arriving at a final streetscape design relies on a comprehensive decision-making process that takes the following into consideration:

- Streetscape Types the hierarchy of streetscape types.
- Streetscape Zones the functional zones that make up the Sidewalk Zone.
- Streetscape Elements the five elements that make up a streetscape.
- Business Improvement Areas how BIAs are addressed in the Manual.
- Public Utilities how utilities are facilitated in the Manual.

The design treatments specified in the Manual center on five

- **1.1 The Hierarchy of Streetscape Types**
- 1.2 Main Street
- **1.3 Green Streets**
- 1.4 Special Areas

#### **1.1 THE HIERARCHY OF STREETSCAPE TYPES**

The Streetscape Manual categorizes all Major and Minor Arterial Roads identified by <u>Transportation Services Road Classification</u> <u>System</u> as either Main Streets or Green Streets depending on such factors as: street use; built form pattern; type of public or business activities; transportation priorities; and natural features.

Main Streets and Green Streets are then further subdivided into a hierarchy of streetscape types. The hierarchy helps to determine appropriate design treatments for the different street types that responds to the varying character and significance of each arterial street within Toronto. Streetscape treatments are generally consistent on streets of the same type throughout the city.

The hierarchy of streetscape types includes:

#### Main Streets

- Special Streets
- Major Streets
- Existing Main Streets
- Emerging Main Streets

#### **Green Streets**

- Scenic Streets
- Intermediate Streets

#### **Special Areas**

Since many streets cross long distances and a range of different areas in the city, it is possible that the streetscape type may change several times from across the length of an individual street.

Colour Riche

University Avenue is an example of a Special Main Street.



King Street West is an example of a Major Main Street.

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#### **1.2 MAIN STREETS**

**Main Streets** refer to streets composed of commercial, residential, and/or mixed-use building typologies that generate grade-related activities. The buildings along Main Streets create a continuous street wall with a direct "storefront" relationship to both the pedestrian realm and the vehicular portion of the street. These streets support a wide range of modal types, including public transportation networks, pedestrians, cyclists and private vehicles.

This overarching streetscape category encourages diverse types of economic stimulation and social interaction at the pedestrian scale. This primary type is further categorized into Special Streets, Major Streets, Existing Main Streets and Emerging Main Streets.

**Special Streets** are distinguished by their high level of importance for the city resulting from historical, cultural, physical and/ or functional characteristics. These streets are often used as ceremonial routes and they are recognized provincially, nationally and even internationally as making significant contributions to the character of Toronto.

Special Streets are typically lined with important public and institutional buildings. These streets support high volumes of pedestrian movement as well as vehicular traffic. They are well-connected via public transportation. The distinct identities of Special Streets should be complemented with customized design elements and the highest quality materials. **Major Streets** are well-established streets that either lead to, or are lined with, important public buildings and have both provincial and city-wide importance. While these streets are predominantly lined by institutional and commercial buildings, they also hold some ground floor retail and restaurant uses. Businesses along Major Streets are well-established and contribute to the municipal and provincial economy. Similar to Special Streets, this street type is well connected via public transportation and supports a high volume of both pedestrian movement and vehicular traffic.

Major Streets generally require many years of development to achieve their provincial and city-wide importance and they tend to have a moderate level of historical significance. As with Special Streets, Major Streets are not restricted to any particular area in the city; however, due to the high concentration of institutions and businesses, as well as intensity of land use, the majority of them fall within the Downtown and Central Waterfront areas.

**Existing Main Streets** are predominantly commercial and mixeduse in nature, with residential areas in close proximity. The livelihood of the businesses along this street type is dependent on the local community. This means these are the most important streets for a neighbourhood. They are the focus of public life at the community scale, and support local events and celebrations such as sidewalk sales and festivals.

Existing Main Streets are usually supported by public transportation in the form of streetcars or buses, and their local scale supports a comfortable pedestrian environment. They typically retain some aspect of an earlier era such as a post office, banks, community religious centres and/or rows of older commercial buildings.



College Street is an example of an Existing Main Street.

#### **1.2 MAIN STREETS**

**Emerging Main Streets** are predominantly commercial in nature. They have suburban characteristics and are undergoing both commercial and residential intensification. Although the existing businesses may be less established than those on Existing Main Streets, they are still important contributors to the local community. Therefore, Emerging Main Streets can also often be the most important street in the neighbourhood.

Emerging Main Streets are supported by public transportation, usually in the form of a network of bus routes. With significantly wider road widths than Existing Main Streets, vehicles have a strong presence on these streets with substantial parking areas frequently located adjacent to businesses along the street. Although the Emerging Main Street type does not tend to provide significant pedestrian amenities, the extra road width presents opportunities for improved pedestrian environments such as grassy boulevards and street tree planting.

While Emerging Main Streets share some qualities with Existing Main Streets, their transitional state requires a flexible streetscape design.



Eglinton Avenue East (near Brimley Road) is an example of an Emerging Main Street.

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#### **1.3 GREEN STREETS**

**Green Streets** are highlighted by adjacent natural areas, public parks and open spaces. The urban elements within this streetscape type are integrated into natural environments and enhanced by street tree planting, that together creates open space corridors with a naturalized form. Green Streets play a similar role as the Green Space System (Toronto Official Plan), while still supporting vehicular traffic, pedestrians and cyclists. This overarching streetscape category encourages diverse types of environmental protection and social interaction at a pedestrian scale.

**Scenic Streets** are adjacent to, or have a direct physical relationship with, natural features such as parks, ravines, rivers and lakes. This relationship often provides important views and view corridors. Built form plays a minor role in the character of Scenic Streets; however, when present, they are usually residential building types.

Scenic Streets have wide boulevards, often with grassy or tree planted medians that reduce the impact of vehicles. Their generous street width provides opportunities for pedestrian and bicycle trails. These trails often connect into a wider recreational system. The significance of this street type can be regional, city or province-wide. Scenic Streets are usually supported by public transportation in the form of buses. **Intermediate Streets** have a stronger built form presence than Scenic Streets and therefore the edge, or streetwall, is better defined. Although the buildings found along this street type tend to be predominantly residential, there are often mixeduse buildings as well. Intermediate Streets exhibit suburban characteristics such as: wide set-backs; substantial parking areas; and reverse residential lots with rear gardens and privacy fences facing the street. These reverse lot conditions offer no connection to adjacent buildings and limited vehicular or pedestrian access.

Intermediate Streets connect important places in a neighbourhood, such as schools and community facilities. They provide an uninterrupted flow of vehicular traffic and are connected by public transportation, most often in the form of buses. Given the wide set-backs, Intermediate Streets will often have significant street tree plantings or opportunities for such. Any reverse lot conditions can benefit from screen planting along privacy fences to soften the boundary to the street. Similar to Emerging Main Streets, Intermediate Streets support opportunities for intensification.

This street type can evolve into an Emerging Main Street or remain as an Intermediate Street depending on the use and level of development.



Keele Street (near York University) is an example of a Scenic Green Street.



Royal York Road is an example of an Intermediate Green Street.

### **1.4 SPECIAL AREAS**

Although the Streetscape Manual deals primarily with streets within Toronto's arterial road network, it also includes recommendations for local and collector roads that fall within **Special Areas**.

The Manual identifies additional Special Area street designations to acknowledge that special planning circumstances exist for certain local or collector neighbourhood streets as well. These circumstances can include streets that are located within: a historically significant area; a Centre; a special district; a business improvement area (BIA); or an educational campus.

Special Area streetscapes can be either Main Streets or Green Streets. Design treatments on these streets include enhanced paving, lighting, or other design features that reinforce the history or character of the surrounding area.



A portion of St. George Street is identified as a Special Area because it is within an educational campus.

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## 2.0 Streetscape Zones

Most streets can be divided into two parts: the sidewalk/boulevard and the roadway. Pedestrian activity occurs within the sidewalk zone, while the roadway portion is further subdivided into vehicular lanes, cycle lanes and parking lanes and is used by cyclists, motor vehicles and public transportation. On some roadways, traffic is divided by a central median or a transit priority right-of-way.

While the Manual does provide some direction for streetscape elements found within the roadway (e.g. medians), the majority of the design treatments focus on the sidewalk zone.

- 2.1 The Functional Zones That Make Up The Sidewalk Zone
- 2.2 Street Furniture Placement

### 2.1 THE FUNCTIONAL ZONES THAT MAKE UP THE SIDEWALK ZONE

One of the first decisions to make when designing a streetscape is to determine the appropriate width and organization of the sidewalk zone:

- See the Main Streets <u>Sidewalk Zones</u>
- See the Green Streets <u>Sidewalk Zones</u>

The sidewalk zone must be designed to provide safe, efficient and accessible pedestrian movement while balancing competing demands for limited space (e.g. tree planting, furniture placement, utilities, signage, business activity, etc.).

The Manual organizes sidewalk space into four functional zones:

- Edge Zone
- Furnishing and Planting Zone
- Pedestrian Clearway
- Frontage and Marketing Zone

The **Edge Zone** is located immediately adjacent to the roadway and provides clearance between the traveled portion of the road/parked vehicles and other sidewalk functions. This zone provides a safety buffer against such things as door swings and mirrors, and it can possibly accommodate sign and utility posts, garbage set out and snow windrow storage. The Edge Zone should be a minimum of 0.46 metres wide, including the width of the curb.

The **Furnishing and Planting Zone**, which is directly adjacent to the Edge Zone, may contain street furniture, sidewalk cafes, trees and other fixed objects. This zone is often characterized by decorative paving features. It is desirable to have coordinated alignment of services within this zone, and features should be placed in a manner that does not obstruct the Pedestrian Clearway. The Furnishing and Planting Zone provides an important comfort buffer between pedestrians and vehicular traffic.

The Furnishing and Planting Zone typically varies in width between 1.0 and 2.2 metres, depending on available space. To accommodate tree planting in this zone, the preferred minimum width is 1.8 metres, and no less than 1.2 metres. If the Furnishing and Planting Zone is less than 1.0 metre, consider placing furniture in an alternate location.

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### 2.2 STREET FURNITURE PLACEMENT

It is important that the Street Furniture in the public right-of-way is properly located to ensure the streetscape is organized in a way that is both functional for all users and aesthetically pleasing. The Pedestrian Clearway in the sidewalk zone must be kept free of obstructions, while also having easy access to furnishings for safety, comfort and amenity. Furniture elements must also be placed at least 460mm away from the curb face to limit conflicts with roadway activities.

Refer to the *Vibrant Streets Guidelines* for more placement details; contact program staff in the <u>Coordinated Street Furniture Program</u> for procurement and placement assistance for Coordinated Street Furniture elements.

The **Pedestrian Clearway** is a clear, unobstructed continuous linear path of sidewalk that accommodates pedestrian movement. Provision of this zone is a high priority and the width should be determined prior to the width of the Furnishing and Planting Zone to ensure it supports the existing and projected volume of pedestrian traffic. The minimum width of the Pedestrian Clearway is 2.1 metres. If this cannot be accommodated within the overall sidewalk width, consideration may be given to reducing it to no less than 1.53 metres.

The **Frontage and Marketing Zone** is adjacent to the building/property line that buffers pedestrians from windows, doorways, and other building appurtenances. This zone may consist of marketing, outdoor merchandise displays, boulevard cafes and/or landscaping, and in some cases it may support street furniture.

While Main Streets' sidewalks typically consist of all four zones, the arrangement of Green Streets' sidewalks is slightly different. As Green Streets often have open spaces nearby and a residential component, there is typically no Frontage and Marketing Zone. Instead, the Furnishing and Planting Zone can be located on either side of the Pedestrian Clearway (depending on the space available).

Regardless of street type, the width of the Frontage and Marketing Zone varies depending on the building set back and location of the property line. If street furniture is to be placed within the Frontage and Marketing Zone, the zone must be a minimum width of 1.0 metre.

## **3.0 Streetsape Elements**

Toronto's streets are the most extensively used public spaces in the city. Streetscape elements such as decorative paving, street trees, medians, pedestrian and vehicular lighting, bicycle rings, bollards and garbage/recycling receptacles are all important contributors to a vibrant and cohesive public realm. The appropriate combination and placement of these elements is necessary in the creation of high quality streetscapes with distinct character. The design treatments specified in the Manual cover five main streetscape elements:

- Paving
- Street Trees
- Medians
- Lighting
- Street Furniture

- 3.1 Paving
- 3.2 Street Trees
- 3.3 Medians
- 3.4 Lighting
- 3.5 Street Furniture

#### 3.1 PAVING

A wide range of paving materials may be used to construct Toronto's sidewalks. A typical Toronto sidewalk pattern consists of a concrete sidewalk with a decorative paving band next to the curb.

#### **Decorative Paving Band**

On Main Streets, the decorative paving band is often located along the curb-side of the Edge Zone and/or the Furnishing and Planting Zone. The standard width of the paving band varies from 400mm to 1200mm, depending on both the space available and streetscape type. In addition to aesthetics, the decorative paving band serves to align fixed objects such as trees, parking meters, bicycle rings, garbage/recycling receptacles and street lights.

The decorative paving band is made up of either concrete or granite unit pavers, which must meet or exceed CSA standards. Please refer to the <u>City-approved decorative paving band</u> treatments.

The colour and pattern of the concrete and granite unit pavers should be chosen to reinforce neighbourhood or area identity. The distinct surface and contrasting colour of the pavers serve dual purposes as they are not only aesthetic elements in the streetscape, but they additionally function as safety components for the visually impaired: they act as a warning strip for vertical obstacles and demarcate the edge of the curb and sidewalk zone. Decorative bands do not cross lanes, driveways or crosswalks. The base under the decorative pavers is poured-in-place concrete with an integral curb at the roadside and a flush retaining curb next to the Pedestrian Clearway. The two curbs provide a border for the pavers. The unit pavers are dry laid on a thin sand setting bed over the concrete base and held in place by the concrete curbs.



An example of a concrete sidewalk with a decorative paving band on Wellington Street West and John Street.



An example of precast concrete pavers.



An example of granite pavers.

### 3.1 PAVING

Unit paving materials are standardized for quality control, reasonable supply, and to achieve neighbourhood identity. The dimensions are chosen in accordance with industry standards, durability, availability and the ease with which maintenance and replacement can be undertaken.

## **Pedestrian Clearway Surface** (also see Streetscape Zones section)

Generally, the Pedestrian Clearway surface is smooth, broom finished concrete. The concrete is marked by trowel joints or saw cuts which divide the surface into 1200 mm to 1600 mm bays. This provides a simple pattern, controls cracking, and allows for modular placement of paving materials. The use of concrete should continue to be the primary choice as the paving surface for pedestrians.

Natural stone (typically solid granite) is occasionally used as a Pedestrian Clearway surface. In most cases, it is funded and maintained by private applicants. Although natural stone is an expensive initial investment, it is a highly durable and reusable material, and as such offers best value. In the past, asphalt has been used as a paving surface for pedestrians; as a filler in remnant pedestrian areas and as a repair material for pedestrian paving surfaces. These uses of asphalt within the boulevard/sidewalk zone should be phased out and replaced with broom finished concrete; concrete unit pavers; granite pavers or grass as appropriate. Asphalt may still be used as a pedestrian surface for park and open space pathways and bicycle trails.

In most instances, the Pedestrian Clearway is situated far enough away from car doors, parking meters, news vending boxes, and moving traffic to provide a safe and accessible pedestrian path. The desired width of the Pedestrian Clearway is 2.1 metres, however where this is not possible, a reduction to no less than 1.53 metres may be considered.



An example of a pedestrian clearway on St. George Street at the University of Toronto.

#### 3.2 STREET TREES

Toronto has been called the "City of Trees". More than three million trees grace our parks, ravines and natural areas, line our streets and distinguish our neighbourhoods. There are millions of trees additionally located on private property. Collectively, these trees form Toronto's urban forest.

The urban forest plays an important role in making Toronto a clean and beautiful city. Trees significantly enhance the context for all new development and renewal projects. The well documented contribution made by trees to the quality of our environment includes many quantifiable benefits such as improved air and water quality.

In recognition of the importance and benefits of trees, the City's Official Plan recommends policies and strategies, adopted by City Council, that call for an increase in the amount of tree canopy from the existing 17% to a tree canopy coverage of between 30% and 40%. Each development must then make a positive contribution to the urban environment to help sustain and enhance the quality of the city and its urban forest. The planting, protection, and maintenance of large growing shade trees on both public and private lands should be an important aspect of all projects.

Trees must be mature and thriving in order to provide the streetscape with their many benefits. In order to mature and thrive, trees need space to grow and a sufficient quantity and quality of appropriate soil, oxygen, water and essential nutrients. The tree planting standards contained in the Streetscape Manual have been developed in order to provide the necessary conditions for the successful growth of trees within the challenging environment of our city streets.

There are many competing interests for space within our sidewalks. In the past buried utilities had often been a significant limiting factor in how and where trees are planted. The tree planting details within the Manual have been developed to permit better integration between trees and utilities. The use of precast

components for the tree planting details will facilitate access to utilities and simplify the repair process while not degrading the tree's soil environment.

Trees tend to be considered part of the "natural" environment. But within our streetscapes, they have come to be recognized as much a part of the city's "infrastructure". They are now also considered a utility, along with gas, hydro, and water, and are an integral component of our streetscapes along with sidewalks, street lights, benches, hydro vaults, bicycle racks, etc.

In order to successfully plant trees within a streetscape comprised of so many elements, it is essential that the conditions required for tree planting be considered integral to the design, planning and construction of all projects. Particularly important is the early coordination between the tree planting plan and utilities.

There are a number of standard planting details provided along with guidelines and specifications to help inform the most appropriate solution. The tree planting standards contained in the Manual will help achieve healthy, mature trees that will make a positive contribution to the quality of our streetscape.



An example of trees along a street in Toronto.

### 3.3 MEDIANS

Medians serve three primary purposes: to separate opposing traffic; to provide space for planting; and to provide a refuge for pedestrians crossing the road. Medians can be effective at humanizing the scale of a wide street, softening an urban environment and creating a sense of importance.

Medians are either designed with a hard surface or with planting. Hard surface medians are typically between 1.8 - 3.0 metres wide and paved with broom finished concrete or precast concrete unit pavers.

Planted medians vary in width, but are usually no less than 3.0 metres. They are bordered with concrete curbs, and are planted with trees and/or shrubs in a bed of soil or grass. Medians can be designed to enhance a neighbourhood's identity and to address site specific issues.



An example of a median on Yonge Street and Hillcrest Avenue.

### 3.4 LIGHTING

Lighting is an important streetscape element: it ties the city together, while simultaneously helping to establish identities of individual streets, neighbourhoods and districts. Lighting should contribute in creating safe and aesthetically pleasing public spaces. The family of standardized City fixtures contributes to harmonious, uniform and coherent streetscapes.

Street lighting has two classifications: roadway lighting and pedestrian scale lighting. The design of the City's pedestrian light standard (Type II fixture) was influenced by Toronto's traditional 'globe on post' pedestrian light found in Chestnut Park and on Palmerston Boulevard. The Type II fixture creates a sparkling effect and forms a family with the other street fixtures.

The Type II family includes a pedestrian cluster of globes, a bracketed single globe, a globe mounted on a concrete pedestal or wall, and a roadway light with a pedestrian scale globe attached to the pole. The globes can be equipped with internal shields and/ or refractors that reduce upward glare and direct light according to their location, whether on sidewalks, parks or roads.

Newer designs for other light fixtures in the city also consider light pollution reduction and bird-friendly design.



An example of lighting along Colonel Samuel Smith Park Drive.

#### 3.5 STREET FURNITURE

Street furniture is designed to provide amenity and fulfill the many needs in a public place. Whether a transit shelter, bench, sign post, or litter/recycling container, street furnishings must be well-designed to serve their purpose, contribute positively to the appearance of the public realm, and be adaptable to various streetscape conditions throughout the City.

Streetscapes come in many forms. Some have wide sidewalks and plenty of space to place furnishings, grow trees, and provide accessible routes with little conflict and overlap. Other streetscapes have limited space and may be congested with competing needs, such as markets, outdoor cafes, trees and planters, high volumes of pedestrian traffic and bicycle parking. While these "busy" streetscapes are often the most vibrant places in the City, the constraints on space demand that the street furnishings be particularly well-organized and efficiently designed to bring order, safety and amenity for all users. By following the *Vibrant Streets Guidelines* for placement on all streetscapes, street furniture will be installed on the City's sidewalks and boulevards in a manner that enhances its function and accessibility, and respects the needs of all pedestrians.

#### **Coordinated Street Furniture Program**

In fall 2007, the City entered into an agreement with Astral Media through a comprehensive Request for Proposals (RFP) process. The <u>Coordinated Street Furniture Program</u> involves the installation of new street furniture on Toronto's streets beginning in the summer of 2008 and continuing over the next 20 years.

The elements are of high quality in both design and materials, and for the first time Toronto will have compatible street furniture elements designed to work together. These elements have been designed to be functional, adaptable, incorporate sustainability features and they will address the City's varied urban form and scale. The Streetscape Manual includes a complete summary of the Coordinated Street Furniture elements under design detail F-1.

The furniture section of the Manual also contains a small catalogue of existing street furnishings and other elements not included in the coordinated program. As a result of private initiatives, many of the existing elements are found in Business Improvement Areas. BIAs own a wide range of unique furnishings which reinforce their local identity.



Examples of furniture from Toronto's Coordinated Street Furniture Program.

# **4.0 Business Improvement Areas**

A Business Improvement Area (BIA) is an association of commercial property owners and tenants within a defined area who work in partnership with the City to create thriving, competitive, and safe business areas that attract shoppers, diners, tourists, and new businesses.

4.1 How BIAs are Addressed in the Manual

#### 4.1 HOW BIAS ARE ADDRESSED IN THE MANUAL

The Streetscape Manual includes many streets that are part of a Business Improvement Area. Streetscape designs within the boundaries of a BIA are frequently customized to enhance or create a local identity. Where applicable, the Manual identifies streets within BIAs; further information is also provided on the City of Toronto's <u>BIA website</u>.

When planning a streetscape project within one of Toronto's BIAs, please contact <u>City BIA staff.</u>



A segment along the street of the Junction Business Improvement Area.

## **5.0 Public Utilities**

Public utilities such as natural gas, electricity, telephone, cable, water and sewer, and even streetcar service lines are located within the street right-of-way. Utility congestion, both above and below ground, is a major problem throughout the city and poses a particular challenge to tree planting and the overall quality of the sidewalk zone.

5.1 How Utilities are Addressed in the Manual

### 5.1 HOW UTILITIES ARE ADDRESSED IN THE MANUAL

The location of utilities in new development areas are planned in accordance with the principles established by the City of Toronto and Toronto Public Utilities Coordinating Committee (TPUCC). Each utility is assigned an "ideal" horizontal location and a specific depth below the surface. These utilities are both mapped by and are available from the TPUCC. Shallow utilities are located under or near the sidewalks while deeper utilities are positioned under the roadway.

New types of utilities, such as telecommunication wires, compete for space under the sidewalk with the ever-expanding network of existing utilities. Trees are difficult to locate within this dense network of utilities, but they are nevertheless a major streetscape element and should be considered to have the same or higher status as other public utilities.

Given the frequency of disruption to pedestrian surfaces due to emergency and demand-driven utility work, many of the streetscape details in the Manual are designed to facilitate easy access and repair. Each utility requires intermittent maintenance, which usually requires cut repairs if the problem cannot be fixed at an access hole or vault.

In the event of necessary repairs, dry-laid construction unit pavers will not compromise the functional and aesthetic appearance of the initial installation, as the unit pavers can be removed to allow excavation and repairs to be carried out. Following the maintenance/repairs, the original pavers are relayed on a new base.



#### SIDEWALK ZONES - MAIN STREET



- NOTES: 1. If FURNISHING AND PLANTING ZONE IS LESS THAN 1.0 METRE, CONSIDER PLACING FURNITURE IN ALTERNATE LOCATION; SEE FURNITURE LOCATION SECTION OF THE MANUAL. 2. FOR TREE PLANTING WITHIN THE FURNISHING AND PLANTING ZONE, REFER TO URBAN FORESTRY FOR MINIMUM TREE PLANTING WIDTH REQUIREMENTS. 3. THE DESIRED WIDTH OF PEDESTRIAN CLEARWAY IS 2.1 METRES. WHERE THIS IS NOT POSSIBLE, A REDUCTION TO NO LESS THAN 1.53 METRES MAY BE CONSIDERED.

Toronto Urban Design	Typical Sidewalk Zone Plan and Section	TORONTO City Planning Urban Design
Streetscape Manual	Main Street	SZ-m1 NTS 04/09



**Sidewalk Zones Details** 

#### SIDEWALK ZONES - GREEN STREET



- NOTES: 1. If FURNISHING AND PLANTING ZONE IS LESS THAN 1.0 METRE, CONSIDER PLACING FURNITURE IN ALTERNATE LOCATION; SEE FURNITURE LOCATION SECTION OF THE MANUAL. 2. FOR TREE PLANTING WITHIN THE FURNISHING AND PLANTING ZONE, REFER TO URBAN FORESTRY FOR MINIMUM TREE PLANTING WIDTH REQUIREMENTS. 2. THE DECIDED WINTH OF DEDEETBIAN OF EADWAY IS 2.1 METRES
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Typical Sidewalk Zone Plan and Section

Streetscape Manual

Green Street









