

# AURORA PROMENADE

## STREETSCAPE DESIGN AND IMPLEMENTATION PLAN



A Vision for the Revitalization of the

The **Planning** Partnership

JANUARY 2013



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# 1.0 Introduction



## 1.1 Background

The Aurora Streetscape Design and Implementation Plan is intended to articulate the long term vision for Aurora's primary corridors, and to establish a comprehensive strategy for implementation.

While the Official Plan includes general policies, the Town requires specific design recommendations as to how to implement these policies.

The Town of Aurora previously undertook a secondary planning exercise for the area which is now known as the "The Aurora Promenade." What resulted was the creation of a new Official Plan with The Aurora Promenade Secondary Plan being integrated into it and forming a chapter in the plan. The Secondary Plan was based on The Aurora Promenade Concept Plan.

The Aurora Promenade Concept Plan - Urban Design Strategy identified the need to conduct a detailed Streetscape Design and Implementation Plan for key sections of Yonge Street and Wellington Street with the specific goal of accommodating redevelopment and integrating it with the established historic character of the Downtown.

The Streetscape Design and Implementation Plan was prepared through a collaborative planning process with stakeholders and Town staff. The consulting team held a Stakeholder Workshop on Monday March 5th, 2012 where opportunities, constraints and priorities were explored for each character area.

The community was then invited to attend an information session on June 28th, 2012 where the team presented the draft Streetscape Design and Implementation Plan.

The Streetscape Design and Implementation Plan sets out specific design recommendations for each different typology within each character area. The Plan includes recommendations for enhanced streetscapes, as well as design strategies for several focus areas, intersections, and gateways. General furnishing and signage guidelines provide direction for property owners, as well as provide a guide for Town staff when evaluating applications.

The Streetscape Design and Implementation Plan aims to re-establish downtown and the Yonge and Wellington corridors as the primary community draws for retail, entertainment, and culture while maintaining and reinforcing the historic small town and human scaled character of the downtown.



## 1.3 Streetscape Themes & Objectives

The following streetscape themes and objectives provide an overview of the rationale behind the design recommendations made for each street type and character area.

### **A Legible & Hierarchical Urban Structure**

The streetscapes present a variety of opportunities and constraints from the scale and intensity of potential future development and so change will not occur uniformly.

### **Enhanced Connections**

Important for linking together the different character areas/street types as well as to the adjacent neighbourhoods; reinforcing the identity of the area; and, for orienting visitors are design features such as gateways, signage, and architectural features that respond to strategic locations such as important intersections and transition zones.

### **A Unified Streetscape with Different Characteristics**

Although there will be strong elements that will unify the entire study area the different treatments will respond to the varying characteristics of the adjacent existing and/or potential land uses with respect to setbacks, sidewalk conditions and landscaping treatments.

### **A Framework to Grow Into**

The opportunities for development vary along the different streets and corridors in Aurora and change may occur over many years. Accordingly, emphasis is placed on coordinating streetscape elements, so to ensure a coordinated, coherent and appealing streetscape treatment, despite varied development patterns.

### **Going 'Green'**

Building on the benefits of transit infrastructure for creating a more sustainable community, this is the time to harness the tremendous opportunity for a complementary and comprehensive sustainable urban design strategy that introduces best practices in design, such as using alternative paving materials and introducing rain gardens.

### **Quality Matters**

Key to creating more livable and appealing streetscapes is the attention to design and quality. Significant corridors are the arteries of a community, and have great civic obligations to providing high quality materials, architectural excellence and enhanced public realm settings.



# 2.0 Streetscape Analysis



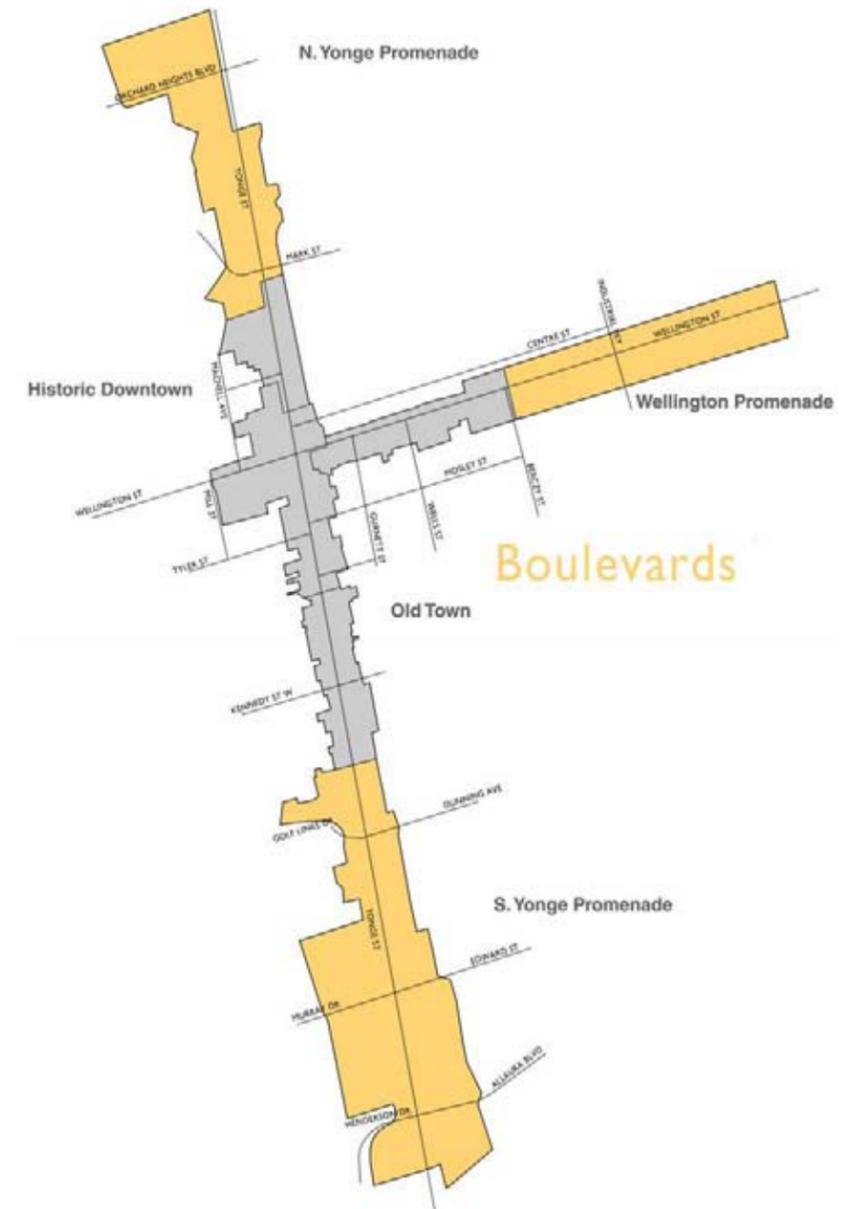
## 2.1 Boulevards

### General Character Area

- The North Yonge Street Promenade is centred along Yonge Street and begins at approximately Aurora Heights Drive to the southern edge of St. Andrews College. The North Yonge Street Promenade also includes the Aurora Community Centre and portions of Fleury and Machell Parks.
- The South Yonge Street Promenade is centred along Yonge Street and begins at the CN Rail crossing on the south to Cousins Drive on the north including the properties on both the east and west sides of Yonge Street.
- Both the North and South Yonge Street Promenades contain mostly auto-oriented commercial uses.
- The prominent built form pattern is low-rise commercial buildings. Exceptions include a 4 storey hotel in the North Yonge Street Promenade, a 6 and 7 storey condominium building, and a 4 storey seniors' residence in the South Yonge Street Promenade.
- There are visible 'gaps' along the street edge as a result of the auto-oriented retail formats with expanses of visible surface parking along the street edge.
- The Aurora War Memorial Peace Park is located in the South Yonge Street Promenade and is the primary passive open space for this neighbourhood.
- The Open Space Park system connecting Craddock, Machell and Fleury Park is a defining open space feature in the North Yonge Street Promenade.
- The South Yonge Street Promenade is bounded by newer established residential neighbourhoods to the west and industrial uses on the east. The North Yonge Street Promenade is bounded by newer established residential neighbourhoods on both the east and west sides.

### Streetscape Deficiencies

- Street furnishing is sporadic and lacks uniformity
- There are two types of streetscape lighting (acorn and Wellington standard)
- The number of street trees is minimal
- The treatment between curb and sidewalk is inconsistent and varies between a grass strip and asphalt strip
- Commercial signage is inconsistent and lacks landscaping at base of signage
- Several street poles have large unsightly transformer boxes and overhead wires
- There is no pedestrian lighting
- Buffer between commercial frontage and sidewalk is minimal or non-existent
- Several commercial centres do not provide pedestrian access into parking lots or pedestrian access at corner treatments





## 2.2 Village Streets

### General Character Area

- Village Streets are centred on the Yonge and Wellington Street intersection. It includes the Historic Downtown, the Wellington Street Village, the Cultural Precinct and the residential neighbourhoods. Most of the Town's historic buildings are in this Character Area.
- It also includes the Northeast Old Aurora Heritage Conservation District.
- The Wellington Street Village and Yonge Street outside of the Historic Downtown are characterized by buildings mostly in house form, many of which have been converted to commercial uses. Landscaped front yards and side driveways are typical in these areas.

### Streetscape Deficiencies

- Street furnishing is sporadic and lacks uniformity
- The number of street trees is minimal
- The treatment between curb and sidewalk is typically a thin asphalt strip
- There are several concrete retaining walls that are unappealing and need to be updated
- Large commercial signage is inconsistent and lacks landscaping at base of signage
- Small commercial signage for businesses in house from buildings have minimal landscaping and are under-whelming.
- There is no pedestrian lighting
- Several utility boxes are found at grade in the landscaping/furnishing zone on Wellington Street.
- Several street poles have large unsightly transformer boxes and overhead wires
- Landscape buffers between commercial frontage and sidewalk are minimal or non-existent





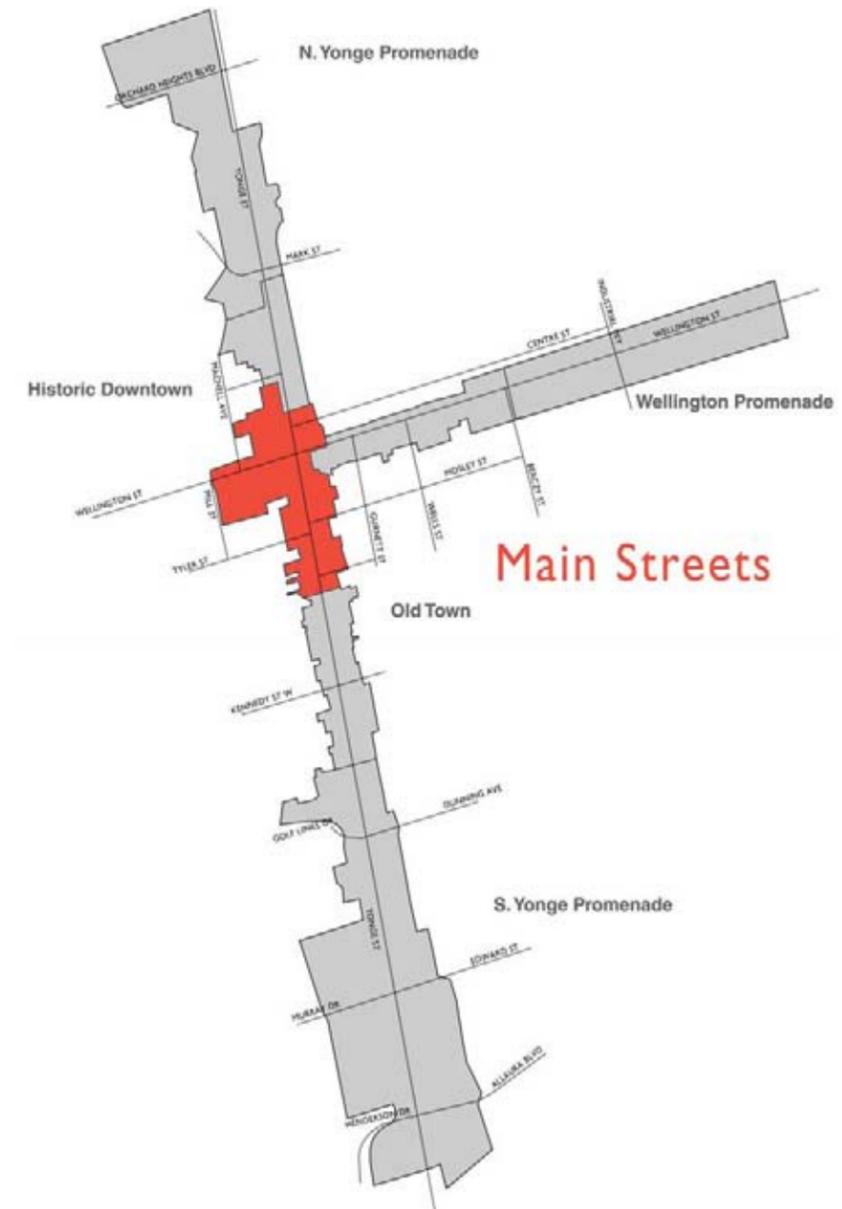
## 2.3 Main Streets

### General Character Area

- The Historic Downtown is defined by a concentration of 1-3 storey buildings, built to the street edge, with a mix of uses in a fine grained rhythm of narrow, street oriented shops, restaurants and services.

### Streetscape Deficiencies

- Street furnishing is sporadic and lacks uniformity
- The existing planters along the main streets are under-whelming, do not provide year-round landscaping and have no spacing regularity
- There are no benches or bike rings on the sidewalks
- Sidewalk treatment varies from typical concrete slabs, unit pavers from curb face to building face and unit paved urban band with concrete slabs
- Cross walk treatments are inconsistent. Some cross walks use red unit pavers and others are demarcated by painted asphalt
- Commercial signage is not compelling and lacks uniformity
- Sandwich boards placement is inconsistent between businesses
- Several street poles have large unsightly transformer boxes overhead and accommodate wires



# Streetscape Needs

## Sidewalk

-  Sidewalk enhancements
-  Decorative crosswalks
-  Corner access to commercial centres
-  Direct access to commercial centres

## Lighting

-  Increase street & pedestrian lighting

## Furnishings

-  Unified newspaper boxes
-  Install benches
-  Increase number of garbage bins
-  Increase bike parking
-  Compelling signage - Keep sandwich boards
-  Unified commercial signage

## Landscaping

-  Robust landscape in streetscape
-  Green parking lots
-  Transition zones between residential & commercial
-  Seasonal planting
-  Landscape buffer between road & natural spaces
-  Buffer edge of parking lot

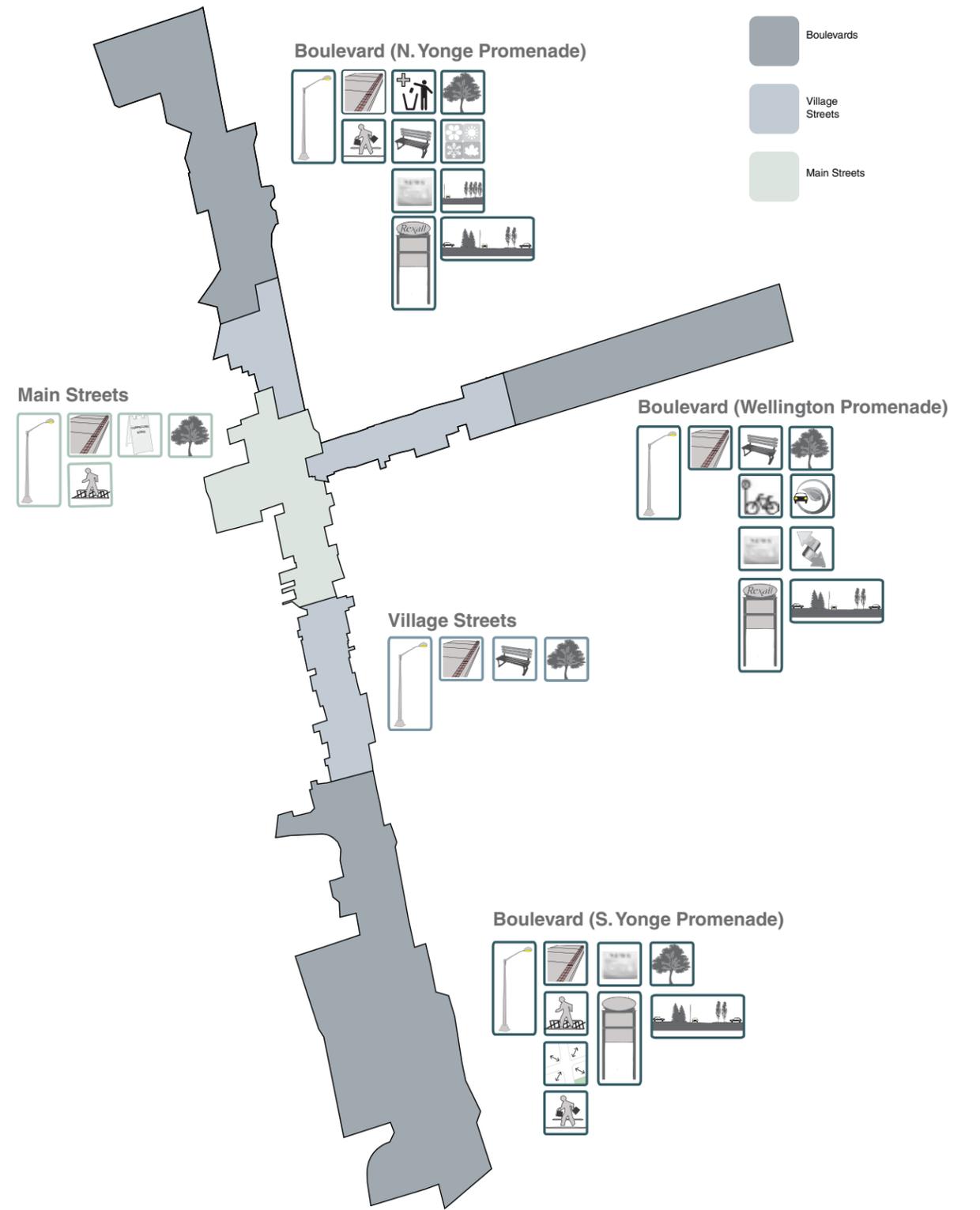


Diagram summarizing street needs that were identified in the public workshop

## 2.4 Public Consultation Summary

The initial streetscape analysis for Yonge and Wellington Streets was presented at a stakeholder workshop in March 2012. The presentation was divided by street type; boulevards, village streets, main streets, and illustrated sidewalk conditions, lighting types, furniture types as well as the composition and landscaping for each street type. Following the presentation, working groups were formed and the analysis was discussed as well as the needs for each type of streetscape. The analysis and discussions from the workshop determined the following:

### Boulevards

The boulevards include the North and South Yonge Promenade and the Wellington Promenade. Boulevards are typically wide roadways with commercial centres, cluttered with commercial signs, overhead wires and a lack street trees. The streetscape furnishings vary and are not located strategically throughout the promenade. There are two types of light standards used within the boulevards which need to be consolidated into one light standard. The sidewalks are typically 3.0m wide and have 1.8m grass strips on the curb side and have a small landscape buffer between the sidewalk and commercial frontage. The existing landscapes need to be robust and offer seasonality.

### Village Streets

Village Streets consist primarily of small scale offices within Victorian houses as well as small retail centres. These streets typically have 1.5m sidewalks with no street trees. The streetscapes have several commercial signs, sandwich boards, and temporary advertisement signage. There is a need for pedestrian lighting, sidewalk improvements, and compelling landscapes.

### Main Streets

The main street is located in the Historic Downtown which is primarily small scale heritage buildings with plain sidewalks. The sidewalks are typically 3.2m concrete slabs that accommodate heritage style pedestrian lighting and small pots for spring and summer planting. The pedestrian lighting also accommodates hanging baskets. There is a need to improve the sidewalk conditions, for walkability and to provide more lighting and year-round landscaping.





# 3.0 Streetscape Recommendations



# Sidewalks

## 3.1 Sidewalks

The Yonge and Wellington street promenade needs to enhance sidewalk conditions to encourage walkability and improve streetscape vitality. Sidewalks need to be safe, comfortable, attractive, and provide furnishings to encourage people to linger on the street and support businesses.

Sidewalk Principles;

- Accessible to all - sidewalks must be safe and accessible to all users regardless of ability or age. A continuous unobstructed pathway and sight lines must be provided.
- All-weather access- sidewalks should accommodate shade trees for comfort in the summer, must be sloped to prevent water collection during rain events, and provide space for snow storage.
- Vibrancy - sidewalks should provide human scale furnishings and encourage public art, cafes, patios, benches, trees and compelling signage.
- Easy maintenance - sidewalk materials should be durable and use locally sourced materials that are easy to replace.

A balanced sidewalk consists of four zones; curb zone, landscaping/furnishing zone, pedestrian zone and frontage zone. Each zone serves a distinct purpose and works together to create a balanced and vibrant sidewalk.

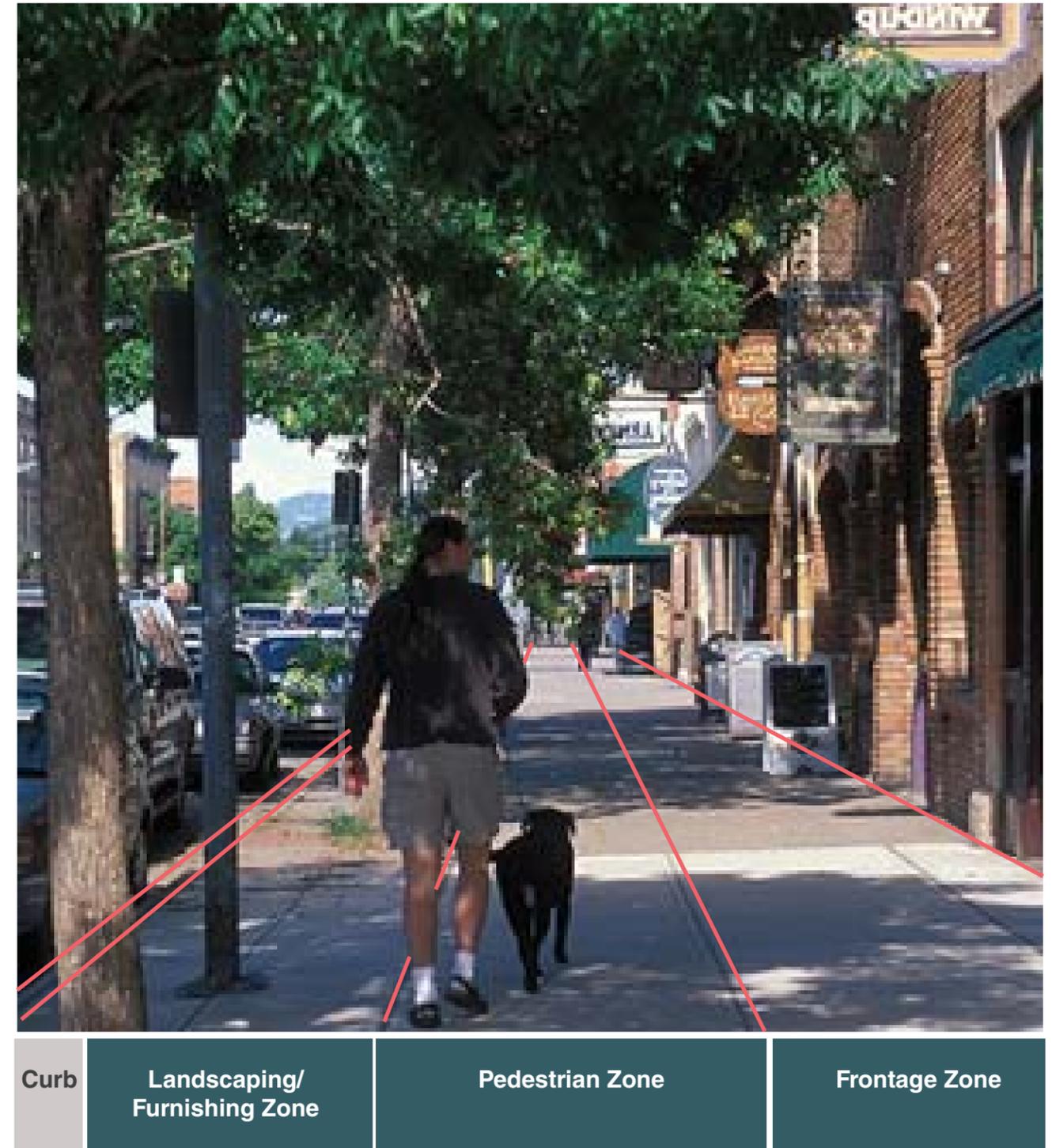
**Curb zone** - The transition zone between roadway and sidewalk. (Typical width 200mm)

**Landscaping/furnishing zone** - The area between the curb and the pedestrian zone. This zone accommodates all street furnishing and landscaping elements to ensure that the pedestrian zone is clear of any obstructions. This zone should also be used to accommodate snow storage.

Elements within this zone should be setback a 600mm (min.) from curb face. The width of this zone may vary depending on sidewalk widths. For street trees the min. width is 1.8m.

**Pedestrian zone** - This zone is designed for unobstructed pedestrian movements and is located between the landscaping/furnishing zone and the frontage zone. The minimum width for the pedestrian zone is 2.1m., except on residential streets where the sidewalk width is 1.5m. This width may be greater depending on the context and street type.

**Frontage zone** - is located between the pedestrian zone and the street wall. The width of this zone is dependent on the set back on the building. This zone can accommodate cafés, retail displays or landscaping.



# Intersections

## 3.2 Intersections

Intersections are more than the meeting of two streets; they are where the vehicular and pedestrian realms converge. It is important that the intersections are designed to meet the pedestrian needs to promote walkability and safety. Enhancing visual cues to crosswalks by using decorative pavers is an effective interface between the vehicular and pedestrian realm. At major intersections, street furniture may be provided (ex. transit shelters, garbage bins and wayfinding).

### Crosswalk recommendations include;

- crosswalks on main streets and village streets should use heritage decorative red pavers;
- Main crosswalks on boulevard streets should use decorative gray pavers to act as gateways. The remainder crosswalks should be typical zebra pattern.

### Pedestrian Accesses in commercial centres at intersections;

- Pedestrian accesses should be provided at all major commercial centres located at intersections;
- The pathway should use unit pavers and provide pedestrian lighting;
- Pedestrian accesses should be landscaped with shrubs, evergreens and deciduous trees.



**Village and Main Streets** (Existing heritage red decorative pavers crosswalk at Yonge and Mosley)



**Main Streets** - Street name embedded into sidewalk at intersection



**Boulevards** - Pedestrian access from intersection into commercial centre

# Gateways

## 3.3 gateways

Clearly defining gateway sites serves to signal key points of entry into the Yonge Street Promenade as well as the different character areas, reinforces area identity, and enhances orientation. While major gateways are identified at either end of the Yonge Street Promenade, minor gateways can also be considered at a number of other key entry points and intersections. Gateways provide opportunities to coordinate the design of open spaces, landscaping, signage, public art and architecture so as to create a clear sense of entry into distinct areas.

### Primary Gateways

Primary Gateways act as formal entrances into the Yonge Street Promenade. The principle objective is to generate an integrated street edge condition that combines landscaping, signage and built form. Primary Gateways should include the following:

- Gateways should be highlighted by landscaping, which should wrap around the corner and include an identity feature such as a masonry wall, columns, or digital signage.
- Signage should include the Town name and logo. Colour selection for the signage should be complimentary to the Town Colours. Any colour shall be subject to approval from the Town.
- Upgraded paving treatments may be used to create a sense of entry into the Yonge Street Promenade. These paving treatments may consist of precast concrete unit pavers, coloured concrete or a combination of either of these materials.
- Materials such as masonry, natural stone, or steel may be used to construct an architectural component of the gateway. These materials should be selected to emphasize the overall design of the gateway and reflect the distinctive character of the three street types.
- A mix of coniferous and deciduous trees with low shrubs arranged in groupings should be planted at all gateways and main intersections to provide consistent landscape buffers.

### Secondary Gateways

Secondary gateways act as formal entrances and transition zones into distinct character areas. The principle objective is to generate an integrated street edge condition that combines landscaping, signage and built form that compliments the transition between character areas. Secondary gateways should include the following:

- Landscaping packages should wrap around the corner and include an identity feature such as a masonry wall or columns.
- Upgraded pavement treatments may be used to create a sense of entry into character areas. These pavement treatments may consist of precast concrete unit pavers, coloured concrete or a combination of either of these materials.
- Materials such as masonry, natural stone, or steel may be used to construct an architectural component of the gateway. These materials should be selected to emphasize the overall design of the gateway and reflect the distinctive character areas and the three street types.
- A mix of coniferous and deciduous trees with low shrubs arranged in groupings should be planted at all gateways and main intersections to provide consistent landscape buffers.



Special paving treatments on major intersections



Sculptural Gateway Feature



Digital Gateway Feature



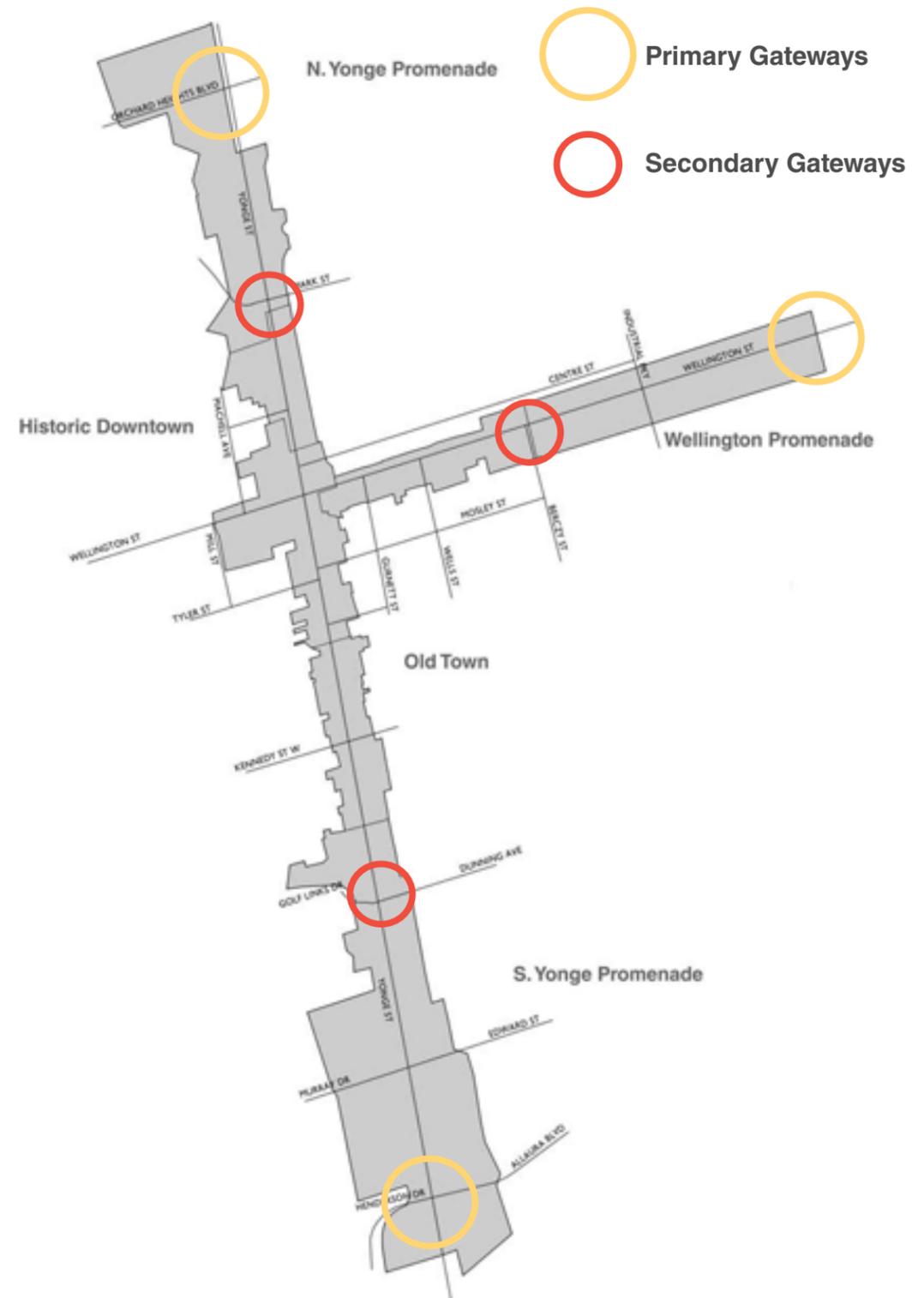
Decorative Icon



Town Banner



Natural Gateway Feature



Gateway Plan

# Transition zones

## 3.4 transition zones

### Transition from Boulevard to Village Streets

The transitions between Boulevards and Village Streets are indicated through the introduction of stand alone pedestrian light poles between streetlight poles as you enter Village Streets, and decorative red crosswalks delineating the transition.

The pedestrian light poles will compliment the house form, commercial buildings and small scale commercial centres. These poles will accommodate promotional and seasonal banners.

Street trees can be accommodated along Boulevards due to wide landscaping/furnishings zones that are not common on Village streets. The change in street types will be identified in the shift of sidewalk widths and street tree planting locations.

### Transition from Village Streets to Main Streets

Landscaping and seasonal planting is the main strategy in creating a transition zone between Village streets and Main Streets. Two slender planters clustered around light posts will be introduced on Village Streets one block outside of the Main Streets to create a formal entrance into historic Downtown. These light posts will also accommodate hanging baskets.

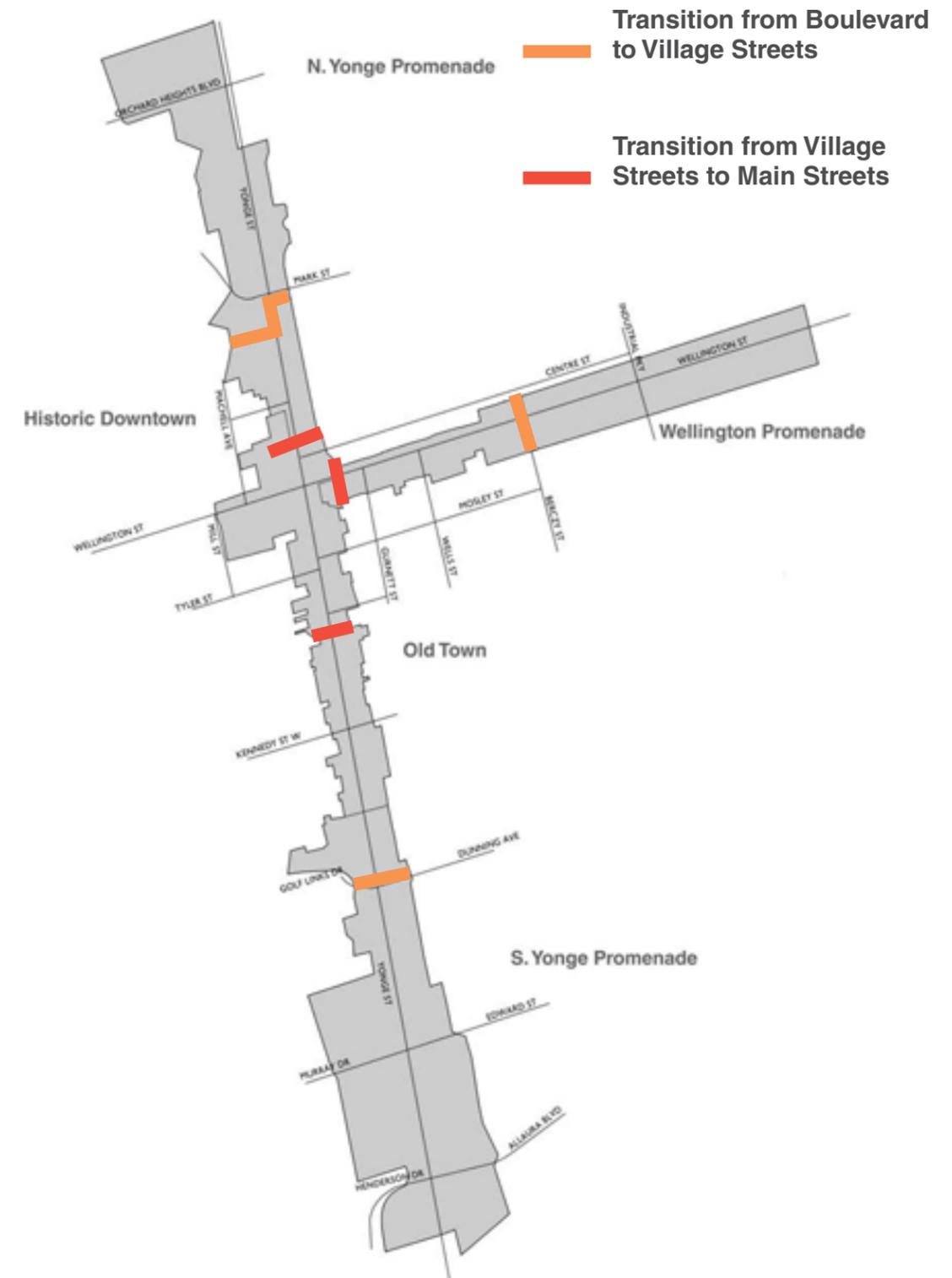
The Main Streets would have heritage style pedestrian lighting that also serves as street lighting and accommodates flower baskets. This is a strong visual cue for pedestrians and vehicular traffic that they are entering a unique character area.



The difference in landscaping and the introduction of a stand alone pedestrian light pole will indicate a shift from Boulevard to Village Street



Demonstration Image of transition zone from Village Street to Main Street. Slender planter pairs are clustered around street light poles one block before the beginning of Main Streets.





# Boulevards

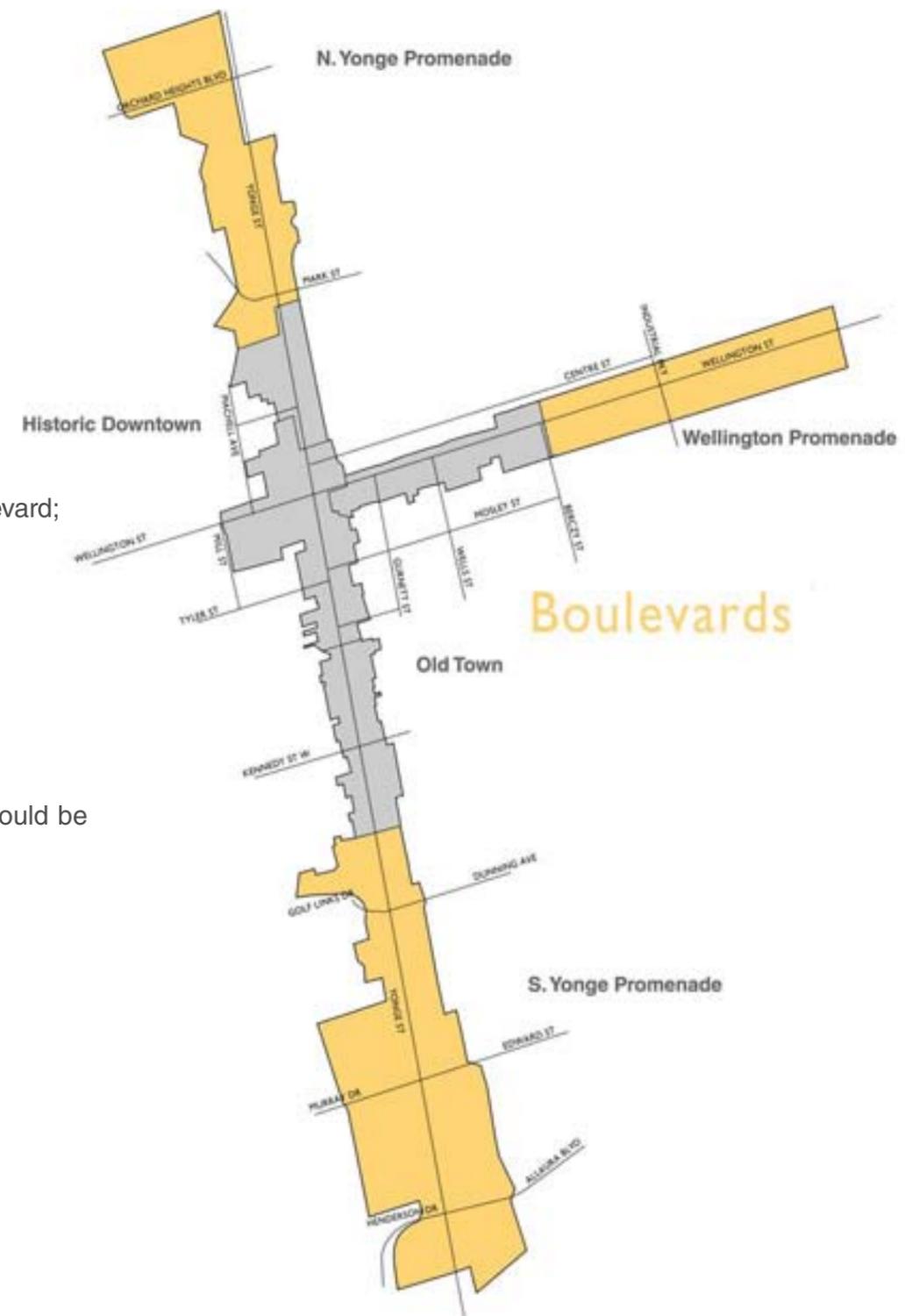
## 3.5 Boulevards

### Public Streetscape Recommendations Include:

- 3.0m sidewalks to accommodate pedestrians and cyclists;
- Decorative crosswalks;
- Continuous street trees, double row where possible;
- Robust landscaping in boulevard;
- Landscape buffer with masonry pillars and wrought iron fencing between commercial centres and boulevard;
- Unique street and pedestrian lighting;
- Consider street lighting location 0.6m from back of curb face;
- Bury all hydro lines;
- Unique and uniform street furnishings:
- Main crosswalks should use decorative gray pavers to act as gateways. The remaining crosswalks should be typical zebra pattern.

### Private Streetscape Recommendations Include:

- Landscaped pedestrian access into large commercial centres;
- Uniform commercial signage with landscaping at the base;
- Permeable pavers in parking stalls in commercial parking lots;
- Uniform pedestrian lighting.



# Boulevards

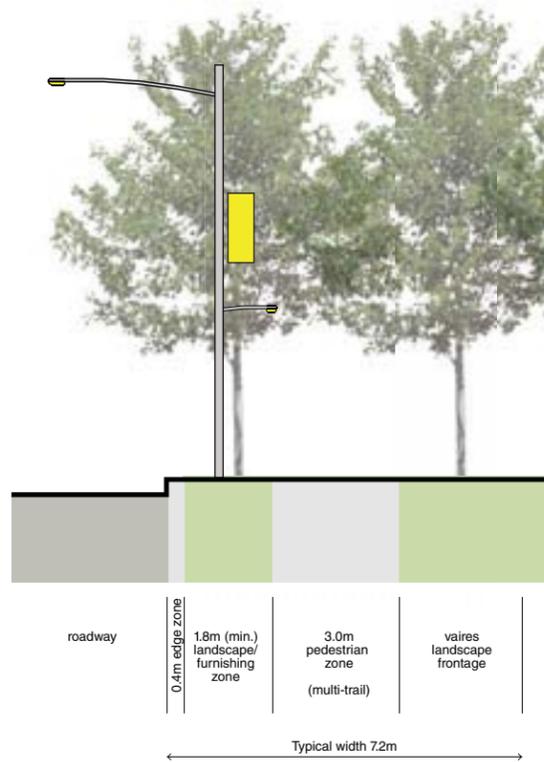
## 3.5.1 Sidewalk Zones

A generous landscape and furnishing zone should be provided to accommodate large shade trees and act as a buffer from wide roadway widths. The boulevards often have a green buffer between the back of the sidewalk and commercial frontage which provides an opportunity for unique robust landscaping.

The pedestrian clearway is 3.1 m wide to accommodate pedestrians and cyclists. The clearway has a continuous double row of when allows, which creates a sense of grandeur when entering the promenade.

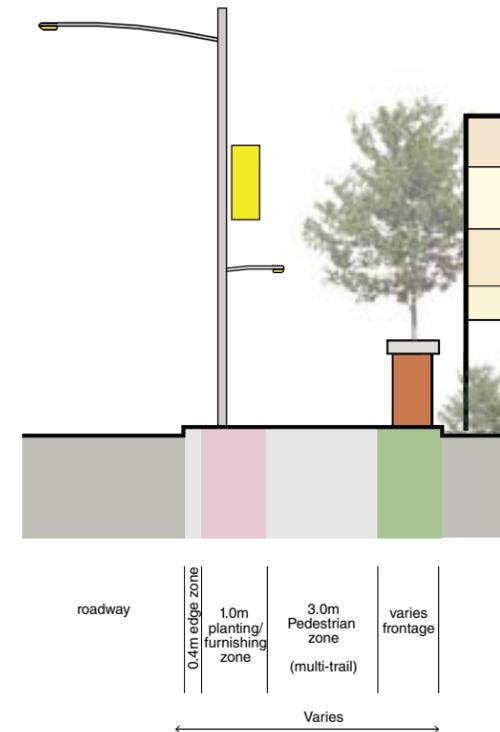
Within the frontage zone dense landscaping and brick pillars are encouraged to create a thick buffer adjacent to the commercial centres.

**Boulevard with green buffer frontage with 1.8m wide landscaping/furnishing zone**



Boulevard with continuous double row of street trees

**Boulevard with Commercial frontage with less than 1.8m landscaping/furnishing zone.**



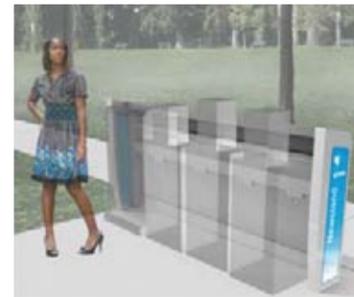
Boulevard Street with commercial frontage - unit paver strip is used when width cannot accommodate trees

## 3.5 .2 Furniture Typology

\*Source "YRT Street furniture Clearscape system"

### Boulevard furniture and landscaping organization;

- VIVA streetscape furniture typology. (VIVA transit has several street furniture standards for transit stops that are dependent on sidewalk widths and surrounding context. All transit stops should be updated to VIVA standards.)
- The benches, litter/recycling receptacles and newspaper corrals should be clustered around transit stops and located at pedestrian access points into commercial centres;
- Street trees should be introduced in the landscaping/furniture zone where sidewalk widths permit;
- Street light standards should use the existing Wellington street light standard and include a pedestrian light armature. Existing poles should be relocated to the edge of the curb;
- All street poles should accommodate banners, except in residential areas;
- Pedestrian light standards should be installed between existing street light poles; and;
- New gateway elements should be introduced at primary gateways.



Newspaper corral



Multi-publication structure



Bike ring



Park bench

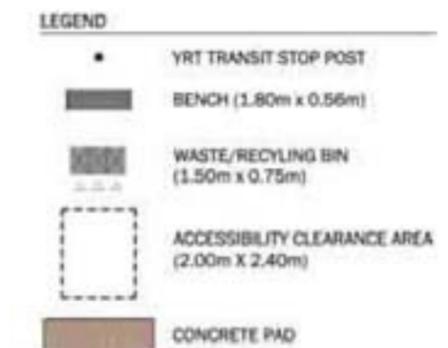


Litter/Recycling receptacle



Demonstration plan of transit stop (1mx7m)

\*Source "YRT Co-ordinated Street Furniture Urban Design Guidelines"



# Boulevards

## 3.5.3 Furniture Spacing Rhythm

The Wellington light standard that is used on Wellington Street should replace the existing Acorn light standard on Yonge Street and a pedestrian light armature should be introduced. Street trees should be planted within the landscaping/furnishing zone and be offset 2.5m from street poles and have a 5.0m (max.) spacing on tree centre. For future considerations, all hydro lines should be buried.

All street lights should use LED lighting in an effort to reduce energy use and greenhouse gas emissions.



Wellington street light standard with proposed pedestrian light armature.

# Boulevards

## 3.5.3 Boulevard Typologies

This section is organized to outline the existing conditions, as well as the potential strategies for streetscape improvements within the Boulevard Character areas.

As each character area is not uniform throughout, the following recommendations are applied to a number of typical typologies for each character area.

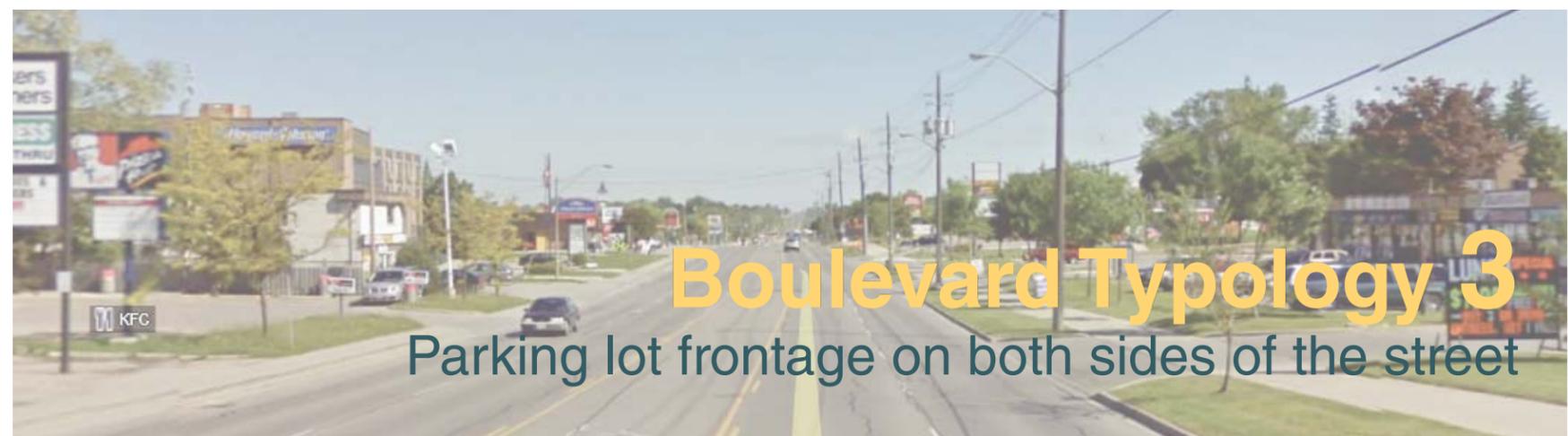
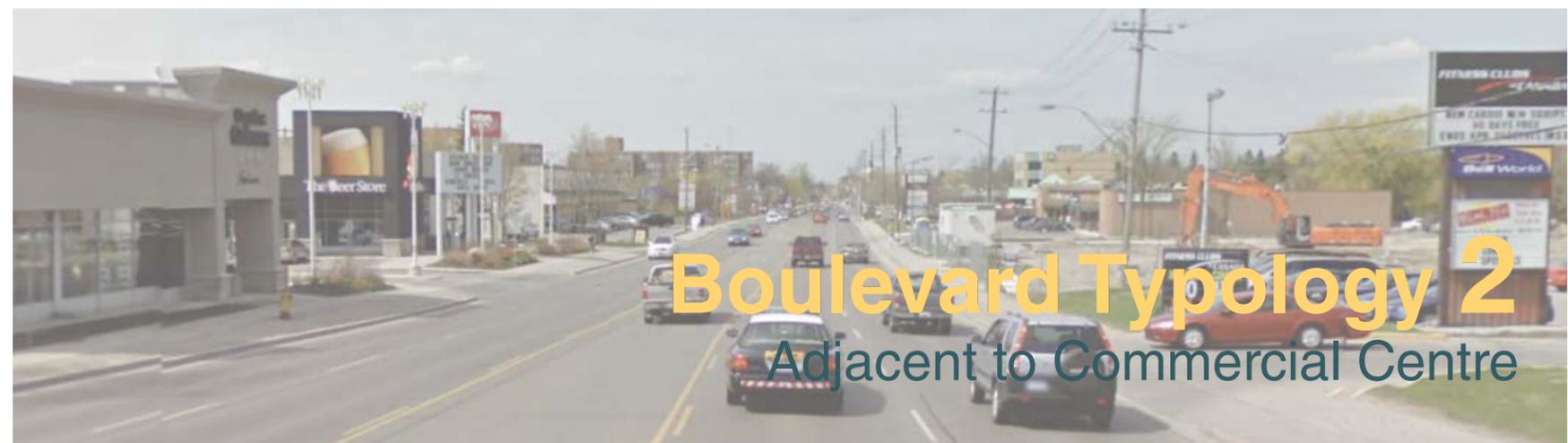
The Boulevard has **Existing Conditions** as well as **Demonstration Conditions** for:

**Typology 1:** Adjacent to Commercial Centre and Parkland;

**Typology 2:** Adjacent to Commercial Centre; and

**Typology 3:** Adjacent to Parking Lots.

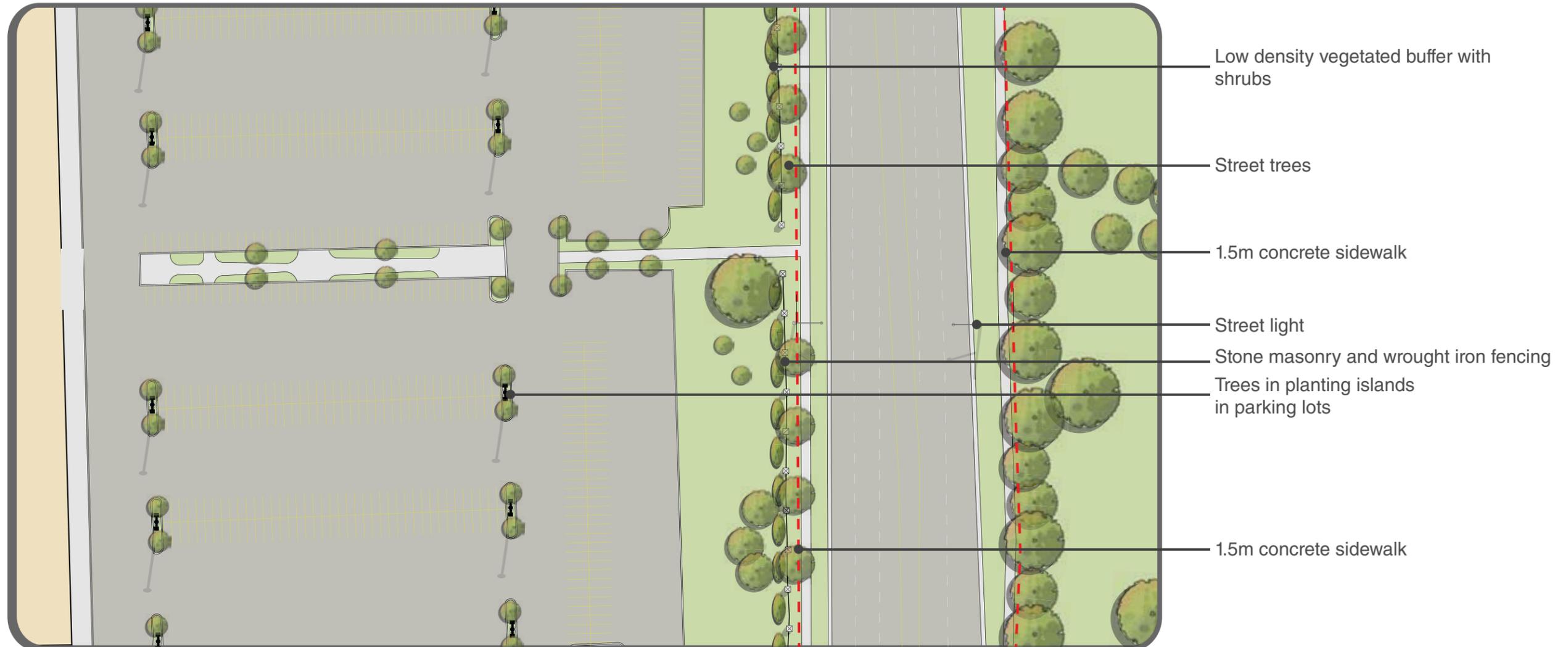
For each of these typical Boulevard Typologies, a different recommendation has been made. These recommendations are based on the feedback gathered through the public consultation process and close collaboration with Town staff.



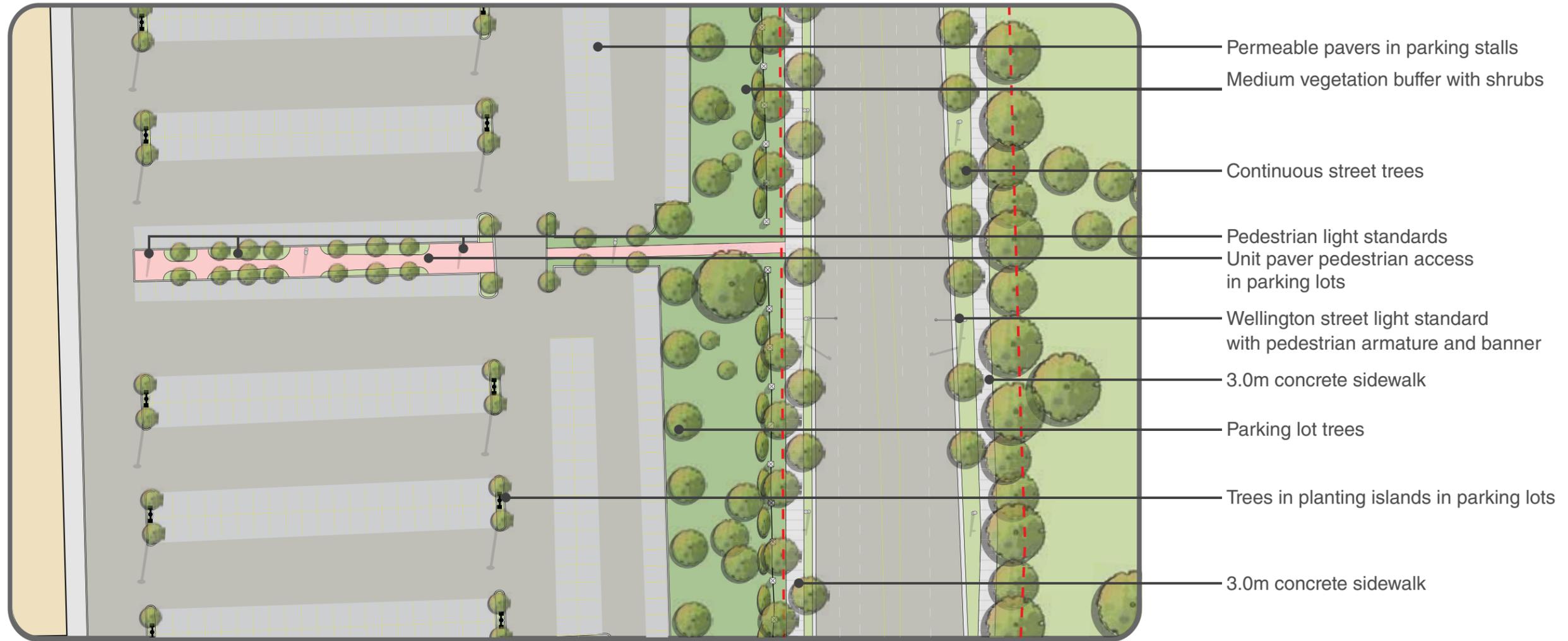
# Boulevard Typology 1

Adjacent to Commercial Centre and Parkland

existing



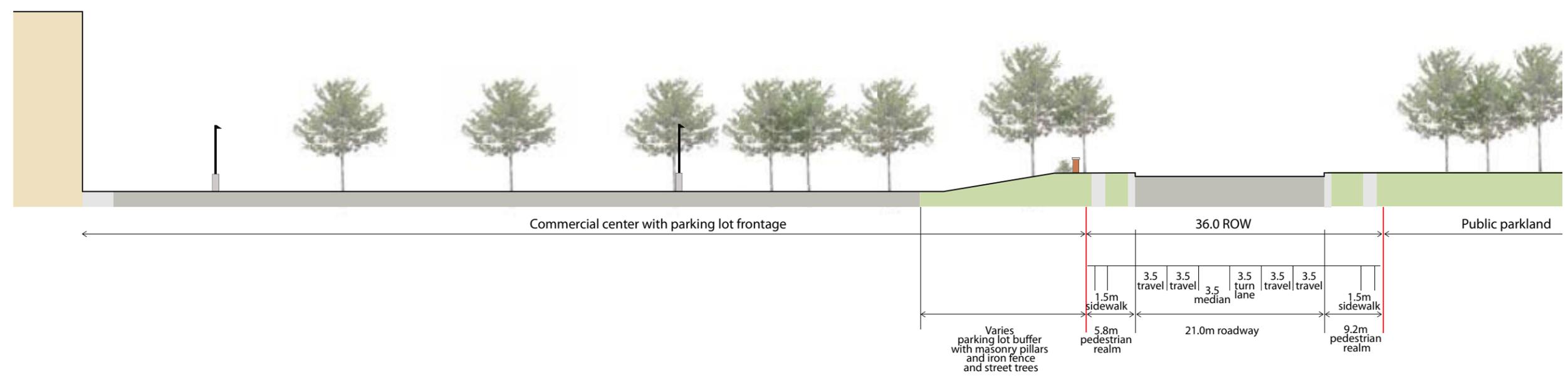
# concept



# Boulevard Typology 1

Adjacent to Commercial Centre and Parkland

existing



# concept



# Boulevard Typology 2

Adjacent to Commercial Centre

## existing



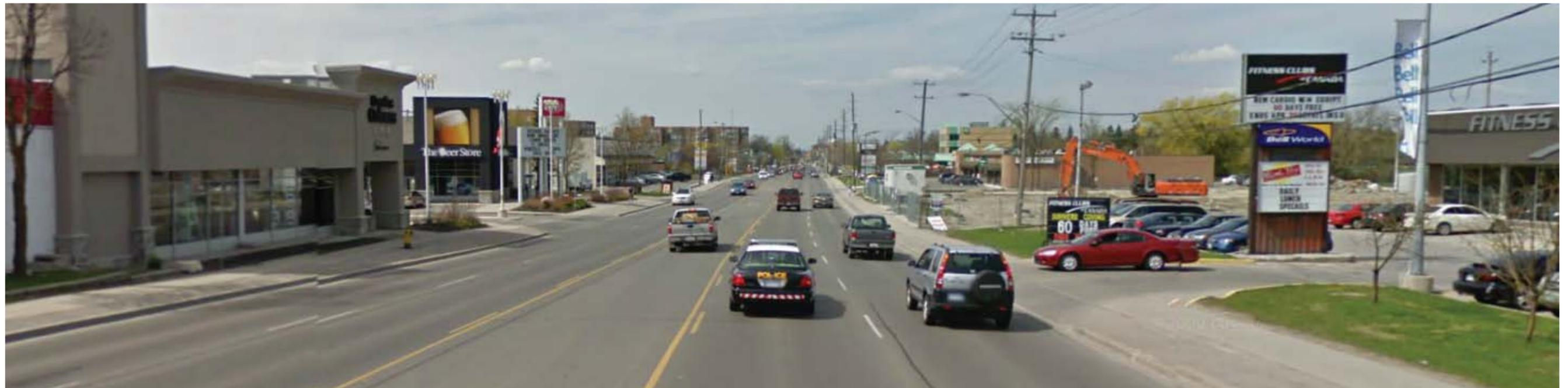
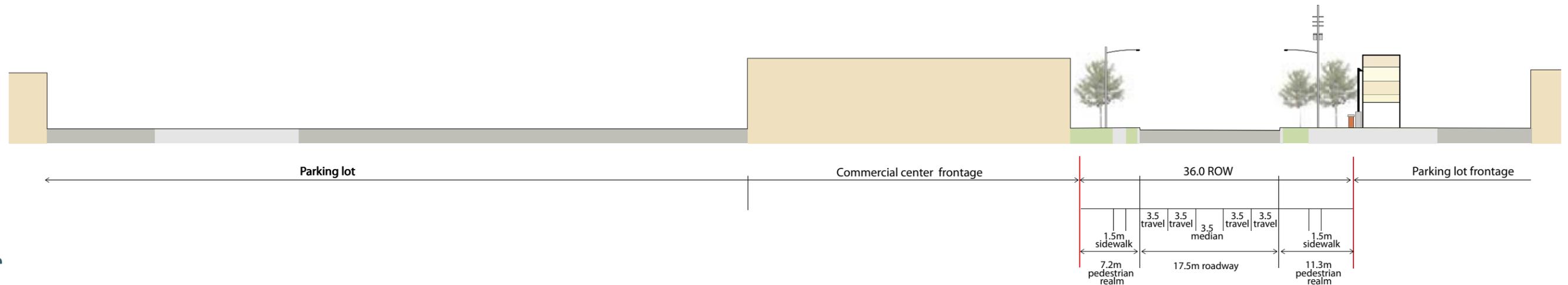
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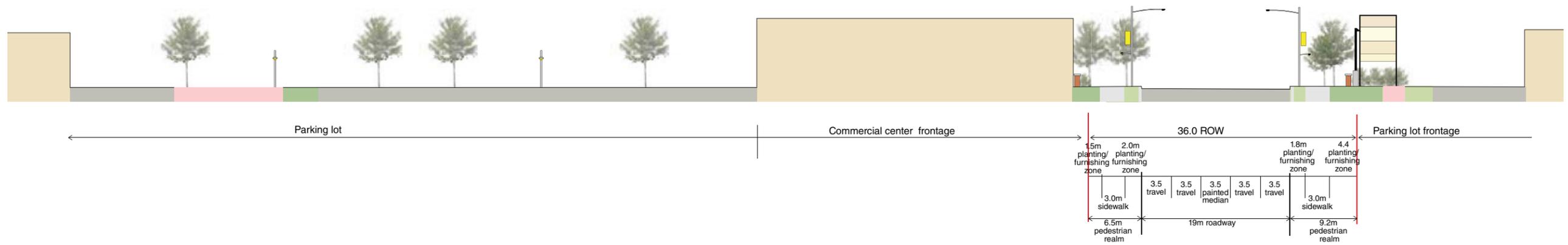
# Boulevard Typology 2

Adjacent to Commercial Centre

existing



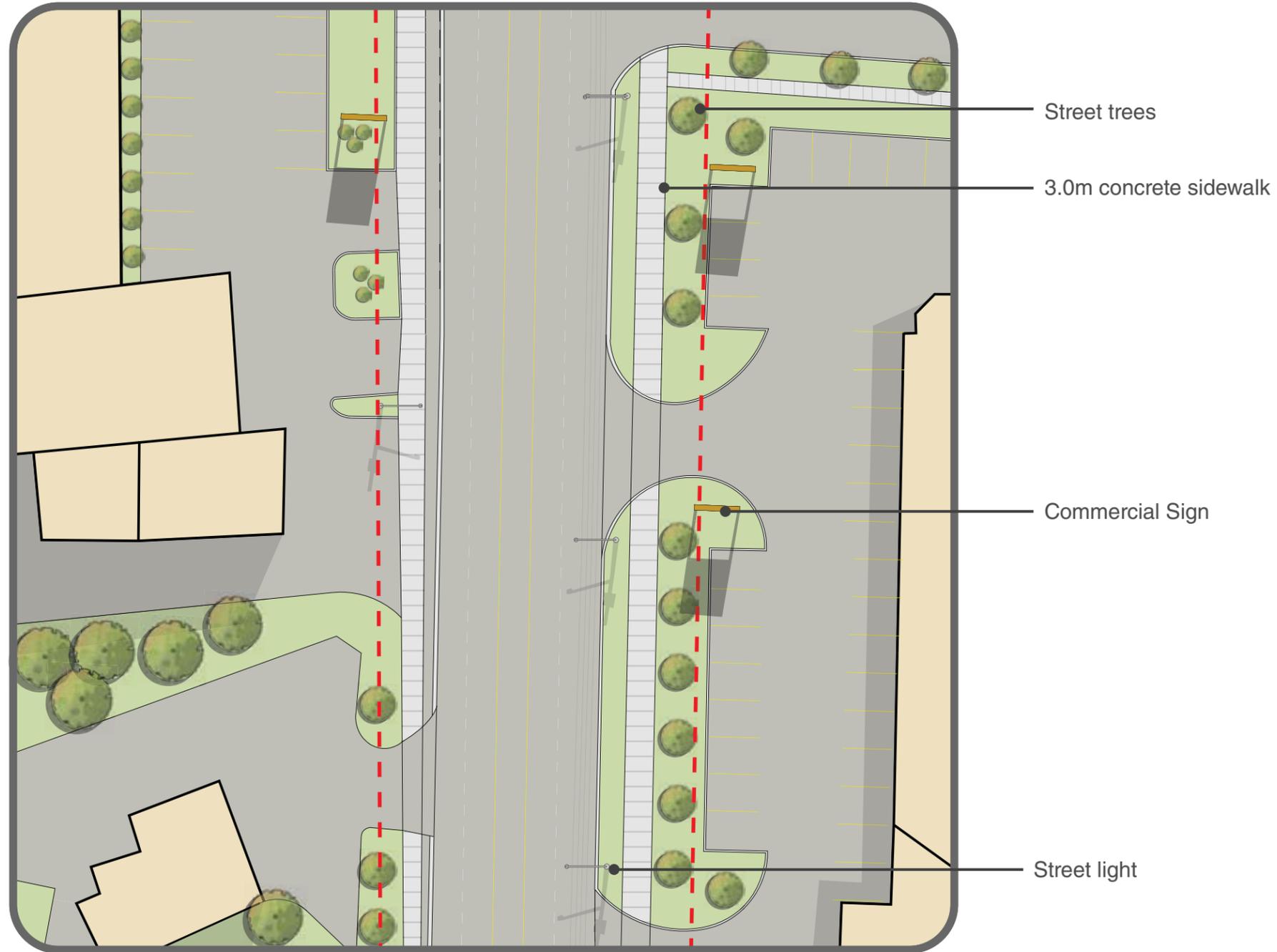
# concept



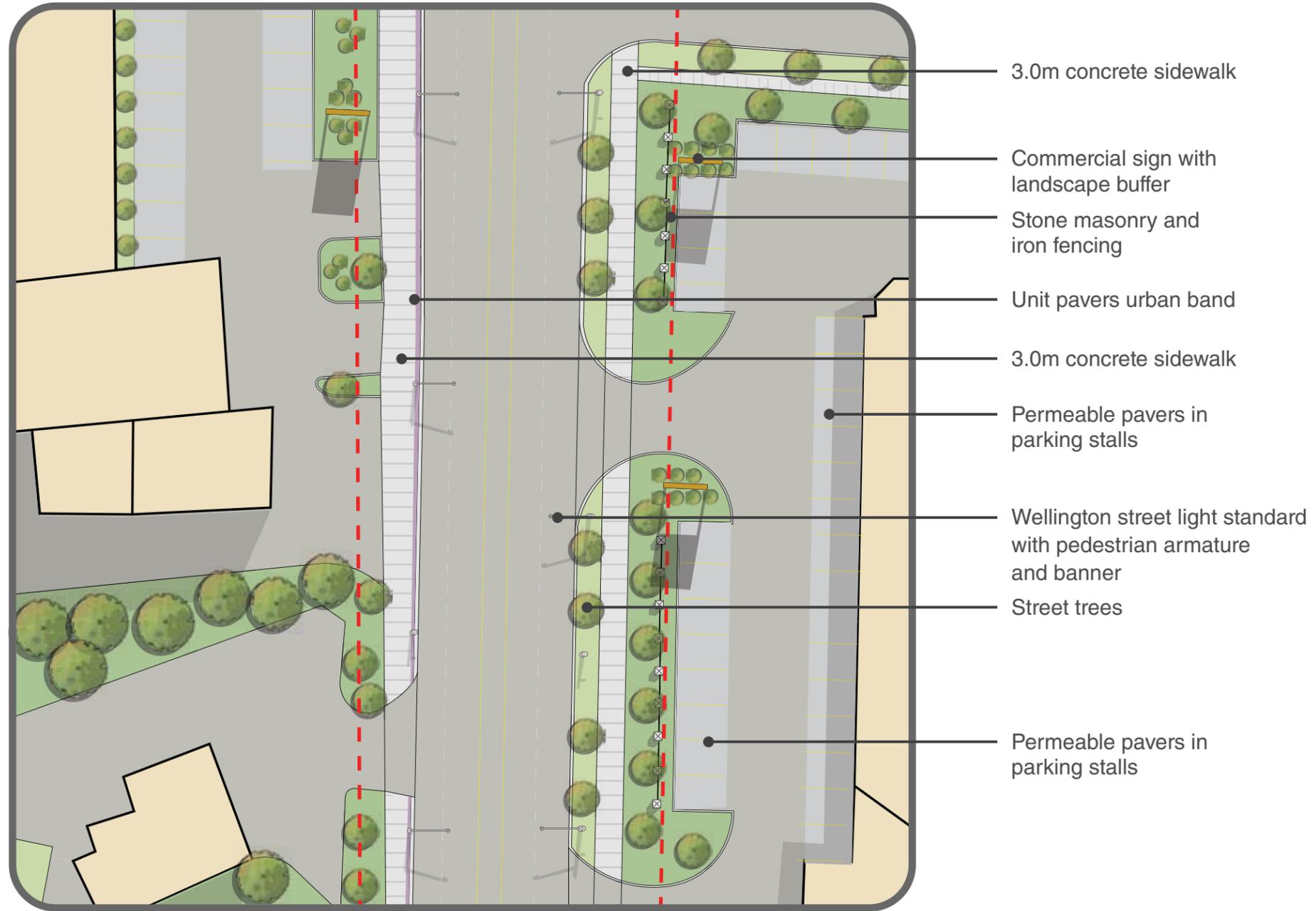
# Boulevard Typology 3

Parking lot frontage on both sides of the street

existing



# concept



3.0m concrete sidewalk

Commercial sign with landscape buffer

Stone masonry and iron fencing

Unit pavers urban band

3.0m concrete sidewalk

Permeable pavers in parking stalls

Wellington street light standard with pedestrian armature and banner

Street trees

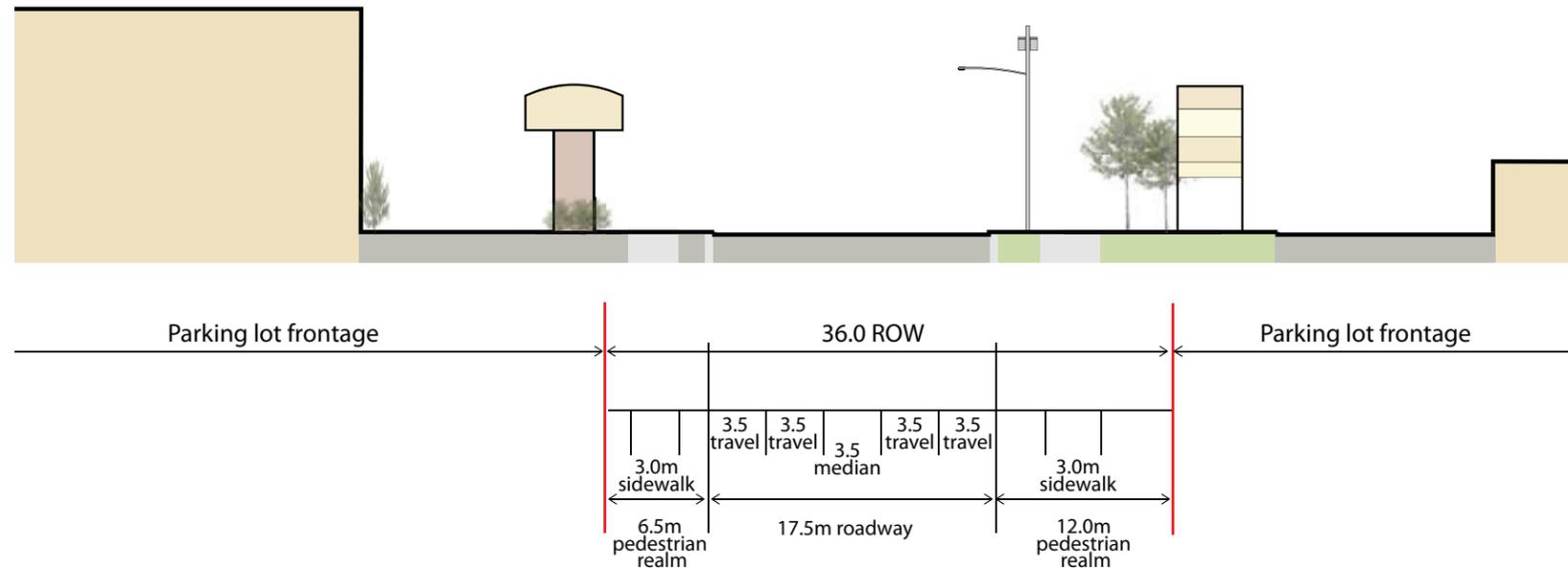
Permeable pavers in parking stalls



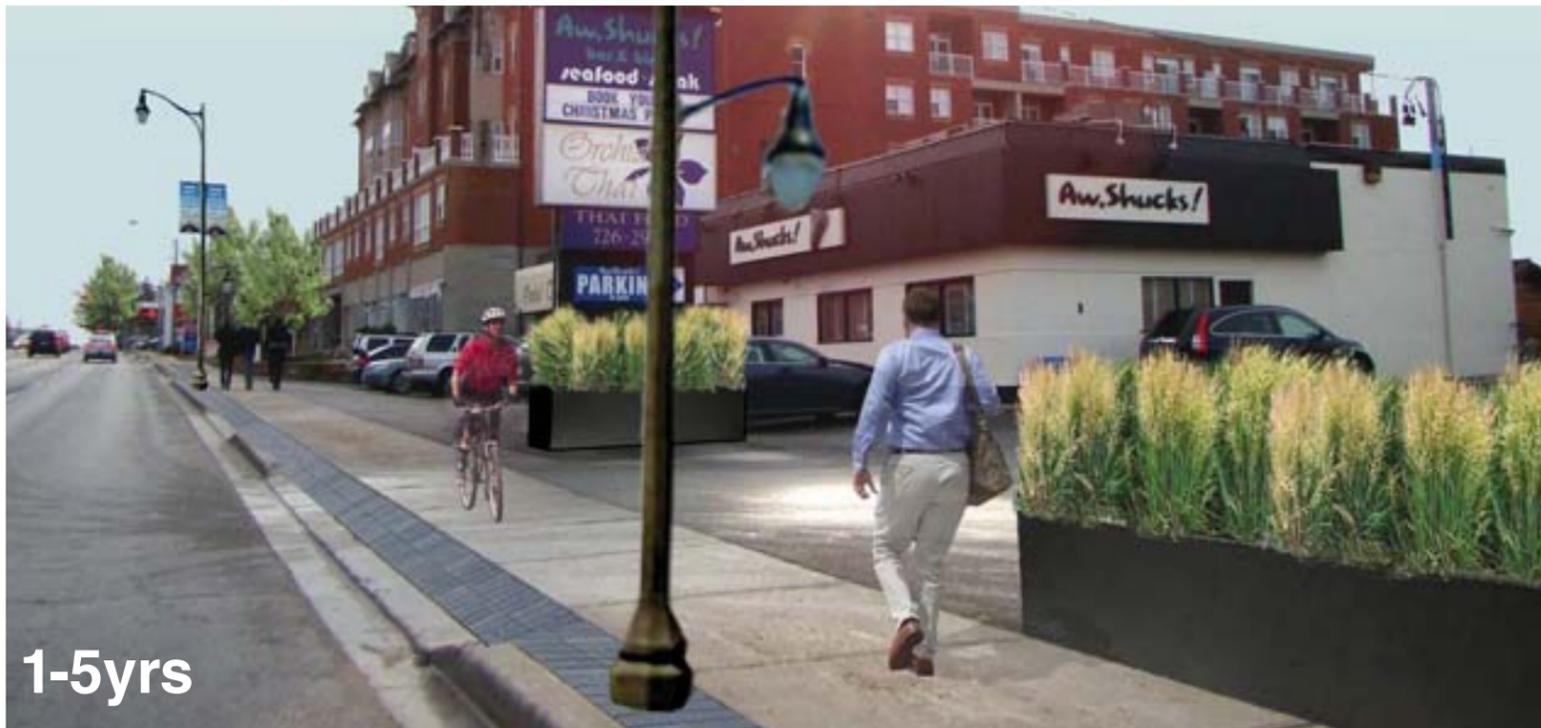
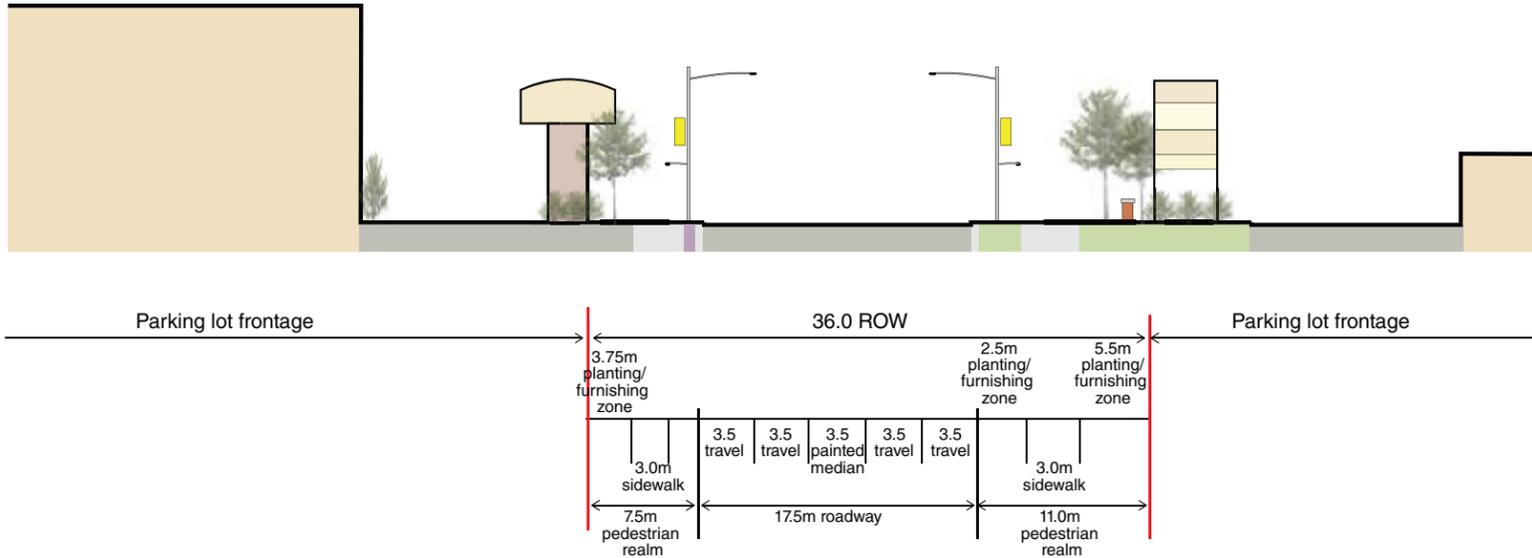
# Boulevard Typology 3

Parking lot frontage on both sides of the street

existing



# concept





# Village streets

## 3.6 Village Streets

### Public Streetscape Recommendations Include:

- 2.1m sidewalks on Yonge street and 1.5m sidewalks on residential areas on Wellington street;
- Decorative crosswalks;
- Continuous street trees, double row where possible;
- Unit paver band between sidewalk and curb when space is too narrow for landscaping;
- Robust rain garden between sidewalk and curb in residential areas;
- Robust landscaping in boulevard;
- Landscape buffer with masonry pillars and wrought iron fencing between commercial centres and boulevard;
- Unique street and pedestrian lighting;
- Consider street lighting location 0.6m from back of curb face;
- Unique and uniform street furnishings;
- Crosswalks should use heritage decorative red pavers.

### Private Streetscape Recommendations Include:

- Landscaped pedestrian access into large commercial centres;
- Uniform commercial signage with landscaping at the base of signage;
- Permeable pavers in parking stalls in commercial parking lots;
- Uniform pedestrian lighting.



# Village streets

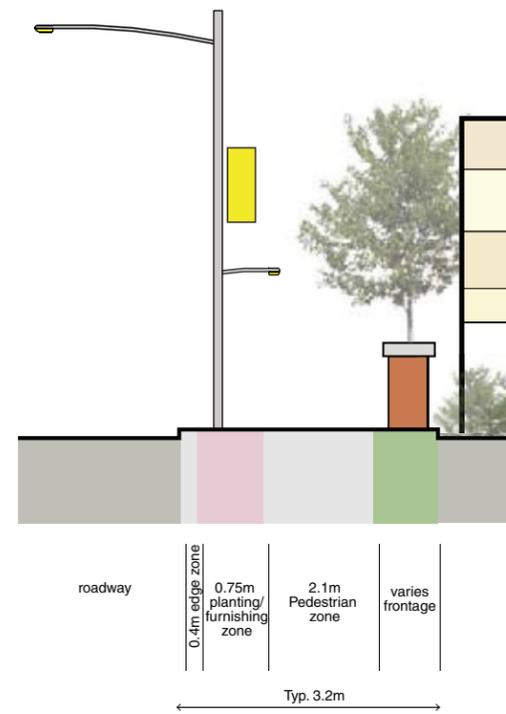
## 3.6.1 Sidewalk Zones

Village streets landscape and furnishing zones vary in width depending on the typology. Where possible, typically adjacent to residential properties, there is sufficient space to plant a single row of trees. Where there is not enough width between the road and sidewalk to accommodate a tree, a unit paver strip is used. The Village Streets often have a green buffer between the back of the sidewalk and frontage which provides an opportunity for some form of landscaping whether that be robust buffer planting to buffer an adjacent parking area, or simple planters added to soften and add character to the front of retail.

The majority of the Village streets have similar land uses with small commercial centres with parking lot frontages and Victorian homes that are used for office buildings.

The sidewalk zones of these street types vary depending on the context and sidewalk widths.

Village Street with Commercial frontage



Village Street with commercial frontage - unit paver strip is used when width cannot accommodate trees

Village Street with residential frontage



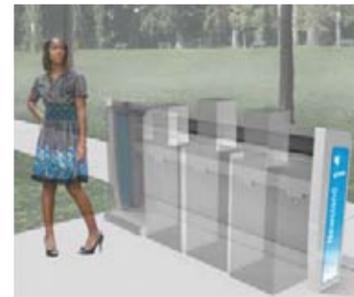
Rain garden in residential neighbourhood

## 3.6.2 Furniture Typology

\*Source "YRT Street furniture Clearscape system"

### Village streets furniture and landscaping organization;

- VIVA streetscape furniture typology. (VIVA transit has several street furniture organization at transit stops that are dependent on sidewalk widths and surrounding context. All transit stops should be updated to VIVA standards.);
- The benches, litter/recycling receptacles and newspaper corrals should be clustered around transit stops and located at pedestrian access points into commercial centres;
- Street trees will be introduced in the landscaping/furniture zone where sidewalk widths permit;
- Rain gardens should be encouraged in the residential areas;
- Street light standards should use the existing Wellington street light standard and include pedestrian light armature. Existing poles should be relocated to edge of curb;
- All street poles should accommodate banners, except in residential areas; and;
- Pedestrian light standards should be installed between the existing street light poles.



Newspaper corral



Multi-publication structure



Bike ring



Park bench

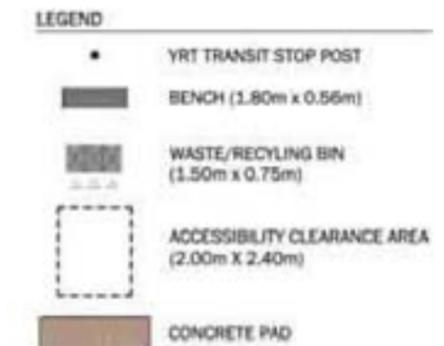


Litter/Recycling receptacle



Demonstration plan of transit stop (1mx7m)

\*Source "YRT Co-ordinated Street Furniture Urban Design Guidelines"

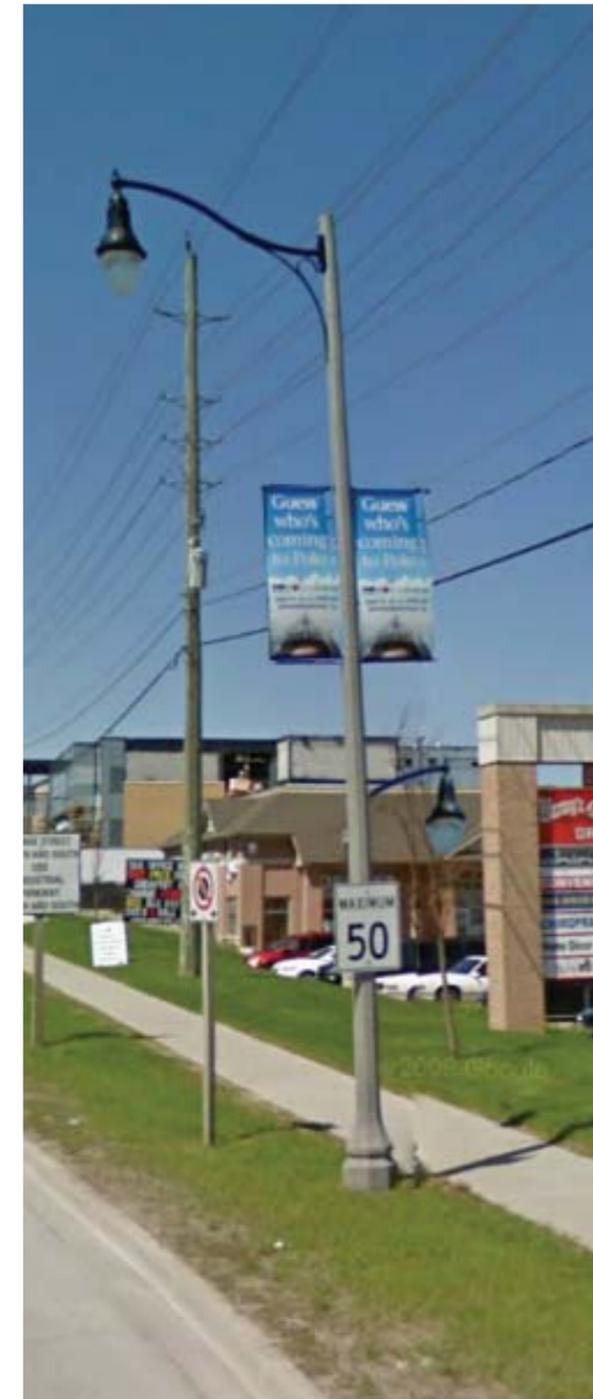


# Village streets

## 3.6.3 Furniture Spacing Rhythm

The two existing light standards that are used through the Village streets should be consolidated into the Wellington light standard. A pedestrian armature, reflective of the Wellington standard, should be introduced onto all street poles. A stand alone pedestrian light pole should be introduced between two street lights. Street trees should be introduced within the landscaping/furnishing zone, be offset 2.5m from street poles and have a 5.0m (max.) spacing.

The Town should replace old light standards with LED lighting in an effort to reduce energy use and greenhouse gas emissions.



Existing Wellington street light standard with proposed pedestrian light armature.

### 3.5.4 Village Street Typologies

This section is organized to outline the existing conditions, as well as the potential strategies for streetscape improvements within the Village Streets Character Areas.

As each character area is not uniform throughout, the following recommendations are applied to a number of typical typologies for each character area.

The Village Streets have **Existing Conditions** as well as **Demonstration Conditions** for:

**Typology 1:** Adjacent to small commercial buildings and surface parking;

**Typology 2:** Residential Adjacency; and,

**Typology 3:** Retaining Wall.

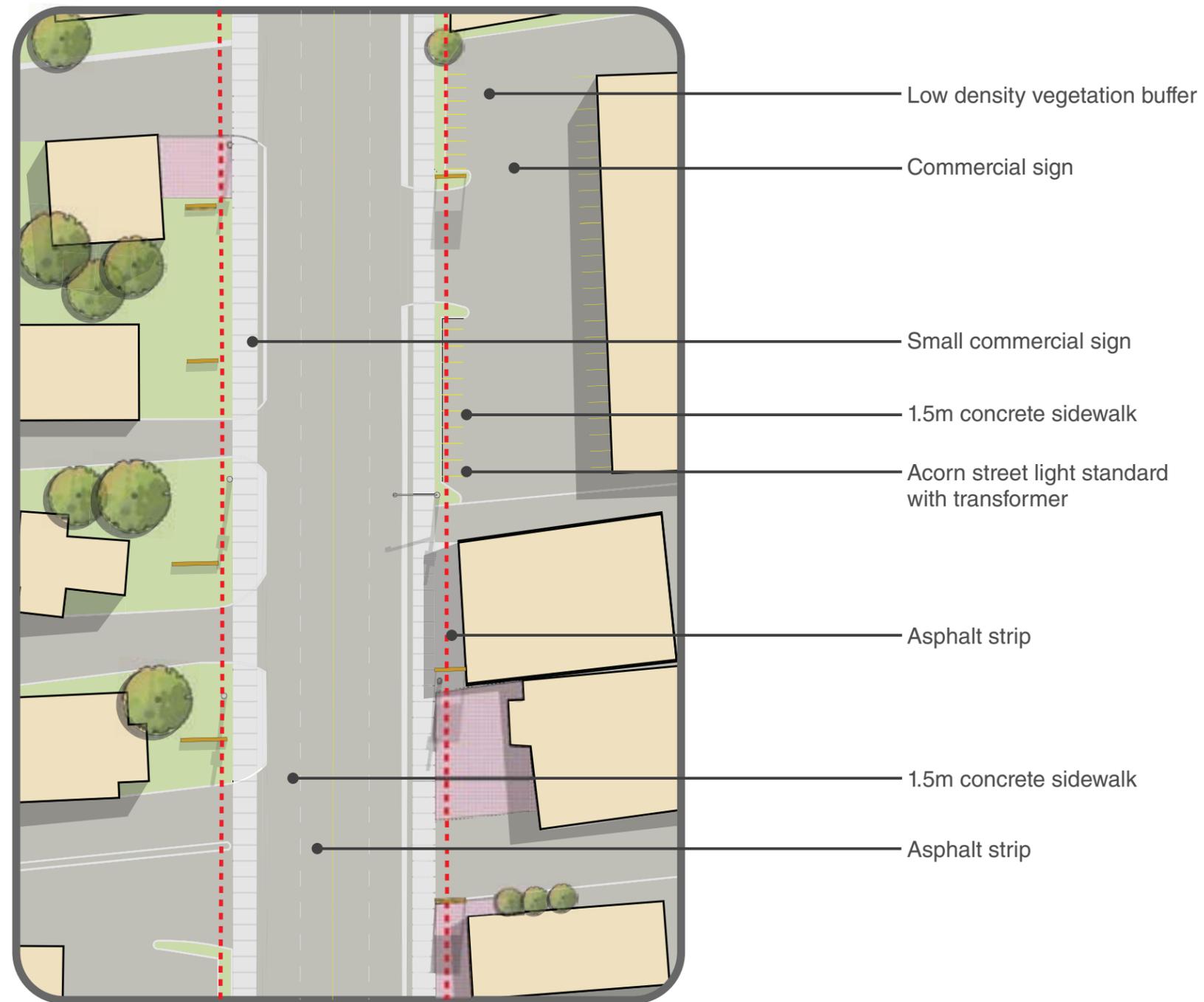
For each of these typical Village Streets Typologies, a different recommendation has been made. These recommendations are based on the feedback gathered through the public consultation process and close collaboration with Town staff.



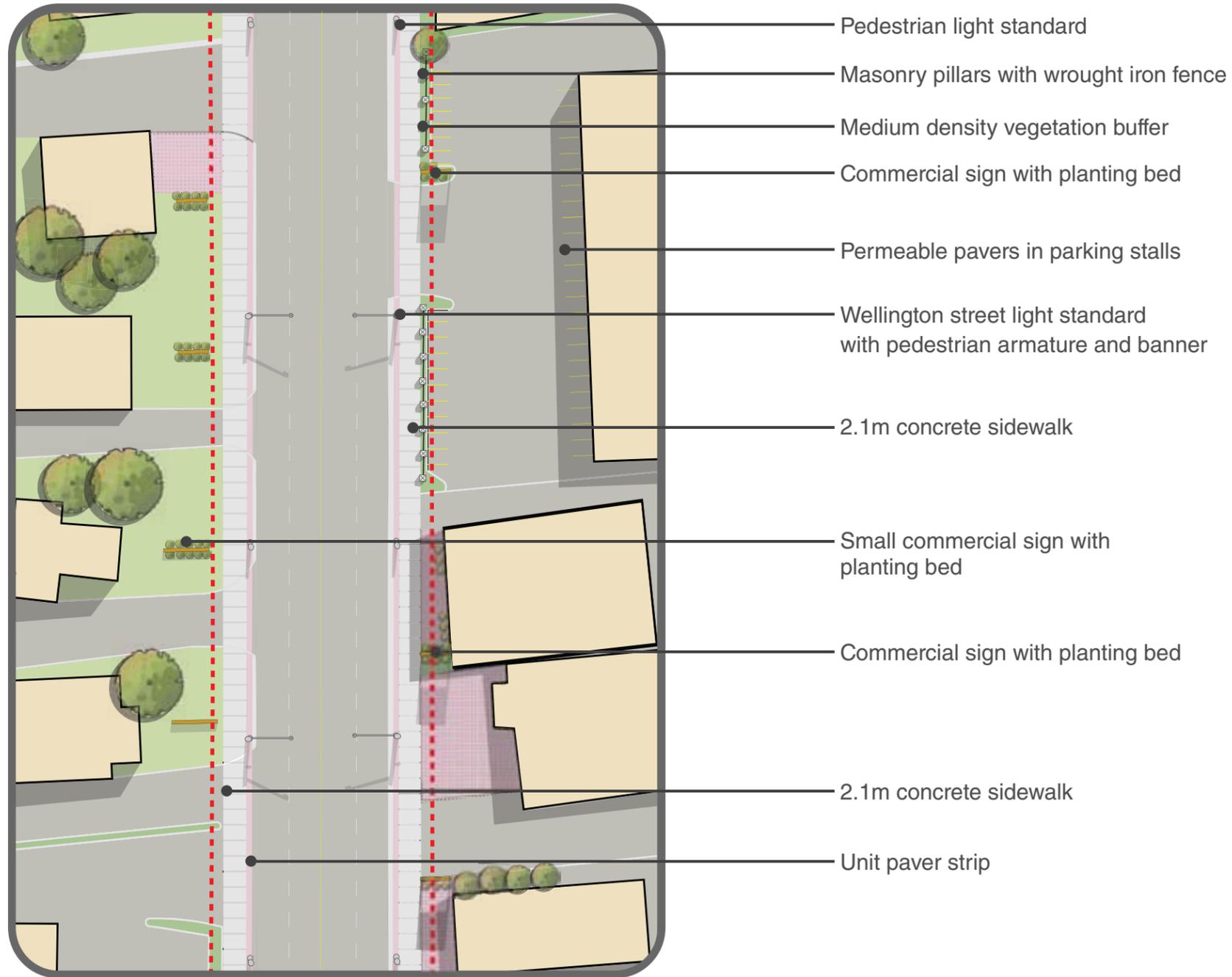
# Village Street Typology 1

Adjacent to small commercial building and surface parking

existing



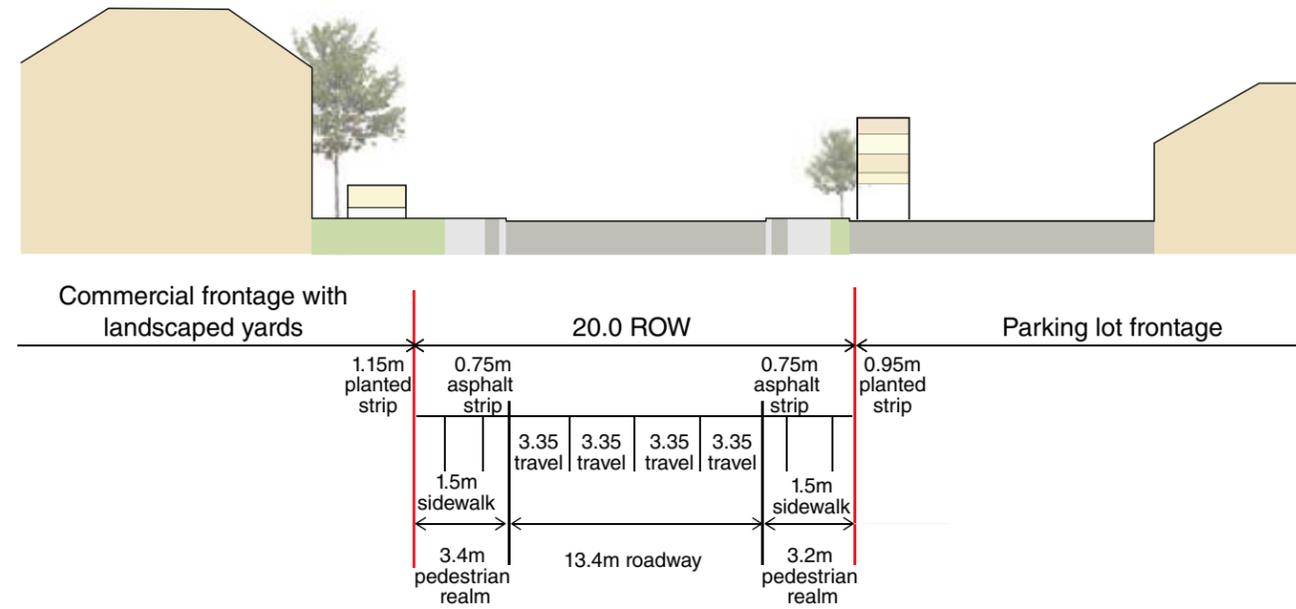
# concept



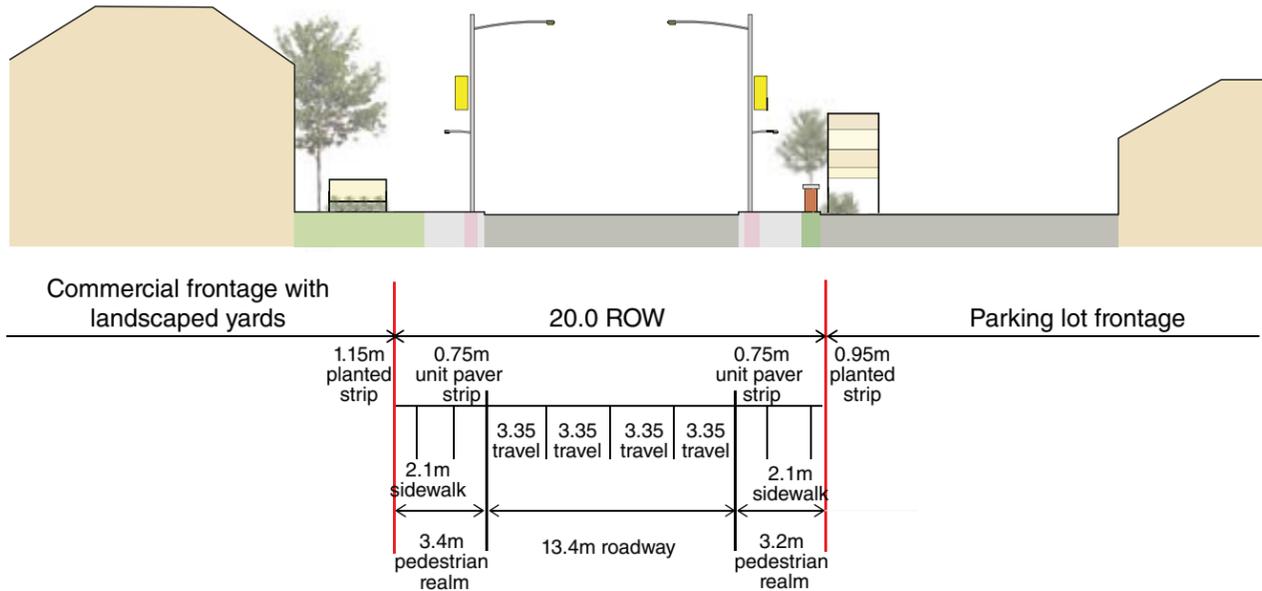
# Village Street Typology 1

Adjacent to small commercial building and surface parking

existing



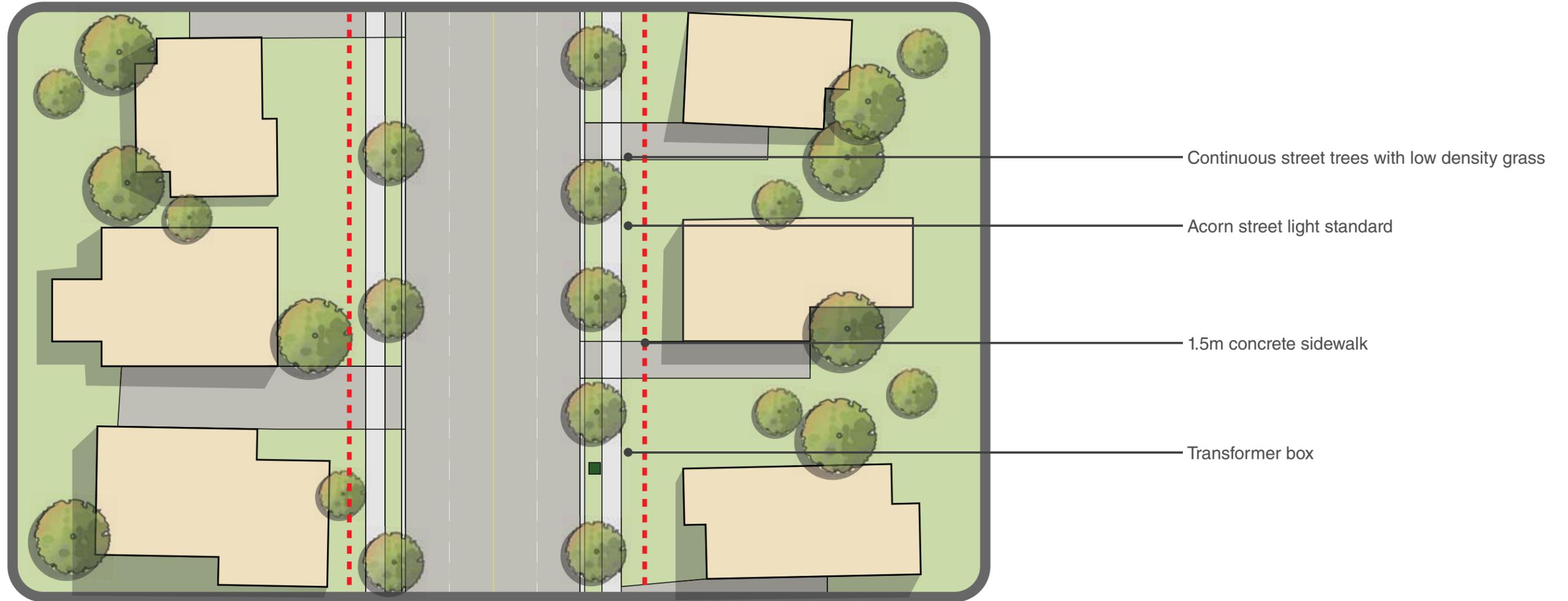
# concept



# Village Street Typology 2

## Residential Adjacency

existing



# concept



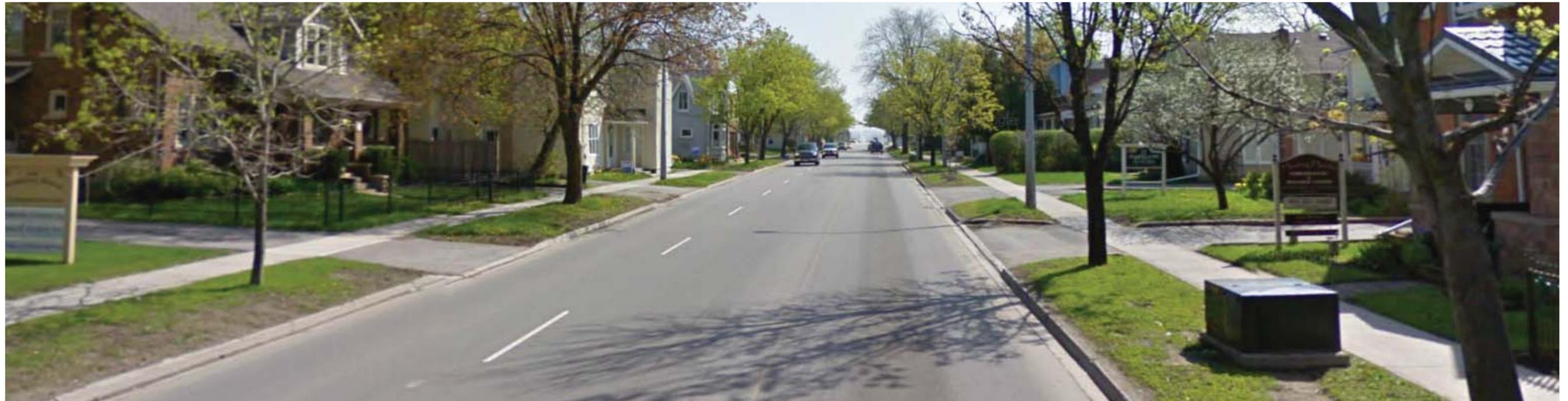
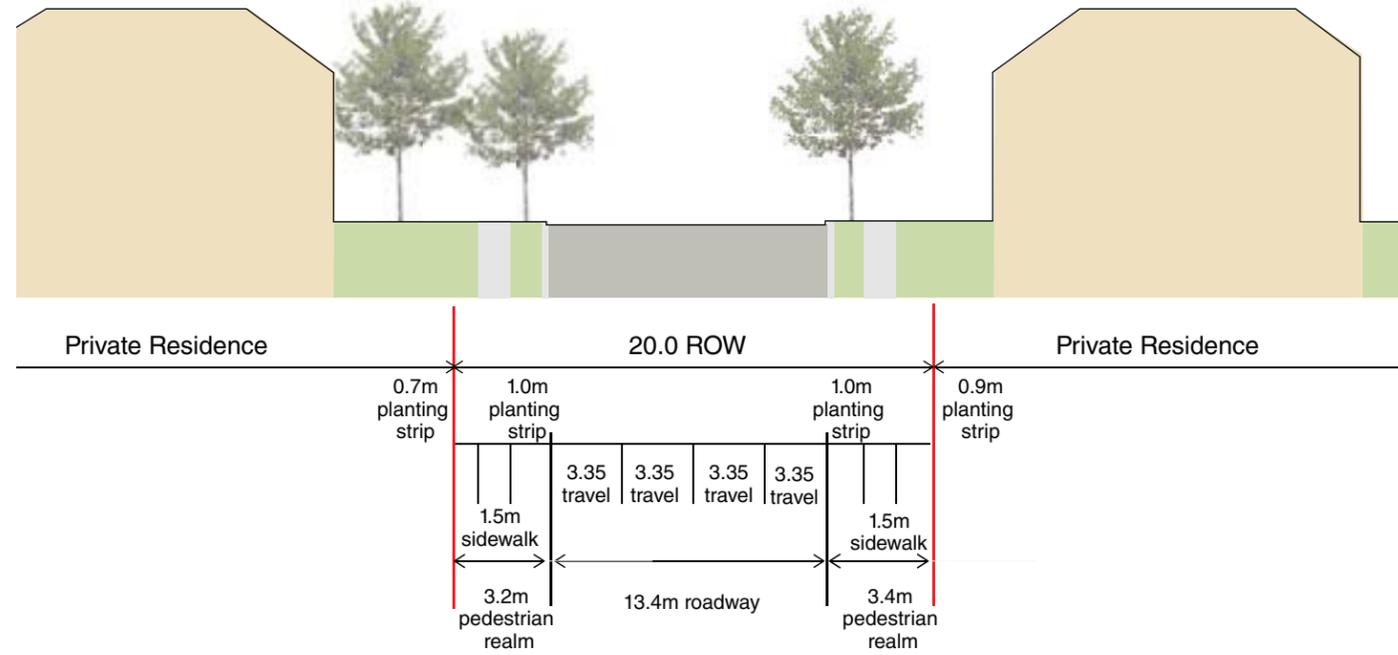
- Rain garden
- Private driveway
- Continuous street trees with dense rain garden
- Wellington street light standard with pedestrian light
- 1.5m concrete sidewalk
- Transformer box camouflaged by rain gardens



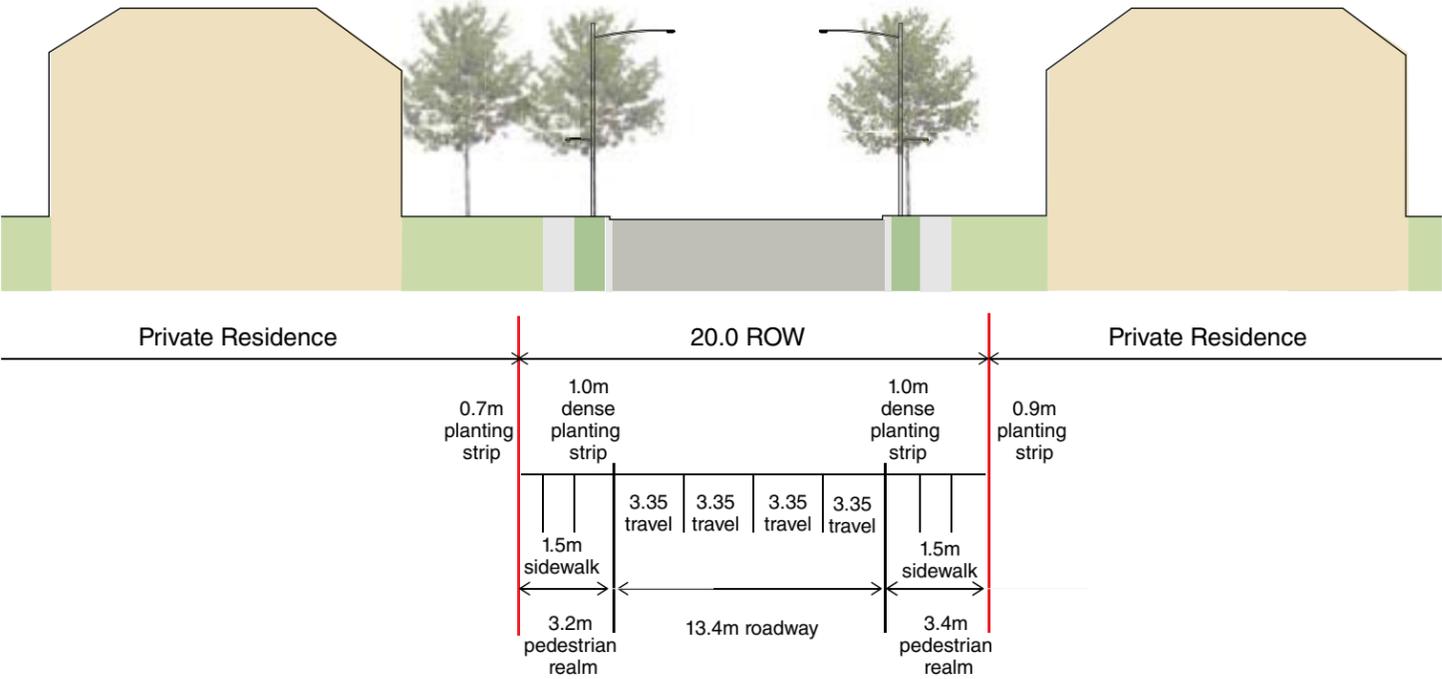
# Village Street Typology 2

Residential Adjacency

existing



# concept



# Village Street Typology 3

## Retaining Wall

existing



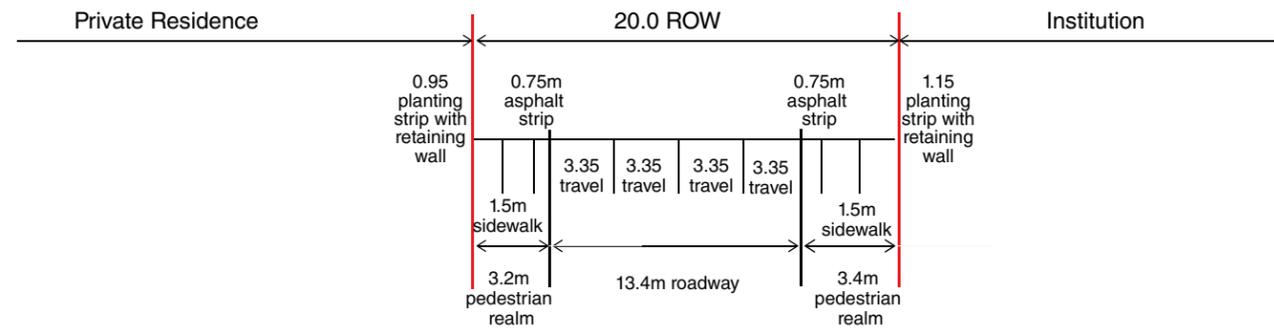
# concept



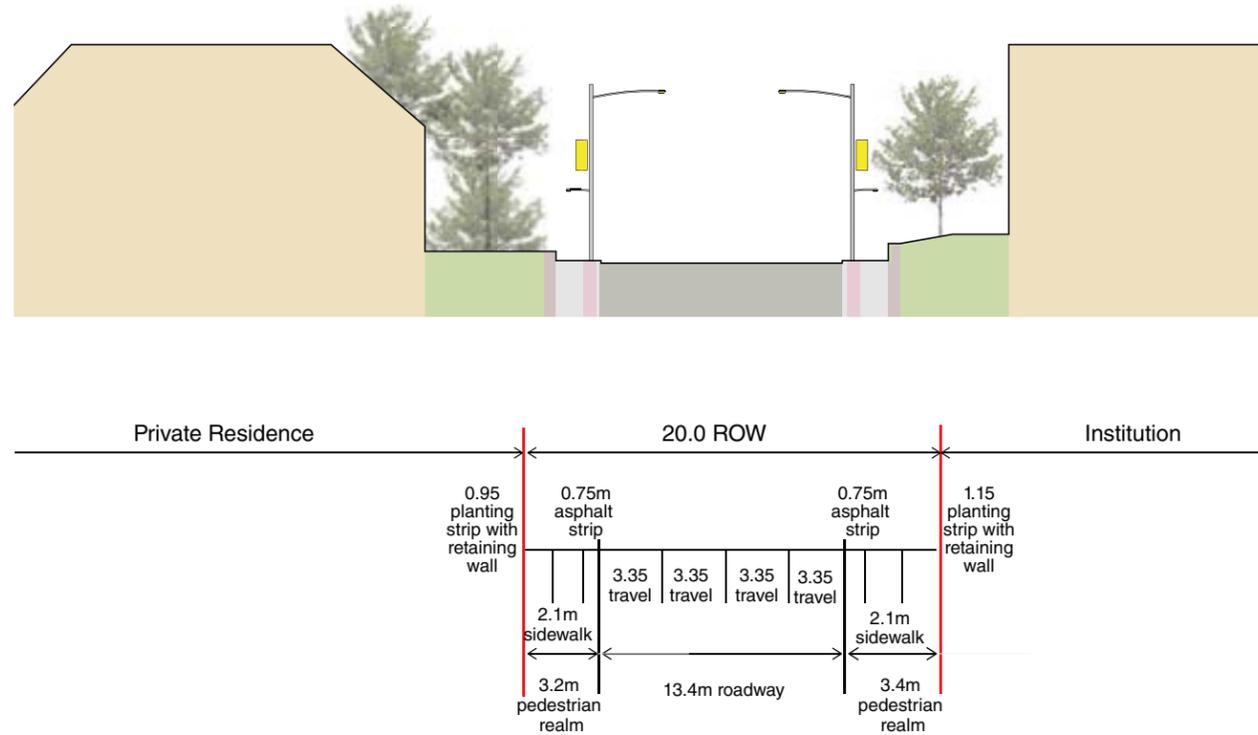
# Village Street Typology 3

## Retaining Wall

existing



# concept





# Main streets

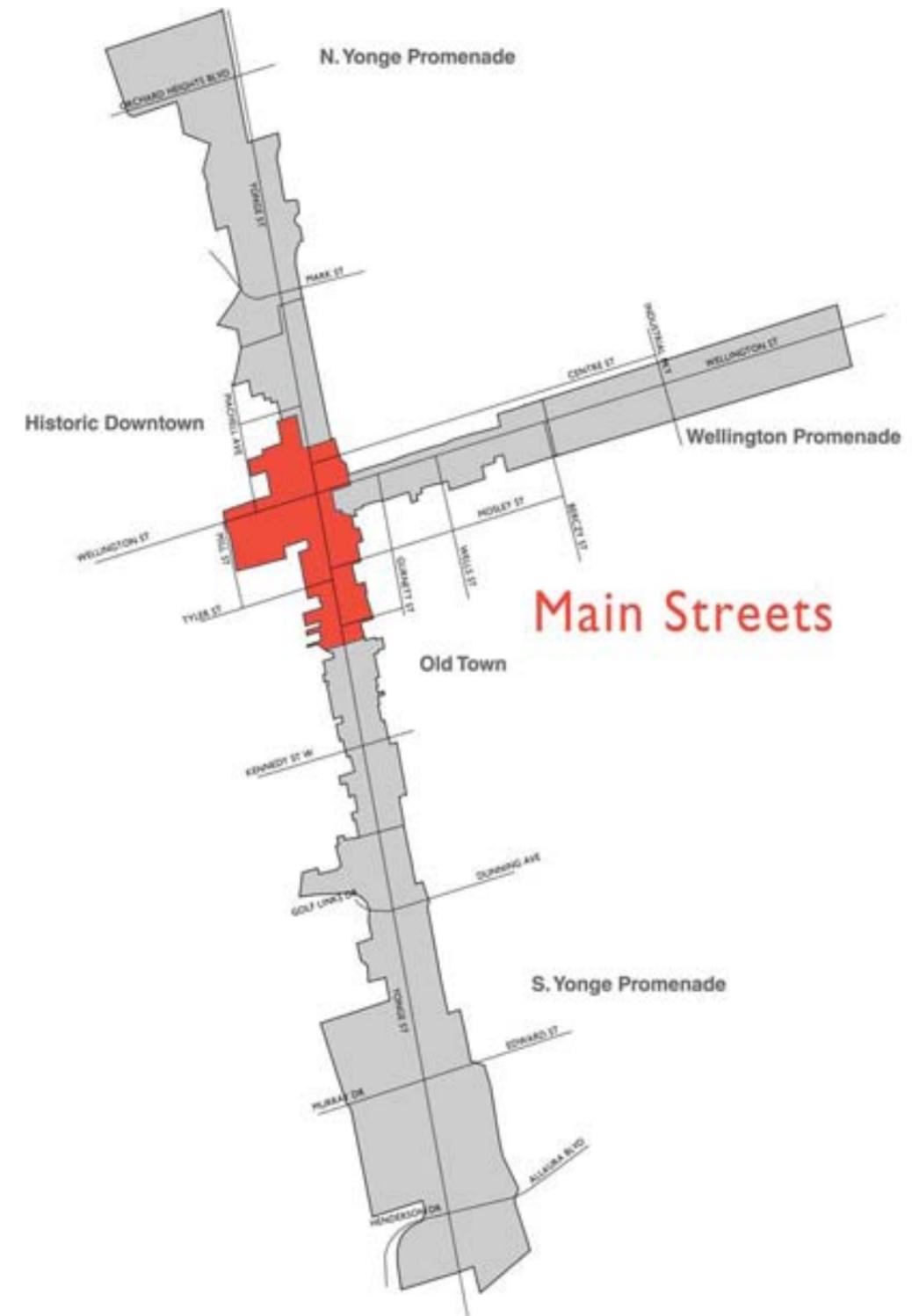
## 3.7 Main Streets

### Public Streetscape Recommendations Include:

- Unit paved sidewalks that extend to building face;
- Decorative crosswalks;
- Continuous street trees when space allows (typically when there is a building setback);
- Continuous row of year round slender planters when sidewalks can not accommodate street trees;
- Year-round hanging baskets on pedestrian poles;
- Unique street and pedestrian lighting;
- Seasonal lighting;
- Unique and uniform street furnishings;
- Crosswalks should use heritage decorative red pavers.

### Private Streetscape Recommendations Include:

- Uniform commercial signage with landscaping at the base of signage;
- Uniform commercial awnings on commercial buildings;
- Permeable pavers in parking stalls in commercial parking lots.



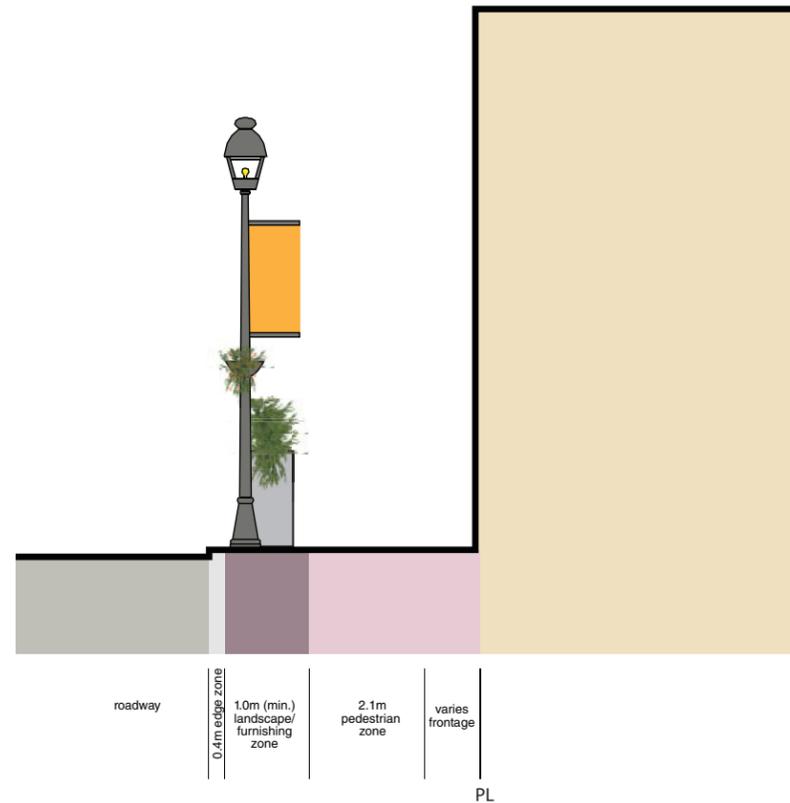
# Main streets

## 3.7.1 Sidewalk Zones

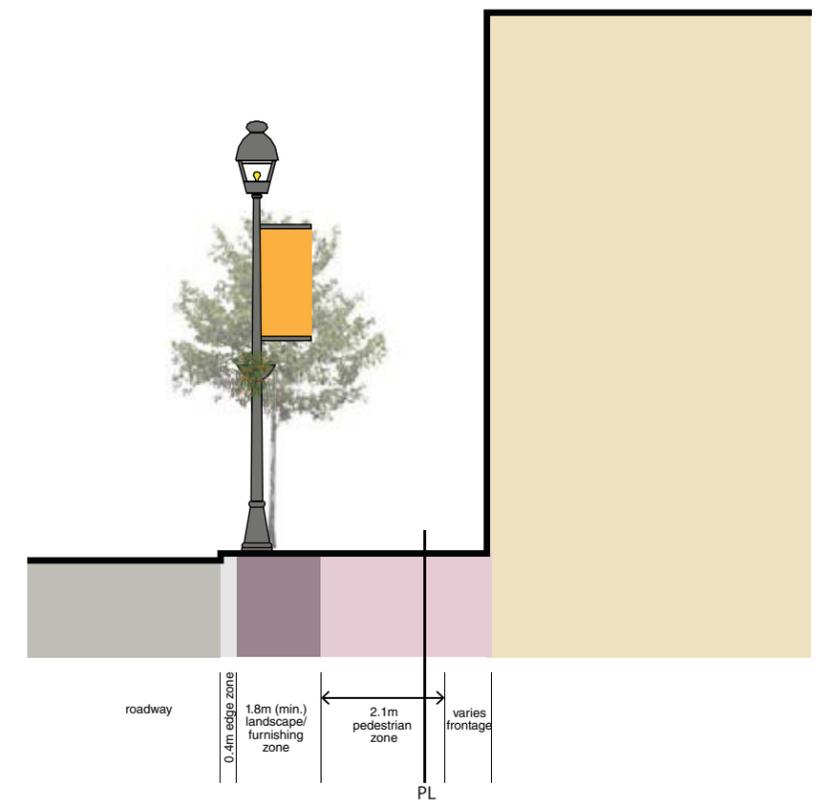
The sidewalks on the main streets in historic downtown are typically narrow concrete sidewalks with heritage pedestrian lighting and little or no frontage zones. The frontage zone is characterized by heritage brick retail building facades.

The sidewalks should be upgraded using heritage brick style pavers that extend from the curb zone to building face. A family of black heritage style furniture of benches, lighting, hanging baskets, slender planters and tree grates should be introduced into the landscaping/furnishing zone. Street trees can only be introduced when there is a modest building setback and the pedestrian zone can borrow some space from the frontage zone. The minimum space required for street trees is 1.8m.

Main street and slender planter



Main street and street tree with modest building setback



## 3.7.2 Furniture Typology

### Main streets furniture typology;

- Uniform black heritage inspired streetscape furniture;
- Benches should be spaced 10.0m (maximum) apart;
- Litter/recycling receptacles should be located at all intersections at opposite corners;
- Narrow slender black steel planters should be located along the street. The planters should be spaced 5.0m (maximum) apart;
- Street tress should be installed when there is a building setback and the pedestrian zone can borrow space from the frontage zone. Street trees should be spaced 5.0m apart (maximum). A black heritage style tree grate and guard should be installed with tree planting;
- Pedestrian lighting should accommodate banners and flower baskets; and;
- Black bike rings that can clamp onto posts should be installed on all pedestrian lighting to maximize sidewalk space and provide adequate bike parking.



**Black slender planter**



**Heritage style bench**



**Hanging baskets**



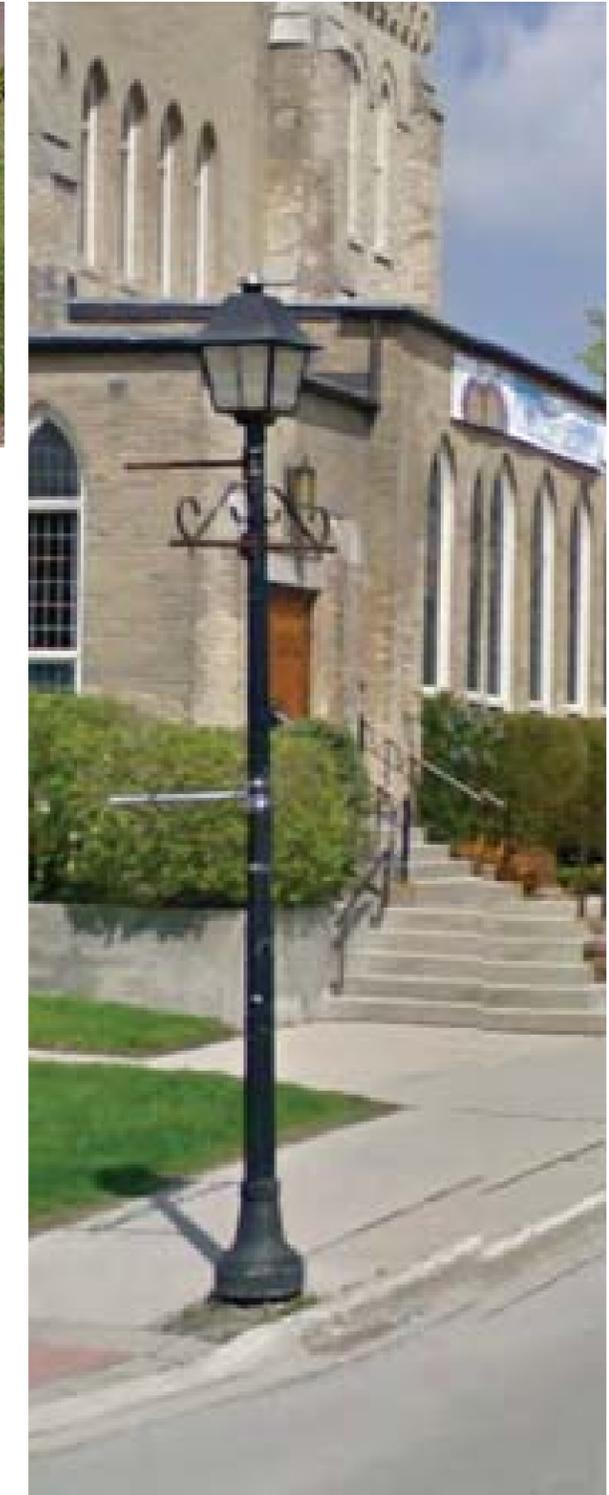
**Tree grate**



**Bike ring installed on existing poles**



**Black Litter and Recycling Unit**

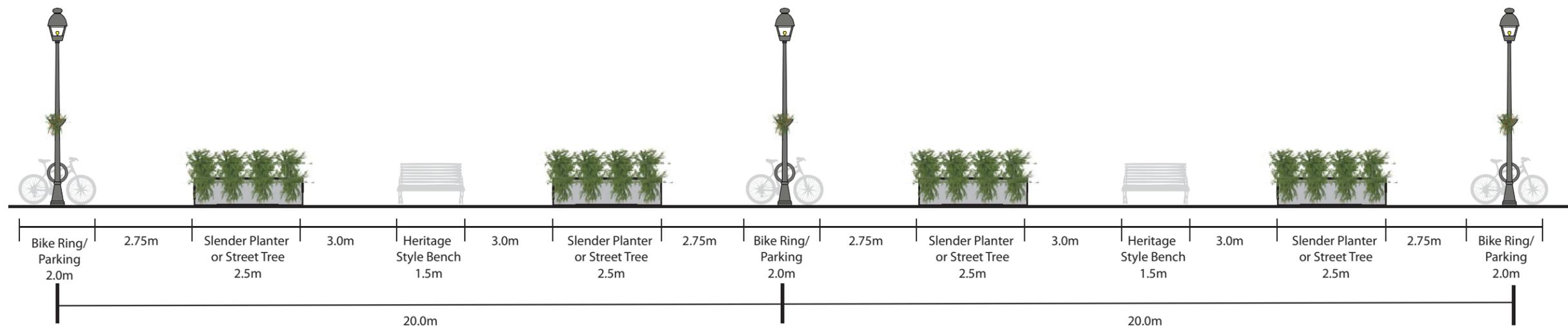


**Existing heritage pedestrian light standard**

# Main streets

## 3.7.3 Furniture Spacing Rhythm

Currently the existing pedestrian lights are spaced 20.0m apart. Within the 20.0m space between the pedestrian lights a rhythm of bike rings, slender planters and heritage style benches should be installed. Bike rings should be installed on the pedestrian light poles. Between each lamp post slender planters and heritage style benches should be installed where sidewalk widths allow.



## 3.7.4 Main Street Typologies

This section is organized to outline the existing conditions, as well as the potential strategies for streetscape improvements within the Main Street Character Areas.

As each character area is not uniform throughout, the following recommendations are applied to a number of typical typologies for each character area.

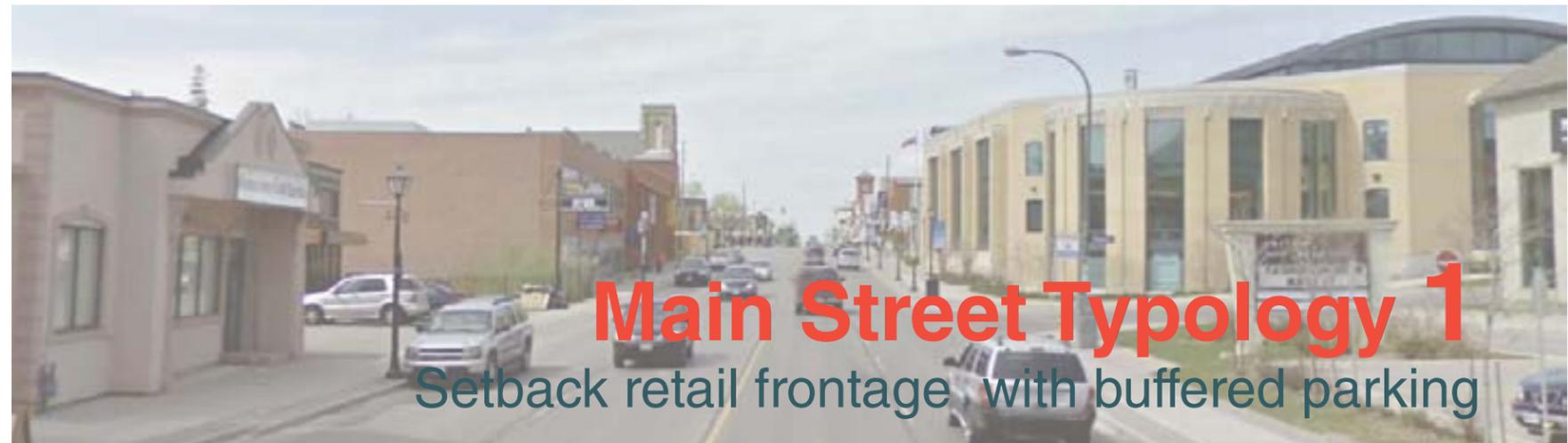
The Main Streets have **Existing Conditions** as well as **Demonstration Conditions** for:

**Typology 1:** Setback Retail frontage with buffered parking;

**Typology 2:** Setback Retail with parking frontage; and

**Typology 3:** Zero setback.

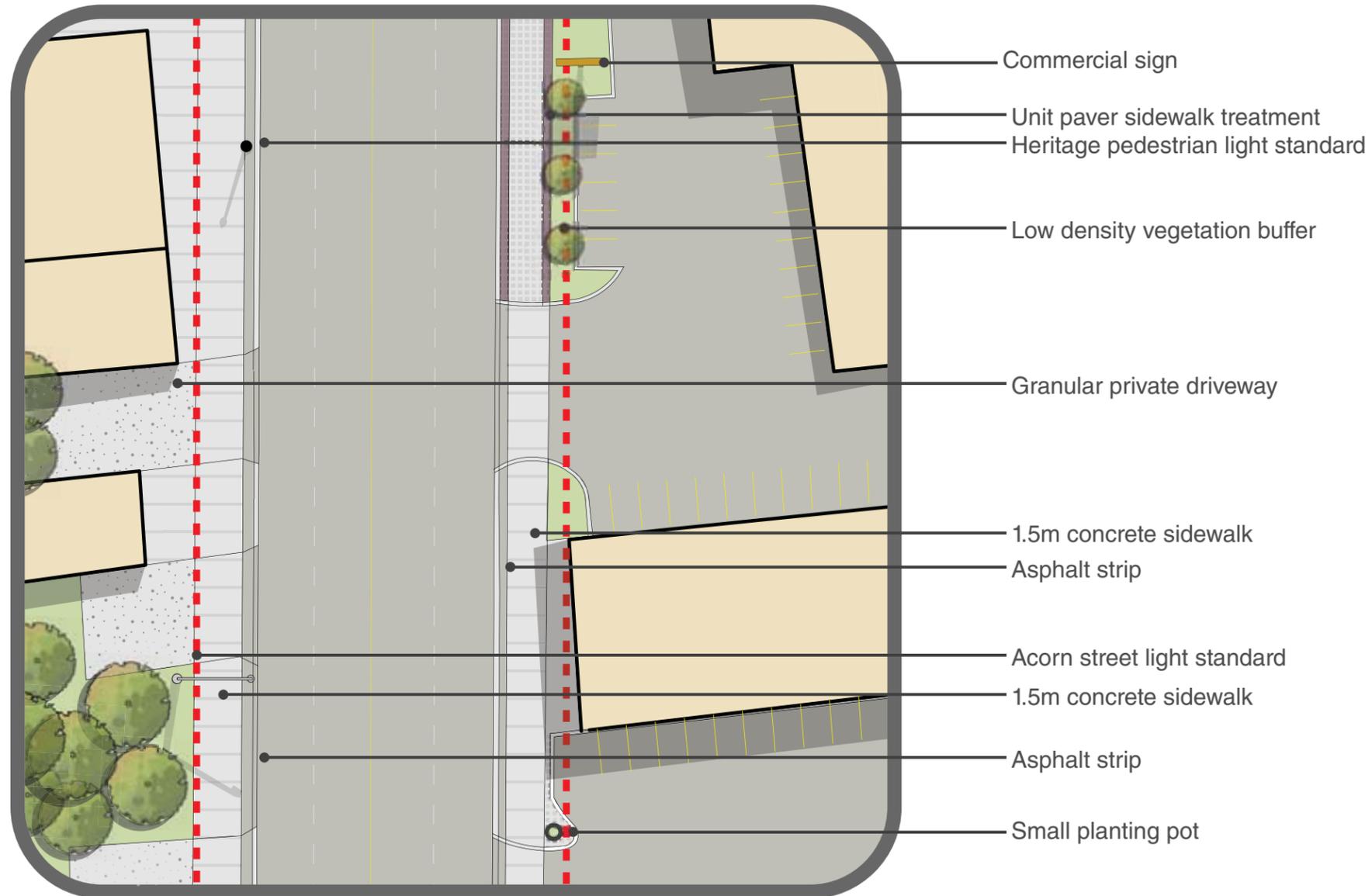
For each of these typical Main Streets Typologies, a different recommendation has been made. These recommendations are based on the feedback gathered through the public consultation process and close collaboration with Town staff.



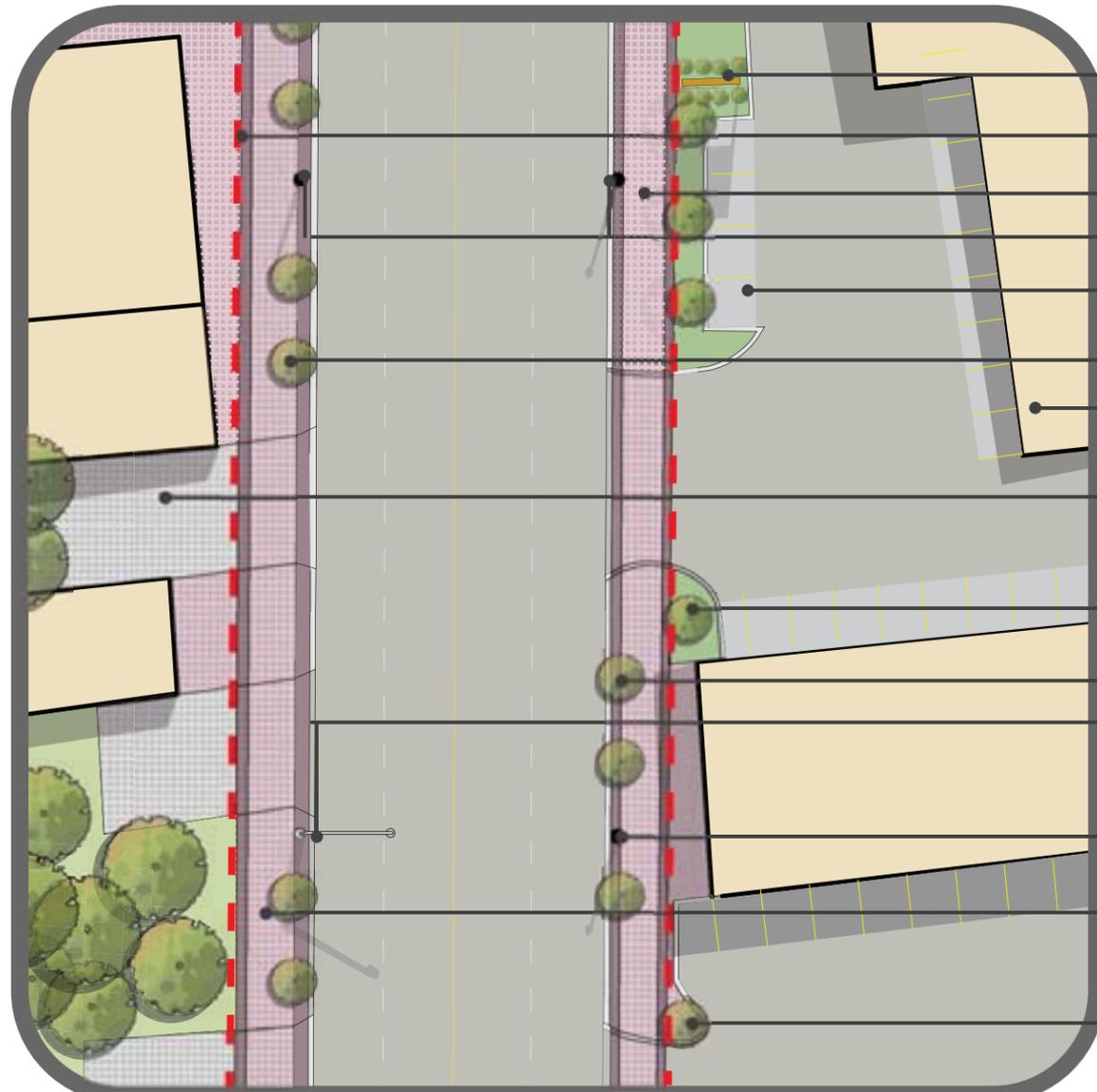
# Main Street Typology 1

Setback retail frontage with buffered parking

existing



# concept



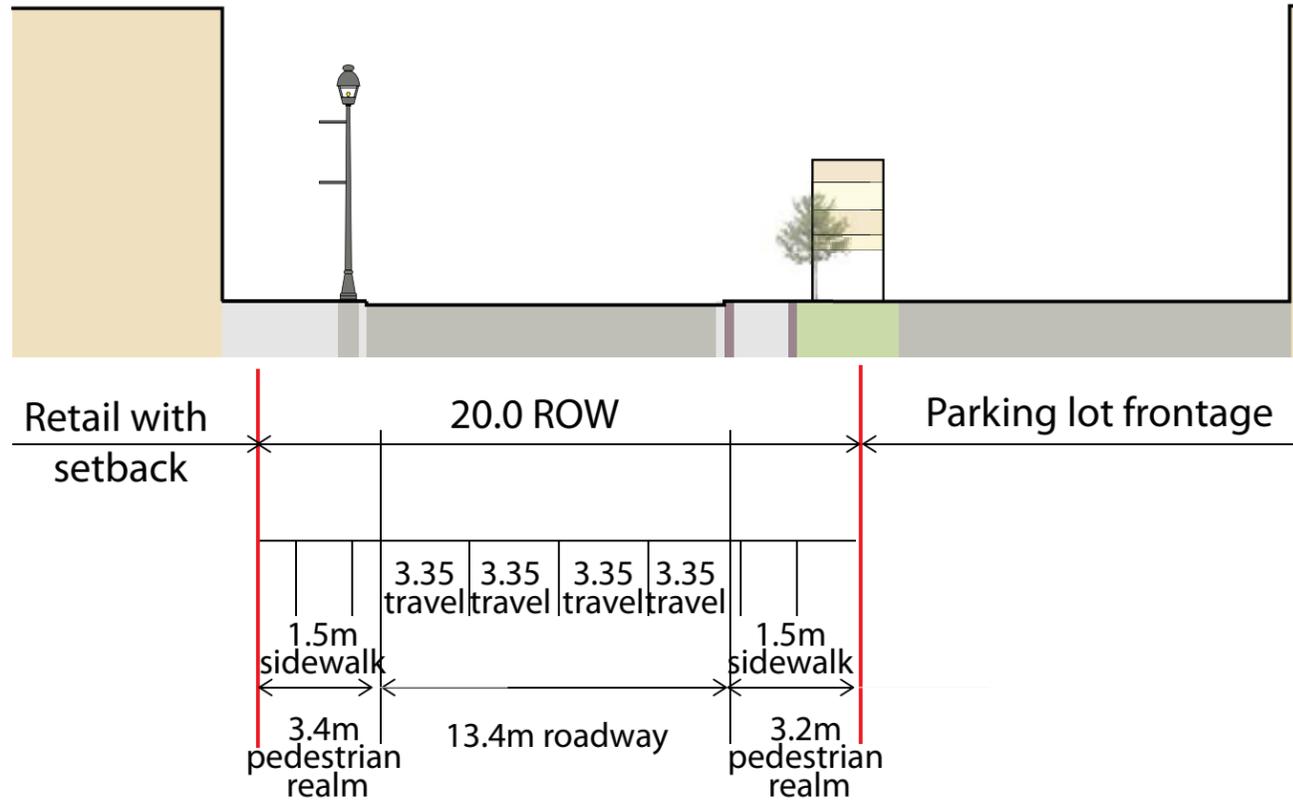
- Commercial sign with landscaping
- Sidewalk treatment extended to building face
- Unit paver sidewalk treatment
- Heritage pedestrian light standard
- Medium density parking lot vegetated buffer with shrubs
- Street trees
- Permeable pavers in parking stalls
- Private driveway with unit pavers
- Medium density vegetation buffer
- Street trees
- Acorn street light standard with pedestrian light relocated to curb edge standard
- Heritage pedestrian light standard
- Unit paver sidewalk treatment
- Medium planting pot



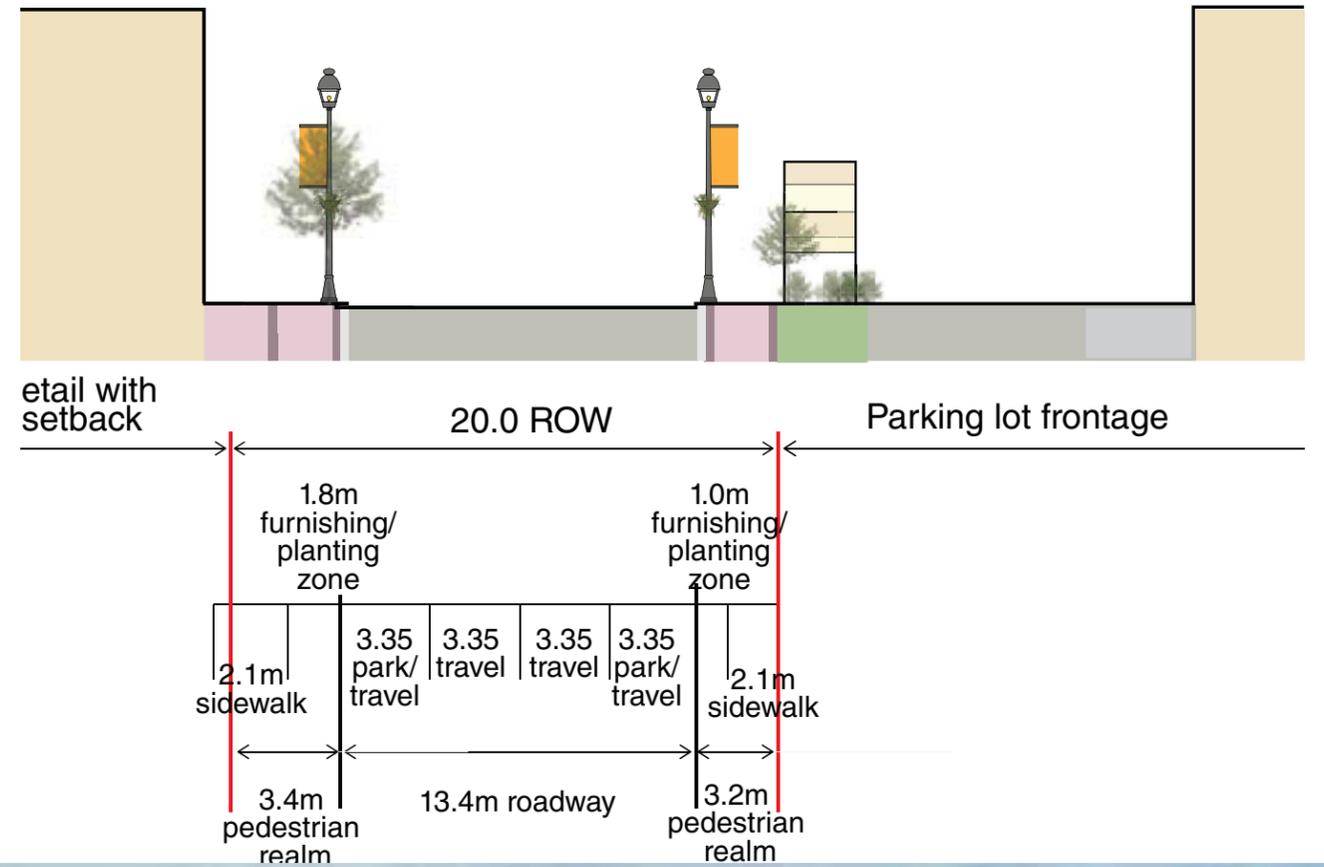
# Main Street Typology 1

Setback retail frontage with buffered parking

existing



concept



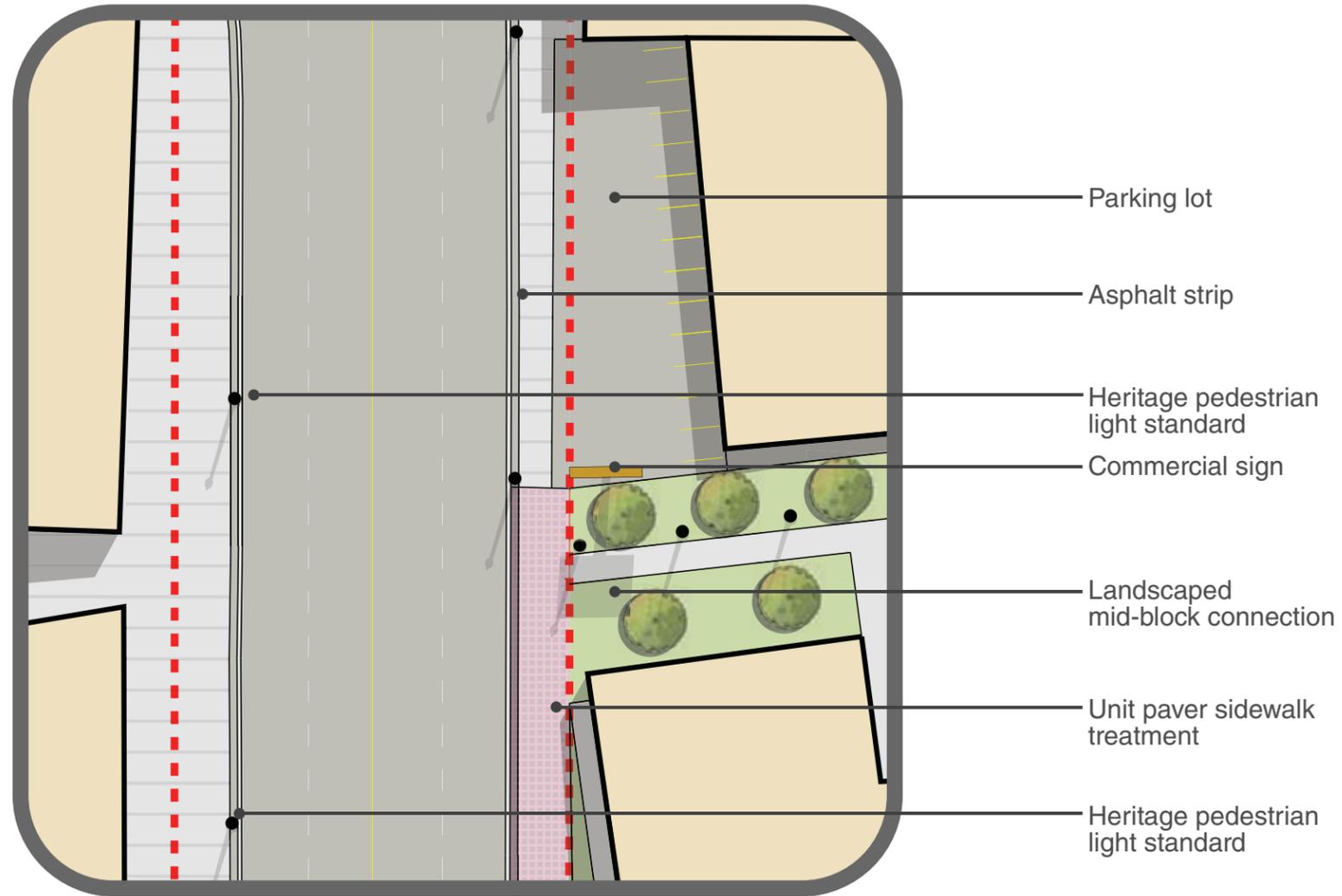
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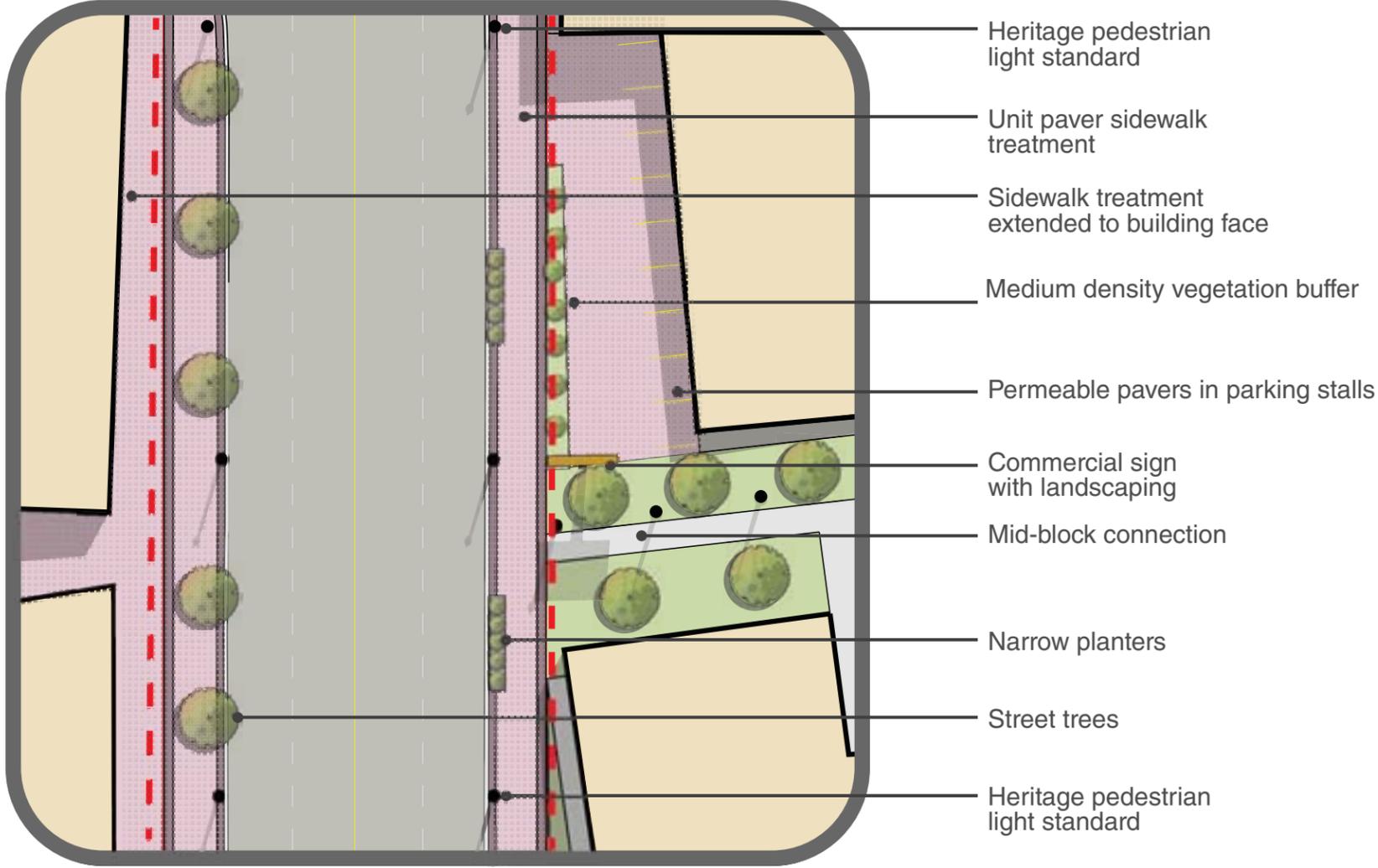
# Main Street Typology 2

Setback retail frontage with non-buffered parking

existing



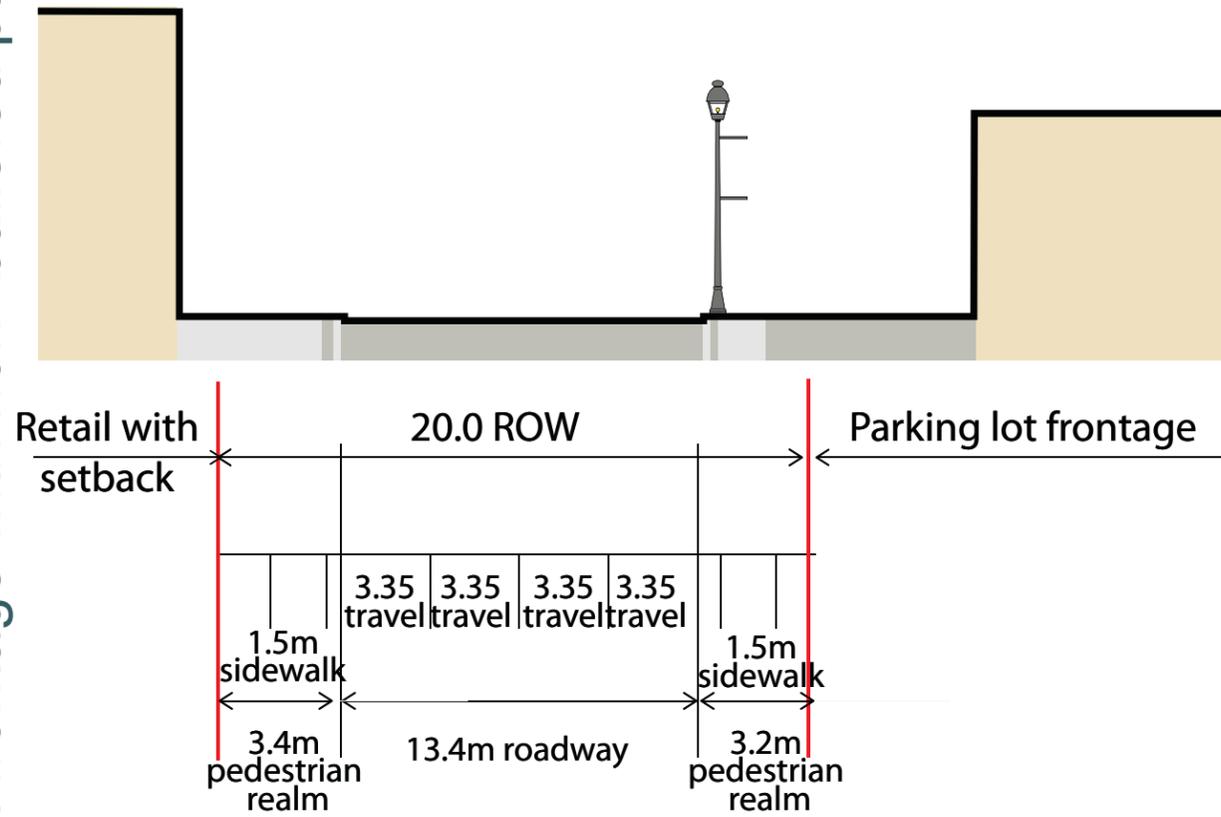
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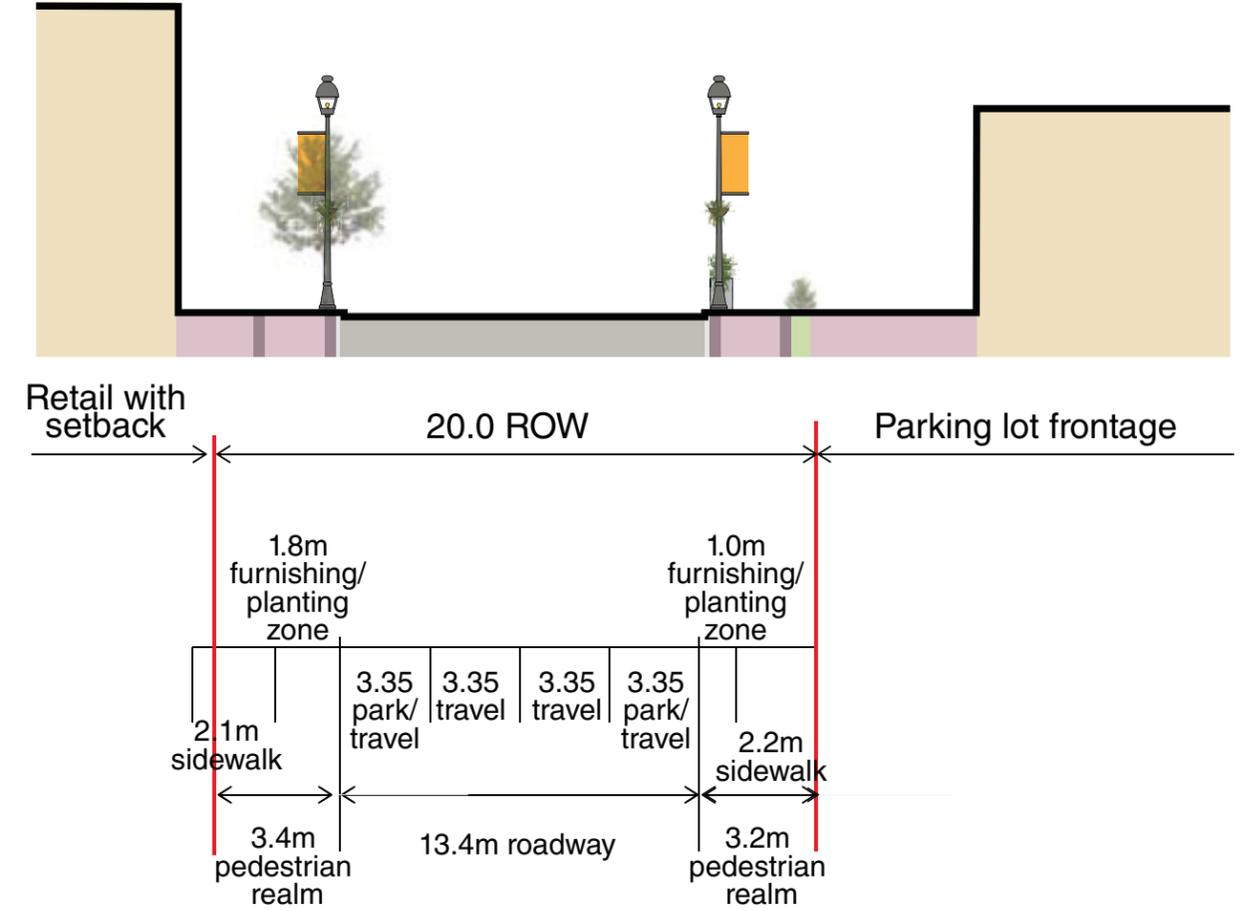
# Main Street Typology 2

Setback retail frontage with non-buffered parking

existing



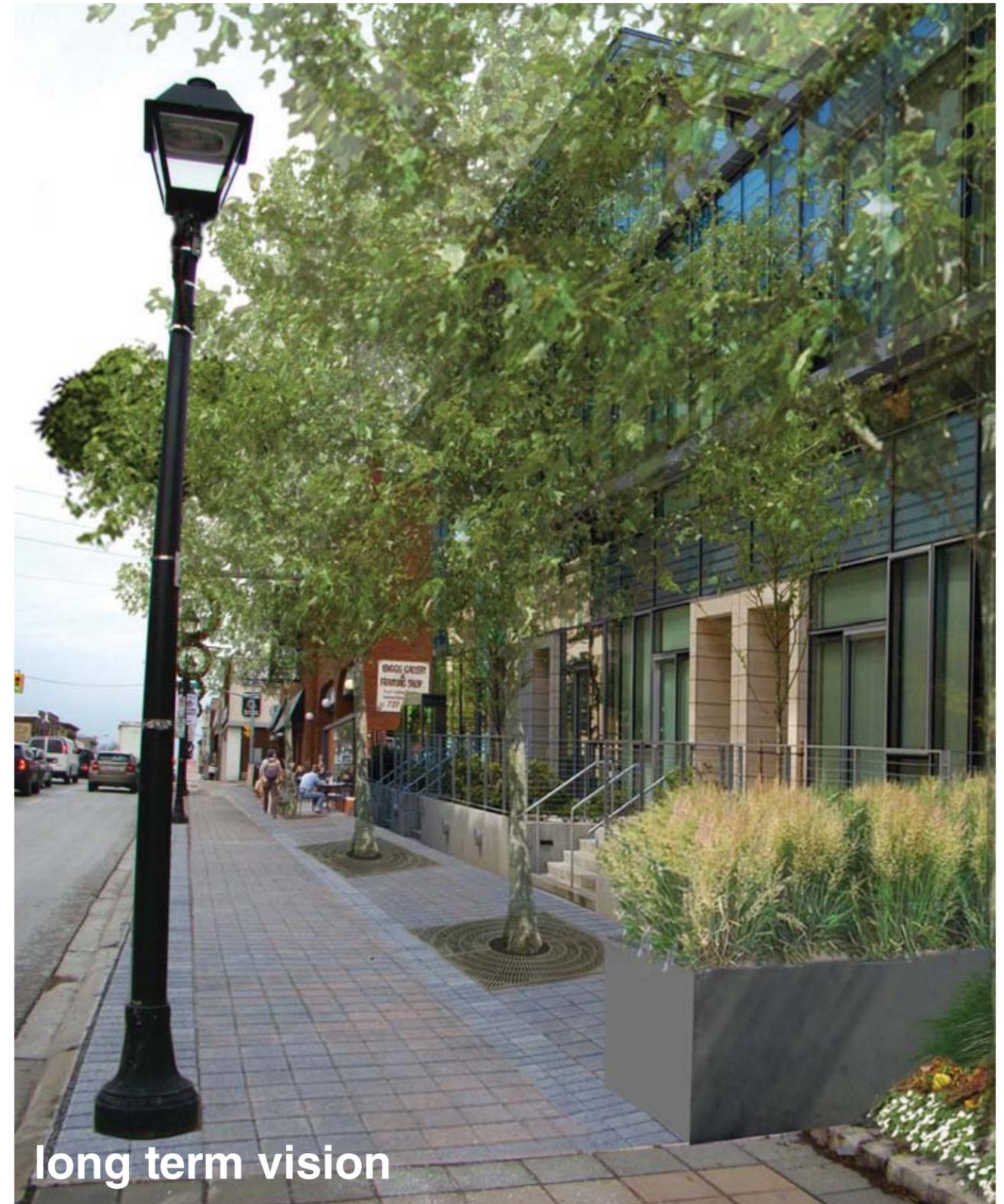
concept



# concept



1-5yrs

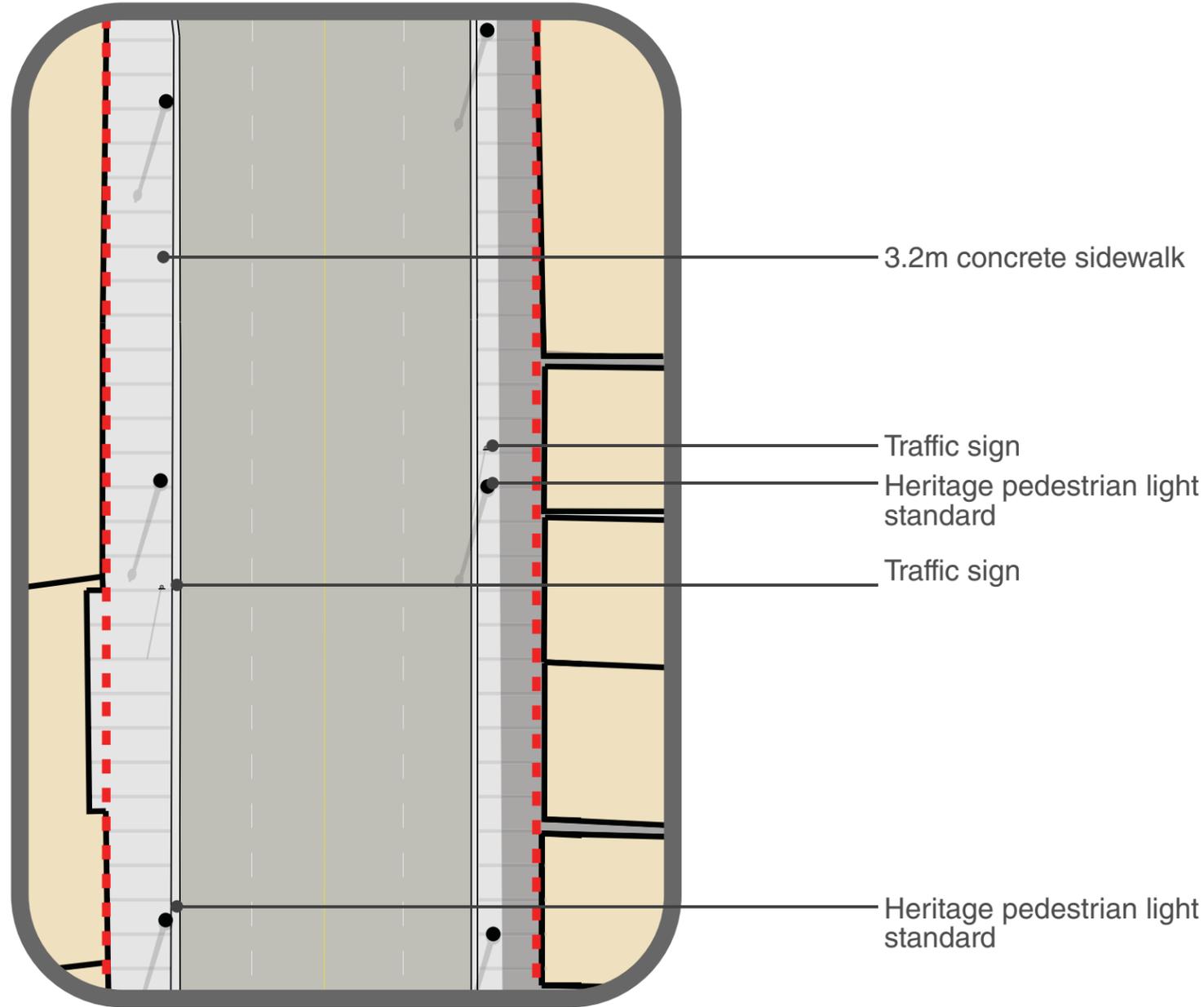


long term vision

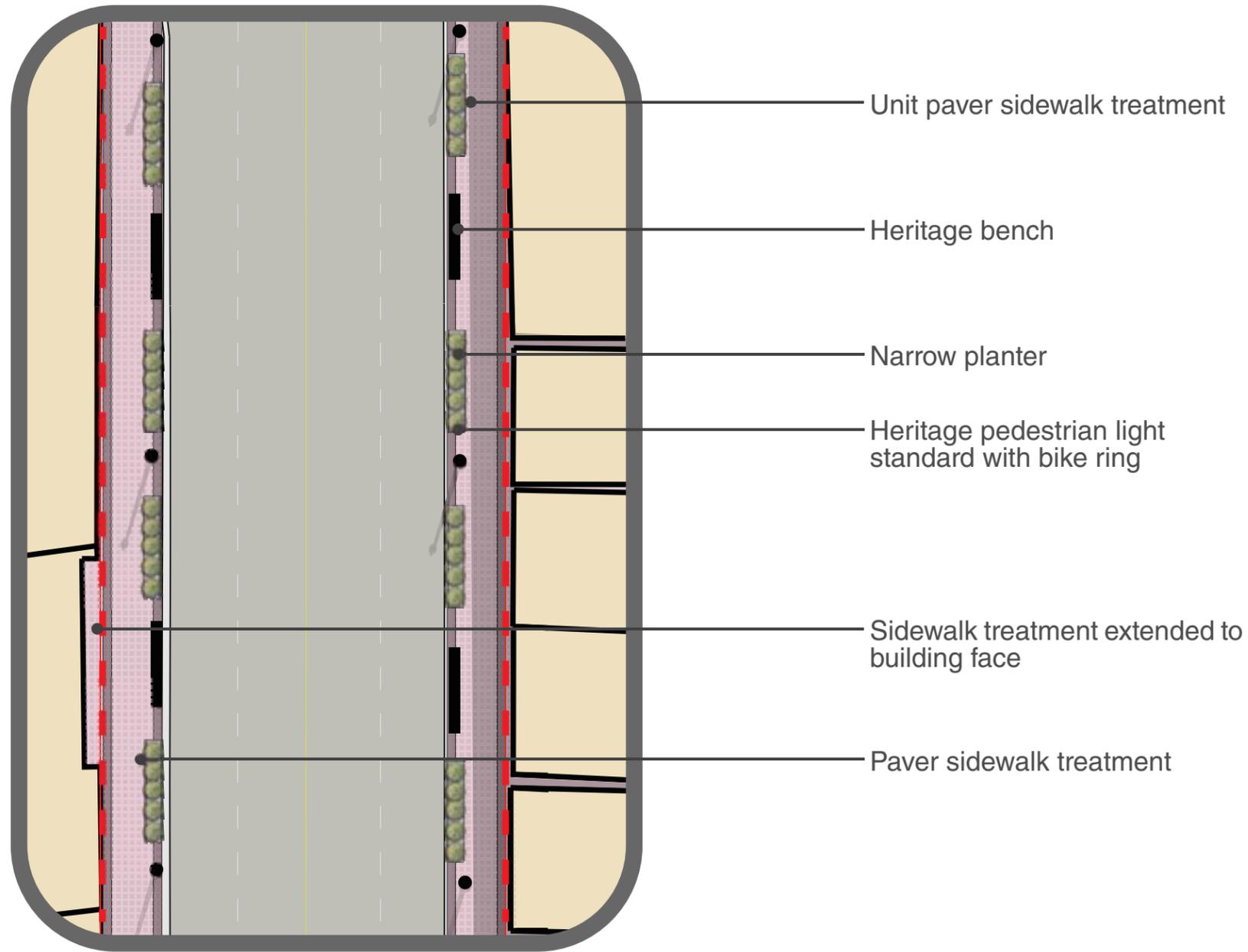
# Main Street Typology 3

Zero Setback

## Existing



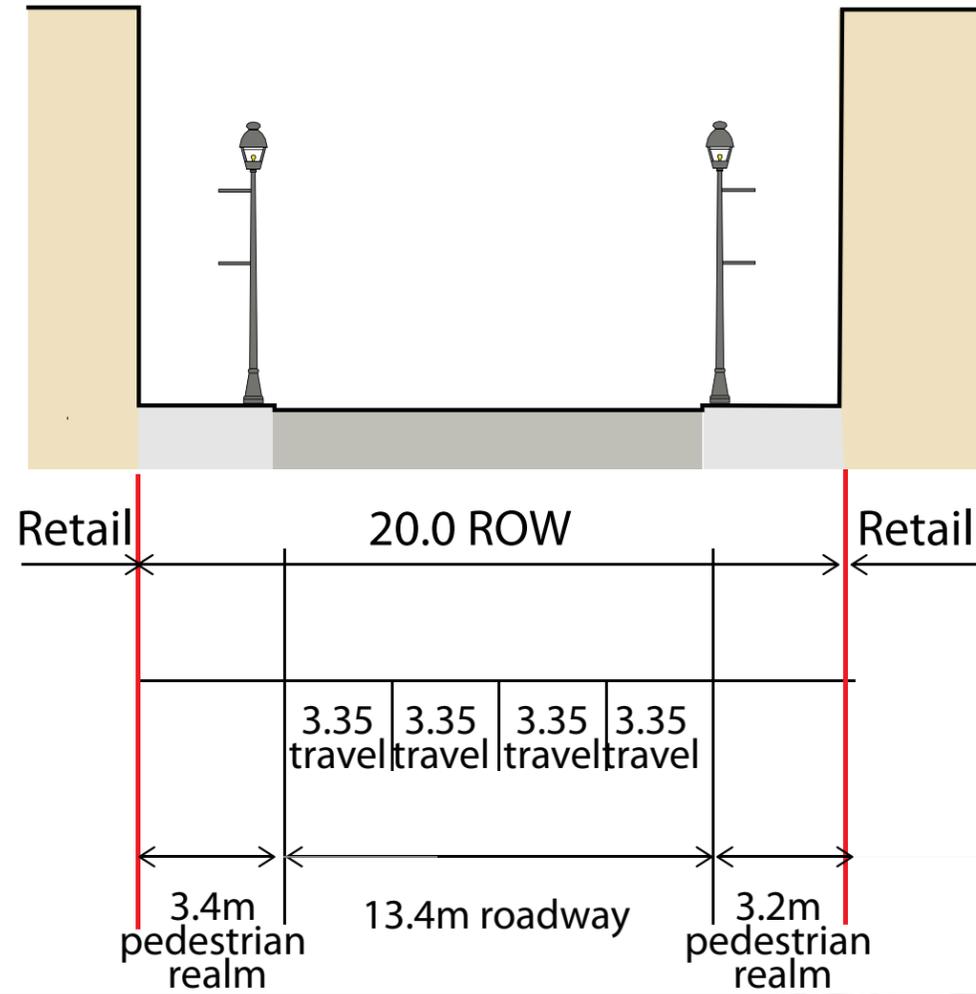
# Concept



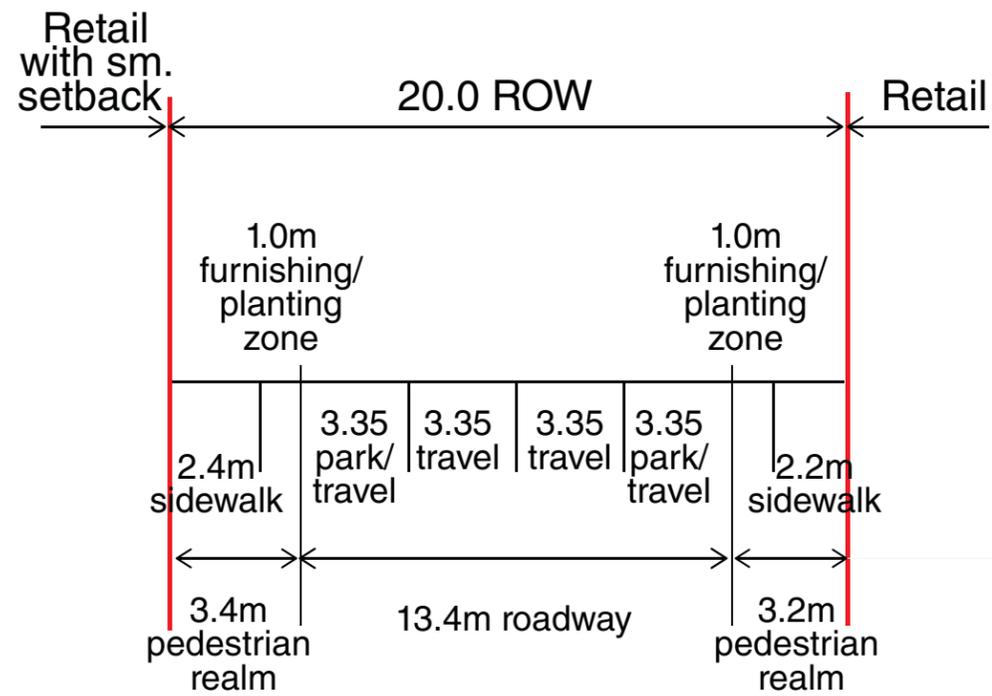
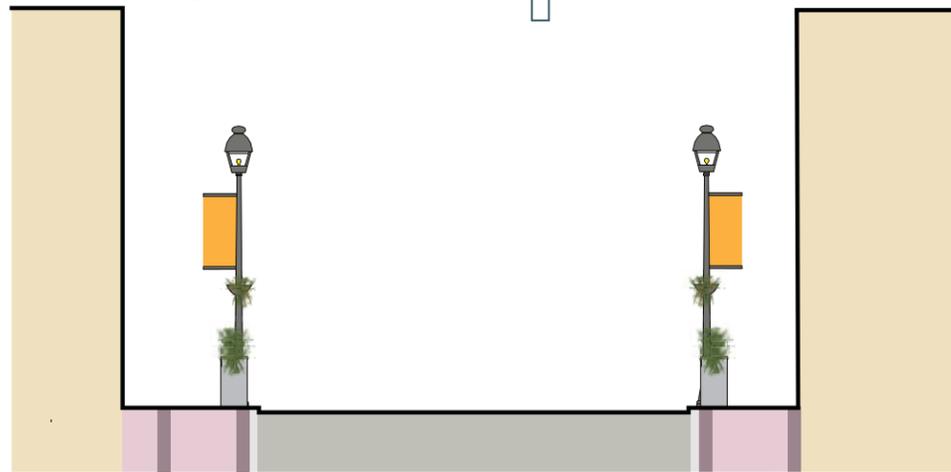
# Main Street Typology 3

Zero Setback

## Existing

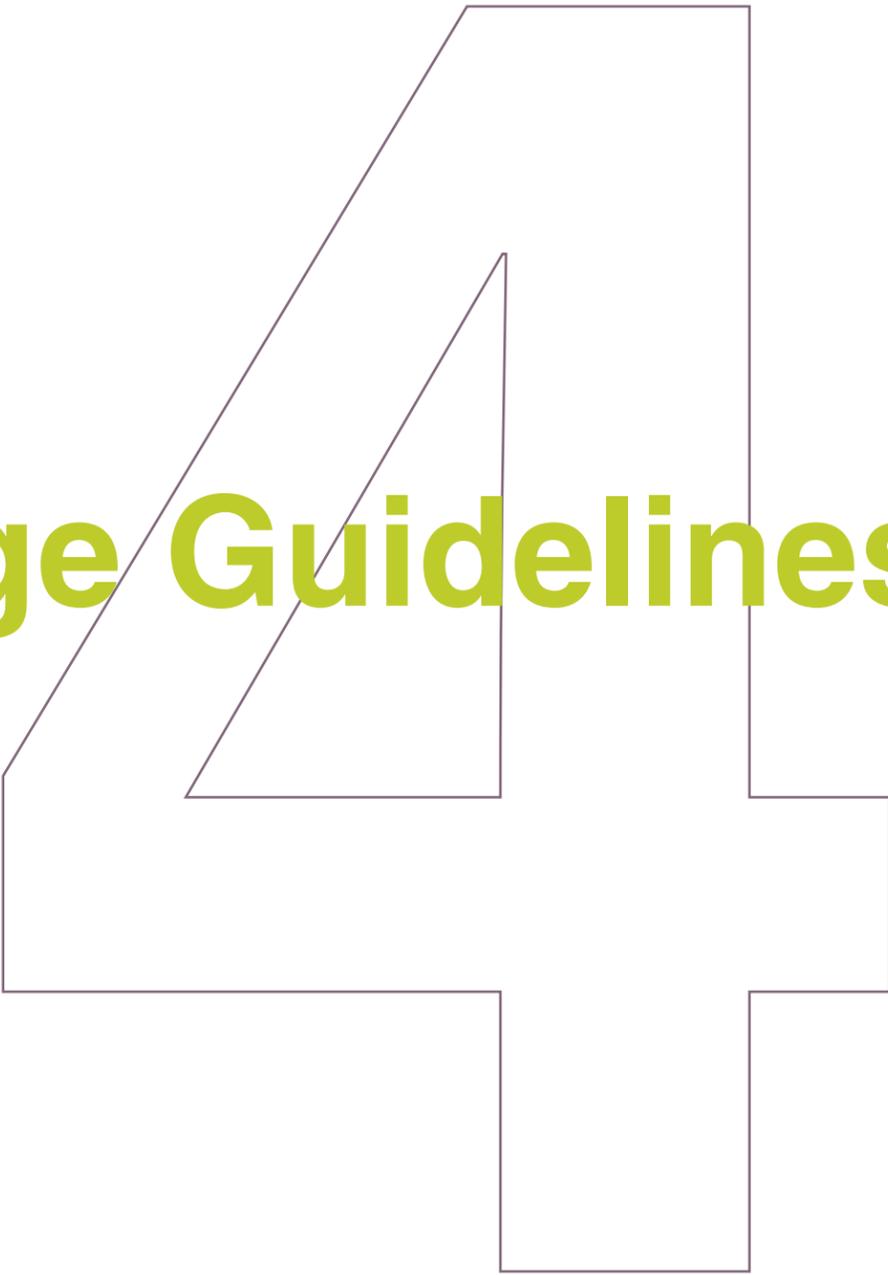


# Concept





# 4.0 Signage Guidelines



# Signage

## 4.1 Signage

Commercial signage plays an important role in the overall image of any shopping area. Signs should be consistent with the Town of Aurora sign by-law and contribute to the quality of individual buildings and the overall streetscape.

- All signage should conform with by-laws and regulations.
- Commercial signage should not overwhelm the building and/or the storefront.
- Back lit illuminated rectangular sign boxes are discouraged.
- To minimize visual clutter, signage should be integrated into the design of building façades wherever possible, through placement within architectural bays and friezes.
- Signage should not obscure windows, cornices or other architectural elements.
- Large freestanding signs, roof signs, and large-scale advertising such as billboards, should be discouraged.
- Highly animated and illuminated digital signage should not be permitted where residential uses can be impacted
- The maximum signage area for storefront signs should be no more than 25% of the business storefront or 20% of window area.
- Signage should aid pedestrians and drivers in navigating the area, especially at night.
- Signs should be well maintained and constructed using high quality materials.

### Typical characteristics of current sign categories and types

#### FREE-STANDING

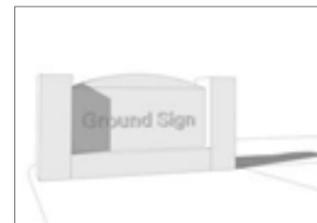


#### BANNER SIGNS



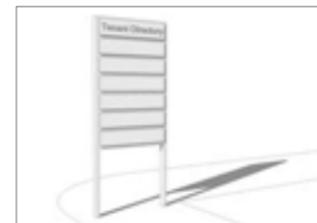
PYLON

- one or two posts
- elevated above grade, above eye level
- large sign area
- typically set in a landscape context
- usually lit
- usually the principle sign for a business
- often has a corporate logo



GROUND

- fixed to the ground
- typically at or below eye level



TENANT DIRECTORY

- used to identify multi tenant buildings and businesses
- typically businesses are in a plaza
- typically set in a landscape context
- sometimes lit



BILLBOARD

- sign which advertises goods, products, services or facilities
- sometimes in locations not associated with the business
- two posts
- elevated above grade
- large sign area
- sometimes lit
- above eye level



BANNERS

- sign composed of lightweight, flexible material such as cloth, plastic, canvas
- mounted on brackets and affixed to utility poles
- typically event specific

## BUILDING MOUNTED



AWNING

- printed or painted on, or attached to an awning or canopy above a business door or window
- oriented to pedestrians from the opposite side of the street



WALL SIGN

- mounted flush and fixed securely to a building wall facing the street
- does not extend beyond the frontage for the business
- sometimes back lit
- typically the main identification sign for a building



PLAQUE

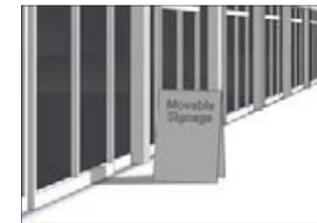
- sign affixed to the building wall
- not part of the typical sign band
- above eye level
- typically secondary to a wall or awning sign



PROJECTING/  
HANGING

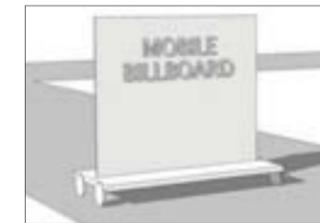
- affixed at the right gable to the face of a building
- typically secondary to a wall sign

## MOVABLE SIGNS



A-FRAME

- stand on their own
- typically located on public property, but in front of the associated business
- typically below eye level



MOBILE  
BILLBOARD

- no fixed foundation
- not permanently attached to a building
- large sign area
- intended to provide temporary signage for a business at its location

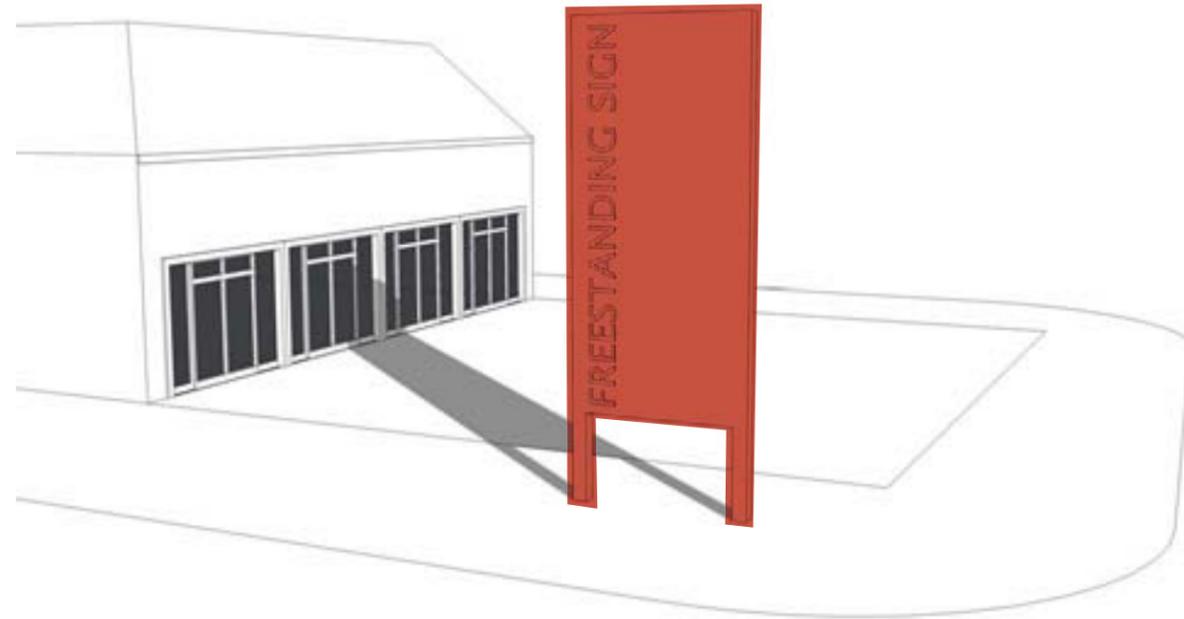


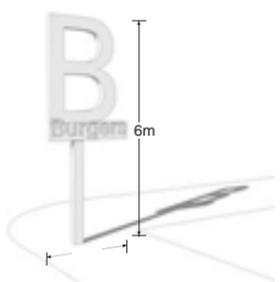
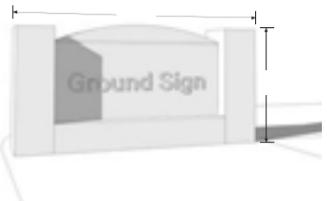
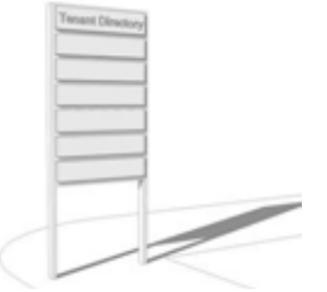
# Free Standing Signage



## General Guidelines

Size & Sign Area	Material & Colour	Lighting	Landscape Context	Special Conditions
<p>Maximum sign area to be determined based on a review of specific conditions of the context:</p> <ul style="list-style-type: none"> <li>lot frontage</li> <li>separation from adjacent buildings</li> <li>width of the right-of-way</li> <li>landscape conditions</li> <li>setback from roadway</li> <li>Generally, the sign should fit within an imaginary rectangle of 6m x 2.4m</li> </ul>	<ul style="list-style-type: none"> <li>Signs should be professionally constructed using high quality materials such as stone, wood and other natural products</li> <li>Colours and lettering style should complement the building facade</li> <li>Modifications to corporate logos may be required to ensure appropriate scale</li> </ul>	<ul style="list-style-type: none"> <li>Light source must be directed to sign such that it does not shine into adjacent property or cause glare for motorists and pedestrians</li> <li>Lighting must be dark sky compliant</li> </ul>	<ul style="list-style-type: none"> <li>Sign must be located within a landscape setting that is integrated with the landscape of the site</li> </ul>	<ul style="list-style-type: none"> <li>No moving text or moveable portions of the sign are allowed</li> <li>No flashing lights</li> <li>Changeable message would comprise up to 25% of sign</li> <li>Changeable message maximum every 10 seconds</li> <li>Third party signs are prohibited</li> </ul>



Specific Guidelines by Type	Size & Sign Area	Material & Colour	Location on Building/Site	Examples of Free-Standing Signs
<p><b>PYLON</b></p> 	<ul style="list-style-type: none"> <li>No more than one pylon sign per lot. Where a number of lots are developed in a manner so as to function as a single development, only one pylon sign shall be permitted.</li> <li>Size must be proportionate to the lot frontage and width of ROW, so as not to clutter or dominate the streetscape character, especially in urban areas.</li> <li>Generally, signs will be lower/smaller on smaller frontages with closely spaced buildings and narrower ROWs.</li> <li>A changeable message is a minor component of the sign. Maximum 25% of the area of the sign face may contain a changeable message.</li> <li>Sign should fit within an imaginary rectangle of 6m x 2.4m.</li> </ul>	<ul style="list-style-type: none"> <li>No internally lit elements on Arterial Commercial roads</li> </ul>	<ul style="list-style-type: none"> <li>Set back from edge of the ROW depends on size of sign</li> <li>Generally the sign is to be set back a dimension that is half the height of the sign</li> </ul>	
<p><b>GROUND SIGN</b></p> 	<ul style="list-style-type: none"> <li>Sign should fit within an imaginary rectangle of 3.6m x 1.8m (6.5m<sup>2</sup>) maximum.</li> </ul>	<ul style="list-style-type: none"> <li>Design and materials should complement buildings</li> <li>Materials should reflect natural character (e.g., granite)</li> </ul>	<ul style="list-style-type: none"> <li>Could be located with 3m of the edge of the ROW</li> </ul>	
<p><b>TENANT DIRECTORY</b></p> 	<ul style="list-style-type: none"> <li>One tenant directory sign per property.</li> <li>Individual tenant sign panels should be uniform in size. The major tenant or name of the Centre may be more prominent.</li> <li>Sign panels should be limited in size to the width of the architectural support elements of the sign with wide spacing between to clearly distinguish individual signs.</li> <li>Where a number of lots are developed in a manner so as to function as a single development, only one sign shall be permitted.</li> <li>Tenant directory sign should be considered within the context of a sign strategy for the development.</li> </ul>	<ul style="list-style-type: none"> <li>Sign structure should be designed to incorporate details, materials and colours of the associated building within a landscape context</li> </ul>	<ul style="list-style-type: none"> <li>Set back 6m from edge of ROW</li> </ul>	
<p><b>BILLBOARD</b></p> 	<ul style="list-style-type: none"> <li>One per property</li> <li>Maximum sign area is 6m<sup>2</sup></li> </ul>		<ul style="list-style-type: none"> <li>One billboard per kilometre</li> <li>Located on vacant lands zoned for industrial or commercial or vacant lands exceeding 25 ha</li> <li>Located at least 3m from the edge of the ROW</li> </ul>	

## Building Mounted Signs



### General Guidelines

Size & Sign Area	Material & Colour	Lighting	Landscape Context	Special Conditions
<ul style="list-style-type: none"> <li>Size of the sign must not overwhelm the facade of the building</li> </ul>	<ul style="list-style-type: none"> <li>Signs should be professionally constructed using high quality materials</li> <li>Colours and lettering style should complement the building facade</li> <li>Modifications to corporate logos may be required to ensure appropriate scale</li> </ul>	<ul style="list-style-type: none"> <li>Internally lit signs are not permitted. Light source must be directed to sign such that it does not shine into adjacent property or cause glare for motorists and pedestrians</li> <li>No flashing, pulsating or moving lights</li> <li>Lighting must be dark sky compliant</li> <li>Back light is acceptable</li> </ul>	N/A	<ul style="list-style-type: none"> <li>The historic core of Aurora is recognized for its building character. Care should be taken not to cover or interfere with the design elements that contribute to a building's character such as windows, doors and cornices</li> <li>Fonts and colours should reflect the historic character of historic Downtown</li> <li>Roof mounted signs must be located on an integral part of the building (e.g. a dormer)</li> </ul>



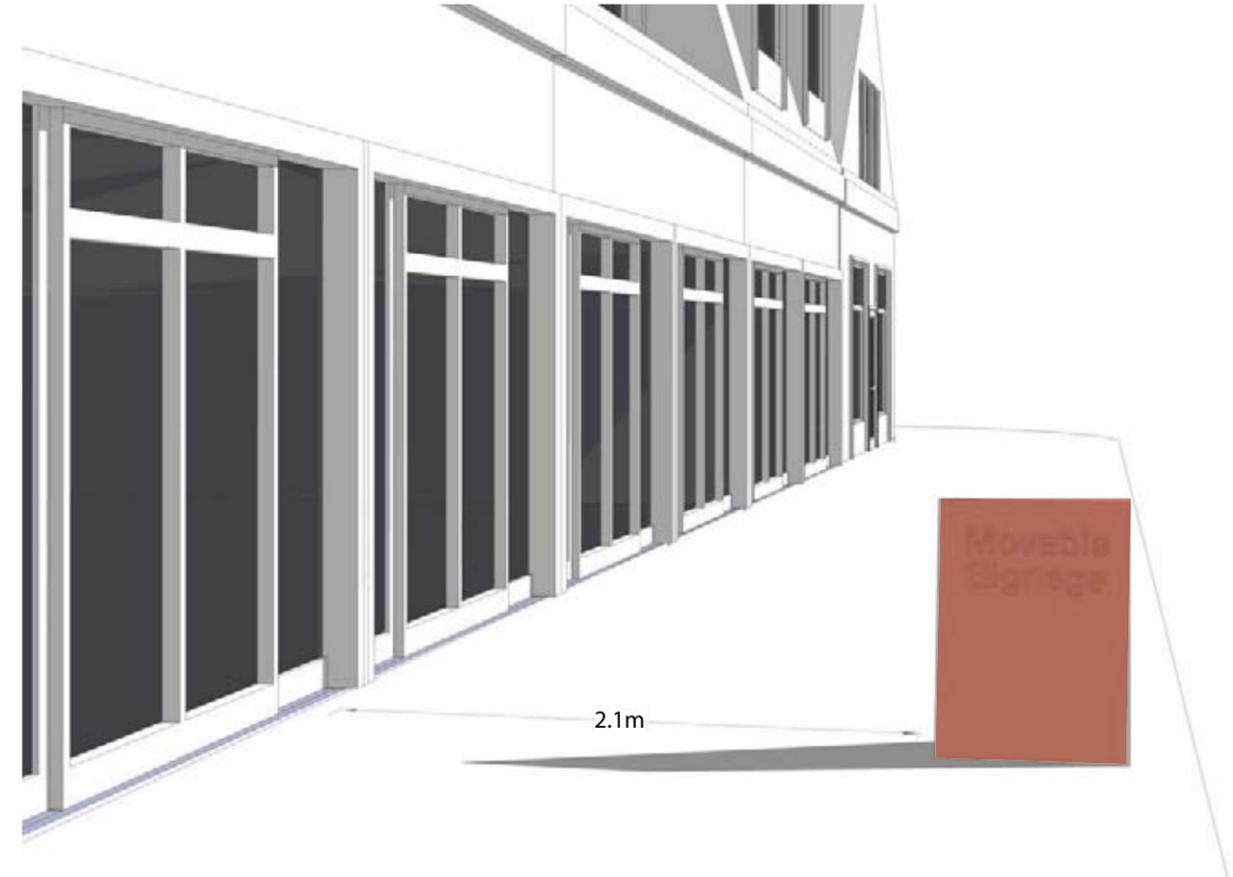
Specific Guidelines by Type	Size & Sign Area	Location on Building/Site	Special Considerations	Examples of Building Mounted Signs
<p><b>AWNING</b></p> 	<ul style="list-style-type: none"> <li>• Minimum height is 2.4m above the sidewalk</li> <li>• Sign lettering and/or logo not to exceed 30% of the total face of the awning.</li> </ul>	<ul style="list-style-type: none"> <li>• Located to project over the individual door and/or window</li> <li>• Should not obscure neighbouring signs</li> </ul>	<ul style="list-style-type: none"> <li>• Could be retractable or permanent</li> <li>• Colour of awning to compliment the character of the area</li> <li>• Approval of road authority required if awning sign will project over road allowance</li> </ul>	
<p><b>WALL SIGN</b></p> 	<ul style="list-style-type: none"> <li>• Not to exceed 25% of the business façade (A)</li> <li>• May project from building face a maximum of 30 cm</li> </ul>	<ul style="list-style-type: none"> <li>• Located on the fascia uninterrupted by door/window</li> </ul>	<ul style="list-style-type: none"> <li>• Raised lettering should be considered in historic Downtown</li> <li>• Location should be coordinated with signs on the adjacent buildings on Main Street. Visual continuity for an entire block face can be achieved through sensitive design and alignment of various signs</li> <li>• Raised letters could be affixed directly to the façade, without being on a backing.</li> <li>• Externally lit or back lit only</li> </ul>	
<p><b>PLAQUE</b></p> 	<ul style="list-style-type: none"> <li>• Maximum sign area is 15% of the wall (A)</li> <li>• Sign structure should be subordinate to wall sign</li> </ul>	<ul style="list-style-type: none"> <li>• Locate plaque on upper storey above the ground floor business</li> </ul>	<ul style="list-style-type: none"> <li>• Should complement wall sign</li> </ul>	
<p><b>PROJECTING/HANGING</b></p> 	<ul style="list-style-type: none"> <li>• Maximum sign area is 0.3m<sup>2</sup></li> <li>• Can project up to 1m, as long as 1.5 m of unobstructed sidewalk space is protected for</li> </ul>	<ul style="list-style-type: none"> <li>• Sign located a minimum 2.4 m if above sidewalk</li> <li>• Mounting hardware should be attractive and an integral part of the sign</li> </ul>	<ul style="list-style-type: none"> <li>• Externally lit only</li> <li>• No A-frame signs permitted for businesses with a projecting sign / hanging sign</li> <li>• May be mounted on a standard dedicated for this purpose</li> </ul>	

## Movable Signs



### General Guidelines

Size & Sign Area	Material & Colour	Lighting	Landscape Context	Special Conditions
<ul style="list-style-type: none"> <li>Fixed freestanding or building-mounted signs should be the main sign. Moveable signs are not substitutes for permanent identification signs.</li> </ul>	<ul style="list-style-type: none"> <li>Contrast to building and sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>No lighting</li> </ul>	N/A	<ul style="list-style-type: none"> <li>No lights</li> <li>No moving parts</li> </ul>



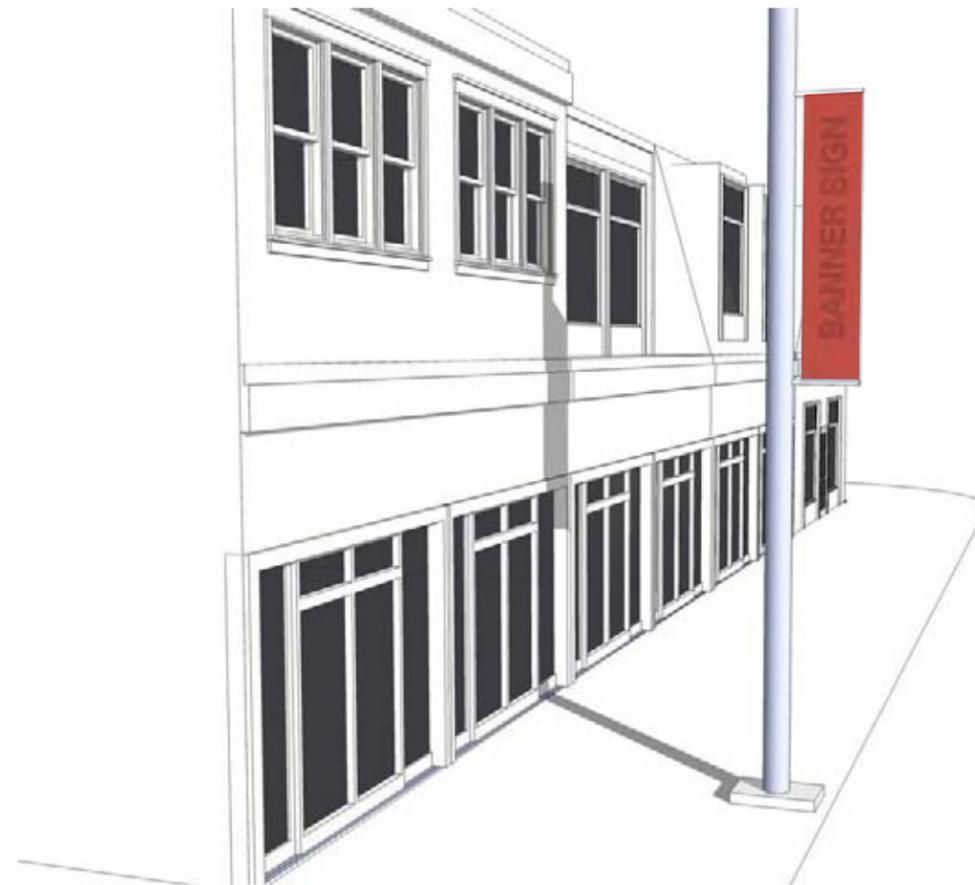
Specific Guidelines by Type	Size & Sign Area	Location on Building/Site	Special Considerations	Material & Colour	Examples of Moveable Signs
<p><b>A-FRAME</b></p> 	<ul style="list-style-type: none"> <li>Maximum height 0.9m, maximum width 0.6m</li> <li>Should have two sign faces</li> </ul>	<ul style="list-style-type: none"> <li>One per business located immediately adjacent to the building wall</li> <li>Located in the landscaping furnishing zone ensuring 2.1m of unobstructed sidewalk space</li> </ul>	<ul style="list-style-type: none"> <li>Must be moved inside after business hours</li> <li>Must be protected against movement by wind</li> </ul>	<ul style="list-style-type: none"> <li>Signs should be professionally constructed using high quality materials</li> </ul>	
<p><b>MOVABLE BILLBOARD</b></p> 	<ul style="list-style-type: none"> <li>Maximum sign area is 6.5 m2</li> <li>No greater than 1.5m high</li> </ul>	<ul style="list-style-type: none"> <li>Located on site of business</li> </ul>	<ul style="list-style-type: none"> <li>Located on a site of business for up to one week and not more than a total of two weeks per year</li> </ul>	<ul style="list-style-type: none"> <li>White, or light tone, letters on a black background or black letters on a white background</li> <li>No fluorescent signs or lettering</li> <li>No lights or moving parts</li> </ul>	

# Banner Signs



## General Guidelines

Size & Sign Area	Material & Colour	Lighting	Landscape Context	Special Conditions
<ul style="list-style-type: none"> <li>Minimum height above ground of 2.5m for clearance of pedestrians</li> <li>Two sign faces</li> </ul>	<ul style="list-style-type: none"> <li>Bold colours and high contrast</li> <li>Preferably can be read from both sides</li> <li>Strong, durable materials such as vinyl and appropriate fabrics</li> </ul>	<ul style="list-style-type: none"> <li>No lighting</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Must be firmly attached and present no public danger in windy conditions</li> <li>Reserved for public authority, agency or special events</li> <li>Placement of special events banners are not to exceed 2 weeks, every 6 months.</li> </ul>







# 5.0 Implementation

# Boulevards

## 5.1 Boulevards Implementation

1. **RECOMMENDATION** Provide masonry pillars and wrought iron fencing in all commercial landscape buffers between the pedestrian zone and commercial frontages.
2. **RECOMMENDATION** Increase commercial landscape buffer between pedestrian zone and commercial frontages with dense planting and low maintenance shrubs.
3. **RECOMMENDATION** When landscaping/furnishing zone is less than 0.75m install unit paver band between curb and pedestrian zone.
4. **RECOMMENDATION** Plant shade street trees in 1.8m wide or more landscaping/furnishing zones.
5. **RECOMMENDATION** Bury all hydro lines and replace street lights with LED Wellington light standard with pedestrian light armature.
6. **RECOMMENDATION** Develop and install promenade, seasonal and event banners on all street poles.
7. **RECOMMENDATION** Expand all sidewalks to 3.0m which will accommodate all uses (cyclists and pedestrians).
8. **RECOMMENDATION** Roll out all VIVA street furnishings in appropriate locations (transit shelters and pedestrian access points into commercial centres).
9. **RECOMMENDATION** Install seasonal lighting on street poles and/or street trees.
10. **RECOMMENDATION** Improve sustainability in parking lots by installing permeable pavers in parking stalls and increase tree coverage in parking lots through landscaped islands. Some parking stalls may have to be removed to increase tree coverage.
11. **RECOMMENDATION** Create landscaped pedestrian access into all major commercial centres.
12. **RECOMMENDATION** Increase pedestrian lighting in parking lot areas and pedestrian access points.
13. **RECOMMENDATION** All large commercial signage should be unified and have dense landscaping at base of sign.

	Physical improvement	Study/Design	Governance/Process	Event/Program	Other	Immediate	1-2 years	2-5 years	5-10 years	Ongoing	< N/A	< \$50,000	\$50,000 – \$150,000	\$150,000 – \$500,000	\$500,000 – \$1 million	\$1 million – \$5 million	> \$5 million	Town	York Region Transit	Landowners/Developers	Other Agencies
1. RECOMMENDATION Provide masonry pillars and wrought iron fencing in all commercial landscape buffers between the pedestrian zone and commercial frontages.	○							○					○					○			
2. RECOMMENDATION Increase commercial landscape buffer between pedestrian zone and commercial frontages with dense planting and low maintenance shrubs.	○							○					○					○			
3. RECOMMENDATION When landscaping/furnishing zone is less than 0.75m install unit paver band between curb and pedestrian zone.	○					○							○					○			
4. RECOMMENDATION Plant shade street trees in 1.8m wide or more landscaping/furnishing zones.	○								○				○						○		
5. RECOMMENDATION Bury all hydro lines and replace street lights with LED Wellington light standard with pedestrian light armature.	○								○							○		○			
6. RECOMMENDATION Develop and install promenade, seasonal and event banners on all street poles.		○					○							○				○			
7. RECOMMENDATION Expand all sidewalks to 3.0m which will accommodate all uses (cyclists and pedestrians).		○					○											○			
8. RECOMMENDATION Roll out all VIVA street furnishings in appropriate locations (transit shelters and pedestrian access points into commercial centres).		○								○								○			
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10. RECOMMENDATION Improve sustainability in parking lots by installing permeable pavers in parking stalls and increase tree coverage in parking lots through landscaped islands. Some parking stalls may have to be removed to increase tree coverage.		○							○					○						○	
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	Physical improvement	Study/Design	Governance/Process	Event/Program	Other	Immediate	1-2 years	2-5 years	5-10 years	Ongoing	< N/A	< \$50,000	\$50,000 – \$150,000	\$150,000 – \$500,000	\$500,000 – \$1 million	\$1 million – \$5 million	> \$5 million	Town	York Region Transit	Landowners/Developers	Other Agencies	
14. RECOMMENDATION Create strong connection points to public park lands from promenade and improve park frontages.		<input type="checkbox"/>						<input type="checkbox"/>										<input type="checkbox"/>				
15. RECOMMENDATION Replace existing gateway elements with updated and coordinated gateway elements and landscaping.			<input type="checkbox"/>					<input type="checkbox"/>						<input type="checkbox"/>								<input type="checkbox"/>
16. RECOMMENDATION Implement wayfinding strategy for Yonge and Wellington promenade.			<input type="checkbox"/>				<input type="checkbox"/>							<input type="checkbox"/>								<input type="checkbox"/>
17. RECOMMENDATION Improve crosswalks at all major intersections using decorative pavers.	<input type="checkbox"/>					<input type="checkbox"/>							<input type="checkbox"/>					<input type="checkbox"/>				

# Village streets

## 5.2 Village Streets Implementation

### Village Streets

1. **RECOMMENDATION** Increase commercial landscape buffer between pedestrian zone and commercial frontages with dense planting and low maintenance shrubs.
2. **RECOMMENDATION** When landscaping/furnishing zone is less than 0.75m install unit paver band between curb and pedestrian zone.
3. **RECOMMENDATION** Plant shade street trees in 1.8m wide or more landscaping/furnishing zones.
4. **RECOMMENDATION** Bury all hydro lines and replace street lights with LED Wellington light standard with pedestrian light armature.
5. **RECOMMENDATION** Install new LED pedestrian light pole, similar family to Wellington light standard in between all street lights.
6. **RECOMMENDATION** Develop and install promenade, seasonal and event banners on all street poles.
7. **RECOMMENDATION** Widened sidewalks to 2.1m
- 8 **RECOMMENDATION** Roll out all VIVA street furnishings in appropriate locations (transit shelters and pedestrian access points into commercial centres).
9. **RECOMMENDATION** Install seasonal lighting on street poles and/or street trees.
10. **RECOMMENDATION** Improve sustainability in parking lots by installing permeable pavers in parking stalls and increasing tree coverage in parking lots through landscaped islands. Some parking stalls may have to be removed to increase tree coverage.
11. **RECOMMENDATION** Increase pedestrian lighting in parking lot areas and pedestrian access points.
12. **RECOMMENDATION** All large commercial signage should be unified and have dense landscape at base of sign.

	Physical improvement	Study/Design	Governance/Process	Event/Program	Other	Immediate	1-2 years	2-5 years	5-10 years	Ongoing	< N/A	< \$50,000	\$50,000 – \$150,000	\$150,000 – \$500,000	\$500,000 – \$1 million	\$1 million – \$5 million	> \$5 million	Town	York Region Transit	Landowners/Developers	Other Agencies
1. RECOMMENDATION Increase commercial landscape buffer between pedestrian zone and commercial frontages with dense planting and low maintenance shrubs.	○							○					○					○			
2. RECOMMENDATION When landscaping/furnishing zone is less than 0.75m install unit paver band between curb and pedestrian zone.	○					○							○					○			
3. RECOMMENDATION Plant shade street trees in 1.8m wide or more landscaping/furnishing zones.	○								○				○							○	
4. RECOMMENDATION Bury all hydro lines and replace street lights with LED Wellington light standard with pedestrian light armature.	○								○						○			○			
5. RECOMMENDATION Install new LED pedestrian light pole, similar family to Wellington light standard in between all street lights.	○								○						○			○			
6. RECOMMENDATION Develop and install promenade, seasonal and event banners on all street poles.		○					○						○					○			
7. RECOMMENDATION Widened sidewalks to 2.1m	○						○								○			○			
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10. RECOMMENDATION Improve sustainability in parking lots by installing permeable pavers in parking stalls and increasing tree coverage in parking lots through landscaped islands. Some parking stalls may have to be removed to increase tree coverage.		○							○					○						○	
11. RECOMMENDATION Increase pedestrian lighting in parking lot areas and pedestrian access points.	○								○					○						○	
12. RECOMMENDATION All large commercial signage should be unified and have dense landscape at base of sign.		○						○					○								○

	Physical improvement	Study/Design	Governance/Process	Event/Program	Other	Immediate	1-2 years	2-5 years	5-10 years	Ongoing	< N/A	< \$50,000	\$50,000 – \$150,000	\$150,000 – \$500,000	\$500,000 – \$1 million	\$1 million – \$5 million	> \$5 million	Town	York Region Transit	Landowners/Developers	Other Agencies
13. <b>RECOMMENDATION</b> Replace all concrete retaining walls with a living wall system or sculptural public art piece.	○								○					○				○			
14. <b>RECOMMENDATION</b> Create strong connection points to public park lands from promenade and improve park frontages.		○						○						○				○			
15. <b>RECOMMENDATION</b> Implement wayfinding strategy for Yonge and Wellington promenade.		○					○							○							○
16. <b>RECOMMENDATION</b> Install rain gardens and dense low maintenance grasses in the landscaping/furniture zone on Wellington Street and on neighbouring residential streets.		○					○							○				○			
17. <b>RECOMMENDATION</b> Small commercial signs in front of offices in Victorian homes should be highlighted through gardens and unique landscaping.		○				○								○							○
18. <b>RECOMMENDATION</b> Improve crosswalks at all intersections using decorative red pavers.		○					○							○				○			
19. <b>RECOMMENDATION</b> Encourage patio space where there are building setbacks and in wide midblock connections		○					○							○				○			○

13. **RECOMMENDATION** Replace all concrete retaining walls with a living wall system or sculptural public art piece.

14. **RECOMMENDATION** Create strong connection points to public park lands from promenade and improve park frontages.

15. **RECOMMENDATION** Implement wayfinding strategy for Yonge and Wellington promenade.

16. **RECOMMENDATION** Install rain gardens and dense low maintenance grasses in the landscaping/furniture zone on Wellington Street and on neighbouring residential streets.

17. **RECOMMENDATION** Small commercial signs in front of offices in Victorian homes should be highlighted through gardens and unique landscaping.

18. **RECOMMENDATION** Improve crosswalks at all intersections using decorative red pavers.

19. **RECOMMENDATION** Encourage patio space where there are building setbacks and in wide midblock connections

# Main streets

## 5.3 Main Streets Implementation

### Main Streets

1. **RECOMMENDATION** Update all concrete sidewalks with unit pavers that extend from the curb zone to building face.
2. **RECOMMENDATION** Implement hanging baskets on all pedestrian light poles for year-round landscaping.
3. **RECOMMENDATION** Install long narrow planters for year-round landscaping where sidewalk widths cannot accommodate street trees.
4. **RECOMMENDATION** Plant street trees with 5m spacing (max.) when there is adequate setback for the pedestrian zone to borrow sidewalk width from frontage zone. Trees should be planted with heritage style tree grate and tree guard.
5. **RECOMMENDATION** Install heritage style furniture throughout the street based on the furniture rhythm recommendations.
6. **RECOMMENDATION** Develop historic downtown promotional banners for area, events, seasons.
7. **RECOMMENDATION** Create seasonal programs and events that may involve street or lane closures (annual midnight madness sidewalk sale, festivals, public art shows, concerts, etc).
8. **RECOMMENDATION** On large stand alone commercial signs landscaping should be introduced at base of signage.
9. **RECOMMENDATION** Sandwich boards should be placed within the landscape/furnishing zone and must not encroach on the pedestrian zone. Business should be limited to one sign. Neon rental signs should be not be used in historic downtown.
10. **RECOMMENDATION** Uniform and compelling commercial awnings or signage should be installed on building facades.
11. **RECOMMENDATION** Mid-block connections should be landscaped and similar to existing mid-block connection at Public library.
12. **RECOMMENDATION** A traffic and parking study should be conducted to determine feasibility of removing on-street parking and travel lane either permanently or seasonal to provide space for pop-cafes, wider sidewalks, patios, landscaping and public art).
13. **RECOMMENDATION** Improve all crosswalks with decorative pavers (heritage red) and embedded street name, town name or logo into sidewalk at intersections.
14. **RECOMMENDATION** Encourage patio space where there are building setbacks and in wide midblock connections

	Physical improvement	Study/Design	Governance/Process	Event/Program	Other	Immediate	1-2 years	2-5 years	5-10 years	Ongoing	< N/A	< \$50,000	\$50,000 – \$150,000	\$150,000 – \$500,000	\$500,000 – \$1 million	\$1 million – \$5 million	> \$5 million	Town	York Region Transit	Landowners/Developers	Other Agencies
1. RECOMMENDATION Update all concrete sidewalks with unit pavers that extend from the curb zone to building face.	○									○	○							○			○
2. RECOMMENDATION Implement hanging baskets on all pedestrian light poles for year-round landscaping.	○					○						○						○			
3. RECOMMENDATION Install long narrow planters for year-round landscaping where sidewalk widths cannot accommodate street trees.	○						○					○						○			
4. RECOMMENDATION Plant street trees with 5m spacing (max.) when there is adequate setback for the pedestrian zone to borrow sidewalk width from frontage zone. Trees should be planted with heritage style tree grate and tree guard.	○					○						○						○			
5. RECOMMENDATION Install heritage style furniture throughout the street based on the furniture rhythm recommendations.	○									○	○							○			
6. RECOMMENDATION Develop historic downtown promotional banners for area, events, seasons.		○				○						○									○
7. RECOMMENDATION Create seasonal programs and events that may involve street or lane closures (annual midnight madness sidewalk sale, festivals, public art shows, concerts, etc).				○						○	○							○		○	○
8. RECOMMENDATION On large stand alone commercial signs landscaping should be introduced at base of signage.	○					○						○						○			
9. RECOMMENDATION Sandwich boards should be placed within the landscape/furnishing zone and must not encroach on the pedestrian zone. Business should be limited to one sign. Neon rental signs should be not be used in historic downtown.	○					○					○										○
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