

Town of Lincoln with Niagara Region

Urban Design Vision & Streetscape Master Plan for Ontario Street

Background Technical Presentation

January 2022

Town of Lincoln

Niagara Region

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Outline

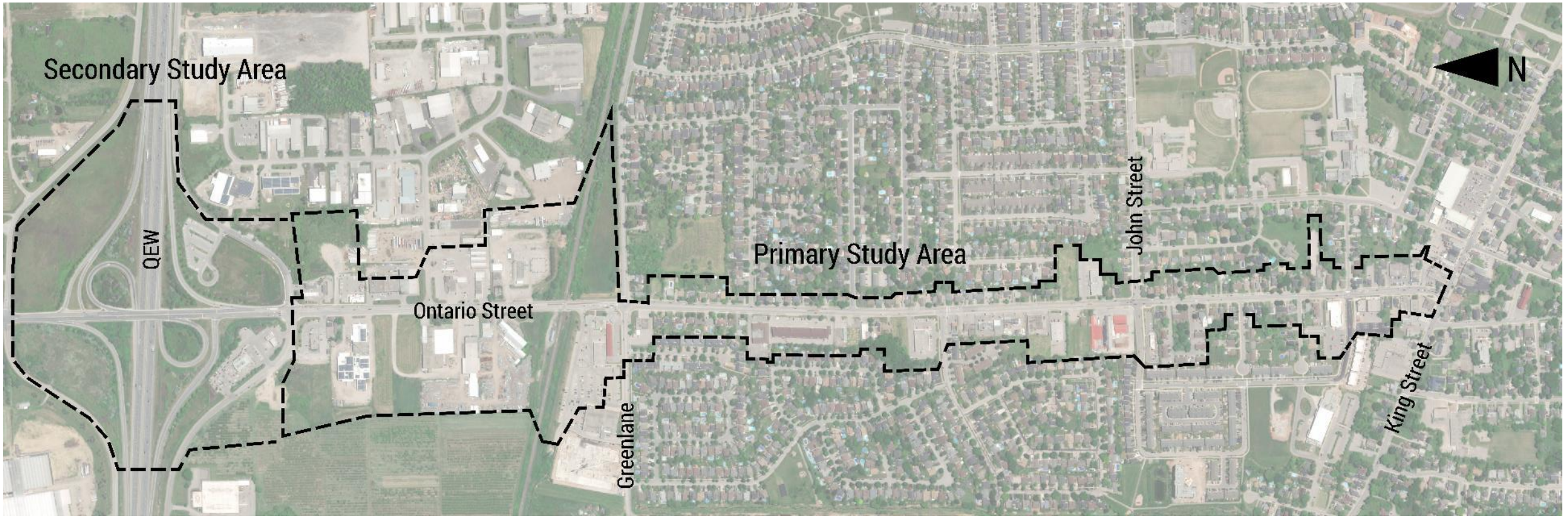
- Project Introduction & Overview
- Project Goals & Objectives
- Background Review
- Site Walk and SWOT Analysis
- Key Findings
- Case Studies
- Next Steps & Engagement
- Project Information Resources



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Project Introduction

The Town of Lincoln, in collaboration with Niagara Region, has initiated an exercise to prepare an Urban Design Vision and Streetscape Master Plan for Ontario Street (Regional Road 18) in Beamsville. At 2.3 kilometres long, the primary study area encompasses the segment of Ontario Street that runs from the south edge of the South Service Road in the north to the King Street intersection (Regional Road 81) in the south. The secondary study area is an additional 500 metres to the north and is focused largely on the private realm.



Project Overview

The Province forecasts population and employment growth coming to Niagara. The Town of Lincoln is in a unique situation where it must focus this growth inward as the urban boundary is restricted from expanding by the Greenbelt Plan and the Niagara Escarpment Plan. This means that growth will need to be accommodated within the existing built-up areas, such as Beamsville through intensification opportunities.

As a primary linkage between the Queen Elizabeth Way (Q.E.W.) highway into Beamsville and the downtown area, Ontario Street requires a long term strategy to not only accommodate growth and a range of land uses, but also to develop a cohesive and attractive streetscape identity that welcomes visitors and appeals to residents. The location of the future GO station within the study area is another important factor. The streetscape design will support all modes of travel and connections to higher order transit.

The urban design vision will consider design of both the public realm and private realm along Ontario Street. There is an opportunity for this vital intensification corridor to incorporate a greater mix of uses and intensification. The Complete Streets approach to the design of roads and streetscapes ensures that the needs and safety of all road users are considered. As redevelopment and intensification occur over time, the Master Plan for the corridor will also account for established neighbourhoods and properties that abut the study area, with respect to built form transition and land use compatibility.



Project Goals

To create a guiding vision and urban design guidelines that accommodates redevelopment and intensification that allows the appropriate transitions to take place within and adjacent to the study area.

Identify streetscape design, placemaking opportunities and public realm investments.

Examine planning initiatives and best practices in urban design to leverage the potential of Ontario Street between downtown Beamsville and the South Service Road.

Adapting existing context from lower density residential neighbourhood combined with various commercial and institutional uses into a more intensified, compact, vibrant and mixed-use corridor.

Ontario Street will be comprehensively planned for social and economic success and environmental sustainability. The design will also follow the Region's Complete Streets policies and approach.

Public realm investments such as streetscape furniture and beautification, parking considerations, traffic calming opportunities as well as potential modes of connectivity into adjacent communities will also be important components. Planning policy recommendations that describe the vision along with a Streetscape implementation package and Urban Design Guidelines for the private realm will assist in implementing the vision.



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Project Objectives

- To create an Urban Design Vision, Streetscape Master Plan and Urban Design Guidelines for redevelopment of the public and private realms along Ontario Street including main intersections.
- To undertake the necessary background review and analysis to understand the existing context, potential gaps in planning and to address best practices in urban design.
- To provide a phasing/implementation plan and high level cost estimate for streetscape and public realm improvements for capital budgeting and implementation purposes.
- To improve access management and ensure the road user safety, particularly for pedestrians and cyclists.
- To provide design direction for redevelopment, intensification, and infill as well as a direction for future streetscape and public realm investments and the interface between the two.
- To deliver a robust public and stakeholder engagement program
- To ensure that a 'one size fits all approach' is not employed in the vision and that the design of the corridor reflects the varying conditions and contexts and addresses with sensitivity properties that will remain in their current conditions, adjacent properties, the transition between existing and intensification built forms.



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Background Review



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Background Review

The background review included the following documentation:

- Niagara Region:
  - Official Plan, 2014
  - Transportation Master Plan, 2017
  - Complete Streets Policy Handbook, 2019
  - Model Urban Design Guidelines, 2005

- Town of Lincoln:
  - Official Plan, 2018 Consolidation
  - Zoning Bylaw NO. 93-14-Z1, 2020 Consolidation
  - Transportation Master Plan, 2019
  - Active Transportation Strategy, 2019
  - Economic Development Strategy, 2018
  - Tourism Strategy, 2020

- Community Improvement Plans:
  - Beamsville CBD and Ontario Street Commercial Area
  - Mixed Use and Residential Intensification

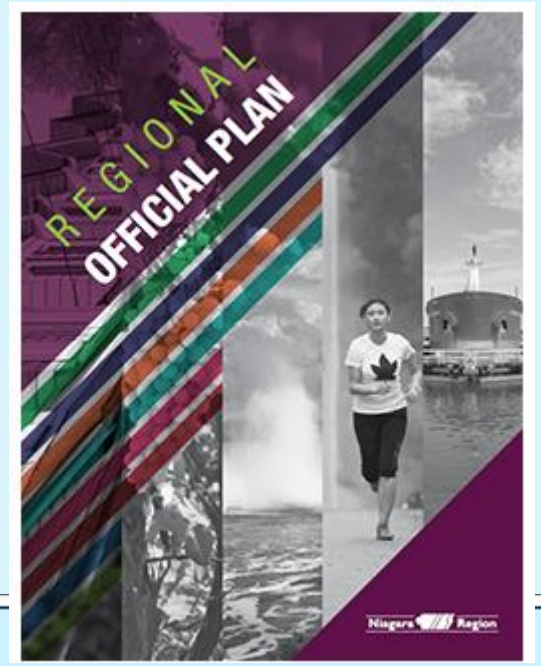
- Other
  - Beamsville Go Transit Station Secondary Plan OPA 4, 2018
  - Ontario Street Vision, 2018
  - AODA requirements
  - MTO Regulations (for highway adjacent properties)
  - CP Rail Regulations (for properties that abut the rail line)

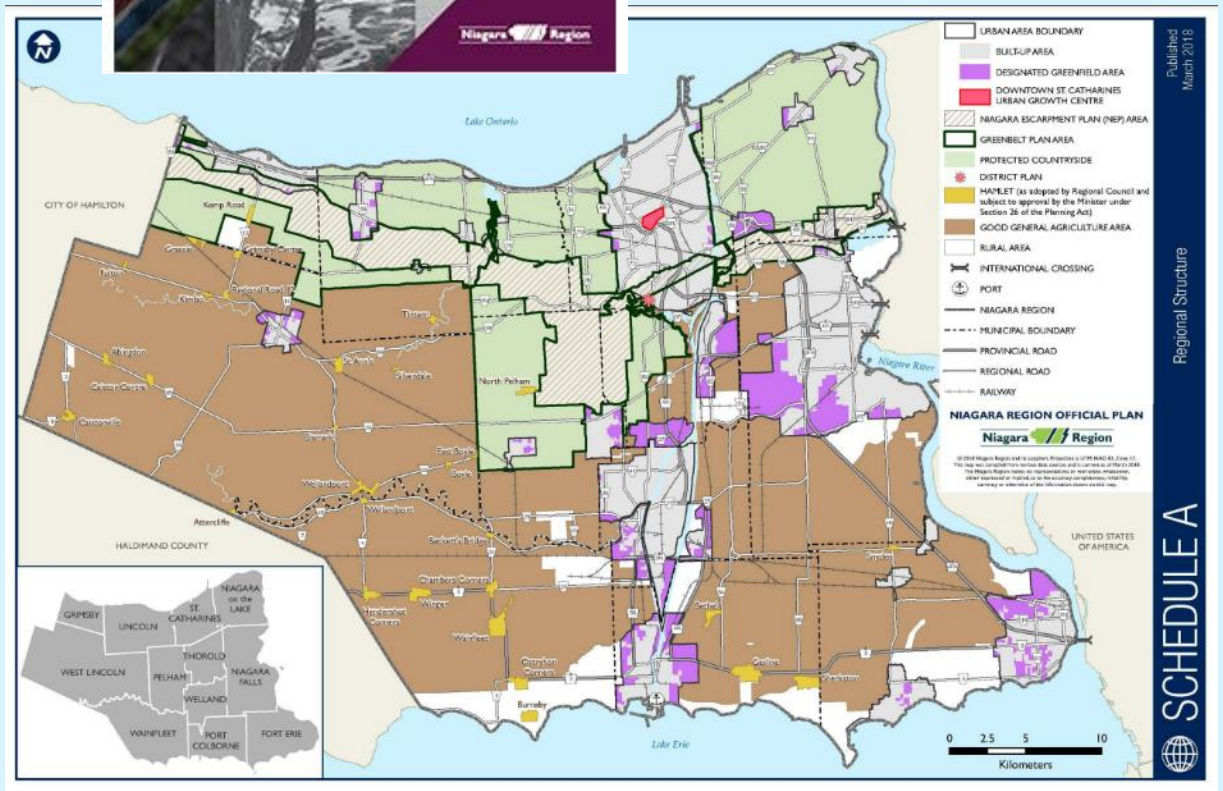
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Niagara Region Official Plan

"The *Region* promotes urban design analysis, municipal beautification, streetscape improvements, public art and the establishment of public gardens to ensure our communities remain attractive places, enhance our quality of life, and encourage tourism."

-Niagara Region OP – 4.J Urban Design and the Public Realm





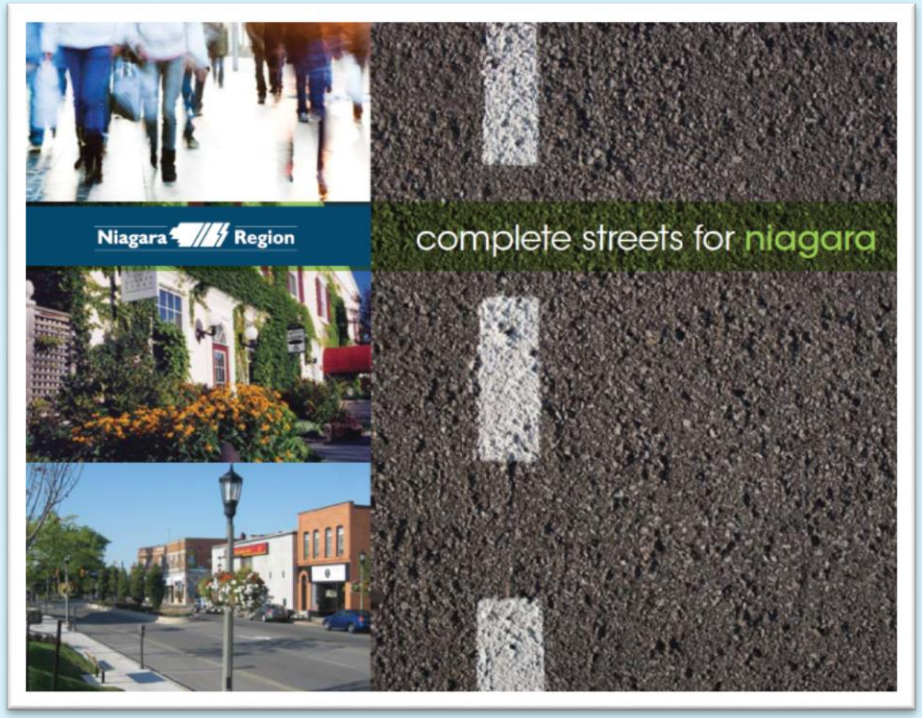
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Niagara Region "Complete Streets for Niagara" Model Policy Handbook (2019)

"Complete Streets shall be implemented within the Municipality to achieve the following objectives:

a. Balance multiple modes of transportation in the right-of way
b. Provide opportunities for access and mobility for people of all ages and abilities
c. Increase the efficiency of existing rights-of-way
d. Lower greenhouse gas emissions
e. Create opportunities for more passive physical activity
f. Capitalize and build upon road rehabilitation projects
g. Better integrate transportation and land use planning
h. Develop vibrant communities with a sense of place
i. Support the local economy and tourism initiatives"

- Definitions, Goals and Objectives



Complete Streets Design Manual Coming 2022!

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Niagara Region Transportation Master Plan

The purpose of a street should be more than just a route for automobiles. Streets are the defining elements of Niagara's towns and cities and showcase the character of a place. Niagara Region's growing interest and movement towards safe, accessible and multi-modal streets is aligned with the movement towards "Complete Streets" that has been spreading across many progressive North American communities. The Complete Streets approach is consistent with the strategic goals of the TMP to integrate land use and transportation, promote sustainable options and healthy communities.

The integration of land use planning, transportation planning and urban design is critical for developing Complete Streets that support Smart Growth.

- Chapter 4 Needs and Opportunities

Potential Outcomes for Character Areas along Ontario Street

Main Street



Main Streets are traditional pedestrian oriented shopping streets often with a heritage character and street-oriented, mixed-use buildings at a human scale surrounded by stable residential neighbourhoods.

Urban General (Narrow)



Urban General (Narrow) are narrow roads located in the Region's most urbanized, dense and mixed-use urban centres.

Urban General (Wide)



Urban General (Wide) roads are major urban arterials that support high density development, commercial and retail uses and accommodate all transportation modes.

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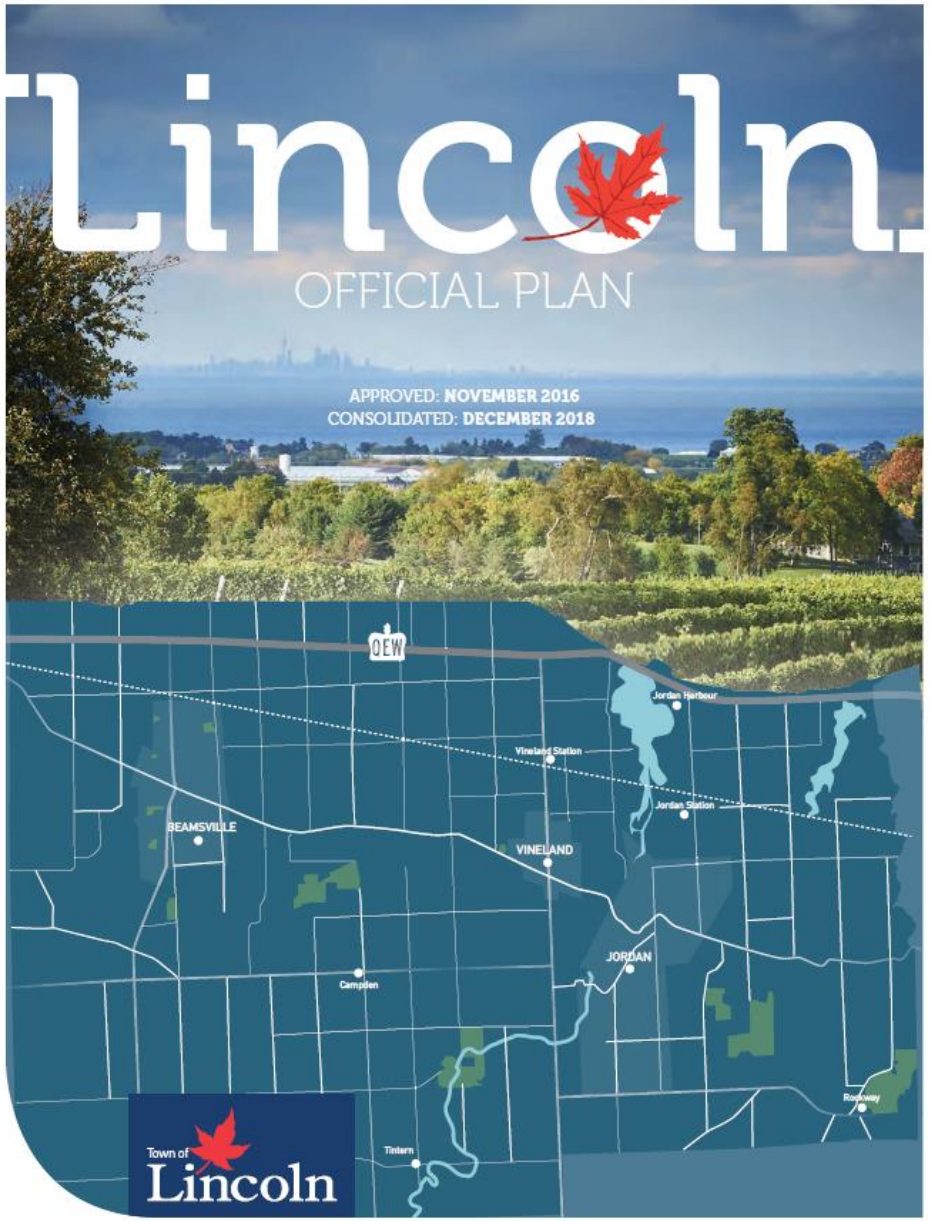
Town of Lincoln Official Plan

Streets are important not only for transportation and the movement of goods, but also for establishing the character of the Town. The public streetscape realm includes the roadway as well as the sidewalks and boulevards. Within the street, sidewalk widths and design, landscaping and street furniture can provide pedestrian comfort and interest. In order to create a comfortable pedestrian environment and to enhance the character of the Town, the design of the area within the street boulevard should include plantings, lighting, street furniture and special paving patterns and materials. .

- 8.6.3.1 Roads and Streetscape Elements

It is the Town objective to enhance the physical appearance new residential development in the Town. All new development or redevelopment shall conform to the Town Urban Design Policies.

- 8.6.3.4 Housing



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Town of Lincoln Beamsville GO Secondary Plan

The planned function of the Mixed Use designation is to provide opportunities for mixed use development in a medium to high density format. Uses can be mixed across a parcel or mixed within a building. Commercial, office, institutional uses that enliven the street should be located on the ground floor of buildings close to the front property line to help frame and animate the street. Consideration should be given to lower development ` as a transition to the adjacent residential areas.

- 4.2.8 Mixed Use

Major streetscape improvements are proposed for Ontario Street (between the South Service Road and Greenlane) and for Greenlane (between the Urban Area Boundary and Carriage Road). Key improvements should include (but are not limited to) completion of sidewalk networks on both sides of the street, tree plantings on both sides of the street to provide shade and comfort for pedestrians, improved lighting, occasional street furniture and pedestrian refuge islands at key locations.

- 5.1.2.1 Major Streetscape Improvement Areas

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Beamsville GO Secondary Plan Maximum Building Heights



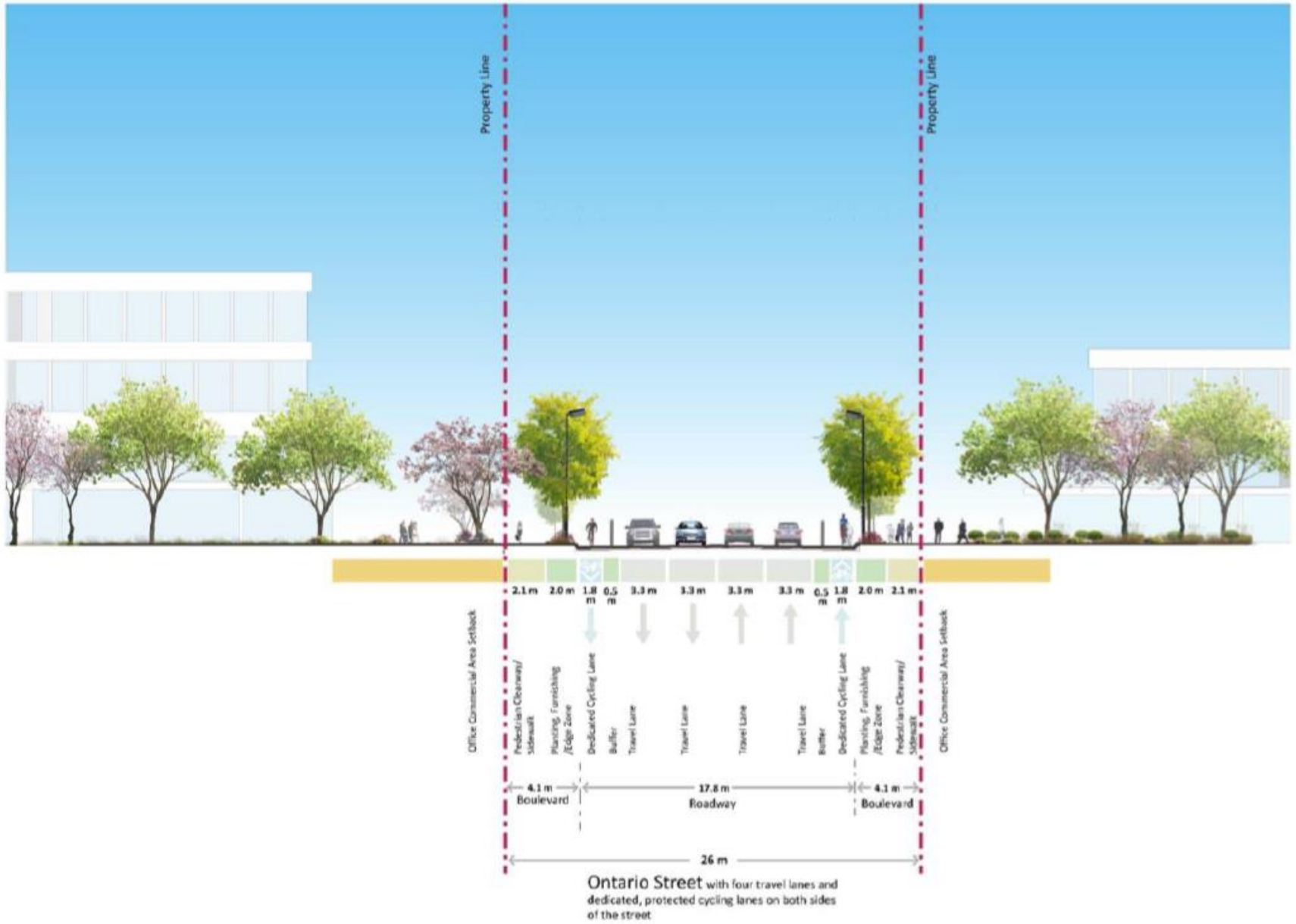
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Visualization of future condition of Greenlane towards Ontario Street

Beamsville GO Transit Station Secondary Plan

Schedule B12-1: Cross Section – Ontario Street (Typical Cross-Section)

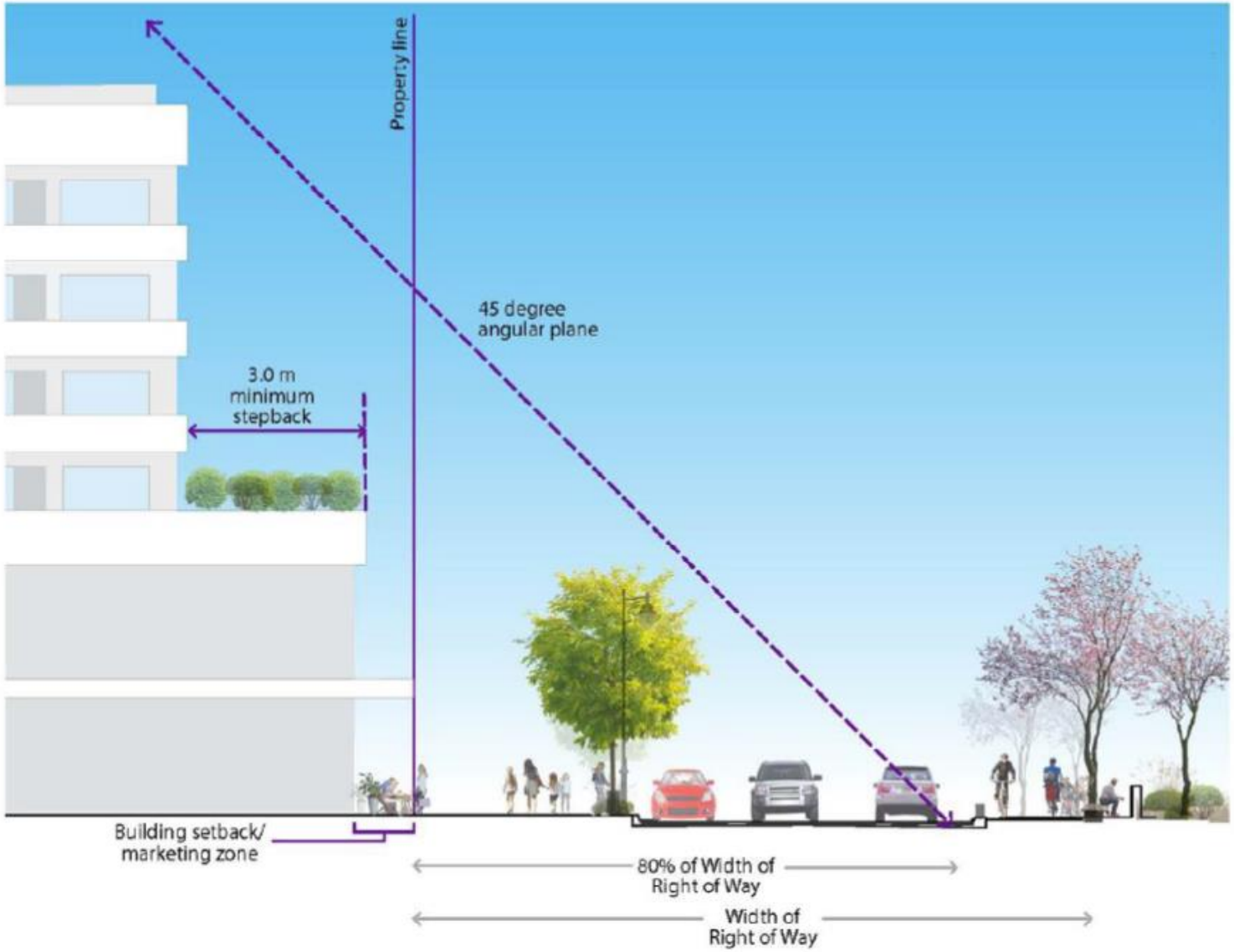


Ontario Street with four travel lanes and dedicated, protected cycling lanes on both sides of the street

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Beamsville GO Transit Station Secondary Plan

Schedule B12-3: Schematic Representation of Building Stepback for a Mid-Rise Building GO Transit Station Secondary Plan



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Matrix of Documents Reviewed

Document	Planning Policy Guidance	Urban Design Policy Guidance	Design Guidelines
Niagara Region OP	X	X	
Niagara Region “Complete Streets for Niagara” Model Policy Handbook	X	X	
Niagara Region “Complete Streets for Niagara” Visualizations		X	X
Niagara Region Transportation Master Plan	X		
Niagara Region TMP– Background Document – Complete Streets: Vision & Direction…	X		X
Niagara Region TMP – Background Document – Complete Streets Design Guidelines			X
Niagara Region Model Urban Design Guidelines	X		X
Ontario Street Preliminary Visioning Concepts	X	X	
Town of Lincoln OP	X	X	X
Town of Lincoln, Comprehensive Zoning By-Law	X		
Town of Lincoln, Beamsville GO Transit Secondary Plan	X	X	X
Town of Lincoln, Community Improvement Plan for Beamsville CBD and Ontario Street CA	X	X	X
Town of Lincoln, Mixed Use and Residential and Intensification CIP	X	X	
Town of Lincoln Destination Tourism Strategy and Action Plan	X	X	
Town of Lincoln Economic Development Strategy and Action Plan	X		
Town of Lincoln, Transportation Master Plan	X		
Town of Lincoln, Active Transportation Strategy	X		
Accessibility for Ontarians with Disabilities Act (AODA)	X	X	

Provincial Direction - Growth in Lincoln

- Province identifies and forecasts population and employment growth coming to Niagara.
- Lincoln must focus growth inward as urban boundary is restricted from expanding by the Greenbelt and Niagara Escarpment Plan.
- Therefore growth needs to be accommodated in existing built-up areas such as Beamsville (along Ontario Street) through intensification.



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Common Themes

- Complete streets approach
- Requirement for urban design in areas of redevelopment and intensification
- Importance of active transportation
- Guidance on built form orientation and design
- Guidance on design of public realm including streetscapes, road user safety, and open spaces



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Background Review Conclusion

- Land use designations allow for intensification for both residential and commercial uses.
- No areas of environmental protection in the corridor. This is preferable as it allows for full development potential.
- Site is within urban boundary; means that full municipal servicing already in place.
- Planned GO station will aid in the future of Lincoln's growth and will benefit the CBD long term.
- There is an extensive library of policy and guidelines to bring forth for this plan.
- Area is well covered by previously developed policies.
- Previous work is relatively recent and therefore still relevant.
- Land use and urban design policy direction and guidelines as a base are available as a starting point for Ontario Street corridor.
- Town and Region documents help to bring two levels of understanding to the corridor.

Gaps in Planning, Urban Design Policy and Guidance

- Recent specific guidance on private realm south of Greenlane (outside of GO Secondary Plan Area)
- Guidance on sustainable technologies to use along the corridor, also potential for EV etc.
- Importance of mitigating and adapting to climate change.
- Importance of natural heritage/tree canopy.
- Reinforced importance of transition from existing low rise residential adjacent to intensification/redevelopment.
- Importance of parkland and walkability for complete communities.
- Specific guidance and criteria for infill and redevelopment along the corridor.

Site Walk & SWOT Analysis



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Current & Planned Land Uses

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS

• Within urban boundary = full municipal servicing already in place
• No areas of environmental protection = full development potential
• Land use designations allow for intensification of both residential and commercial uses
• Highway access
• Planned GO station
• Ontario Street connects to downtown Beamsville
	• No parks and open spaces planned along the corridor itself
	• Not every area along corridor is within walking distance of a park
	• Some existing agricultural and light industrial-related uses that should be relocated to a more appropriate location (e.g., north of Greenlane)
	• Sensitive land uses are discouraged adjacent to the rail line. If sensitive uses are proposed they must meet set-back, crash berm, fencing, acoustic and vibratory requirements.
	• All lands located within 800m of MTO property require MTO review/approval prior to commencement of work. Setbacks are a minimum of 14m, within which no essential features may be located above or beyond ground.
	• Additionally, there are Highway Access Management requirements for which the municipality will be financially responsible.
		• Proximity to CBD (i.e., Ontario—John gateway
		• Residential designation allows for low/med/high density housing, secondary res. Units, home occupations, institutional uses, and more
		• Policies in place to:
		  ○ Require high standards of res. amenities (off-street parking, parks, rec areas, etc.)
		  ○ Encourage mixed use dev. In general commercial designation
		• Infill opportunities between May and King (east side of street)
		• Underutilized properties that could be redeveloped into a much more positive land use
		• To coordinate with commercial land uses to seamlessly integrate private and public realms to increase vibrancy of the corridor
		• Size and scale of some sites lend themselves to intensification and a greater mix of uses
			• Established residential (single-detached dwellings) on east side of street (b/w Greenlane and Serena Drive) may be difficult to intensify over time
			• Established residential abutting corridor will require compatibility and appropriate transitions in land uses height and density
			• NIMBY opposition from established residential property owners and commercial business owners along corridor

Current & Planned Land Uses

X industrial-type uses within proximity of residential uses





✓ Vacant parcels with potential for intensified development

X Potential opposition from established residential

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Transportation (Multimodal)

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
• Linear corridor better for frequent transit services in the future • Proximity to King Street = direct connection to Vineland and Jordan • Good cycling network connectivity (on-road signed bike routes cross corridor at 3 points, with proposed connections to future on-road bike routes) • Proposed bike lane along corridor that will connect to an in-boulevard pathway starting at Greenlane • Restricted on-street parking near GO transit station area = safer for cyclists	• Only one east-west road crossing the corridor (John Street) • There are not enough pedestrian pathways that connect nearby neighbourhoods adjacent to the corridor • Public transit (uLinc) was discontinued and replaced with OnDemand Transit, which only operates from 7am to 10pm Monday through Saturday. • High frequency and close proximity of higher traffic accesses/driveways is a hindrance to active transportation use.	• On-street parking is underutilized • GO train station area planned for NW corner of Ontario / Greenlane = opp. for public transit feeder routes (supported by plans to intensify res. + employment uses along corridor) • Create more E&W connections over long term, to avoid relying on John St to connect to E&W neighbourhoods • 26-metre ROW planned for corridor = room for traffic-calming measures, dedicated bike lanes, buffers, wide sidewalks, etc. • Redirect some traffic and truck traffic away from corridor • Pedestrian crossing, beautifying the street and creating sense of place	• No existing public transit system that runs 7 days/week (will require site-specific, transit-supportive policy • Location of and access points to LCBO near King Street causes a lot of congestion at this gateway intersection • Speeding complaints along corridor • Accidents occurring at the LCBO access points (near King) • According to Beamsville GO OPA 4 – on-site parking and loading and servicing facilities should be accessed from collectors and rear lanes, but Greenlane is the only collector road that intersects the corridor = concern for requiring mid-block access to commercial uses and impacting travel flows • Potential pinch-point at King and Ontario

Transportation (Multimodal)



✓ Cul-de-sac with pedestrian pathways to connect to adjacent neighbourhoods



X Multiple driveways and accesspoints cause conflicts between users.

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Urban Design and Streetscape

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
• OP supports good urban design principles • There are approved urban design guidelines, vision, and land use policies for the Beamsville GO Secondary Plan area • Complete streets provide guidance for design of Ontario Street • Region's model urban design guidelines with respect to design of the public and private realms	• Signage of commercial businesses muddy the streetscape • Very little landscaping. • Overhead utilities are unsightly • Insufficient street furniture • Architectural features, especially in commercial area are not very distinctive and are not strong markers of identity and placemaking	• Ontario Street is planned to have a 26-metre ROW – will allow for pedestrian activity at the street level, within the sidewalk and setback area • Fire station at Ontario / Greenlane (SW corner) may be relocating and leaving room for an anchor-type development • Underutilized on-street parking = more room for street furniture, traffic-calming measures, and aesthetic landscaping for a safer, more comfortable pedestrian experience • Careful design of intensification sites can bring vibrancy to the corridor	• Existing, well-established industrial uses along corridor may be difficult to relocate (e.g., chicken farm @ Alyssa, i.e. existing gateway) detracts from opportunities that can arise from a residential/commercial-oriented complete street) • On-site parking at the front of commercial businesses (auto-oriented) • Cost of burying utilities

Urban Design and Streetscape

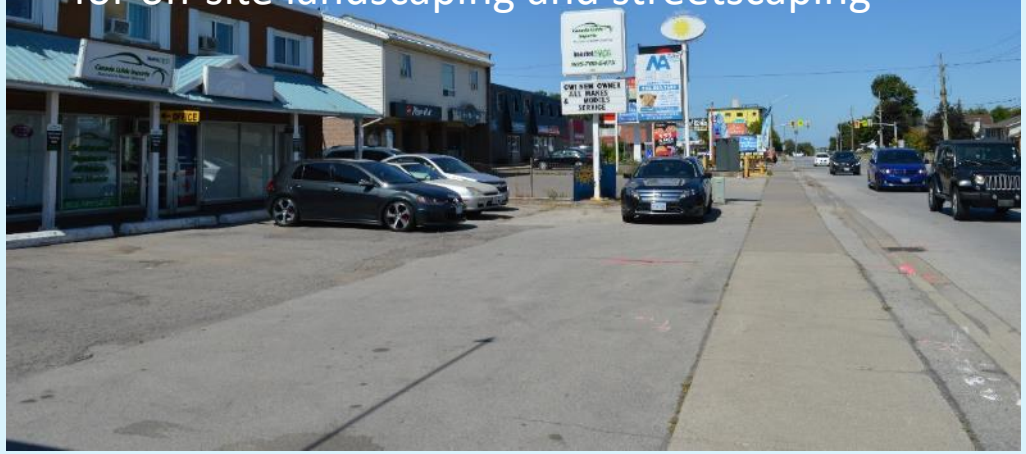
✓ Wide sidewalks near newer developments



✓ existing curb bump-outs for traffic calming



X Large setbacks from the sidewalk
X On-site parking in front of businesses
X Excessive paved areas, reducing opportunities for on-site landscaping and streetscaping



X Commercial signage clutter
X Multiple vehicular access from Ontario Street

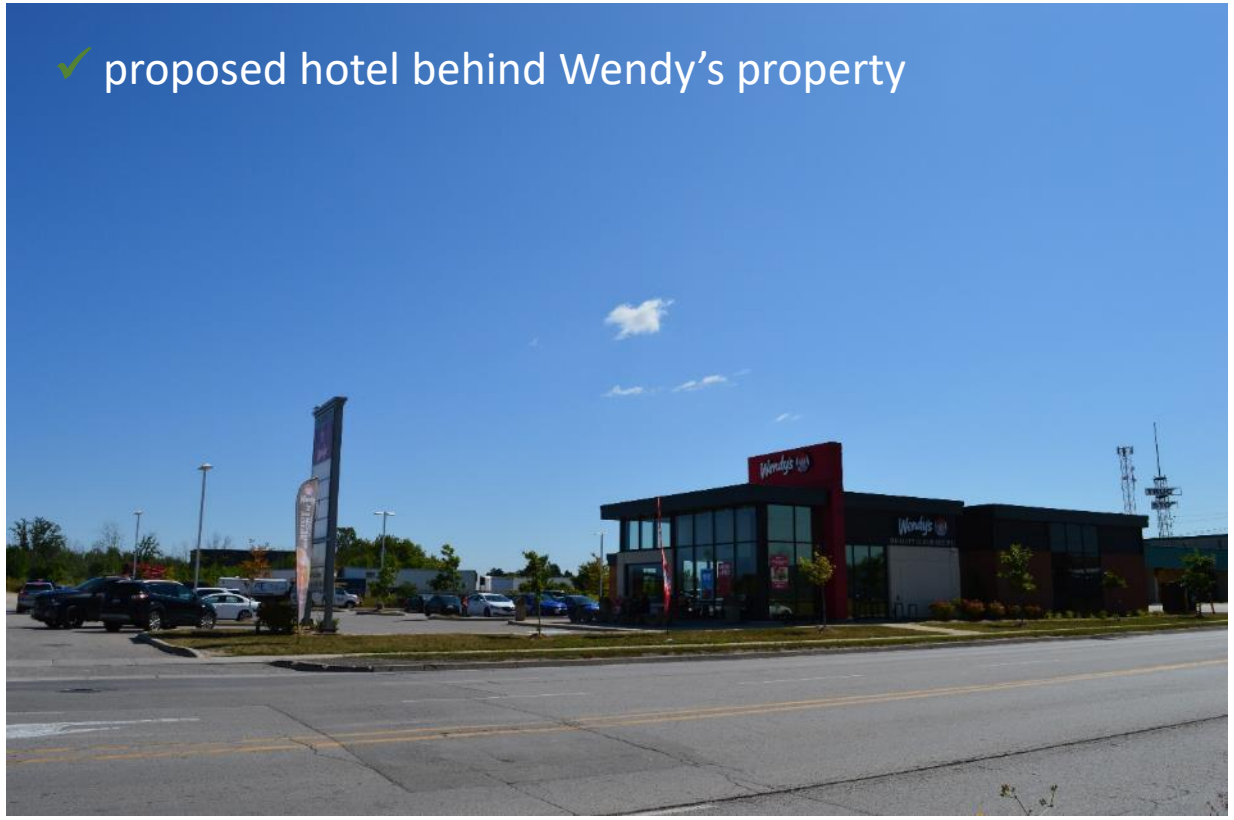


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Economic Role of the Corridor

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
• Corridor is planned for intensified development = will have the tax base needed to support clustered commercial/retail uses • Corridor is a spine that connects industrial/employment areas (north end) to the CBD (south end) • Two CIPs in place to assist and accelerate development and public realm improvements	• N/A	• Long term plans for tourism (gateway site at John St, near CBD and Wine Route) • Proximity to ag. lands and encouragement in OP for agri-tourism and on-farm diversified uses = farmer entrepreneurship, innovative ag. practices, farm-to-table establishments along the corridor, etc. • Hotel is proposed to be located in industrial area north of Greenlane (lot b/w gas station and Wendy's) = good for business, industry, and tourism	• According to Beamsville GO OPA 4 – on-site parking and loading and servicing facilities should be accessed from collectors and rear lanes, but Greenlane is the only collector road that intersects the corridor = concern for limiting access to commercial businesses along corridor

Economic Role of the Corridor





Sustainability

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
• Close proximity to future GO Station will lend itself to increased transit use and active transportation • Wide rights-of-way lend themselves to interventions along the corridor for various opportunities	• Lack of a public transit system = auto-oriented design • Too much hardscape (Not enough softscape) causing runoff issues	• Opportunities to accommodate certain sustainable technologies and more urban street tree canopies • Sidewalks on both sides of the road encourage walking • Planned bike route for the corridor will facilitate active transportation • Opportunity to combine SWM LID practices with semi-public parks and open spaces along corridor (wide ROW will create the necessary space for urban landscaping, street trees, etc.) • Close proximity to ravine/creek systems and the lake • Potential LID measures on private and public realm to attenuate stormwater and improve drainage • Sizing infrastructure appropriately to address climate change	• If climate change trends continue, increased temperatures and other extreme weather events will affect the success of any environment

Sustainability

✓ Landscaped buffers for a nice pedestrian environment

X Vehicular congestion at King Street intersection



✓ Close proximity to new community amenities just outside the study area, walking distance, complete communities



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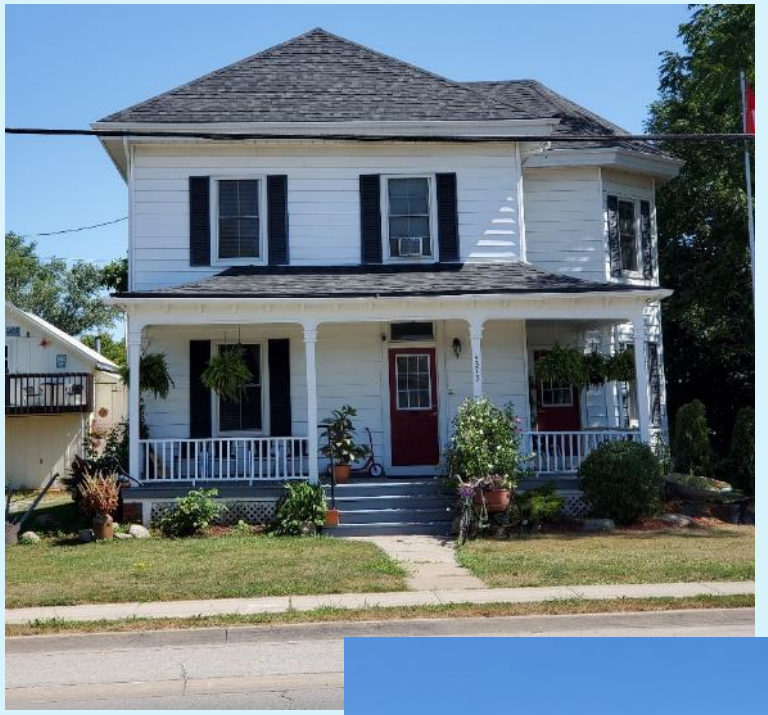
Urban Design Vision (Private Realm)

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
• Some older built form has been well maintained closer to King Street • Proximity to Wine Route brings a lot of traffic through this area that will support its commercial uses • There are no designated heritage buildings in the study area itself = development applications won't have the added layer of needing to respond to local heritage	• Some buildings do not fit with the intended character of the area, specifically the downtown; redevelop certain parcels, especially those in close proximity to the Ontario Street/King Street intersection • Current built form is of a lower density • Underutilized sites along corridor • Area is acting as a throughway for visitors, but there needs to be anchors to facilitate revenue generation • Signage for commercial businesses pollute the streetscape • There are no designated heritage buildings in the study area itself = missed opportunity for unique heritage character-related UD policies or guidelines	• Opportunities to intensify along this corridor • There are a few non-designated heritage buildings (4351 and 4372 Ontario Street) with a lot of character • Opportunities to highlight and strengthen preservation and maintenance of locally significant heritage properties. • Repurpose underutilized sites through development and partnerships. • Adaptive reuse of existing sites. • Introduction of mixed uses to bring increased vibrancy and more visitation and interest	• Heritage buildings are not designated = vulnerable to demolition • Potential threat of loss of buildings that have cultural heritage interest without protection.

Historical Buildings



✓ + X non-designated heritage buildings



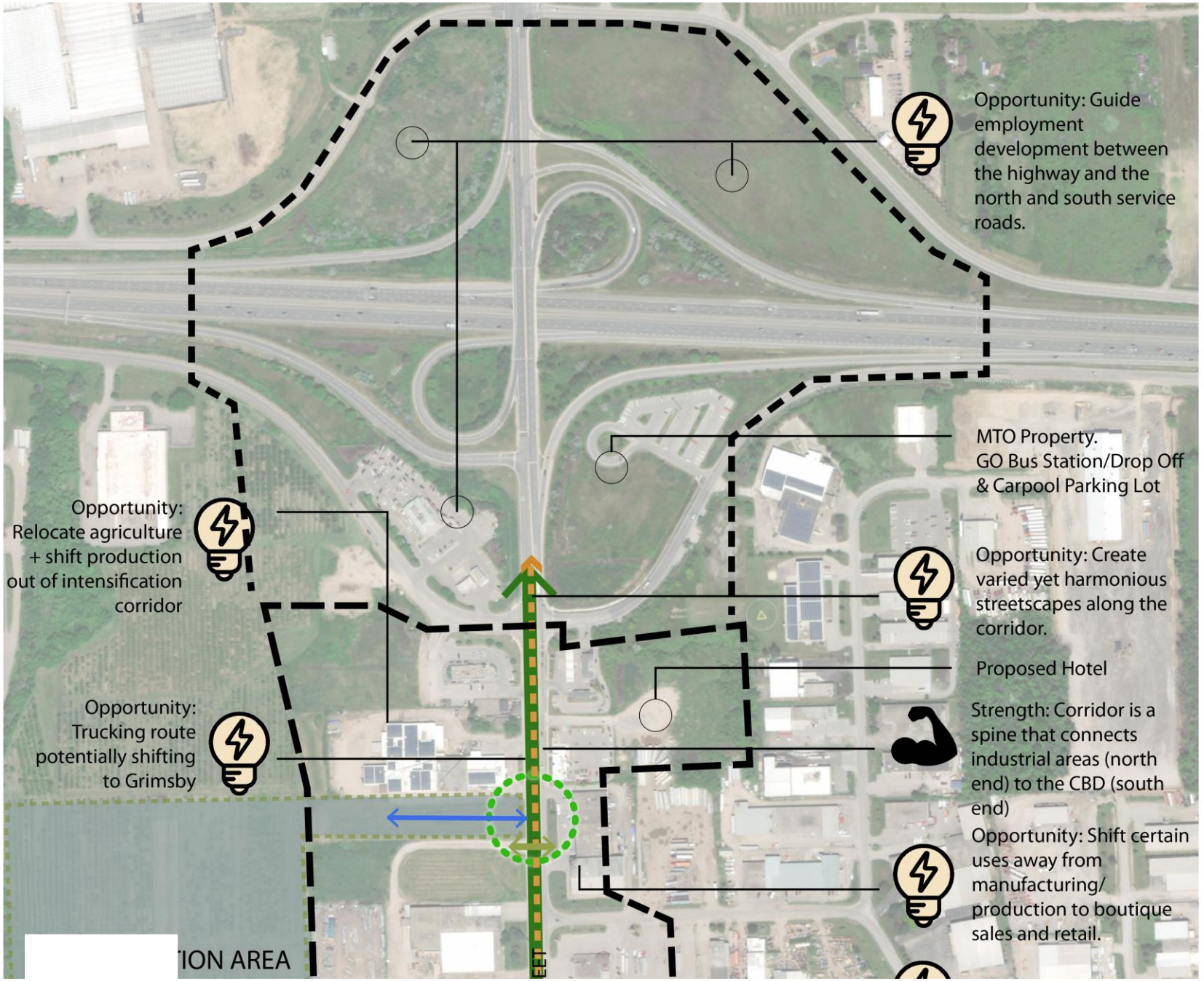


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Streetscape Master Plan (Public Realm)

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
• ROW width and setbacks can allow for intensification and redevelopment • There is already direction and interest in revitalizing the corridor • Some existing transit connections	• Inconsistent sidewalk width and location • Lighting is auto-oriented • Decorative lighting not carried throughout the corridor • Inconsistent tree canopy • Orientation and placement of street furnishings are not consistent along the corridor. • Block sizes make crossing difficult and promote speeding = negative impact on pedestrian experience • Visual aesthetic of parts of the streetscape is poor	• Underutilized parking, potential to widen public realm and/or provide AT connections cycling infrastructure • Bury utilities to allow fulsome tree canopy • Planned gateway (in OP) @ John/Alyssa to announce arrival into downtown • Gateways (Serena/May, King) • Connect Greenlane (a cycling route) to other areas • Add midblock crossing and traffic-calming measures • Strengthen connections to/from the GO transit station area • Implement Complete Streets along Ontario Street • Redesign Wm. F. Rannie Square as a reinvigorated public space	• Busy intersection at Ontario and King Street (vehicular congestion, tight turns for trucks, poor access/egress for LCBO nearby) • Overhead utilities pollute the streetscape and take space away from more landscaping, street trees, etc. • Lots of through-traffic and speeding along Ontario Street

SWOT Analysis

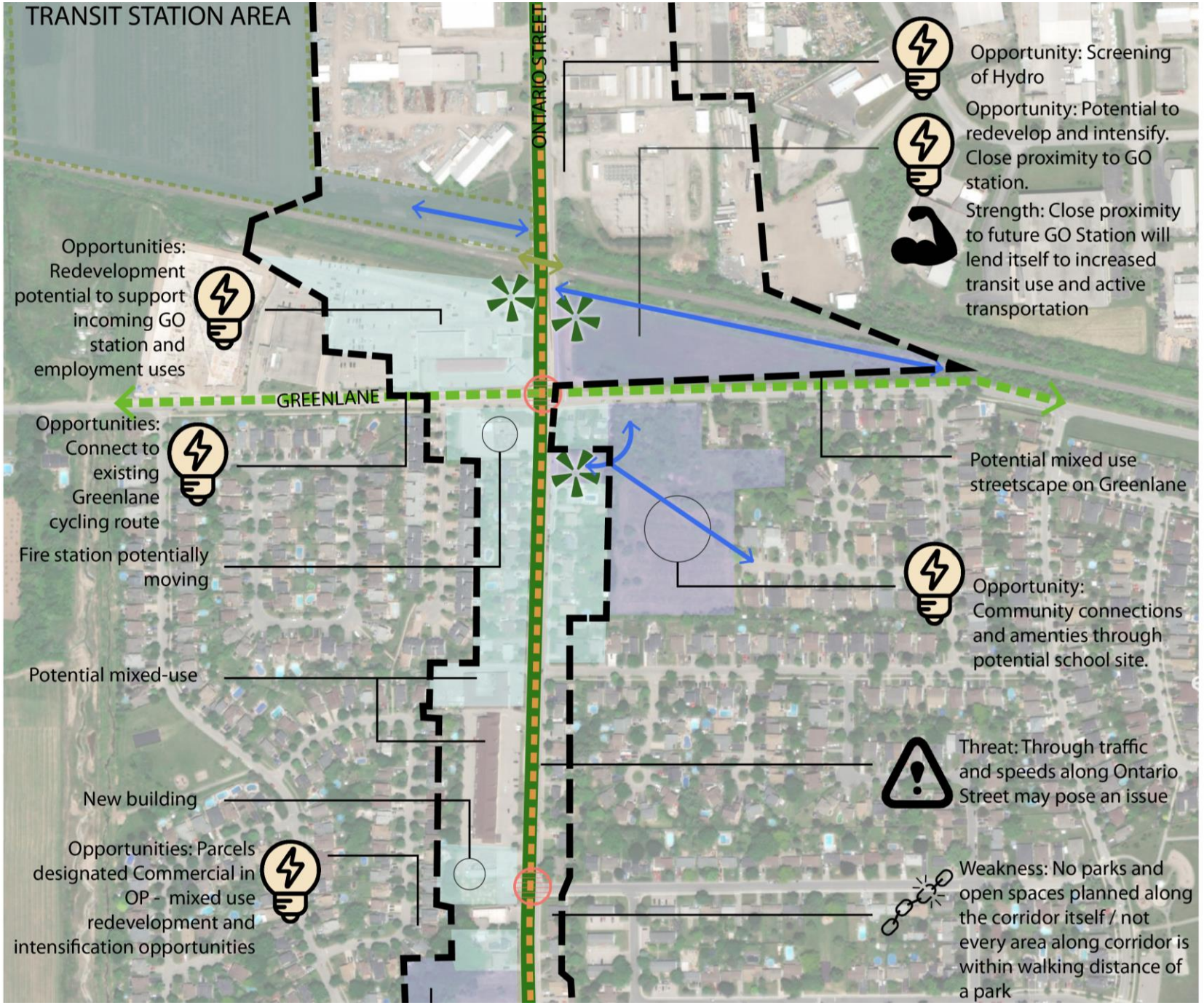


EMPLOYMENT

LEGEND

- Primary Study Area Boundary
- Secondary Study Area Boundary
- Vacant Lands
- Underdeveloped sites and/or potential intensification sites
- Proposed gateway location
- Busy / Challenging Intersection
- Potential Midblock Crossings
- Potential Public Open Spaces
- Greenlane Cycling Route
- Future Transit Station Connections
- Potential Pedestrian Connections
- Implement Complete Streets
- Streetscape Improvements
- Strengths
- Weakness
- Opportunities
- Threats

SWOT Analysis



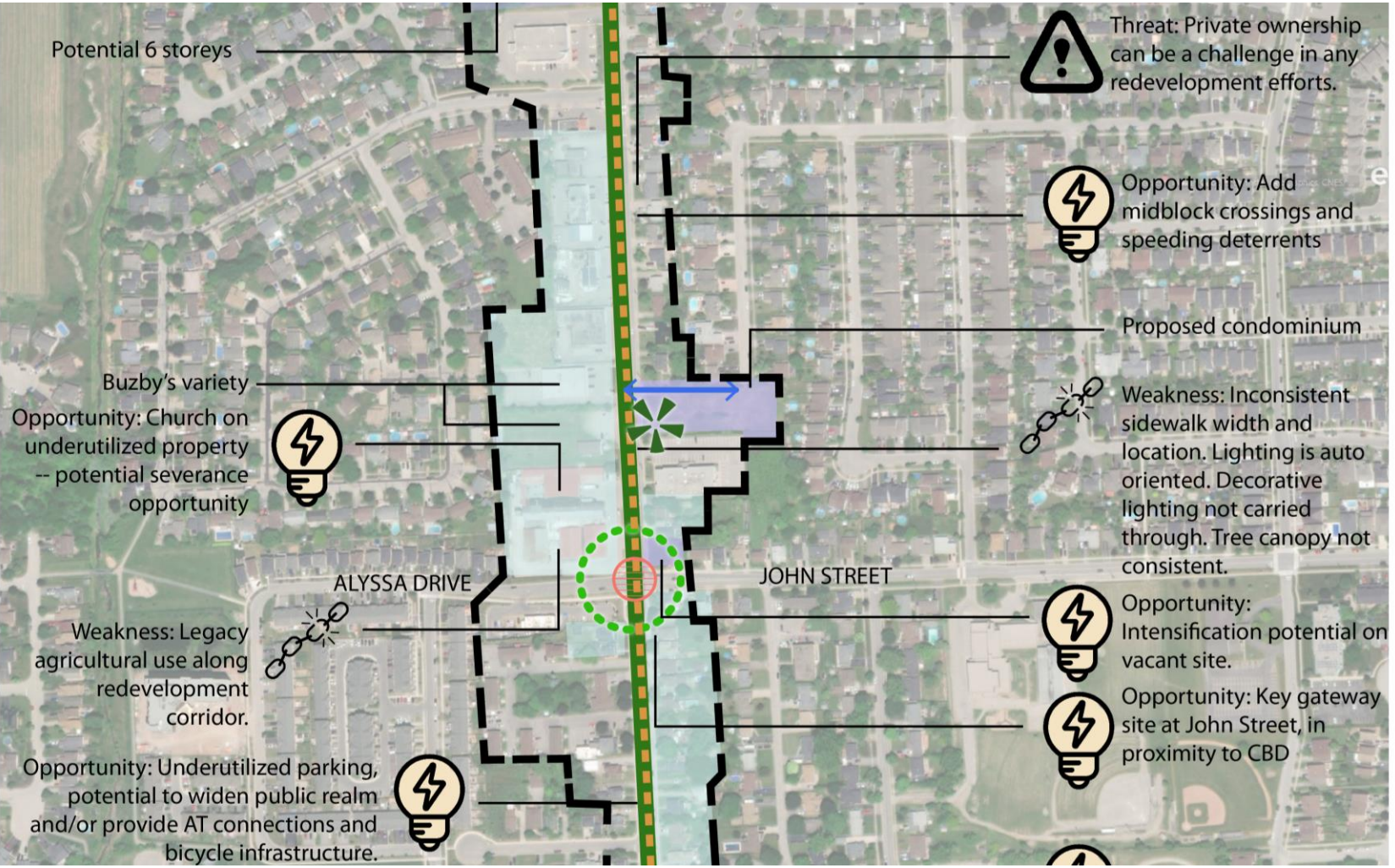
EMPLOYMENT

NEIGHBOURHOOD + COMMERCIAL

LEGEND

- Primary Study Area Boundary
- Secondary Study Area Boundary
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- Weakness
- Opportunities
- Threats

SWOT Analysis



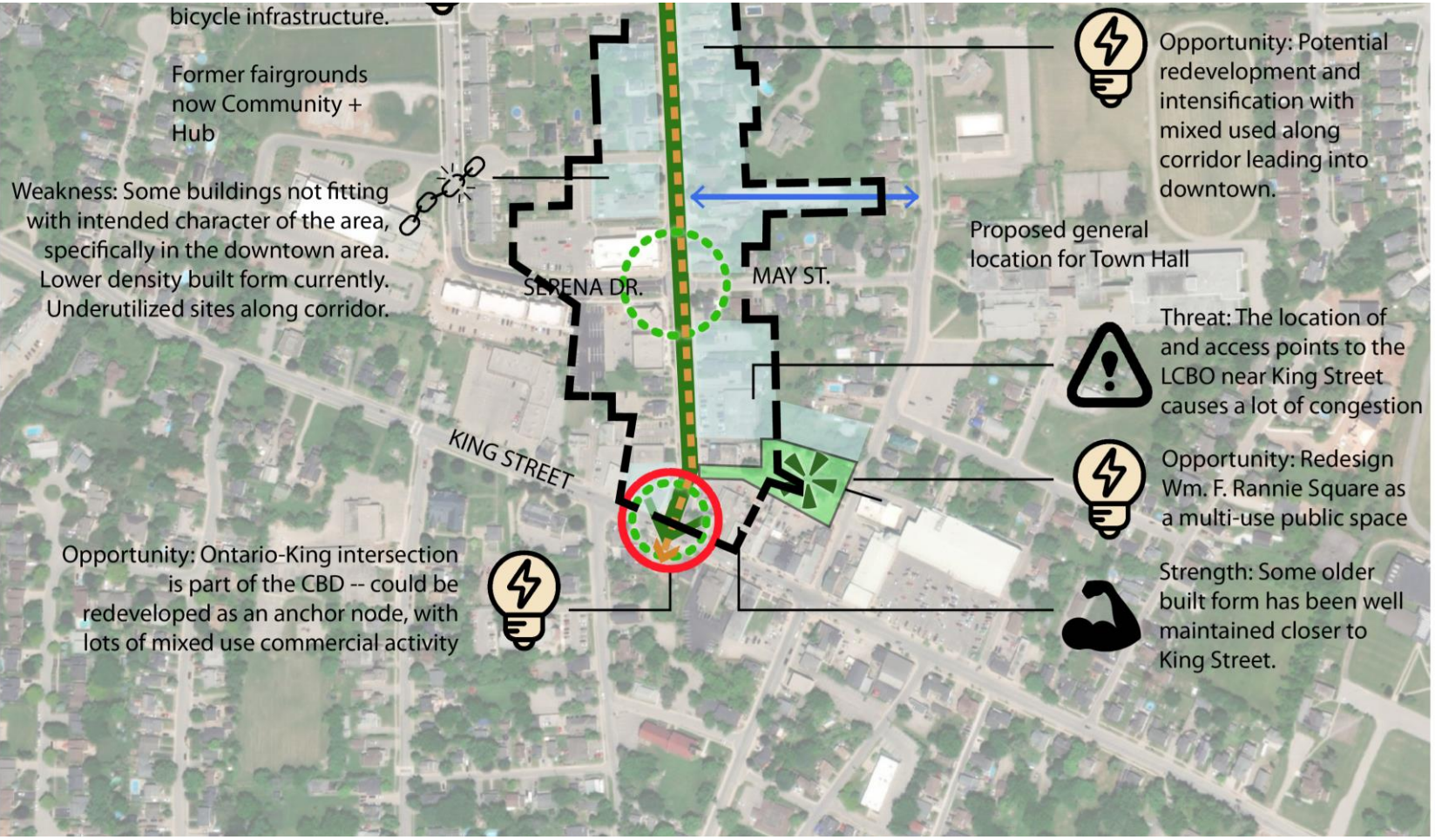
NEIGHBOURHOOD + COMMERCIAL

DOWNTOWN

LEGEND

- Primary Study Area Boundary
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- Underdeveloped sites and/or potential intensification sites
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- Busy / Challenging Intersection
- Potential Midblock Crossings
- Potential Public Open Spaces
- Greenlane Cycling Route
- Future Transit Station Connections
- Potential Pedestrian Connections
- Implement Complete Streets
- Streetscape Improvements
- Strengths
- Weakness
- Opportunities
- Threats

SWOT Analysis



DOWNTOWN

LEGEND

- Primary Study Area Boundary
- Secondary Study Area Boundary
- Vacant Lands
- Underdeveloped sites and/or potential intensification sites
- Proposed gateway location
- Busy / Challenging Intersection
- Potential Midblock Crossings
- Potential Public Open Spaces
- Greenlane Cycling Route
- Future Transit Station Connections
- Potential Pedestrian Connections
- Implement Complete Streets
- Streetscape Improvements
- Strengths
- Weakness
- Opportunities
- Threats

Key Findings

- Opportunity for harmonious and connected streetscapes
- Redevelop and intensify along corridor to meet growth targets
- Land use evolution to respond to the incoming population and future transit station (shift away from certain uses out of intensification corridor)
- Improved active transportation connections and streetscapes to achieve complete streets approach, increase safety and provide links to new and enhanced public spaces



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Case Studies



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BOLTON QUEEN STREET CORRIDOR STUDY, CALEDON, ON - CASE STUDY #1

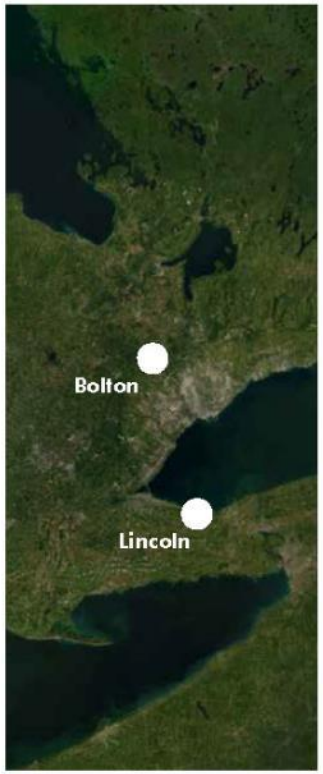
Site Statistics

Population (in 2016): **26,378**

Land area: **20.72 sq km**

Median age of population: **39.4**

8,602 private dwellings in the village (as of 2016)



Description

Located in the urban centre of Bolton in the Town of Caledon, Ontario, within the Regional Municipality of Peel. Originally settled in 1822 and has become the most densely populated settlement area in Caledon

Study area spans approximately 10 kilometres along Regional Road 50/Queen Street (between Emil Kolb Parkway to Mayfield Road) and Regional Road 9/King Street (between Coleraine Drive to the Humber Valley Trail)

4 road typologies along the corridor include:

- Rural highway;
- Downtown core;
- Highway commercial; and Highway employment.
- King and Queen Street

King & King Streets - Downtown

- Most infrastructure, constrained R.O.W.
- Limited opportunities for infill, as it is nearly all built up
- Existing buildings with little to no setback
- Higher volumes of traffic warrant lane configuration maintenance.

Allan Drive and Highway 50

- Wide R.O.W. align this part of Bolton's commercial strip, where buildings are set further back from the road.
- Existing pedestrian corridor is disjointed due to multiple access driveways, also open and exposed with lengthly blocks.
- Gaps along the intersection streets into communities.

Highway 50 over rail corridor

- No pedestrian infrastructure on the east side of the bridge.

McEwan and Highway 50

- Shift from commercial (north of the railway corridor) to employment, with a mix of commercial and industrial uses
- Potential for infill in the large grassed boulevard area as well as the parking lots

Mayfield Road and Highway 50 (terminus of study area)

- Very wide R.O.W.
- No sidewalk connection on the opposite side of the road.

General Opportunities

- Have a primary cycling route maintained throughout the corridor.
- Introduce mixed use infill development where appropriate.
- Create a better streetscape through rethinking the layout of large blocks.
- Improve overall pedestrian and AT Connections.
- Improve existing bridge infrastructure to better accommodate all modes of traffic and create an iconic gateway.
- Implement Streetscape enhancements (street trees and decorative plantings);
- Improvents to secondary pedestrian and cycling connections to close the gaps and locate improved infrastructure and signage on both sides of Queen and King Streets; and,
- Highlight key intersections as gateway nodes by improving crossings and enhancing with decorative paving.



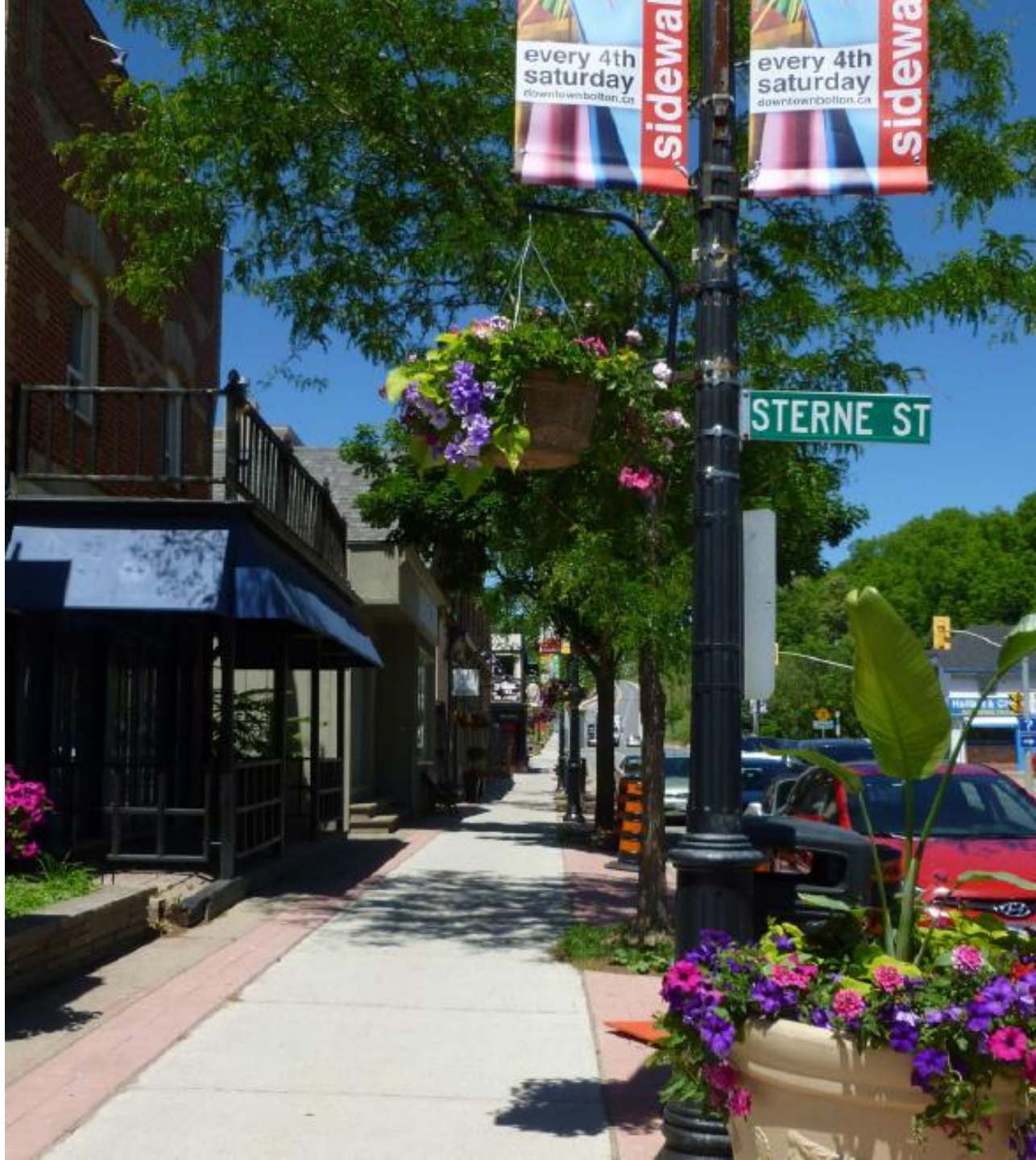




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Bolton – Queen Street Corridor Study

- Bolton and Lincoln are similarly sized in terms of population.
- Corridor study with a variety of different typologies as you travel through the corridor.
- Constraints in certain areas: e.g. in the downtown portion with narrower rights of way.
- Issues of speed and congestion with barriers/deterrents to movement (bridge/rail)
- Need to accommodate growth and employment while still fostering liveability and active transportation elements.
- Looked at public and private realm interventions along the corridor.



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STREETS FOR ALL: STREETSCAPE IMPROVEMENT MASTER PLAN, ORILLIA, ON - CASE STUDY #2

Site Statistics

Total land area: 28.58 sq km

Population: 32,000 in 2016

Population density: 1,090.3 persons per sq km

Median age of the population: 47.1

14,287 private dwellings in the City (as of 2019)

32% increase in population expected by 2031



Description

Initiated by the City to hellp improve and redevelop their Downtown as well as look to link it with the rest of the City. Area is 2.1 linear kilometres.

3 Road Typologies

- Arterial
- Collector
- Local

Within the Project Area as a whole:

- Streets are dotted with standard street furnishings
- No articulated cycling zones
- Numerous public bus transit routes run through it
- State of health and condition of street trees are exceptional; resilient species for the area
- Soil compaction, alteration of the natural slope or grade, and impervious surfaces increases the amount of surface water runoff into the City's stormwater system

Mississauga Street:

- Topographic conditions adjacent to the waterfront create accessibility issues (steep slope)
- Interlocking paving for the street has created uneven conditions
- Significant need for new public space

West and Peter Streets:

- Narrower sidewalks and loss of fine grain retail; slightly less inviting pedestrian realm and reduced street vibrancy

Downtown Orillia:

- Comfortable pedestrian environment with a distinct sense of place for the length of Mississauga
- Significant need for new public space

General Opportunities:

- Design approach:
  - + Amplify and highlight the cultural heritage landscape
  - + Ensure that the streets remain inviting year round
- Design strategy:
  - + Re-align - Through the narrowing of the travel lanes and re-alignment of curbs and sidewalks to create more 'flexible zones'
- Design elements:
  - + Healthy tree canopies that offer robust seating, gathering, and social areas
  - + Civic gathering spaces to encourage moments of reflection, engagement, and play
- Mississauga as a flexible shared street:
  - + Single grade or surface that is shared by people using all modes of travel at slow speeds
- Distinct Arts District
  - + Reimagined as a distinct downtown anchor point through art
  - + Opportunity to recognize Indigenous heritage







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Downtown Orillia Streetscape Master Plan

- Similarly sized population, Lincoln & Orillia.
- Similar elements: Streetscape Master Plan
- Opportunities identified include: midblock crossings; slower speeds/traffic calming' improved cycling infrastructure; surplus in parking and opportunity to rationale arrangement; transit improvements; street canopy and greening improvements; stormwater improvements; public space improvements; urban design and public art improvements etc.



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DUNDAS PLACE, LONDON, ON - CASE STUDY #3

Site Statistics

Total land area: N/A

Population: 474, 786

Population density: 185.6 persons per sq km

Median age of the population: 40.7

220,452 total private dwellings



Description

The objective of this project was to redesign the street to serve as a flexible, people-oriented destination called "Dundas Place"which would: provide space to routinely host programmed events to attract visitors to the downtown throughout the year and provide commuter connectivity and flow during peak traffic periods. This project has been constructed.

Character Areas:

- Character Area 1: River/Park, with Transitway:
  - + Block is dedicated to recreational and cultural activities, connecting into the larger riverfront park system
- Character Area 2: Event
  - + Has Budweiser Gardens
  - + Block relies on event programming for activation
- Character Area 3: Main Street
  - + Consists of three blocks and contain the highest concentration of ground-floor uses that can help transform Dundas into a vibrant everyday destination

Fixed to flexible framework:

- Pedestrian realm:
  - + Flushed paving surface to maximize flexibility of the street
  - + Fixed elements (bollards, utility boxes, trees, signs, etc.) maximize the flexibility of the street for all users
- Cycling facilities:
  - + No dedicated cycling facilities provided, given that it would decrease the amount of space available for the pedestrian realm, in the already constrained R.O.W.
- Transit:
  - + Rapid transit is planned
  - + Preferred modification is to relocate local transit to adjacent streets
- Vehicles:
  - + Traffic is rerouted during events, as required
- Parking and loading:
  - + Flexible parking and loaded provided
- Trees:
  - + Greening includes planted street trees and other opportunities to incorporate vegetation, including planters
  - + Design provides a suitable habitat for trees to survive and provides flexibility so that "green" elements are not fixed
- Seating:
  - + Seating is incorporated into the design of the corridor, with the extent of built-in/fixed and flexible seating being reviewed as the design proceeds









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Dundas Place – My Dundas

- Urban corridor, revitalizing existing downtown street.
- Project is constructed.
- Analyzed existing conditions and overall vision of the space to allow for enhanced pedestrian environment through narrower vehicle right of way, improved furnishings and canopy/vegetation; public art and wayfinding.
- Moved heavy traffic (bus route) off corridor to make it a destination and allow for closure for public events. Similar to Lincoln in potential relocation of truck route.



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Next Steps - Technical (2022)

- Technical Advisory Committee Design Charrette
- Preliminary Urban Design Vision and Streetscape Design
- Draft Urban Design Vision, Streetscape Master Plan (including Design Guidelines and Policy Recommendations)
- Final Urban Design Vision, Streetscape Master Plan
- Final Council Presentation
- Presentation to Regional Planning & Economic Development Committee
- Submission of Streetscape and Public Realm Implementation Package

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Next Steps - Engagement (2022)

We have a fulsome engagement program which includes the following:

- Regional led Indigenous Engagement Program
- Online Public Survey (*Live until January*)
- Landowner and Business Owner Survey (*To Be Completed*)

- Online Public Engagement Event #1 - *Date – Tentatively Schedule for February 17th 2022*
- Online Public Engagement Event #2 - *Date TBD*
- Online Public Engagement Event #3 - *Date TBD*

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Project Information Resource



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Project webpage:

https://speakuplincoln.ca/ontario-street-study

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