

Warners Bay

Glendale

Swansea

Cardiff

Morisset

Belmont

TORONTO STREETScape MASTER PLAN

Adopted - 2013 / Amendment No. 1 - 2017



Mount Hutton

Charlestown

LAKE MACQUARIE TOWN CENTRE STREETScape MASTER PLANS

The 2008/2009 Management Plan and Budget identified the need to provide high quality public domains and a city identity. The Streetscape Master Plans provide a document that identifies this vision and provides a plan for its implementation. The Streetscape Master Plans are intended to improve the aesthetic appearance of the town centres, promote the areas personality, increase opportunity, accessibility, functionality, economic effect and provide a modern easily maintainable public domain.

The Streetscape Master Plans ensure a unified approach to undertaking public domain works by Council, developers and the community. It also assists in directing public and private investments and will inform the chamber of commerce in the preparation of strategic plans.

The Streetscape Master Plans are substantially focused on the areas **subject to town centre Area Plans currently zoned 3(1) Urban-Centre (Core) and 3(2) Urban-Centre (Support)** under Lake Macquarie LMLEP 2014. These are the areas of each of the town centres where the majority of commercial activity will occur. These areas are also the most likely to undergo change in the future.

The consideration and collation of all relevant issues resulted in this overall priority order for the Streetscape Master Plans:

1. Charlestown ~~completed and adopted by Council~~
2. Cardiff ~~completed and adopted by Council~~
3. Belmont ~~completed and adopted by Council~~
4. Toronto
5. Morisset
6. Warners Bay
7. Glendale
8. Swansea
9. Mount Hutton



OBJECTIVES OF TOWN CENTRE STREETScape MASTER PLANS

- To provide a clear vision and identity for each town centre
- To provide a clear guide for Council, the community and developers
- To create vibrant active town centres
- To provide consistencies within Lake Macquarie
- To preserve and enhance the uniqueness of Lake Macquarie's town centres
- To ensure high quality outcomes
- To reduce asset maintenance costs

EXTENT OF TOWN CENTRE STREETScape MASTER PLANS

Generally aligned with the Area Plan, the areas covered by the Streetscape Master Plan are the public areas owned and /or managed by council. The focus is on the streetscape elements within the road reserve and include street trees, tree guards, furniture, bins, bike racks, drinking fountains, bollards, lighting, paving, public art and town centre signage. For consistency the streetscape treatments should be extended onto private land at building setbacks, building forecourts, arcade entrances, pedestrian lanes etc. and where logical to address pedestrian links. New developments need to address the streetscape as prescribed by this plan. Items and selections nominated in this plan will be reviewed periodically by LMCC in accordance with relevant legislation.

TOWN CENTRE PERSONALITIES

Town centre personalities have been developed for the nine main town centres. These have been derived to provide a strong town centre identity and theme for enhancing character, heritage and sense of place.

The nine main town centres personalities are:
 Charlestown - the Central Business District
 Cardiff - the Skills & Trades Centre
 Belmont - the Activity Centre
Toronto - the Lakeside Village
 Morisset - Nurtures the Spirit of Community
 Warners Bay - the Lifestyle Centre
 Glendale - the Dynamic Services Hub
 Swansea - the Seaside Village
 Mount Hutton - the Growing Community

1. Lifestyle 2030 Strategy
 Broad planning vision for Lake Macquarie for managing population and employment
 Lake Macquarie City Council - **Adopted 11 March 2013**

2. Lake Macquarie Local Environmental Plan 2014 (LMLEP2014)
 Land use zones and permissible uses within Lake Macquarie
 Lake Macquarie City Council – **Adopted 2014**

3. Lake Macquarie Development Control Plan 2014 (LMDCP 2014)
 General guidelines for development within Lake Macquarie
 Lake Macquarie City Council – **Revision 16 Adopted 10 July 2017**
 Area Plans
 Specific guidelines for development within town centres
 Lake Macquarie City Council – **Contained within DCP.**
 Area Plan - **Toronto Town Centre**
 Heritage Area Plans - **Toronto**

Regatta Walk
 Foreshore Reserve
 Master Plan

4. Streetscape Master Plans
 Streetscape planning within town centres
 Lake Macquarie City Council
 - **Draft in review**

5. Streetscape Technical Guidelines
 Details and installation requirements for town centres
 Lake Macquarie City Council - **Under development**

Note: the planning documents listed above are current at the time of adoption of this Streetscape Master Plan. When using these documents please confirm that you have the latest versions.

	Date	Notes	Ref. no.
Version 1	Nov-13	Adopted by Council.	F2011/04909/02/03
Adopted / Amendment No. 1	Dec-17	Revised following adoption of Toronto Area Plan Rev 16 and the creation of Toronto Streetscape Technical Guidelines.	PM14/0270

Owner: Asset Management
Users: All Council staff, the community and developers.
Prepared by: City Design

OBJECTIVES / VISION FOR TORONTO

- To enhance Toronto's unique physical location between the lake shore and the Watagan Mountain range
- To build on Toronto's identity as a retail and commercial centre.
- To create hubs for alfresco dining in a number of locations
- To protect and enhance Toronto's heritage
- To connect the town centre with the lake foreshore
- To create clean lines and reduce street clutter
- To retain on street parking to support businesses
- To enhance the character of surrounding streets
- To retain the strongly vegetated qualities of The Boulevard
- To promote the use of existing laneways.

GENERAL TOWN CENTRE OBJECTIVES / VISION

- To create a vibrant new town centre
- To enhance safety and accessibility
- To create a walkable connected town centre
- To create a consistent character
- To link key areas
- To provide a sustainable environment
- To provide facilities for public art
- To provide high quality furniture, lighting and paving
- To enhance the character of surrounding streets
- To provide for transport options in the town centre
- To promote walking, cycling and public transport
- Use of water sensitive urban design principles to minimise stormwater impacts and improve street amenity.
- To activate the precinct as a safe and inviting destination

CONSTRAINTS

- Services and awnings constrain tree planting opportunities.
- Past development and maintenance has led to varied pavement styles.
- Roads & Maritime Services (RMS) requirements will be applicable for any state managed roads.

NOTE:

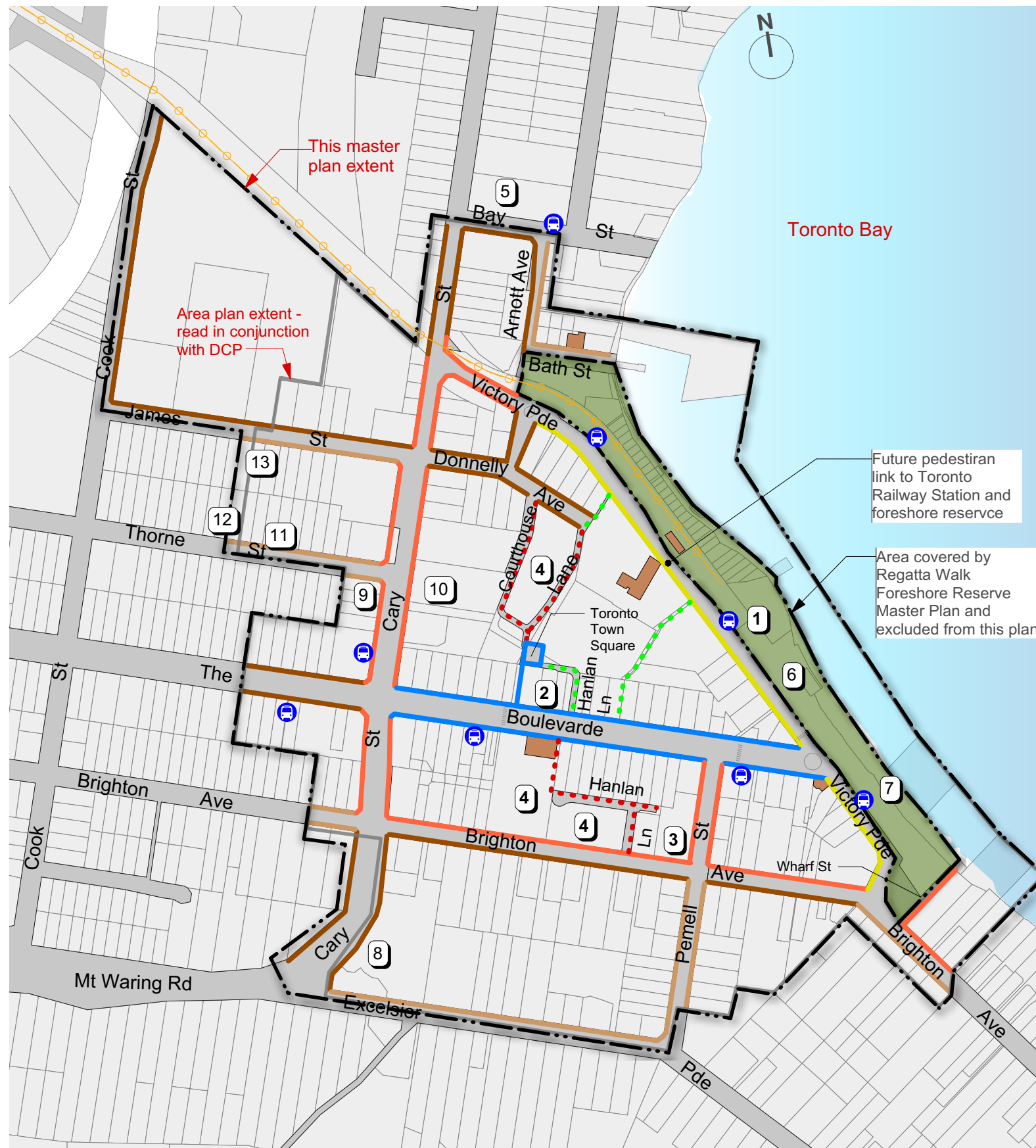
Refer page 1 for planning controls.

ADDITIONAL PLANNING CONSIDERATIONS FOR TORONTO STREETScape MASTER PLAN:

- The Toronto Transportation Strategy
- Newcastle Lake Macquarie Bike Plan 1996 - adopted
- LMCC Draft Cycling Strategy - adopted
- LMCC Public Art Strategy
- Toronto Economic Development Plan - A Guide to -Town Centre 3 Year Strategic Plans - Adopted
- Draft Asset Management Plans - Current conditions and replacement schedule
- LMCC Draft Footpath Strategy
- Town Centre Area Plans - Toronto - Adopted *New*

2013 Adopted, 3 years ends 2016?

The plan acknowledges the requirement for more detailed master planning for some locations. These documents have been reviewed and considered as part of this plan. Where these initiatives or any others are adopted or modified the Streetscape Master Plan should be updated to reflect this.



Notes

1. Regatta Walk Foreshore Reserve (covered by a separate master plan)
2. Post Office
3. Library
4. Carpark
5. Toronto Public School
6. Toronto Amateur Sailing Club
7. Toronto Baths
8. Toronto Private Hospital
9. Toronto Police Station
10. Toronto Courthouse
11. Multipurpose Centre
12. Childcare Centre
13. Community Health Centre

Legend

- Streetscape Master Plan
- Street Type A
- Street Type B
- Street Type C
- Street Type D
- Street Type E
- Street Type L1
- Street Type L2
- Heritage Items
- Bus stops
- Cycleway

1 Toronto Streetscape Master Plan Scale: 1:5000

Street Type A

DESCRIPTION

Located at the eastern section of The Boulevard, this street type occupies the focal point of social and commercial life in Toronto.

This section of The Boulevard undulates gently toward the Lake, providing views both to east and west. It's distinctive character derives in part from the steep level change from kerb to shopfront on the southern side, which has led to the existing array of retaining walls and ramps.

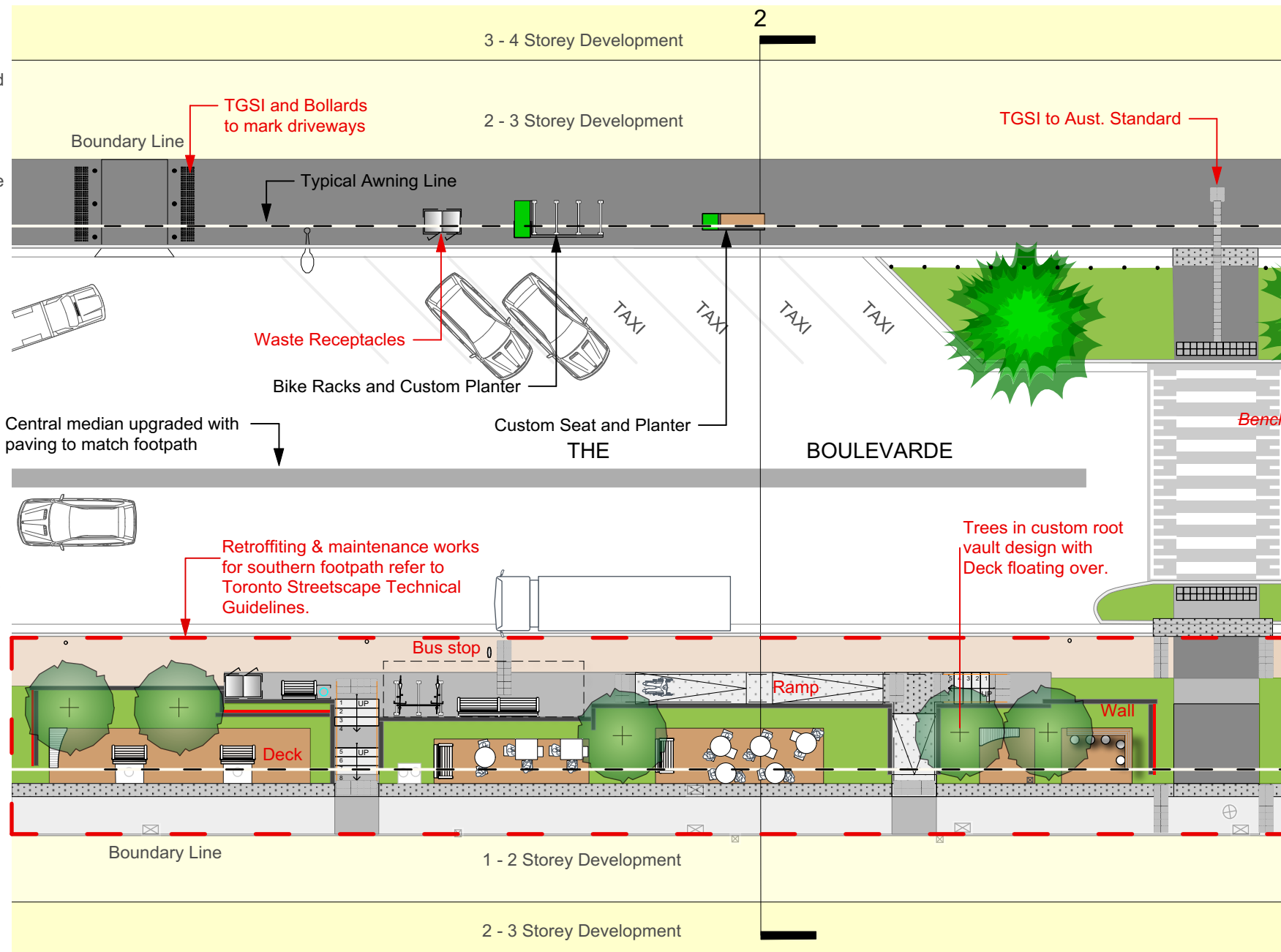
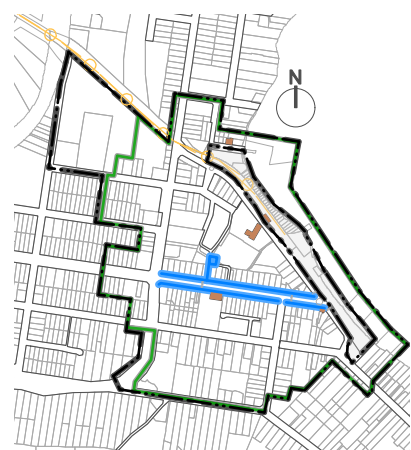
This street will be provided with full-width unit paving in a random stretcher-bond pattern. Complemented by custom designed street furniture this pavement will create a strong sense of place and provide the community with a pleasing and long-lasting pavement.

OBJECTIVES

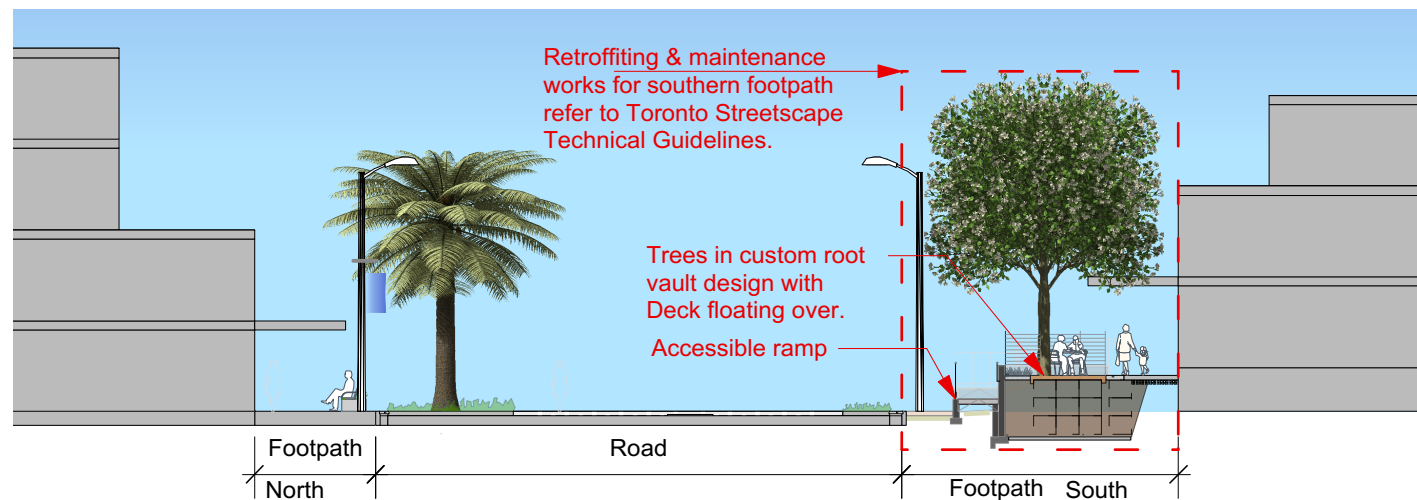
- To create a strong sense of place.
- To maximise pedestrian space and amenity.
- To provide a strong and pleasant pedestrian environment and microclimate.
- To encourage activities such as busking, street markets and parties, and outdoor dining.
- To preserve and enhance the street's connection with the lake.
- To emphasise visual connection to the Watagans to the west.
- To increase and improve opportunities for outdoor dining.
- To create restful places to enjoy the views.
- To retain the street's existing vegetated feel with smaller trees and more low-level planting.
- To improve the ability to maintain the streetscape.
- To reduce the risk of damage to private property from existing invasive street trees.
- To maximise use of water sensitive urban design.

EXISTING CONSTRAINTS

- Large established trees that are impacting on pedestrian amenity and footpaths.
- Patchwork of existing paving types.
- Large level changes from kerb to shopfront.
- Wide carriageway and on-street parking reduce available space on the footpath.
- Numerous existing underground services, some very old and difficult to locate.
- High pedestrian volumes.
- Constricted spaces created by existing trees and retaining walls.
- Existing trees reduce visual access to Lake.
- Limited opportunities to cross road.



1 Street Type A - typical plan
Scale: 1:250



2 Street Type A - Typical Section
Scale: 1:250

Materials and Furniture Selections

Note: *The following information provides general guidelines for the location of furniture elements and pavement treatments. Specific locations for furniture items are to be determined by LMCC at detailed design stage. Additional furniture items may be required for some developments.*

Refer to the Toronto Streetscape Technical Guidelines (TSTG) for specification guidance on streetscape elements. Including retrofitting & maintenance works on southern footpath.

Furniture

Street furniture **may** be clustered around key locations to create activity nodes in consultation with LMCC. Spacings provided below are maximums.

Toronto Custom Planter (- Bench Seats & Bike Racks may incorporate): At key locations, to be determined at detailed design stage.

Seats - Primary (with backrest & armrests)
Locations: maximum 13-15m intervals and at key locations identified by LMCC. **May incorporate Toronto Custom Planter.**

Waste Receptacles - Standard
Locations: maximum 30-50m spacing + key locations such as bus and taxi stands, fast food outlets etc.

Bike Racks - Standard
Locations: key locations including near cycle routes and near outdoor dining areas. **May incorporate Toronto Custom Planter.**

Drinking Fountains
Locations: key locations including pedestrian nodes and near cycle routes.

Bollards - Standard
Locations: where required to prevent or control pedestrian or vehicle access.

Balustrade - Standard
Locations: key locations as identified by LMCC staff.

Banner Poles - Standard
Locations: key locations as identified by LMCC staff.

Wheel stop - Standard: At key location as identified by LMCC, and as specified in LSD-CPR-01.

Handrails - Standard: At ramps & stairs, to be grade 316 stainless steel, and to comply with BCA & AS1428.4.

Lighting

Locations: **TBA** Upgrade to comply with AS1158.3.1 where required. **Selection: TBA.**

Street Trees & Planting

Trees species & mass planting referencing species: Refer page 09 Street Tree Master Plan.

Trees Locations: Allow for min. 1 tree / lot at max. 16m spacings & to be determined by LMCC at detailed stage.

Tree Pit Construction: as per LMCC Standard Details + custom root vault design.

Tree Guards: Toronto Custom - locations as identified by LMCC.

Trees in custom root vault design: with deck floating over, at Southern Street A specific, any future works shall be caution

Pavement

Main Paving: Combination of Concrete pavement types.
Driveway Crossover: Concrete pavement to match adjacent.

Permeable Paving
Fully interlocking pavers; Colour - Natural; Finish - shot blast.

Kerb ramps: Concrete pavement - Coloured - dark grey.

Tactile Ground Surface Indicator (TGSi):
Proprietary Stainless steel grade 316 Discrete TGSi's to be manufactured and set-out to AS1428.4.

Street Type B

DESCRIPTION

Located along the western side of Victory Pde this street type addresses the interface between the town centre and Regatta Walk Foreshore Reserve (a separate master plan has been adopted for the reserve). The narrow footpaths are a significant constraint to pedestrian amenity and tree planting, however by continuing pavement finishes across pedestrian crossings and into the reserve a visual and physical linkage can be emphasised.

Street type B will be provided with full-width concrete paving with banding and feature nodes in unit paving. Complemented by high quality street furniture this pavement will contribute to the town centre's identity. Where possible street trees will be provided in the road pavement and stainless steel balustrading will be installed to accommodate abrupt level changes.

OPPORTUNITIES

Create new pedestrian crossings to connect with the Regatta Walk Foreshore Reserve at key locations such as the old Toronto station and the Greenway at the north western end of the reserve.

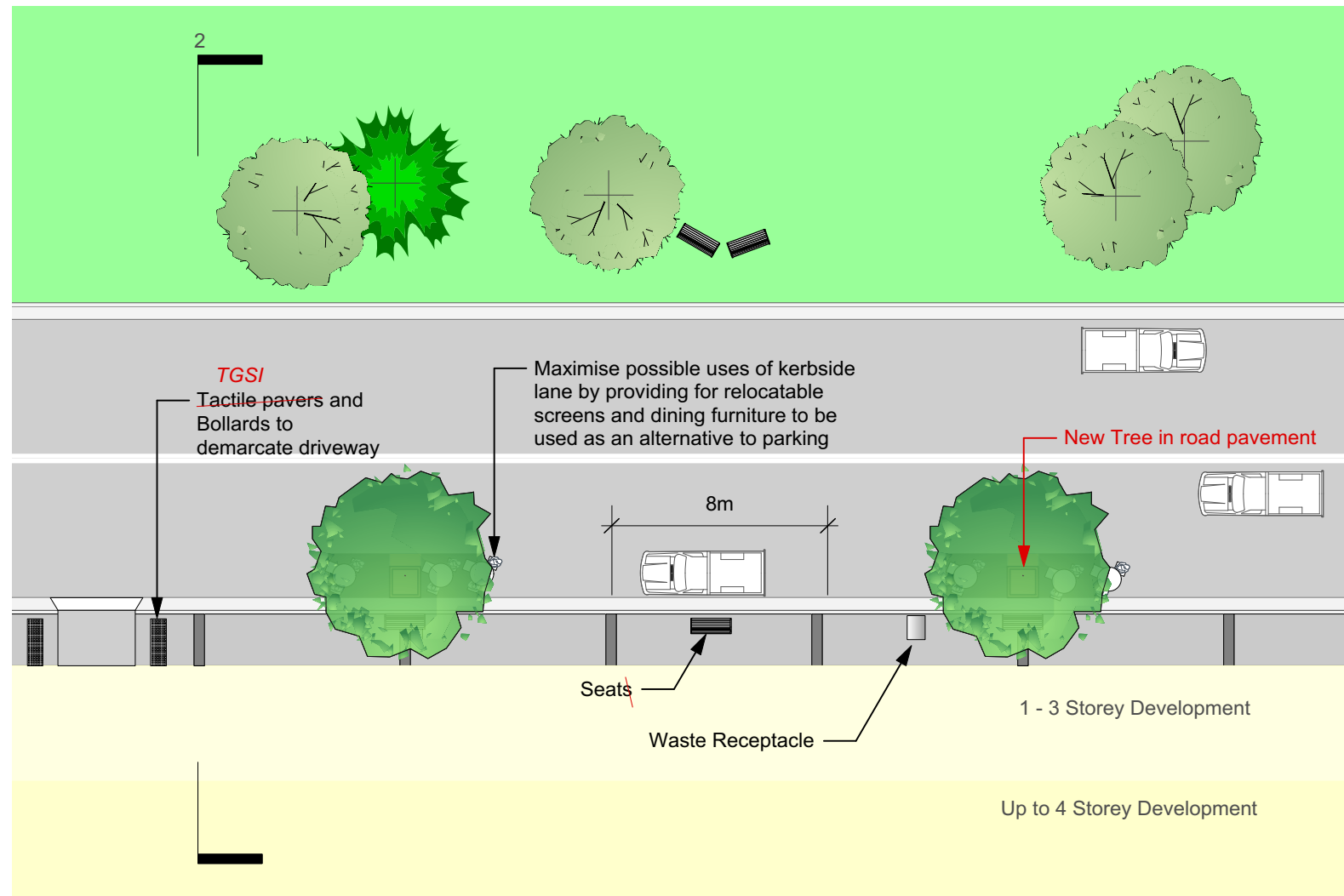
Widen the footpath and provide outdoor dining opportunities by extending into the parking lane. Improve pedestrian usage opportunities and potential for economic activity in the foreshore area.

OBJECTIVES

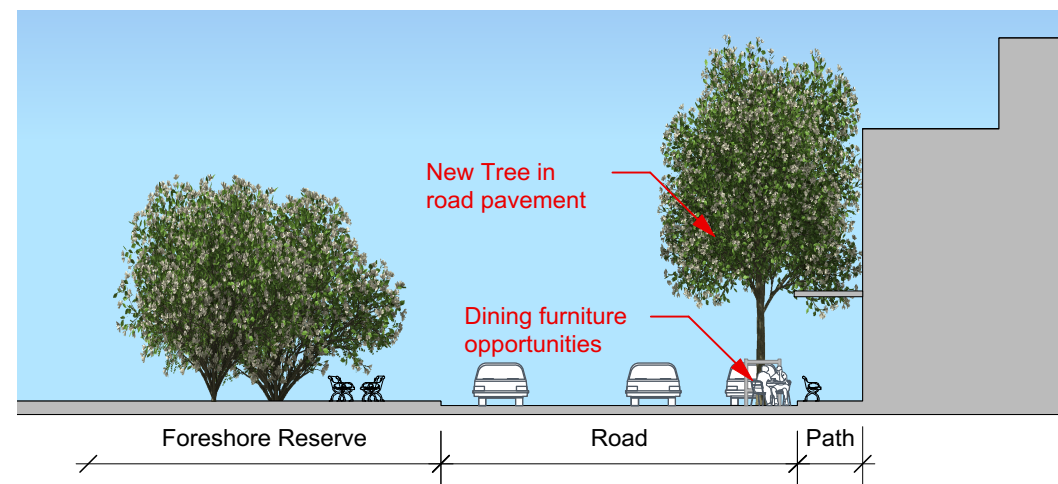
- To create a strong sense of place and connection with The Boulevard.
- To provide a robust and pleasant pedestrian environment.
- To emphasise the street's visual and physical connection with the lake.
- To maximise opportunities for appropriate tree planting, and to match tree species with existing native planting along foreshore.

EXISTING CONSTRAINTS

- Narrow footpath in places.
- Overhead powerlines
- Level changes / high kerb.
- Existing underground services



1 Street Type B - Typical Plan
Scale: 1:250



2 Street Type B - Typical Section
Scale: 1:250

Materials and Furniture Selections

Note: *The following information provides general guidelines for the location of furniture elements and pavement treatments. Specific locations for furniture items are to be determined by LMCC at detailed design stage. Additional furniture items may be required for some developments.*

Refer to the Toronto Streetscape Technical Guidelines (TSTG) for specification guidance on streetscape elements.

Furniture

Street furniture may be clustered around key locations to create activity nodes in consultation with LMCC. Spacings provided below are maximums.

Bench - **Seats - Standard** (with backrest & armrests)

Locations: **Maximum** 30-50m intervals and at key locations identified by LMCC.

Waste Receptacles - Standard

Locations: **Maximum** 30-50m spacing + key locations identified by LMCC staff such as bus / taxi stands & near fastfood outlets.

Bike Racks - Standard

Locations: key locations including near cycle routes and near outdoor dining areas.

Drinking Fountains - Standard

Locations: key locations including pedestrian nodes and near cycle routes.

Bollards - Standard

Locations: where required to prevent or control pedestrian or vehicle access.

Balustrade - Standard

Locations: key locations as identified by LMCC staff.

Lighting

Locations: **TBA** / Upgrade to comply with AS1158.3.1 where required. **Selection: TBA**

Street Trees & Planting

Trees species & mass planting referencing species: Refer Street Tree Master Plan on page 09.

Trees Locations: Allow for min. 1 per lot at max. 24m spacing & to be determined by LMCC at detailed stage.

Tree Pit Construction: as per LMCC Standard Details

Tree Guards: Toronto Custom - locations as identified by LMCC.

Tree Grates: Custom

Pavement

Main Paving

Full-width Concrete pavement - Standard with banding at normally 8m spacing.

Driveway Crossover

Concrete pavement to match adjacent.

Banding

300 x 300 x 60mm Concrete segmental pavers, grey colour with tri-tone aggregates; shotblast finish.

Feature Paving

Concrete segmental pavers types (a), (b) & (c) laid in random stretcher bond 50(a):20(b):30(c)

- (a) Dark grey colour with white, golden brown and grey aggregates -300 x 300 x 60mm; shotblast finish;
- (b) Orange colour with white, dark brown and light grey aggregates -300 x 300 x 60mm; shotblast finish;
- (c) Neutral concrete colour with dark grey and brown aggregates -300 x 300 x 60mm; shotblast finish.

Permeable Paving

Eco-trihex; Fully interlocking pavers; Colour - Natural; Finish - shot blast.

Kerb ramps: Concrete pavement - Coloured - dark grey.

Tactile Ground Surface Indicator (TGSI):

Proprietary Stainless steel grade 316 Discrete TGSI's to be manufactured and set-out to AS1428.4.

Street Type C

DESCRIPTION

Located in the main commercial and retail areas of the town centre, primarily Cary St, Pemell St and part of Brighton Ave.

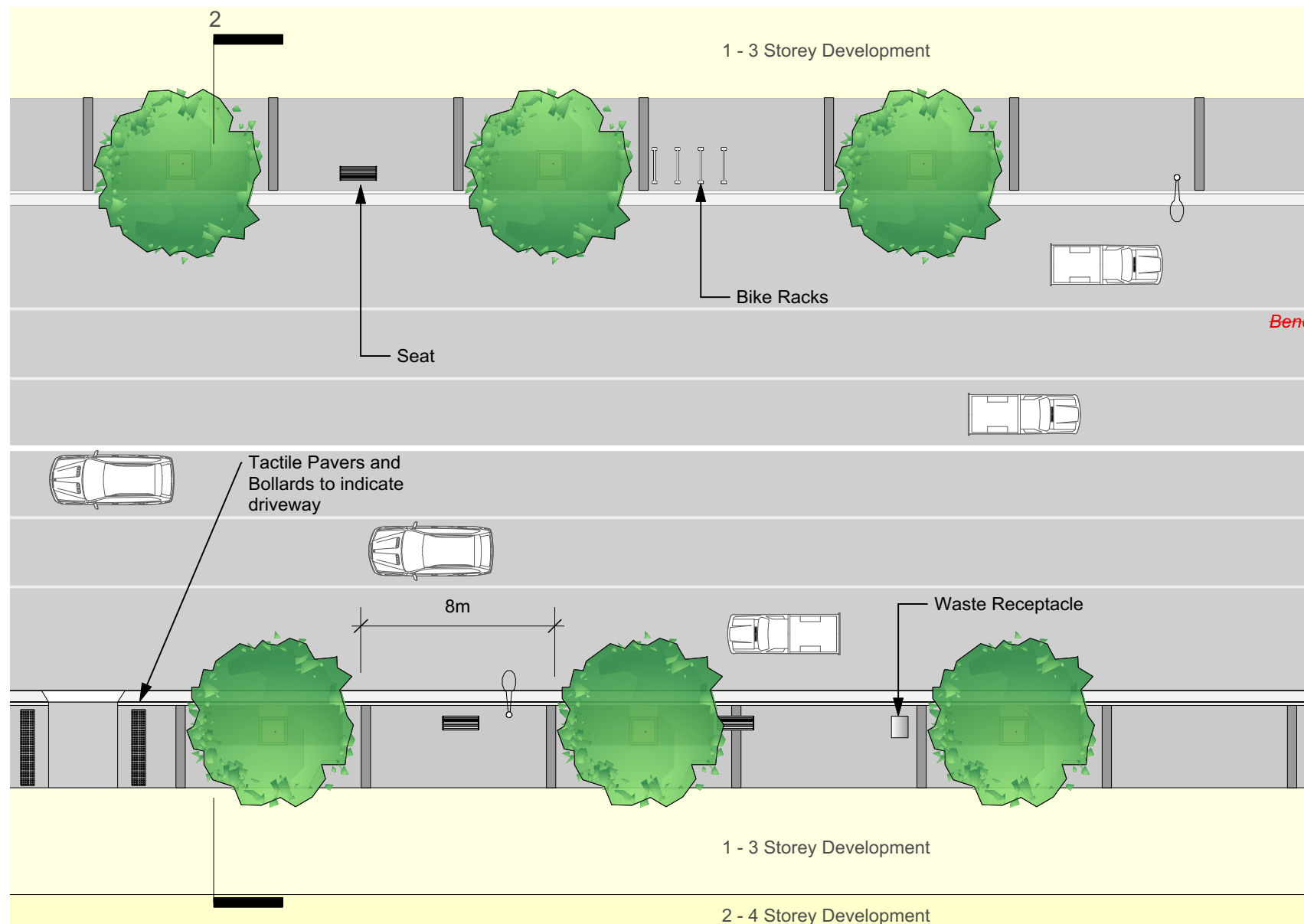
These streets will be provided with full-width concrete paving with banding and feature nodes in unit paving. Complemented by high quality street furniture this pavement will contribute to the town centre's identity.

OBJECTIVES

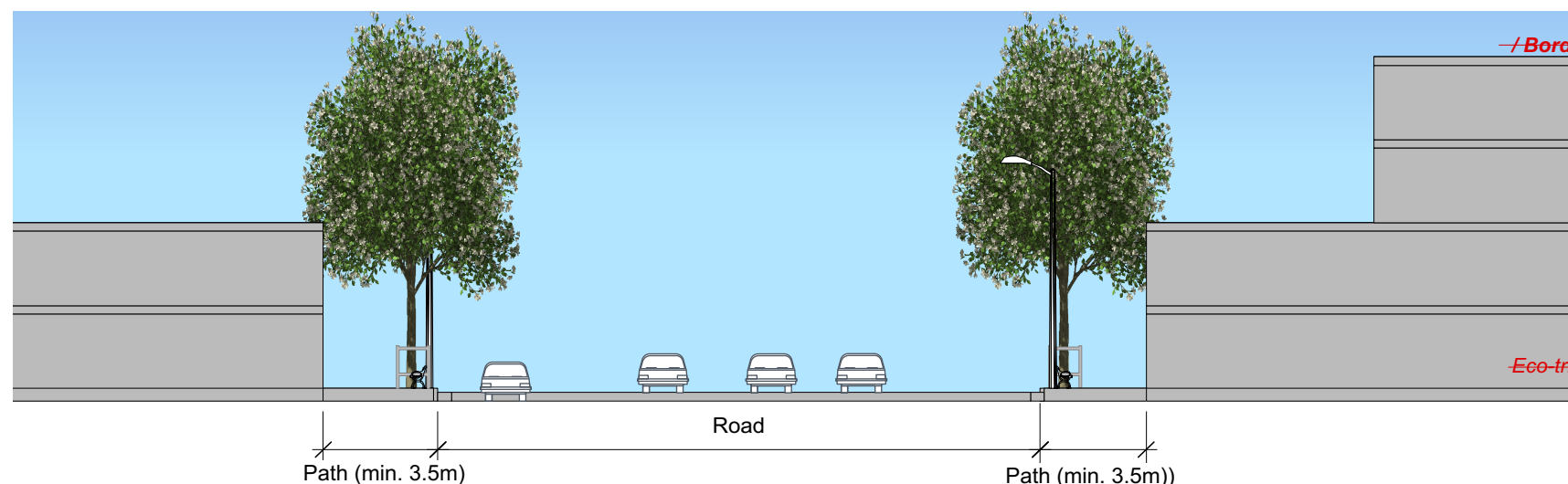
- To build a strong connection with The Boulevard.
- To link important civic buildings with The Boulevard.
- To emphasise the town centre's sense of place.
- To provide a strong and pleasant pedestrian environment.
- To maximise tree planting to reduce impact of vehicles on pedestrian amenity.

EXISTING CONSTRAINTS

- High motor vehicle traffic volumes
- Narrow footpaths in places
- Overhead powerlines
- Level changes
- Existing services
- Steep slopes on parts of Cary St



1 Street Type C - Typical Plan
Scale: 1:250



2 Street Type C Typical Section
Scale: 1:250

Materials and Furniture Selections

Note: *The following information provides general guidelines for the location of furniture elements and pavement treatments. Specific locations for furniture items are to be determined by LMCC at detailed design stage. Additional furniture items may be required for some developments.*

Refer to the Toronto Streetscape Technical Guidelines (TSTG) for specification guidance on streetscape elements.

Furniture

Street furniture **may** be clustered around key locations to create activity nodes in consultation with LMCC. Spacings provided below are maximums.

Seats - Standard

Locations: **maximum** 30-50m intervals and at key locations identified by LMCC. Spacing will be reduced to **maximum** 15m on steep parts of Cary St.

Waste Receptacles - Standard

Locations: **maximum** 30-50m spacing + key locations such as bus and taxi stands, fast food outlets etc.

Bike Racks - Standard

Locations: key locations including near cycle routes and near outdoor dining areas.

Drinking Fountains - Standard

Locations: key locations including pedestrian nodes and near cycle routes.

Bollards - Standard

Locations: where required to prevent or control pedestrian or vehicle access.

Balustrade - Standard

Locations: key locations as identified by LMCC staff.

Lighting

Locations: **TBA** / Upgrade to comply with AS1158.3.1 where required. **Selection: TBA.**

Street Trees & Planting

Trees species & mass planting referencing species: refer page 09 Street Tree Master Plan.

Tree Locations: Allow for min. 1 per lot at max. 16m spacing & to be determined by LMCC at detailed stage.

Tree Pit Construction: as per LMCC Standard Details

Tree Guards: **Toronto Custom**

Pavement

Main Paving

Full-width **Concrete pavement - Standard** with banding at normally 8m spacing.

Banding

300 x 300 x 60 **Concrete segmental pavers**, grey colour with tri-tone aggregates; shotblast finish.

Driveway Crossover

Concrete pavement to match adjacent.

Feature Paving

Concrete segmental pavers types (a), (b) & (c) laid in random stretcher bond 50(a):20(b):30(c)

- (a) Dark grey colour with white, golden brown and grey aggregates -300 x 300 x 60mm; shotblast finish;

- (b) Orange colour with white, dark brown and light grey aggregates -300 x 300 x 60mm; shotblast finish;

- (c) Neutral concrete colour with dark grey and brown aggregates -300 x 300 x 60mm; shotblast finish.

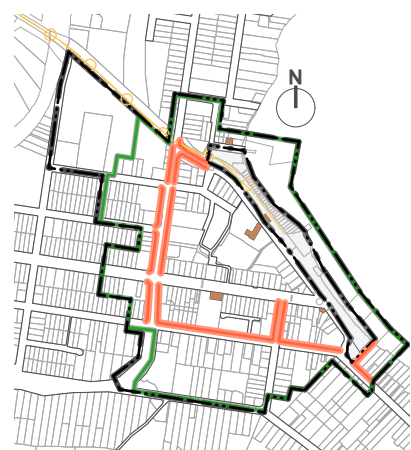
Permeable Paving

Fully interlocking pavers; Colour - Natural; Finish - shot blast.

Kerb ramps: Concrete pavement - Coloured - dark grey.

Tactile Ground Surface Indicator (TGSi):

Proprietary **Stainless steel grade 316 Discrete TGSi's** to be manufactured and set-out to AS1428.4.



Street Type D

DESCRIPTION

Located in intermediate areas with a mix of residential and commercial uses, including parts of Brighton Ave, Cary St, Donnelly Ave, James St, Bay St and The Boulevard west of Cary St.

Street type D combines wide footpaths with turf verge and street trees to provide a pleasant and accessible environment.

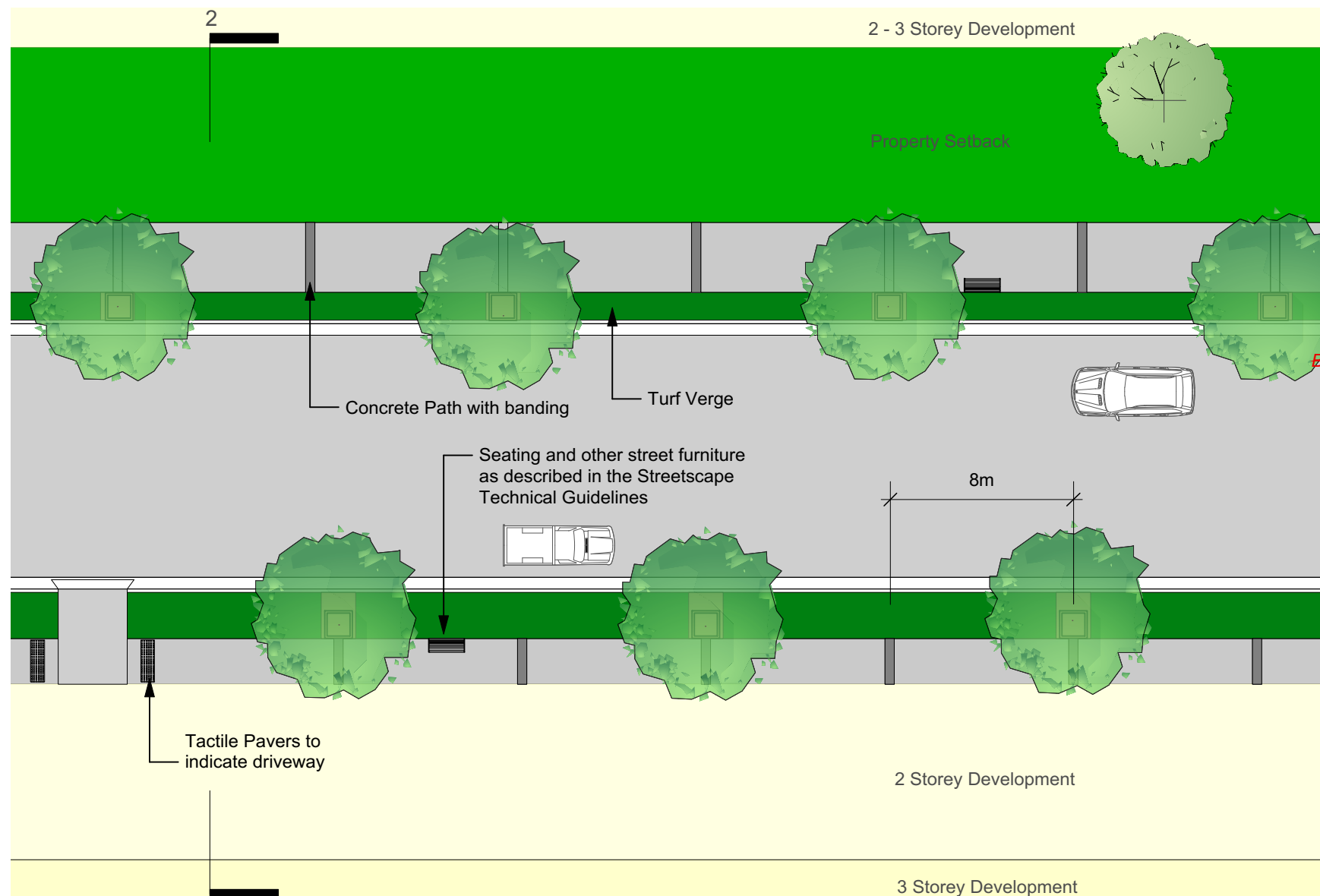
Wide concrete paths with unit-paving details will be complemented by high-quality street furniture. Proprietary furniture will be selected from the LMCC city-wide furniture suite as detailed in the Toronto Streetscape Technical Guidelines (under development).

OBJECTIVES

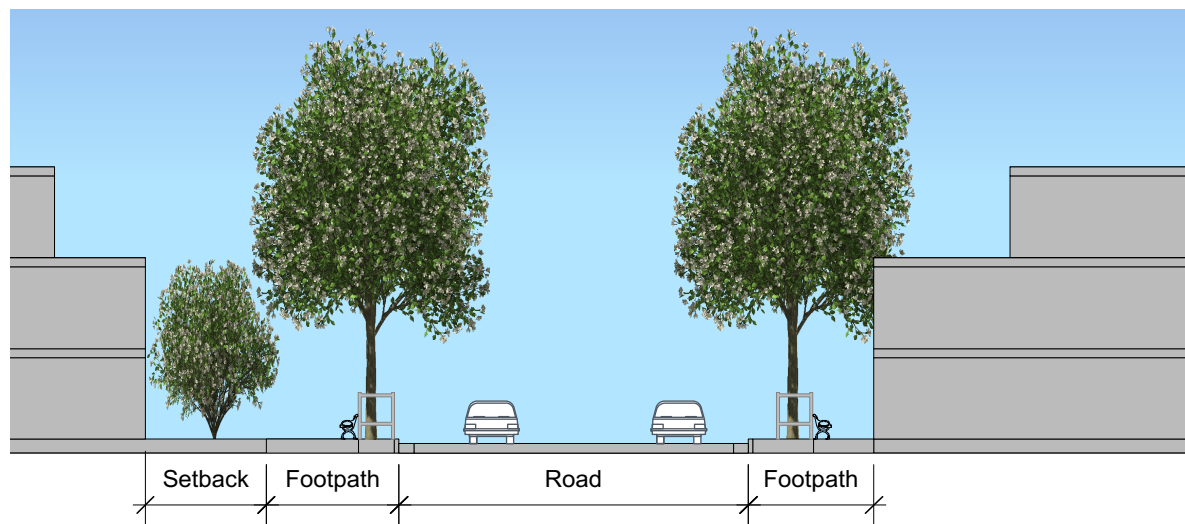
- To improve appearance and continuity of these streets.
- To blend commercial and residential uses.
- To create a strong connection with the centre's core.
- To provide pleasant and easy access to homes and businesses.
- To provide a safe and pleasant pedestrian environment.

EXISTING CONSTRAINTS

- Overhead powerlines.
- Inappropriate existing tree species.
- Patchwork of existing paving types.
- Mix of residential and commercial uses.



1 Street Type D - Typical Plan
Scale: 1:250



2 Street Type D - Typical Section
Scale: 1:250



Materials and Furniture Selections

Note: The following information provides general guidelines for the location of furniture elements and pavement treatments. Specific locations for furniture items are to be determined by LMCC at detailed design stage. Additional furniture items may be required for some developments.

Refer to the Toronto Streetscape Technical Guidelines (TSTG) for specification guidance on streetscape elements.

Furniture

Street furniture may be clustered around key locations to create activity nodes in consultation with LMCC. Spacings provided below are maximums.

Seats - Standard (with backrest & armrests)

Locations: Maximum 50-80m intervals and at key locations identified by LMCC.

Waste Receptacles - Standard

Locations: Maximum 100-200m spacing + key locations such as bus and taxi stands, fast food outlets etc.

Bike Racks - Standard

Locations: key locations as identified by LMCC staff.

Drinking Fountains - Standard

Locations: key locations including pedestrian nodes and near cycle routes.

Bollards - Standard

Locations: where required to prevent or control pedestrian or vehicle access.

Balustrade - Standard

Locations: key locations as identified by LMCC staff.

Lighting

Locations: TBA / To comply with AS1158.3.1 where required. Selection: TBA.

Street Trees & Planting

Trees species & mass planting referencing species: Refer Street Tree Master Plan on page 09 for selections.

Tree Locations: TBA - Allow for min. 1 tree / lot at max. 16m spacings & to be determined by LMCC at detailed stage.

Tree Pit Construction: as per LMCC Standard Details
Tree Guards: standard - refer to Streetscape Technical Guidelines.

Tree Grates: Custom

Pavement

Main Paving

Concrete pavement - Standard with banding at normally 8m spacing. Path shall > 2m wide adjacent to property boundary. New paths should not be narrower than any existing path in the same location.

Borders

300 x 300 x 60 Concrete segmental pavers, grey colour with tri-tone aggregates; shotblast finish.

Driveway Crossover

Concrete pavement to match adjacent.

Permeable Paving

Eco-trihex; Fully interlocking pavers; Colour - Natural; Finish - shot blast.

Kerb ramps: Concrete pavement - Coloured - dark grey.

Tactile Ground Surface Indicator (TGSI): Proprietary Stainless steel grade 316 Discrete TGSI's to be manufactured and set-out to AS1428.4.

Street Type E

DESCRIPTION

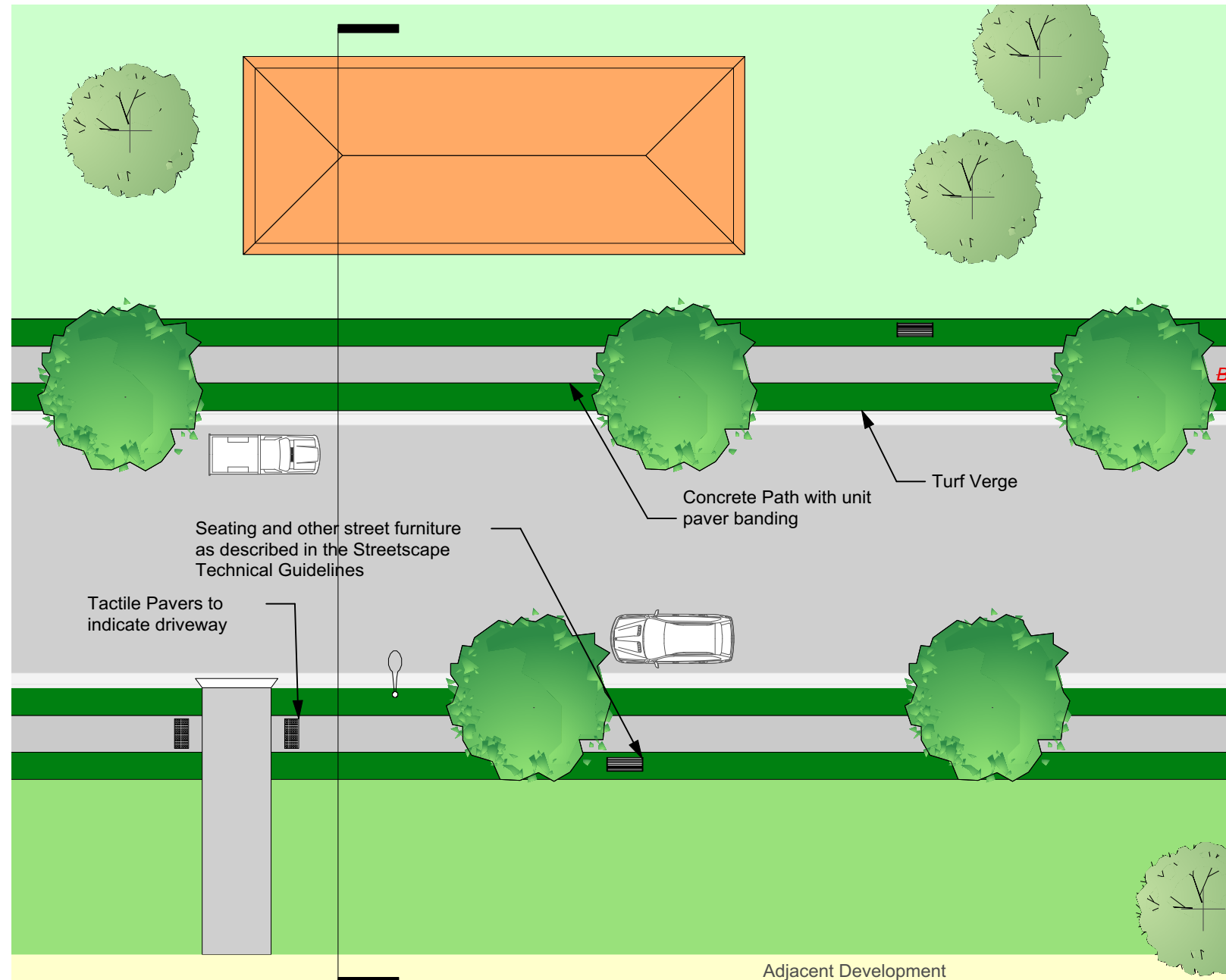
Located on a small number of streets in quieter areas adjacent to both commercial and residential uses, including parts of Arnott and Bath Streets and part of Excelsior Parade. Street type E provides minimum 1.2m wide concrete paths in combination with turf verges and street trees to provide a pleasant and accessible environment. This street type is complimented by the same high-quality street furniture as Street Type D.

OBJECTIVES

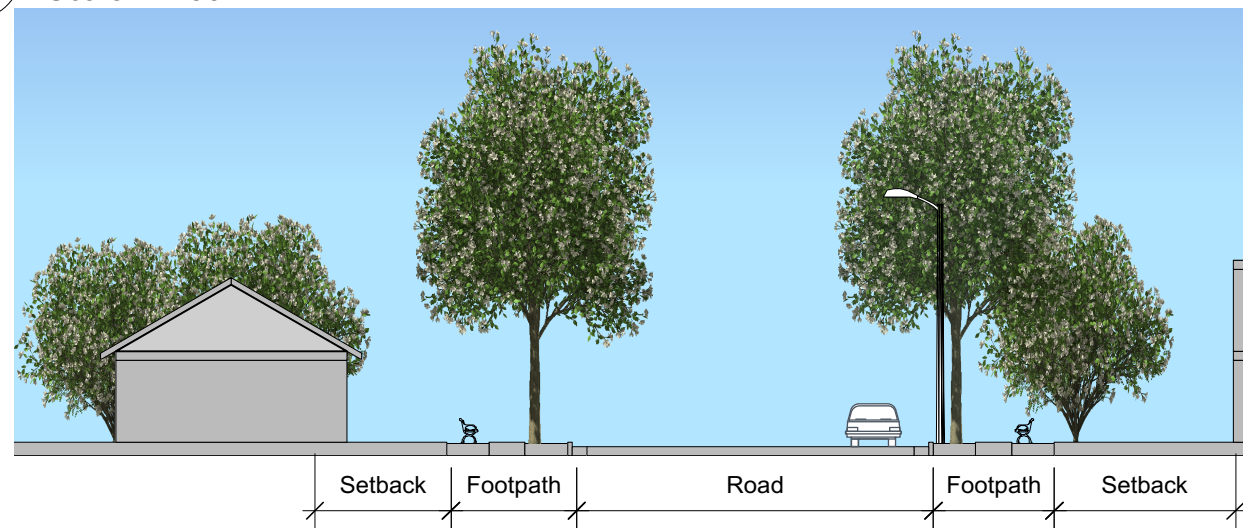
- To provide pleasant and easy access to homes and businesses.
- To retain a domestic feel adjacent to residential areas while connecting with commercial areas.
- To create a connection with the centre's core.
- To provide a safe and pleasant pedestrian environment.

EXISTING CONSTRAINTS

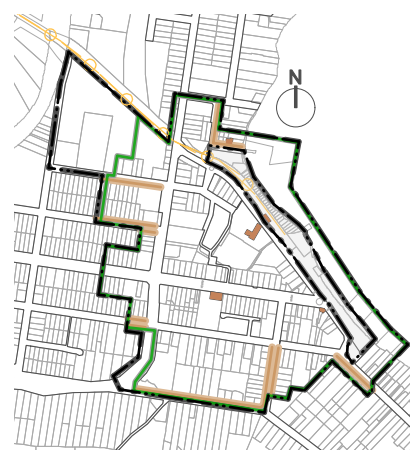
- Proximity of commercial and residential uses.
- Narrow verges with no footpaths.
- No kerb and gutter in places.
- Overhead powerlines.
- Patchwork of existing paving types.



1 Street Type E - Typical Pan
Scale: 1:250



2 Street Type E Typical Section
Scale: 1:250



Materials and Furniture Selections

Note: The following information provides general guidelines for the location of furniture elements and pavement treatments. Specific locations for furniture items are to be determined by LMCC at detailed design stage. Additional furniture items may be required for some developments.

Refer to the Toronto Streetscape Technical Guidelines (TSTG) for specification guidance on streetscape elements.

Furniture

Street furniture may be clustered around key locations to create activity nodes in consultation with LMCC. Spacings provided below are maximums.

Toronto Custom Planter (- Bench Seats & Bike Racks may incorporate): At key locations, to be determined at detailed design stage.

Seats - Standard

Locations: maximum 50-80m intervals and at key locations identified by LMCC.

Waste Receptacles - Standard

Locations: maximum 100-200m spacing + key locations such as bus and taxi stands, fast food outlets etc.

Bike Racks - Standard

Locations: key locations including near cycle routes and near outdoor dining areas. Toronto custom planter may in combination.

Drinking Fountains - Standard

Locations: key locations including pedestrian nodes and near cycle routes.

Bollards - Standard

Locations: where required to prevent or control pedestrian or vehicle access.

Balustrade - Standard

Locations: key locations as identified by LMCC staff.

Lighting

Locations: TBA/ To comply with AS1158.3.1 where required. Selection: TBA.

Street Trees & Planting

Trees species & mass planting referencing species: Refer page 09 Street Tree Master Plan.

Locations: TBA- Allow for min. 1 tree / lot at max. 16m spacings & to be determined by LMCC at detailed stage.

Tree Pit Construction: as per LMCC Standard Details
Tree Guards: City Wide selection - refer to Streetscape Technical Guidelines.

Tree Grates

Pavement

Main Paving

Concrete pavement - Standard, minimum 1.2m wide.

-/Borders- Banding

300 x 300 x 60 Concrete segmental pavers, grey colour with tri-tone aggregates; shotblast finish.

Driveway Crossover

Concrete pavement to match adjacent.

Permeable Paving

Eco-trihex; Fully interlocking pavers; Colour - Natural; Finish - shot blast.

Kerb ramps: Concrete pavement - Coloured - dark grey.

Tactile Ground Surface Indicator (TGSi):

Proprietary Stainless steel grade 316 Discrete TGSi's to be manufactured and set-out to AS1428.4.

Street Types L1 and L2

DESCRIPTION

Toronto has a unique urban fabric that includes a number of existing laneways and may include more in future. It is important that these laneways are treated in a way that makes them safe and interesting places to go and so that they are seen as an inviting part of the town centre.

Street types L1 and L2 have been created to guide development on existing and future laneways so they can be designed with consistent pavements and furniture selections.

While aiming to provide a sense of cohesion between each of the laneways and the town centre generally, it should also be possible to highlight the idiosyncrasies of each laneway where desirable to do so. Street Type L1 refers to those laneways that are narrow, linear spaces enclosed between buildings and / or fences. Street type L2 has been created to cover those pedestrian ways in Toronto town centre that occur in open spaces but where pedestrian movement is constrained to a narrow path, such as through an open car park or beside a driveway.

OBJECTIVES

- To highlight the network of existing and future laneways.
- To emphasise Toronto as a pleasant and interesting pedestrian destination.
- Use design elements to provide visual cues to promote use of laneways.
- Maximise safety through use of CPTED principles.
- In Street Type L2 to provide safe separation between pedestrians and vehicles.
- Also in Street Type L2 to provide clear wayfinding cues to pedestrians in large open areas.
- To provide opportunities for seating and even small-scale outdoor dining in laneways.
- Where appropriate to introduce artistic elements to laneways.

EXISTING CONSTRAINTS

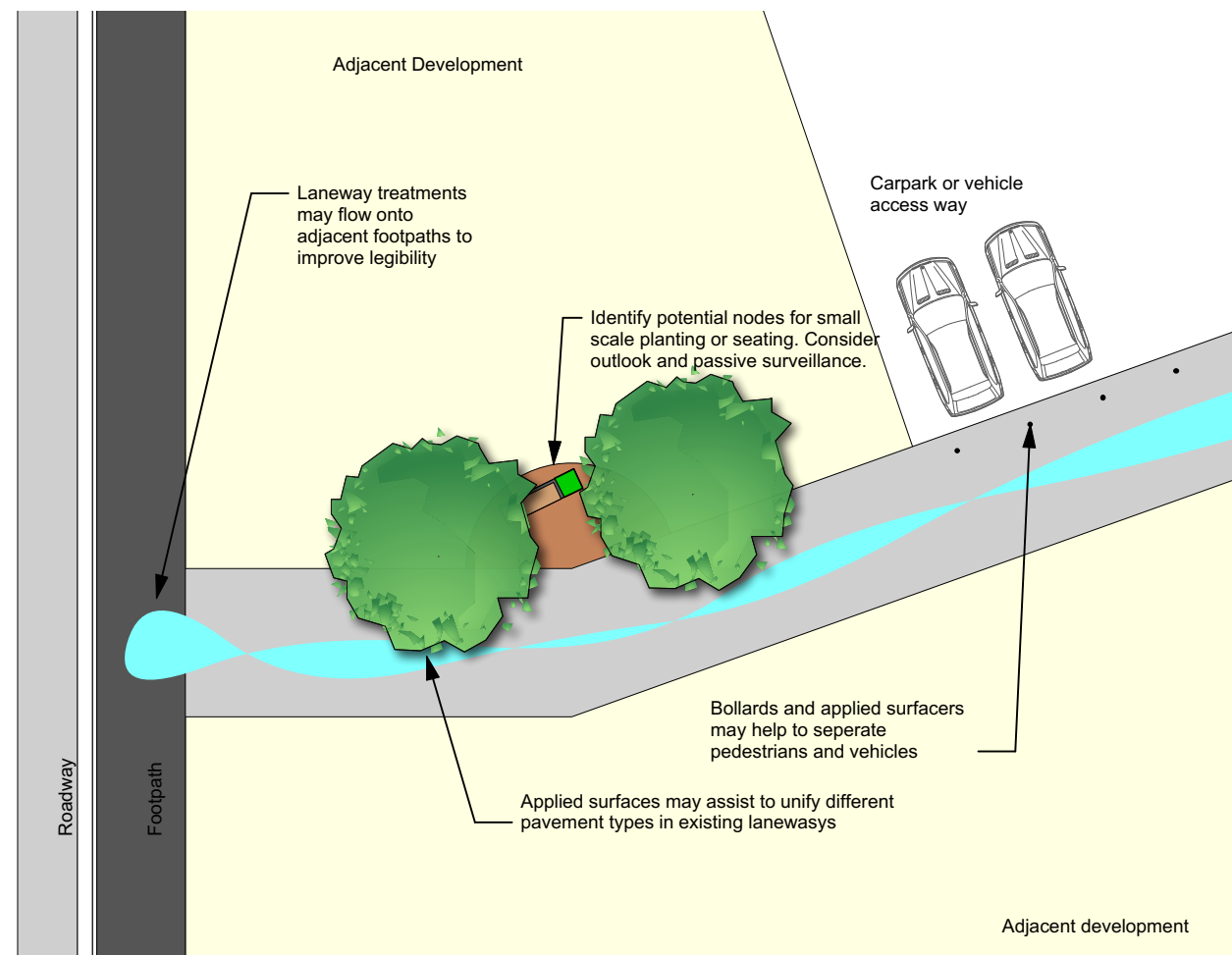
- Restricted access.
- Varied ownership.
- Pedestrian / motor vehicle conflicts.
- Patchwork of existing paving types.

TYPICAL DIMENSIONS

Road reserve width:

Verge width:

Adjacent landuse(s):



1 Laneways - Typical Plan
Scale: 1:250

Materials and Furniture Selections

Note: The following information provides general guidelines for the location of furniture elements and pavement treatments. Specific locations for furniture items are to be determined by LMCC at detailed design stage. Additional furniture items may be required for some developments.

Refer to the Toronto Streetscape Technical Guidelines (TSTG) for specification guidance on streetscape elements.

Furniture

Street furniture may be clustered around key locations to create activity nodes in consultation with LMCC. Spacings provided below are maximums.

Toronto Custom Planter (- Seats & Bike Racks may incorporate):
At key locations, to be determined at detailed design stage.

Seats - Standard
Locations: maximum 30-50m intervals and at key locations identified by LMCC. Toronto Custom Planter may incorporate.

Waste Receptacles - Standard
Locations: maximum 30-50m spacing + key locations such as bus and taxi stands, fast food outlets etc.

Bike Racks - Standard
Locations: key locations including near cycle routes and near outdoor dining areas. Toronto Custom Planter may incorporate.

Drinking Fountains - Standard
Locations: key locations including pedestrian nodes and near cycle routes.

Bollards - Standard
Locations: where required to prevent or control pedestrian or vehicle access.

Balustrade - Standard
Locations: key locations as identified by LMCC staff.

Lighting

Locations: TBA / To comply with AS1158.3.1 where required. Selection: TBA.

Street Trees

Trees species: Refer page 09 Street Tree Master Plan.
Trees Locations: TBA - street tree planting opportunities to may be identified in future but generally these street types will not be planted.

Tree Pit Construction: as per LMCC Standard Details
Tree Guards: Toronto Custom

Pavement

Main Paving

New laneways should use the feature paving described below.

Retrofitting to existing laneways should aim to repair existing pavements to a high standard and to identify opportunities for new feature paving as described below.

Feature Paving

Concrete segmental pavers types (a), (b) & (c) laid in random stretcher bond 50(a):20(b):30(c)

- (a) Dark grey colour with white, golden brown and grey aggregates -300 x 300 x 60mm; shotblast finish;
- (b) Orange colour with white, dark brown and light grey aggregates -300 x 300 x 60mm; shotblast finish;
- (c) Neutral concrete colour with dark grey and brown aggregates -300 x 300 x 60mm; shotblast finish.

Permeable Paving

Fully interlocking pavers; Colour - Natural; Finish - shot blast.

Kerb ramps: Concrete pavement - Coloured - dark grey.

Tactile Ground Surface Indicator (TGSi):

Proprietary Stainless steel grade 316 Discrete TGSi's to be manufactured and set-out to AS1428.4.

Banding / Borders N/A

Refer to Street Type A main-paving

Eco-trihex;

Street Tree Selection

SITE ANALYSIS

The master plan area includes three main soil landscapes, with topography varying from low-lying flood plain to gently rolling hills. The trees shown on this plan have been selected to suit the area's natural soils and to compliment existing street character and / or established trees.

The eastern section of The Boulevard is a significant focal point of the area, and has a strong and unique physical character, derived in part from the existing mature fig trees. However the large existing fig trees present significant management challenges, and for this reason changes will occur to the tree planting in this location. This plan involves a program of staged replacement of the fig trees with a smaller tree more suited to street planting, and it will involve removal of trees along the northern side of this section of The Boulevard to improve visual connection between street and both the lake to the east and the mountains to the west. These changes are described more fully in sheets 10 and 11 of this streetscape master plan.

OBJECTIVES

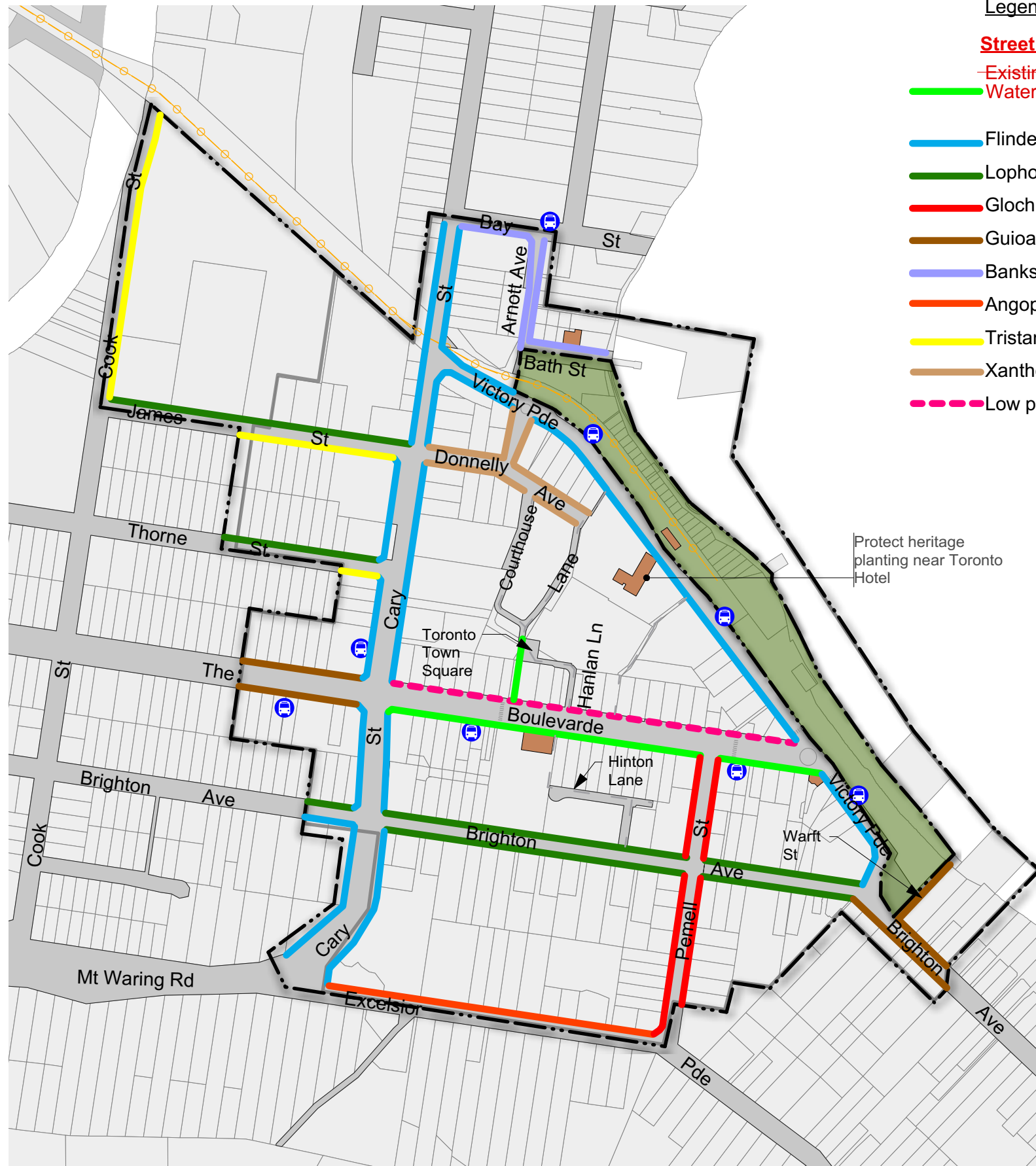
- To create a strong sense of place.
- To provide all the social benefits that street trees bring.
- To reinforce the natural and scenic values of the area.
- To select trees that will thrive in the extant conditions of the area.
- To minimise long-term maintenance.
- To compliment the area's natural and cultural heritage.
- To improve microclimate.
- To provide habitat for native fauna.

CRITERIA

Criteria considered in selecting trees for this master plan include:

- Native species
 - Evergreen
 - Mature size
 - Reliability
 - Maintenance requirements
 - Potential fruit / flower drop
 - Habitat value
- For the replacement street tree for The Boulevard, the following minimum requirements must be met:
- Native species
 - Evergreen
 - Available in super-advance size (5-6m tall)
 - Large mature size
 - Low maintenance
 - Reliable street tree - examples in similar contexts.

Note: tree locations will be decided by LMCC in consultation with developers. Spacings given in this document are minimums that can be used for planning a development. At least one tree should be allowed for in every development.



Legend

Street Trees

- Existing *Ficus microcarpa* / Proposed native tree - see criteria
- Waterhousea floribunda* + *Tristaniopsis laurina*
- Flindersia australis* / *Banksia integrifolia*
- Lophostemon confertus*
- Glochidion ferdinandi*
- Guioa semiglauca*
- Banksia integrifolia*
- Angophora hispida*
- Tristaniopsis laurina*
- Xanthostemon chrysanthus*
- Low planting only

Mass Planting Reference Paallet:

installed on Southern Street A

Common name / Botanical name

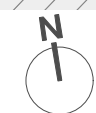
Shrubs

- Coastal Banksia / *Banksia integrifolia* 300mm
- Banksia Pygmy Possum / *Banksia serrata* 'Pygmy Possum'
- Banksia Cherry Candles / *Banksia spinulosa* 'Cherry Candles'
- Better John Bottlebrush / *Callistemon viminalis* 'Better John'
- Darwinia Seaspray / *Darwinia citriodora* 'Seaspray'
- Grevillea Jelly Baby / *Grevillea alpina* x *lavandulacea* 'Tununda'
- Isopogon Woorikee / *Isopogon anemonifolius* 'Woorikee'
- Burrawang / *Macrozamia communis*
- Purple Fusion Fan Flower / *Scaevola humilis* 'Purple Fusion'
- Grass Tree / *Xanthorrhoea glauca* 300mm trunk
- Diane Everlasting / *Xerochrysum bracteatum* 'Diane Everlasting'

Ground Covers

- Cousin It / *Casuarina glauca* 'Cousin It'
 - Climbing Saltbush / *Chenopodium nutans*
 - Disphyllum Sunburn / x *Disphyllum* 'Sunburn'
- ##### Grasses
- Nafray / *Pennisetum alopecuroides* 'Nafray'
 - Poa Kingsdale / *Poa poiformis* 'Kingsdale'

1 Toronto Street Tree Master Plan
Scale: 1:5000

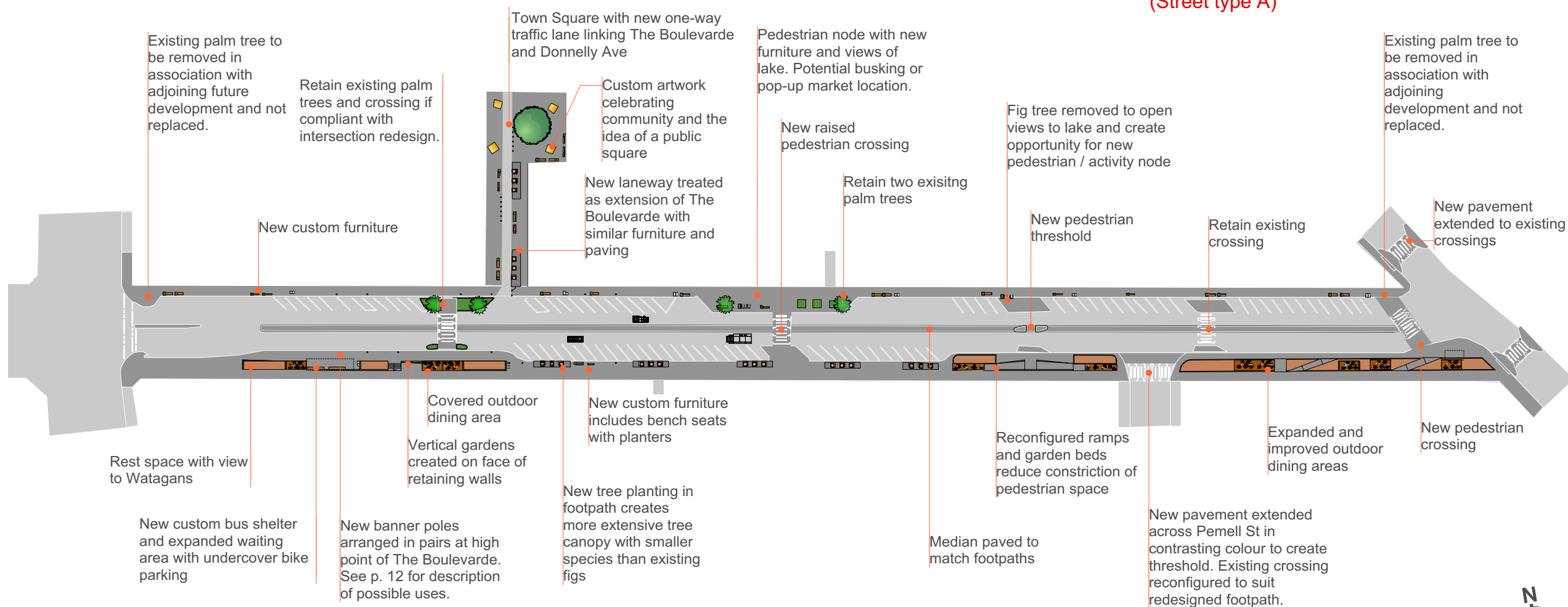


Boulevard Concept Plan

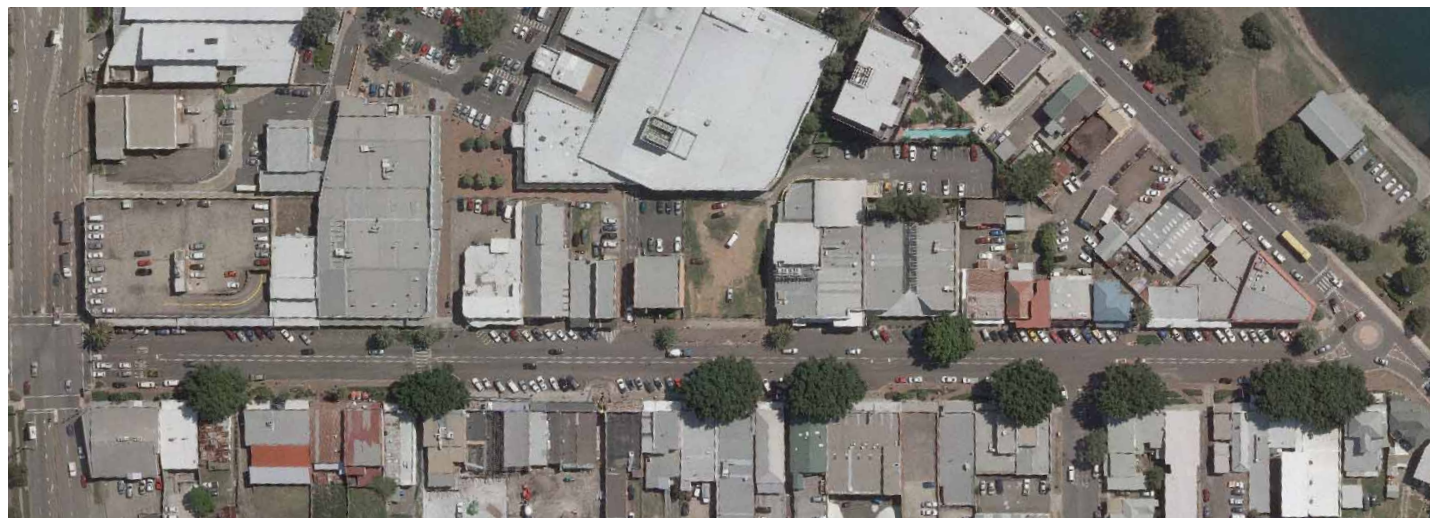
This concept plan for The Boulevard has been prepared to show how the street may be developed over the next few years. The locations of street trees and furniture shown on this plan is indicative and may change. More detailed design is required to determine final locations for retaining walls, ramps, stairs, trees, furniture etc.

Principles

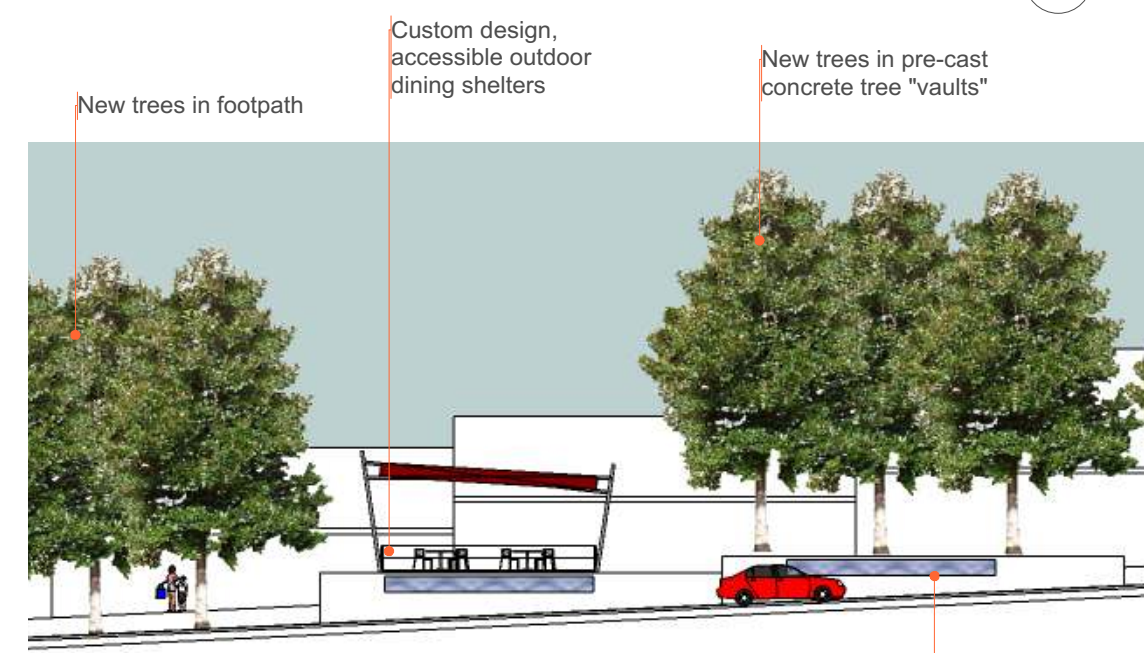
- Reduce visual obstruction / open views to lake and mountains
- Remove trees on northern side of The Boulevard, and retain or replace trees on the southern side
- Create rest opportunities where views can be enjoyed
- Maximise pedestrian space
- Reduce garden bed area and create vertical gardens
- Use new retaining walls as opportunities for public art or vertical gardens
- Provide banner poles to be used for installations of event based art or temporary "canopy" art installations (see p. 12).
- Promote alfresco dining
- Provide distinctive covered dining / seating areas as a feature along the southern footpath
- Create spaces to encourage street activity such as busking, craft markets or street parties.
- Largely retain existing road design and parking layout
- Improve disabled parking
- Increase compliance with disabled access standards
- Improve connectivity across The Boulevard and across Pemell St.
- Allow for any outcome in relation to the existing fig trees: retention, removal or staged succession (note: if this plan is adopted by Council the Tree Replacement Plan on the following page will be implemented).
- Accommodate changes proposed in the Area Plan, specifically the opening to traffic between The Boulevard and Courtroom Lane.



1 Boulevard Concept Plan
Scale: 1:1500



2 Boulevard Air Photo - existing
Scale: 1:2500



3 Boulevard - Typical Elevation - proposed
Not to scale

Boulevard Tree Replacement

For a number of reasons some changes will be made to the existing street trees on The Boulevard. The existing trees, dominated by the large and established fig trees, make a significant contribution to the town centre's sense of place. However the positive contribution of the trees is balanced by a number of negative impacts, including damage to underground services, damage to footpaths, and blocking visual access to the lake from most pedestrian vantage points along The Boulevard.

It is proposed that The Boulevard's existing trees will be replaced by a larger number of new trees of a different species that will recreate the street's existing avenue feel but at a more human scale, and without the damage and risk caused to local business and Council assets by the existing trees.

In order to improve the street's visual connection with the lake and mountains, it is proposed to concentrate tree planting on the southern side of the street, with only low planting on the northern side.

Fig Trees

The eight larger figs on the southern side of the street, while being a dominant and unique feature of the locality, have a number of significant issues. The trees have been causing damage to underground services for a number of years and there is no practical solution to the problems caused by the trees' extensive root systems and canopies. Following a process of analysis, Council officers have recommended staged replacement of all The Boulevard's existing fig trees with a more suitable species. The adoption of this Streetscape Master Plan by Council will signal the potential implementation of this staged replacement.

Northern Side

The trees on the northern side of The Boulevard include Canary Island Date Palms and a single Hill's Weeping Fig. If the future tree canopy on The Boulevard is concentrated on the southern side of the street, this allows the northern side to be kept free of visual clutter, thus allowing views to both the lake and mountains from numerous vantage points along the footpath.

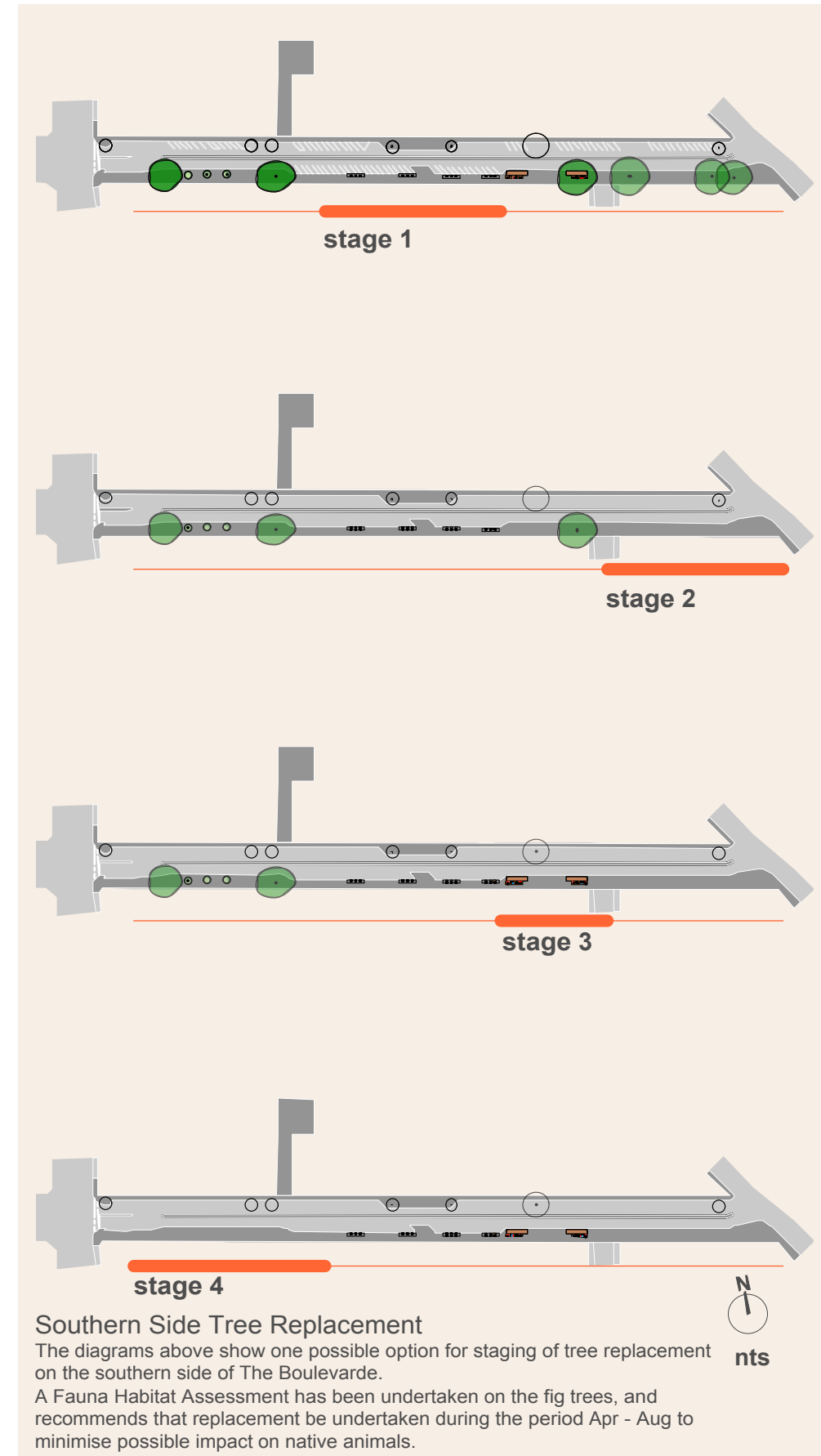
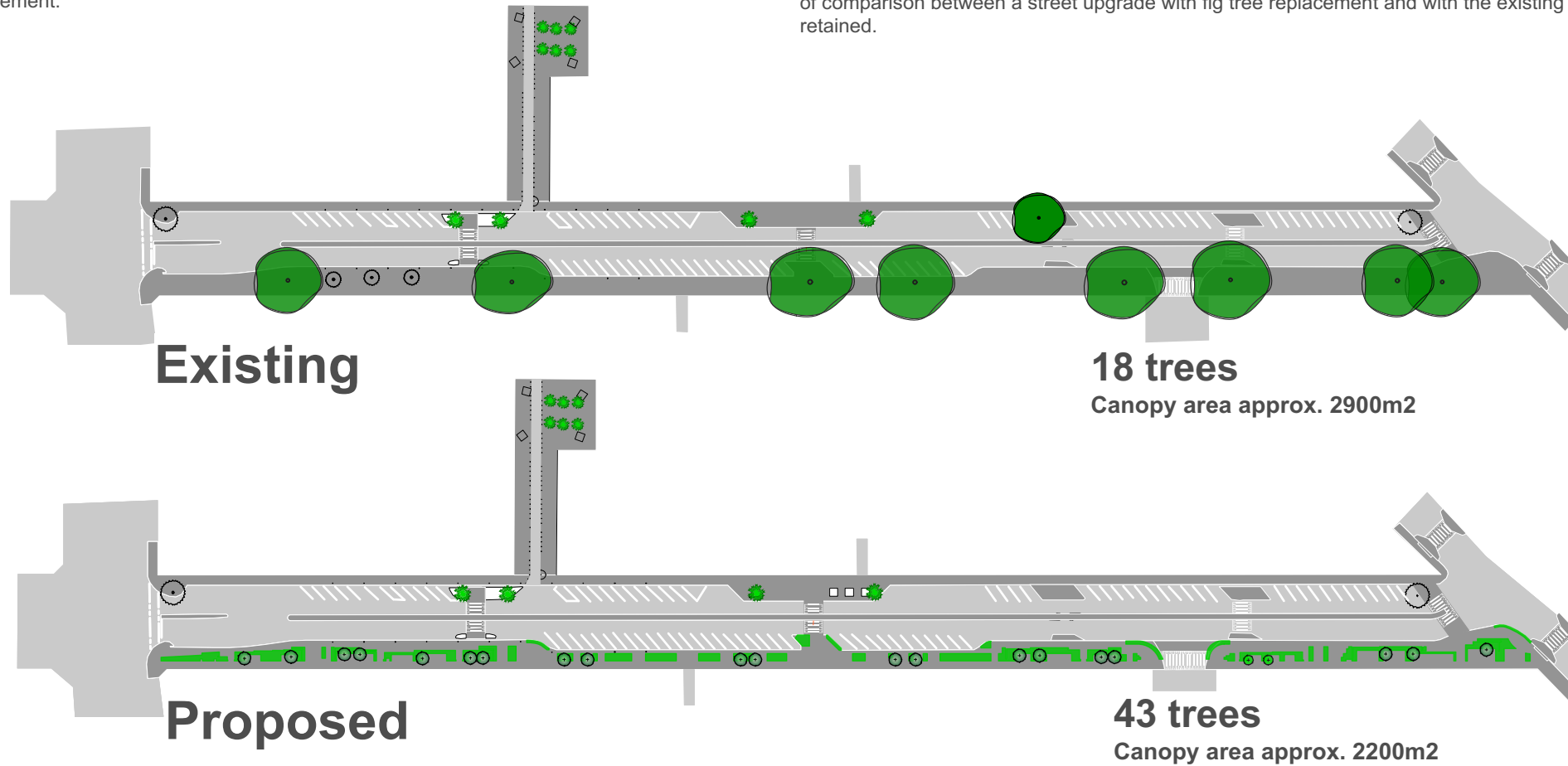
The single existing fig tree on the northern side is proposed for removal because, although only semi-mature it is the same species as those trees on the southern side of street and will in time pose the same problems. By removing this fig and the existing Date Palms on the northern side of The Boulevard it will be possible to open views to the lake and west to the Watagans, thus emphasising Toronto's unique physical location. Upgrade of the footpath on the northern side will be undertaken in conjunction with adjoining private development.

Southern Side

To mitigate potential adverse visual or amenity impacts of tree removal it is proposed that the replacement of the fig trees on the southern side of The Boulevard would be undertaken as a single multi-stage project in conjunction with an upgrade of the entire footpath.

Precise staging details cannot be determined until further detailed design work has been completed, however staging should be as protracted as practical within the constraints of Councils funding procedures.

The information on this page shows how staging may be implemented, and provides a point of comparison between a street upgrade with fig tree replacement and with the existing trees retained.



The images and text on this page demonstrate the proposed character and style of furniture and art elements proposed for use in this Streetscape Master Plan. The images are indicative only and are not a commitment that any particular element shown will be used.

Public art in this master plan is concentrated in the main retail and commercial precinct on The Boulevard, and in the lanes and public squares adjoining it. There is also ample opportunity for public art along the foreshore reserve, but that area is not covered by this master plan.

The text boxes and images on this page outline specific themes that can be explored in the main art elements. These thematic ideas are flexible and may be reinterpreted by individual artists, however common to all public art that is part of this master plan should be a respect for the unique physical and heritage qualities of Toronto and a sense of inclusiveness of people. Artwork produced by local artists would help to build Toronto's community and sense of place.

Canopy Art

With existing and possible new banner poles along The Boulevard, and a proposed canopy installation over the high-point of The Boulevard, there is potential for event focused ephemeral art to enliven the street. Banners and canopy objects could acknowledge key dates and events, bringing a sense of joy and celebration to the street.
Themes / keywords: ephemeral; canopy; light and shadow; colour; wind.



Vertical Art

The Boulevard, when refurbished, will include numerous vertical surfaces that could support large-scale multi-location art or a series of smaller pieces. Retaining walls and custom furniture items will provide the canvas for a unique interpretation of local heritage.
Themes / keywords: linear; bas relief; water craft; indigenous people; water craft; materiality.



Town Square

The refurbished Toronto Town Square will become an important local place, and there is an opportunity here for art that encourages public ownership of and activity in the space.
Themes / keywords: inclusive; playful; space; occupy; water.



Street Activity

Outdoor dining, busking, street parties and events. Art and furniture elements should be used to create spaces or activity nodes at a variety of scales in the town centre where people can enjoy communal activity or simply sit and take in the views.
Themes / keywords: activity; community; view; party; music.

