Downtown Streetscaping Design Guidelines

Presentation to MACOA
September 24, 2014
Stakeholder Presentation

- Streetscaping and the Community
- Historical City Planning and Ongoing Initiatives
- Streetscaping Design Guidelines – Goals and Objectives
- Study Area – Downtown St. Catharines
- Study Process and Schedule
- The Concept of Complete Streets (Breaking Down the Roadway ROW)
- Downtown Street Typologies (Different Street Characteristics)
- Example Right-of-Way (ROW) Cross-Sections
- Setting Priorities for All Road Users
- Streetscaping Design Elements and Element Accessories
- Next Steps
The appearance and character of streets play an integral role in determining the overall quality and livability of a community.

Streets function as movement corridors for pedestrians, cyclists, transit, vehicles and the transportation of goods, as well as support many social and business activities.

The Streetscaping Design Guidelines (SDG) were envisioned to ensure that St. Catharines’ roadways are designed and constructed in a balanced way to provide safety and comfort for all users.
Over the course of the previous five years, the City of St. Catharines (City) has been proactive in planning efforts to help attract residential, commercial and institutional investment to the downtown core.

Through the development of the *Downtown Creative Cluster Plan, 2008* and the *Downtown Urban Design Guidelines, 2012*, the City has created a unique and well-established framework from which to build upon.

Ongoing Initiatives: Meridian Centre, Performing Arts Centre, and Brock University’s Marilyn I. Walker School of Fine Arts.
The SDG represents the next logical step in the downtown revitalization process.

The goal of this study is to develop general streetscaping design guidelines that can be implemented throughout the Downtown to:

- Create a Strong Identity for Downtown St. Catharines;
- Achieve a Cohesive, Consistent, Durable and Sustainable Streetscaping Plan.
- Promote clear, understandable, safe, accessible and affordable streetscapes.
The Study area is bounded by:

- Church Street;
- Ontario Street;
- McGuire Street; and
- Court Street.
Identify Potential Conflicts and Issues.
Address Multi-modal and Active Transportation Modes.
Determine Streetscape Enhancement Opportunities.
Develop Conceptual Alternatives (Traveled Way and Streetside Elements).
Consider input through a formal Public Consultation Process.
Develop Streetscaping Design Guidelines.
SDG Schedule

AUGUST 2014
Alternative Conceptual Streetscaping Design Plans and Cross-Sections

AUGUST – SEPTEMBER 2014
Stakeholder Meetings (City Departments, Committees, Business Owners)

SEPTEMBER – OCTOBER 2014
Public Information Centres (PIC #1 and PIC #2)

OCTOBER 2014
General Streetscaping Design Guidelines

NOVEMBER 2014 – JULY 2015
Detailed Design and Construction

DECEMBER 2014 – JUNE 2015
Public Information Centres (PIC #3, PIC #4, and PIC #5)

Summer Street, Garden Park, St. Paul Street and Carlisle Street

Issues and Concerns (WE ARE HERE)

PIC #1 – Alternatives, Criteria, Goals, Objectives, and Concepts.

PIC #2 – Guidelines, Details, and Preferred Design

Contextual Guidelines, Individual Elements, and Materials

Summer Street, Garden Park, Garden Park Parking Lot, St. Paul and Carlisle Streets

St. Paul Street/Carlisle Street; Garden Park/Garden Park Parking Lot; and Summer Street
The Concept of Complete Streets

- **Context** – contains elements that abut the street and define the street’s character and use.

- **Travelled Way** – central portion of the thoroughfare containing the design elements that accommodate the movement of vehicles, transit, bicycles, and freight.

- **Streetside** – provides for the mobility of people, a location for street furnishings, and is an important social space where people interact and walk together, wait for transit, window shop, access adjoining land uses, or service a street cafe.
The potential to implement complete streets principles and streetscaping elements is limited by the available right-of-way space for individual street sections.

Due to these spatial restrictions, transportation modes and streetscaping features need to be prioritized based on the street typology and stakeholder/public preferences (Which spaces within the roadway right-of-way are most important to you?)

Refer to Display Panel – Concept of Complete Streets.
Street Typologies – A “streetscape hierarchy”

- Differentiates between the “degree of streetscaping elements” that are applied to or considered for each specific street within the downtown area.

- Matched with a typical cross-section, encompassing a range of streetscaping elements that are designed to meet various constraints (e.g., limited right-of-way) and considerations during the development of the SDG concepts.

- Based on complete streets principles (Modal Priorities).

- Considered in the context of the existing downtown urban fabric.
Street Typology Map

Refer to Street Typology Display Panel (Ideal Cross-Sections)
- Traditional Main Street
- Downtown Core Street
- Alleyway
Example ROW Cross Sections

- **Traditional Main Street**
  - Wide and Narrow Roadway Right-of-Way Limits
  - Example: *St. Paul Street*

- **Downtown Core Street**
  - Wide and Narrow Roadway Right-of-Way Limits
  - Example: *Carlisle Street*

- **Alleyways**
  - 10 metre Right-of-Way Limit
  - Example: *Garden Park and Summer Street*
Setting Priorities for All Road Users

- Given available street ROW limits…which elements should be given priority in the Downtown Core?

Within The *Travelled Way* Space

- What modes of transportation should take priority?
  - Autos – Accommodation of vehicular movements
  - Transit – Movement of people to/from the downtown
  - Goods Movement – Access to businesses
  - Cycling – Dedicated, shared or no cycling facilities
  - Curbside Parking – Both sides, one side, seasonal, or no parking provided
Within the *Streetside Environment* Space

- Which streetside elements should be a priority?
  - Frontage Zone – Space for commercial businesses (e.g., outdoor cafes)
  - Throughway Zone – Available sidewalk width
  - Furnishing Zone – Streetscaping elements (e.g., street furniture, street trees, lighting, etc.)

- Documenting what is important to you…

  - Fill out a questionnaire to help us gain an understanding of your key priorities, issues and concerns
Streetscaping Design Elements

- Streetscaping design treatments include a wide variety of items—street furniture, tree planting beds, lighting, etc.

- Individual elements are considered as part of a comprehensive and holistic approach toward creating a streetscape that will ensure downtown roadways are designed and constructed in a balanced way to improve safety and comfort for all users.

- Elements to be selected based on prevailing knowledge of the current state of the art practice in complete street design and on input received through consultation with various stakeholder groups and the general public.
Streetscaping Element Accessories

- **Banner Poles** – Banners to mark events, create atmosphere and add aesthetic interest to the downtown core
- **Signage/Gateway** – Identifies the entrance to the downtown core; installed on major routes that lead to the downtown
- **Street Signage** – Unique to the downtown core area; reflect the character of the area (historic, geographic or iconic)
Kiosks – small structures located throughout the downtown core; double as ‘wayfinding’ elements providing maps/directions to popular destinations/routes (e.g., Wine Route, Performing Arts Centre, Meridian Centre)

Seasonal Decoration – adds to the downtown atmosphere; portable planters, hanging baskets, banners, and special effect lighting

Preferred Street Trees – disease tolerant, hardy to street conditions and non invasive
Streetscaping Element Accessories

- **Irrigation/Drainage** – installed to accommodate tree pits and planting beds
- **Hanging Baskets** – installed on light standards and/or banner poles; provides colour and visual interest to the downtown core area
- **Public Art** – considered for high profile sites; symbolic, artistic or commemorative to the local history of the area
Next Steps

- Obtain Stakeholder and Public (PIC No. 1) Feedback – Document Issues, Concerns, Preferences
- Complete Alternative Conceptual Streetscaping Design Plans and Cross-Sections
- Conduct PIC No. 2 – Draft Guidelines
- Complete Downtown Streetscaping Design Guidelines
- Proceed to Detailed Design Phase for Summer Street, Garden Park, St. Paul and Carlisle Streets
Questions & Comments

Thank you for attending