



MUNICIPAL STREETSCAPE PARTNERSHIP POLICY

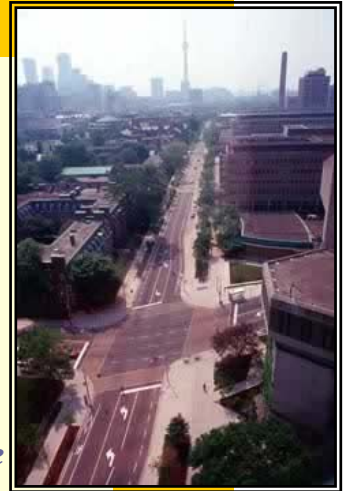
G R E A T R E G I O N A L S T R E E T S

street·scape

Pronunciation: 'strEt-"skAp

Function: noun

1 : the appearance or view of a street



VISION 2026 - VISION GOAL STATEMENT

"York Region will have effective, efficient and environmentally sensitive transportation... system"

VISION 2026 - VISION GOAL STATEMENT

"York Region Residents will live work play and learn in healthy accessible and safe neighbourhoods that are vibrant, exciting and people friendly"



Municipal Streetscape Partnership Policy

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G R E A T R E G I O N A L S T R E E T S





1.0 STREETSCAPING

1.1 WHAT - WHERE - WHY - HOW - WHO

WHAT ARE WE DOING?

Building attractive and functional streets for all modes of transportation.

WHERE ARE WE DOING IT?

Across the Regional Road Network.

WHY ARE WE DOING IT?

Often it is the details of a design; trees, lighting, brick sidewalks, decorative traffic barriers, grassed or landscaped medians that are the most obvious to the public once a major infrastructure project is complete. Attractive Regional Streets which support public life and all modes of transportation are a critical part of implementing broader York Region Policy Objectives.

HOW WILL WE DO IT?

Using the 10 year Capital Plan, partnering with Local Municipalities, creating new incentives, using multi-disciplinary project teams, applying flexible and creative design criteria, encouraging the Development Community to participate and developing supportive Policy so that the details of the design can be elaborated in an appropriate way.

WHO IS DOING IT?

The Regional Municipality of York, Local Municipalities, the Development Community, and Engaged Citizens.

1.2 DEFINING STREETSCAPING



an artists depiction

Designing in a manner that recognizes the unique context of the area, Streetscaping balances the aesthetic and functional components of the Right of Way to create a street environment for various user groups, which include vehicles, cyclists, pedestrians, trucks and transit dependant on the street location.

York Region, Transportation & Works, 2005

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STREETSCAPING - THE AESTHETIC COMPONENT

✓ Landscaping & Urban Design



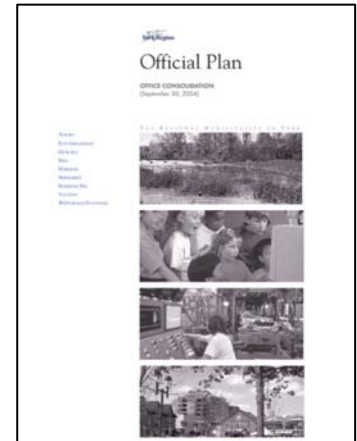
STREETSCAPING - THE FUNCTIONAL COMPONENT

✓ Engineering, Safety & Functionality



1.3 York Region Official Plan

Partnership Funding Will Respond to Many Official Plan Objectives



“To promote compact urban form, transit use and trip reduction as a means of reducing energy consumption and improving air quality.” P. 18

“To promote protection of natural areas and systems and urban and rural forestry initiatives as a means of improving air quality and reducing energy use through shading, sheltering and cleansing” p. 18

“To create a competitive and adaptive economic environment that encourages investment and a diversity of employment opportunities.” P. 21

“To develop diverse, self-sufficient, accessible, safe, green, economically vibrant, pedestrian-oriented, accessible communities through excellence in planning and urban design” , p.38

“To create a well-designed system of centres to focus residential, institutional and business activities”, p. 44

“To identify corridors as mixed-use transit spines that link urban and regional centres”, p. 47

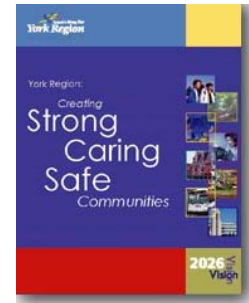
“To plan and protect street and road corridors so that they can be developed in a manner that is supportive of the future urban and rural structure of York Region and that can accommodate future transportation demands”, p. 64

“To ensure that roads are improved in a manner that is supportive of all modes of transportation including walking, cycling, automobile, transit and truck and that minimizes conflicts between these different modes” p. 64

“To facilitate walking, cycling and trails” , p. 71

1.4 Vision 2026

Partnership Funding Will Respond to Vision 2026 Goal Statements



“York Region will have effective, efficient and environmentally sensitive transportation... system”

“York Region residents will live work play and learn in healthy accessible and safe neighbourhoods that are vibrant, exciting and people friendly”

“York Region residents will continue to value and embrace the Region’s unique natural heritage”

1.5 York Region Greening Strategy

Partnership Funding Will Respond to York Region’s Greening Strategy

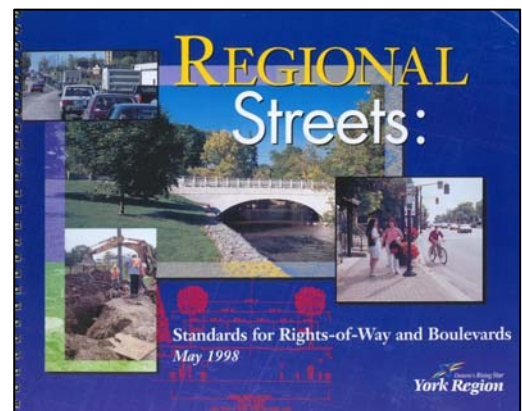
Of the nine (9) broad themes identified in the Greening Strategy, Streetscaping clearly responds to at least four (4), which are highlighted below:

- ✓ Information Management
- ✓ **Naturalization and Rehabilitation**
- ✓ Securement of Priority Greenlands
- ✓ Community Education and Promotion
- ✓ **Regional Operations**
- ✓ Role of Federal/ Provincial Government Legislation
- ✓ **Urban Forest Management**
- ✓ **Corporate Green Partnerships**
- ✓ Monitoring Results

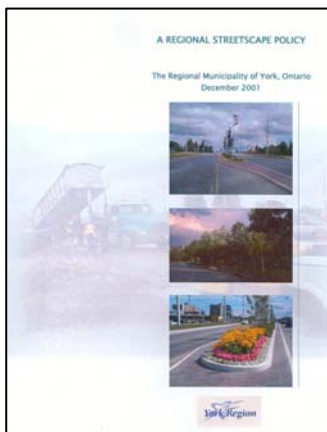


1.6 Regional Streets: Standards for Rights-of-Way and Boulevards

Partnership Funding will recognize and help to implement the strategies outlined in “Regional Streets: Standards for Rights-of-Way and Boulevards, May 1998”.



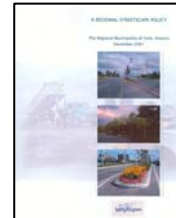
1.7 A Regional Streetscape Policy, 2001



Partnership Funding will help to forward the strategies outlined in “A Regional Streetscape Policy, 2001” and will not impact the streetscape works that are routinely completed as part of the implementation of the 10 year Capital Plan as outlined in the 2001 Policy.

2.0 CURRENT PRACTISES

2.1 EXISTING POLICY - 2001



As per the existing Regional Streetscaping Policy a variety of treatments are applied during the implementation of the 10 year Capital Plan. Depending on the location of the section of roadway there are different treatments. These works only happen at the time of implementing a Capital Project and will continue to be implemented as per the 2001 Policy.



The 2001 document examined the Regional Road Network and came up with a hierarchy of road types (Fig. 1). Three Streetscape Conditions are identified,

REGIONAL STREETScape POLICY 2001

- ✓ Regional Centres
- ✓ Regional Corridors
- ✓ Regional Roads

Fig. 1

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YORK REGIONS CURRENTLY PAYS FOR THE FOLLOWING ITEMS DEPENDANT ON LOCATION – THIS PRACTISE WILL NOT CHANGE

REGIONAL CENTRE – **RED ROAD**

- ✓ Street Trees at 10M spacing
- ✓ Concrete splash strip at curb edge in boulevard
- ✓ A one tier raised median with splash strip and trees
- ✓ A two tier median at gateways or significant areas
- ✓ Irrigation in raised median



A Regional Centre

REGIONAL CORRIDORS – **GREEN ROAD**

- ✓ Street Trees at 10M spacing
- ✓ Concrete splash strip at curb edge in boulevard
- ✓ A one tier raised median with splash strip and trees

REGIONAL ROADS – **WHITE ROAD**

- ✓ Street Trees at 10M spacing



A Regional Corridor



A Regional Road

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ENTRYWAYS, GATEWAYS and REGIONAL CENTRES



In Addition, ENTRYWAYS, GATEWAYS and REGIONAL CENTRES are indicated in the 2001 document (Fig. 1) and are the areas that would generally receive the highest level of Streetscaping. As per the 2001 document it would fall to the Local Municipality to fund any works above the standard treatments indicated for the road typologies.

York Region pays for the items listed on the previous page, dependant on location and items that are listed as “partnership items” in the 2001 Document are available if the local Municipality is willing to pay for these during the implementation of a capital project. According to the 2001 Document these items can include any of those listed below:

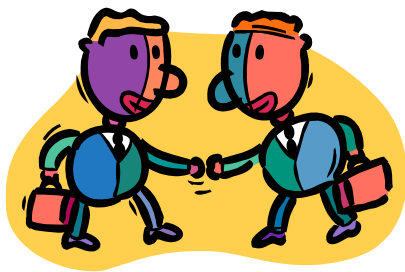
- ✓ Street Trees at 10M spacing
- ✓ Concrete splash strip at curb edge in boulevard
- ✓ A one tier raised median with splash strip and trees
- ✓ A two tier median at gateways or significant areas
- ✓ Irrigation in raised median
- ✓ Decorative Light Standards
- ✓ Continuous Sidewalks – both sides
- ✓ Decorative Transit Shelters



The 2005 Partnership Policy provides a framework within which Local Municipalities can request that these items, or a local generated design scheme, be cost shared with the Region during a Capital Project.



2.2 NEED FOR PARTNERSHIP POLICY



Local Municipalities often approach York Region with Streetscaping and Urban Design initiatives in the Regional Right of Way that fall outside of the parameters of the 2001 Document. A Local Municipalities proposal may fall outside of the parameters of the 2001 Document because:

- a) There is no formalized method to cost-share items listed in the “partnership palette” portion of the 2001 document.
- b) The section of road where the streetscape improvements are proposed are not proposed for work in the 10 year Capital Plan.
- c) The timing of the 10 year Capital Plan is not in sync with the locally initiated Streetscape Plans.
- d) The proposed works are not included in the list of works in the 2001 Document.

Often the projects proposed by the Local Municipalities support the goals of our Official Plan, Vision 2026 and/or Greening Strategy and there is an existing Streetscaping Budget that is available to draw from, however the current Policy does not provide the kind of flexibility to participate financially.



3.0 DEVELOPING A PARTNERSHIP POLICY

The 2001 Streetscape Policy began to layout a framework for improving the quality of the streetscape on Regional Roads. The 2001 Policy has been successfully followed since its inception and a Partnership Policy is now formulated to take the goals for the Regional Right of Way articulated in that Policy further.

3.1 THE GENERAL GOALS OF THE PARTNERSHIP POLICY:



1. To further improve the traveling environment for motorized vehicles and to continue to raise the quality and profile of alternate modes of travel such as pedestrians, cyclists and transit users.
2. Provide a friendlier and safer environment for all users.
3. To reinforce high quality urban design.
4. To encourage increased usage of streets and help to reinforce and define the character of York Regions unique communities.
5. To encourage economic vitality through the improvement of Regional Streets.

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CRITERIA FOR CONSIDERATION OF PARTNERSHIP REQUEST

The following criteria must be met in order for a proposal to be considered for Partnership Funding.



3.2 CRITERIA FOR PARTNERSHIPS

1. Within the Region of York's Right of Way.
2. Supports the objectives of the Policies of the Regional Municipality of York.
3. Supported by a Resolution of Local Council and a commitment to cost share.
4. A Design Study, must accompany proposals.
5. The Local Municipality agrees to take over the maintenance responsibilities for the proposed streetscape enhancement.

3.3 TYPOLOGY OF REQUESTS / COST SHARING

TYPE 'A' – 50% Regional Contribution

- A. Type 'A' Streetscape Proposal 50% Coverage
- A.i Urban area, Town, or Village and,
- A.ii Project IS ON current Ten Year Capital Plan and project will be completed with a Capital Project

TYPE 'B' – 33% Regional Contribution

- B. Type 'B' Streetscape Proposal 33% Coverage
- B.i Urban area, Town or Village and,
- B.ii Project NOT on current Ten Year Capital Plan or, project will not be completed with a Capital Project

TYPE 'C' – 25% Regional Contribution

- C. Type 'C' Streetscape – Local 25% Coverage
- C.i Project Area is NOT an Urban area, Town or Village.

3.4 COST ESTIMATING



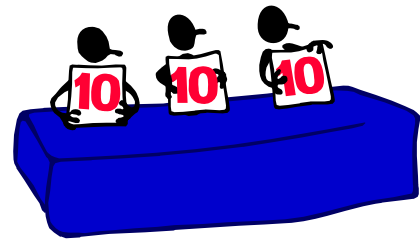
Applicants shall be required to submit a formal cost estimate to be reviewed and agreed upon by the Streetscape Review Committee – all cost estimates will be reviewed against Regional eligibility and reasonableness criteria.

3.5 APPLICATION EVALUATION STRATEGY

Each of the following Six (6) Factors will be scored according to developed scoring procedures. In cases where funding is not available for all applications submitted in a budget year the applications scoring the highest would receive that years funding.

1.0 Location

- 1.1 An identified Urban Location
- 1.2 Includes Pedestrian Connections to other areas
- 1.3 Area is served by Transit
- 1.4 A High Travel Demand exists
- 1.5 Community Identity is Present
- 1.6 Identified for Economic Development or Tourism



2.0 Scale

- 2.1 Road Section will be at 2026 Capacity when Project is Done
- 2.2 The Adjacent Land Use Supports an Upgraded Streetscape
- 2.3 A Negative Use Pattern of the Street is Being Addressed

3.0 Consistency of Treatments

- 3.1 Consistent with Regional Policy
- 3.2 Upgrades in Harmony with any Existing Area Improvements
- 3.3 Consistent with Regional Specifications

4.0 Design Goals

- 4.1 Upgrades in Harmony with 'Area-Wide' Design Goals
- 4.2 More Streetscape Upgrades are Planned in the Vicinity
- 4.3 Extends an existing Upgraded Streetscape further

5.0 Connections

- 5.1 Will connect to existing area with Streetscape Upgrades
- 5.2 Will connect with Local Upgrade Project
- 5.3 Opportunity to Combine Works with Another Contract

6.0 Supported by Regional Staff

- 6.1 This Project is Supported by York Region Streetscape Review Team



3.6 TIMING OF APPLICATIONS AND THE BUDGET CYCLE



Mar-31 Receipt of Qualified Proposal and Draft Cost Estimate

The initial screening of an application is required to be completed by March 31 of each year. This will require proponents to complete and submit an application form and a draft cost estimate. (*see attached Application Guidelines*) Applications received after this date will be processed through the next budget cycle.

Sep-01 Finalized Design and Cost Estimate

By September of the same year applicants will be required to submit complete construction plans for Regional Review as well as a detailed cost breakdown of the project. Applications which do not make this deadline will be required to re-submit the following year.

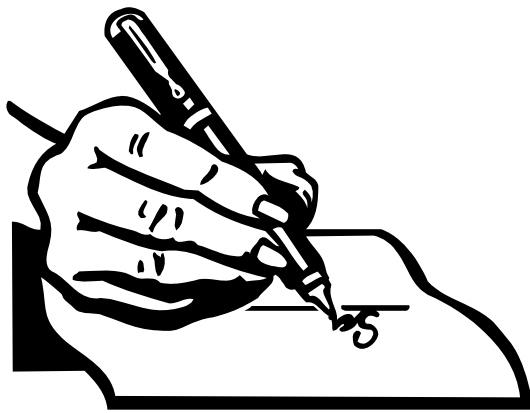
Nov Budget Submission

As per the submitted and agreed upon project cost estimate budget submissions for the successful applications for each year will be forwarded to Council indicating the Regions contribution to individual streetscape improvements.

Jan-31 Budget Approved - Funds Available

In January of each year funds will be available to Local Municipalities for the construction works associated with the successful applications for each year.

4.0 MAINTENANCE AGREEMENTS FOR PARTNERSHIPS



Where a Local Municipality will construct a street improvement on a Regional Road and the proposed installation does not meet the current Regional specifications for maintenance, the Municipality will be required to formally take on the responsibility for the maintenance.

Maintenance of the vegetation and associated hardscape and street furnishings for the proposed improvement will become the responsibility of the

local municipality and an executed maintenance agreement that satisfies Regional officials will be required prior to funding.

(see attached sample agreement)



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APPLICATION FORM



APPLICANT : _____

PROJECT NAME: _____

MAIN CONTACT INFORMATION

Name: _____

Title: _____

Department: _____

Tel: _____ Fax: _____

Email: _____

PROJECT LOCATION (include key map clearly indicating the extents of the proposed project):

BRIEF PROJECT DESCRIPTION:

Municipal Streetscape
Partnership Policy





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APPLICATION FORM



MANDATORY CRITERIA

Please indicate that the following criteria have been met, include an attached description where necessary (see attached Application Guidelines):

- ☐ Within the Region of York's Right of Way.
- ☐ Supports the objectives of the Policies of the Regional Municipality of York.
- ☐ Supported by a Resolution of Local Council and a commitment to cost share.
- ☐ A Design Study, must accompany proposals.
- ☐ The Local Municipality agrees to take over the maintenance responsibilities for the proposed streetscape enhancement.

PROJECT TYPOLOGY

Using the attached guidelines indicate and describe below which category your project falls into:

- ☐ A – 50% Regional Funding
- ☐ B – 33% Regional Funding
- ☐ C – 25% Regional Funding

Describe rationale for typology indicated,

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Municipal Streetscape Partnership Policy APPLICATION FORM



DRAFT COST ESTIMATE:

- ☐ A Draft Cost Estimate prepared by a licensed professional is included.

DESIGN STUDY

Please include a completed Design Study, prepared by a licensed professional OALA, MCIP, or P.Eng.

- ☐ Design Study included

Applicant Signature

Date