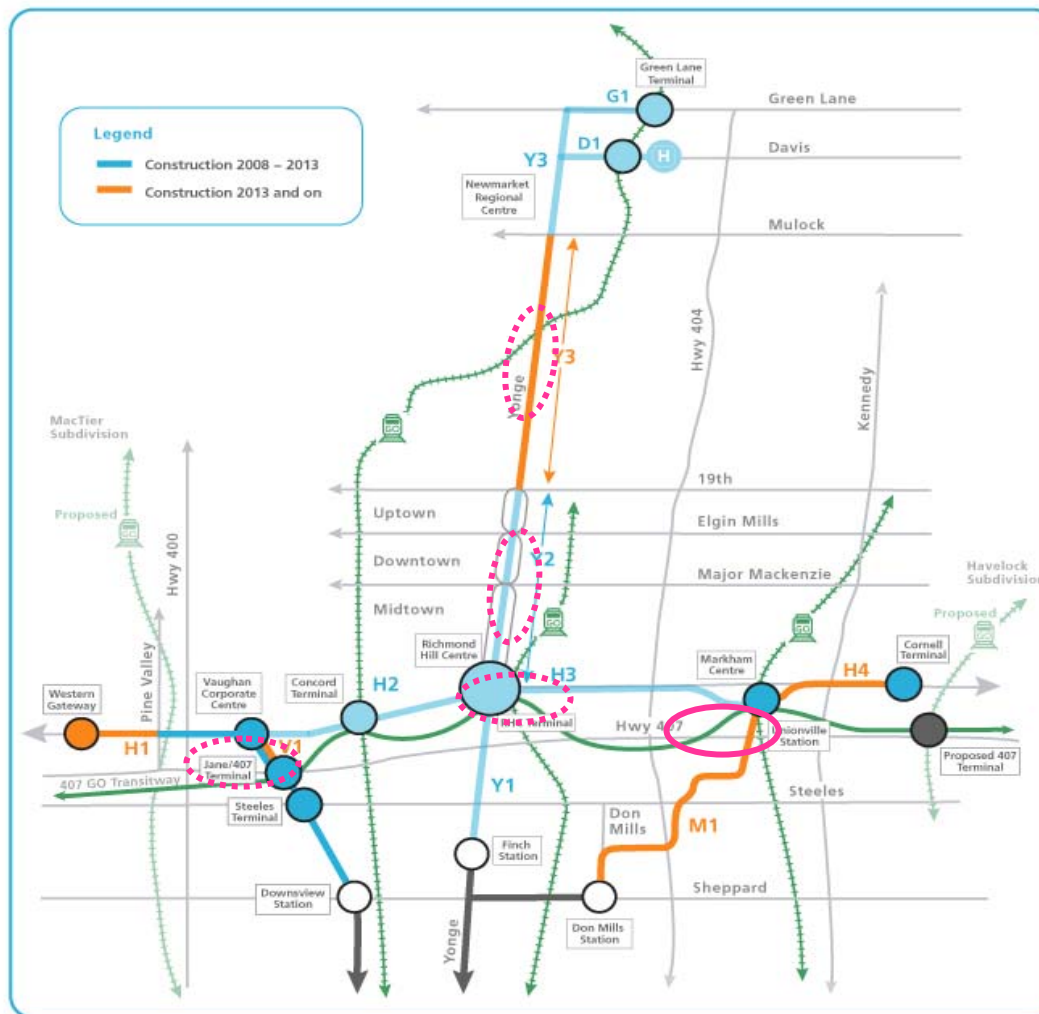


Shared Space Rapidways

Principles and Key Design Criteria

David Clark

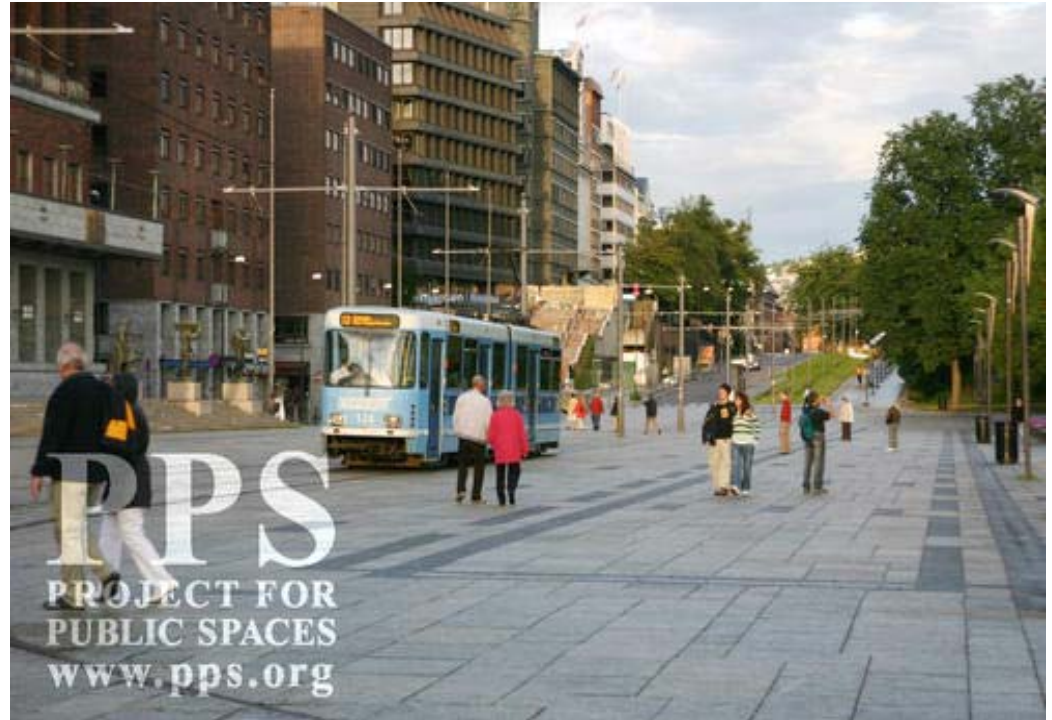
Shared Space Rapidways



Shared Space Precedents



San Jose



Oslo

Shared Space Precedent



Denver, USA

Shared Space – Principle #1

Principles of shared space

1

Common space shared by pedestrians, bicyclists & Viva, designed as one space.



2

Seamless, barrier free transition between the modes, walking, cycling and transit.



3

Movement modes delineation made through colour, pattern and tactile surfaces.



4

Surface treatments of Civic Mall character and paving should take precedent over the public sheets.



5

Through design, all modes, pedestrians, cyclists and transit operators respect each other within the shared space area.



Sustainable Public Space - Principle #2

Principles of a sustainable public space

1

The Civic Mall, promote a culture of walking, cycling, transit & other non motorized uses.



2

Materials have demonstrated durability, longer life span, low maintenance and preferably high recycled content from local sources.



3

Planted species are tolerant of urban conditions and planted in unconfined spaces that allow tree to reach 100% maturity.



4

Design technologies and materials permit the natural percolation of storm water.



5

The Civic Mall incorporates energy efficient lighting.



Connected Public Realm - Principle #3

Principles of a connected public realm

1

The Civic Mall designed to be a high quality and safe pedestrian realm with street furnishings, paving materials and street trees, consistent with Markham Centre Vision.



2

Create linkages to adjacent land uses and surrounding community.



3

Visually and physically connected to major open spaces including urban open spaces, parkland and natural systems whenever possible.



4

Promote a range of alternative urban open space experiences from structured and programmed urban activities to natural.

URBAN ↔ NATURAL



Programmed Shared Space - Principle #4

Principles of programmed shared space

1

Respond to adjacent uses with compatible building massing, facades addressing the promenade and active use at pedestrian scale.



2

Promote safety and security through the principles of Crime Prevention Through Environmental Design (CPTED).



3

Encourage and accommodate a diversity of informal programmed events and activities, a range of formal and informal functions for a variety of users and seasons:

Public Art



Festivals



Music



Active Movement



Passive Movement



Dining



Four Season



Comprehensive Design Approach - Principle #5

Principles of a comprehensive design approach

1

The Civic Mall designed as a comprehensive open space system which extends from building face to building face, with particular attention paid to design of:

Surfacing

- variety of textures and colours
- patterns can define space
- textures can provide warning



Light

- public space level lighting
- dramatic lighting
- variety of experiences



Signage

- high quality
- pedestrian scale
- systematic approach



Furniture

- variety of furniture
- coordinated approach
- variety of clustering opportunities



2

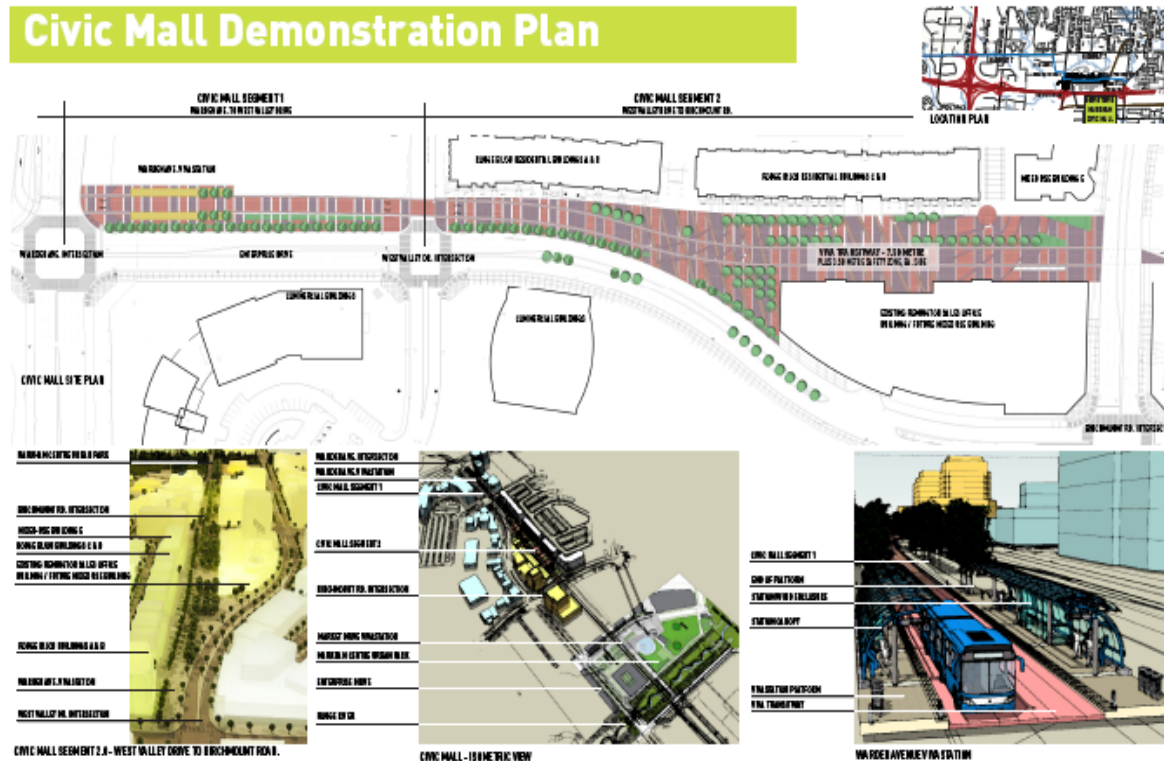
Design meets the needs of all stakeholders and users including:

- Viva riders
- local residents and merchants
- local and regional visitors
- park users and recreational cyclists
- local employees
- staff of adjacent businesses



Key Design Criteria

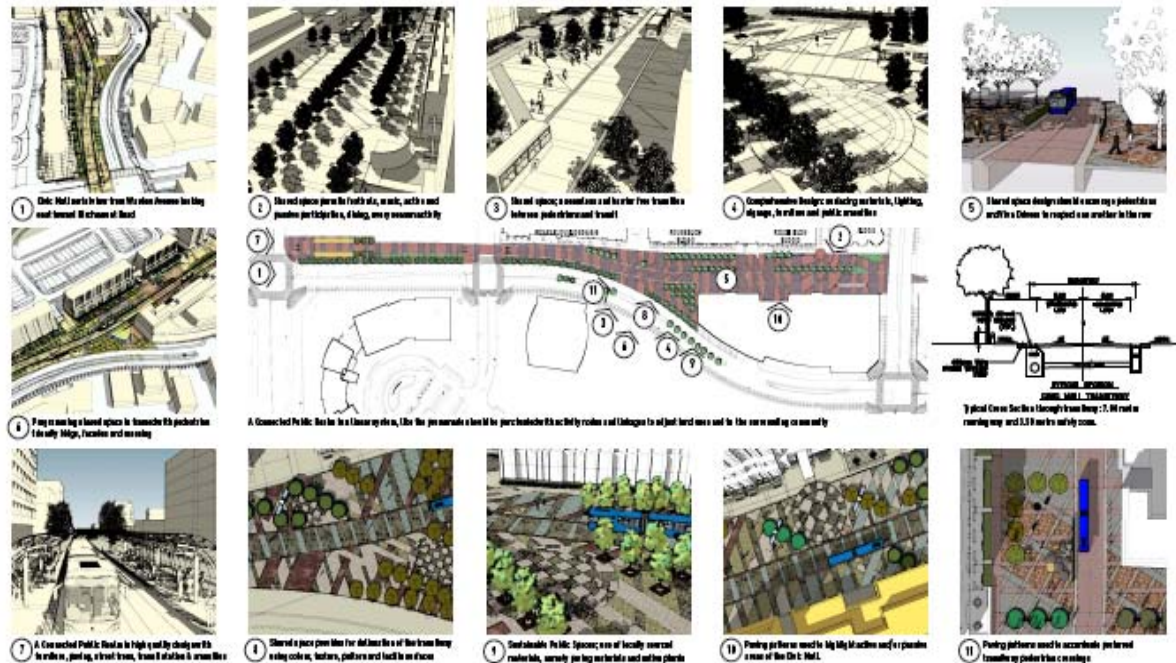
- Rapidway location
- Level plane
- BRT/LRT
- Design Speed
- Pedestrians and cyclists share space
- Barrier free



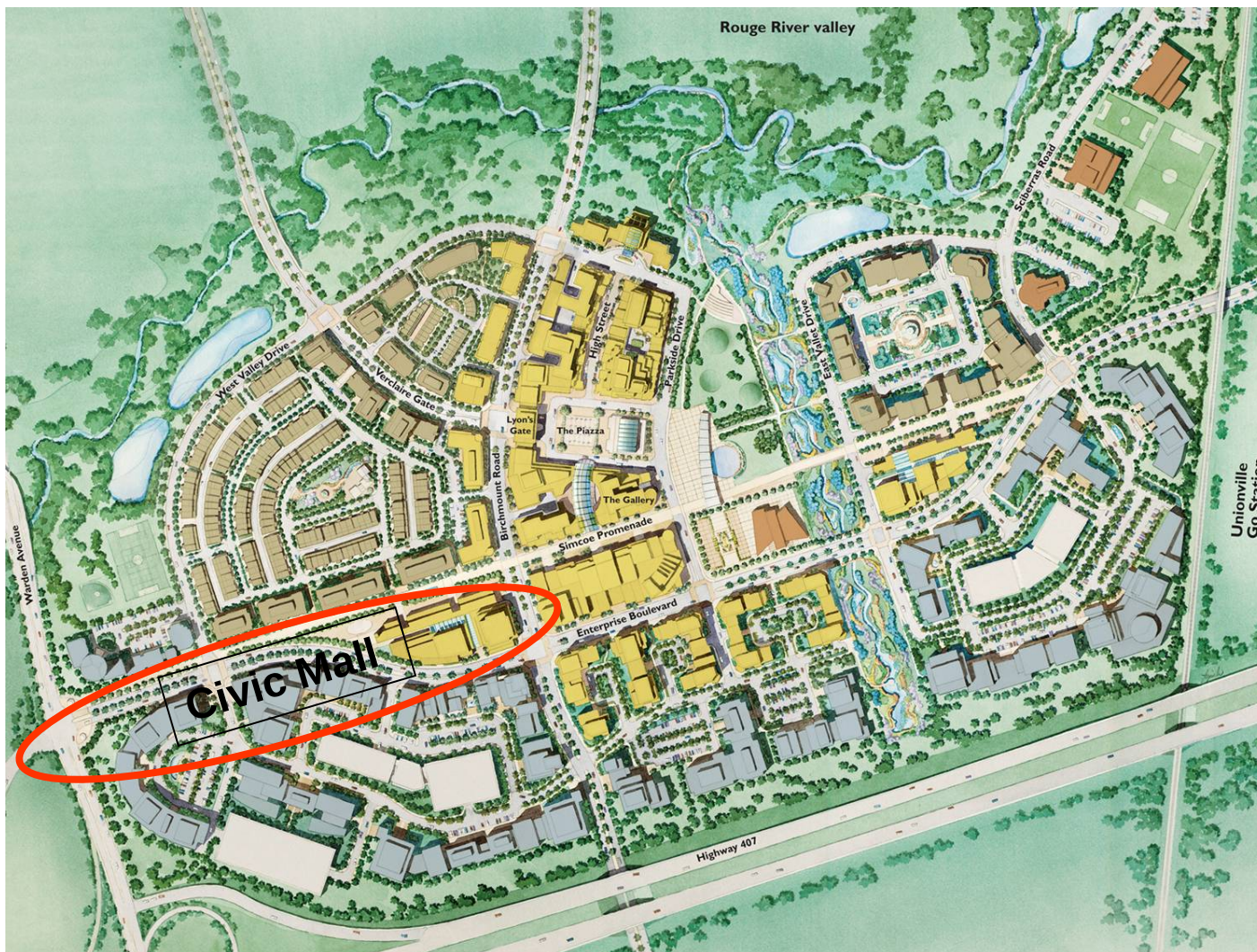
Key Design Criteria

- Vision Zone
- Quality Materials
- Priority to Civic Mall
- Drainage Contained
- Sustainable Technologies
- Urban tolerant planting

Civic Mall Demonstration Plan



Civic Mall - Downtown Markham



Markham Centre Construction



**DOWNTOWN
MARKHAM**

Condos - Jan. 29.2008



Civic Mall Context – Markham Centre

WARDEN AVE. INTERSECTION

WARDEN AVE. VIVASTATION

CIVIC MALL SEGMENT 1

CIVIC MALL SEGMENT 2

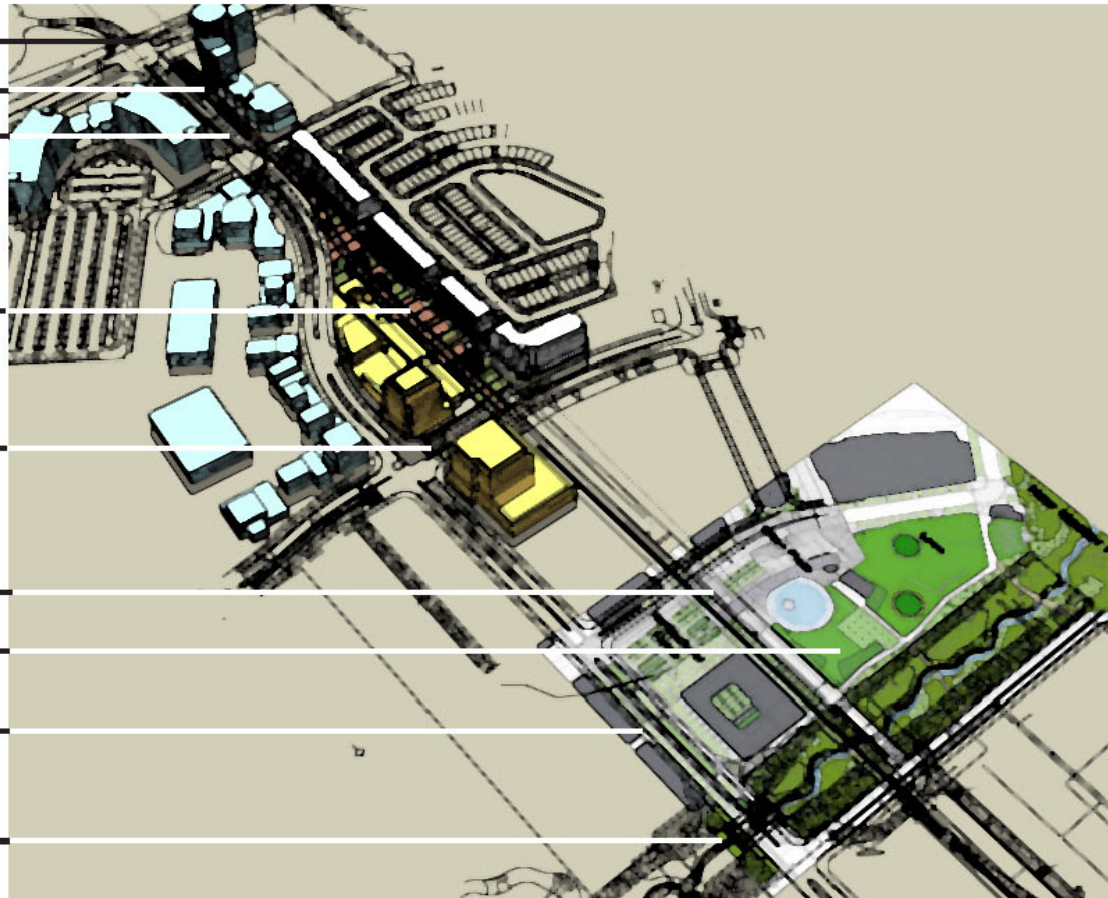
BIRCHMOUNT RD. INTERSECTION

MARKET DRIVE VIVASTATION

MARKHAM CENTRE URBAN PARK

ENTERPRISE DRIVE

ROUGE RIVER



CIVIC MALL - ISOMETRIC VIEW

Next Steps

Region

- Report to Rapid Transit Committee – February 14
 - Endorse principles/criteria
 - Commence MOU discussion
- Report back on preliminary design and MOU by June 2008

Markham

- Presentation to Development Services Committee – Feb 12
- Report to DSC - February 19
 - Endorse Shared Space Principles
 - Seek direction to commence the design process
- Markham Centre Advisory Group – February 28
- Concept Plan to Council by June 2008