

# Streetscape Guidelines

## Agricola Street



- ◆ Agricola Street experiences lower traffic volume and speed than Robie, and the denser, mixed-use neighbourhood fabric contributes to its pedestrian character.
- ◆ The townhouses along Agricola, therefore, should be sited much closer to the curb than those on Robie, effectively extending the existing neighbourhood fabric to the south, which enhances retail opportunities and results in greater social exchange.
- ◆ As on Robie, existing trees should be maintained when possible and replaced if removed.
- ◆ Agricola Street is identified as an important "active transportation" connection. Accommodation of bicycle traffic would enhance Agricola's ability to serve as a link in the North End to South End connector, as well as providing potential opportunities for small businesses along the Agricola Street retail spaces which cater to bicyclists, joggers, and "active" commuters.
- ◆ Agricola Street should also be studied in the context of the entry to and exit from the proposed below-grade parking on the Bloomfield site.

## Robie Street



- ◆ As Robie Street experiences a greater volume of traffic than Agricola Street, the streetscapes will, by necessity, differ slightly.
- ◆ A greater distance shall be provided from the curb to the building along the length of Robie to accommodate a northbound bus-stop pull off lane. This increased width also accommodates the number of off-peninsula commuters cycling through the site.
- ◆ As this edge is ideally suited as an enhanced transit hub, streetscape amenities such as bike racks / storage lockers, trash/recycling containers should be integrated. The retail businesses located at street level could serve the needs of the urban commuter.
- ◆ All streetscapes shall be accessible and safe for disabled persons.
- ◆ Reasonable effort should be made to retain the trees which currently exist along Robie and/or plant new trees.
- ◆ Safe Entry and Exit from the underground parking structure shall be carefully studied so as to minimize disruption to traffic flow on Robie. Conflicts with on site pedestrian traffic shall also be minimized.
- ◆ Service and delivery access to the first floor retail spaces shall be provided.

## Almon Street



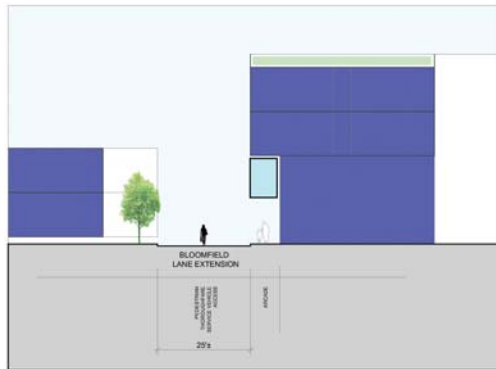
- ◆ The highest density and tallest buildings are proposed for the Almon Street edge, so a more generous sidewalk zone and arcade shall be provided along this edge. A parallel parking / drop off / delivery lane should be considered for the south side of Almon, should space permit. The mature oak trees that line Almon should be retained where possible.

## Fern Lane



- ◆ The Fern Lane extension, much like the Bloomfield Lane Extension, extends through the site, creating smaller, neighbourhood-scaled blocks and increasing "surfaces for social exchange."
- ◆ The character and quality of the Fern Lane Extension shall be similar to that proposed for Bloomfield Lane - a high quality, durable, pedestrian-friendly streetscape.
- ◆ Special attention shall be paid to the intersection of Bloomfield and Fern Lanes, which provides a great opportunity for a public art "focal point" for the new Arts and Culture District.
- ◆ The space between the proposed daycare pavilion and parking pavilion shall be designed with an eye towards safety and a degree of containment.
- ◆ The perimeter of these structures should be articulated in such a way to take full advantage of their prominent position at the center of the new "Bloomfield" green space. Play areas, seating areas, bicycle storage, stroller parking, and safe restrooms should all be integrated into the surrounding streetscape.

## Bloomfield Lane



- ◆ The Bloomfield Lane Extension acts as the main pedestrian connector through the newly-created Arts and Culture District.
- ◆ The quality and character of the Bloomfield Lane streetscape shall support the future activities. A durable, quality paving surface shall be selected to accommodate high volumes of pedestrian traffic during anticipated public events and street fairs. Planters and benches should be provided along the edges.
- ◆ The arcade along the length of Bloomfield Lane shall be designed and developed to take full advantage of this new public thoroughfare and shall accommodate "spill-out" activities such as patios, street performances, public art, etc.
- ◆ The Bloomfield Lane extension may be required to act as a vehicular service entrance, depending on future development of the Bloomfield Center on site traffic plan. A system of removable bollards or street furniture could accommodate pedestrian and vehicular uses.

Colour Key:

