

1

Burnhamthorpe Road East EA: Urban Design Elements D R A F T

Places to Move



The Burnhamthorpe Trail

Burnhamthorpe Trail is proposed to be extended from Dixie Road to Hurontario Street on the north side of Burnhamthorpe Road East. A short portion will be accommodated on the south side to provide a connection to the trail system paralleling the west bank of Cooksville Creek West Branch, south of Burnhamthorpe Road.

It is proposed that the Burnhamthorpe Trail on the north side will serve a dual purpose as both a multi-use trail and sidewalk where it is 4.5m wide. The Burnhamthorpe Trail should include the following urban design elements:

- 4.5m wide asphalt paving.
- Upgraded paving at signalized and un-signalized corners.
- Pavement marking indicating directional separation.
- Orientation signage and kilometre markers.
- Connections to existing mid-block neighbourhood walkways.
- Infill tree planting to provide protection from the sun, wind and street spray.
- Landscaping to soften existing noise walls
- Naturalization planting of existing swales including interpretive signage.



South Side Sidewalks

Sidewalks on the south side of Burnhamthorpe Road East are constrained by a narrow boulevard. Most of the improvements proposed will relate to the inclusion of landscaping to soften the look of sound walls, overhead utilities and adjacent parking areas. The proposed urban design elements for south side sidewalks include:

- Landscaping to soften the edges of adjacent parking areas and the sound barrier.



South Side Transit Stops

Transit stops are proposed to be located at signalized intersections. Some locations on the south side are constrained by the narrowness of the boulevard and the presence of existing features. Adjustments to adjacent areas may be required to accommodate transit shelters, waiting areas, sidewalks and the multi-use trail (only at the Arista Way stop). Transit stops should include the following urban design elements:

- Shelter.
- Seating areas.
- Bike racks.
- Litter and recycling containers.
- Landscaping.
- Connection to sidewalks and the multi-use trail.
- Orientation signage.



Sound Walls

New sound walls proposed will have impacts on the aesthetics of the corridor within the right of way. Material selection for the sound barrier itself and the treatment at the base of the barrier should help mitigate adverse affects on the aesthetics of the corridor and the comfort of the pedestrian environment. Proposed urban design elements for the sound barriers include the following:

- Landscaping at the base of barriers to soften edges closest to sidewalks.
- Vertical structures for vines where the distance between the sound barrier and the sidewalk is limited.

2

Burnhamthorpe Road East EA: Urban Design Elements D R A F T

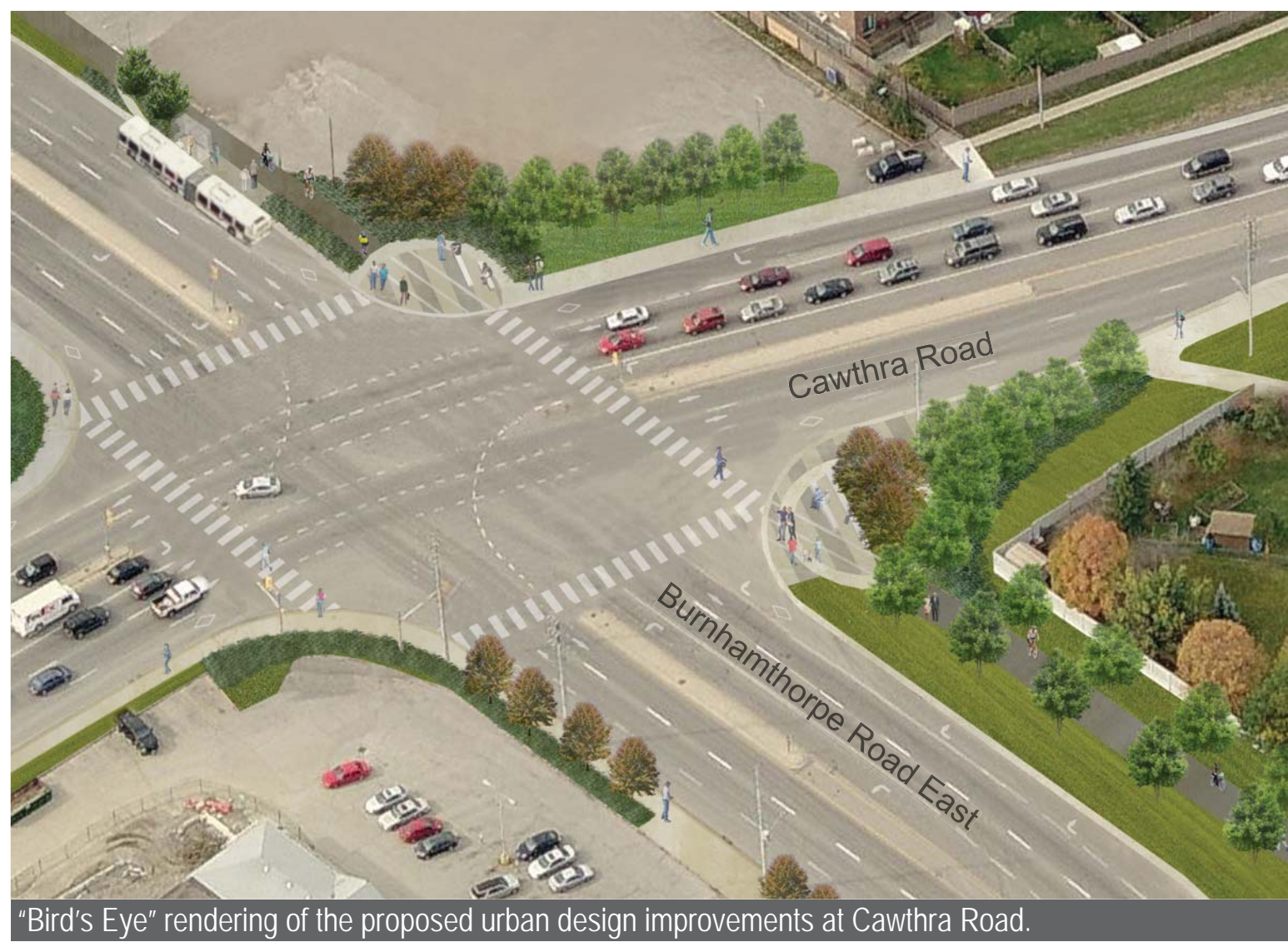
Places to Pause



Creek Crossings

Three bridge crossings will be required at Cooksville Creek West and East Branches and Little Etobicoke Creek to extend the Burnhamthorpe Trail from Dixie Road to Hurontario Street on the north side of Burnhamthorpe Road East. Cyclists and pedestrians naturally may pause at watercourses to enjoy the views, meet others or take a rest. Creek crossings are proposed to include the following urban design elements:

- Separated crossing for multi-use trail.
- Transparent or semi-transparent safety rail system.
- Prefabricated metal bridge.
- Bridge entrance and exit points to be landscaped and enhanced with opportunities for orientation and interpretive signage. Each bridge crossing to be designed differently to enhance orientation along the trail.
- Views to the watercourses.
- Areas for seating and meeting that are located adjacent to the Burnhamthorpe Trail.
- Areas disturbed during installation and grading to be restored with naturalized landscaping.
- Design of crossings to promote a safe environment through an application of CPTED (Crime Prevention Through Environmental Design) principles.
- Opportunities for public art.



Signalized Intersections

All signalized intersections are proposed to receive an upgraded urban design treatment where the Burnhamthorpe Trail engages the street corner (north side only). Cawthra Road is proposed to receive substantial landscaping improvements to provide more comfort for pedestrians and cyclists while also marking the intersection as a gateway into the City Centre. Proposed urban design elements include the following:

- Enlarged paving area with upgraded paving materials such as coloured, impressed concrete.
- Safety bollards at crossing points.
- Seating areas.
- Bike racks.
- Landscaping.
- Orientation and interpretive signage.
- Opportunities for public art.



Non-signalized Intersections

Non-signalized intersections are controlled through the use of stop signs. Burnhamthorpe Trail crossings at these intersections should include the following urban design elements (north side only):

- Crosswalk pavement markings (on both the north and south side).
- Small area of enhanced paving on either side of the street to warn pedestrians and cyclists of the approaching intersection.



Transit Stops

Transit stops are proposed to be located at signalized intersections and will be integrated into the upgraded urban design treatment as described for Signalized Intersections. Transit stops should include the following urban design elements:

- Shelter.
- Seating areas.
- Bike racks.
- Litter and recycling containers.
- Landscaping.
- Connections to the multi-use trail.
- Orientation signage.

3

Burnhamthorpe Road East EA: Urban Design Elements D R A F T

Urban and Neighbourhood Spaces



Precedent image for Cooksville Creek Multi-Use Trail Bridge.



Rendering of an Urban Area Resting Area.

Urban Area

The portion of the corridor between Hurontario Street and Robert Speck Parkway is proposed to receive an "Urban Area Treatment" as it accommodates the transition of the corridor from a neighbourhood area to a more urban area and the downtown core. It is envisioned that the Cooksville Creek West Branch Multi-Use Trail Bridge will become the focus of the Urban Area and will serve a dual function as a pedestrian and cycling access over the waterway and as a gateway feature to the City Centre.

The Urban Area is proposed to include the following urban design elements:

- **Trail Bridge:** The bridge design should reflect the urban, contemporary character of the City Centre while also responding to the natural environment and scenic views. Areas at each end of the bridge should be provided for resting and gathering and for public art and/or opportunities for interpretation. Potentially, the bridge design could be accomplished through an international design competition.
- **Upgraded Multi-use Trail:** It is recommended that the Urban Area be visually distinct from the Neighbourhood Area. Upgrading the multi-use trail to concrete with accent features will visually reinforce the urban nature of the area while also maintaining the same level of access.
- **Resting Areas:** A series of Resting Areas are included where possible to provide locations adjacent to the main trail circulation for resting and meeting. Resting Areas should include seating, bicycle parking, orientation signage and opportunities for interpretation and public art.
- **Landscaping:** Landscaping will reflect an urban condition through the use of formal tree planting (trees evenly spaced and in rows) and massed shrub planting with ornamental qualities.

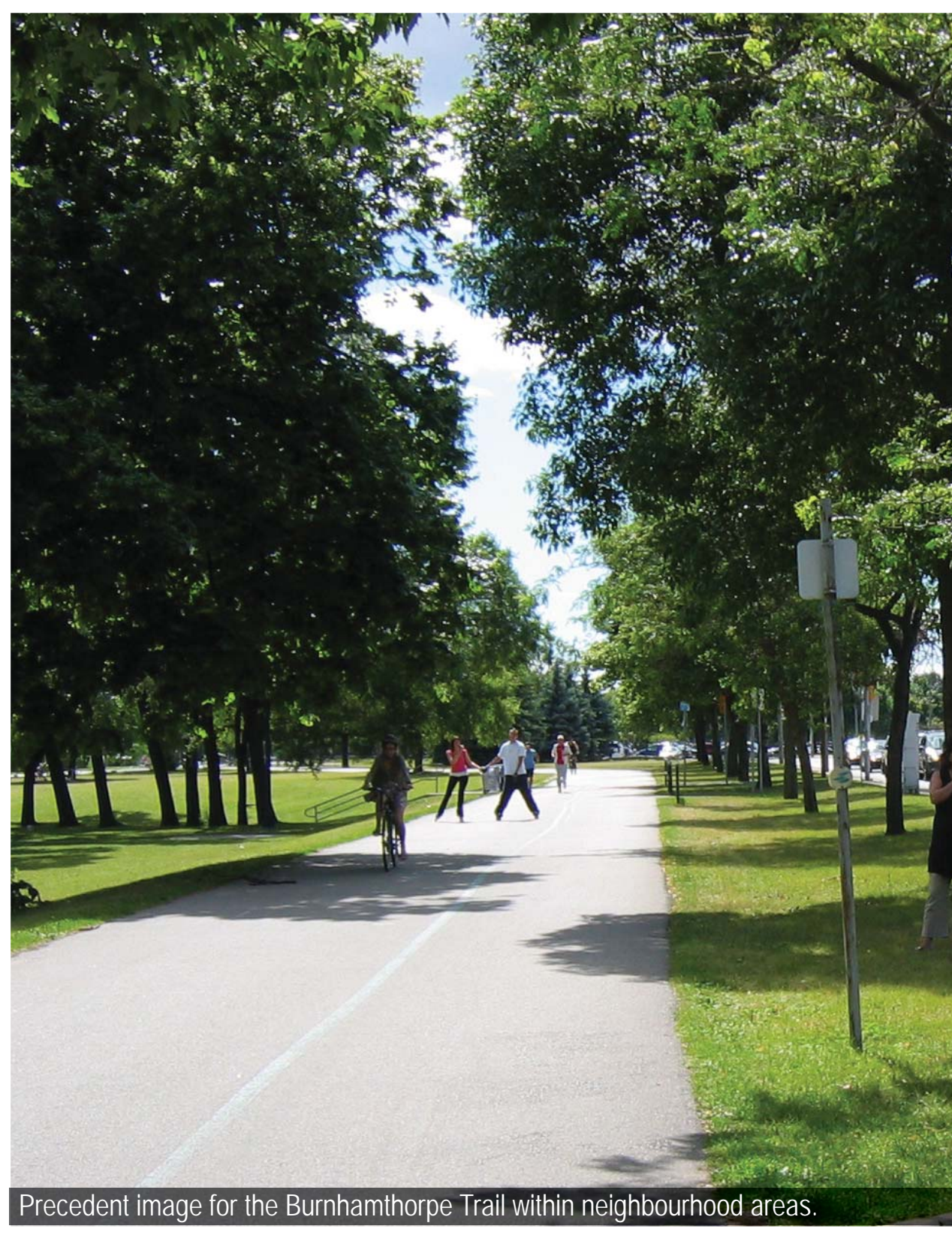


Neighbourhood Areas

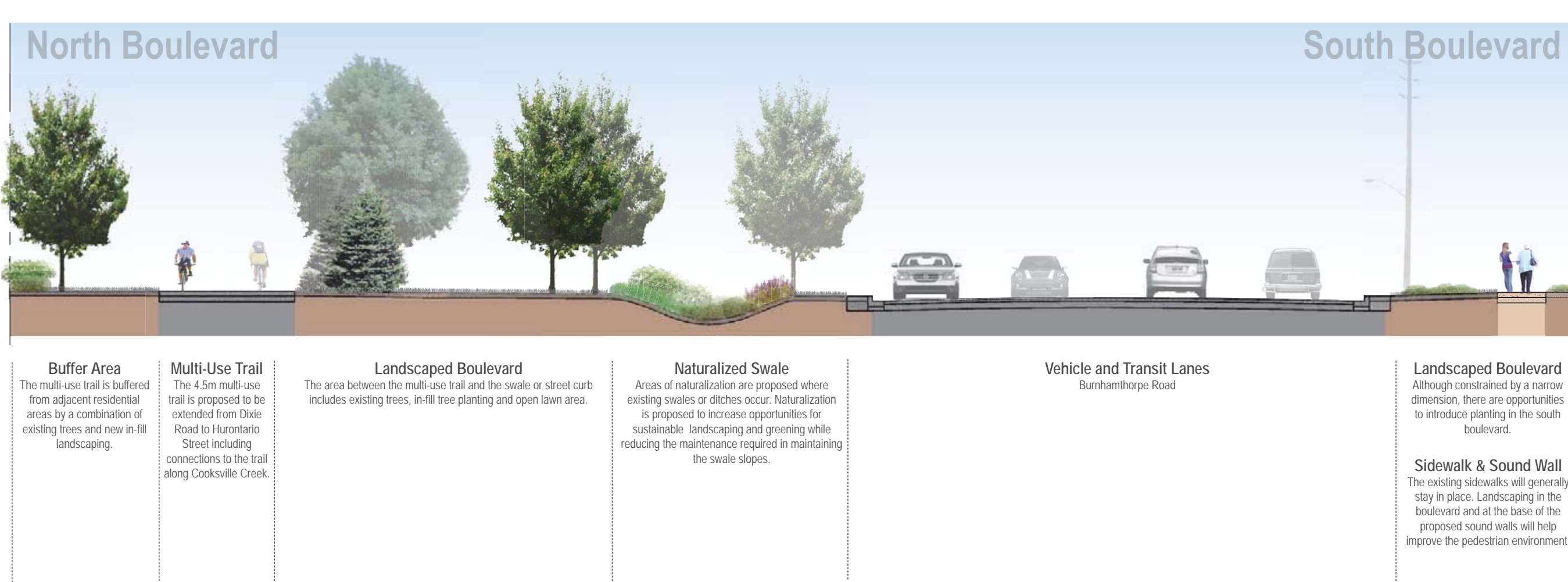
The portion of the corridor between Robert Speck Parkway and Dixie Road is considered a Neighbourhood Area and incorporates the neighbourhoods of West Willow, Golden Orchard North and Applewood Hills. This portion of the corridor will focus on the recreational and residential focus of the area by maintaining mid-block connections to adjacent residential areas and by providing links to the Mississauga Meadow Trail, Applewood Trail and the existing Burnhamthorpe Trail east of Dixie Road.

Neighbourhood Areas are proposed to include the following urban design elements:

- **Trail Bridges:** Two new, separated trail bridges are proposed at the Cooksville Creek East Branch and the Little Etobicoke Creek. Each trail bridge crossing should include seating areas, orientation signage, bicycle parking and landscaping.
- **Multi-Use Trail:** The Burnhamthorpe Trail through the neighbourhood areas is recommended to be constructed of asphalt with pavement striping to demarcate travel lanes.
- **Interpretation and Public Art:** Opportunities for interpretation or public art exist at signalized crossings, bridge crossings, transit stops and neighbourhood connection points.
- **Landscaping:** Landscaping will reflect a neighbourhood condition through the use of informal tree planting (trees grouped and loosely spaced), massed shrub planting, boulevard and buffer planting and naturalization areas. Opportunities to create neighbourhood planting palettes should be explored to support neighbourhood identification and way-finding.



Precedent image for the Burnhamthorpe Trail within neighbourhood areas.



Greening the Corridor



Sound Wall Opportunities

Approximately 2000 linear metres of new sound wall is proposed for the Burnhamthorpe Road East Corridor. New sound wall on the south side of the road will be placed very close to the existing sidewalk, providing limited space for landscaping. A vertical "green wall" is proposed to be constructed in conjunction with the concrete sound wall. The "green wall" is envisioned as either a free-standing structure in front of the wall or as a tensile wire system attached directly to the wall; system selection will be dependant upon underground utility conflicts. Vines planted at the base of the wall will grow on the vertical system, maturing to create a green wall effect over time.

Currently, the "green wall" treatment is proposed to be applied to approximately 30% - 50% of the new sound wall, in an alternating 3 panel rhythm.



Rendering of greening opportunities in conjunction with the proposed sound walls.



Sound wall partial elevation showing proposed 3 panel rhythm of "green wall".



Potential vines for "green wall".

Trees, Shrubs and Groundcovers

New landscaping in the corridor should be designed to improve the environment for pedestrians and cyclists while reinforcing the corridor as a green place in the City. New landscaping should achieve the following:

- Many mature and healthy trees exist within the Burnhamthorpe Road East corridor. Retain as many existing trees as possible and infill with new trees of diverse species.
- Provide buffers to adjacent land uses such as residential and commercial areas and soften sound walls in close proximity to pedestrian / cyclist areas.
- Reinforce special areas such as signalized road crossings and bridge crossings.
- Provide visual interest through all seasons throughout the length of the corridor.
- Provide shade, wind and road spray protection.
- Use native species as much as possible.
- Evergreens should only be used near the property line so as not to obstruct views from the road to pedestrian and cycling circulation and resting areas.
- Species selection, spacing, placement and maintenance should promote a safe environment and adhere to the Crime Prevention Through Environmental Design (CPTED) strategies.



Precedent image of landscaping for corridor tree, shrub and groundcover planting.



Swale naturalization will reinforce the corridor as a green place.

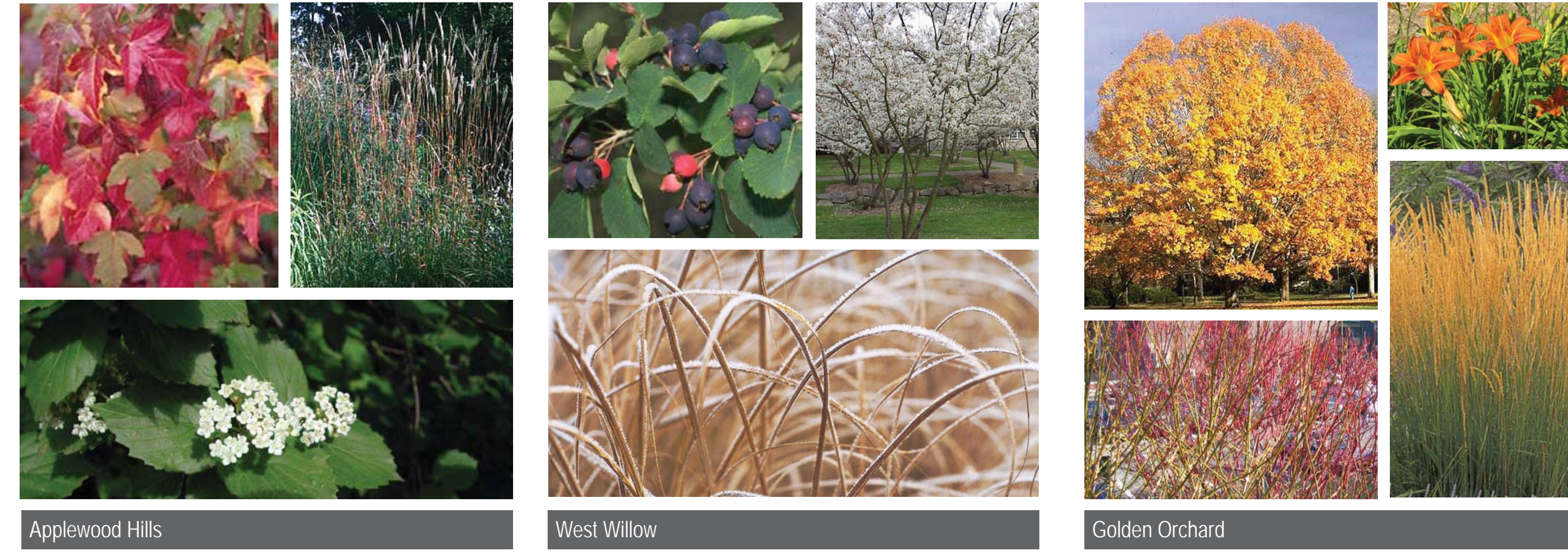
Swale Naturalization

Naturalization of the existing swales or ditches along the corridor is proposed to introduce sustainable landscaping and increase the opportunities for greening. The naturalization of the swales will also reduce the amount of maintenance required to maintain the swale slopes. Swale naturalization should consider the following:

- Use native species that do not exceed 1.0m in height at maturity.
- Select species and encourage growth of plants that are salt and drought tolerant.
- Naturalization can be established in a number of ways: seeding, plug planting and / or cessation of mowing.
- Naturalized swales should be signed to educate trail users as to the limits and purpose of the naturalization.

Neighbourhood Distinction

Opportunities should be explored to assist in neighbourhood identification and way-finding. A distinct planting palette for each neighbourhood should include a selection of shade and ornamental trees, evergreen trees, shrubs and groundcovers. All season interest for neighbourhood landscaping will be integral in supporting a way-finding function into the winter months.



Applewood Hills

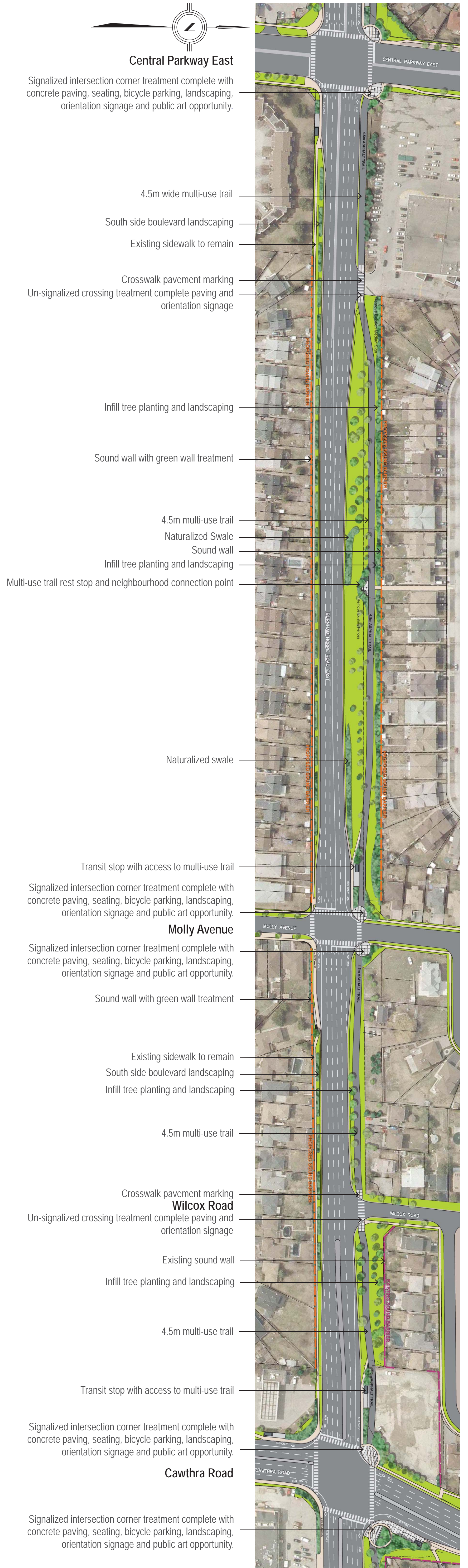
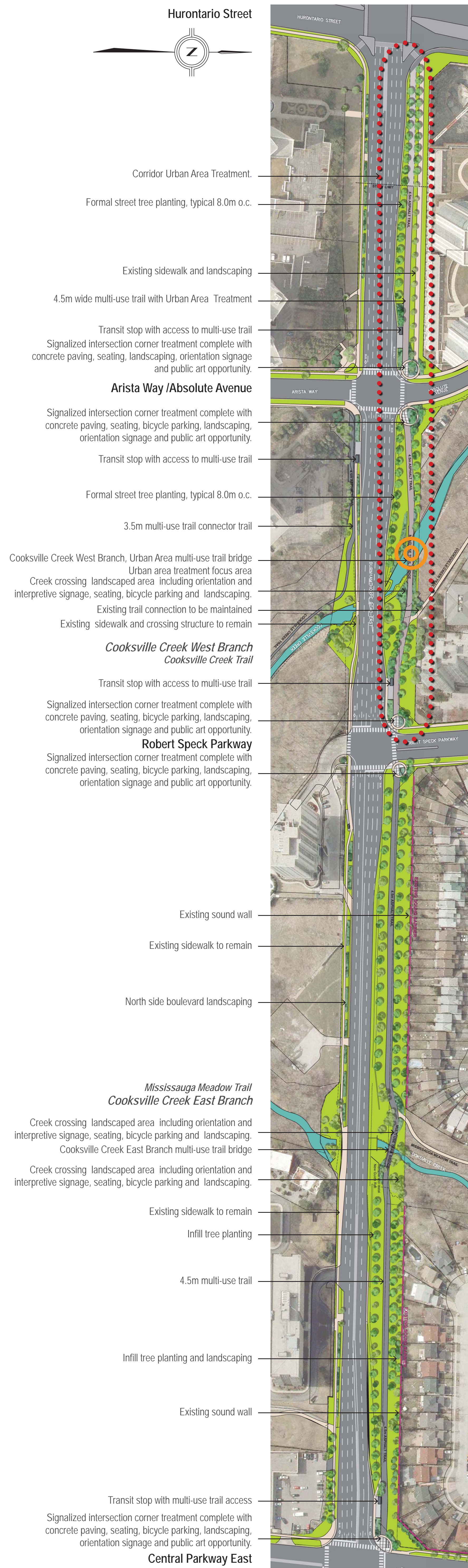
West Willow

Golden Orchard

5

Burnhamthorpe Road East EA: Urban Design Elements D R A F T

Urban Design Plan



6

Burnhamthorpe Road East EA: Urban Design Elements D R A F T

Urban Design Plan

