

Oshawa Downtown Streetscape Design Vision

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1. Introduction

The Oshawa Downtown Streetscape Design Vision (O.D.S.D.V.) has been created to guide development within the public realm of the City of Oshawa's downtown, with a specific focus on the Downtown Oshawa Business Improvement Area. Streetscape improvements play a critical role in downtown revitalization. These improvements also create a defined aesthetic and character to the downtown, fostering an inclusive and pedestrian friendly environment. A well-designed streetscape will play host to social, cultural and recreational activities and events that are essential to a thriving and fully livable downtown. A streetscape must also support an active and aesthetically-pleasing downtown environment, in order to ensure economic success of local businesses and to attract potential investors and developers.

2. Background

In 1996, Council resolution directed staff to finalize a Streetscape Implementation Plan which provided the direction for improvements to the downtown streetscape including street furniture such as benches, waste receptacles, bicycle racks and planters. Elements of this plan were implemented from 1997 through to 2006. The plan however was never fully realized as advances in technology, changes in aesthetic preferences and the introduction of new design principles around such themes as accessibility and the environment now needed to be addressed.

Following the 1996 Streetscape Implementation Plan many changes have been made to the downtown including new solar powered parking meters, sustainable planting of street trees, and a comprehensive streetlight replacement project. There have also been changes in policy surrounding the development of Downtown, including through the Oshawa Strategic Plan, Plan 20Twenty, and the implementation of the Oshawa Accessibility Design Standards. As well, the Oshawa Downtown Business Improvement Area expanded its boundary in 2016, bringing with it additional streets and streetscape requirements.

Currently, street furniture in the downtown is maintained by the City's Operations division within Community Services.

3. Context

Downtown Oshawa is the urban centre of Durham Region, and the most prominent urban environment in the east Greater Toronto Area (G.T.A.). Downtown Oshawa is set apart among Durham Region neighbourhoods for its role as an economic centre, its walkable urban neighbourhood, its unique shopping and dining experience, its ability to provide a social node for festivals, events, and culture, and as a growing hub for innovation.

Downtown Oshawa is also a home to more than 10,000 residents, and is experiencing a boom in condo, rental and adaptive reuse projects. Downtown Oshawa is a 'Top 100 Neighbourhood' in Canada for walkability, and offers four major 'main street' type arterials, King Street, Bond Street, Simcoe Street, and Centre Street. Simcoe Street and King Street are the City's major restaurant corridors, with a mix of small independent

establishments and trendy new restaurants. Centre Street is the City's major employment corridor, with several large private office buildings, community service centres, and government offices. Bond Street is becoming a hotspot for new development, including the Durham Regional Courthouse, 44 Bond Street West and 80 and 100 Bond Street East. Interspersed in these corridors are entertainment facilities like the Tribute Community Centre, the Regent Theatre, and cultural amenities like the Canadian Automobile Museum, Parkwood National Historic Site, and the Robert McLaughlin Gallery, and core community assets like the Mary Street YMCA, CORE 21 & Spark Centre, and the University of Ontario Institute of Technology's (U.O.I.T.) five downtown campus locations.

Much of the existing streetscape within the downtown does not adequately cater to the pedestrian experience. Many fixtures and furnishings have reached the end of their respective lifecycles and are aesthetically disjointed from each other. This document is to serve as guide for all new development and redevelopment of Downtown Oshawa's streetscape moving forward, creating a modern, attractive, and functional urban experience.

4. Goals

The Oshawa Downtown Streetscape Design Vision adheres to the following goals to allow for proper design direction during the development and redevelopment of the downtown streetscape.

- Attract new development, new residents, and new businesses
- Develop an economically attractive downtown for all users
- Encourage residents to shop and eat locally
- Encourage those working downtown to explore and spend locally
- Draw visitors into the downtown and improve tourism
- Achieve a cohesive design language for the public realm
- Foster the development of a great pedestrian environment
- Provide and encourage alternative transportation options
- Improve the management of public assets within the streetscape
- Provide the foundation for environmentally conscious development
- Create a culturally vibrant destination offering a variety of unique opportunities in creative exploration, social interaction and discovery through art, festivals and events
- Account for future flexibility and development

5. Design

The successful design of Downtown Oshawa's streetscape elements will address the functional and aesthetic items in the public realm that provide amenity and utility to

pedestrians and other street users. The following principles are to be applied when designing the streetscape.

- Functionality
- Aesthetics
- Accessibility
- Safety
- Environment
- Seasonality

6. Surfacing

6.1. Streetscape Surfacing

6.1.1. Vision

Streetscape surfacing is the physical material in which pedestrians travel on, where street furnishings and trees are positioned, and in some cases, extends into the vehicular parking lane. The purpose of applying a standard surfacing design is to unify the streetscape. By applying the same standard surfacing design treatment on a block by block basis, the design defines and links the pedestrian space within the streets. Standard surfacing treatments should use cast in place concrete with a broom finish and repeating scored pattern. Unique surfacing treatments can and should be used to define prominent spaces such as major crosswalks, gathering places / festival space, and park space. An emphasis should be placed on the creation of widened pedestrian sidewalks where technically feasible. Pedestrian crossings should have special surfacing treatments to communicate to individual users that the crosswalk is part of pedestrian space. As well, the design considerations for surfacing materials include safety, sense of place, attractiveness, sustainability, functionality, accessibility, and seasonality. Paving materials must meet all accessibility standards as required (ie. tactile walking surface indicators).

6.1.2. Guideline

- Standard streetscape surfacing material should use cast in place concrete with a broom finish and repeating scored pattern.
- Special streetscape surfacing should only be used help define a special feature or space and be composed of a durable and attractive material that still considers maintenance requirements.
- Overtly complicated use of surfacing materials or uncommon material types are to be avoided.
- Streetscape surfacing to accommodate grade transition at adjacent storefront / building doorways where technically feasible.

- Adherence to the Oshawa Accessibility Design Standards (OADS) and the Accessibility for Ontarians with Disabilities Act (AODA).

6.1.3. Corporate Lead

Engineering Services & Parks Development

7. Street Trees and Urban Landscape Planting

7.1. Street Trees

7.1.1. Vision

Street trees along with lighting are typically the most important organizing element of the streetscape environment. Appropriate tree species selection, location and design of the planting site will ensure the healthy growth and longevity of trees, enhance streetscape character, and maximize the City's investment. Planting street trees provides many benefits to the city including:

- **Environmental:** Trees and landscape planting make important contributions by reducing air pollution, minimizing urban heat islands, sequestering carbon, reducing storm water runoff, and contributing to wildlife habitat.
- **Economic:** Trees and landscape planting can increase property values, reduce energy consumption, and reduce maintenance cost of other streetscape elements.
- **Social:** Planting can help inspire a community identity, providing benefits from symbolic and physical contact with nature. A planted streetscape provides relief from an otherwise harsh, built out urban environment.

7.1.2. Guidelines

- Urban street trees are to be planted with a suitable soil volume for each tree to ensure long-term survival. At a minimum, 6 cubic metres of soil is currently required per tree.
- **Placement** – Street trees are typically planted in tree basins (sidewalk cut outs) in sidewalks. Locations should respond street conditions such as setbacks from corners, utilities, driveways, bus stops, and building entrances. To the greatest extent feasible, trees should be aligned to minimize interference with building entries, driveways, lighting and utilities, and the path of pedestrian travel.
- When adding trees to an existing streetscape, the planting locations should respond to the location of existing lighting. Movable site furnishings should also be relocated to allow for street tree planting with appropriate spacing.
- Trees with columnar form are appropriate for narrower planting locations.
- Medium-sized trees with light to medium density foliage are appropriate on neighborhood residential and commercial streets.

7.1.3. Corporate Lead

Parks Development

7.2. Urban Landscape Planting

7.2.1. Vision

Urban landscape planting includes planting strips, planting in tree basins, hanging baskets, and other strategies to augment green space within the pedestrian realm. It is most appropriate where frequent pedestrian traffic occurs but can also be implemented to take advantage of opportunities that could highlight prominent buildings or features within the public space. Some of the benefits of urban landscape planting include:

- Aid in orientation of space
- Enhancing pedestrian comfort
- Reducing impervious areas and surface runoff
- Naturally filtering storm water and improving water quality
- Infiltration and groundwater recharge

7.2.2. Guidelines

- Placement - Understory landscaping should use drought-tolerant species. Deep-rooted native or drought-tolerant species have many benefits including tolerance to flooding and drought, with low or no irrigation needed once established.
- Landscape planting is suitable for many street types, including residential, commercial, mixed-use, and pedestrian only streets. Planting can be located in sidewalks, raised planters, curb extensions, and medians. Landscape planting must leave a minimum 750mm wide edge zone from face of curb and not impede the path of travel.
- Planting strips - Planting strips should be a minimum of 900mm wide while maintaining a minimum clear sidewalk adjacent to the planting strip for the street type. Street tree planting is recommended if there is sufficient width. Where on-street parking is present, planting strips are not recommended.
- Raised Planter Beds - Raised planter beds can be incorporated into larger sidewalk elements such as seating areas. Opportunities to incorporate seating into above grade planters are encouraged as edges can be used as seating walls.
- Rain screens / Living Walls - Rain screens are plantings on the exterior walls of buildings. They are an emerging technology, which can remediate water pollution and attenuate peak storm water runoff.
- Hanging Baskets - Hanging baskets can be added to a number of streetscape elements to add unique urban design detail and identity to a street or neighborhood. Because hanging baskets are maintenance and

resource intensive, they are recommended to only be used on King Street, Bond Street, Athol Street, Centre Street, Simcoe Street and Mary Street.

- The existing round concrete planters should be allocated as needed in areas of downtown lacking planting, but should, in general, be phased out of downtown and replaced with raised planter beds and planting strips where feasible. The use of any new semi-permanent planters should only be considered on a case by case basis.

7.2.3. Corporate Lead

Parks Development

8. Pedestrian Accommodation

8.1. Seating

8.1.1. Vision

Seating is to be provided consistently throughout the pedestrian realm assist in defining the sense of space. Seating can be provided through the use of backed benches, backless benches, table seating, and seating incorporated into the built form such as planters, retaining walls, and buildings. Seating should be placed in areas as rest stops where pedestrians may linger and enjoy the public realm, and where there is a large amount of pedestrian activity. Seating should be placed where possible to make use of shade from street tree locations. All seating types are to incorporate skateboard deterrents and/or seat dividers.

8.1.2. Guidelines / Type

- Bench – To be Scarborough series bench with horizontal strap style in black colour with central arm and surface mount options by Landscape Forms. Bench can be specified in 1200mm, 1800mm, and 2400mm lengths. Refer to 'Attachment 2 – Visual Reference Guide' for bench sample image.
- Backless Bench – To be Scarborough series bench with horizontal strap style in black colour with central arm and surface mount options by Landscape Forms. Bench can be specified in 1200mm, 1800mm, and 2400mm lengths. Refer to 'Attachment 2 – Visual Reference Guide' for backless bench sample image.
- Table Seating – To be Carousel series dining height table with hoop style seats in grid pattern and black colour, with Catena stainless steel top, umbrella hole, and surface mount options by Landscape Forms. Umbrella to be Solstice series 'Altair' or 'Cygnus' model with solid aluminum panels in user determined colour. Refer to 'Attachment 2 – Visual Reference Guide' for table and umbrella sample image.
- Built Form Seating – To be determined through detailed project design phase. Built form seating to be made of durable, high quality material.

Parks Development to review and provide comment on any proposed built form prior to approval or construction.

- Allow for a minimum of 915mm x 1370mm space for users with mobility aides to sit adjacent bench seating.
- Adherence to the Oshawa Accessibility Design Standards (OADS) and the Accessibility for Ontarians with Disabilities Act (AODA).

8.1.3. Corporate Lead

Parks Development

8.2. Waste and Recycling Receptacles

8.2.1. Vision

A well-designed waste and recycling receptacle will need to be functional and accessible to pedestrians and in addition the units must be easy to repair and maintain by staff, durable for both weather and vandalism, and blend visually with the streetscape to ensure a cohesive design. The receptacles should be clearly recognizable as a place to deposit litter, and should be sized and located to avoid cluttering sidewalks.

Multi-stream waste receptacles (litter and mixed recycling of paper and containers) will enhance the streetscape while also meeting the objectives to provide convenient and accessible recycling and litter disposal in the downtown. Mixed recycling of paper and containers is preferred for ease of use by pedestrians. Two stream units, litter and mixed recycling, will also allow for easier maintenance collection by operations staff since the recycling will not require the need for additional processing in order to separate out contamination that is typically found in public space recycling programs.

In high traffic areas it would be best to have two separate units (one for litter and one for mixed recycling) placed side by side to avoid overflowing of material and eliminating the need to empty more frequently. Low traffic areas could use single unit design that allows for the separation of litter and mixed recycling with a smaller footprint. The units should be easily accessible by staff.

8.2.2. Guidelines / Type

- Waste Receptacle – To be Scarborough series by Landscape Forms with strap design exterior in black colour, side opening top with standard hole in black colour, internal liner in black colour, and surface mount hardware, and signage plaque in black colour with white labeling that reads ‘Waste’. Refer to ‘Attachment 2 – Visual Reference Guide’ for waste receptacle sample image.
- Recycling Receptacle – To be Scarborough series by Landscape Forms with strap design exterior in black colour, side opening top with round hole in blue colour, internal liner in blue colour, surface mount hardware, and signage plaque in blue colour with white labeling that reads ‘Recycling’.

Refer to 'Attachment 2 – Visual Reference Guide' for recycling receptacle sample image.

- Waste and recycling receptacles to be placed with clear access to the street for efficient access for disposal and maintenance.
- For ease of collection, consideration should be given to the placement of residential/business waste. Curbside waste collection will be assessed during site plan approval process against current standards in order to limit the collection of waste at the curb. Existing curbside collection should be accommodated to allow for safe and efficient collection of waste in the downtown. Curb side waste collection areas are not to impede path of travel.

8.2.3. Corporate Lead

Parks Development and Waste Operations

8.3. Bollards

8.3.1. Vision

Bollards should be utilized to emphasize and define pedestrian areas as well as to provide a visual separation of different realms while still providing a high degree of maneuverability. Removable bollards are to be used along all flexible parking / pedestrian locations to define the space and its intended use. Removable bollards should also be placed at entrances to any street that has the potential to be closed to vehicular traffic for temporary pedestrian oriented events.

8.3.2. Guidelines / Type

- Removable Bollard – To be Model R-8464-RA by Reliance Foundry with removable receiver and locking key in stainless steel. Reflective tape to be white. Refer to 'Attachment 2 – Visual Reference Guide' for bollard sample image.

8.3.3. Corporate Lead

Parks Development

8.4. On-Street and Pedestrian Lighting

8.4.1. Vision

Lighting can be a resource for improving the downtown experience. Light standards can be used as event banner holders, an electricity source for events, and most importantly, as a source of light. Lighting should be used to activate spaces, and can be used in creative fashions to both reinforce a feeling of safety while activating spaces that would typically be dormant after dark.

8.4.2. Type / Guidelines

- Decorative Downtown Concrete Pole – 7.3m (5.8m above ground) by StressCrete Limited #KCH19-G-S41-FC-DR or Sky Cast Inc. #SC-240-ADE-DRP-DFG-P
- Decorative Downtown Concrete Pole – 8.8m (7.3m above ground) by StressCrete Limited #KCH24-G-S41-FC-DR or Sky Cast Inc. #SC-290-ADE-DRP-DFG-P
- Luminaire – Holophane Memphis Tear Drop LED 2 #83W_MPL2P20S40KASBK3PP7 with LARGE TEARDROP & SHALLOW SKIRT
- Arm Spec – to match existing
- Banner Arm Spec – to match existing
- Off-grid lighting to be incorporated into design where appropriate and technically feasible.

8.4.3. Corporate Lead

Traffic, Street Lighting and Parking

8.5. Media and Newspaper Boxes

8.5.1. Vision

Privately owned media and newspaper boxes are not recommended within the downtown streetscape due to the large footprint they take within the pedestrian realm and their contribution to visual clutter and increased litter generation.

8.5.2. Guidelines

- Phase out existing media and newspaper boxes within the Oshawa Downtown Business Improvement Area.

8.5.3. Corporate Lead

Economic Development

9. Bicycle Accommodation

9.1. Bicycle Racks

9.1.1. Vision

Bike racks are to be located within the pedestrian realm providing secure temporary bike storage while minimizing impact to pedestrian traffic flow. Bike racks should be placed in locations near areas with bike lanes, employment areas, active commercial districts, and recreation areas. They should also be provided near major destinations such as schools, libraries, transit stops, major shopping and service destinations, and other locations with high pedestrian traffic. The design of the bike rack is to complement adjacent site furnishings

while providing a functional and secure place to lock a bicycle. Where possible, bike racks should be placed in groups to minimize clutter within the streetscape. The placement of bike racks further reinforces the social acceptance of bike usage as a viable mode of transit. On-street bike parking should be considered for Bicycle Share Programs where appropriate.

9.1.2. Guidelines / Type

- Bike Rack – To be Ring Bike Rack by Landscape Forms in stainless steel and direct burial option. Refer to ‘Attachment 2 – Visual Reference Guide’ for bike rack sample image.
- Provide for tonal contrast in paving material where bicycle racks are located.
- Accommodation to be given for Bicycle Share Programs where appropriate.
- Refer to the Active Transportation Master Plan and the Integrated Transportation Master Plan for bicycle lanes and routing within the downtown.

9.1.3. Corporate Lead

Parks Development & Engineering Services

10. Vehicular Accommodation

10.1. Parking Control Equipment

10.1.1. Vision

The on-street parking in the high volume/high occupancy areas of the Downtown BIA is controlled by Parking Pay and Display Equipment. Typically there are one or two Pay and Display units per block, depending on the number of on-street parking spaces within that block. The on-street parking in low volume / low occupancy areas of the Downtown Business Improvement Area are controlled by parking meters.

10.1.2. Type

- Pay and Display Equipment – Unit name is Precise model DG7-Strata. Units are solar powered with a battery backup. *Note* City is undergoing procurement for the replacement of the current on-street pay and display units.
- Parking Meters – Units are battery powered.

10.1.3. Corporate Lead

Traffic, Street Lighting and Parking

11. Storefront Accommodation

11.1. Permitted Seasonal Patio Space

11.1.1. Vision

Seasonal permitted patios should be incorporated into the sidewalk design, with the space used for snow storage or seating during the winter months. Patios should be barricaded from the vehicle realm with bollards, temporary dividers, planters, or a similar design in order to maximize the feeling of safety within their design. Patio space should be designated in places where anchor restaurants exist.

11.1.2. Guidelines

- Material and product selection for patio dividers, tables and fixtures that will be placed within the public space should be reviewed during the permitting process.
- Patio design should ensure adequate space and furnishings to accommodate people with disabilities.
- Patio location to not impede pedestrian path of travel.

11.1.3. Corporate Lead

Economic Development, Parks Development

11.1.4. Accessibility

Accessibility will be considered in all aspects of future design.

12. Public Art & Beautification

12.1. Public Art

12.1.1. Vision

Public Art plays a role in beautifying the community, engaging residents and creating a sense of place, creating links to economic growth and strengthening tourism. Public Art can be placed, installed and created in or on City-owned buildings and spaces and is to be available to the public for free. Consideration should be given to locations that enable users of all abilities the opportunity to interact with public art. Downtown Oshawa offers a multitude of existing spaces where public art installations could be considered. These public spaces may include, but are not limited to, parks, trails, open spaces, courtyards, boulevards, building exteriors, and publically accessible interior areas of municipal buildings. Public artworks can be permanent (e.g. sculptures) or temporary (e.g. banners) and incorporation of both of these types should be considered in all areas within the public realm in the downtown core.

In 2018, it is planned that the development of a Public Art Masterplan will begin. The intention of this plan is to identify specific locations across the City (including the downtown) and prioritize these public art projects over time.

12.1.2. Guidelines

- Public artworks and their selection would follow the Public Art Policy, involve the Public Art Task Force and address the upcoming Public Art Masterplan.

12.1.3. Corporate Lead

Recreation and Culture

12.2. Signage

12.2.1. Vision

All street signage and wayfinding signage should be placed at strategic locations with a goal of minimizing the overall number of signs and signage systems necessary; overuse dilutes their effectiveness and clutters the streetscape. Gateways are markers or monuments located at the entrance to a district or neighbourhood to announce the entry to a particular area. They are generally more artistic or sculptural, and less literal or functional than other types of signage. Neighbourhood Orientation Signs provide a central element to provide district or neighbourhood information, including the area's name, neighbourhood map, or a list of destinations. On most streets, the typical street sign is all that is needed to orient pedestrians to major destinations. However, public spaces with heavy pedestrian volumes, additional directional signage is often helpful.

12.2.2. Corporate Lead

Economic Development, Traffic, Street Lighting and Parking, Downtown Oshawa Business Improvement Association

12.3. Streetlight Banners

12.3.1. Vision

The streetlight banners are to be designed by the Downtown Oshawa Business Improvement Area.

12.3.2. Guidelines

- Banner design to compliment streetscape elements and site furnishings, while maintaining visual appeal and message delivery. Banner text to be created with sans serif font and the sole use of capital letters is to be avoided.
- Banner colour should contrast strongly from blue (sky), white, brown and black (building colours).
- Adherence to the Oshawa Accessibility Design Standards (OADS) and the Accessibility for Ontarians with Disabilities Act (AODA).

12.3.3. Corporate Lead

Economic Development / Downtown Oshawa Business Improvement Area

12.4. Event Banners

12.4.1. Vision

It has been requested by the Downtown Oshawa Business Improvement Area (DOBIA) and others that infrastructure be put in place to hold event banners for large festivals, community events, and other major announcements. These banners would go over the street and be held up by separate poles, as the current street light poles cannot withstand the wind load that would be produced. Potential locations for event banners should be in gateway areas like Bond Street, King Street and Simcoe Street. These gateways could be a public art project in collaboration with DOBIA.

12.4.2. Corporate Lead

Economic Development / Downtown Oshawa Business Improvement Area

13. Corporate Roles and Responsibilities

The corporate roles and responsibilities help define what city section and department contribute to the specific sections within the Oshawa Downtown Streetscape Design Vision. This will streamline the design, review, and implementation process as streetscapes are redeveloped. As an example, the lead group in a particular section of this document would be responsible to ensure the material is accurate as well as providing opportunity for other departments within the corporate structure to review and provide input. This will help provide collaboration between departments while still enabling ownership, and guidance.

Groups Involved in Document:

- Administration & Accessibility Services
- Economic Development
- Engineering Services
- Parks Development
- Parks Maintenance Services
- Planning Services
- Recreation and Culture Services
- Roads Operations
- Traffic, Street Lighting and Parking
- Waste Operations

Corporate Streetscape Committee Members

- Mitchell Wiskel, Chair, Parks Development
- Anthony Ambra, Engineering Services
- Catherine Richards, Recreation and Culture
- Connor Leherbauer, Economic Development
- Dru Chillingworth, Parks and Waste Operations
- Gordon Dunne, Parks Development
- Kyle Benham, Economic Development
- Michael Sluggett, Traffic Street Lighting and Parking
- Mike Saulnier, Operations
- Phil Lyon, Roads Operations
- Susan Ashton, Planning Services
- Susan Lupton, Economic Development

14. Public Realm Definitions

14.1. Pedestrian Realm

The pedestrian realm is defined as the space behind the curb of the street to the edge of the adjacent storefront or property boundary that provides physical space for pedestrian activity, buffering from vehicular, transit, and bicycle traffic along the street, and space for shade and other elements that affect pedestrian comfort. The pedestrian realm is also integrated into the design of the street at crosswalks as well as urban parkette and plaza space.

Pedestrian amenities should be considered a requisite public expenditure just as other necessary elements of the street, such as traffic signals and signage. Improved street vitality has marked impacts on public safety and comfort, health of local businesses, local real estate value, and transportation habits.

Site furnishings provide important amenities for pedestrians by adding functionality and vitality to the pedestrian realm. Street tree and lighting placement should define the major rhythm of design elements along the street; site furnishings should be placed in relation to trees and lighting after the best locations for these elements have already been located.

Street designs should reduce streetscape clutter by consolidating and reducing the size of miscellaneous site furnishings such as utility poles, call boxes, mail boxes, etc. as much as possible. Consideration should be given to mobility devices. Door thresholds and entryways fronting onto the pedestrian realm shall match sidewalk grades where technically feasible.

14.2. Bicycle Realm

The bicycle realm is defined as the space dedicated to cyclists' activity and it falls within the road allowance. The cycling space can be shared with vehicular traffic or completely separated depending on design configuration. The bicycle also uses space for parking within the pedestrian realm.

14.3. Vehicular Realm

The vehicular realm is defined as the space dedicated to the vehicle traffic and parking and falls within the road allowance. Depending on street design, vehicle spacing layout can be highly variable. Vehicle parking can be dedicated or can be designed as flexible space. This flexible space can be used to increase the pedestrian realm to allow for larger pedestrian oriented events.

15. References

15.1. Oshawa Accessible Design Standards

[Oshawa Accessible Design Standards](#)

15.2. Active Transportation Master Plan

[Active Transportation Master Plan](#)

15.3. Integrated Transportation Master Plan

[Integrated Transportation Master Plan](#)

15.4. Plan 20Twenty

[Plan 20Twenty](#)

15.5. DS-15-71 – Downtown Oshawa Cafes

[DS-15-71 – Downtown Oshawa Cafes](#)

Date: May 14, 2018

8.1.2. Bench

Type: Scarborough Series by Landscape Forms



8.1.2 Backless Bench

Type: Scarborough Series by Landscape Forms



8.1.2. Table Seating

Type: Carousel / Solstice Series by Landscape Forms



8.2.2. Waste Receptacle

Type: Scarborough Series by Landscape Forms



8.2.2. Recycling Receptacle

Type: Scarborough Series by Landscape Forms



8.2.3. Removable Bollard

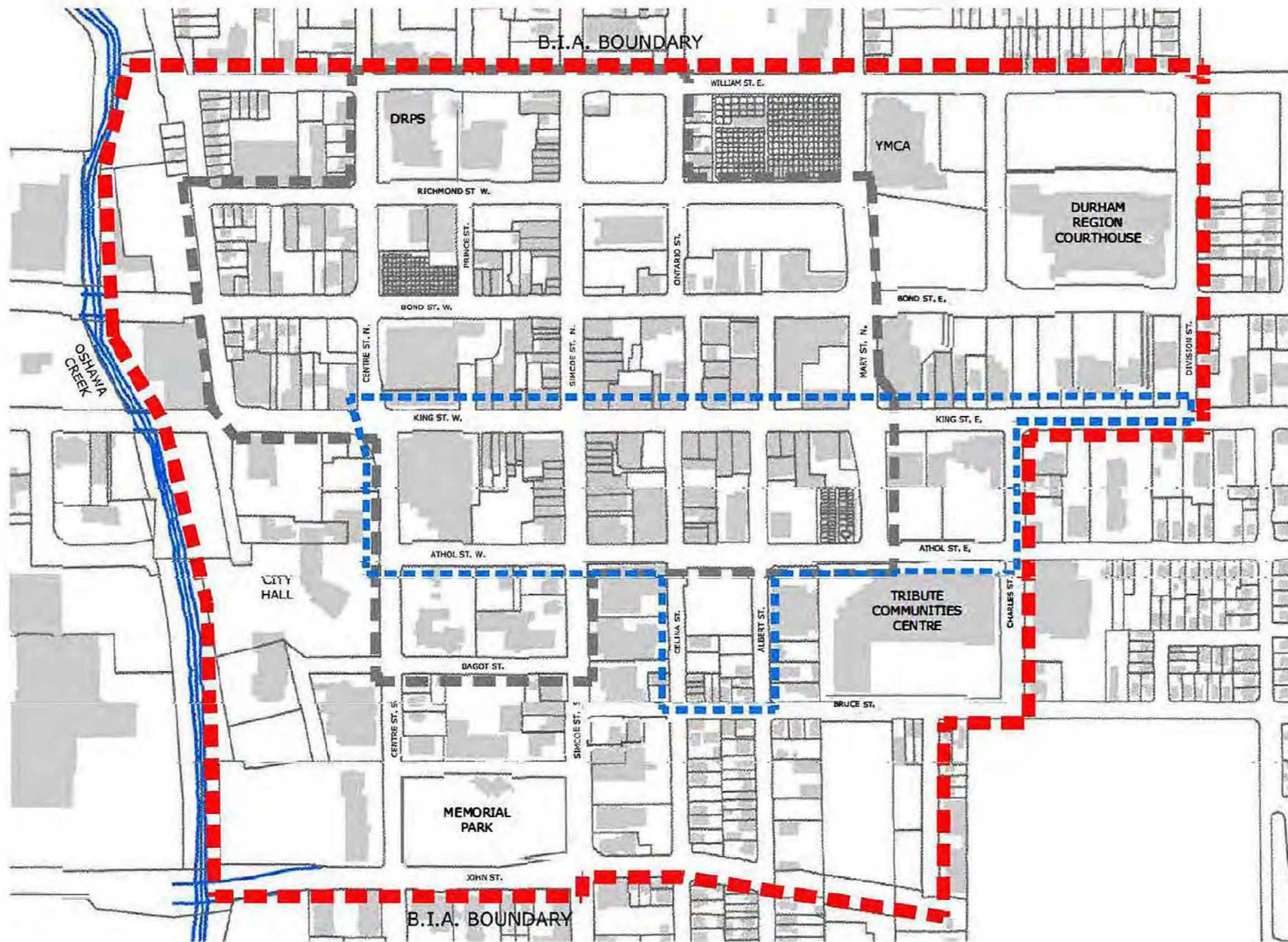
Type: R-8464-RA by Reliance Foundry



9.1.2. Bike Rack

Type: Ring Bike Rack by Landscape Forms





- LEGEND**
- ■ ■ FORMER OSHAWA B.I.A.
 - ■ ■ EXPANDED OSHAWA B.I.A.
 - ■ ■ LIMIT PHASE 1