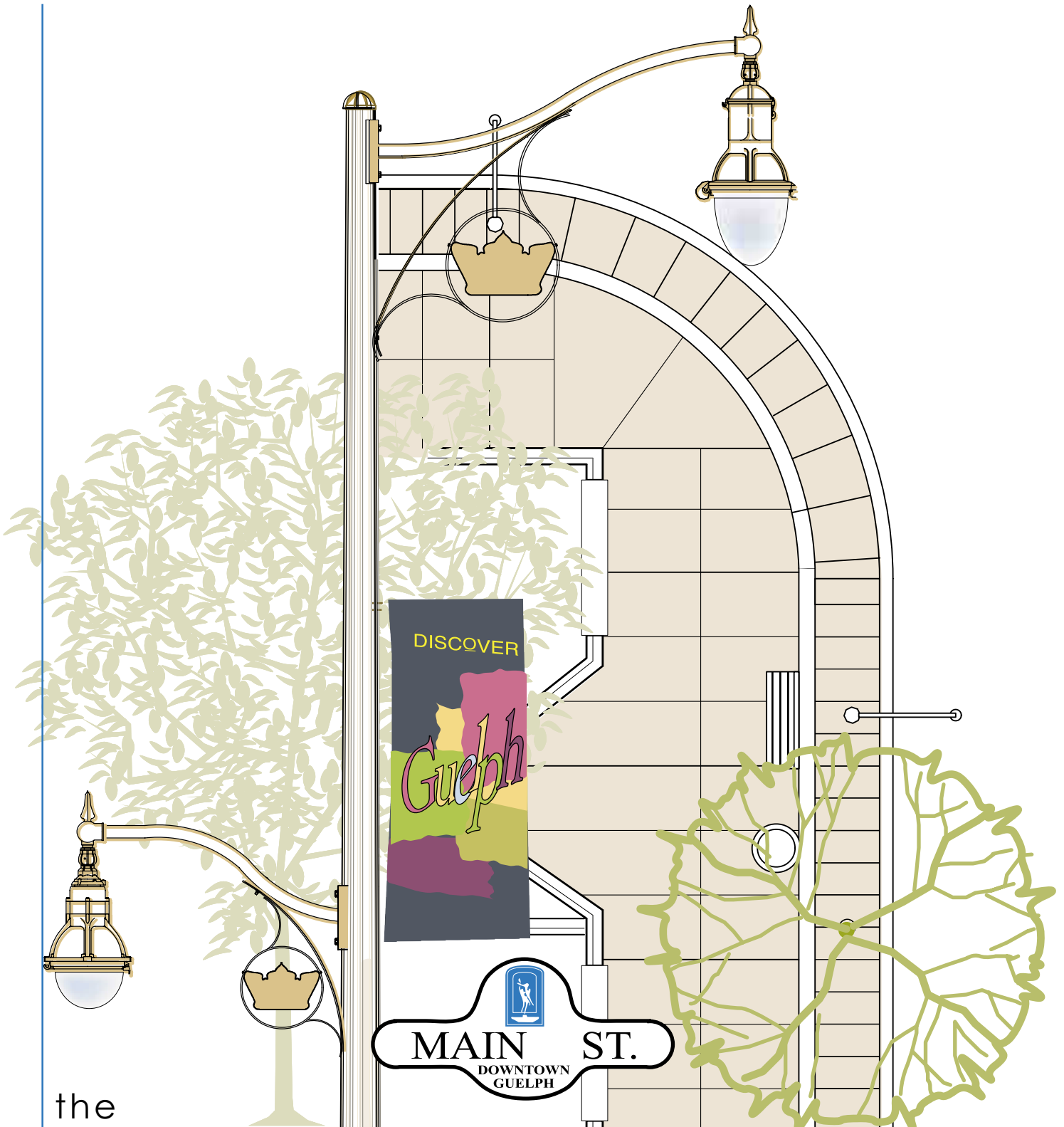


DOWNTOWN GUELPH PUBLIC REALM



the

Streetscape Manual

edition 2001

DOWNTOWN GUELPH PUBLIC REALM STREETSCAPE MANUAL



prepared by:
The Landplan Collaborative Ltd.

for:
City of Guelph Planning Department



Street
Classification
General
Guidelines

1.0 Street Classification General Guidelines

The downtown street classification system establishes the type of streetscape elements to be used and general guidelines on placement. Classification categories are based on adjacent land use characteristics, creating five street character types. Products and materials for the downtown should be consistent across all categories. The *Manual* includes recommendations for the palette of materials and street furnishings for each of the five street character types.

Streets in the downtown fall into one of the five categories at one of three levels of scale. Table A in the *Street Types and their Treatment* section (3.0) provides an index of streets by streetscape characteristics.

Main Street, Heritage Residential/Commercial, Suburban, Residential, Urban Links

Main Streets have a clearly defined street wall, greater than two storeys that contains both heritage and contemporary style buildings. Public space is defined by uniform setbacks with continuous hard surface from building to road surface. On-street parking defines road boundaries during business hours. The predominant activity is retail and retail services, often with residential uses in upper storeys.

Heritage Residential/Commercial Streets are predominately composed of heritage facades. Public space is defined by varying setbacks, with a noticeable separation of street setbacks from pedestrian sidewalks and road surfaces. On-street parking defines road boundaries during business hours. The predominant activity is retail and office services.

Suburban Streets exhibit poorly-defined street walls composed of contemporary styled facades. The public space is dominated by sidewalks, parking and road surfaces with varying setbacks and a small separation between pedestrian sidewalks and road surfaces. The majority of parking occurs in controlled lots. The predominant activity is retail and office services.

Residential Streets are dominated by residences or “residential styled” professional offices with varying setbacks. The public space is defined by varying setbacks composed of heritage and/or contemporary styled facades and no significant street wall. A noticeable separation exists between pedestrian sidewalks and road surfaces. The predominant activities are residential, professional office, and service commercial uses.

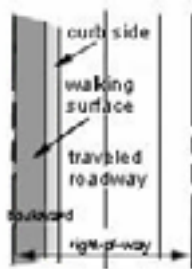
Urban Links exhibit both well-defined and poorly defined street walls. Adjacent structures range from heritage facades to rears of buildings to bridge abutments to open space and parking lots. Setbacks vary with small separation between pedestrian sidewalks and road surfaces. The predominant function is one of connectivity.

1.1 Streetscape Elements

The *Manual* provides placement recommendations for streetscape elements within the street right-of-way. The public section of the street can be divided into two zones, the *traveled roadway* and the *boulevard*. The boulevard can be further divided into three areas: the *curb side*; the *walking surface*; and the *building side*. Boulevard function, character, and materials differ from one street classification to another.

Paving

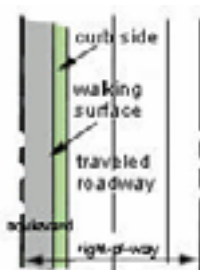
On *Main Streets* the curb side area is a minimum 1200 mm in width and consists of removable precast concrete panels over a utility trench. The trench serves two important functions: (1) to provide convenient access for improvements to buried services with minimal disruption to hard surface areas; and (2) to provide a continuous bridged root zone for street trees to limit compaction and encourage vigorous tree growth. The walking surface is separated from the utility trench by a concrete band and both the walking surface consists of poured-in-place concrete.



The boulevard on *Main Streets* is entirely paved with a hard surface, with the walking surface clearly defined.

On *Suburban Streets* the curb side consists of concrete surfacing and/or turf areas 1200 mm in width. The building side also consists of concrete and/or turf surfacing, turf occurring adjacent to building side lots. Walking surfaces are 2000 mm wide and consist of poured-in-place concrete. Adjacent to buildings, where possible, the building side and walking surface are continuous. Adjacent to building side lots the building side consists of a turf area.

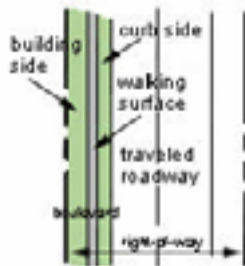
On *Heritage Residential/Commercial Streets* the curb side consists of a minimum of 1200 mm width turf boulevard. The walking surface and building side area are continuous and consist of poured-in-place concrete.



Suburban and *Heritage Residential/Commercial Streets* combine turf and poured-in-place concrete surface elements in the boulevard.

On *Residential Streets* the curb side consists of turf areas 1200 mm wide back from curb. Walking surfaces are 1500 mm wide and consist of poured in place concrete. The building side consists of a turf area.

Urban Links vary in setbacks and separation between road and walking surface. In general Urban Links should be treated similarly to Suburban Streets. The curb side consists of concrete paving adjacent to buildings and turf areas adjacent to building side lots. The walking surfaces are 2000 mm wide and consist of poured-in-place concrete. The building side consists of a turf area when adjacent to building side lots.



For *Residential Streets* and *Urban Links*, the boulevard surface will generally be turf, with a concrete walking surface within it.

Refer to the paving detail section (4.0) by street character type for specific materials and dimensions.

Lighting

One fixture style and two mounting styles provide the necessary lighting combination to ensure aesthetic compatibility, adequate lighting levels, and mounting poles for banners, signs and hanging baskets throughout the downtown. Lighting poles/fixtures fall into two categories, road level and pedestrian level lighting, differentiated by mounting height and length of mounting arm. Light spacing depends on right-of-way width, street/sidewalk pavement width, adjacent land use, and street function. Both lighting poles/fixtures include standard parts with a single luminaire on a mounting arm attached to a decorative concrete pole. The pedestrian scale lights are differentiated from the roadway scale lights by a shallower lens. Both fixtures mount on a concrete pole with sleeves cast in place to accept banner arms and flower baskets. A unique to the downtown “crown symbol” is attached to the mounting arms of both fixtures. The light type is metal halide.

Section 5.0 *Lighting* provides locations for different poles/fixtures based on street classification.

Trees

Trees in urban environments often have a short life span. Every effort must be made to provide adequate space and properly aerated growing medium for tree roots. Eliminating or at least reducing compaction over tree roots will help extend tree longevity. Where trees are to be planted within hard surface areas, continuous tree pits are recommended to maximize soil volume and promote greater water and oxygen infiltration. Overhead utilities must be

accommodated and conflicts between trees and overhead wires should be minimized. Trees should not obstruct the visibility of regulatory and traffic control signs.

On *Main Streets* and *Suburban Streets*, tree locations must be carefully chosen. Generally, trees should be located coincident with building party walls to minimize visual obstructions of doors and commercial signs. Trees on *Main Streets* are to be planted within the bridged utility trench which forms a continuous tree pit root zone and provides maintenance and repair access to underground utilities with minimal interference with tree roots and surface pavements.

On *Suburban Streets*, tree pits are required within the curb side paved area. Tree pits are covered by precast concrete panels 1200 mm wide and bridged by a minimum length of 2400 mm centered on the tree. Large street trees are not to be planted in above ground planters. Choose only small trees (less than 6 m mature height) for planter locations.

On *Heritage Residential/Commercial* and *Residential Streets*, and *Urban Links*, street trees are planted within turf areas. The minimum turf area is 1200 mm wide by 2400 mm in length, centered on the tree. Street trees are to be planted in multiple rows in specific situations.

Tree species selection and criteria are found in Section 6.0.

Planters

Planters are generally used with large shrubs, perennials and annuals. Planter walls are cast-in-place concrete with 455 mm wide precast wall caps. Wall caps provide informal seating on planter walls.

Street Furniture

Street furniture details includes recommendations for benches, banners, street signs, kiosks and bus shelters.

1.2 Special Areas

St George's Square, Trafalgar Square, Founders' Gateway

Three special areas have been identified for individual attention and design treatment. Generally, street furnishings and materials are consistent with those of the five street categories, however, special attention was given to provide for a richer level of detail.

Paving within special areas is defined by the streetscape classification for that area with the exception of St. George's Square which has a unique concept. Special areas will utilize the standard light pole/fixture identified by the street classification and may also include up-lighting for trees, monuments and other features unique to these locations.

2.0

How to
use the
Manual

2.0 How To Use The Manual

The *Downtown Public Realm Streetscape Manual* provides guidelines for the coordination of streetscapes within the downtown. The purpose of the manual is to ensure that improvements to sidewalks and roads are consistent with the street character identified for that location.

To use the *Manual*:

1. Start with the street index key to find a particular street.
2. Each street falls into one of the five categories. Refer to that section in the *Manual* that deals with the category of street for recommended paving, lighting, street tree, and street furnishings.





Drawing references:

| | |
|---------|--------------------------------|
| D1 - D5 | Street paving patterns details |
| D6 | Planters/seating walls |
| D7 | Tree planting details |
| D8 & D9 | Benches |
| D10 | Bus shelters |
| D11 | Community message kiosks |
| D12 | Waste/recycle containers |
| D13 | Flower basket supports |
| D14 | Street signs & banner poles |
| D15 | Regulatory sign poles |
| D16 | Pedestrian Crossing Warning |
| D17 | Building Date Marker |

3.0






Street Types
and their
Treatment

PUBLIC REALM STREET CHARACTER CLASSIFICATION

-  Commercial Base, Office and/or Residential Emphasis Above
-  Heritage Residential
-  Main Street
-  Residential
-  Urban Link



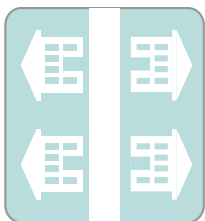
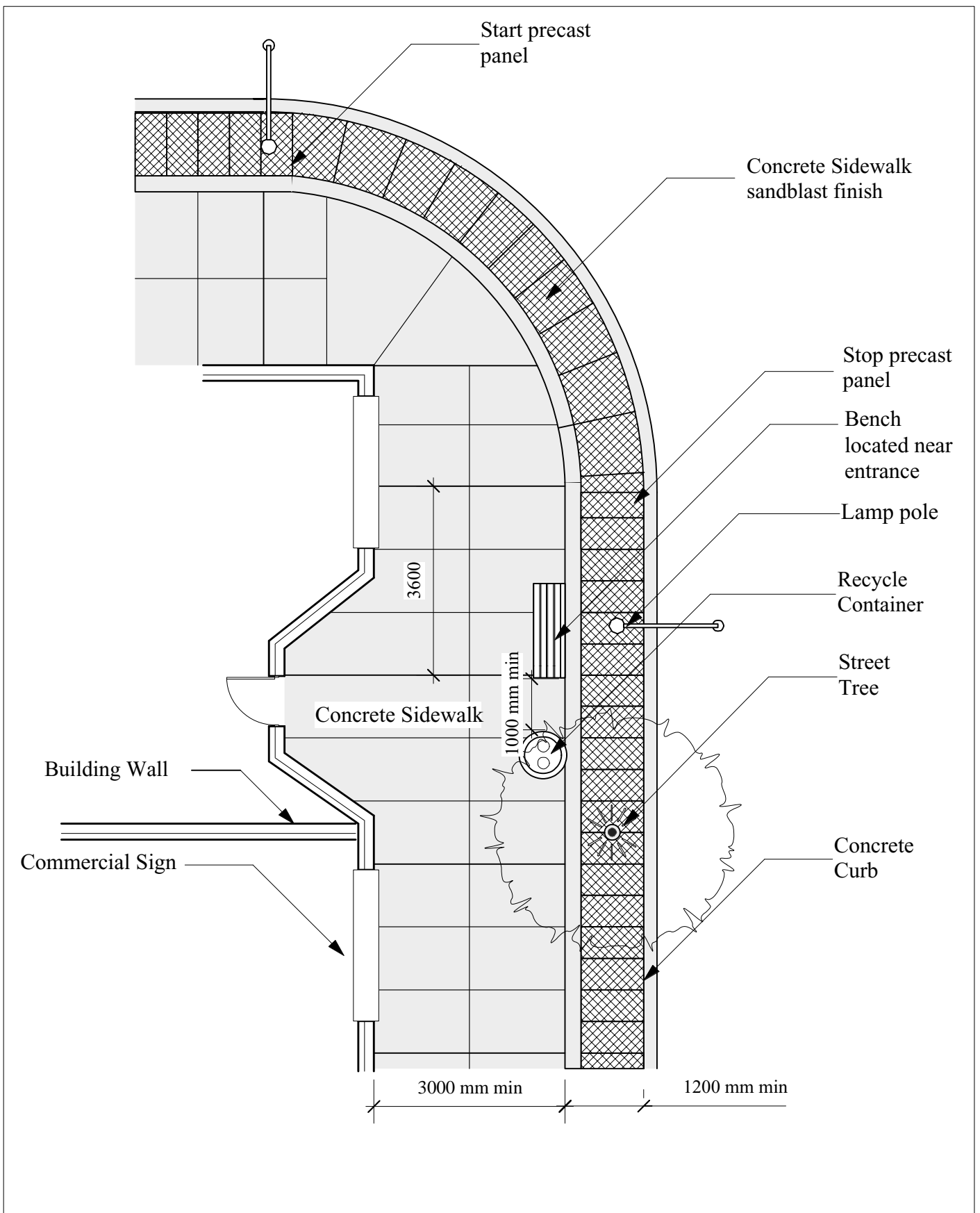
PUBLIC REALM
STREET REFERENCE KEY

| street | from | to | LAND USE CLASSIFICATION | | | | | LIGHTING Lighting Category | DETAIL REFERENCE | | |
|---------------------|------------------------------------|---------------------|---|---|---|--|---|----------------------------------|------------------|-----------------------------|---------|
| | | | Mainstreet  | Heritage Residential  | Suburban  | Residential  | Urban Link  | | Paving | Planting* | Seating |
| Gordon | Wellington | Fountain | | | | | | A | D3 | center median planter | No |
| | Fountain | CNR bridge/Waterloo | | | | | D3 | | | | |
| | Speed River | Wellington | | | | | D5 | | | | |
| Norfolk | CNR bridge/Waterloo | Macdonnell | | | | | | A | D5 | BLVD E | No |
| | Macdonnell | Quebec/Paisley | | | | | D3 | | BLVD E | Yes | |
| | Quebec/Paisley | Woolwich | | | | | | B | D2 | D6 | No |
| Upper Wyndham | CNR bridge | Woolwich | | | | | | C | D1 | D7 | Yes |
| Lower Wyndham | Speed River | CNR bridge | | | | | | D | D3 | BLVD E | No |
| Woolwich | Thorpe | Eramosa | | | | | | A | D2 | BLVD E | Yes |
| | Macdonnell | Thorpe | | | | | | | | | |
| | Yarmouth | Norfolk/Norwich | | | | | | B | D2 | BLVD E | Yes |
| | Eramosa | Yarmouth | | | | | D1 | | D7 E | Yes | |
| | Norfolk/Norwich | London | | | | | D2 | | BLVD | No | |
| Wellington | Dublin | Lower Wyndham | | | | | | B | D3 | BLVD N | No |
| | Lower Wyndham | Woolwich | | | | | D5 | | BLVD N | Yes | |
| Surrey | Gordon | Lower Wyndham | | | | | | C | D3 | BLVD S | No |
| | Lower Wyndham | Neeve | | | | | D4 | | BLVD S | No | |
| Fountain | Gordon | Lower Wyndham | | | | | | C | D3 | BLVD N | No |
| | Lower Wyndham | Neeve | | | | | D4 | | BLVD N | No | |
| Farquar | Freshfield | Lower Wyndham | | | | | | C | D3 | BLVD S | No |
| | Lower Wyndham | Neeve | | | | | D3 | | BLVD N | No | |
| Grant | Fountain | Surrey | | | | | | C | D4 | BLVD N | No |
| Suffolk | Woolwich | Norfolk | | | | | | C | D3 | D6 | Yes |
| un-named lane | Freshfield | Gordon | | | | | | E | D5 | D6 | Yes |
| Neeve | Speed River | Fountain | | | | | | C | D4 | BLVD W | No |
| Wilson | Gordon | Macdonnell | | | | | | E | D1 | D6 | Yes |
| Carden | Macdonnell | Wilson | | | | | | C | D1 | D7 | Yes |
| Macdonnell | Woolwich | Norfolk | | | | | | A | D1 | D7 | Yes |
| Cork | Norfolk | Upper Wyndham | | | | | | C | D1 | D7 | Yes |
| Commercial | Norfolk | Central School | | | | | | B | D3 | BLVD S | Yes |
| Quebec | Norfolk | St. George's Square | | | | | | C | D1 | D7 D6 | Yes |
| Douglas | St. George's Square | Woolwich | | | | | | D | D1 | D6 | Yes |
| Baker | Quebec | Woolwich | | | | | | D | D3 | D6 | Yes |
| Yarmouth | Norfolk | Woolwich | | | | | | C | D2 | BLVD E | No |
| Cardigan | Woolwich | Norwich | | | | | | C | D3 | BLVD | No |
| Norwich | Woolwich | Cardigan | | | | | | C | D2 | BLVD | No |
| Chapel Lane | Norfolk | parking lot | | | | | | E | D5 | No | No |
| Church Lane | Baker | parking lot | | | | | | E | D5 | No | No |
| Heffernan | Woolwich | Speed River | | | | | | D | D5 | BLVD | No |
| Thorpe | Woolwich | Speed River | | | | | | D | D5 | BLVD | No |
| St. George's Square | Quebec, Upper Wyndham, & Douglas | | | | | | | E | concept | D7 | Yes |
| Trafalgar Square | Upper Wyndham, Woolwich, & Eramosa | | | | | | | E | concept | BLVD | No |

* BLVD X indicates
overhead utilities plant
street trees one side only

4.0

Details

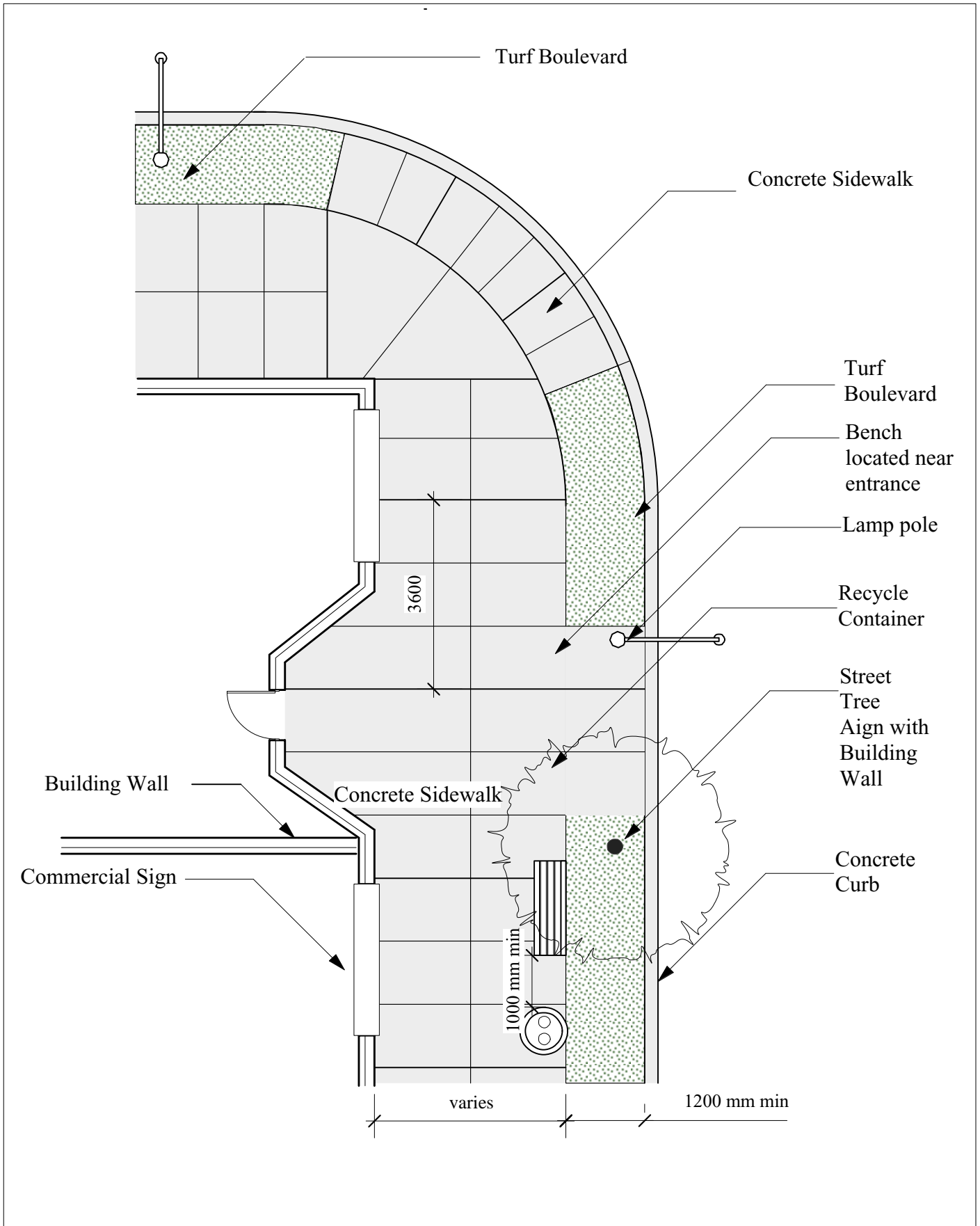


Street Paving Patterns and Site Furnishings for
MAINSTREET

NUMBER
D1

City Of Guelph Public Realm Streetscape Manual

SEPT. 2000



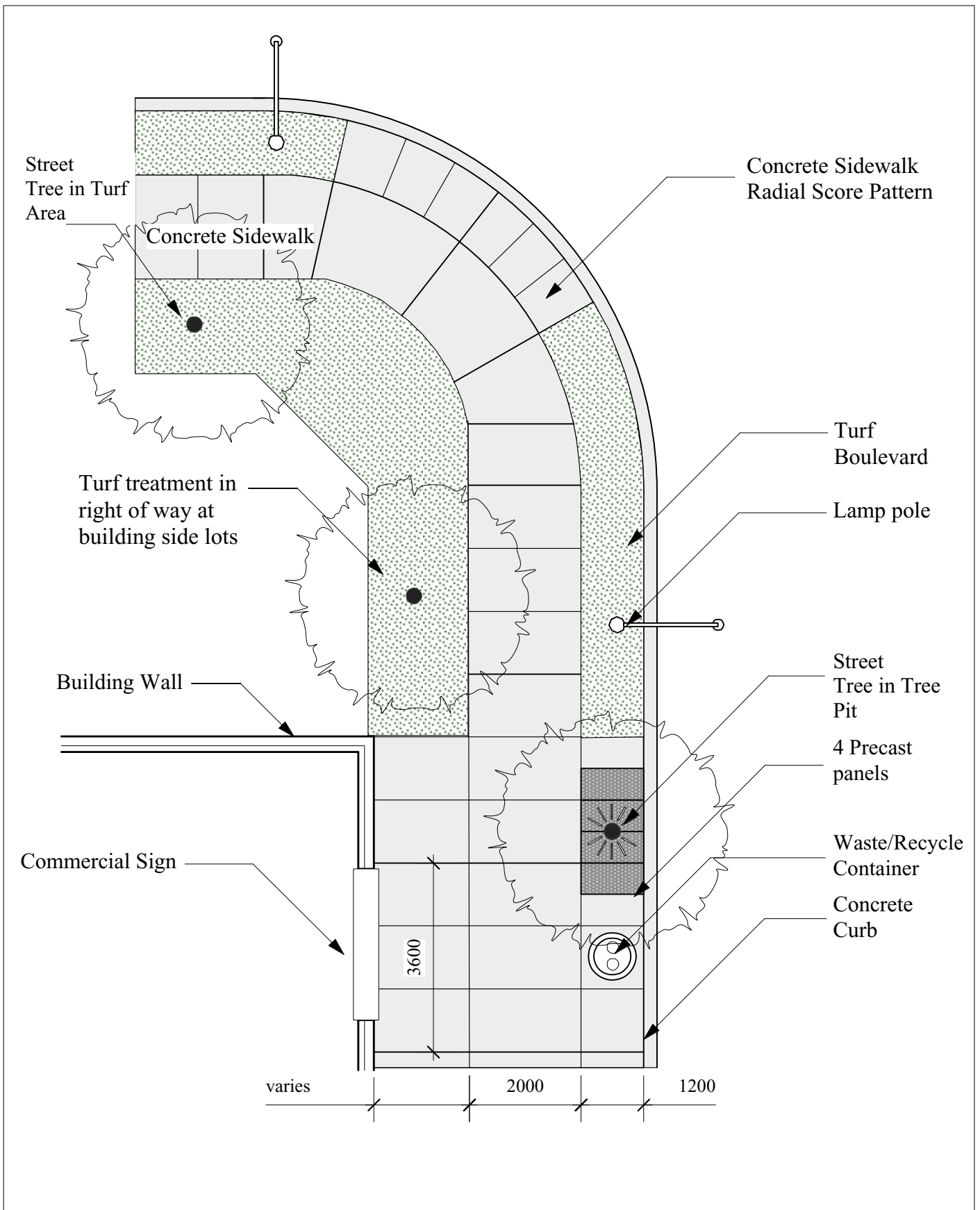
Street Paving Patterns and Site Furnishings for
HERITAGE RESIDENTIAL/COMMERCIAL

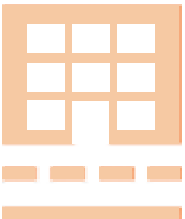
City Of Guelph Public Realm Streetscape Manual

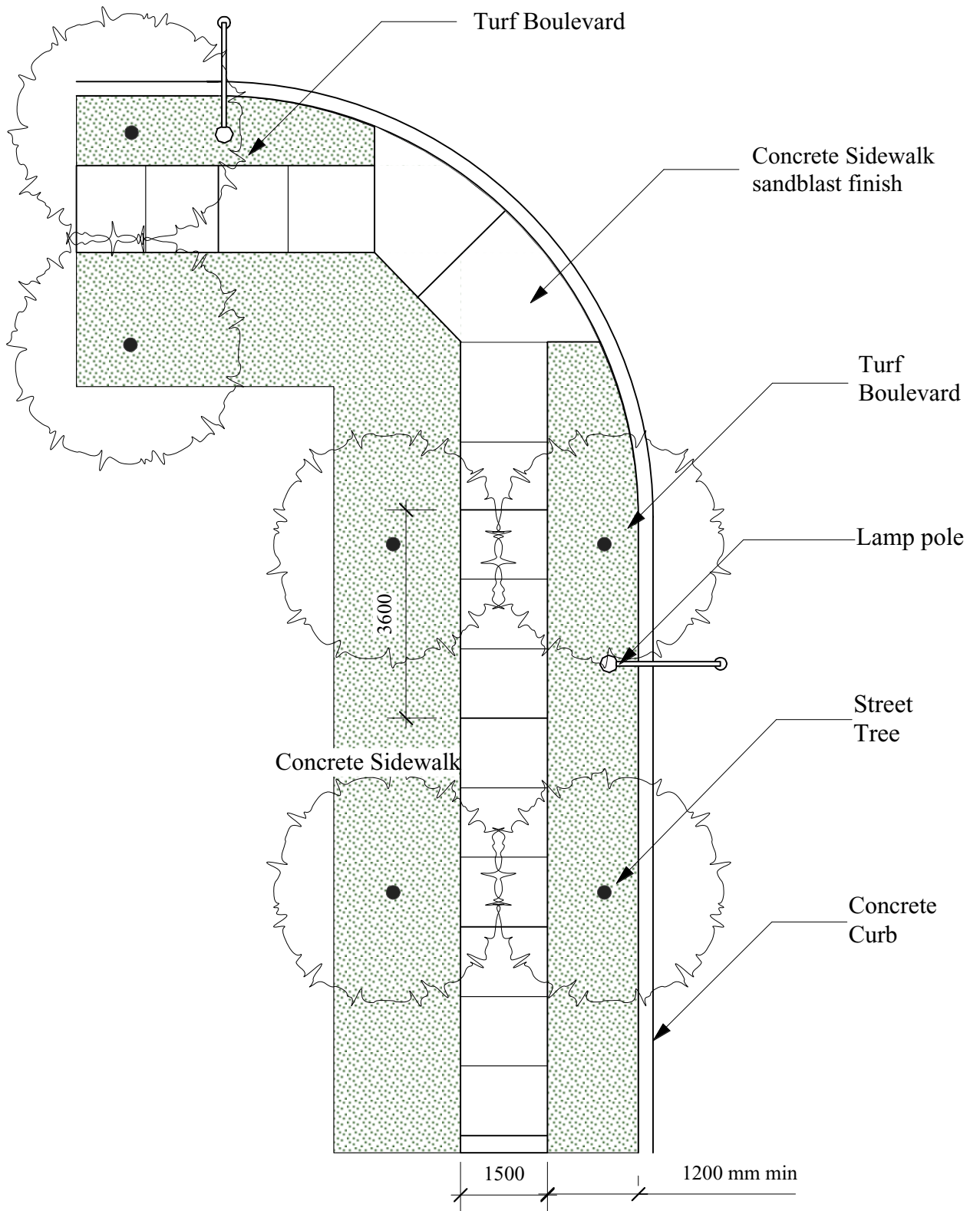
NUMBER

D2

JAN. 2001



| | | |
|---|---|---------------------|
|  | Street Paving Patterns and Site Furnishings for SUBURBAN | NUMBER D3 |
| | City Of Guelph Public Realm Streetscape Manual | SEPT. 2000 |



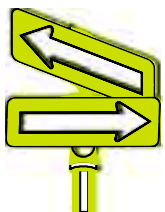
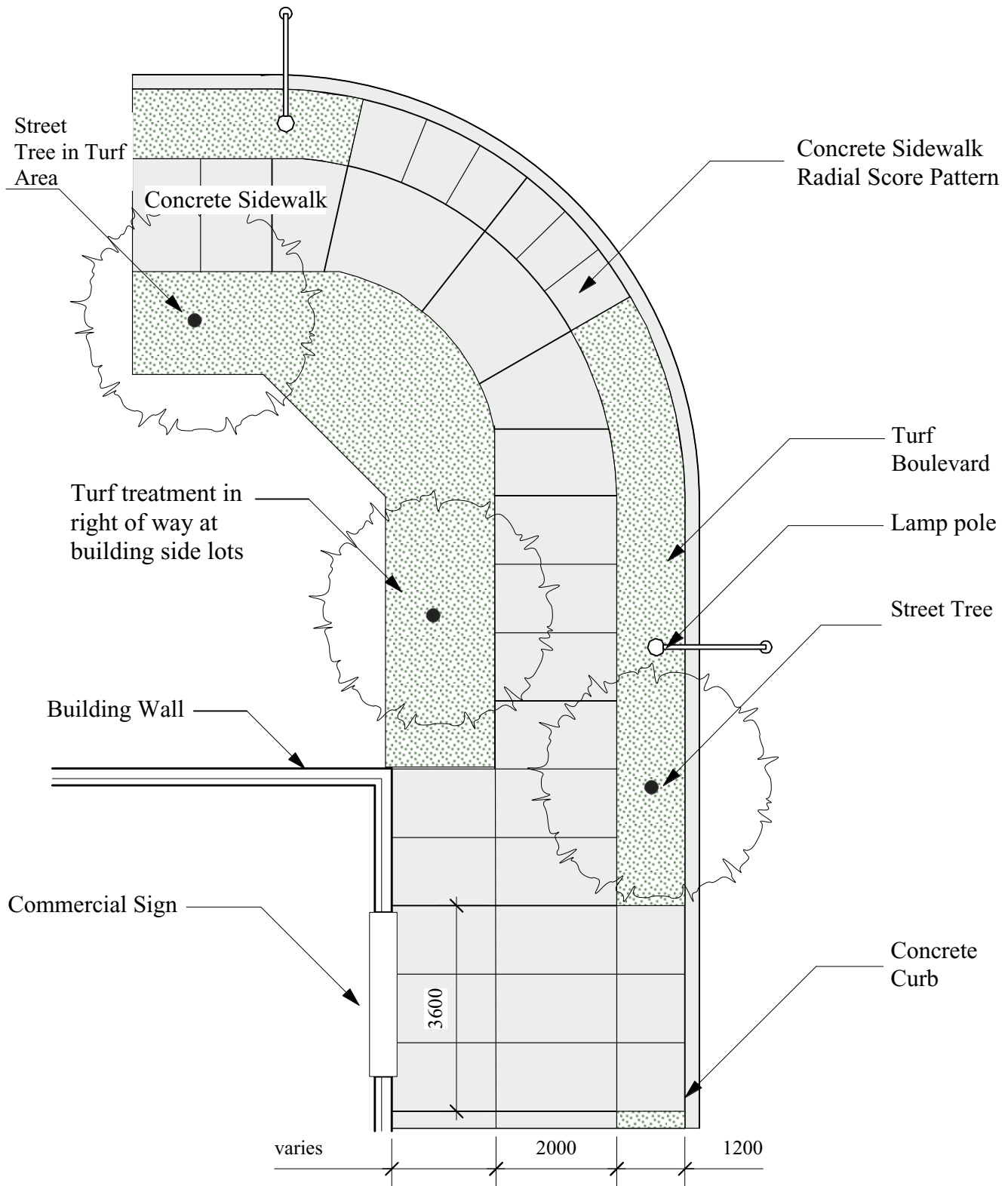
Street Paving Patterns and Site Furnishings for
RESIDENTIAL

City Of Guelph Public Realm Streetscape Manual

NUMBER

D4

SEPT. 2000



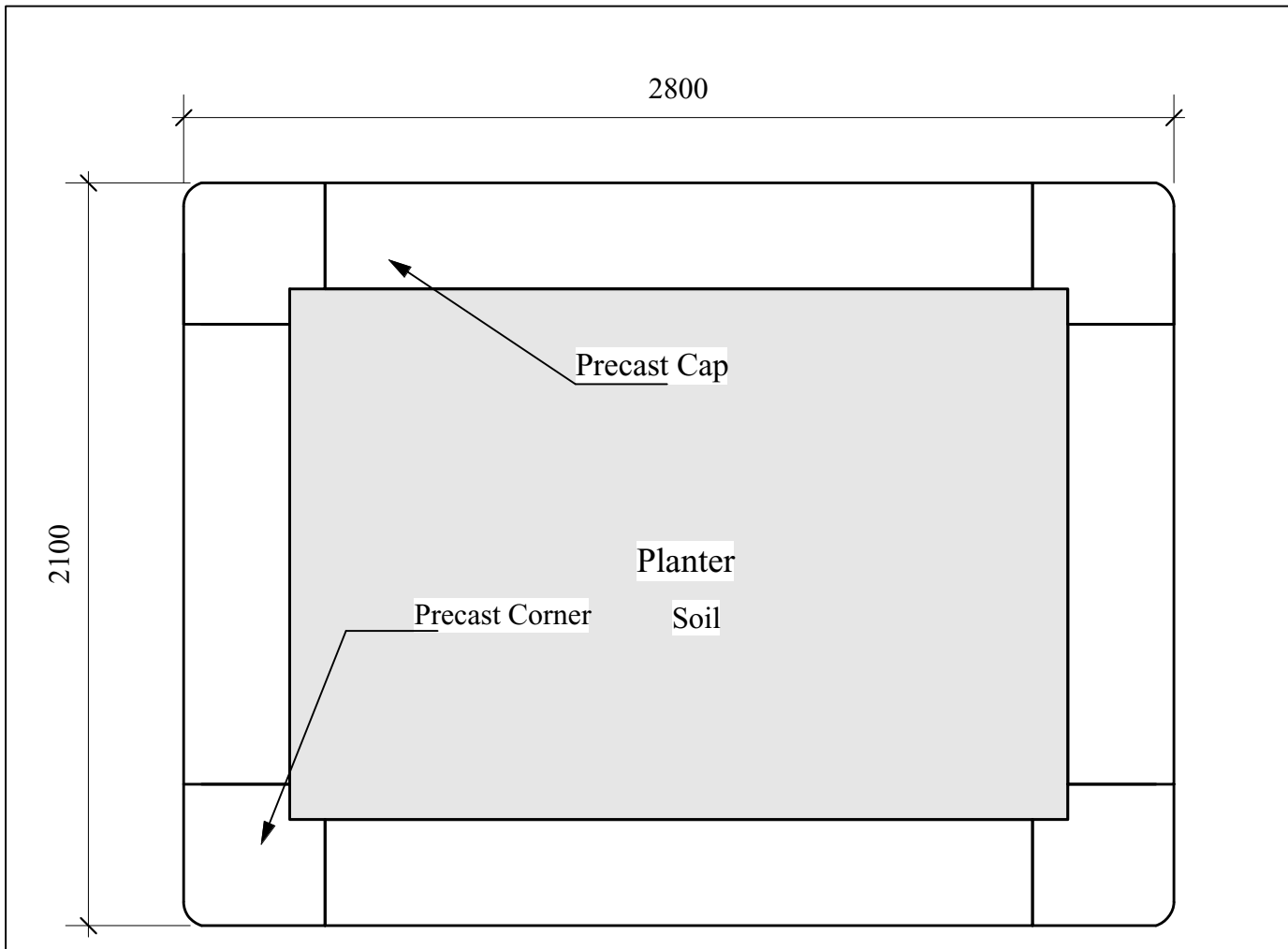
Street Paving Patterns and Site Furnishings for
URBAN LINK

City Of Guelph Public Realm Streetscape Manual

NUMBER

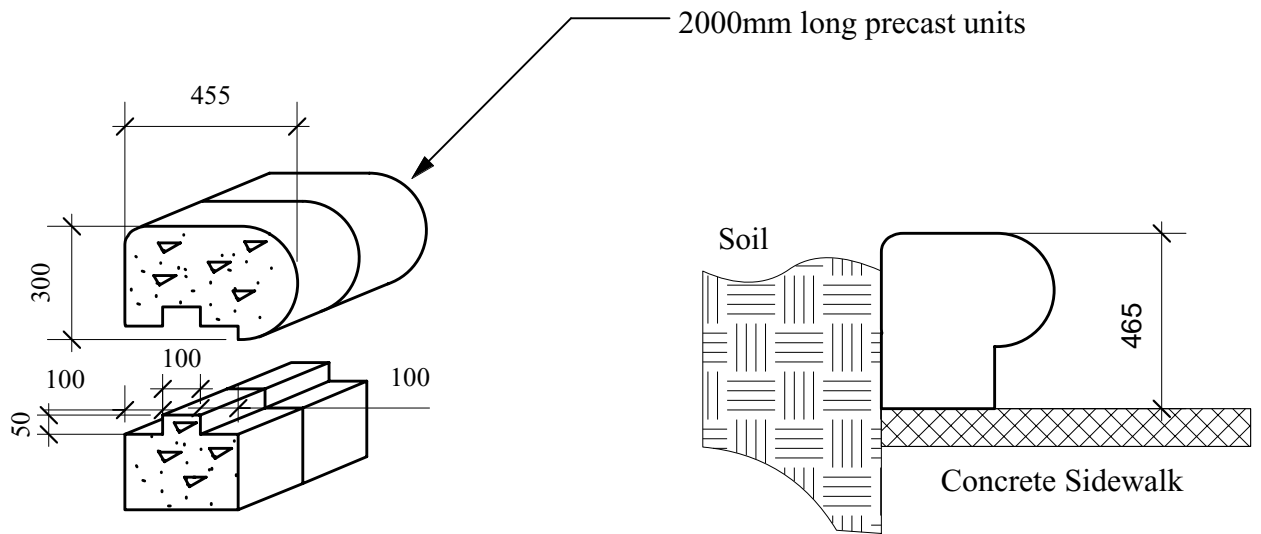
D5

JAN. 2001

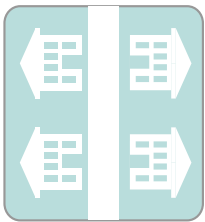
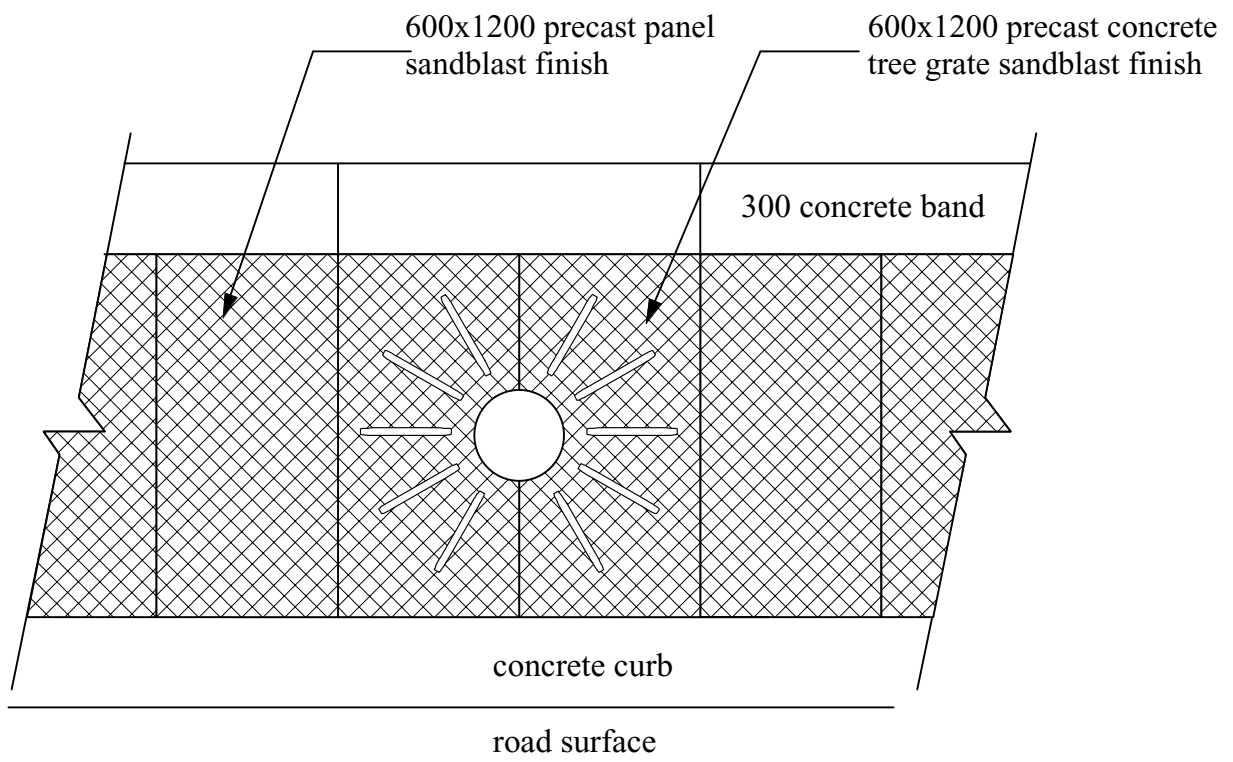
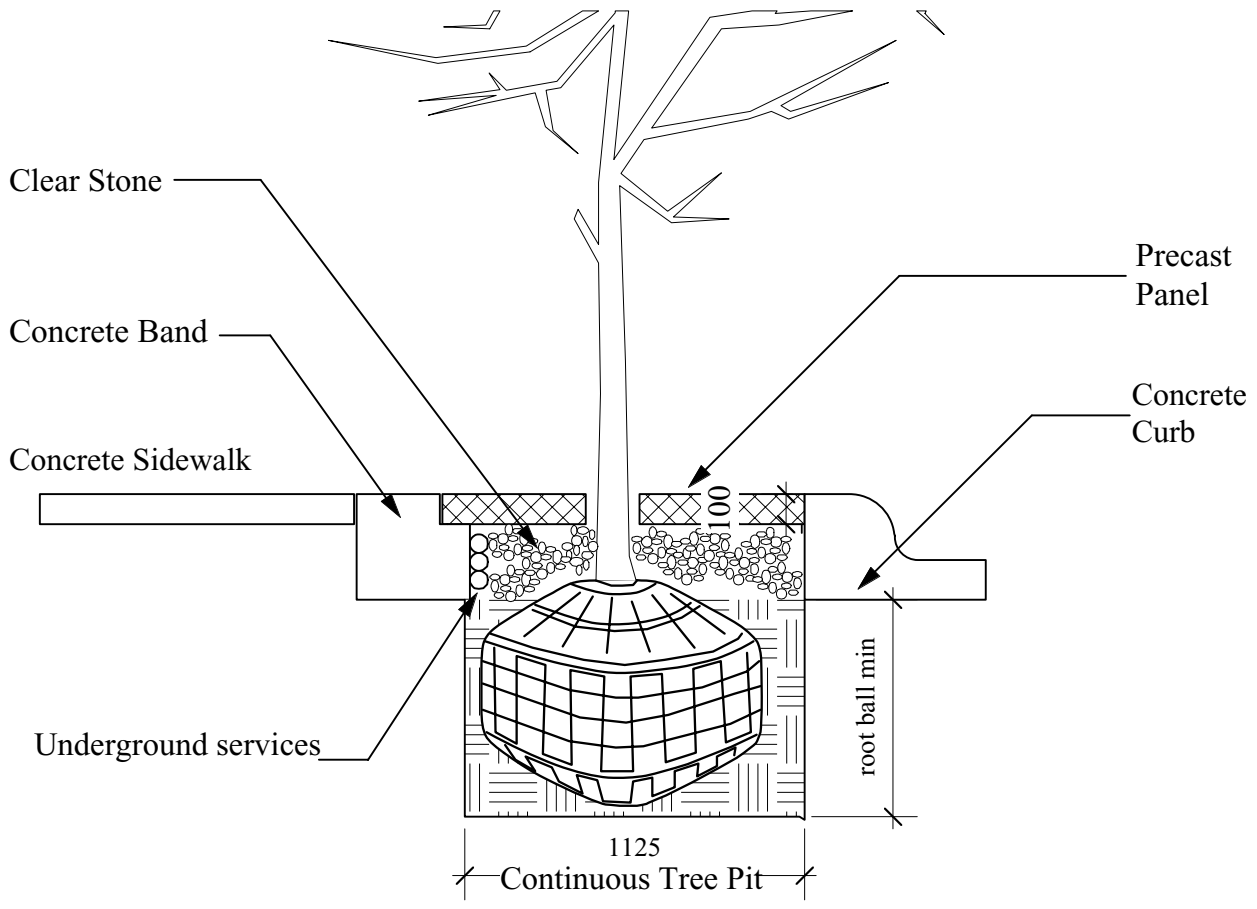


Precast planter
sandblast finish

Concrete Sidewalk



| | | |
|--|--|-----------------------------|
| | <p>PRECAST PLANTER With Integrated Seatwall</p> | <p>NUMBER D6</p> |
| | <p>City Of Guelph Public Realm Streetscape Manual</p> | <p>SEPT. 2000</p> |



PRECAST PANEL
For Utility and Planting Trench Mainstreet Sidewalks

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NUMBER
D7

SEPT. 2000

Option 5

Basic unit, 1-seat, curved 30°, facing outwards

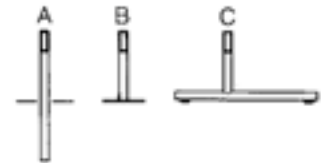
Olympia features: seat with knee roll, backrest with plateau top (as option 3).

Tapered Olympia seats are curved throughout, eliminating angles and gaps between seats.

Dimensions: outer radius 2030 mm, depth 830 mm, height 755 mm, seat height 450 mm.

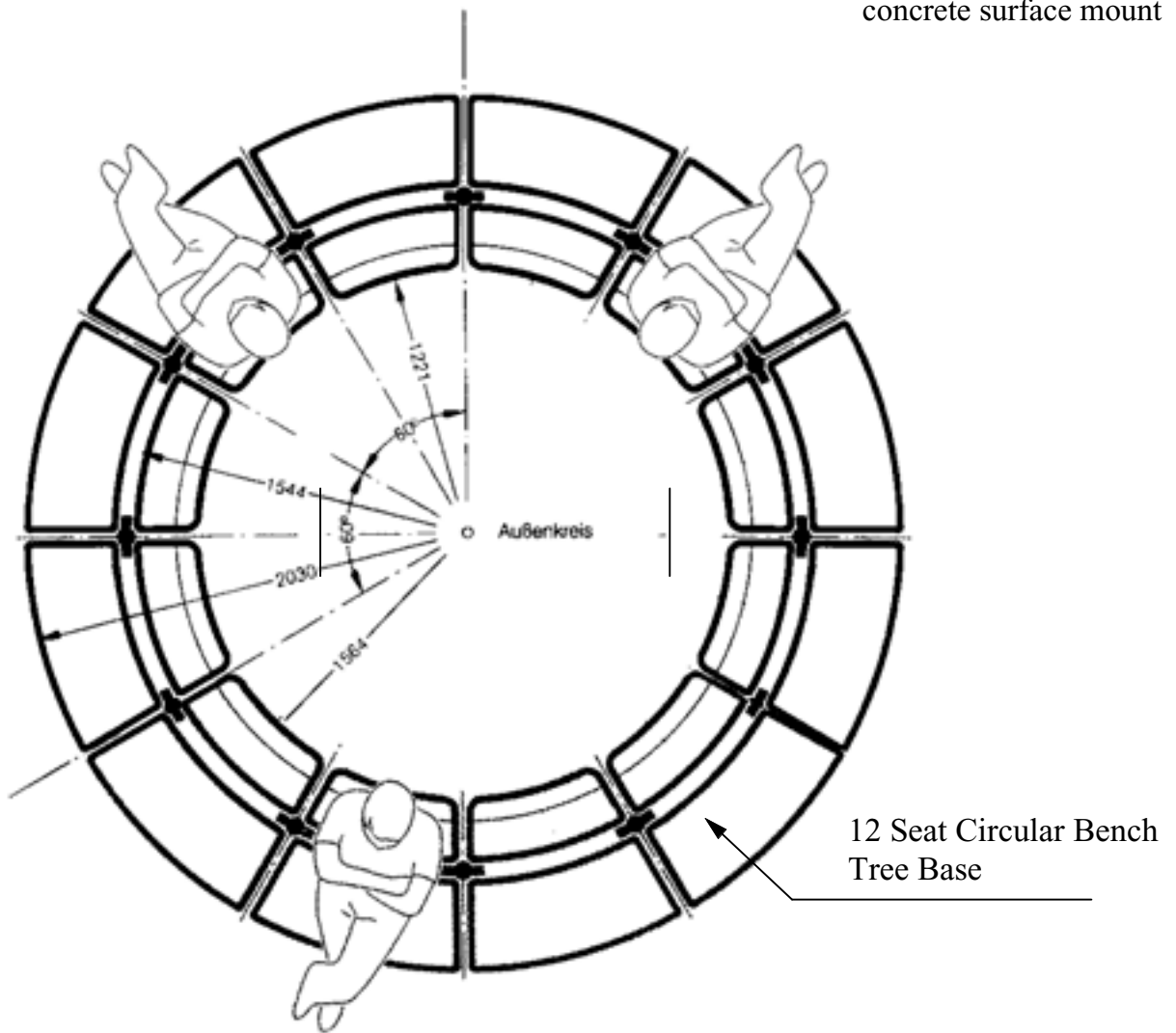


| Type | A | B | C |
|----------------|-------|--------------------------|---------|
| | Fixed | Fixed, with baseplate | Movable |
| Order ref. No. | 51356 | 51357 | 51358 |



OLYMPIA OPEN MESH CURVED AND 2 SEAT BENCHES

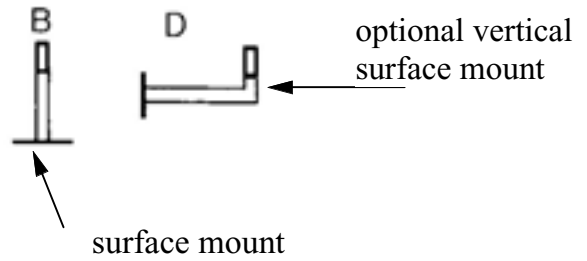
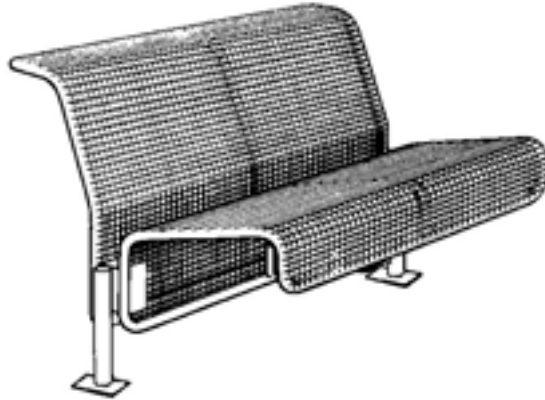
concrete surface mount



CIRCULAR BENCHES
For St. George's Square

NUMBER
D8

OLYMPIA OPEN MESH 2 SEAT BENCHES



Option 1

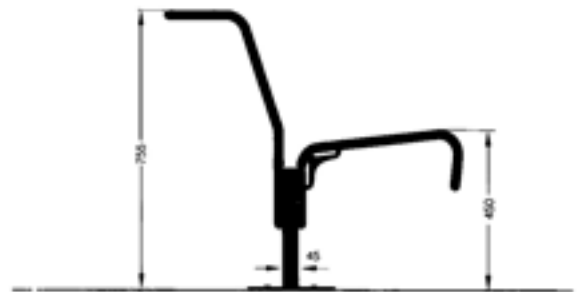
Basic unit, 2-seat bench, straight

Olympia features: seat with knee roll, backrest with plateau top, galvanized and colour-coated tubular steel feet.

Seat and backrest made of tubular steel and wire mesh, tube outer diameter 30 mm, wire gauge 2.8 mm, mesh pattern 15 x 15 mm, galvanized and Rilsan polyamide coated (min. thickness 300 microns).

Dimensions (W x D x H) 1225 mm x 830 mm x 755 mm, seat height 450 mm.

| Type | A Fixed | B Fixed, with baseplate | C Movable | D Wall mounte |
|----------------|------------|-------------------------------|--------------|---------------------|
| Order ref. No. | 51332 | 51333 | 51334 | 51708 |

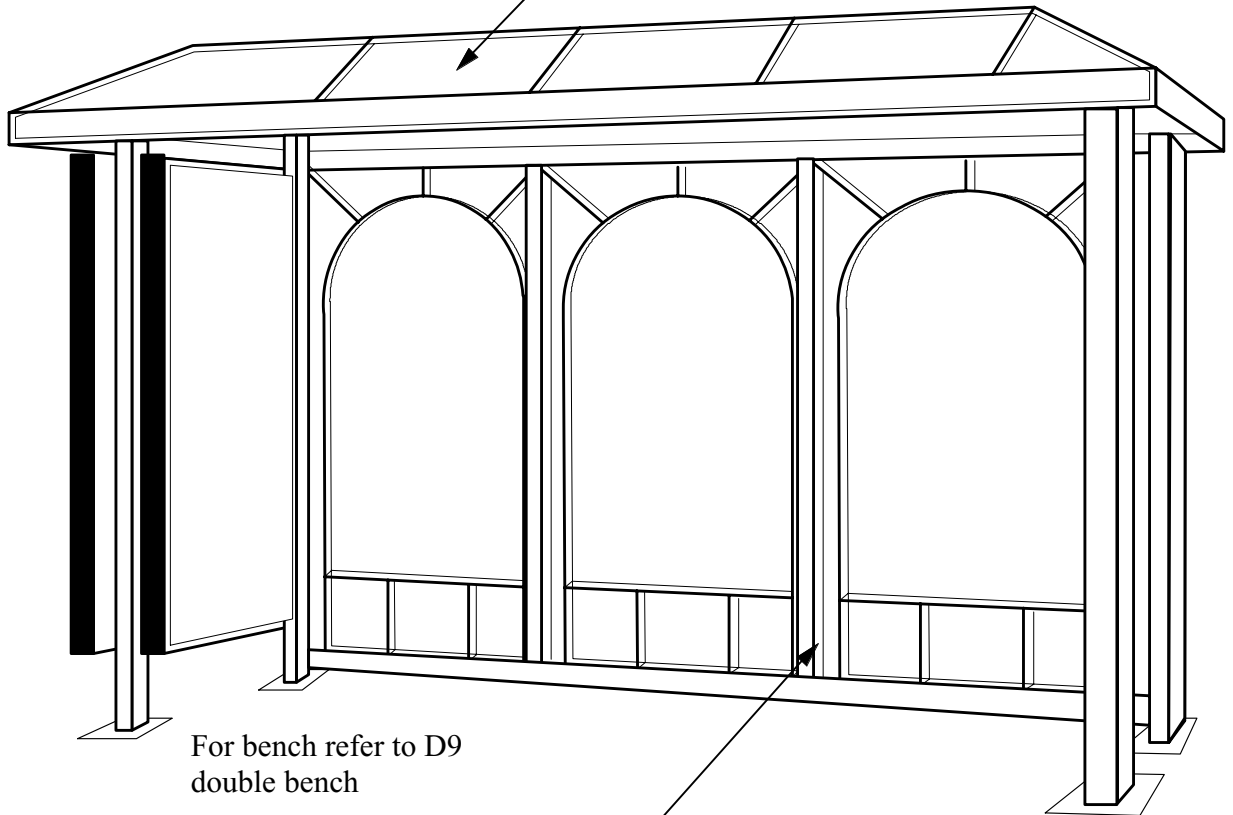


concrete surface mount

| | | |
|--|--|---------------------|
| | BENCHES Fixed Double Seating | NUMBER D9 |
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"Daytech"
Bus Shelter

Mansard Roof
Colonial Style
translucent glass



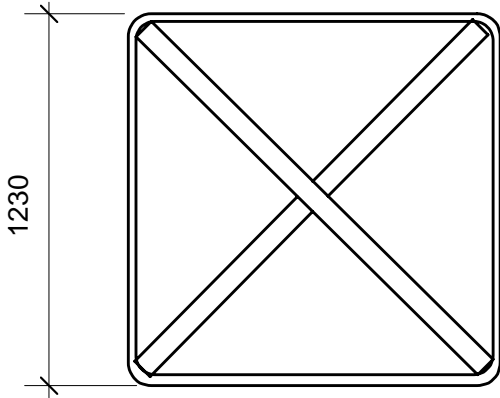
For bench refer to D9
double bench

Concrete Sidewalk

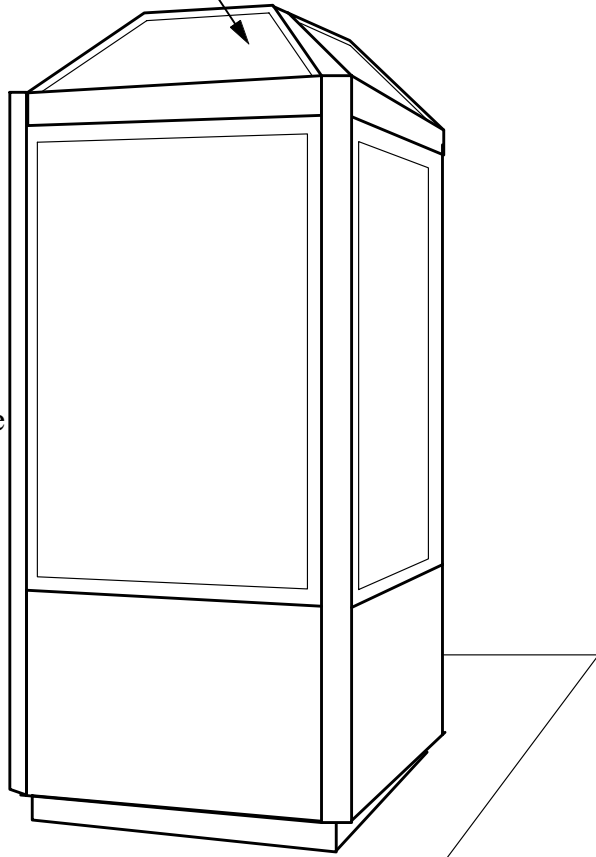
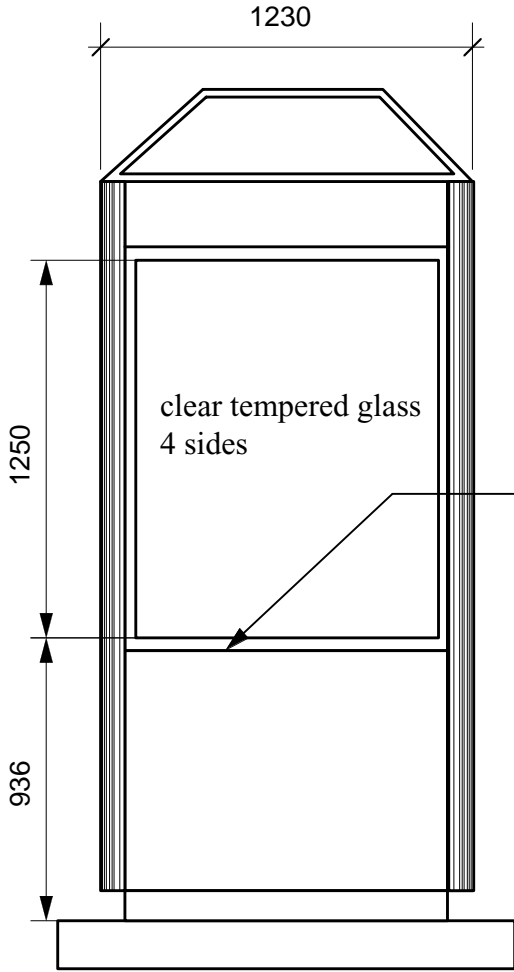
Black epoxy coated finish
3/8" tempered safety glass with
fired-in "wrought iron" grillwork

| | | |
|--|--|------------------------------|
| | <p>BUS SHELTER With Double Sided Sign Panel</p> | <p>NUMBER D10</p> |
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Daytech Notice Kiosk



Mansard Roof
Colonial Style



Concrete Sidewalk

Black epoxy coated finish

| | | |
|--|---|------------------------------|
| | <p>COMMUNITY MESSAGE KIOSK With Clear Tempered Glass</p> | <p>NUMBER D11</p> |
| | <p>City Of Guelph Public Realm Streetscape Manual</p> | <p>SEPT. 2000</p> |

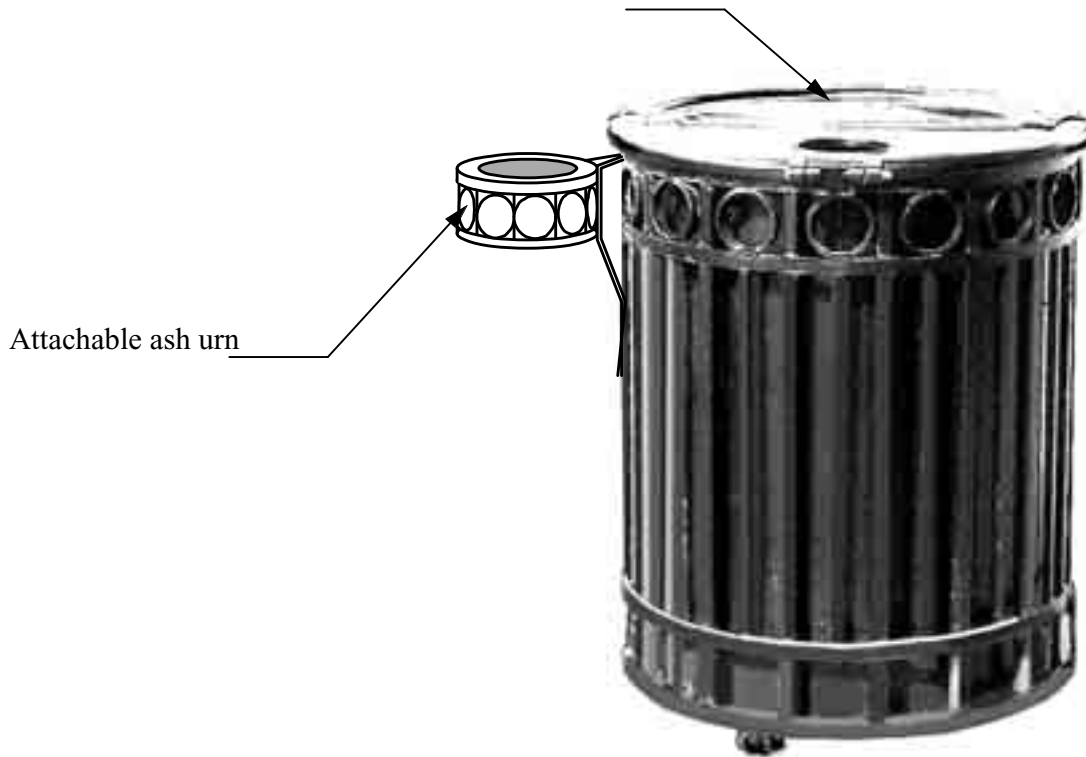


Hinged Lid

Two compartment
recycle storage

Concrete Sidewalk

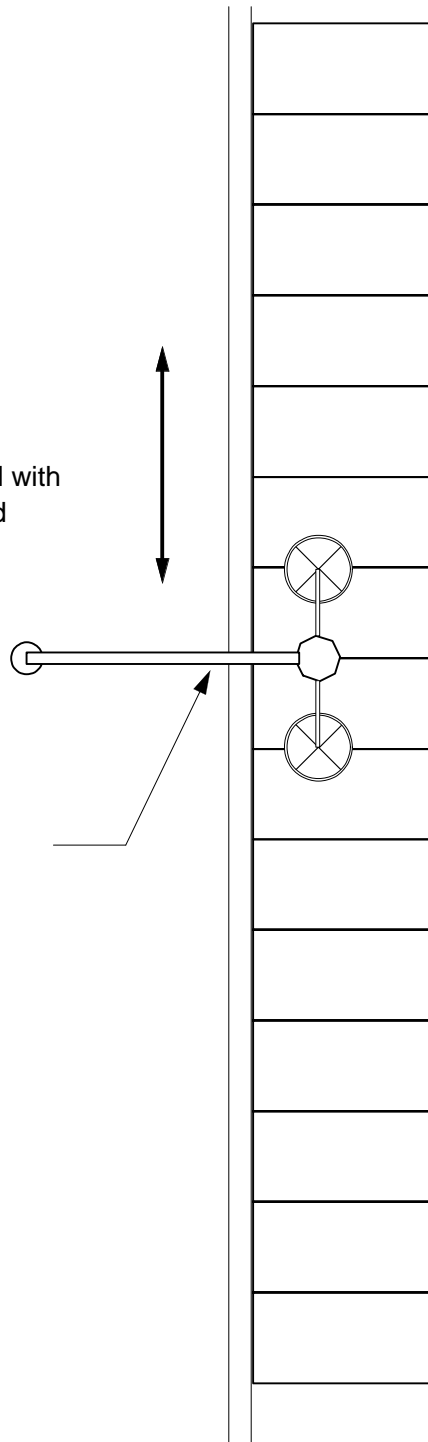
Black epoxy coated finish
Two compartment
Recycle container



Attachable ash urn

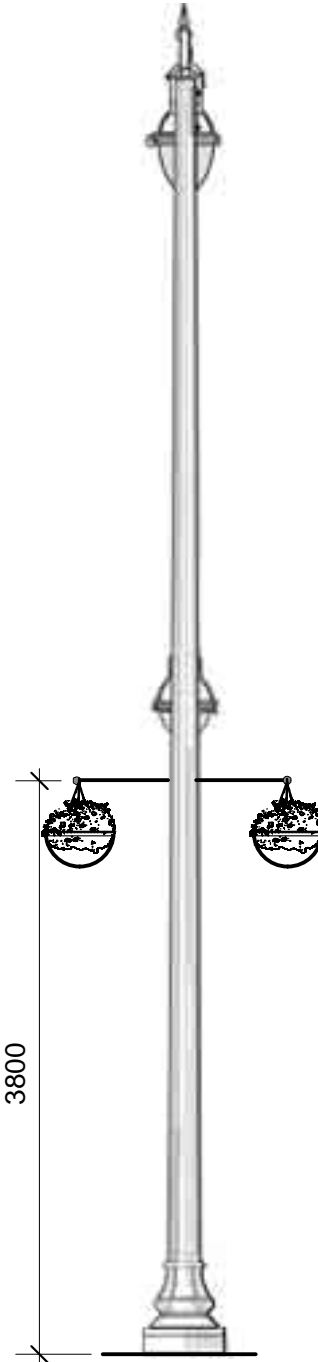
| | | |
|--|---|------------------------------|
| | <p>WASTE RECYCLE CONTAINER With Integrated Ash Urn</p> | <p>NUMBER D12</p> |
| | <p>City Of Guelph Public Realm Streetscape Manual</p> | <p>SEPT. 2000</p> |

Baskets parallel with direction of road



Pole light

Plan View



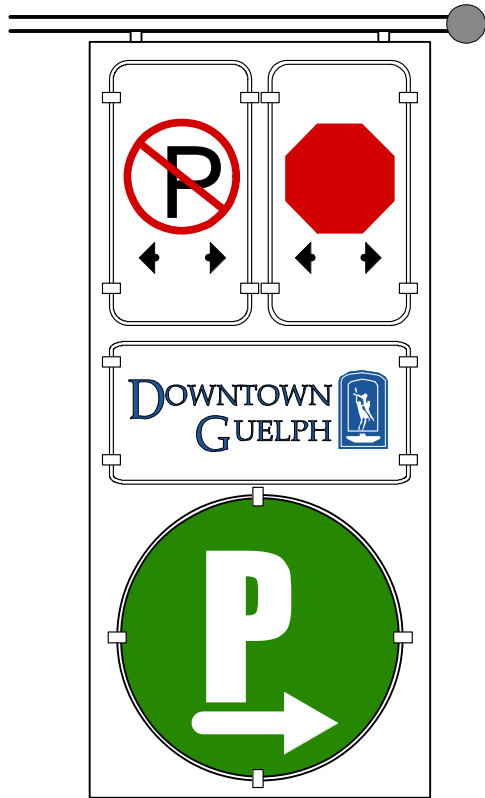
3800

Basket Mounting Elevation

HANGING BASKETS
Mounted on Light Pole Banner Arm

NUMBER

D13



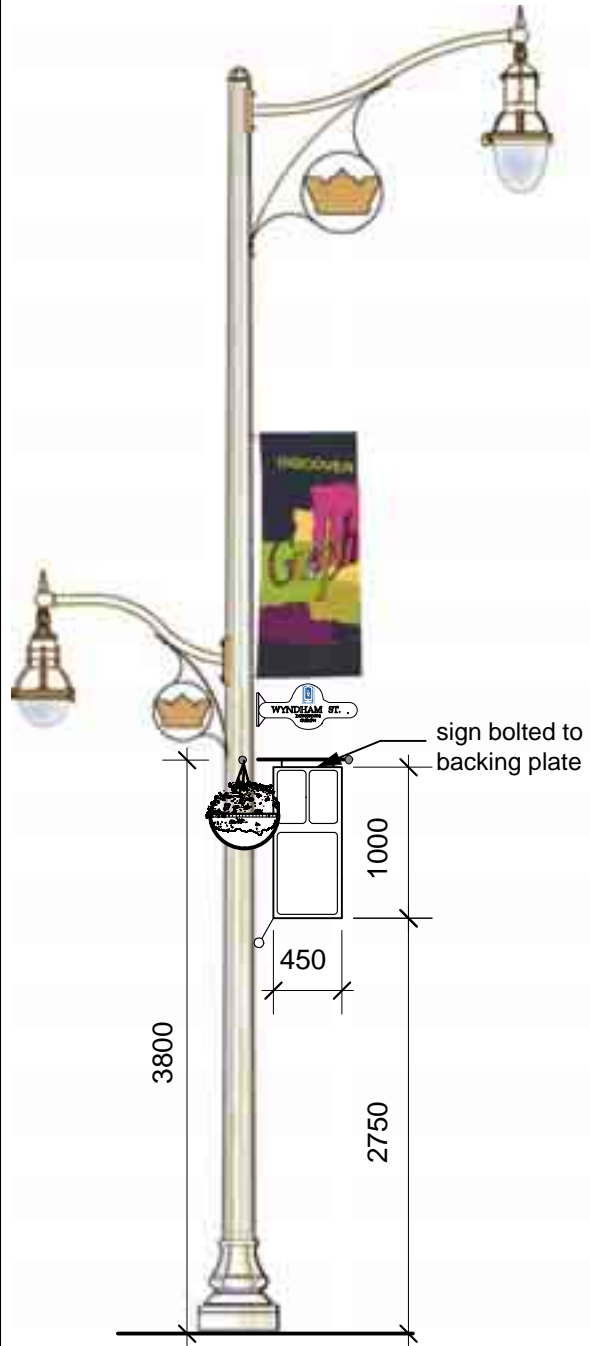
Sign Panel Layout



Regulatory signs relating to private space should not be located in public ROW

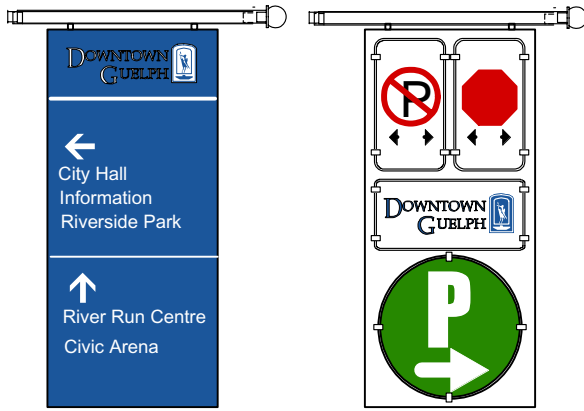
Where possible signs should be located on banner arm sign backing plates

Poor practice



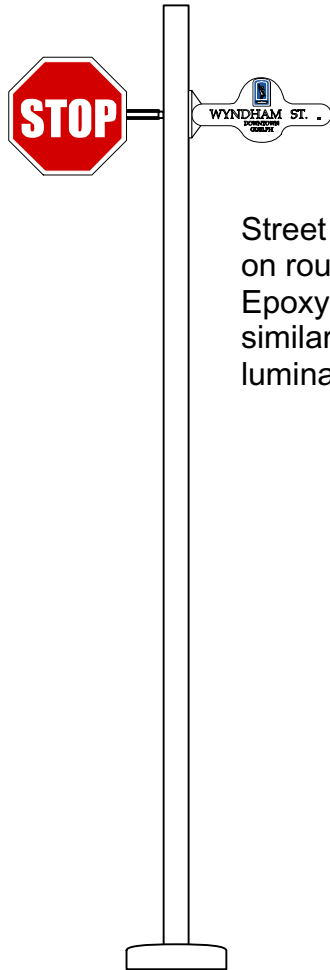
Sign Plate Mounting Elevation

| | | |
|--|---|----------------------|
| | REGULATORY SIGNS Mounted on Banner Arm With Backing Plate | NUMBER D14 |
| | City Of Guelph Public Realm Streetscape Manual | SEPT. 2000 |



Wayfinding sign mounted on banner arm board

Traffic signs mounted on banner arm board



Street & traffic signs on round metal pole. Epoxy coated finish similar to street light luminaire arms

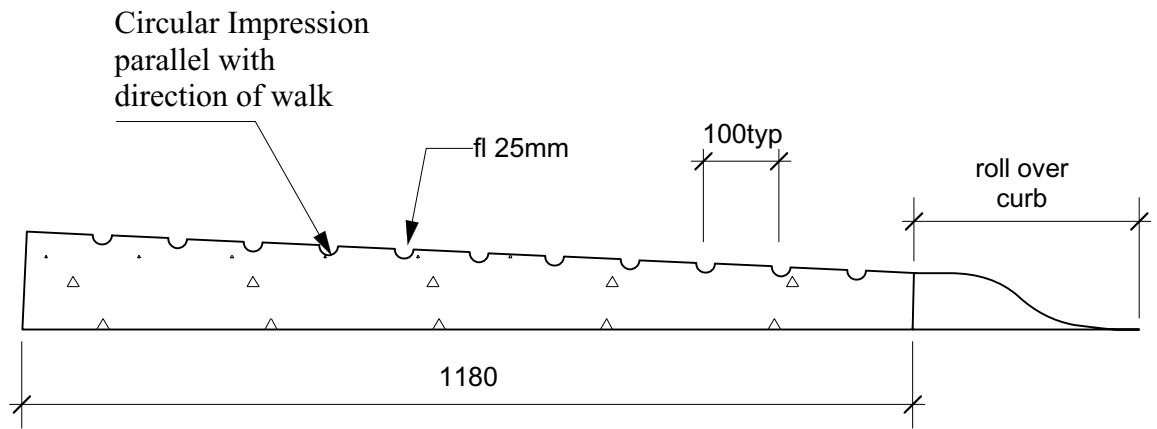
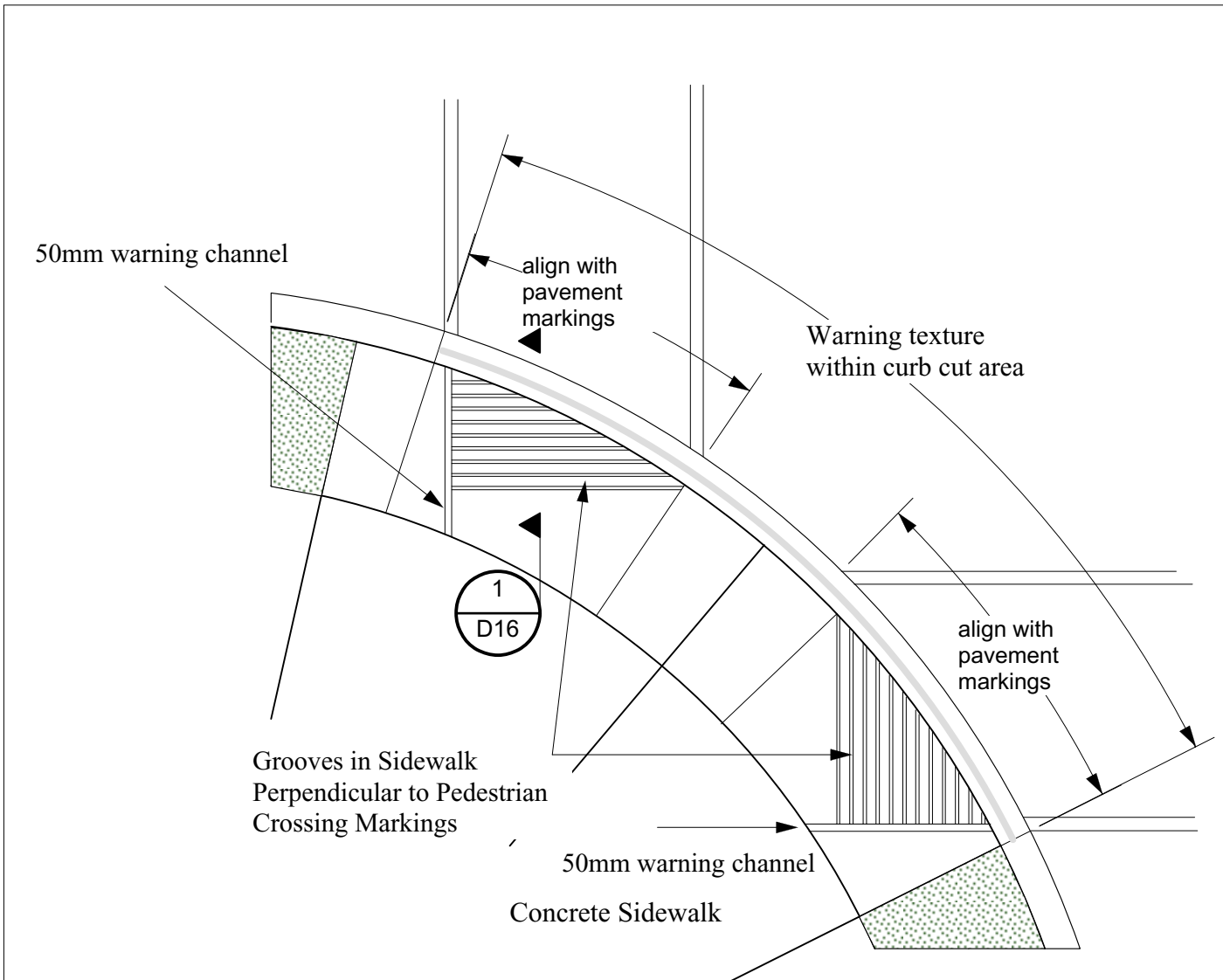
Pole Mounted Sign

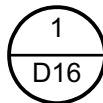


Traffic Sign on Light Pole

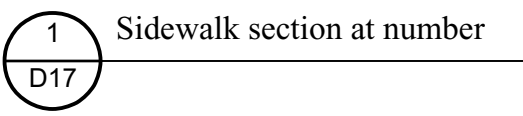
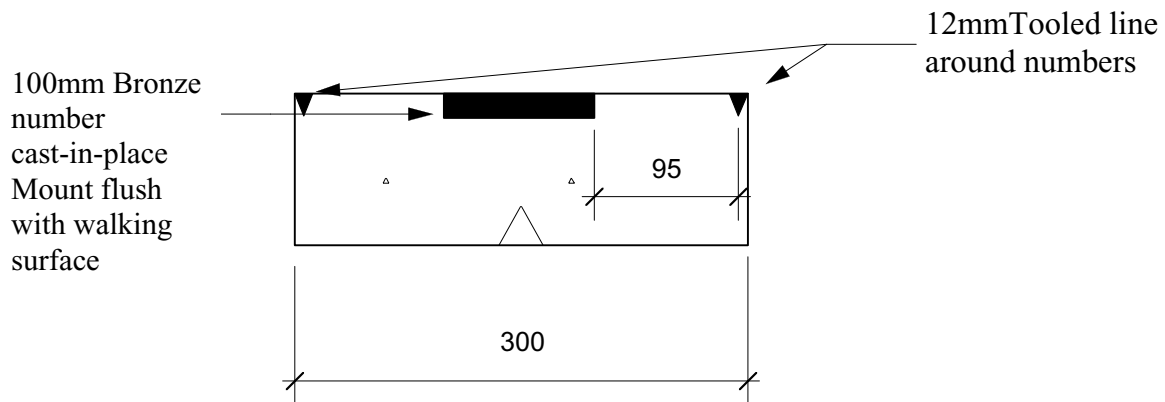
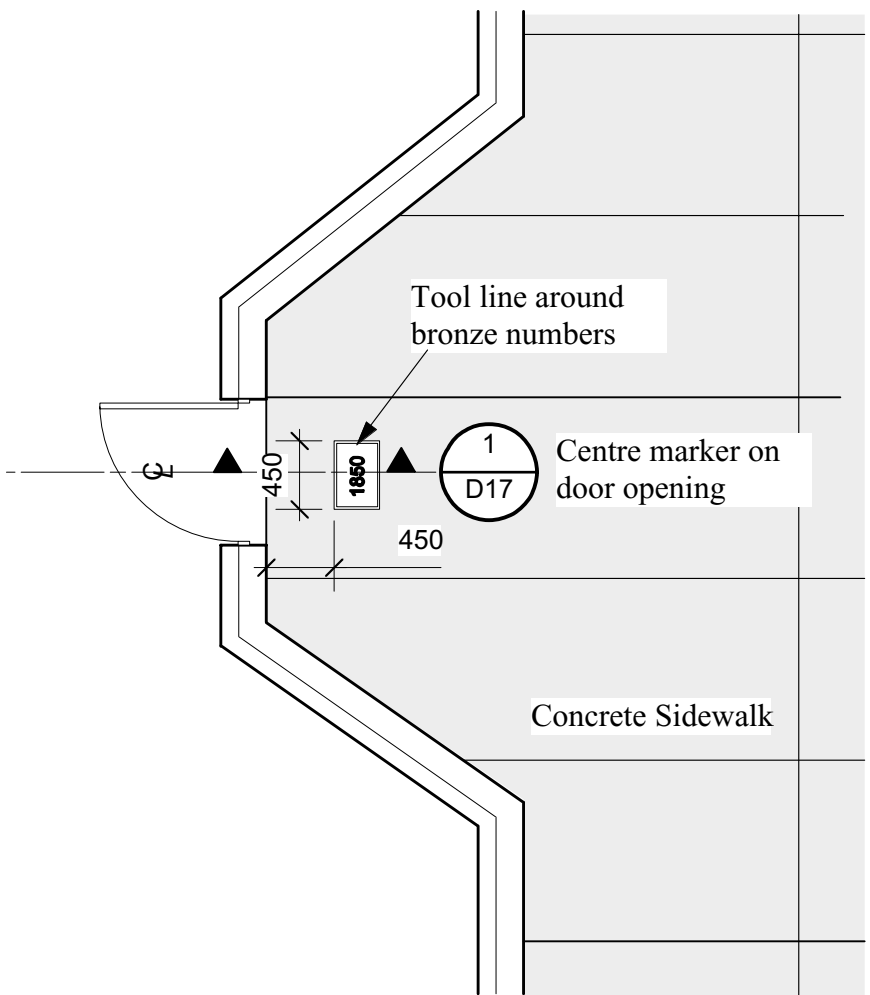
TRAFFIC & WAY FINDING SIGNS
Mounted on Round Metal Poles and Light Poles

NUMBER
D15




 Warning texture section at pedestrian crossing

| | | |
|--|--|----------------------|
| | Street Paving TexturePattern PEDESTRIAN CROSSING WARNING | NUMBER D16 |
| | City Of Guelph Public Realm Streetscape Manual | DEC. 2000 |



| | | |
|--|---|----------------------|
| | Downtown Sidewalk - Bronze Number BUILDING DATE MARKER | NUMBER D17 |
| | City Of Guelph Public Realm Streetscape Manual | DEC. 2000 |

5.0

Lighting

5.0 Lighting

The five streetscape categories consider right-of-way width, street/sidewalk pavement width, and adjacent land use and street function. The criteria used to determine street lighting pole/fixture types and locations are:

- a. sidewalk/vehicular pavement widths of approximately 30 metres (100 feet) with predominately retail/commercial land uses adjacent, and with high or potentially high night-time pedestrian activity
- b. right-of-way width of generally 30 metres (100 feet) with predominately office/residential/open space/ institutional land uses adjacent, and with moderate or potentially moderate night-time pedestrian activity
- c. right-of-way width of generally 20 to 30 metres (66 feet) but less than 11 m road surface with predominately retail/commercial office/residential/ open space/ institutional land uses adjacent, and with moderate to high or potentially high night-time pedestrian activity
- d. right-of-way width of generally less than 20 metres (66 feet) with high or potentially high, moderate or potentially moderate night-time pedestrian activity.
- e. special treatment areas where conventional pole style street lighting would not be appropriate - alternative lighting styles include building mounted fixtures, tree up-lighting or wall wash lighting for buildings and public monuments. Areas have high or potentially high, moderate or potentially moderate night-time pedestrian activity.

Category a.

Gordon Street

Macdonell Street

Norfolk Street (between the CNR overpass and Quebec/ Paisley)

Wellington Street (between Gordon and Wyndham)

Woolwich Street (between Macdonell and Eramosa)

(Upper) *Wyndham Street*

Category b.

Commercial Street

Fountain Street

Norfolk Street (between Quebec/Paisley and Woolwich)

Wellington Street (between Wyndham and Woolwich)

Woolwich Street (between Eramosa and Norwich/Norfolk)

(Lower) *Wyndham Street*

Category c.

Carden Street
Cardigan Street
Cork Street
Farquar Street
Freshfield Street
Grant Street
Neeve Street
Norwich Street
Quebec Street
Suffolk Street
Surrey Street
Yarmouth Street

Category d.

Baker Street
Douglas Street
Heffernan Street
Thorpe Street

Category e.

Chapel Lane
Church Lane
St. George's Square
Trafalgar Square
un-named lane (next to Guelph Market)
Wilson Street

As well as the street categories, lighting is required for gateway features. Poles/fixtures used for street lighting will be utilized in these special places.

PUBLIC REALM STREET LIGHTING CATEGORIES

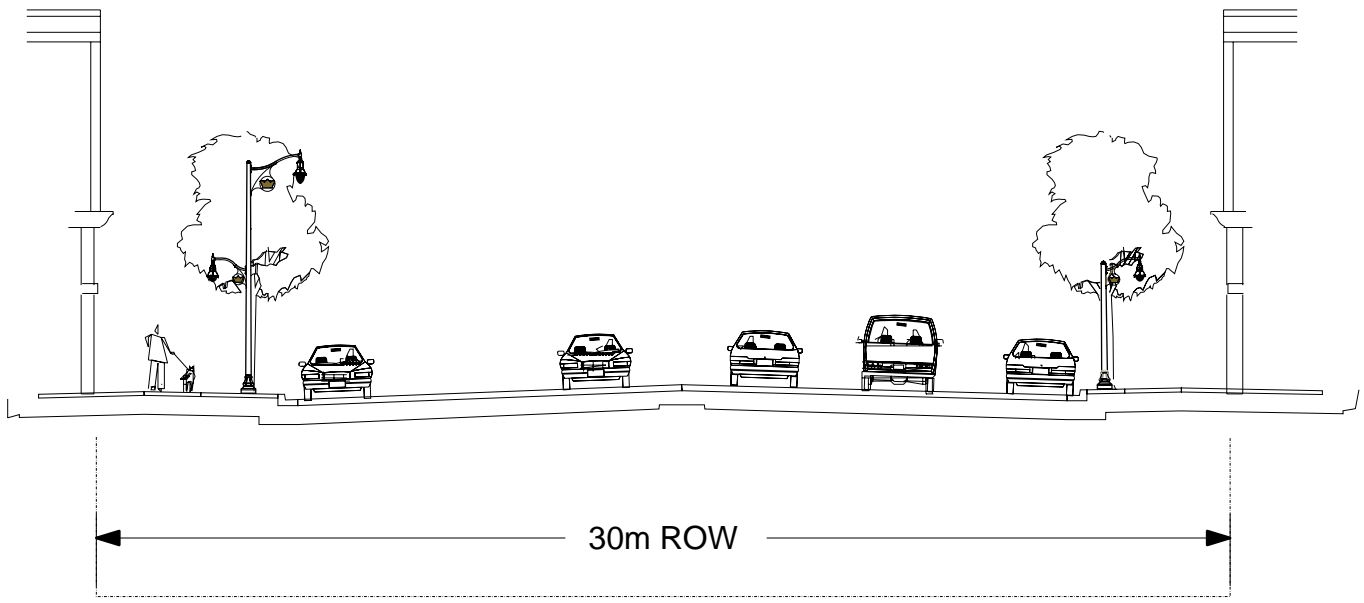
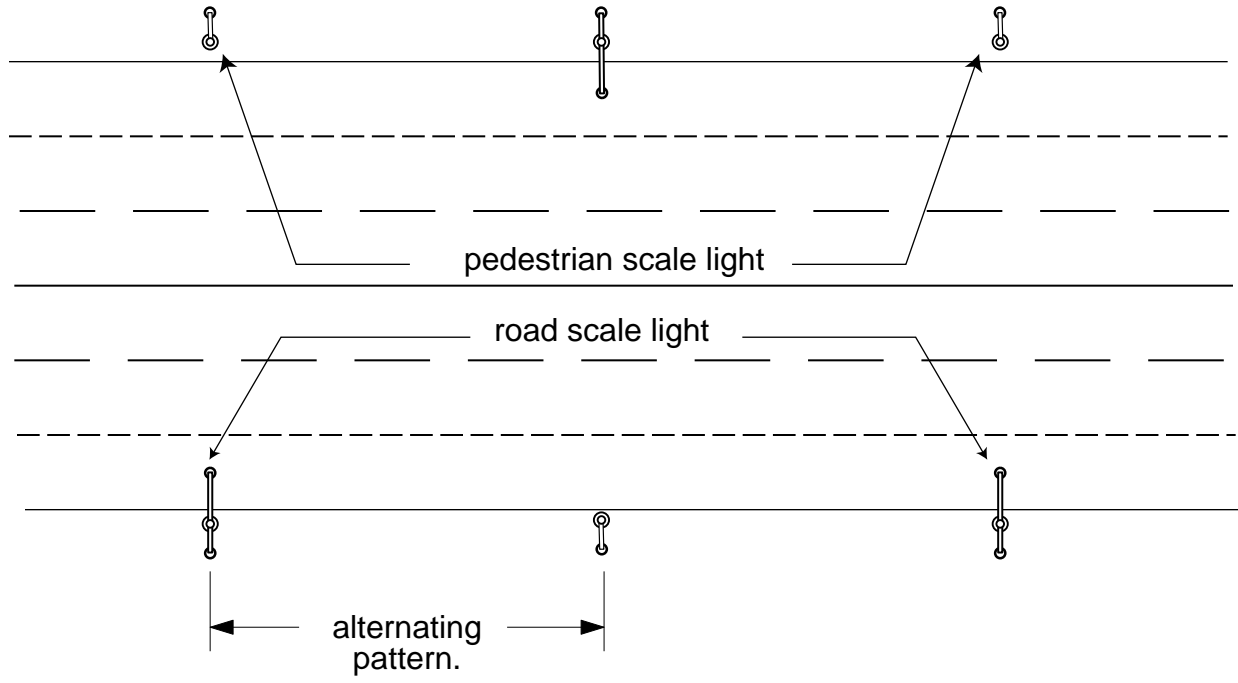
- A** retail-commercial
high night-time
pedestrian activity
30m ROW
- B** office/residential -
open space -
institutional
moderate night-
time pedestrian
activity 30m ROW
- C** retail-commercial -
office-residential
high to moderate
night-time
pedestrian activity
< 11m road surface
20 - 30 ROW
- D** high or moderate
night-time
pedestrian activity
< 20 ROW
- E** Special treatment
areas, high to
moderate night-
time activity




PUBLIC REALM
STREET LIGHTING
CATEGORIES



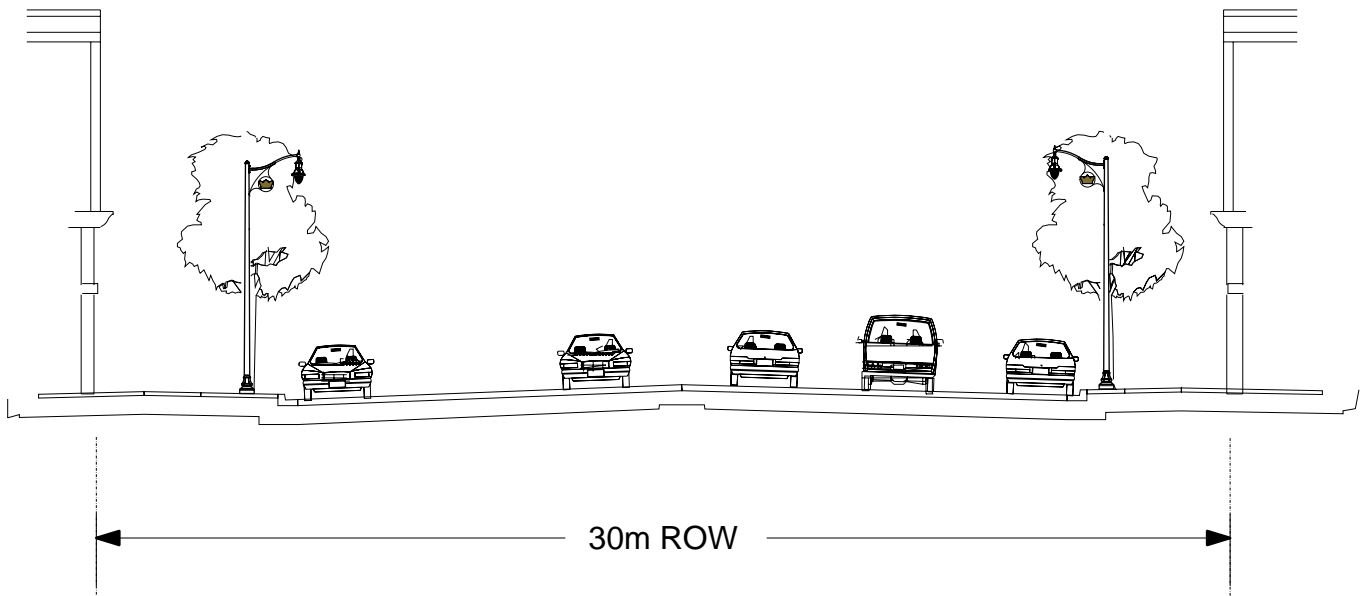
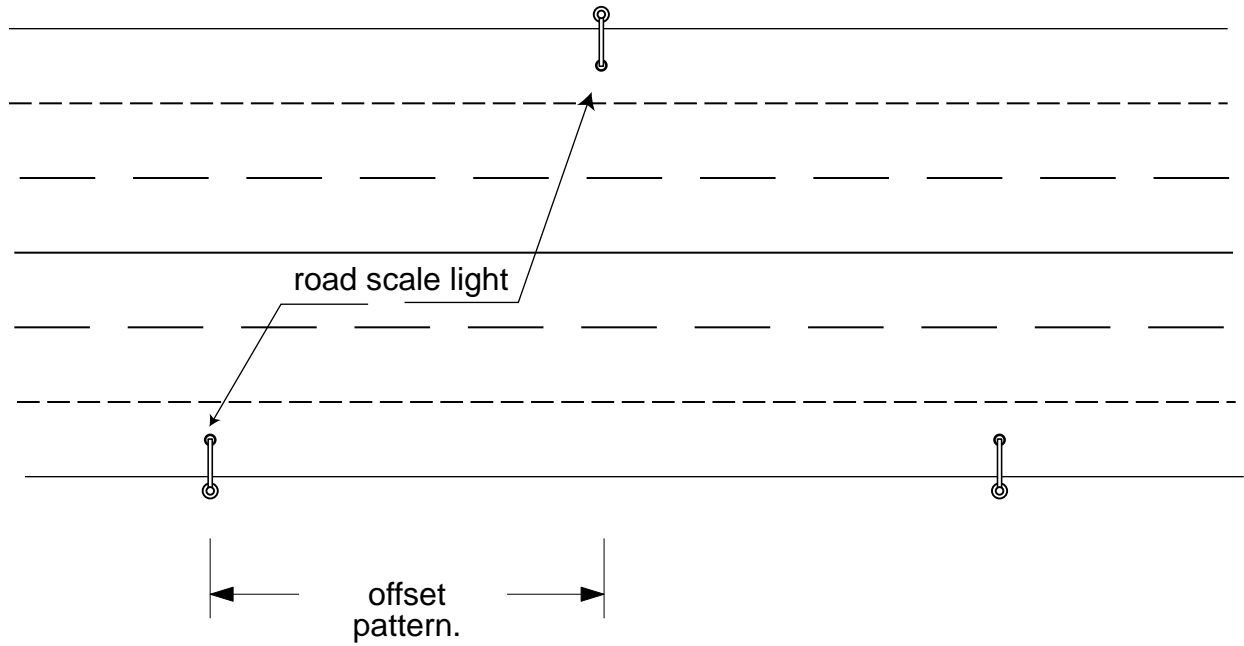
retail-commercial
high night-time
pedestrian activity
30m ROW




SCALE (proposed)  Arterial

PUBLIC REALM
STREET LIGHTING
CATEGORIES

B office/residential - open
space - institutional
moderate night-time
pedestrian activity 30m
ROW

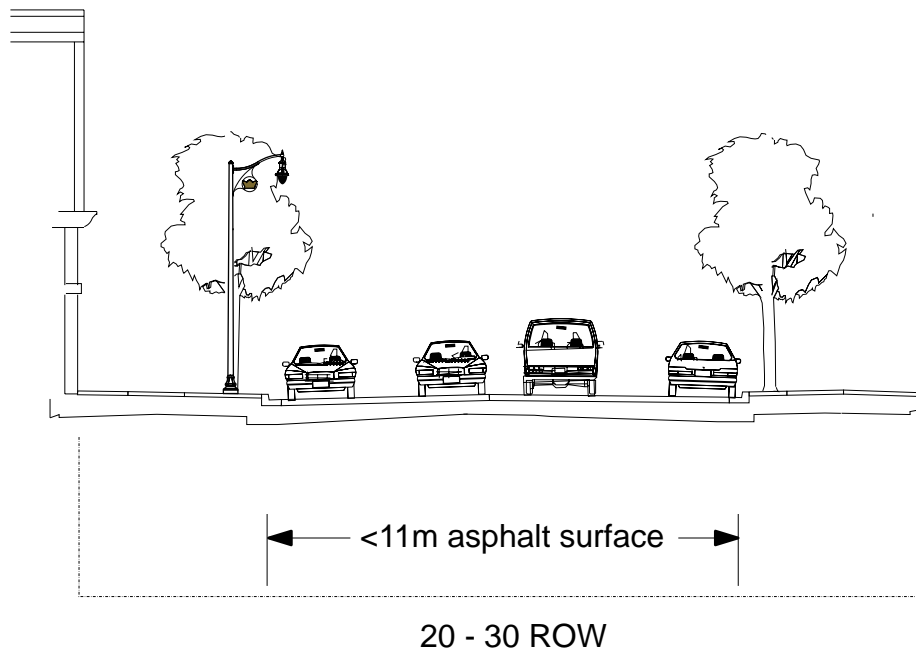
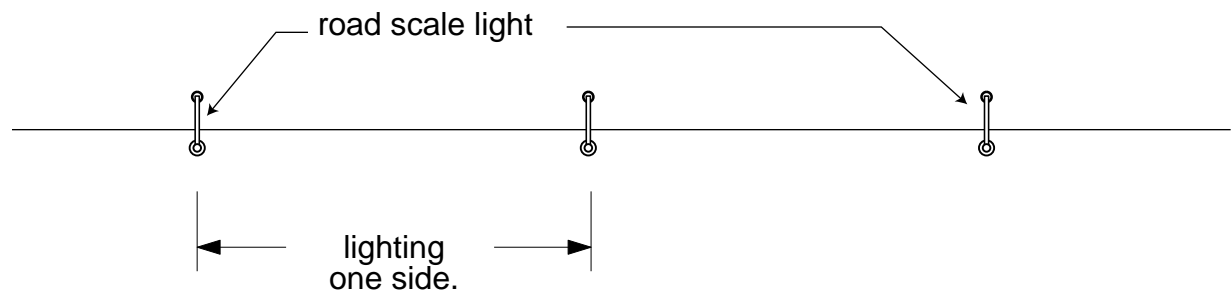


SCALE (proposed)  Arterial

PUBLIC REALM
STREET LIGHTING
CATEGORIES



retail-commercial -
office-residential
high to moderate
night-time
pedestrian activity
< 11m road surface



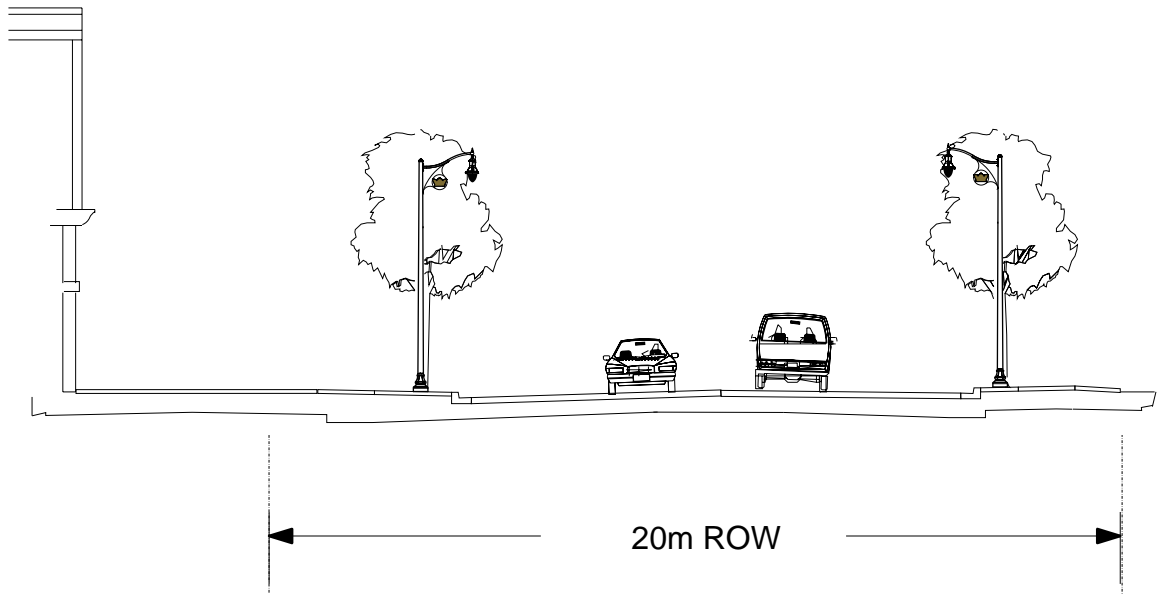
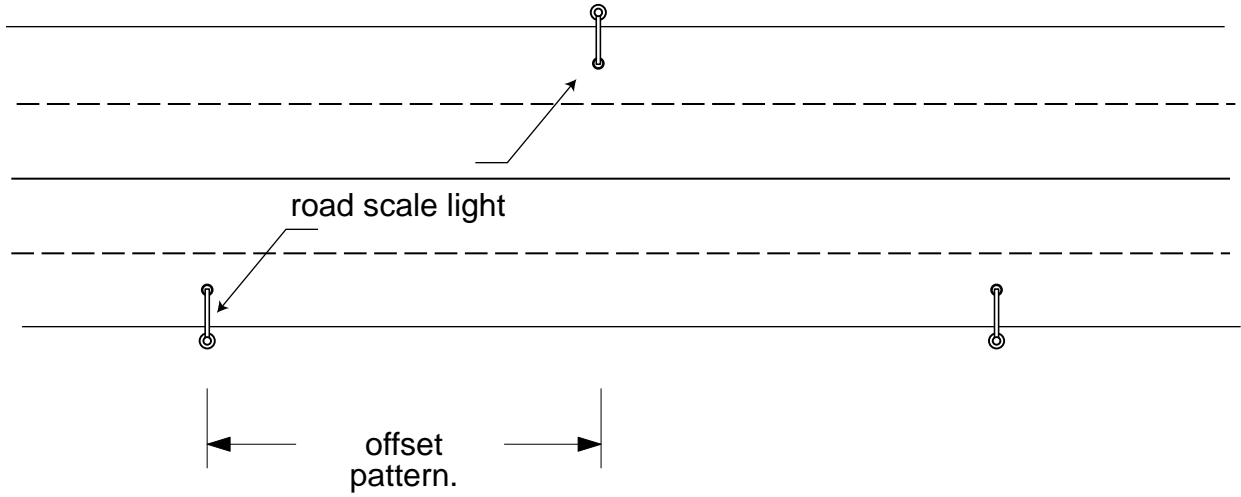
SCALE (proposed)




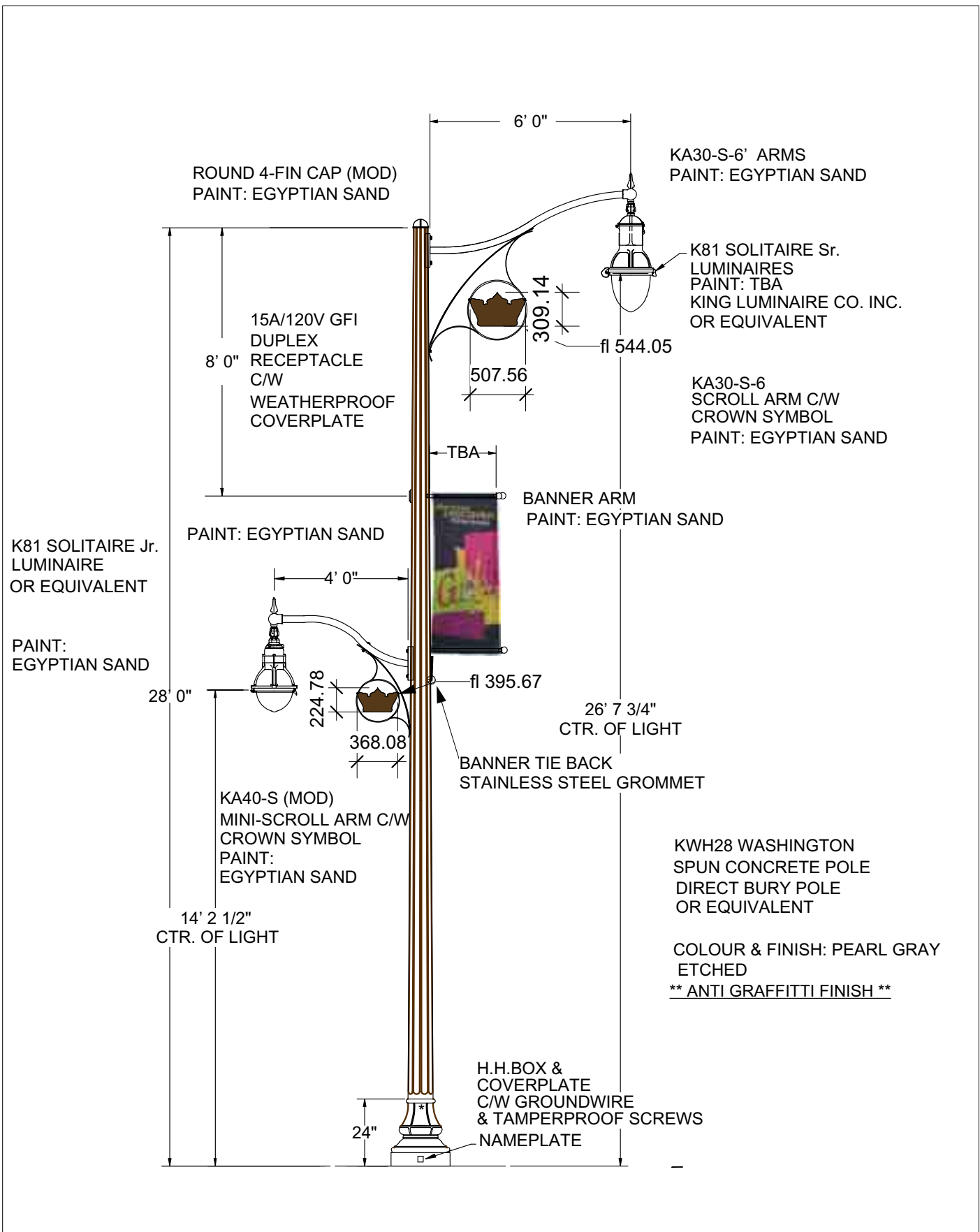
Local

PUBLIC REALM
STREET LIGHTING
CATEGORIES

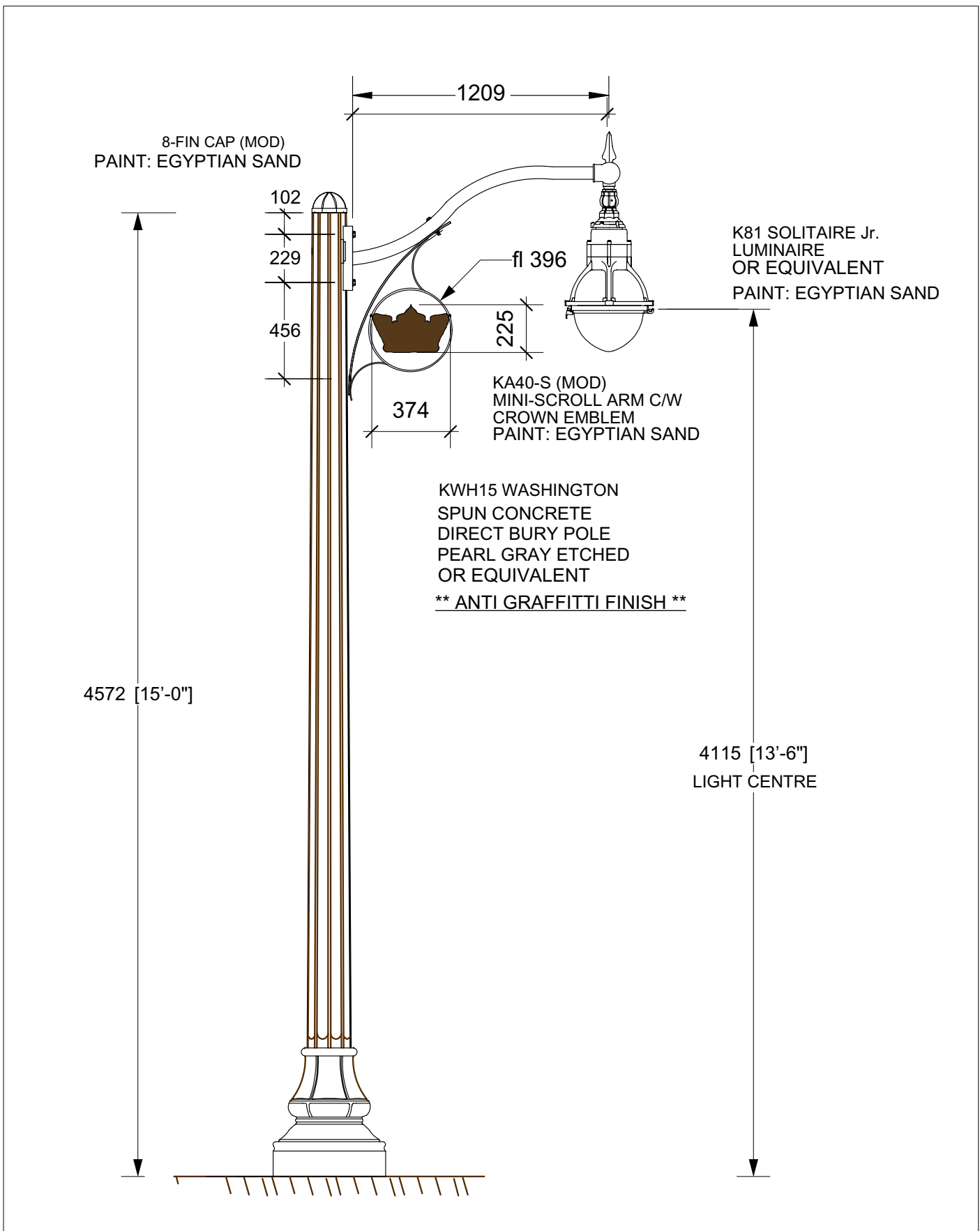
D office-residential-
open space-
institutional -
moderate night-
time pedestrian
activity 20m ROW



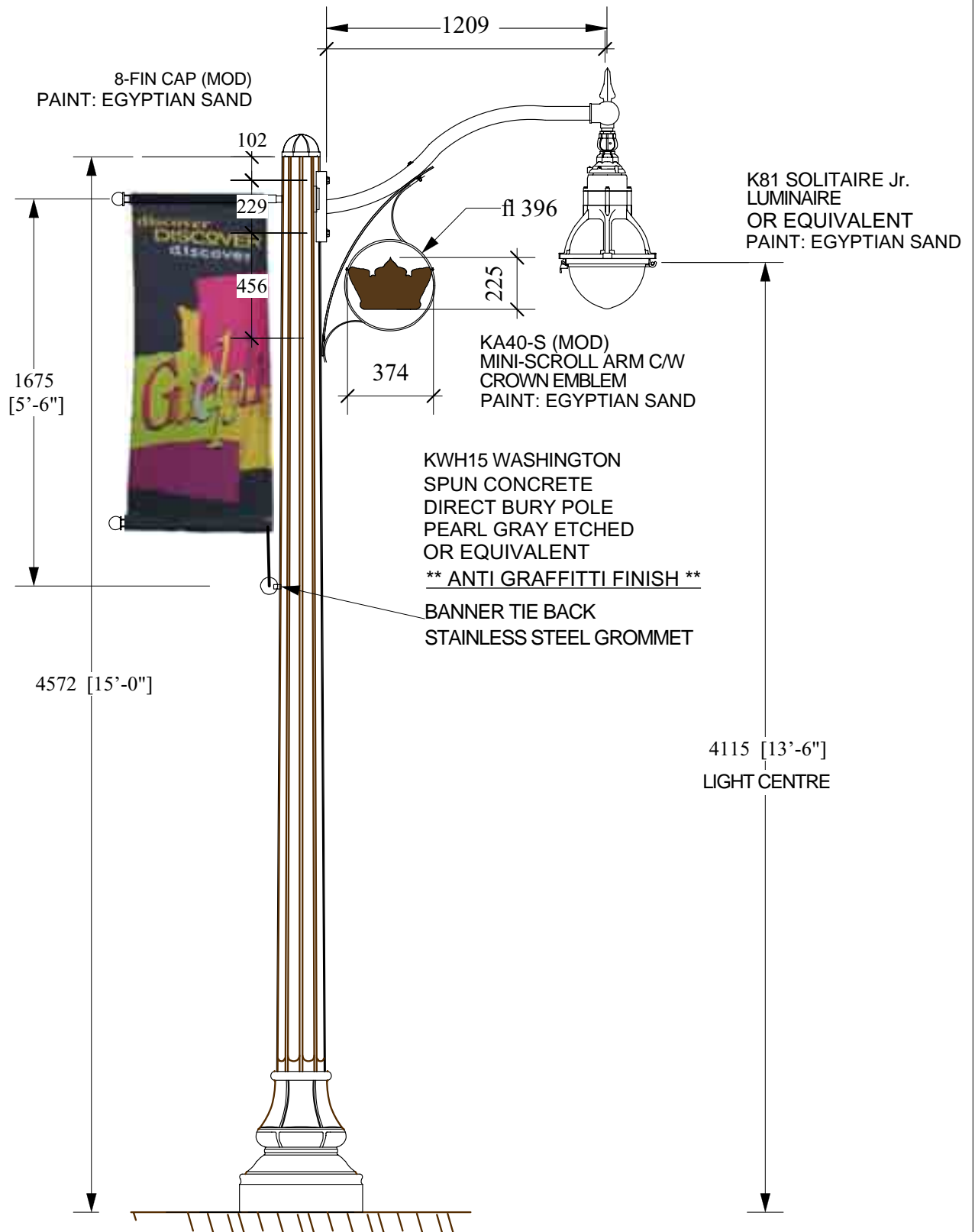
SCALE (proposed)  Local



| | | |
|--|--|---------------------|
| | ROADWAY STREET LIGHT | NUMBER L1 |
| | City Of Guelph Public Realm Streetscape Manual | SEPT. 2000 |



| | | |
|--|---|-----------------------------|
| | <p>PEDESTRIAN STREET LIGHT</p> | <p>NUMBER L2</p> |
| | <p>City Of Guelph Public Realm Streetscape Manual</p> | <p>SEPT. 2000</p> |



PEDESTRIAN STREET LIGHT SPECIAL AREAS

NUMBER

L3

6.0

Tree
Species
Selection

6.0 Tree Species Selection

Street tree species selection is based on the following criteria:

- a. species hardiness and performance in urban conditions
- b. species availability in appropriate sizes & quantities
- c. ultimate height & spread
- d. branching height (affording clearance for pedestrians & vehicles)
- e. sturdiness of limb & branch structure (resistance to breakage)
- f. root system (interference with underground utilities, heaving of adjacent pavements)
- g. seasonal interest (spring/summer/fall foliage colour, bark/limb colour & texture, flowers, fruit)
- h. cleanliness (absence of messy fruit, seeds, nectar, fallen twigs & leaf petioles, thorns)
- i. heritage appropriateness

The following tree species are considered appropriate for particular street classifications.

| Street Classification | Recommended Tree Species | |
|--|---|---|
| Main Street | <i>Amelanchier canadensis</i> - Serviceberry <i>Celtis occidentalis</i> - Hackberry <i>Cercidiphyllum japonicum</i> - Katsura | <i>Gleditsia triacanthos inermis</i> varieties - Honey Locust <i>Ostrya virginiana</i> - Ironwood <i>Syringa reticulata</i> - Japanese Tree Lilac |
| Heritage Residential/Commercial Streets | <i>Acer saccharum</i> - Sugar Maple <i>Aesculus hippocastanum</i> - Horsechestnut | <i>Fraxinus americana & pennsylvanica</i> - White & Green Ash <i>Quercus rubra</i> - Red Oak |
| Suburban Streets | <i>Acer saccharum</i> <i>Fraxinus americana & pennsylvanica</i> | <i>Ginkgo biloba</i> - Ginkgo <i>Quercus rubra</i> |
| Residential Streets | <i>Acer saccharum</i> <i>Fraxinus americana & pennsylvanica</i> | <i>Ginkgo biloba</i> <i>Quercus rubra</i> |
| Urban Links | <i>Acer saccharum</i> <i>Amelanchier canadensis</i> | <i>Fraxinus americana & pennsylvanica</i> <i>Quercus rubra</i> |
| medians | <i>Amelanchier canadensis</i> <i>Ostrya virginiana</i> | <i>Pyrus calleryana</i> - Callery Pear <i>Syringa reticulata</i> |
| Special Areas | all of the above, and | <i>Picea pungens</i> - Colorado Spruce (coniferous tree) |

Other species may be appropriate in particular areas. Advice from the City of Guelph Recreation & Parks Department should be sought before considering additional species.

Monocultures (a single species of tree) are to be discouraged in a geographic area, however, it may be appropriate to plant a single species of tree on a street for aesthetic and/or heritage reasons in particular situations.

The minimum tree size at planting is recommended at 50 mm caliper. Tree sizes at planting need not exceed 70 mm caliper except for special circumstances where an “instant” result is required.

Where exotic (non-native) trees are to be planted within sight of natural areas such as the Speed and Eramosa River valleys, only non-invasive exotics should be considered.

Generally, it is recommended that the following should not be planted as street trees - willows (*Salix* species), poplars (*Populus* species), Norway Maple (*Acer platanoides*) and any of its varieties or cultivars such as ‘Crimson King’, ‘Schwedler’, ‘Royal Red’, ‘Autumn Blaze’, ‘Crimson Sentry’, ‘Harlequin’, ‘Columnar’, ‘Cleveland’, ‘Deborah’, ‘Emerald Queen’, ‘Globe’, ‘Parkway’, ‘Summershade’, ‘Emerald Lustre’, and ‘Superform’. Willows and poplars are generally weak-wooded trees whose root systems also tend to invade underground services. Norway Maple trees have shallow surface feeding root systems that heave pavements, furnish dense shade that inhibits growth under their canopies, and they are an especially invasive exotic species.