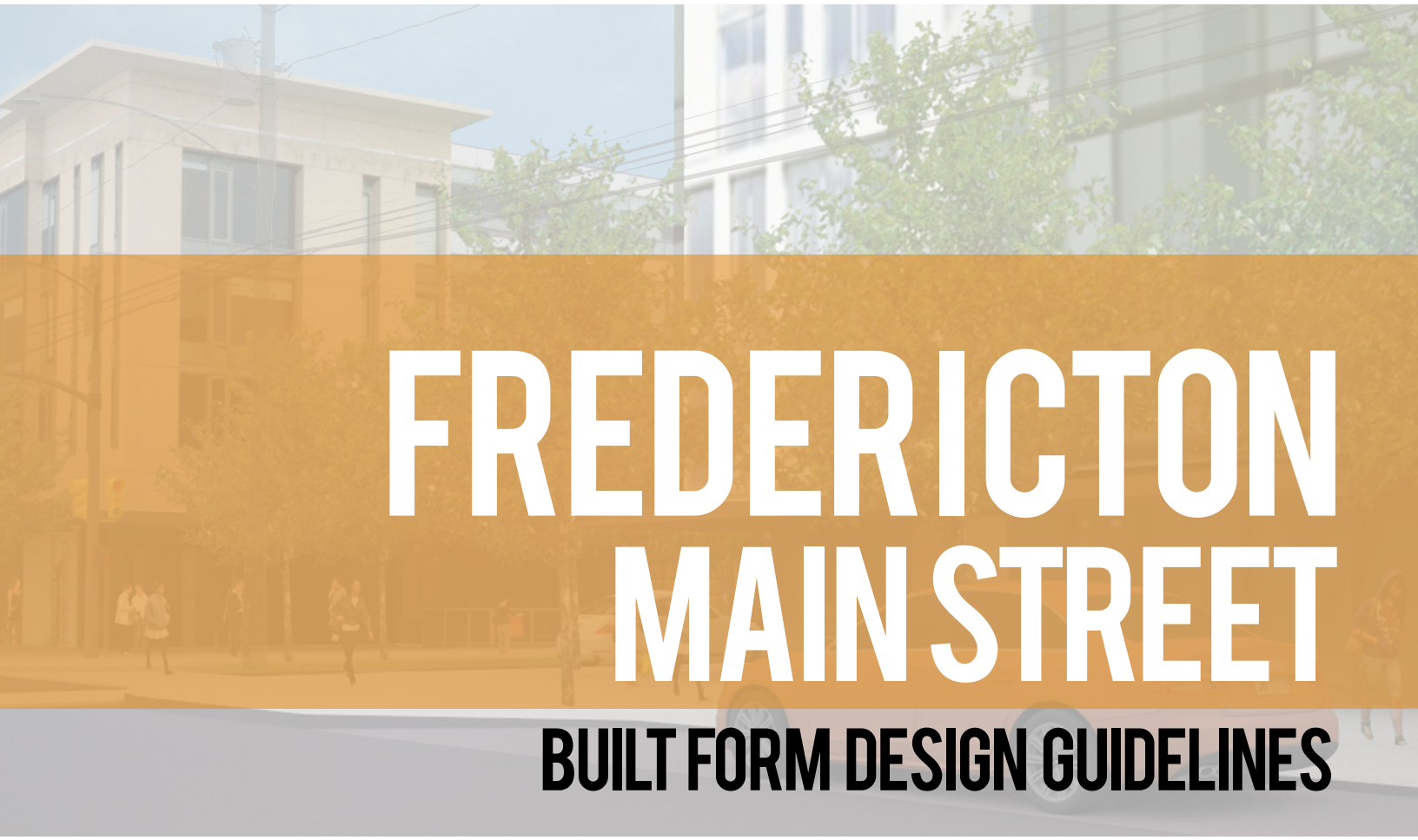
MAY 2019



FREDERICTON MAIN STREET

BUILT FORM DESIGN GUIDELINES

Fredericton

The Planning Partnership

Contents

1.0 Introduction

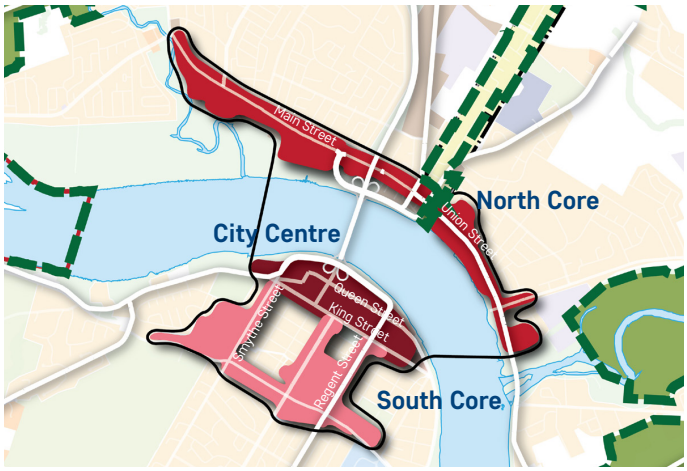
1.1 Vision

"The re-imagining of Main Street offers an unparalleled opportunity to strengthen and link Fredericton North through the integration of local neighbourhoods, trails, parks, waterfront, and open spaces. Main Street seeks to become a successful, attractive and vibrant place – a major attraction in this part of the City, offering a variety of living and shopping choices within a livable mixed use environment. The success of Main Street will be in developing it as a desirable place to invest and grow, where people of all ages want to live and play, and where an adaptable and skilled workforce can be found."

(*Main Street Urban Design Plan*)

Business Fredericton North, in association with the City of Fredericton, has initiated the process of reinvigorating Main Street as a traditional main street serving all users. A main street that compliments the current flow and functionality of the street as an important vehicular conduit, while introducing new and exciting services, residential and commercial opportunities, public spaces, trail and pedestrian linkages, and a significantly improved public realm.

Main Street will renew itself as a vibrant spine, joining Union Street, to become the focal point of the North Core growth area envisioned by the Fredericton Growth Strategy.



The Fredericton Growth Strategy designates Main Street as a key part of Urban Core growth to the year 2041.

This will be accomplished by a fundamental shift in mindset: from a place that caters first to vehicles, to a place that caters first to pedestrians. Main Street will prioritize infrastructure for pedestrians, including:

- maintaining the street's narrow character;
- providing broad tree-lined sidewalks;
- adding frequent crosswalks;
- providing seating, shelter and other pedestrian amenities along the street;
- ensuring vehicular design characteristics support the vision (slower design speeds, fewer and narrower driveways, rear access);
- orienting new buildings to the sidewalk, not to parking lots;
- establishing a continuous street wall as new buildings fill in, side-by-side, over time; and
- increasing the mix of uses along the street.

These Built Form Design Guidelines are an important tool in achieving this new vision for Main Street. They provide design strategies and techniques for how buildings can contribute to creating a vibrant, active pedestrian environment that supports investments in the public realm.

1.2 Purpose of the Guidelines

New development is envisioned to take place as a series of small infill projects, mixing uses vertically (within buildings) and horizontally along the street. Many of these projects will include residential uses. At the street edge, buildings will typically be four storeys in height, and up to six at street corners. As Main Street evolves, this scale of development will help meet the targets of the Fredericton Growth Strategy. It is important that growth is not consumed by a limited number of building sites that are too tall. Any permissions for buildings above four storeys must provide direct links with public benefits. These include upgraded amenities at street corners (benches, bike racks, crossing treatments, plaza treatments, soil cells for planting), connections to the Northside Trail, small urban parks or plazas, and public services (daycare, community spaces), among others.

To distinguish Main Street from the rest of Fredericton, a more contemporary and innovative architectural expression is being promoted to set it apart, not only as a community destination for shopping, eating, and gathering, but also as a destination for unique and striking architectural expression.

The Main Street Built Form Design Guidelines provide parameters to shape individual developments to achieve a consistent level of high quality architecture and urban design. An important goal is to create a comfortable, safe and interesting environment for people, pedestrians and cyclists alike, while also accommodating vehicles. It is important that the built form is appropriately scaled and designed to maintain and reinforce the street edge and rhythm along the street.

The guidelines build on Main Street's unique characteristics, while enabling investment and revitalization opportunities through appropriate development as market and demographic forces evolve. The intent of this document is to provide the City with a sound and rational framework for regulating development and for consistently assessing proposals.

The Built Form Design Guidelines provide policies related to the scale, character and design of new developments, both public and private. While they are primarily concerned with buildings, they also influence how access, parking, and privately owned outdoor spaces should be configured. Achieving a positive interface with adjacent streets and public spaces is the single most important outcome of these Design Guidelines.

1.3 Use of the Guidelines

The Built Form Design Guidelines apply to all parcels of land with frontage on Main Street between Sunset Drive and Westmorland Street. They work together with the Fredericton Main Street Urban Design Plan and the Public Realm Design Manual to create a cohesive policy framework, and the documents should be read and understood as a whole. While they apply to all forms of change on a site, their chief purpose is to shape buildings – additions, changes, redevelopment and new construction.

The document is intended for all stakeholders including City Council, City staff of various departments, residents, Business Fredericton North, private landowners, developers and builders to establish a shared and predictable framework for change.

1.4 Interpretation

These guidelines are meant to achieve a balance between consistency for all new development while promoting distinction, variety and creativity. There are many ways to achieve this balance. The Built Form Design Guidelines provide a wide range of strategies for creating buildings that reinforce the vision for Main Street, based on principles of good urbanism and architectural design.

Each building site is unique, including its location, street frontage, adjacent buildings, adjacent uses, accessibility and visibility. As well, each new building or addition will have its own functional programme such as its height, building area, uses, and how much parking needs to be provided. Some guidelines will be more important than others depending on the specific context and use of each building.

It is crucial to interpret these Built Form Design Guidelines with flexibility. The Main Street Urban Design Plan establishes a strong vision for creating a vibrant, cohesive and walkable street. New buildings must support this vision. While these Built Form Guidelines provide time-tested strategies for achieving the principles of good urbanism and architectural design, alternative approaches – even breaking the rules – should be encouraged wherever appropriate.

2.0 Design Guidelines

2.1 Siting and Orientation

Consistent building edges provide a sense of enclosure along streets and open spaces, framing the public realm and enhancing the pedestrian environment. In most instances this occurs where multi-storey, street-oriented buildings with grade-level commercial uses currently exist or are desired. Along these frontages, new infill development should be placed close to the front property line to provide for active grade level conditions such as shops that animate the street or open space. They should also be built to the side property line, so that over time buildings will touch each other and create a continuous street wall.

For major development sites, or for infill developments along Main Street, buildings should be situated as close to the property line as possible, or frame the site, to encourage the development or enhancement of a building street wall that will interact with and animate the public realm.

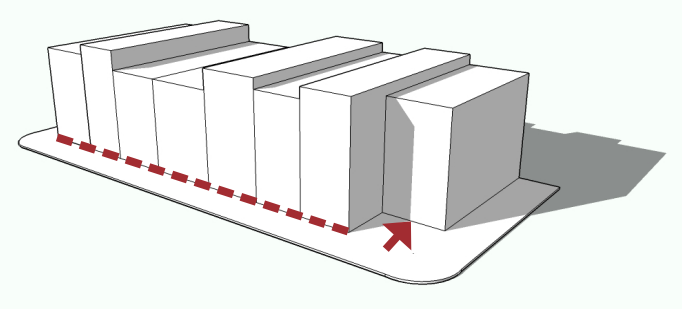
Guidelines

1. To create a sense of continuous buildings along the street edge, as well as to provide a market space in front of commercial and retail, the primary street wall will be located at a build-to line at or close to the front property line. Based on the anticipated right of way configuration, the build-to line will be 3m from the front property line.

2. In some cases, it may be appropriate to provide greater setbacks within an entire block or at corner sites, in order to widen sidewalks and provide pedestrian amenity without compromising the visual continuity of the streetscape.

3. Buildings are encouraged to occupy their entire street frontage along Main Street to reinforce the street wall. A minimum of 40% building frontage is required for large sites over 1 heactare, and 60% for all other sites.

Continuity in street frontage is a key objective for Main Street. Buildings orient to the street with doors, windows and active uses.



Buildings located at the street edge to define the public realm. Modest setbacks at corners may be appropriate to create gathering areas.

Buildings should be located 3.0 metres from the property line.

Buildings should be located to define the street edge, including on corner sites where other streets intersect with Main Street.

Ground level heights should be tall to permit retail, restaurant and commercial uses to evolve over time.

2.2 Ground Level Design

Providing active uses at ground level generates pedestrian activity and interest. Implementing adequate ground level (floor-to-ceiling) heights on the first floor helps create a heightened level of animation along the street. For commercial uses, in addition to animating the street through transparency, providing adequate floor to ceiling height at ground level is also important to ensure they have a visible presence on the street.

Guidelines

1. The most active uses of the interior space should be placed directly adjacent to the street edge. This includes (in order of priority) retail/restaurant, common lobby entrances, offices, group or community rooms such as cafeterias, and individual unit entrances. Utility rooms, garbage areas, storage, hallways, and other less active uses should be placed interior to the site.
2. Ground level floor to ceiling heights should be no less than 4.5 metres for commercial uses, and 4.0 metres for residential uses. This builds in adaptability by ensuring the interior spaces can remain flexible as the area matures and evolves and business needs change.
3. Buildings should be oriented to address Main Street with clearly defined primary entry points fronting on the street with easy access to the sidewalk. Lobby entrances of all buildings adjacent to Main Street must be accessed from the sidewalk on Main Street, not from adjacent parking areas or driveways.
4. Emphasize entrances through architectural treatments such as massing, projection, shadow, punctuation, material and/or change in roofline. Provide weather protection through canopies, awnings or recesses.
5. The facade of the ground floor should be 75% transparent between 0.5 and 3.0 metres above ground level.
6. Ground level design facing Main Street should be extended into and along mid-block connections and pedestrian throughways to provide an equivalent level of animation and a visible presence along these routes.

The ground level should include active uses, preferably retail, with tall ceiling height, a high degree of transparency and visible entrances.

Ground level should be highly transparent and be a minimum of 4.5 metres in height for commercial/retail uses.

Transparency at ground level is just as important for non-retail uses.

Ground level retail directly adjacent to the sidewalk is a priority along Main Street. Residential and office uses can be located above.

2.3 Height and Massing

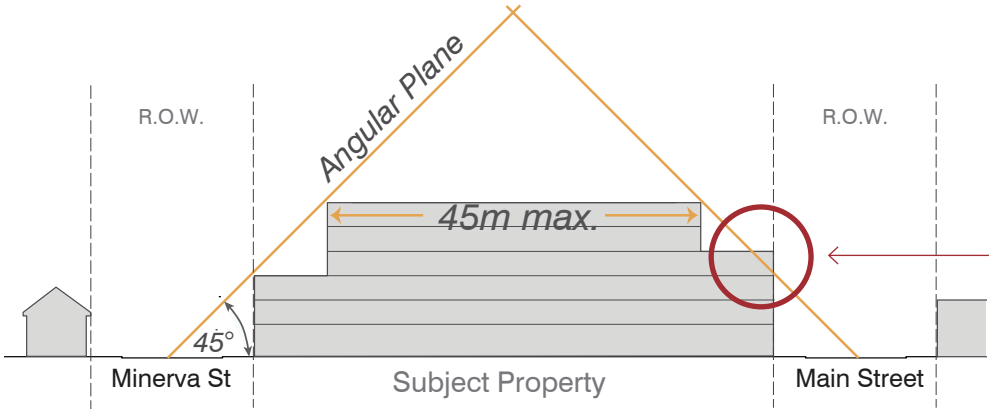
Height and massing play an important role in creating a comfortable pedestrian environment. The use of angular planes and step backs will help establish appropriate transitions to Main Street from adjacent residential areas and define the extent of the development envelope. This will ensure new buildings do not loom over adjacent streets and residential areas.

A street wall height of two to four storeys is desired. This creates a comfortable human scale compatible with Fredericton's historic development. Taller portions of the building, or other tall buildings (4+ storeys) on the same development site, will be set back so they are less visually prominent, do not overshadow the street edge, and provide sun and sky access to adjacent sidewalks. Taller buildings, up to six storeys, are encouraged to define street corners.

Guidelines

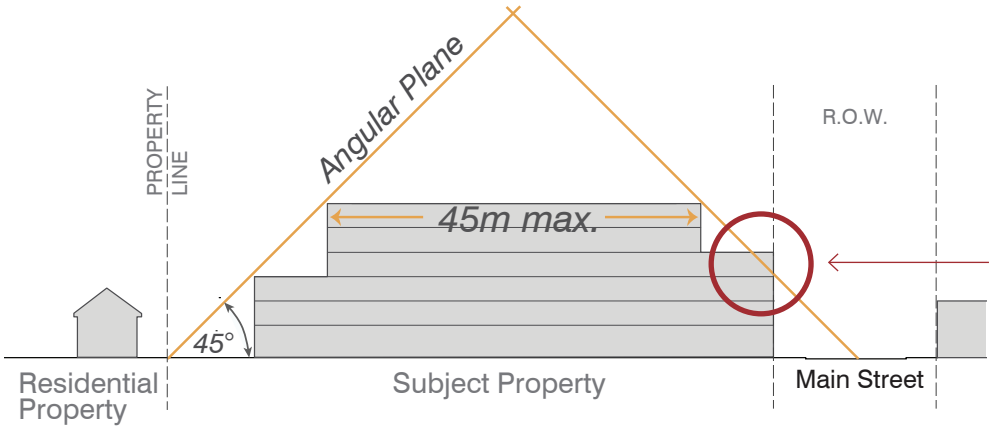
1. Street wall heights should be no less than 2 storeys and no taller than 4 storeys. Portions of the building above the street wall should step back a minimum of 2 metres, free of encroachments, above the street wall height. Street walls apply to all public streets and to the Northside Trail.
2. Within 30 metres of street corners along Main Street, building height adjacent to the street edges may be 6 storeys, subject to a 2 metre step back above the street wall.
3. The massing of the building will be subject to a 45-degree angular plane originating from the centre line of all street right-of-ways, and, any property line of residentially zoned properties. The street wall along Main Street (of up to 4 storeys) and street corner height (of up to 6 storeys per guideline #2, above) are not subject to the angular plane.
4. Building heights and street walls should be respectful of the height of adjacent heritage or character buildings, by being designed at a similar height, or by referencing the adjacent building in the massing and design of the facade, for example through datum lines, projections/recesses, or change in materials.
5. Where abutting a heritage or character defining building, the building height and street wall height should provide an appropriate transition to these buildings.
6. Any wall on portions of a building above the fourth storey shall not exceed 45 metres in length.

Street wall height should be 2-4 storeys. Taller portions of the building are stepped back.



Street wall height up to 4 storeys permitted along Main Street, not subject to Angular Plane

Angular planes apply from centre line of all streets.



Street wall height up to 4 storeys permitted along Main Street, not subject to Angular Plane

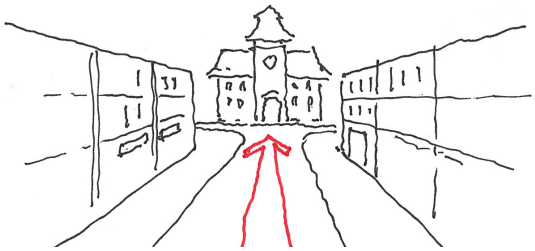
Angular planes apply from property line of all residentially zoned properties.

2.4 Gateways, Corner and Terminus Sites

Gateways signal key points of entry to Main Street and include major intersections. Clearly identifying these special locations provides a sense of orientation, reinforces a sense of place, and celebrates civic pride. Corner buildings have a greater visual prominence given that they front onto two streets and frame intersections. Corner buildings may have more than one entrance, and therefore provide special opportunities for the design and uses they contain. Buildings sited at the ends of streets that terminate views are also visually prominent. Visually prominent buildings play a larger role in defining the character of an area and provide a sense of visual orientation. Historically, landmark and key buildings such as churches or public buildings were placed at these prominent locations.

Guidelines

1. Modest exceptions to step backs and height restrictions are permitted to encourage massing and design that accentuate the visual prominence of the site. Architectural elements can include tall slender constructions such as spires and turrets. This technique enhances the distinction and landmark quality of new buildings on corner or visual terminus sites.
2. Modest exceptions in setbacks could also be permitted to enhance views along side streets, and permit an enhanced public realm, including spill out retail space.
3. Buildings should address both street frontages with active uses at ground level, entries and/or glazing.
4. Special attention to the quality of the design and materials is required for visually prominent buildings.
5. New development on visual terminus sites should align design features to the view axis. Examples of design features include entrances, porticos, taller building elements and unique roof lines.



Design feature aligned to view axis.

Corner sites can be celebrated through modest height exceptions, location of primary entrances, and special architectural responses.

Buildings at corners address both street frontages.

Taller elements help create appropriate landmarks at gateways or view terminus sites.

Corners identified through change in material, height, and location of building entrances.

2.5 Facade Design

The way a building's facade is articulated contributes to human scale, a sense of animation, and the perception of quality through attention to detail. A facade should consider its three dimensional qualities, where changes in plane and profile, windows, doors, and other architectural elements create a dynamic and interesting composition that responds to human scale. Facade articulation often indicates structural elements, transitions between floors, interior units or spaces, and even adjacent buildings.

Entrances should be prominent, recognizable and accessible. Retail store entrances should be prominent within the ground level composition of the facade, and entrances to offices or residential apartments should be prominent within the overall facade presented to the streetscape.

Guidelines

1. Buildings should be designed to articulate a distinct base, middle, and top through step backs, projections, materials textures and/or detailing.

   Base – Within the first three storeys a base should be clearly defined that positively contributes to the quality of the pedestrian environment through animation, transparency, articulation and material quality. Retail uses at ground level are usually differentiated from the rest of the building with a change in materials, increased transparency, and a sign band.

   Middle – The middle or body of the building should contribute to the physical and visual quality of the overall streetscape. The design of the middle should respond to the base and top.

   Top – The top of the building, which may include the upper storey as well as the roof profile, should be designed to contribute to the visual quality of the streetscape. Rooftop mechanical systems should be integrated or concealed into the roof design wherever possible.

2. A rhythm of vertical elements should create a fine grained character in buildings whose width is greater than 20 metres in width along the street frontage. This is important to create human scale.

3. All facades visible from public streets should be consistent in their design and materials. No blank walls or reduced material quality is permitted facing streets.

4. Entrances to buildings should address Main Street and should be clearly articulated and expressed. Secondary entrances may address side streets.

5. Emphasize entrances with architectural forms and detailing such as changes in height and massing, projection, shadow, punctuation and change in roofline. Modest variation in height, setback and/or step backs are appropriate.

6. Ensure main entrances to public buildings, offices, and residential lobbies are weather protected through use of canopies, awnings or recesses.

7. Ensure entrance areas and transitions from inside to outside are barrier free and accessible. Continuous, relatively flat and smooth grading is paramount.

Corner entrance is weather protected and barrier free.

Facades should be massed and articulated to express a distinct base, middle and top, with vertical elements that create a fine rhythm and human scale in larger buildings.

*Residential building with a clearly articulated **base**, defined by change in plane and material; **middle**, defined by material and rhythm; and **top**, defined by a variable datum line, change in material, and roof line.*

Entrances should be prominent, located to face the street, emphasized with massing and architectural details, and covered.

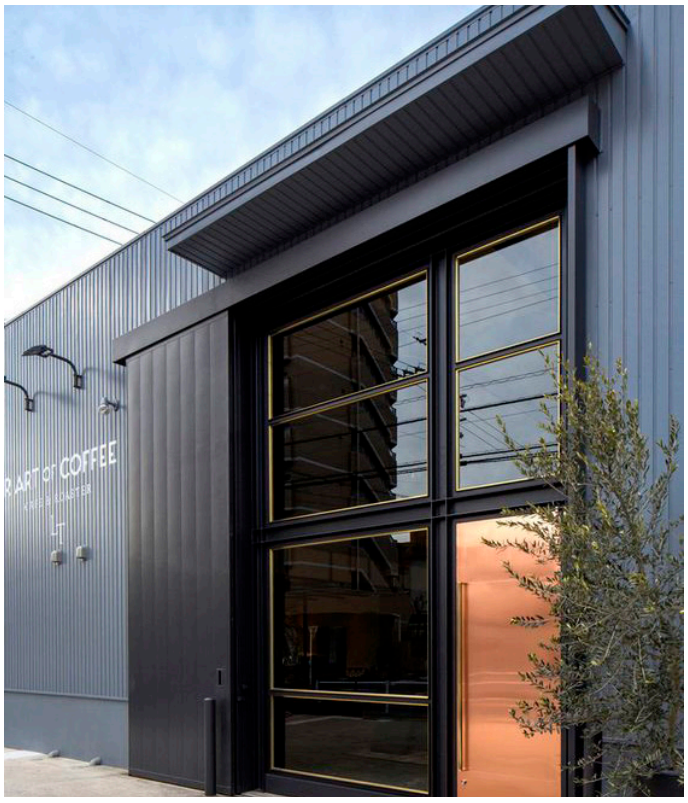
2.6 Materials and Finishes

New development should ensure excellence in architectural design through use of high quality materials. This promotes longevity and the ability for buildings to age gracefully. Choice of material and the way it is applied and detailed is an important factor in creating the contemporary image for Main Street. A wide range of materials should be considered, even those not normally used in residential and commercial construction.

Guidelines

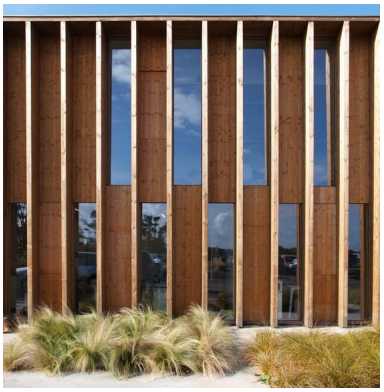
1. Building materials should be chosen for their functional and aesthetic quality and exterior finishes should exhibit quality of workmanship, longevity, sustainability and ease of maintenance.
2. Building materials recommended for new construction include brick, stone, wood, concrete and glass.
3. In general, the appearance of building materials should be true to their nature and should not mimic other materials.
4. Tinted and mirrored glass, vinyl siding and vinyl windows are discouraged where directly fronting and visible to a public street or open space.
5. Contemporary materials, or traditional materials utilized in a contemporary way, are encouraged.
6. Change of cladding materials should coincide with defined architectural elements such as projections, datum lines, and bays in the facade. Materials should wrap corners and avoid an applique look (i.e. not change materials at the corner).
7. The use of wood, as a primary building material or as an accent, is encouraged. Wood is an historically important building material in the Province and will be emphasized in the public realm design of street furniture.

Steel structural system expressed through facade design.



Steel siding, articulated in a contemporary way, is an appropriate building material for buildings along Main Street.

Mixing materials should coincide with architectural elements.



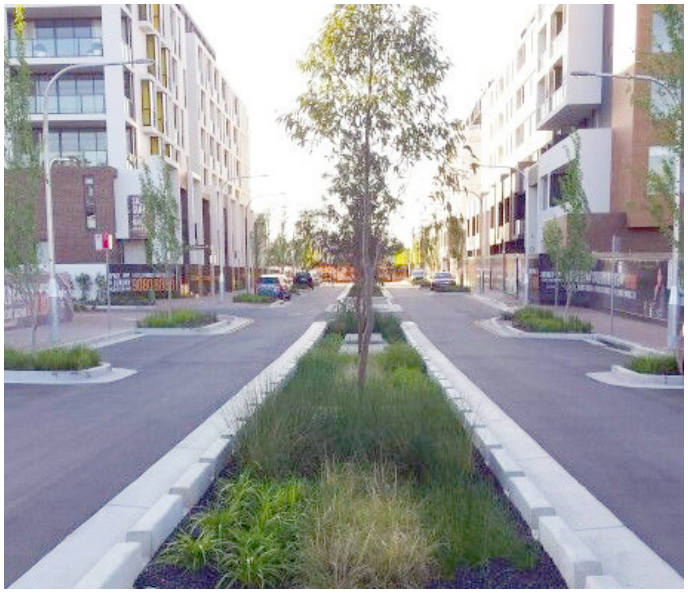
Wood has a long history as a building material in Fredericton. These examples show contemporary interpretations of wood used either as the principal cladding material or as a secondary material.

2.7 Servicing, Vehicular Access and Parking

Vehicular access to buildings and properties, adequate parking, and servicing needs like loading docks, garage doors and trash storage are necessary for Main Street to serve its customers and function well. However, these elements do not create a welcoming pedestrian environment or contribute positively to Main Street's image. Care must be given to minimize their impact on the public realm and pedestrians. Surface parking lots should be considered as a visual extension of the public realm where they are adjacent to Main Street and treated with enhanced amenities and landscaping.

Guidelines

1. Consolidate vehicular access points and share them among properties. Minimize driveway widths and curb radii. This minimizes pedestrian conflicts at sidewalks, and allows for less asphalt (and more planting) within the public right of way.
2. Locate vehicular access points in coordination with adjacent streets and driveways wherever possible with a priority to signalized intersections.
3. Locate vehicular entrances to corner sites from side streets wherever possible.
4. Locate servicing areas, loading docks, garbage bins, and utility meters where they are the least visible from the public realm, preferably at the rear of buildings.
5. Where access and service areas are visible from public spaces, provide high quality materials and screening elements (such as fences) consistent with the principle building.
6. Share laneways, driveways and servicing areas among multiple buildings and properties. An expanded network of servicing laneways and connected driveways is encouraged.
7. Parking structures on major development sites should blend into the built form, by locating them at the centre of the site where they can be screened from the public realm by buildings. Where parking structures are visible, high-quality architectural details that are consistent with the principal buildings should be employed.
8. Surface parking is best located at the rear of buildings where it is screened from public view, or in small surface lots at the sides of buildings.
9. Where surface parking is located adjacent to the street a coordinated landscape edge incorporating planting and hard elements (e.g. fencing, columns) must be provided to reinforce the street edge, while still ensuring visibility to the adjacent parking for safety. At least one active building frontage incorporating a high proportion of clear glazing should face onto the side or rear of parking areas.
10. Break large surface parking areas into smaller parking pods through the use of island planting areas incorporating large canopy trees, lighting, and walkways.
11. Ensure surface parking is well lit at night and does not spill light onto adjacent residential properties.
12. Walkways should be clearly demarcated through the use of paving materials, landscaping and lighting.
13. Where possible, provide multiple entry/exit points to surface parking lots from adjacent parcels and internal laneway networks.



Parking located at the rear of buildings and divided into smaller pods through landscaping incorporating stormwater irrigation.

Provide pedestrian walkways through parking areas to link building entrances with adjacent sidewalks, trails and walkways.

Large surface parking areas should be divided into smaller pods with landscaping and pedestrian walkways.

Parking is located beside this building and screened from the street by the patio.

Parking located at the rear of this building and screened with low planting and hard landscaping.

2.8 Signs

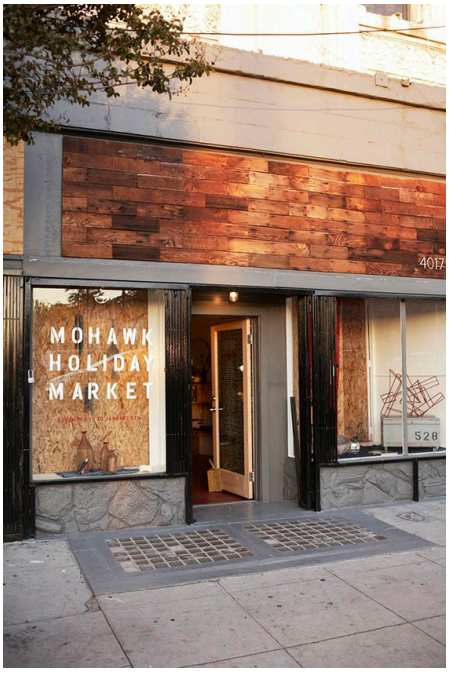
Signs play an important role in the overall image of Main Street. Signs should contribute to the quality of individual buildings and the overall streetscape. They should reflect the unique characteristics of their context and complement the contemporary style of new buildings. Signs can have different treatments and goals depending on their function. Although commercial signs tend to be identity related, they can contribute to public realm animation and interest, and are encouraged to be vibrant, unique and expressive. Traffic and directional signs, and by-law signage, tend to create clutter along streets, and should be consolidated to the extent possible.

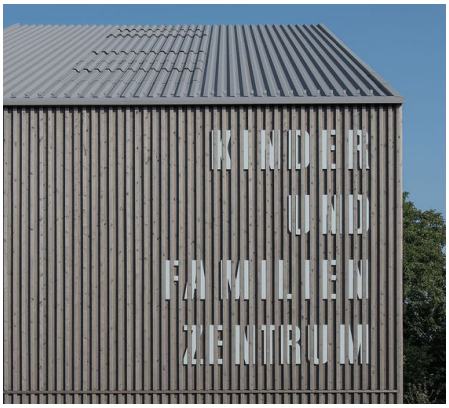
Guidelines

1. The scale of signs should reinforce pedestrian scale. Wherever properties have large, vehicluar-oriented signs designed to be viewed at a distance, ensure there are secondary signs located at or near ground level for viewing from sidewalks and walkways.
2. Integrate signs into the organization and design of building facades by placing them within architectural bays, friezes and datum lines.
3. Signs should not obscure windows, cornices, or other architectural elements.
4. Signs are encouraged to be composed of three dimensional elements such as freestanding letters and graphics or have relief from a planar surface.
5. Large freestanding signs, rooftop signs, and back lit illuminated rectangular sign boxes are discouraged.
6. Signs should be constructed of durable, high-quality materials and well maintained.
7. Street addresses on every building should be clearly visible from Main Street for pedestrians and drivers.
8. Signs on heritage buildings should be compatible in terms of heritage character, colour, and material, and should not obscure architectural details.

Signs should be incorporated into the composition of the facade, within architectural bays and/or aligned with datum lines.

Individual letters in three dimensions are preferred.





Building signs are encouraged to incorporate wood, if appropriate. This will help link them thematically to the design of the public realm.

Signs along Northside Trail, providing way-finding information and directional signs for adjacent businesses, is strongly encouraged. Similar signs can be provided along Main Street where walkway connections to the trail exist. They should be pedestrian scaled and incorporate natural wood, but also be expressive of individual site identities.

2.9 Rooftops and Mechanical Equipment

The design of the roof line makes an impact on the character of the streetscape, especially from a distance. Building roofs are also seen from taller buildings. Both roof and roof line should contribute to architectural quality and the quality of views.

Guidelines

1. The expression of the building top and roof should be clearly distinguished from the rest of the building through treatments such as step backs, materials, cornice lines and overhangs.
2. Roof top mechanical equipment should be set back from the roof edge where it will not be visible from adjacent streets.
3. Mechanical penthouses should be integrated with the architectural treatment of the roof line and building expression.
4. Green roofs are encouraged to provide aesthetic and sustainability benefits, as well as providing amenity space for building occupants.

A simple overhang can define a building's roof line.

Roof top mechanical equipment should be screened from public view through setback and the use of compatible building materials and architectural expression.

2.10 The Market Zone

The Market Zone is defined as the private property located between the building and the right of way, as prescribed by the front yard or flanking side yard setback. Design of the market zone has an important role to play in reinforcing the quality and image of Main Street, as well as providing amenity for pedestrians and building occupants. A key goal is to create an urbanized treatment that encourages walking and supports retail spill out activity. This includes a well-defined sidewalk, activity areas, and a sense of connection between building and street edge, as opposed to buffer treatments that are more appropriate for parking lots.

Guidelines

1. The area between the building and the edge of the right of way should be designed as a seamless continuation of the public realm, incorporating a widened sidewalk, patio and/or landscaped areas as appropriate.

2. Generally, the market zone should be paved in hard surface and incorporate an additional row of street trees. Refer to the Main Street Public Realm Design Guidelines for performance standards related to tree planting.

3. Retail and restaurant activity within the market zone is strongly encouraged. As such, temporary or moveable signs, displays, and patios are permitted.

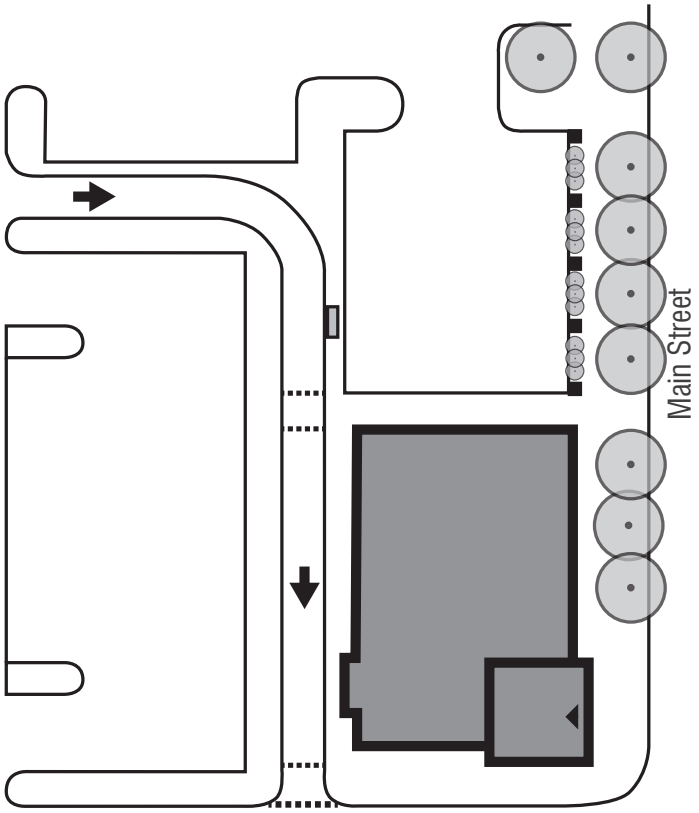
The market zone on private property should be continuous with the public realm, utilizing similar paving and furniture. It is intended to support adjacent businesses by providing patios, spill-out area, and space for signage.

2.11 Drive Thrus

Drive thru facilities cater to drivers in vehicles, and are therefore at odds with the goal of creating a more walkable and pedestrian-oriented environment along Main Street. Any drive through must be carefully considered in terms of its location, access, and design before it is permitted. Drive thrus should never create pedestrian conflicts.

Guidelines

1. Drive thrus are preferred at the rear of development sites, located away from Main Street.
2. The principal building served by drive thru lanes must comply with the guidelines in this document, with the goal of creating an animated street edge fronted directly by buildings, with windows and doors facing the street.
3. Drive thru lanes shall enter from and exit to internal circulation routes. Drive thru lanes will never directly access Main Street.
4. Drive thru lane stacking should be located behind buildings and screened from view of Main Street. Drive thru lanes should never be located between buildings and Main Street.
5. Ensure vehicular queuing in drive thru lanes is sufficient to avoid disruption to adjacent streets and driveways.
6. Provide a 4m landscaped buffer where drive thru lanes are adjacent to residential or open space uses, inclusive of coniferous trees, and a minimum 2m tall privacy fence.
7. Drive thru lanes should not cross principal sidewalks. Where minor pedestrian routes cross drive thru lanes, ensure they are a minimum of 2m in width and paved with the same material as the pedestrian route (different from the asphalt driving surface), or marked with crosswalk paint, to ensure visibility.



In limited cases where drive thrus are located adjacent to Main Street, the building must be located at the street edges and drive thru aisles must be located internal to the site and screened.

2.12 Northside Trail

The Northside Trail is a tremendous asset in Fredericton North and has the potential to enhance, and be enhanced by, the redevelopment of Main Street. Many properties along the north side of Main Street are immediately adjacent to the Northside Trail. Wherever possible, direct connections between Northside Trail and Main Street should be provided in the form of pedestrian linkages, signs, and view corridors. People walking along Northside Trail are encouraged to patronize the shops, services and businesses along Main Street. New development should address Northside Trail in a positive way with active facades. This can include residential units with direct entrances from Northside Trail.

Guidelines

General

1. Wherever appropriate, provide minimum 2m wide pedestrian sidewalk or trail linkages between the Northside Trail and the sidewalk along Main Street, with direct linkages to building entrances. These can be shared among development sites.
2. Encourage pedestrian scaled signage along Northside Trail with business names and directional information for adjacent properties and streets.

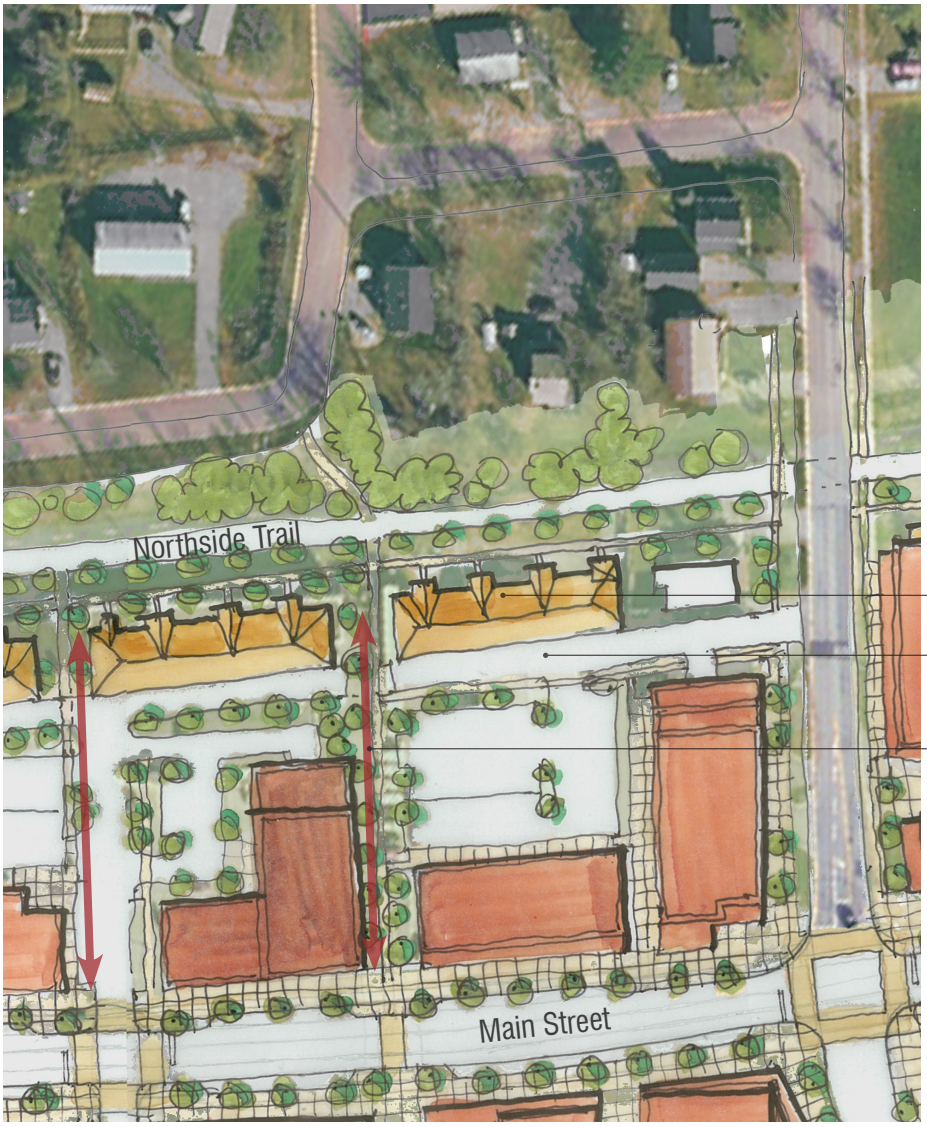
Commercial/Employment Buildings

3. Ensure the principal building expression inclusive of material choice and facade articulation also addresses Northside Trail.
4. Ensure facades along Northside Trail include windows, and encourage secondary entrances to be located there.
5. Ensure garbage, loading and servicing uses are located at the side, or contained within the building, and not exposed to view from Northside Trail. Use walls or fencing with the same materials as the building to screen servicing areas from view on the trail.

Residential Buildings

6. Residential units adjacent to Northside Trail should be designed to provide individual expression to each unit, with main front entrances facing the trail.
7. Provide a front yard landscaping zone using modest privacy measures such as plant materials, grade shifts (steps, stoops, porches), low walls or decorative fencing (1.2m maximum height) to create an appropriate transition to the trail.
8. Encourage home occupations, live-work or mixed uses facing Northside Trail.

Residential units are individually articulated with entrances linking directly to the trail.



Demonstration plan showing how sites adjacent to Northside Trail can be designed.

Residential units face the trail

Rear laneway provides access to units, garages

Internal walkways link Northside Trail with Main Street and development site

Residential units provide eyes on the trail, and can front onto their own walkway adjacent to the main Northside Trail.

Fredericton
The Planning Partnership