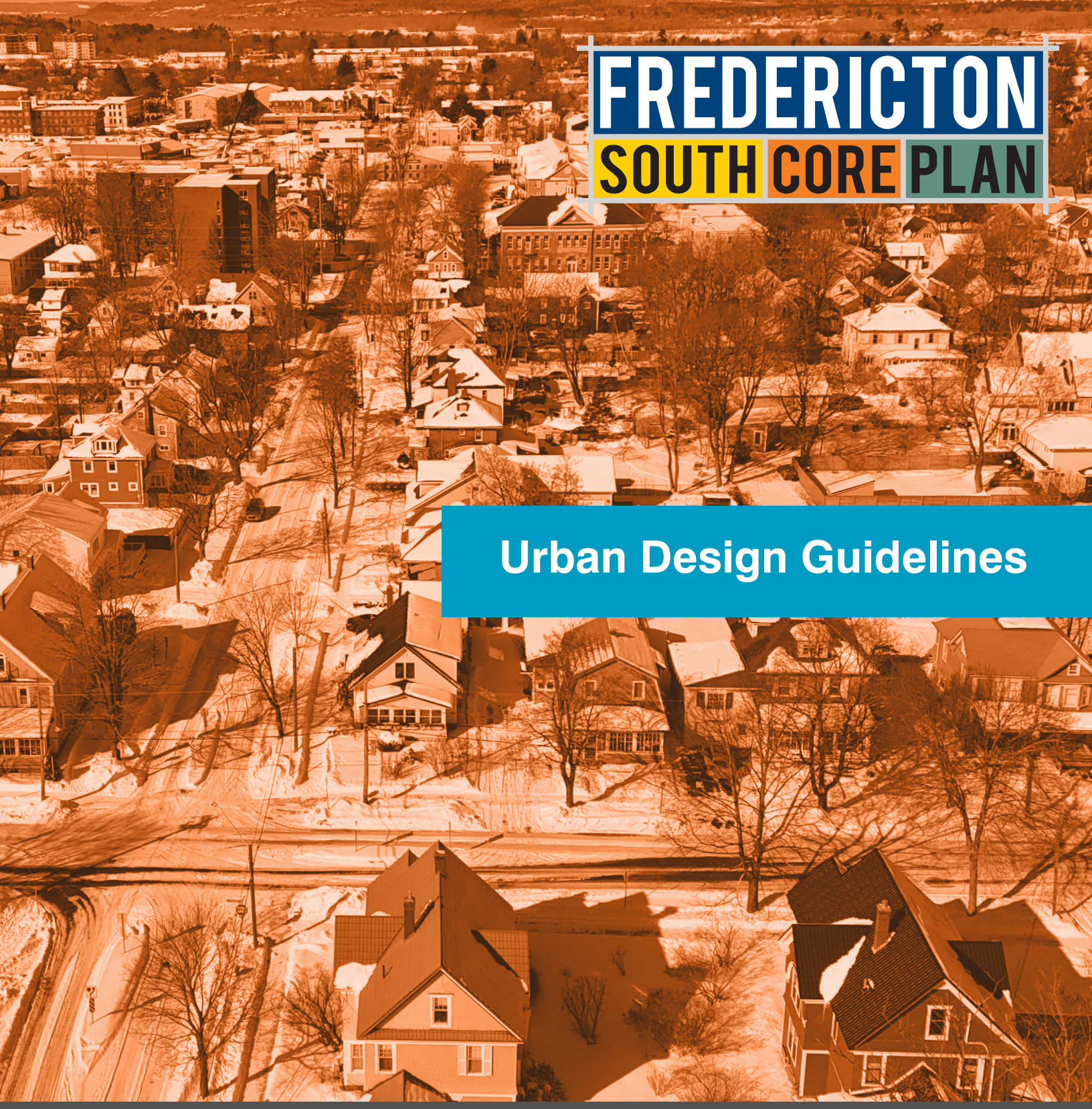


FREDERICTON SOUTH CORE PLAN

Urban Design Guidelines

2025

Fredericton

The Planning Partnership

Trace Planning & Design

CBCL

ERA Architects

Fredericton

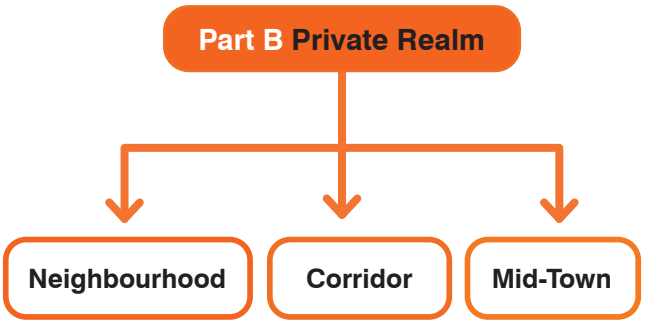
Land Acknowledgment

We acknowledge that the City of Fredericton is situated on traditional Wolastoqey territory. The territory of the Wolastoqiyik people is recognized in the Peace and Friendship Treaties to establish an ongoing relationship of peace, friendship, and mutual respect between equal nations. The river that runs through our city is known as the Wolastoq, along which live the Wolastoqiyik, “the people of the beautiful and bountiful river”.

Contents

Part A Introduction

1 Organization of the Document



1.1 Private Realm

What is the Private Realm?

The private realm is comprised of built form (buildings) and their associated parking, landscape, and open space within privately-owned parcels.

Built form refers to the design, shape, size, massing and exterior appearance of an individual building, or buildings in the collective. How buildings relate to each other and to adjacent spaces in terms of height, scale and character determines the extent to which they will define the public realm – the outdoor rooms that are the streets and gathering places of the city. Buildings, through their individual beauty and unique characteristics, collectively define a sense of place.

Fredericton's South Core is a complex mix of historic neighbourhoods, infill buildings, and large sites suitable for significant redevelopment. The lifespan of buildings is measured in decades – and for good ones, centuries. High-quality buildings that age well, are adaptable over time for different uses, and relate well to their context, have an importance well beyond the immediate functional or profit motive.

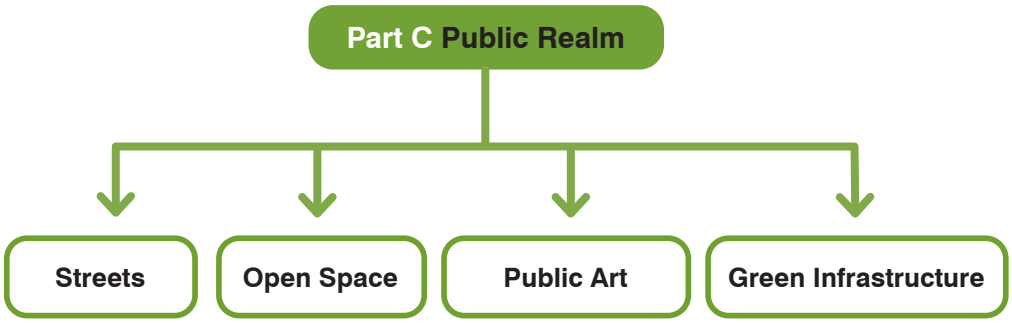
Purpose of the Private Realm Design Guidelines

The Private Realm Design Guidelines are intended to shape individual buildings, one by one, to create the collective whole for Fredericton's South Core. They are primarily concerned with creating a comfortable, safe and interesting pedestrian environment as perceived from sidewalks and public spaces, by focusing on creating a fine-grained, human-scaled building fabric. The Private Realm Design Guidelines respond to, and enhance, the unique character and circumstances of the South Core.

The primary purpose of the Private Realm Design Guidelines is to direct and shape development in the South Core in a balanced manner and according to good urban design principles. In particular, they seek to protect and reinforce the area's distinct history and built characteristics, while enabling investment, revitalization, and intensification opportunities as envisioned in the Municipal Plan. The intent of this document is to provide the City with a sound and rational framework for consistently assessing proposals.

The Private Realm Design Guidelines relate to the scale, character, and design of new developments, both public and private. While they are primarily concerned with buildings, they also provide guidance on other aspects of development on a lot such as access, parking, and landscaping.

A



1.2 Public Realm

What is the Public Realm?

The Public Realm generally refers to the publicly-owned land that constitutes the streets (the right-of-way), parks, and trails within the South Core. In the context of the South Core Plan, public realm also refers to privately-owned public space (POPS) that is made accessible to the public by way of legal easements and/or agreements. This new type of feature in Fredericton creates greater opportunities for green space and gathering space (also referred to as 'Third Places') in a mature urban neighbourhood.

Purpose of the Public Realm Design Guidelines

The Public Realm guidelines identify the various elements that make up the public realm - the streets, parks, open space, trails, and also POPS. They speak to the organization and composition of these elements towards achieving the vision and principles established for the South Core.

The guidelines are intended to be used by the City to direct capital projects and to coordinate with development applications.

It should be noted that the concepts and diagrams shown in the public realm guidelines are intended to illustrate principles and concepts only; they are not detailed drawings.

Church Street

A 2 Structure Plan

2.1 Structure Plan

The Structure Plan outlines the key elements of the South Core Secondary Municipal Plan. It defines the major land use areas, identifies the street network, highlights key intersections, and shows where trails and open spaces are or could be located.

Land Use Areas

The Structure Plan divides the South Core into three main land use areas:

- **Neighbourhood**: Established residential blocks with a mix of building types and lot patterns.
- **Corridor**: Areas along key arterial and collector streets that support a mix of land uses and greater development intensity.
- **Mid-Town:** Larger land parcels generally located near the former rail corridor, offering potential for redevelopment and mixed-use activity.

Street Network and Connections

All streets in the South Core are classified as either Corridor Streets or Neighbourhood Streets, based on their function and surrounding context. The Plan also identifies potential new street connections to improve access and support future development.

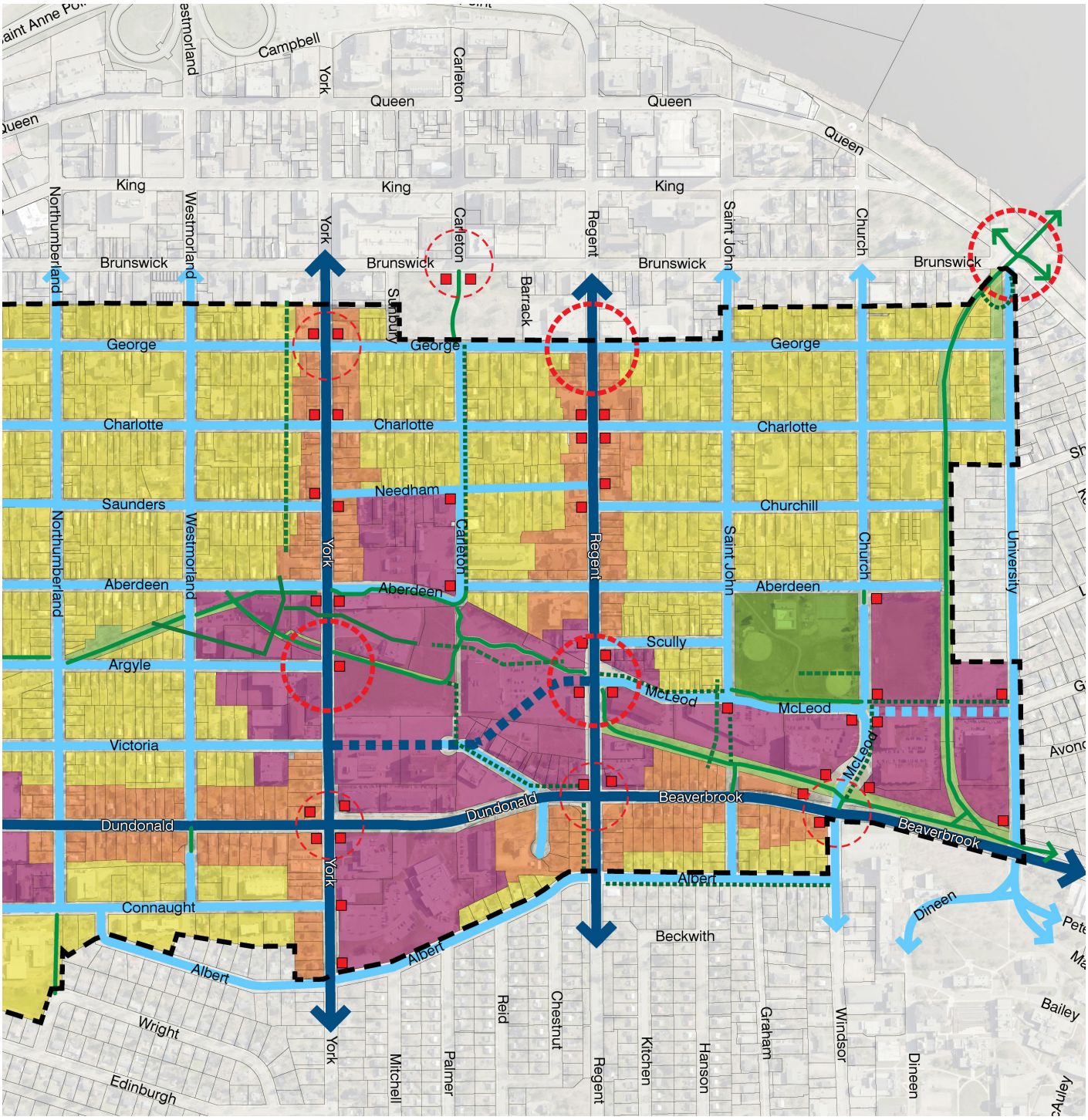
Gateways and Intersections

Key intersections are identified as Gateways, which include both primary and secondary nodes. These are locations where urban design and placemaking are prioritized to support a strong sense of arrival and local identity.

Trails and Open Space Network

The Plan includes existing and potential trail connections, such as the Cross Town Trail, and highlights prominent green spaces like Queen's Square Park. These features help strengthen pedestrian and cycling routes while supporting community gathering and recreation.

Structure Plan for the South Core

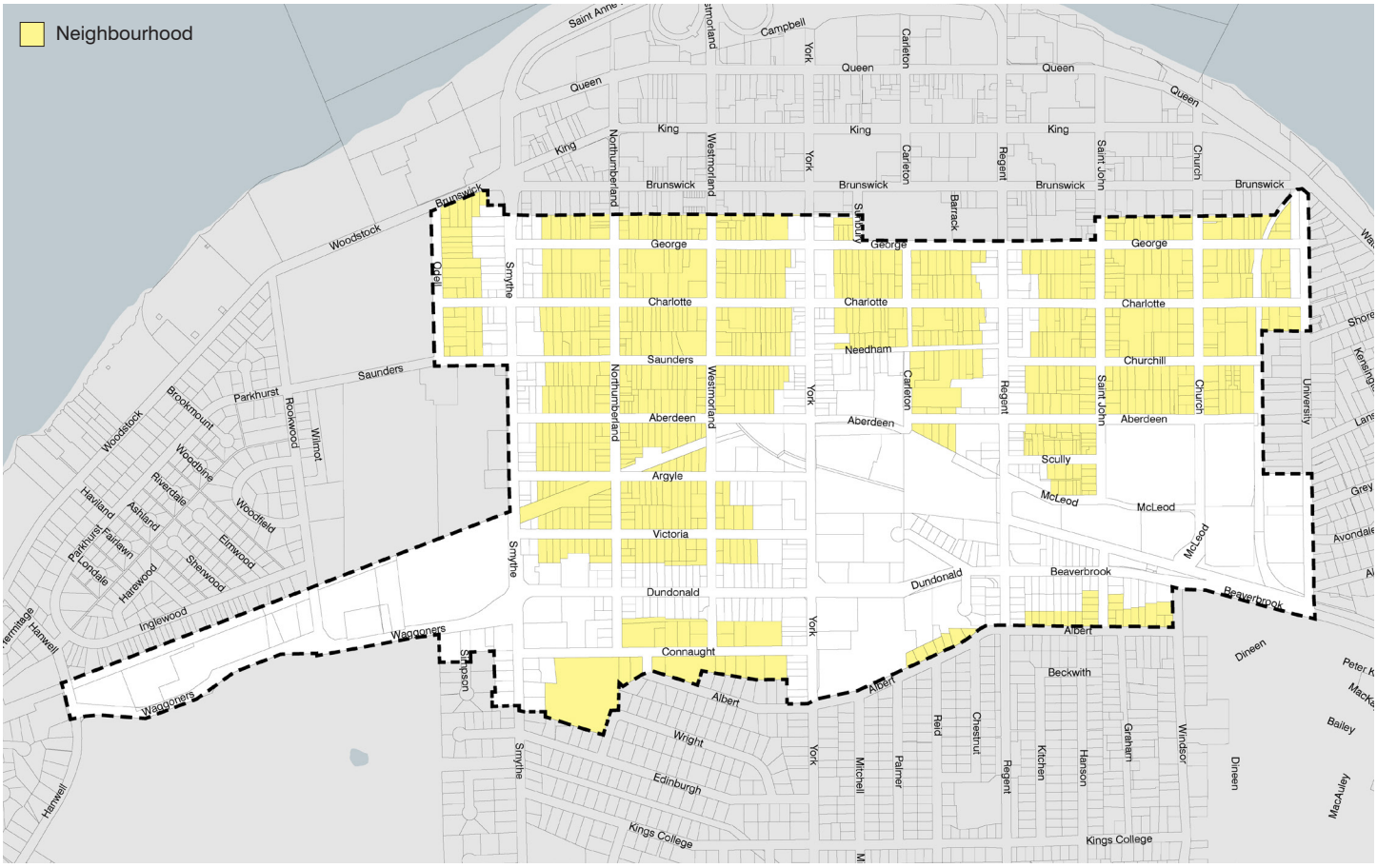

Campbell
York
Carleton
Queen
King
Northumberland
Westmorland
Brunswick
Regent
Saint John
Church
Barrack
Sunbury
George
Charlotte
Needham
Saunders
Churchill
University
Aberdeen
Scully
Argyle
McLeod
Victoria
Beaverbrook
Dundonald
Albert
Connaught
Dineen
Beckwith
Wright
Edinburgh
Mitchell
Palmer
Reid
Chestnut
Kitchen
Hanson
Graham
Windsor
Bailey

2.2 Neighbourhood

The Neighbourhood Areas are made up of the established residential blocks within the South Core, framed by the surrounding Corridor Streets. These areas have evolved over time, beginning in the 19th century and continuing through the 20th, resulting in a diverse and layered urban character.

Key Features

- **Street Pattern**: A generally consistent (though slightly irregular) grid layout with narrow streets that support walkability.
- **Lot Configuration**: Long, narrow lots typically oriented to face east–west streets.
- **Building Types**: Primarily detached houses, with modest variation. Many have been converted into multi-unit dwellings over time.
- **Architectural Styles**: A variety of traditional styles including Classical Revival, Queen Anne Revival, American Foursquare, Second Empire, Craftsman, and other vernacular styles.
- **Queen's Square District**: The area around George and Church Streets contains a notable concentration of grand homes from the late 19th and early 20th centuries.



Map of Neighbourhood Areas

Evolving Residential Patterns

- **20th Century Development**: Smaller-scale, post-war housing is concentrated further east and south, particularly near Connaught Street, and differs from the older housing stock in style and lot pattern.
- **Infill Housing**: Walk-up apartments and townhouses have been added throughout the neighbourhood, reflecting changing housing needs and architectural trends such as Modernist and Post-Modern design.
- **Conversions**: Many original single-family homes have been converted into multi-unit buildings often referred to locally as *accordion houses* or *telescope houses*.

Typical building in the Neighbourhood Area

Green Character

- The neighbourhood retains a mostly intact **mature tree canopy**, supported by tree-lined boulevards and rear-yard vegetation that soften the urban environment.
- Due to small front setbacks, **front yard trees** are less common but appear in several locations, contributing to street-level greenery.

2.3 Corridor

The South Core includes three major Corridor Streets: Smythe Street, York Street, and Regent Street. It also includes part of the Mid-Town Corridor, which consists of Waggoners Lane, Dundonald Street, and Beaverbrook Street. These corridors connect the South Core with the rest of the city, including the City Centre. Each corridor has a distinct built form, but all are more intensely used than the Neighbourhood Areas and support a greater mix of land uses.

Typical existing conditions in the Corridor Areas

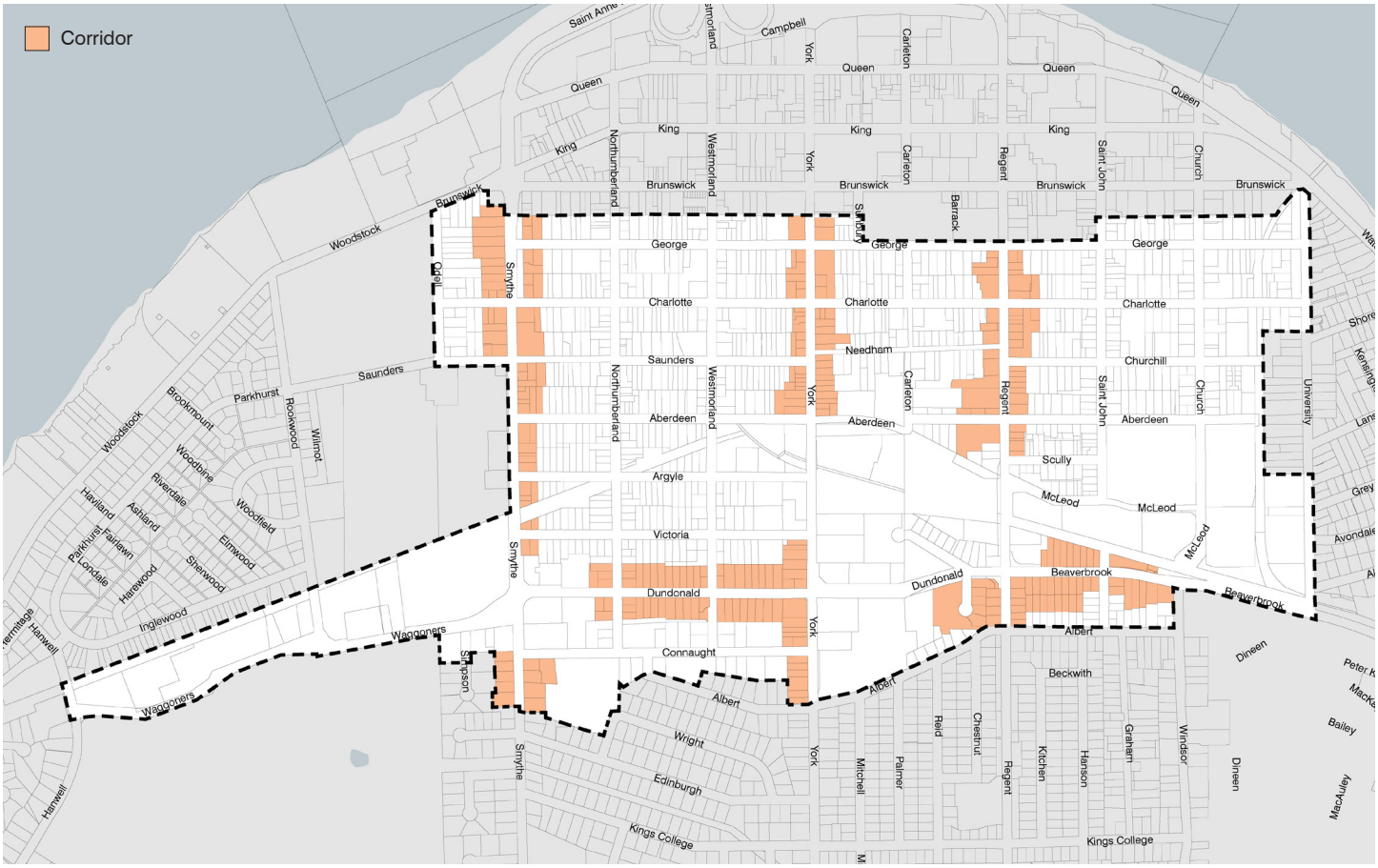
Key Features

- **Street Design**: Corridor Streets are generally wider and are designed primarily for car traffic.
- **Lot Pattern**: Shallow building lots of various sizes typically front the north–south streets.

Corridor identification map

- **Building Types**: The Corridors include a range of building types, including detached houses, infill housing, and civic and institutional buildings.
- **Architectural Styles**: A mix of traditional and contemporary architectural styles appears throughout the Corridor Areas.
- **Green Character**: The tree canopy is less regular along Smythe, York, and Regent Street, and along the Mid-Town Corridor, due to the higher intensity of land use.

Smythe Street, adjacent to the NBEX site



Map of Corridor Areas

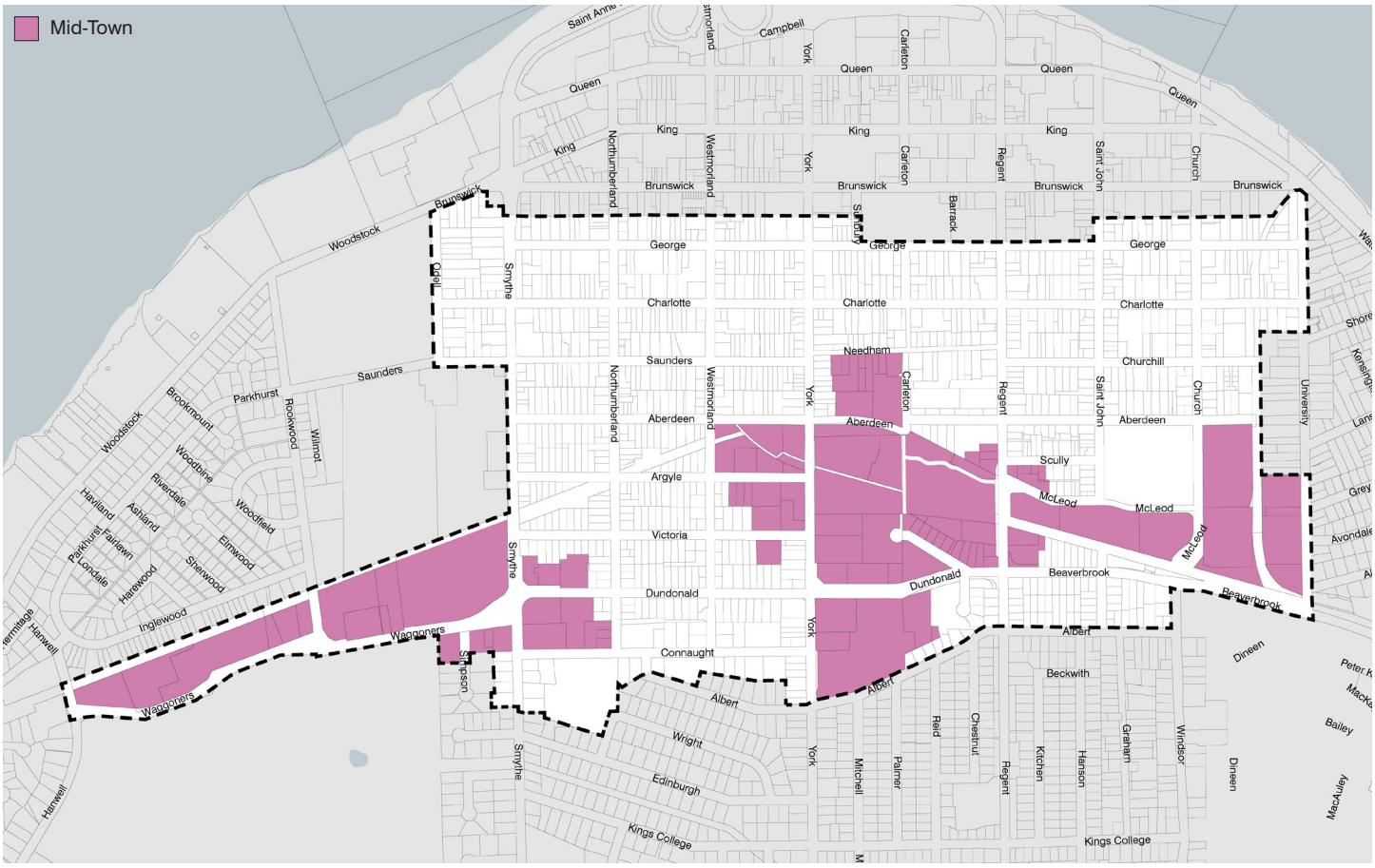
2.4 Mid-Town

The Mid-Town Area includes the largest parcels of land in the South Core, generally located along the former rail corridor, where the Cross Town, Lincoln, and Valley Trails also run. The area's defining feature is the remnant railway and industrial landscape, which continues to shape both land use and built form.

Redevelopment example in the Mid-Town Area

Key Features

- **Street Design**: A wider and more varied street network than in the Neighbourhood Areas.
- **Lot Pattern**: Large lots and building footprints, an uninterrupted grid pattern in some places, and sizable development parcels.
- **Building Types**: A wide mix of industrial buildings, low- and mid-rise apartments, and commercial structures. The area also contains unbuilt spaces such as surface parking lots and brownfield sites.
- **Architectural Styles**: A blend of vernacular and contemporary architectural styles.
- **Trail Network**: Several trails follow the former railway lines, enhancing pedestrian and cycling connectivity.
- **Industrial Legacy**: Several brick-and-beam industrial buildings remain near the train station, including the landmark Hartt Boot and Shoe Factory, a three-storey structure with a central tower, built circa 1898 on the west side of York Street.



Map of Mid-Town Areas

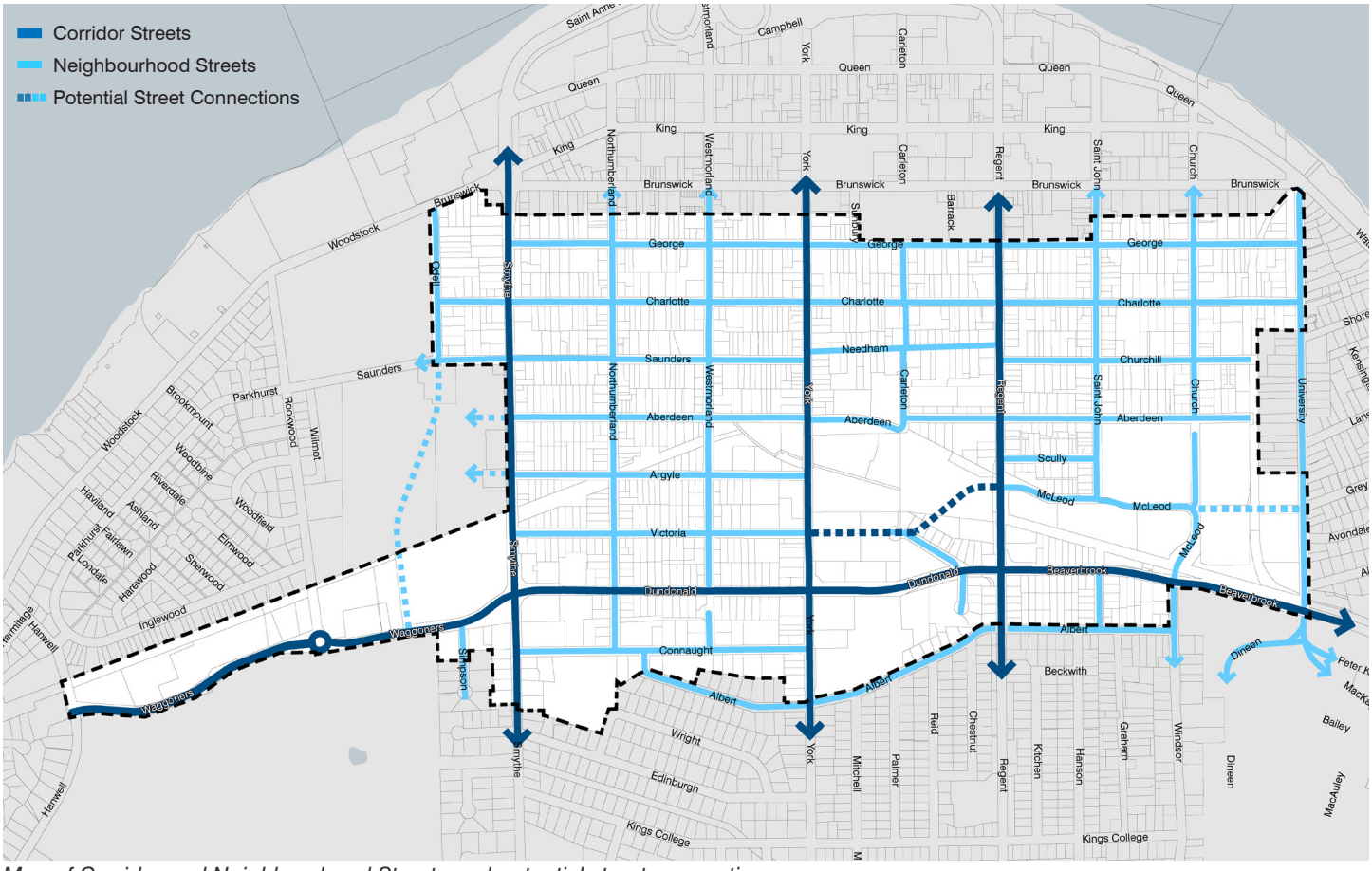
2.5 Streets

Although the automobile is still dominant in the South Core, there is growing appreciation for the many benefits of a balanced mobility system. These benefits include public health, socio-economic access, environmental health, equity, and accessibility.

A balanced approach to the planning, design, and maintenance of streets and trails considers all travel modes and prioritizes safety and comfort for a diverse range of users. These include motorists, motorcyclists, cyclists, pedestrians, individuals with disabilities, transit and school bus users, and emergency responders. The goal is to encourage active transportation, reduce demand on roadways, and increase physical activity as a replacement for some motor vehicle trips.

Key Features

- **Street Rights-of-Way**: A range of street rights-of-way, with a range of boulevard widths.
- **Tree Planting**: Tree planting is inconsistent throughout the South Core.
- **Utility Corridors**: Utility corridors, particularly NB Power infrastructure, limit the ability to plant large canopy street trees.



Map of Corridor and Neighbourhood Streets and potential street connections

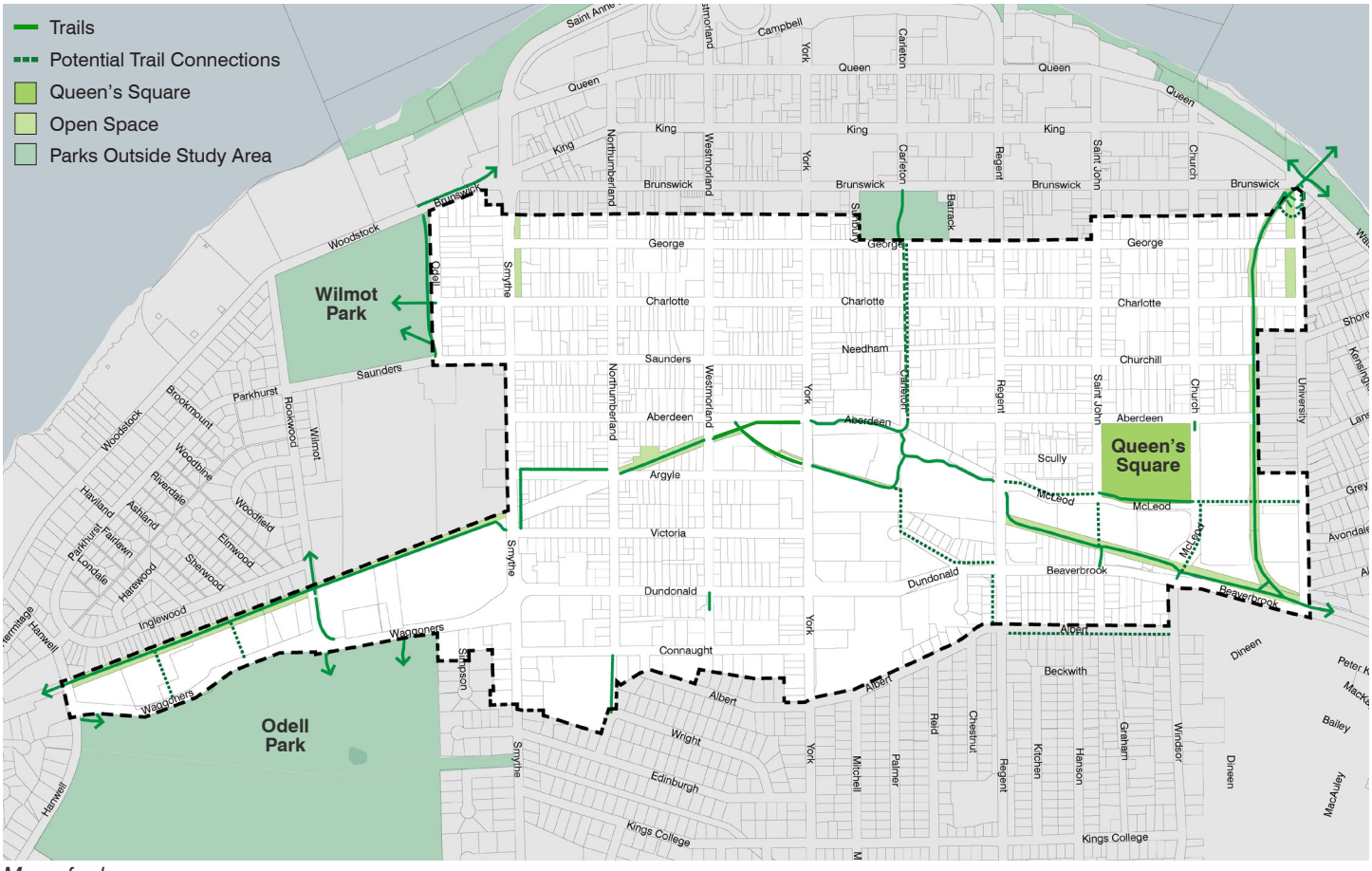
2.6 Urban Open Space

The development of the South Core as a vibrant, healthy, and compact urban community is supported by a hierarchy of urban open spaces, anchored by Queen's Square, which functions as the critical active neighbourhood park. Urban open spaces, unlike traditional suburban parks, serve a passive recreational and social function in denser urban areas.

It should be noted that the large park areas at Wilmot, Odell, and Riverfront Green are important amenities accessible to South Core residents, even though they are beyond the Plan Area.

Key Features

- **Queen's Square**: Queen's Square will remain the primary active park space in the South Core.
- **Size Range**: Urban open spaces are generally smaller and vary from 0.10 to 0.80 hectares in size.
- **Quality of Space**: Quality space is prioritized over quantity of space.
- **Context and Surroundings**: Surrounded by different uses and building forms.
- **Amenities**: Contain a concentration of amenities to appeal to diverse users.
- **Ownership**: May be public or privately owned.



Map of urban open space areas

Queen's Square Park aerial photograph

2.7 Gateways, Prominent Corners and Terminus Sites

Gateways, prominent corners, and terminus sites are important features that provide opportunities for architectural and urban design interventions. They help establish a sense of arrival, improve visibility, and support neighbourhood identity and orientation.

Key Features

- **Gateways**: The Structure Plan identifies two types of gateways based on their location and role in the street network. Primary Gateways are located at significant intersections on each of Smythe, York, and Regent Street and at the threshold with the City Centre (Victoria Circle, Regent Street, and University Avenue). Secondary Gateways are proposed for less significant intersections that act as thresholds into the South Core.
- **Prominent Corners**: These occur at intersections of key streets and sites where buildings frame views, mark transitions, and contribute to a sense of arrival.
- **Terminus Sites**: Notable terminus locations, including the Brunswick Street terminus — which is visible from the South Core—function as visual thresholds into the South Core.

Map of gateways, prominent corners, and terminus sites

- **Design Opportunity**: Gateway locations can be enhanced through signage, landscaping, and building placement to reinforce visibility and identity.
- **Placemaking Potential**: Buildings, public art, signage, and other visual elements at corners and terminus sites should contribute to orientation, signal transitions, and draw people through the neighbourhood.

Primary gateway at George Street Middle School

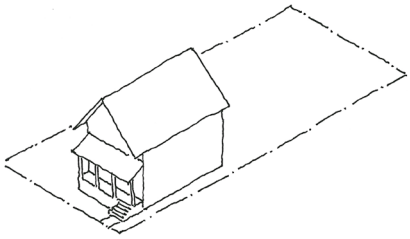
1 Neighbourhood

1.1 Building Typologies

Building typologies permitted in the Neighbourhood Areas include low-rise residential buildings up to 4 storeys in height. Generally, access to individual units occurs directly from ground level, except in the case of low-rise small apartment buildings or walk-up multiplexes.

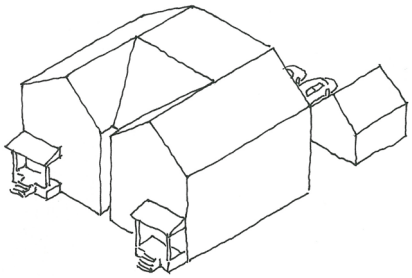
Single Detached

House form buildings with one residential dwelling unit.



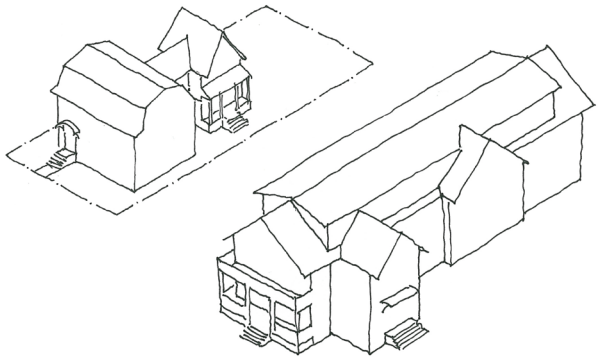
Semi Detached/Duplex

House form buildings with two residential dwelling units either side-by-side or stacked.



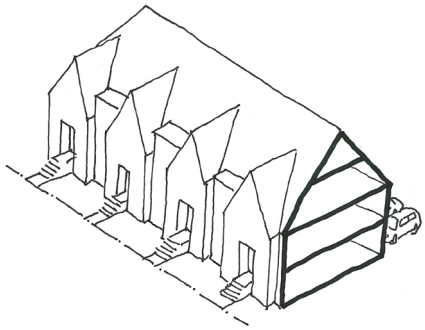
"Accordion House"

House form buildings with one or more additional residential dwelling units attached towards the rear of the original house location.



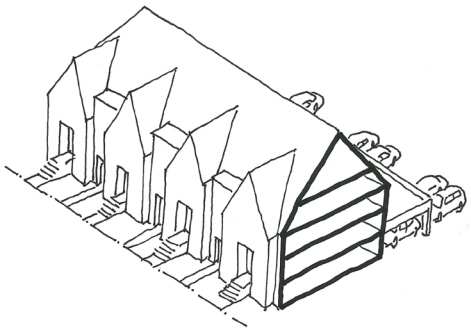
Townhouse

Multiple residential dwelling units attached to each other at their sides, with individual ground-level entrances.



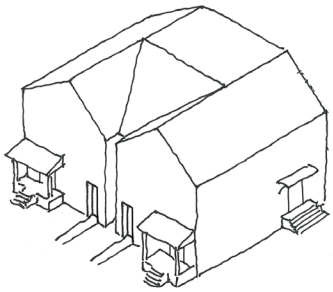
Stacked Townhouse

Multiple residential dwelling units attached to each other at their sides and above (dwelling units are stacked on top of each other), with individual ground-level entrances.



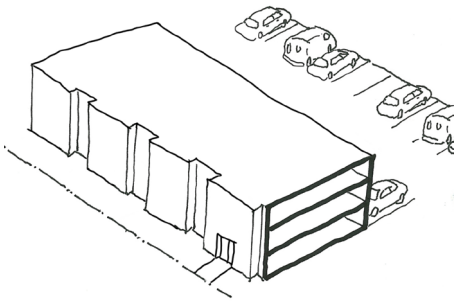
Multiplex

Multiple residential dwellings attached to each other at their sides and above. Not all dwelling units may have ground-level entrances.



Low-Rise Apartment

A building with multiple dwelling units accessed from a centralized entrance and corridors. This typology is limited to Connaught Street and Albert Street, as defined in the Secondary Municipal Plan.



St. John Street carriage house

1.2 Heritage

The Neighbourhood Areas contain a number of designated heritage buildings, as well as other buildings with significant or contributing heritage value that together form the character of the South Core. It is important that new development adjacent to heritage buildings and renovations to heritage buildings maintain and enhance the defining characteristics of the heritage buildings.

Guidelines

a) Preserve, renovate or adaptively reuse heritage buildings wherever possible.

b) New construction should preserve the spatial relationships that characterize a property or the immediate surrounding context.

c) Original, historic, building materials and details should be retained whenever possible, and those that had been previously covered or removed should be uncovered, refurbished or recreated. Historic material should never be covered with modern materials, and unpainted brick should not be painted.

d) New construction should achieve compatibility through harmonious scale, massing, façade articulation, and materiality.

e) For additions or renovations to an existing building, incorporate high-quality materials and colours that are consistent with and complement the existing building.

f) Historical styles of architecture used on new construction should be relevant to the South Core's Neighbourhoods and designed in accordance with the established orders and details of the historic architectural styles in the South Core. Designs that borrow and mix historic stylistic detailing inappropriately or incorrectly should be avoided. Complementary contemporary designs and styles are encouraged.

Charlotte Street Arts Centre

Historic style of architecture

g) Where new construction or renovation is taller than adjacent buildings, consider incorporating the upper level within the roof structure, or stepping back the upper level adjacent to the lower building(s).

h) Design rooflines to complement the architectural expression, taking cues from existing buildings on the streetscape. Hipped and steep pitch roofs are preferred for traditional styles, and flat and lower pitches for more contemporary styles.

i) Pitched roofs should include overhangs sized to provide shade during summer while still allowing sun penetration during winter.

j) Use dormers and gables on pitched roofs to enhance roof and building designs.

k) Provide entry features such as porches that are generally consistent with those of adjacent buildings in terms of their design and overall height, depth, and relationship to the street.

l) Window style and design should be consistent with the building's architectural style and take cues from the surrounding context in terms of size, proportion, and placement.

m) Window mountings should be part of the window structure and not applied as a decorative element.

Use of dormers and gables

Multiple entry features

1.3 Height and Massing

Building height and massing impacts the character and quality of the street experience and relationships to neighbouring uses. In the Neighbourhoods, it is important that new development is compatible with and enhances the existing character.

Guidelines

a) New buildings should consider and respect the scale and massing of adjacent residential buildings, providing setbacks as appropriate to prevent adverse impacts on neighbours.

b) Divide up larger building masses through architectural articulation, varying setbacks and roof lines, emphasizing vertical orientation.

c) Maximum building height in the Neighbourhood Areas is 4 storeys, with most areas limited to 3 storeys.

New building to match existing scale and massing

New building to match existing scale and massing

1.4 Relationship to Street

While the location of buildings along the street varies, front yard setbacks are generally similar along each block. A consistent front setback is desired to support a cohesive streetscape.

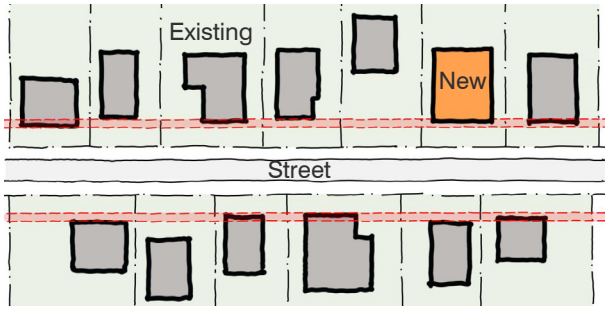
Guidelines

a) Place new buildings to fit with the predominant block setback or use the setback average from adjacent properties.

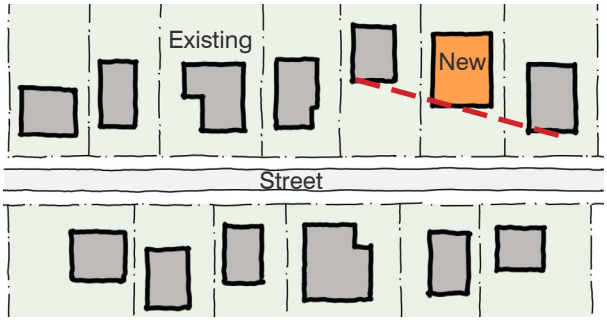
b) Where pedestrian mid-block connections or public open spaces are present, consider increasing side yard setbacks to enhance access and visibility.

c) Porches, stairs, canopies, and other entrance features may encroach into the front yard setbacks, provided they do not obstruct sightlines.

Consistent building setback



New development in Neighbourhood Areas should be sited at the predominant setback along the streetscape



New development in Neighbourhood Areas should be sited at the average of setbacks on adjacent properties

1.5 Secondary Dwelling Units

Secondary dwelling units are attached or detached additional residential units subordinate to the main residential dwelling unit on a lot. These could take the form of an accessory apartment, basement apartment, garage apartment, or garden apartment.

Guidelines

a) Locate these units towards the rear of the lot or set back a minimum of two metres from the front wall of the primary residential building.

b) Position units to minimize impacts to the dripline of existing trees and to preserve or create areas of soft landscaping and permeability in the rear of the lot.

c) Ensure units complement the architecture and materials of the primary residential building.

d) Provide separate, well-lit entrances that are clearly visible and accessible from the street wherever possible.

e) Consider locating combined mailboxes at the main street-facing entrance.

f) Where entrances are not on the front façade, include signage to clearly indicate their location.

Secondary dwelling unit entrance setback

"Accordion House" typology

1.6 Building Elements

Building elements such as the façade articulation, materials, entrances, porches, and roofs together determine the overall character of a building.

Guidelines

Façade Articulation

The articulation of a building's façade contributes to human scale, a sense of animation, and helps break up larger building surfaces. This reduces the apparent scale of the building. Articulation refers to the placement and relationships of materials, windows, doors, and other architectural elements.

a) Articulate the main façade (elevation) of new buildings or additions to consider the patterns and rhythms of vertical and horizontal elements found in neighbouring buildings.

b) Use vertical and horizontal recesses or projections, step backs or changes of plane, and variations of texture, colour, materials, and detailing to establish a clearly defined façade composition.

c) Where buildings face two streets, both façades should have the same high level of design with architectural elements that respond to the corner.

Façade articulation examples

Materials

The selection of building materials plays an important role in creating a design that is compatible with the Neighbourhood character of the South Core.

d) Choose materials for both functional and aesthetic quality. Exterior finishes should exhibit quality workmanship, longevity, sustainability, and ease of maintenance. Building materials recommended for new construction include brick, stone, wood, concrete, and glass.

e) Recommended materials for new construction include brick, stone, wood, concrete, and glass.

f) Materials should be resilient to changing climate conditions.

g) Avoid using products that imitate authentic materials.

h) For the front façade, use one to two primary materials, and up to two accent materials.

i) Avoid changing materials at building corners. Wrap primary materials around for at least 1.2 metres from the front façade.

j) Vinyl siding and vinyl windows are discouraged where they face a public street or open space.

k) Avoid using plastic, plywood, concrete block, or glass that is either tinted or mirrored.

Historic character appearance and entry feature

New building using complementary façade materials

Entrances and Porches

Entrances and porches are often the most visible and frequently used parts of a building façade. They are key reference points when approaching a building.

l) The main entrance should face the street. The front door should be prominent, clearly visible, and easily accessed from the street.

m) Highlight front entrances through design features such as porches, verandas, arches, generous overhangs, or upper-storey elements like cantilevers or recesses.

n) Porches and verandas should be usable spaces, with a minimum depth of 1.5 metres. They must not extend into the public right-of-way.

o) The design and placement of front entry features should reflect the character of the surroundings and maintain general consistency.

Porch feature for a multi-unit building

Historic character entry feature

1.7 Parking, Driveways, and Garages

Parking is functionally necessary in Neighbourhood Areas, but it should not come at the expense of landscaping or the existing green areas on private lots. It should also not dominate or define the character of the area.

Guidelines

Private Lot Parking

a) Front yard parking should generally be discouraged. On-site parking should be located on the property's side or rear yard whenever possible.

b) Surface parking areas for multi-residential building forms should include pavement markings for stalls, pedestrian-scaled lighting, and be screened from public view with low fencing, architectural features, or landscaping.

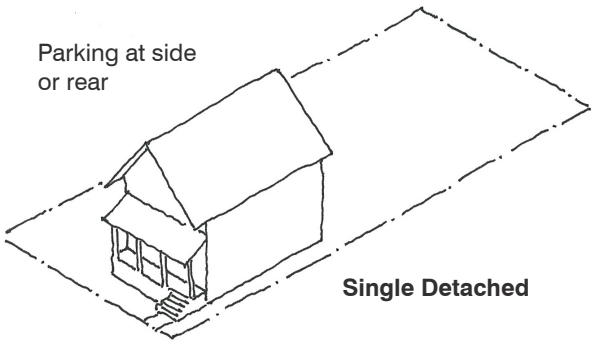
c) Walkways should be visually distinguished from vehicular areas through a change in material or by using a planted or sodded edge.

On-Street Parking

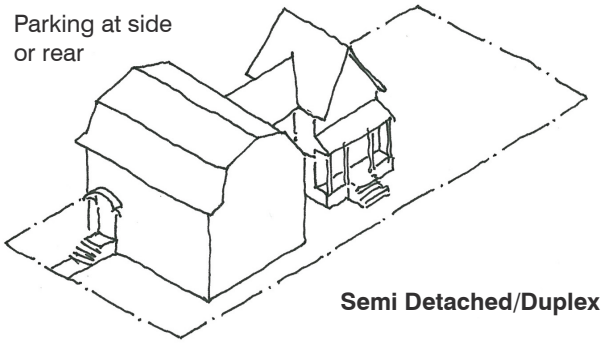
d) Vehicles should not be parked in areas of the City right-of-way, except where on-street parking is permitted.

e) On-street parking may be used for visitor parking spaces, where permitted and subject to restriction.

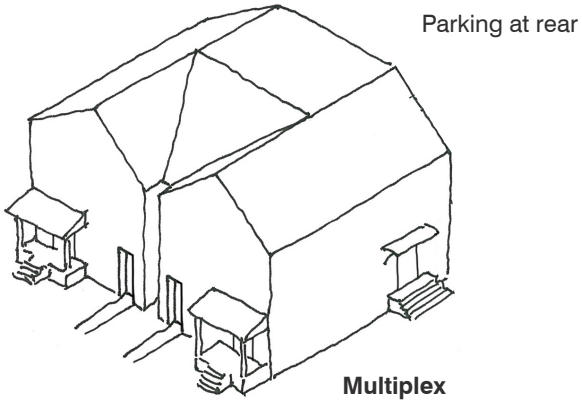
f) Additional parking for accessory units may be accommodated with overnight on-street parking, where permitted and subject to restriction.



Single Detached



Semi Detached/Duplex



Multiplex

Driveways

g) Minimize driveway width to match the interior width of the garage.

h) Separate driveways from the side lot lines by a landscaped strip that is a minimum of 0.5 metres wide, where possible.

i) Driveways should have a separation from the building wall.

j) Provide walkways and/or landscaping between driveways and building walls.

k) Locate driveways as far as possible from parks, open space features, public walkways, schools, and intersections.

Garages

l) Front garages are discouraged in the Neighbourhoods. Place garages along the flanking side yard where rear yard placement is not possible.

m) Ensure both attached and detached garages are a natural extension of the design, massing, and materials of the main building.

n) Detached garages should only be permitted in the rear and interior side yards.

o) Garage doors facing a public street should be set back a minimum of 6 metres from the front property line to allow a car to sit in front of the garage on private property.

p) Driveways and/or garage doors should not dominate the front façade of the primary building or the view from the street.

q) Recess front garages 0.5 metres from the main wall of the building to reduce visual impact of garage doors on the streetscape.

r) A maximum of one garage door may be permitted to face the street, with a maximum width of 40 percent of the building's width.

s) If a second storey is built over the garage, it must be set back a maximum of two metres.

1.8 Landscaped Area

The maintenance and enhancement of the network of rear-yard trees and vegetation on private lots is one of the primary objectives for the Neighbourhoods. These areas, collectively referred to as the Sponge Area, are characterized by large mature trees, a variety of shrub plantings, grass areas, and in some places, smaller structures such as sheds, garages, and secondary dwelling units. These spaces help define the character of the residential neighbourhood while also providing benefits such as stormwater management and permeability, shade and cooling, and natural corridors or habitat for birds and wildlife.

Demonstration illustrating secondary dwelling units located to preserve the permeable "Sponge Area" at the rear of lots

Guidelines

a) New buildings, additions, and secondary dwelling units should preserve and protect existing healthy and mature trees, by preserving existing soft landscaped areas within the dripline of existing trees, including throughout construction.

b) Preserve and protect areas of soft landscaping and permeability in the rear of the lot. Replace built over or paved soft landscaping with equivalent permeable areas elsewhere on the lot.

c) Minimize the use of hard, paved areas to reduce surface runoff and heat island effect.

d) Use native, resilient, and drought-tolerant plants. Encourage naturalized plantings.

e) Avoid planting invasive and non-native species.

f) Minimize manicured lawn/turf grass and use drought-tolerant varieties, where possible. Consider using alternative low-maintenance groundcovers or wildflower meadows.

Soft landscaped areas in the "Sponge Area"

Example of a Sponge Area in the South Core

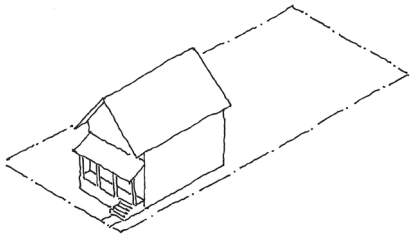
B 2 Corridor

2.1 Corridor Overview

The Corridor Areas allow a range of building typologies, including mixed-use mid-rise buildings from 2 to 7 storeys in height, with active uses at grade facing the Corridor Streets. Residential uses with ground-level access are encouraged along Neighbourhood Streets and may be permitted along Corridor Streets.

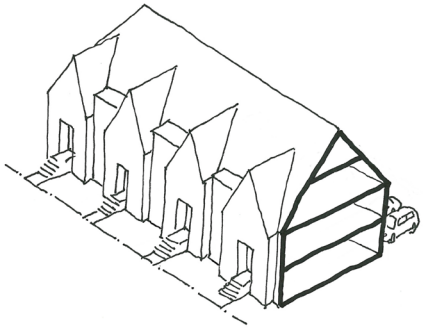
Single Detached

House form buildings with one residential dwelling unit (see **Section B1** for applicable guidance).



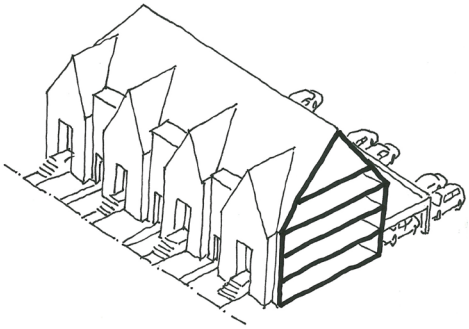
Townhouse

Multiple residential dwelling units attached to each other at their sides, with individual ground-level entrances.



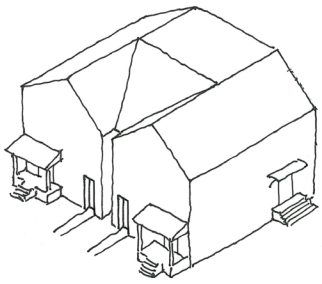
Stacked Townhouse

Multiple residential dwelling units attached to each other at their sides and above (dwelling units are stacked on top of each other), with individual ground-level entrances.



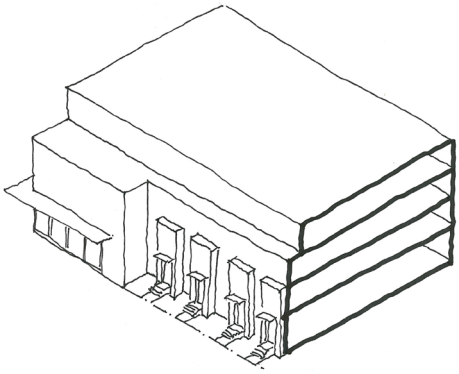
Multiplex

Multiple residential dwelling units attached to each other at their sides and above. Not all dwellings may have ground-level entrances.



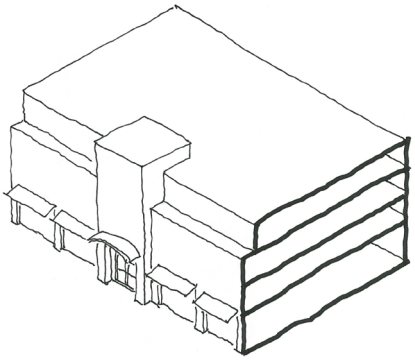
Mid-Rise Residential Building

A building with multiple dwelling units accessed from a centralized entrance and corridors. Some dwelling units may have ground-level entrances.



Mid-Rise Mixed-Use Building

A building with multiple dwelling units accessed from a centralized entrance and corridors, and with active uses at grade.



2.2 Height and Massing

Building height and massing shape the character and quality of the street experience and influence relationships with neighbouring uses. In the Corridor Areas, buildings along the street edge help define the public realm. However, reducing the visual mass of large, single buildings is also important.

Guidelines

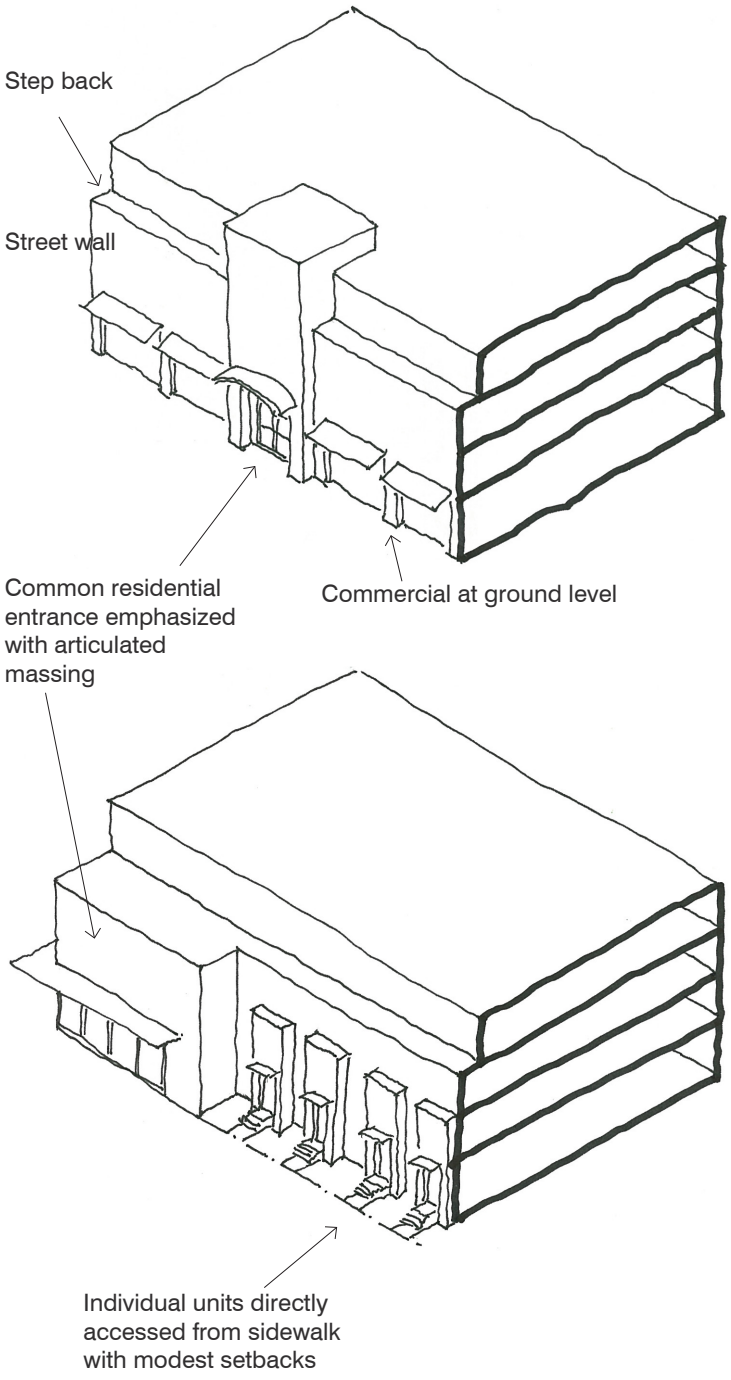
a) Building typologies anticipated include townhouses, stacked townhouses, and mid-rise buildings.

b) New buildings should consider and respect the scale and massing of adjacent residential buildings, providing setbacks, step backs, and building height transitions, as appropriate to prevent adverse impacts on neighbours.

c) Divide up larger building masses through architectural articulation, varying setbacks and roof lines.

d) Minimum ground floor height should be 4.5 metres for mixed-use buildings, to permit flexibility and the long-term adaptability of the ground level uses.

e) On buildings at corner sites and in other visually prominent locations, consider modest exceptions to setbacks, step backs, and height to allow for enhanced architectural expression.



2.3 Transition to Neighbourhoods

Appropriate transitions are essential between mid-rise buildings in the Corridors and the adjacent low-rise buildings in the Neighbourhood Areas. Applying an angular plane protects adjacent buildings from abrupt and looming transitions to taller buildings, while also ensuring sunlight penetration and privacy for buildings and yards.

Guidelines

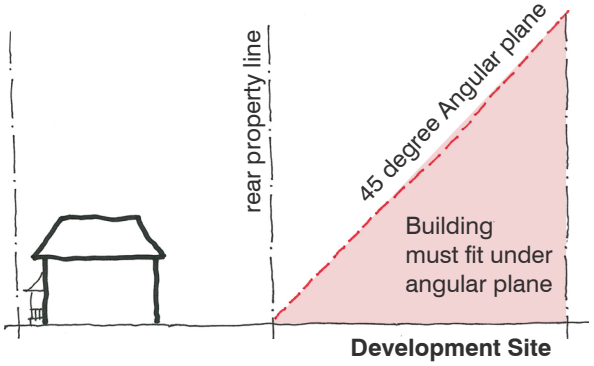
a) Buildings in the Corridor Areas abutting the rear property line of a Neighbourhood Area must be built at or below a 45 degree angular plane, originating from the rear property line of the Neighbourhood property.

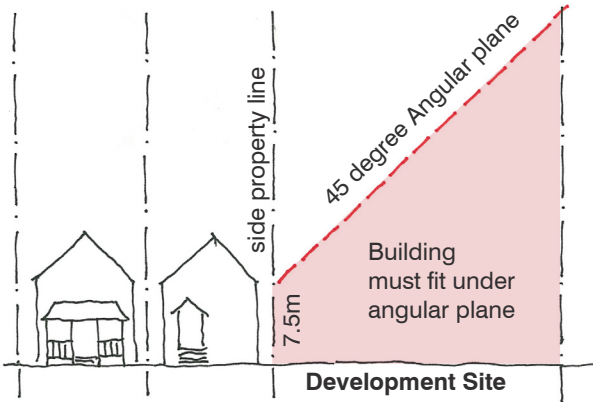
b) Buildings in the Corridor Areas abutting the side property line of a Neighbourhood Area must be built at or below a 45 degree angular plane, originating 7.5 metres above grade at the property line.

c) Where multiple Neighbourhood properties with inconsistent rear property lines abut a Corridor Area property, the angular plane originates from the average property line.

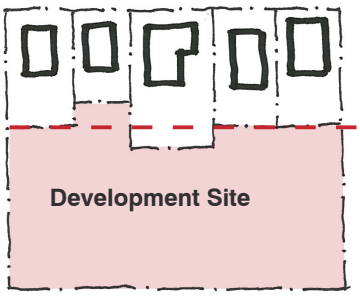
d) Angular planes are not intended to dictate a particular built form response such as “tiers”.

e) The top storey of a building or other building elements may be permitted to pierce the angular plane if the City is satisfied there will be no adverse impact on adjacent Neighbourhood Area properties.

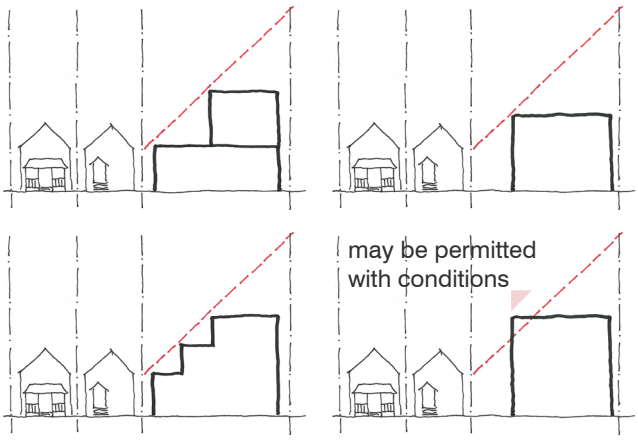




Angular planes



Defining the average rear property line



All of these buildings conform to the angular plane

Building stepping down to transition to adjacent low-rise housing

2.4 Street Relationship

The orientation and placement of buildings in a consistent line along the street helps to clearly define the public realm and enhance the pedestrian environment by providing visual animation and a sense of enclosure. Fundamental to creating a strong street wall in the Corridor Area is locating buildings at (or close to) the front property line. Above the street wall, a step back defines the top of the street wall.

Guidelines

a) Orient and address buildings to the street with clearly defined entry points that directly access the sidewalk.

b) Place buildings at or close to the street edge, with minimal setbacks.

c) Create a continuous street wall by extending buildings along the full primary property frontage. Side yard setbacks and gaps are generally discouraged, except where required for mid-block pedestrian connections or vehicular access.

d) On corner sites consider providing greater setbacks on the secondary frontage, using the space to benefit the public realm with wider sidewalks, landscaping, patio, or market space for retail uses.

e) The street wall should be 2 to 4 storeys in height, with active uses and entrances on the ground floor that connect to the sidewalk.

f) Above the street wall, taller portions of the building should step back a minimum of 2 metres.

g) Site buildings to define the edges of public open spaces such as plazas, parks, or squares.

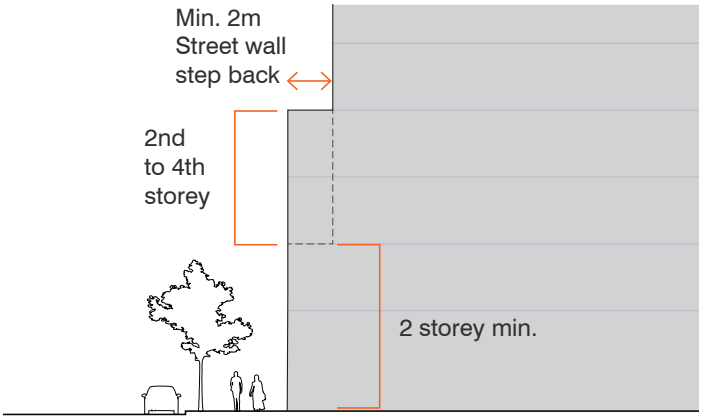


Diagram illustrating street wall height and step back

Mid-rise building with a 3-storey street wall

2.5 Heritage Buildings

The Corridor Areas contain a number of designated and listed heritage buildings, as well as other buildings with heritage value that contribute to the character of the South Core. It is important that new development adjacent to heritage buildings, and renovations to heritage buildings, maintain and enhance the defining characteristics of these structures.

Guidelines

a) Preserve, renovate, or adaptively reuse heritage buildings wherever possible.

b) Where heritage buildings cannot be preserved, renovated, or adaptively reused as a whole, integrate the heritage façades or other significant building elements or details into new development. Preserved façades should generally remain in their original locations and appear to be integrated with the new construction in a manner that maintains the building's historical continuity.

c) Original, historic building materials and details should be retained wherever possible, and those that had been previously covered or removed should be uncovered, refurbished, or restored. Historic material should never be covered with modern materials, and unpainted brick should remain unpainted.

d) Design new buildings to be compatible with adjacent heritage buildings in massing, setbacks, and materials.

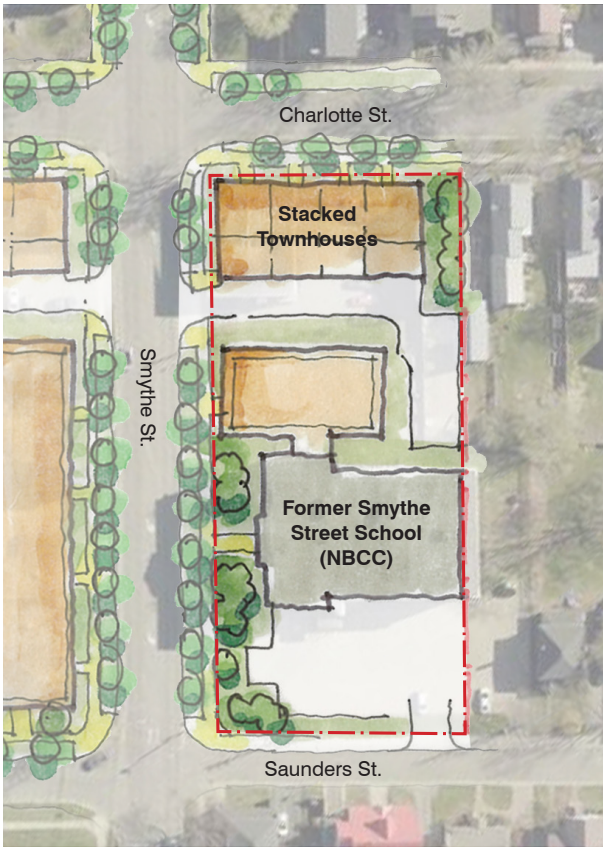
e) New construction should be visibly differentiated from the old, achieving compatibility primarily through harmonious scale, massing, façade articulation, and material use.

f) Set back all or part of new buildings adjacent to a heritage building to create a sense of separation for the heritage building and to highlight important features such as towers, roofing, or other significant heritage elements.

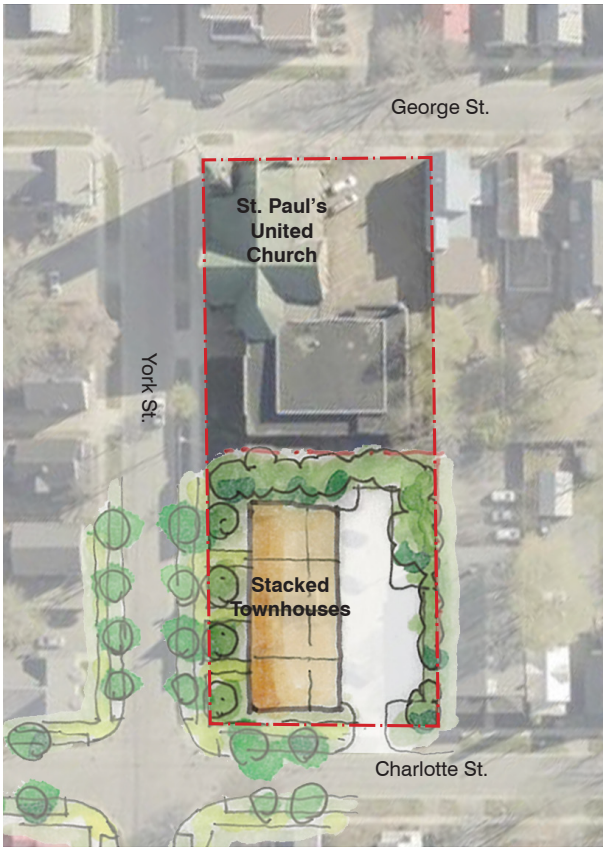
g) Provide additional setbacks for new buildings adjacent to landmark heritage buildings to preserve their prominence and sightlines, including views of key landmark features such as steeples or towers.

Former St. Dunstan's School on Regent Street adaptively reused and converted into apartments

Preserved façades in a large redevelopment



Demonstration of redevelopment that preserves the former Smythe Street School building



Demonstration of redevelopment that preserves the St. Paul's United Church building

Former Smythe Street School adaptively reused and converted into corporate offices

St. Paul's United Church site on York Street

2.6 Building Elements

Building elements such as the façade articulation, entrances, rooftop, and signage together determine the overall character of a building. This section has the same content as Section 3.6.

Guidelines

Façade Articulation

The articulation of a building's façade contributes to human scale, a sense of animation, and helps to break up larger building surfaces and reduce the apparent scale of the building. Articulation concerns the placement and relationships of materials, windows, doors, and other architectural elements.

a) Use vertical and horizontal recesses or projections, step backs or changes of plane, and variations of texture, colour, materials and detailing to articulate a clearly defined organization of the building façade.

b) Create a human-scaled and fine-grained character along the street with a rhythm of vertical elements or bays, and frequent windows and doors.

c) Articulate both street facing façades of a corner building to the same high level of design, with architectural elements that respond to the corner.

Articulation of a façade with vertical rhythm of bays, windows, and canopies

Corner building that frames both streets with enhanced massing, roofline, material, and entrance

Entrances

Entrances are often the most recognized and used part of building façades, something that people look for when approaching a building.

d) Entrances to buildings should address the primary street and be clearly articulated and expressed.

e) Emphasize entrances with architectural forms and detailing such as changes in height and massing, projection, shadow, punctuation, and change in roofline.

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

g) Ensure entrance areas and transitions from inside to outside are barrier free and accessible, with continuous and relatively flat and smooth grading, and do not obstruct the installation and maintenance of building services (i.e. water, sewer, electrical, communication, etc.).

Canopy protecting major building entrance


Entrance to residential units in a mixed-use building

Rooftops and Mechanical Equipment

The design of the roofline has an impact on the character of the streetscape, especially from a distance. Both roof and roofline contribute to architectural quality and skyline views.

h) 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.

i) Mechanical penthouses and solar panels should be integrated with the architectural treatment of the roofline and building expression.

j) Screen rooftop mechanical equipment with materials that are complementary to the building.

k) Green roofs are encouraged on new buildings to provide aesthetic and sustainability benefits, as well as providing amenity space for building occupants.

Interesting rooflines and rooftop mechanical integrated into design

Green roofs, interesting rooflines, and rooftop mechanical integrated into design (image: Payton Chung, CC BY 2.0, Flickr)

Signage

Building signage plays a significant role in the character and animation of mixed-use areas.

l) The scale of commercial signage should reinforce the pedestrian scale of the street by locating signs at or near ground level for viewing from sidewalks.

m) Integrate signs into the organization and design of building façades by placing them within sign bands, architectural bays, friezes, etc.

n) Signs should not obscure windows, cornices, or other architectural elements.

o) Commercial signage should not overwhelm the building and/or storefront.

p) Large freestanding signs such as pylons, signs on top of rooftops such as billboards, and back lit illuminated rectangular sign boxes are discouraged.

q) Signs should be constructed of durable, high-quality materials and be well-maintained.

r) Street addresses should be clearly visible for every building.

Address signage integrated into building design

Signage integrate into a sign band as part of the façade design

2.7 Parking, Loading, and Servicing

Parking, vehicle access, and service functions like loading and storage are functionally necessary for buildings and sites. However, their design and placement must not undermine the streetscape and pedestrian life.

Guidelines

a) Parking should not be located between buildings and the street edge. Parking is best located underground, where feasible, or to the rear of buildings in small surface lots.

b) Break up large surface parking areas into smaller parts using trees, lighting, and walkways.

c) Ensure surface parking is well lit at night, while considerate of adjacent residential uses.

d) Access to parking and servicing areas should clearly prioritize pedestrian movement and preserve the continuity of the public sidewalks.

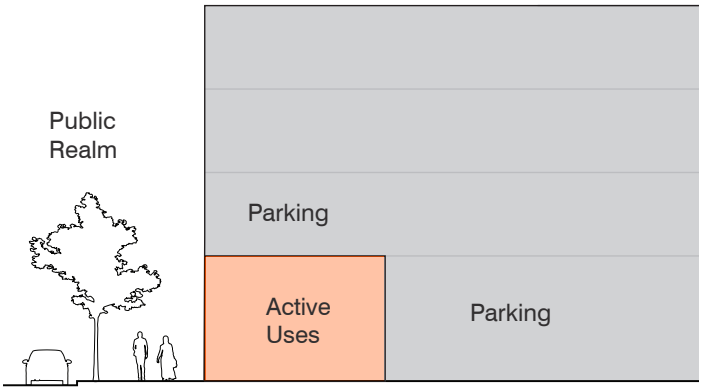
e) Clearly demarcate walkways through parking areas with the use of paving materials, landscaping, and lighting. Where possible, provide multiple pedestrian entry/exit points to surface parking.

f) Screen surface parking areas from adjacent public sidewalks and public spaces using materials that provide a visual buffer while still allowing clear visibility into the parking areas from adjacent sidewalks, and that meet CPTED requirements. For example, use landscaping, low screen walls, decorative fencing, a trellis, and/or grillwork that does not obstruct sightlines and vehicle movement.

g) Where possible, provide multiple pedestrian

Pedestrian priority established across vehicular access

Screening of surface parking area from adjacent sidewalk



Active uses sleeve parking structures at ground level

Parking structure with retail uses facing street at ground level

access points to surface parking.

h) Parking inside a building or parking structure should be separated from adjacent streets with a sleeve of active uses at grade (e.g. retail). Where parking is within a building or structure, separate it from the street with active uses at grade. Where active uses are not feasible, use decorative and integrated materials to screen parking from the street.

i) Design parking structure with high-quality materials and architectural elements that contribute to a positive streetscape.

j) Integrate storage units and bike parking into parking structures, where feasible.

k) Locate servicing and access points where they are minimally visible to the public realm, preferably at the rear of buildings.

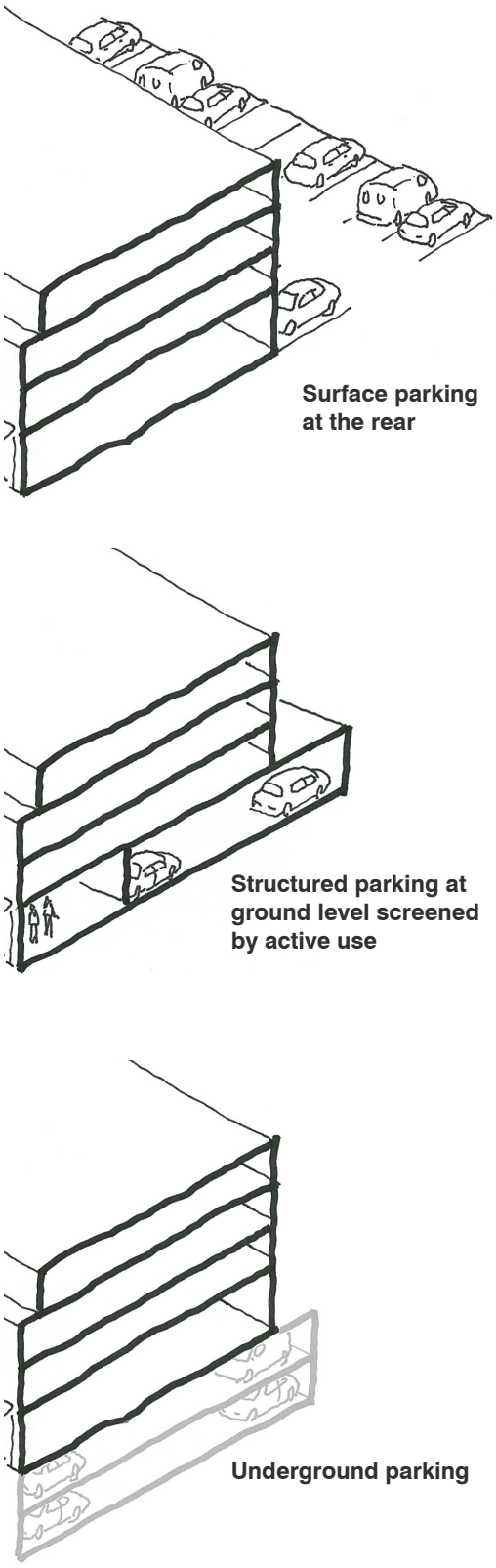
l) Ensure vehicular and servicing access has a minimal impact on the streetscape, by minimizing their size and width and by integrating them with the building design.

m) Where access and service areas are visible from public spaces, provide high-quality materials and screening elements consistent with the principle building.

n) Whenever feasible, share laneways, driveways, and servicing areas among multiple buildings.

o) Wherever feasible, align driveways for multi-residential and mixed-use buildings to reduce potential intersection conflicts.

p) Integrate waste storage areas into the building design wherever possible, and screen them from view when they are visible from surrounding public streets and spaces.



Options for parking for mid-rise buildings

2.8 On-Site Features

On-site features include the landscaping of spaces around buildings, pedestrian connections, and the location and screening of utilities and servicing infrastructure.

Guidelines

Landscaping

The landscaping and design of the spaces around buildings play an important role in reinforcing high-quality streetscapes, as well as providing amenity for pedestrians and building occupants.

a) Landscaping should reinforce a well-defined street edge and support the architectural composition of the site.

b) Where a non-residential building is set back from the street edge, the privately owned land should be designed as an extension of the public realm. Include landscape treatments or pedestrian amenities such as planting areas, seating, lighting, street trees, and public art.

c) Where residential uses are located at ground level, individual units should be articulated in the façade design and accessed directly from the sidewalk, with a semi-private front yard transition zone that includes landscaping, grade shifts, and low walls or decorative fencing.

d) Trees planted on private property should reinforce the primary public street tree planting through species selection, location, spacing, and planting conditions.

e) Landscaping on parts of private property accessible to the public should meet Crime Prevention Through Environmental Design (CPTED) requirements, including the use of low plant materials (under 0.9 metres in height).

f) Fencing in the Corridors should generally be decorative and low, consistent with CPTED principles. Exceptions may apply where fencing is used to enclose private or non-public shared amenity spaces, or where it functions as a visual screen.

Setback integrated into public realm of streetscape

Transition zone between sidewalk and individual residential units

Utilities

The careful placement and screening of utility infrastructure help to minimize visual and physical impacts on the public realm and pedestrian life.

g) Discretely locate utility meters, service meters, vents, telecommunications gear, and other necessary mechanical equipment where they are not visible from public spaces. Where visibility is unavoidable, integrate them into the building design using recesses, enclosures, or placement under steps or porches. Screening with landscaping or architectural elements is encouraged.

h) Where service or mechanical infrastructure must be located apart from the building and is visible from public spaces, it should be screened using landscaping or architectural elements, while remaining accessible for servicing and meter readings.

Screening of utility meters next to a building entrance

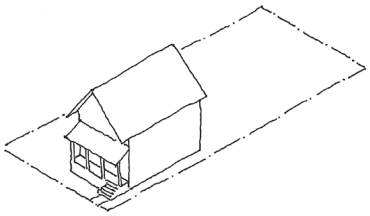
B 3 Mid-Town

3.1 Building Typologies

Building typologies permitted in the Mid-Town area include a range of low-rise to high-rise buildings, from 2 to 15 storeys in height, with active uses at grade facing the Corridor Streets. Residential uses with ground-level access are encouraged along Residential streets or along private streets within larger development sites.

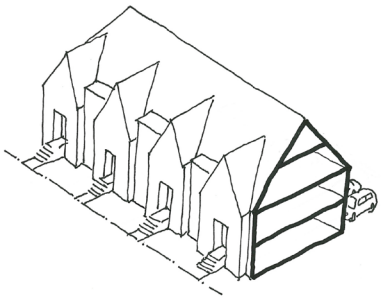
Single Detached

House form buildings with one residential dwelling unit. (See Section B1 for applicable guidance.)



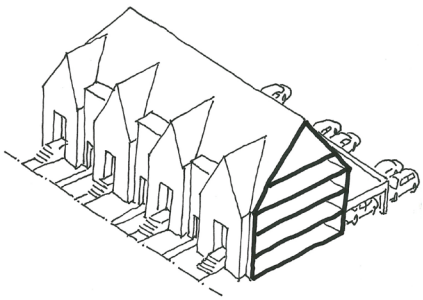
Townhouse

Multiple residential dwelling units attached to each other at their sides, with individual ground-level entrances.



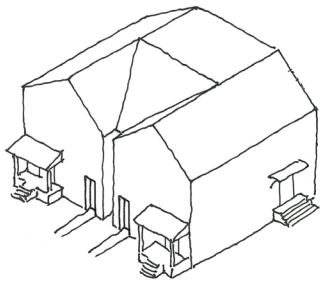
Stacked Townhouse

Multiple residential dwelling units attached to each other at their sides and above (dwelling units are stacked on top of each other), with individual ground-level entrances.



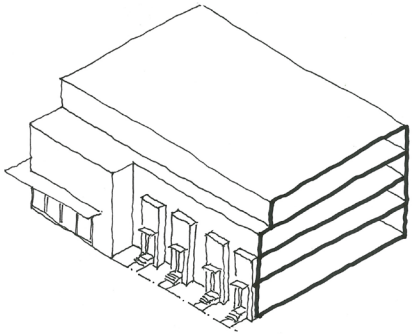
Multiplex

Multiple residential dwelling units attached to each other at their sides and above. Not all dwellings may have ground-level entrances.



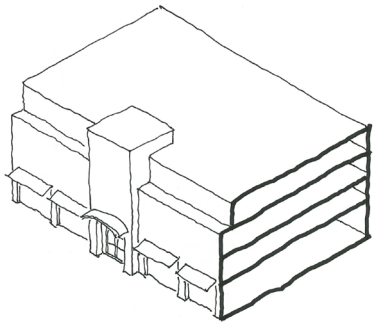
Mid-Rise Residential Building

A building with multiple dwelling units accessed from a centralized entrance and corridors. Some dwelling units may have ground-level entrances.



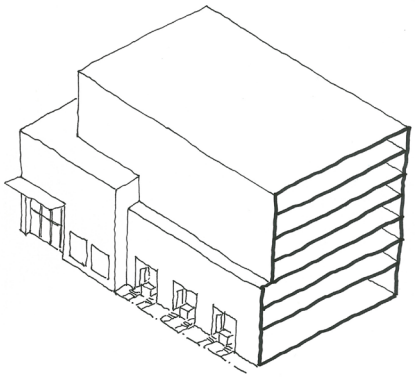
Mid-Rise Mixed-Use Building

A building with multiple dwelling units accessed from a centralized entrance and corridors, and with active uses at grade.



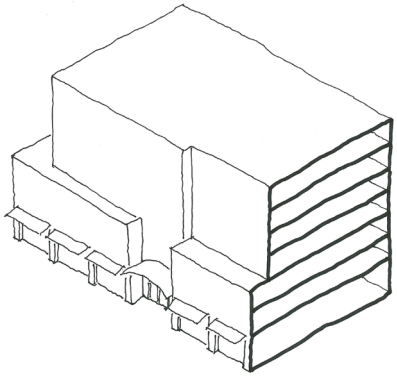
High-Rise Residential Building

A building over 7 storeys in height with multiple dwelling units accessed from a centralized entrance and corridors. Some dwelling units may have ground-level entrances.



High-Rise Mixed-Use Building

A building over 7 storeys in height with multiple dwelling units accessed from a centralized entrance and corridors, and with active uses at grade.



3.2 Height and Massing

Building height and massing impact the character and quality of the street experience and the relationship to neighbouring uses. In the Mid-Town, buildings along the street edge shape the public realm, but it is also important to reduce the visual mass of large buildings.

Guidelines

a) Divide up larger building masses through architectural articulation, varying setbacks, and rooflines.

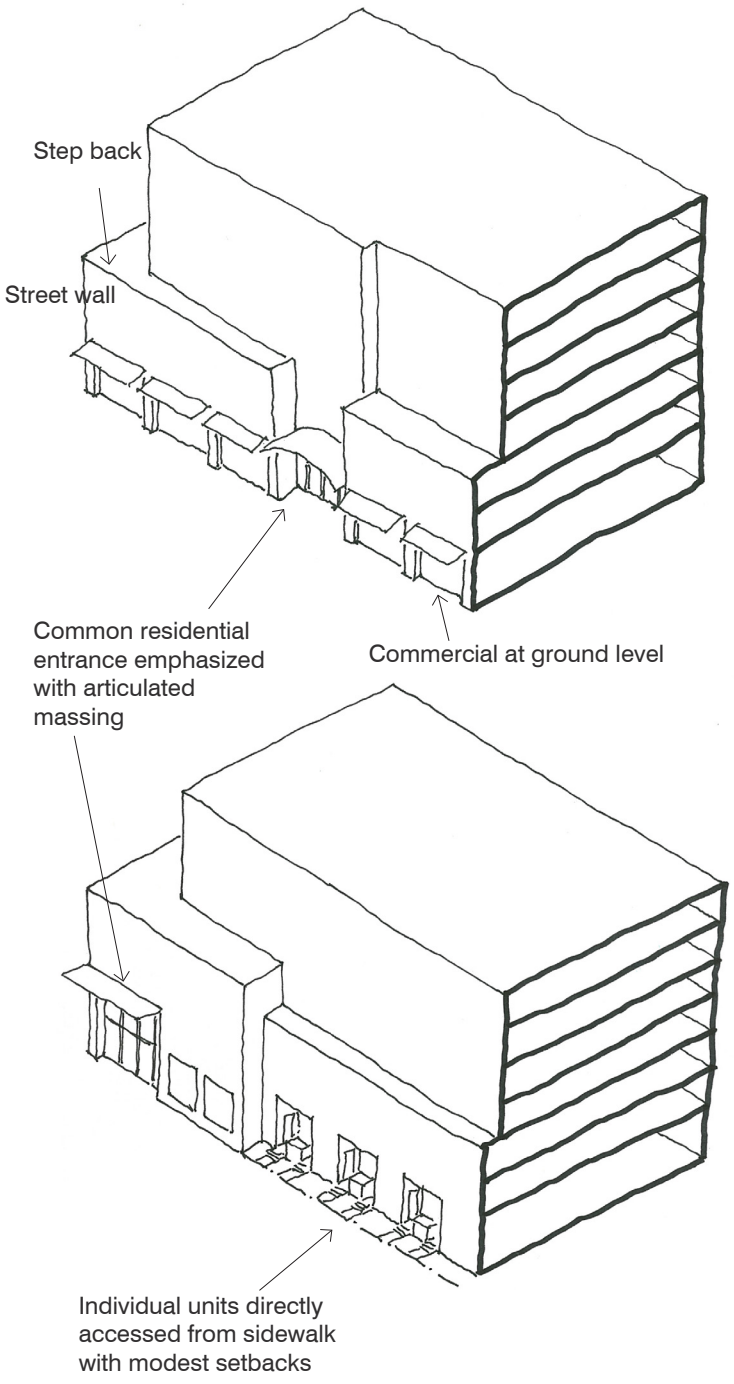
b) Minimum building height in the Mid-Town is 2 storeys. Maximum building height is 12 storeys, except in designated gateways where the maximum height is up to 15 storeys.

c) Minimum ground floor height is 4.5 metres for mixed-use buildings, to support flexibility, and the long-term adaptability of ground-level uses.

d) Vary the height of taller buildings across larger sites.

e) Tower portions of high-rise buildings should be separated from one another by a minimum of 20 metres.

f) On buildings at corner sites or in visually prominent locations, consider exceptions to setbacks, step backs, or height limits to allow for enhanced architectural expression.



3.3 Gateways, Prominent Corners, and Terminus Sites

Buildings in gateways, on prominent corners, and at view terminus sites have greater civic obligations to create a design that establishes a landmark and responds to their visual prominence through enhanced architectural treatment, public space, or both.

Guidelines

a) Enhance the distinction and landmark quality of buildings in gateway and visually prominent locations with taller building elements such as towers, rotundas, porticos, changes in building plane, overhangs, special rooflines, public art, or street wall height exceptions—provided that such elements exhibit compatibility with adjacent context and scale, compatibility with the principal building expression, and design excellence.

b) Buildings in gateway areas should include high-quality architectural treatment and consistent material use on all building façades visible from the public realm.

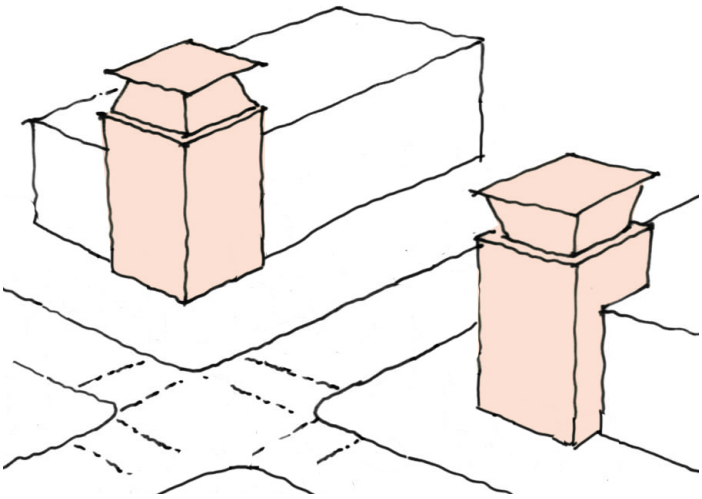
c) Create paired corner buildings on either side of a street to emphasize a sense of entry.

d) New development and landscaping should frame, not block, public views of landmark sites, natural features, public art, or other significant elements.

e) Buildings that terminate long view corridors should be designed to feature a prominent architectural element, such as a tower or vertical massing feature.

f) Off-street parking lots should be screened from the street edge at gateway or landmark locations.

Landmark building element



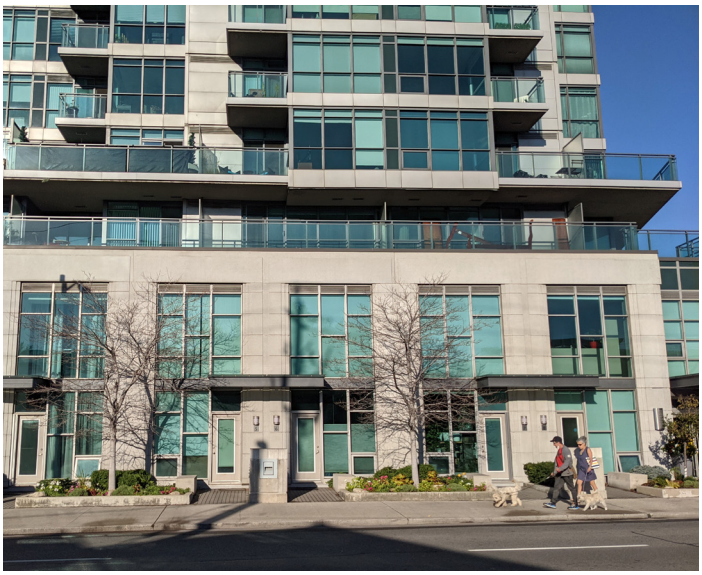
Paired corner buildings to emphasize a sense of entry

3.4 Street Relationship

The orientation and placement of buildings in a consistent line along the street helps to clearly define the public realm and enhance the pedestrian environment by introducing visual interest and a sense of enclosure.

Fundamental to creating a strong street wall in the Mid-Town is locating buildings at or near the front property line. Above the street wall, a step back defines the top of the wall. For high-rise buildings over 8 storeys, the podium (a low-rise base for the tower above) establishes a consistent street wall, with the tower set back to reduce visual impact at the street level.

Diagram illustrating street wall/podium height and step back



Podium establishing the street wall with a tower step back

Guidelines

a) Orient and address buildings to the street with clearly defined entry points that directly access the sidewalk.

b) Place buildings at or close to the street edge, with minimal setbacks.

c) Create a continuous street wall by extending buildings along the full primary property frontage. Side yard setbacks and gaps are generally discouraged, except where required for mid-block pedestrian connections or vehicular access.

d) On corner sites, consider providing greater setbacks on the secondary frontage to benefit the public realm with wider sidewalks, landscaping, patios, or market space.

e) The street wall or podium should be 2 to 4 storeys in height, with active uses at grade.

f) Above the street wall or podium, taller portions of the building should step back a minimum of 2 metres.

g) Site buildings to define the edges of public open spaces such as plazas, parks, or squares.

3.5 Heritage Buildings

The Mid-Town contains a number of designated and listed heritage buildings, as well as other buildings with heritage value that contribute to the character and history of the area. It is important that adjacent new development and renovations to heritage buildings maintain and enhance the defining characteristics of the heritage buildings.

Guidelines

a) Preserve, renovate or adaptively reuse heritage buildings wherever possible.

b) Where heritage buildings cannot be preserved, renovated or adaptively reused as a whole, integrate the heritage façades or other significant building elements or details into new development. Preserved façades should generally be located in their original locations and appear to be integrated with the new construction in a manner that suggests the entire building has been retained.

c) Original, historic, building materials and details should be retained whenever possible, and those that had been previously covered or removed should be uncovered, refurbished or recreated. Historic material should never be covered with modern materials, and unpainted brick should not be painted.

d) Design new buildings to be compatible with adjacent heritage buildings in massing, setbacks, and materials.

e) New construction should be visibly differentiated from the old, achieving compatibility primarily through harmonious scale, massing, façade articulation, and materiality.

f) Set back all or part of new building adjacent to a heritage building to create a sense of separation for the heritage building and to highlight important features such as towers, roofline, or other significant heritage elements.

g) Provide additional setbacks for new buildings adjacent to landmark heritage buildings to maintain the prominence and sightlines of the building, and/or its key landmark features (eg. tower, steeple).

Former Hartt Boot and Shoe Co. Factory, South Core


Preserved façades in a large redevelopment

3.6 Building Elements

Building elements such as the façade articulation, entrances, rooftop treatment, and signage together determine the overall character of a building. This section has the same content as Section 2.6.

Guidelines

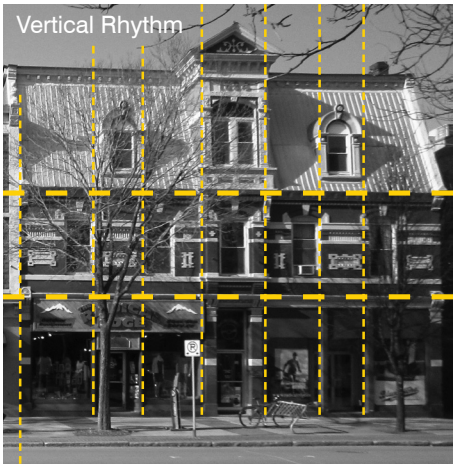
Façade Articulation

The articulation of a building's façade contributes to human scale, a sense of animation, and helps to break up larger building surfaces and reduce the apparent scale of the building. Articulation concerns the placement and relationships of materials, windows, doors and other architectural elements.

a) Use vertical and horizontal recesses or projections, step backs, or changes of plane, and variations of texture, colour, materials and detailing to articulate a clearly defined organization of the building façade.

b) Create a human-scaled and fine-grained character along the street with a rhythm of vertical elements or bays, and frequent windows and doors.

c) Articulate both street facing façades of a corner building to the same high level of design, with architectural elements that respond to the corner.



Articulation of a façade with vertical rhythm of bays, windows, and canopies

Example of a building with strong vertical rhythm elements

Use of material, colour, variation of setback, and roof line

Entrances

Entrances are often the most recognized and used part of building façades, something that people look for when approaching a building.

d) Entrances to buildings should address the primary street and be clearly articulated and expressed.

e) Emphasize entrances with architectural forms and detailing such as changes in height and massing, projection, shadow, punctuation, and change in roofline.

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

g) Ensure entrance areas and transitions from inside to outside are barrier-free and accessible, with continuous and relatively flat and smooth grading.

Frequent doors, windows, and pedestrian generating uses

Architectural expression emphasizing main entrance location

Rooftops and Mechanical Equipment

The design of the roofline has an impact on the character of the streetscape, especially from a distance. Both roof and roofline contribute to architectural quality and skyline views.

h) 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.

i) Mechanical penthouses should be integrated with the architectural treatment of the roofline and building expression.

j) Screen rooftop mechanical equipment with materials that are complementary to the building.

k) Green roofs are encouraged to provide aesthetic and sustainability benefits, as well as providing amenity space for building occupants.

Interesting rooflines and rooftop mechanical integrated into design

Green roof on a commercial building (image: Sookie, CC BY 2.0, Flickr)

Signage

Building signage plays a significant role in the character and animation of mixed-use areas.

l) The scale of commercial signage should reinforce the pedestrian scale of the street by locating signs at or near ground level for viewing from sidewalks.

m) Integrate signs into the organization and design of building façades by placing them within sign bands, architectural bays, friezes, etc.

n) Signs should not obscure windows, cornices, or other architectural elements.

o) Commercial signage should not overwhelm the building and/or storefront.

p) Large freestanding signs such as pylons, signs on top of rooftops such as billboards, and back lit illuminated rectangular sign boxes are discouraged.

q) Signs should be constructed of durable, high-quality materials and be well-maintained.

r) Street addresses should be clearly visible for every building.

Address signage integrated into a wall at the entrance

Retail signage integrated into building design (Copyright Queen's Printer for Ontario, photo source: Ontario Growth Secretariat, Ministry of Municipal Affairs)

3.7 Parking, Loading, and Servicing

Parking and vehicular access to buildings and properties, and servicing needs such as loading and waste pickup are necessary for the Mid-Town to function properly, but care must be taken to minimize their physical and visual impacts on the public realm and pedestrian life.

Guidelines

a) Parking should not be located between buildings and the street edge. Parking is best located underground, where possible, above ground in structures or to the rear of buildings in small surface lots.

b) Break large surface parking areas into smaller parking units through the use of trees, lighting, and walkways.

c) Ensure surface parking is well lit at night.

d) Access to parking and servicing areas should clearly prioritize pedestrian movement and the continuity of the public sidewalks.

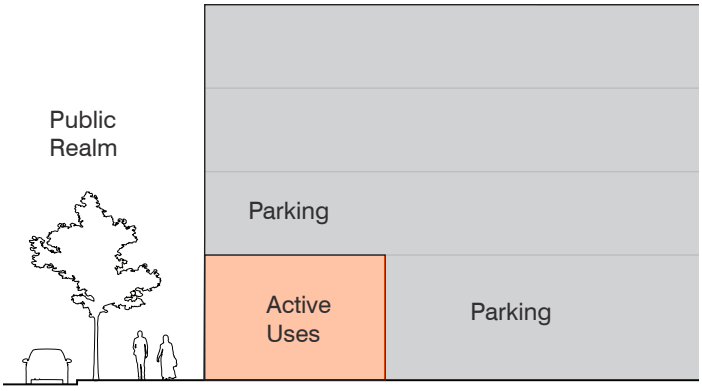
e) Clearly demarcate walkways through parking areas with the use of paving materials, landscaping, and lighting.

f) Screen surface parking areas from adjacent public sidewalks and public spaces using materials that provide a visual buffer while still allowing clear visibility into the parking areas from adjacent sidewalks, and that meet CPTED requirements, for example by using landscaping, low screen walls, decorative fencing, a trellis, and/or grillwork.

g) Where possible, provide multiple entry/exit points to surface parking.

h) Parking inside a building or parking structure should be separated from adjacent streets with a sleeve of active uses at ground level (e.g. retail). When an active use at grade is not feasible, the parking may be screened with attractive and decorative materials that integrate with the streetscape and design of the building.

Parking structure with rhythmic façade design (image: La Citta Vita, CC BY-SA 2.0, Flickr)



Active uses sleeve parking structures at ground level

i) Parking structure façades should be articulated with high-quality design and materials that contribute to a positive streetscape.

j) Integrate storage units and bike parking into parking structures, where feasible.

k) Locate access and servicing where they are minimally visible to the public realm, preferably at the rear of buildings.

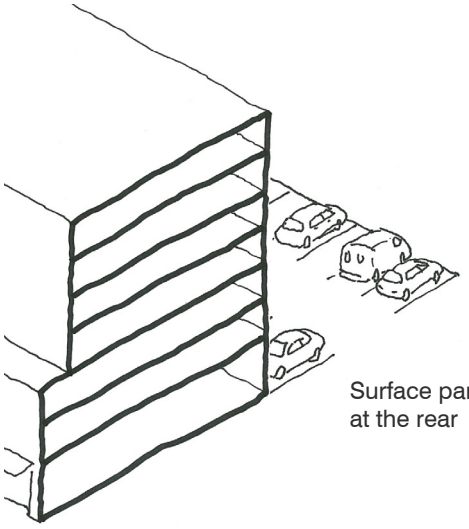
l) Ensure vehicular and servicing access has a minimal impact on the streetscape, by minimizing their size and width and by integrating them with the building design.

m) Where access and service areas are visible from public spaces, provide high-quality materials and screening elements consistent with the principle building.

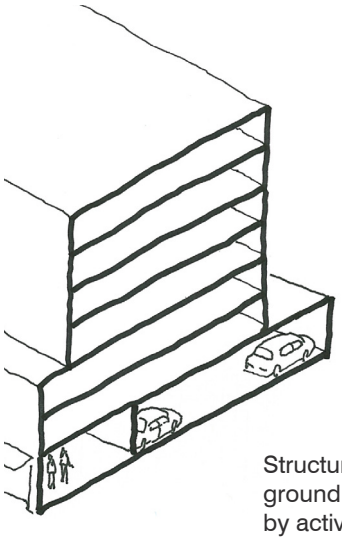
n) Whenever feasible, share laneways, driveways, and servicing areas among multiple buildings.

o) Wherever feasible, align driveways for multi-residential and mixed-use buildings to reduce potential intersection conflicts.

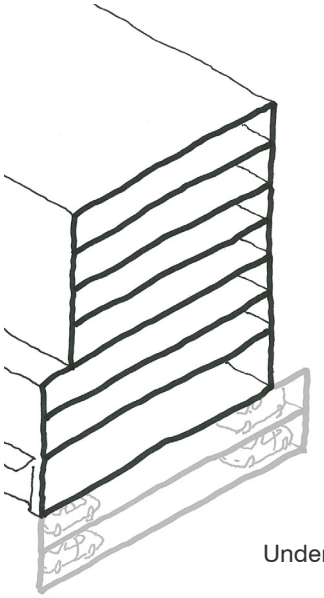
p) Integrate waste storage areas into the building design wherever possible, and screen them from view when they are visible from surrounding public streets and spaces.



Surface parking at the rear



Structured parking at ground level screened by active use



Underground parking

3.8 On-Site Amenities

On-site amenities include the landscaping of spaces around buildings, pedestrian connections, and the location and design of utilities.

Guidelines

Landscaping

The landscaping and design of the spaces around buildings play an important role in reinforcing high-quality streetscapes, as well as providing amenities for pedestrians and building occupants.

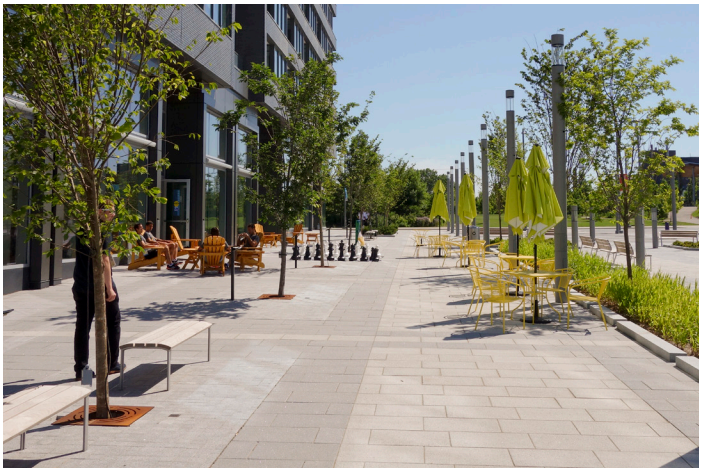
a) Landscaping should reinforce a well-defined street edge.

b) Where a non-residential building is set back from the street edge, the privately owned land should be designed as an extension of the public realm, including landscape treatments and/or pedestrian amenities such as planting areas, seating, lighting, street trees, and public art.

c) Where residential uses are located at ground level, individual units should be articulated in the façade design and accessed directly from the sidewalk or a pedestrian connection, with a semi-private front yard transition zone that includes landscaping, grade shifts, and low walls or decorative fencing, but does not obstruct the installation and maintenance of building services (e.g. water, sewer, electrical, communication, etc.).

d) Trees planted on private property should reinforce the primary public street tree planting through species selection, location, spacing, and planting condition.

e) Fencing in Mid-Town should generally be decorative and low, meeting CPTED requirements, except where the fence encloses exterior private or non-public shared amenity space or is being used as a screen.



Setback integrated into public realm of streetscape

Transition zone between sidewalk and individual residential units

Pedestrian Connections

Providing publicly-accessible pedestrian connections through larger development sites is important to connect to trails and provide mid-block connections to improve the overall pedestrian connectivity of Mid-Town.

f) The clearway in pedestrian connections should be a minimum of 1.8 metres wide.

g) Provide mid-block pedestrian connections to supplement the street pattern and connect open spaces, major destinations, and transit corridors.

h) Mid-block pedestrian connections faced with ground-related residential units should allow for a minimum 10 metre separation distance between building faces.

i) Use distinctive pedestrian surface materials that are continuous and clearly distinguishable across driveways.

j) Design sidewalks and crosswalks to be barrier-free and accessible.

k) Pedestrian connections should be well-lit and adhere to CPTED requirements.

Mid-block connection with plantings, lighting and clear sightlines

Demonstration Plan illustrating a mid-block connection that also connects to the Crosstown Trail

Utilities

The careful placement and screening of utilities helps to minimize their physical and visual impacts on the public realm and pedestrian life.

l) Locate utility meters, service meters, vents, telecommunications gear, and other necessary mechanical equipment discretely and, where they are visible from public spaces, integrate them into the design of the building through techniques such as recesses, enclosures and under steps or porches, or screen them with landscaping or architectural elements.

m) Service/mechanical elements that must be separated from the building, where they are visible from public spaces, should be screened from view with landscaping or architectural elements, while remaining accessible for readings.

Screen and planting around gas metres

3.9 Institutional Uses

Institutional uses include schools, public libraries, museums, community centres, or other similar uses that meet the recreational, health, social, educational, and cultural needs of residents.

Guidelines

a) Site stand-alone community service use buildings prominently and where possible, to terminate views or create landmarks.

b) Terminate important views and vistas with special architectural elements, massing, etc.

c) Locate stand-alone community service use buildings close to the street to reinforce the street wall and define intersections. Consider further setbacks to create a wider public realm or entry plaza.

d) Provide main entrances and active frontages with a high level of visual transparency and permeability along the public street.

e) Consider integrating community service uses into mixed-use, residential, or multi-storey buildings in order to maximize the use of the site and services, promote cost-effectiveness, minimize the building footprint, contribute to the creation of compact neighbourhoods, as well as contribute to an urban street condition.

f) Consider co-locating or sharing facilities with other community service uses or other compatible uses.

g) Avoid blank, uninterrupted walls on elevations exposed to public view.

h) Locate large internal spaces such as gymnasiums or auditoriums to the sides, rear, or interior of buildings.

i) Provide integrated weather protection elements at main entrances that complement the building's design.

Library located close to the road to frame the street edge

Example of the use of architectural features to denote landmark community facilities

j) Provide a sufficiently sized and shaded gathering space designed as an outdoor amenity space for community service uses where significant numbers of people are expected to gather or wait outside the main entrance.

k) Community service use buildings should include public art, either integrated into the building or in a prominent and publicly-visible location on the site.

Plantings and seating area/plaza in front of a library

Part C Public Realm

1 Streets

1.1 Neighbourhood Streets

Neighbourhood Streets are streets with primarily residential uses, located predominantly within the Neighbourhood Areas.

Guidelines

a) Street trees should be located along streets in Neighbourhood Areas with the goal of creating as continuous a canopy coverage as possible.

b) Preserve, protect, and incorporate existing healthy and mature trees when implementing changes to the street cross section wherever possible.

c) Ensure appropriate planting conditions and soil volume for trees (see section C4.2).

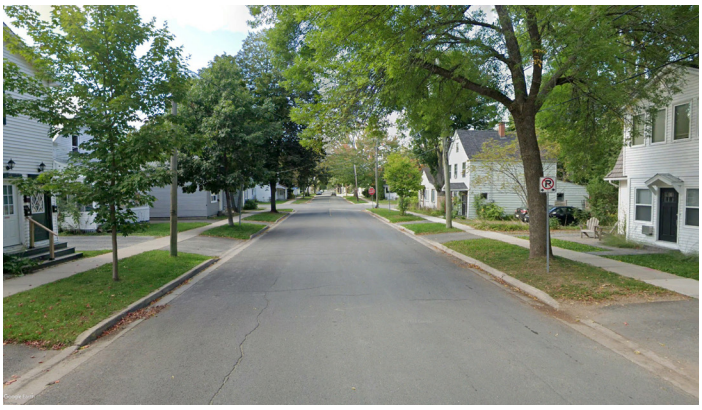
d) Base planting strategies in the public right-of-way to meet Urban Forest Management Strategy for year-round interest, hardiness, drought, salt and disease tolerance, climate change, and biodiversity.

e) Minimize the use of hard, paved areas to reduce surface run-off and heat island effect.

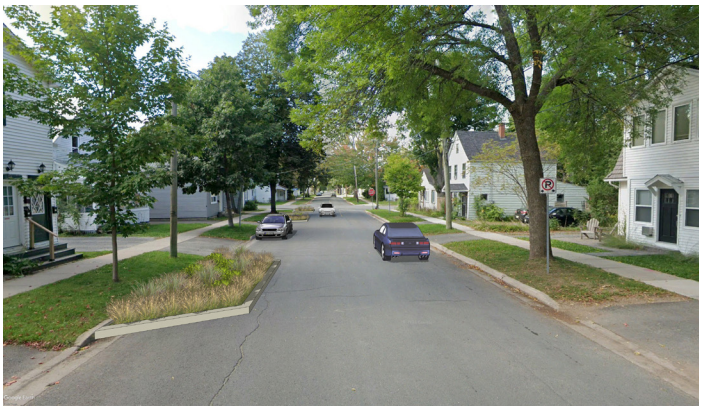
f) Provide 1.5 to 2.5 metre wide sidewalks on both sides of the street. Where narrow sidewalks are dictated by existing conditions, consider widening the sidewalks where possible, such as close to main intersections, at bus stops, or near other pedestrian-generating uses.

g) Consider the use of curb bumpouts and blended curbs at major/busy intersections to reduce the pedestrian crossing distance and slow traffic.

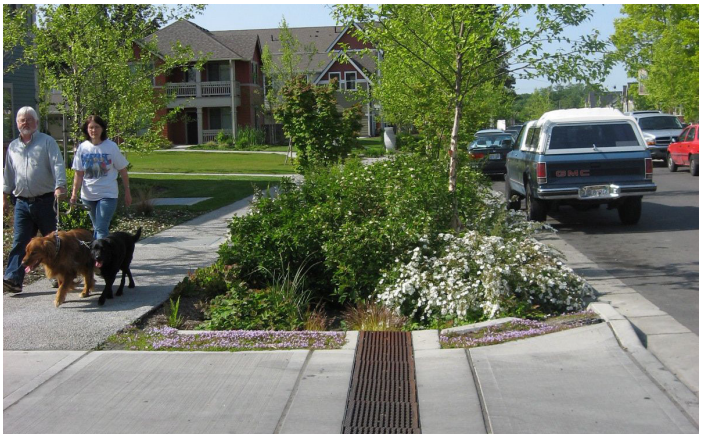
h) Ensure the design of lighting is bird friendly (directionally downwards) and avoids light spill onto abutting properties and adjacent residential areas.



Existing conditions on Charlotte Street

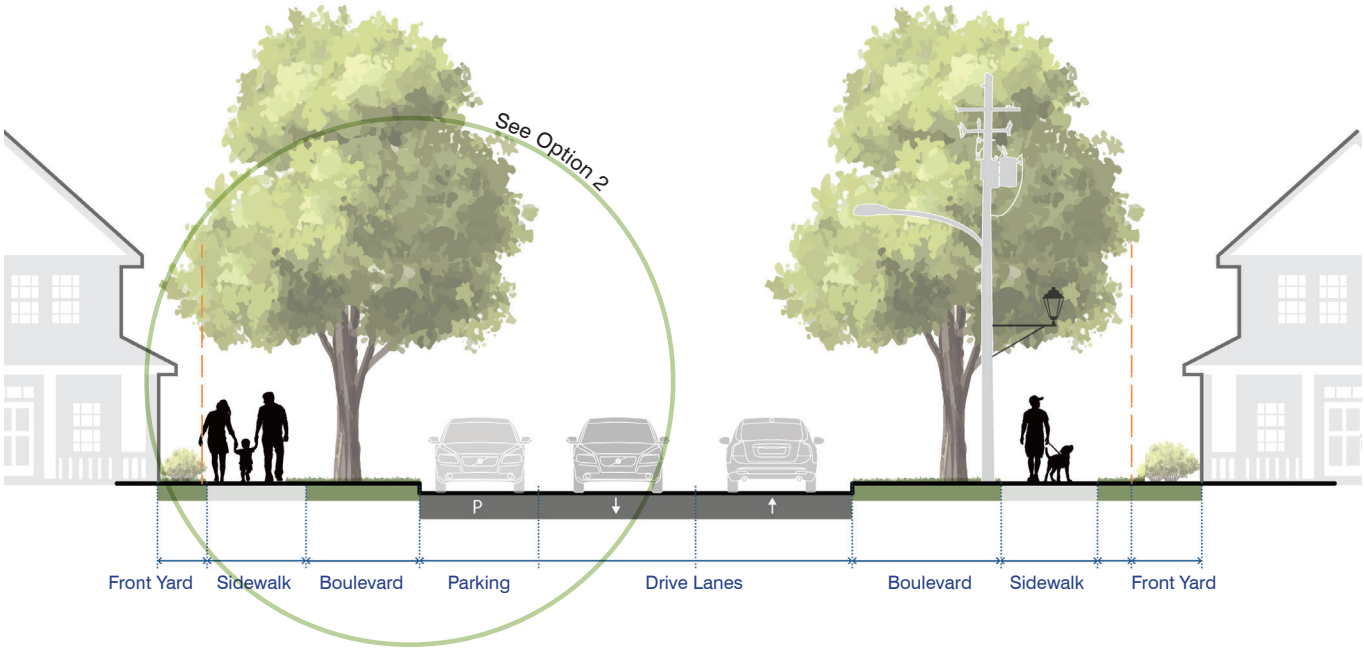


Photomontage illustrating the potential for on-street parking and planted bump-outs on Charlotte Street



Rain garden/bioswale

Proposed typical cross section of Neighbourhood Street



Option 2 alternates on-street parking with planted bump-outs

1.2 Corridor Streets

Corridor Streets include streets intended to be a mix of retail and residential streets or have active uses at grade and include the main streets in the Corridors and Mid-Town Areas.

Guidelines

a) Street trees should be located as continuously as possible along Corridor Streets.

b) Provide a softscape boulevard with large canopy street trees on both sides of the street.

c) Ensure appropriate planting conditions and soil volume for trees (see section C4.2).

d) Plant trees in open planting beds wherever feasible. Open planting beds are better for trees, ensuring adequate aeration and water as long as there is protection for roots from compaction.

e) Base planting strategies in the public right-of-way on year-round interest, hardiness, drought, salt and disease tolerance, and biodiversity.

f) Provide sidewalks with a minimum 2.1 metre wide pedestrian clearway on both sides of the street wherever possible.

g) Provide paved market zones adjacent to retail frontages.

h) Consider the use of curb bumpouts at intersections with local streets to reduce the pedestrian crossing distance and slow traffic.

i) Consider on-street parking to support retail uses and provide traffic calming, subject to restriction.

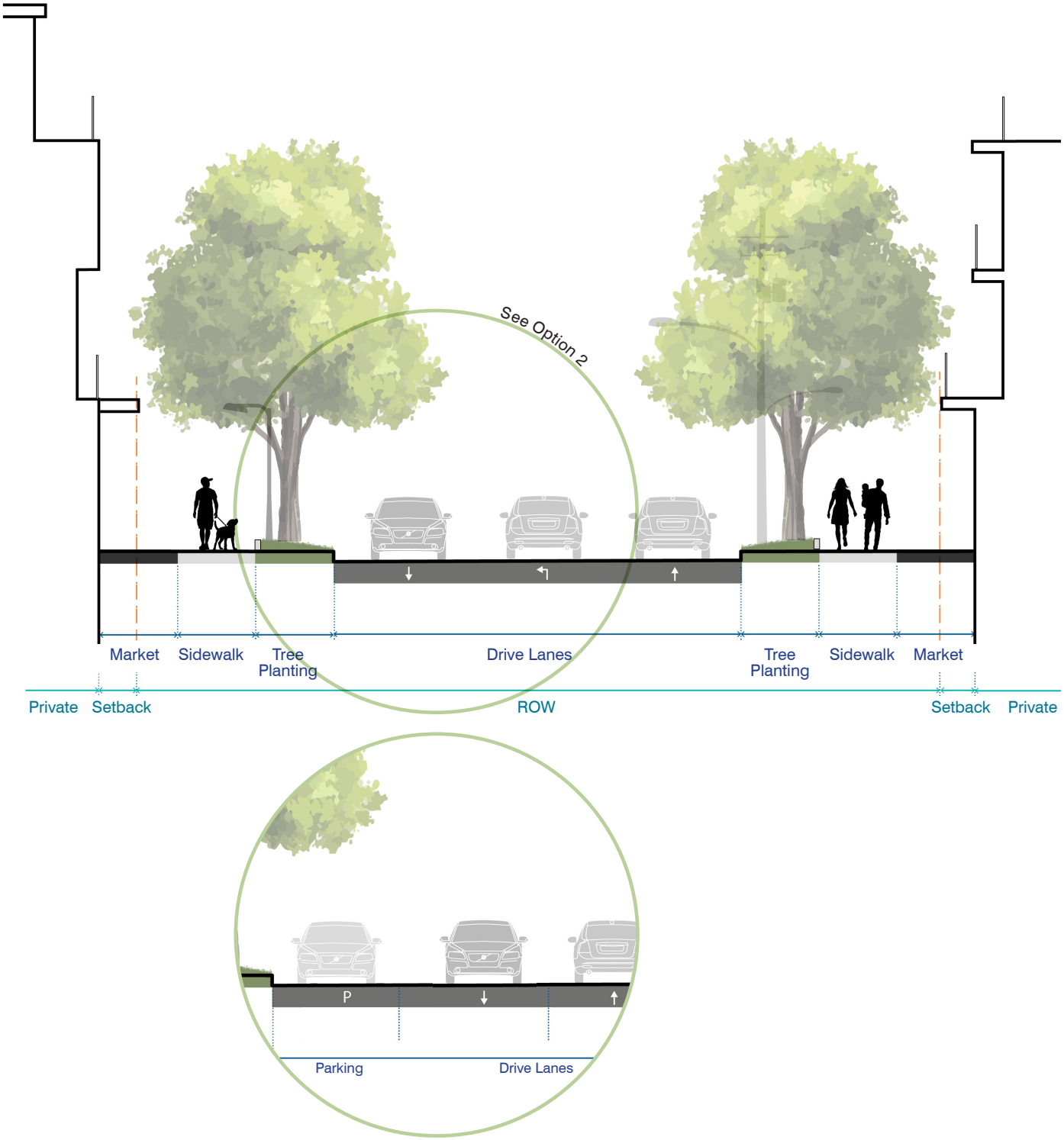
j) Ensure the design of lighting is bird friendly (directionally downwards) and avoids light spill onto abutting properties and adjacent residential neighbourhoods.

Existing conditions on Regent Street

Photo montage illustrating the potential for streetscape improvements on Regent Street

Mixed-use street with planted boulevards, street furniture, and retail space

Proposed typical cross section of Corridor Street



Option 2 with on-street parking where space allows (for example when no left turn lane is required)

C 2 Open Space

2.1 Queen's Square Park

Queen's Square is a significant 3 hectare historic public park in the South Core. The current layout and uses of the park has a typical suburban park feeling, with a swimming pool and sports fields. Revitalization of Queen's Square as a neighbourhood-scale urban park would significantly enhance its role within the South Core and its attractiveness as a neighbourhood destination.

Guidelines

a) Enhance the character of the surrounding public realm through public art, site furniture, seating areas, and landscape treatments.

b) Provide shaded areas through a combination of tree canopy cover and shade structures.

c) Use distinctive, high-quality paving treatments for the hardscape areas.

d) Include community and civic event spaces as well as playful elements for children.

e) Include ample seating and a full furniture program, such as lighting, amenities for seniors, children and youth, and public art.

f) Queen's Square should be well-lit and adhere to CPTED requirements.

g) The clearway of main pedestrian routes through Queen's Square should be a minimum of 2.1 metres wide.

Planting beds do not obstruct views into the park

Lee Lifeson Art Park, Toronto

2.2 Urban Open Space

Urban Open Spaces are public open spaces that are smaller than traditional neighbourhood parks and include plazas, parkettes, and squares. Urban Open Spaces may be owned by the City or be POPS made available to the public by way of legal easements and/or agreements. It is important that these spaces are universally accessible to ensure residents and visitors of all ages and abilities are welcome.

Guidelines

a) Locate new urban open spaces to achieve significant public exposure and access with frontage on 2 public streets, where possible.

b) New city-owned urban open spaces should be between 0.25 to 1 hectare in size, but should not take a linear form.

c) POPS should be a minimum of 75 square metres in size and minimize hard landscaped areas, where possible.

d) POPS should be connected to, and have at least 7.5 metres of direct frontage along the public sidewalk or trail system.

e) Adjacent buildings should have primary and active frontages facing the open space.

f) Design new urban open spaces to enhance the character of the surrounding public realm through public art, site furniture, seating areas and places to eat, landscape treatments, as well as street-related activities such as vendor and exhibit space.

g) Provide shaded areas through a combination of tree canopy cover and shade structures.

h) Use distinctive, high-quality paving treatments for the hardscape areas of new urban open spaces.

i) Include community and civic event spaces, as well as performance venues and playful elements for children.

Public art, seating, and shaded areas

Carleton Street paving treatment

Unobstructed paving surface for pedestrians and cyclists

j) Include secure bike parking in accessible and visible areas.

k) Include ample seating and a full furniture program, such as lighting, opportunities for outdoor cafés and restaurants, facilities for seniors, children and youth, water features, and public art.

l) New urban open spaces should be well-lit, accessible, and adhere to CPTED requirements.

m) The clearway of main pedestrian routes through urban open spaces should be a minimum of 1.8 metres wide.

Pentagon Row, Arlington, VA
(image: Solomon Abrams, CC BY 2.0, Flickr)

2.3 Linear Greens

Two linear "Greens" on Smythe Street and University Avenue near George Street (the Smythe Street Green and the University Avenue Green) form small open spaces in public ownership that sit between the roadway and privately owned houses.

Guidelines

a) Adjacent buildings should have primary and active frontages facing the Greens.

b) Provide a double row of trees, with a widened sidewalk of a minimum of 2.1 metres width between the two rows, where possible.

c) Consider relocating the sidewalk further from the roadway or the nearest private property line to allow planting of trees, if necessary.

d) Provide seating and other furniture such as pedestrian-scaled lighting and waste receptacles.

e) Consider locating public art in the Greens.

f) Consider low-maintenance planting areas to reduce the area of lawn.

g) Ensure the Greens are well-lit and adhere to CPTED requirements.

Smythe Street Green

University Avenue Green

2.4 Trails

Several trails connect the South Core to the City Centre, the riverfront, and other areas of Fredericton. The City has been expanding and connecting the Cross Town Trail through the South Core to create a robust active transportation route, connected to Fredericton's larger trail network.

Guidelines

a) Trails should be 3.5 metres wide to facilitate two-way cyclist or pedestrian movement.

b) Pedestrian and cycling lanes should be painted on multi-use paths or clearly identified by other means to minimize pedestrian and cycling conflicts.

c) Ensure trails include adequate amenities including seating, waste receptacles, and signage.

d) Redevelopment of properties adjacent to the Cross Town Trail should include active frontages that face the Trail.

e) Provide frequent access points along the Cross Town Trail from adjacent streets, trails, open spaces, and nodes of activity.

f) Provide tree planting along trails per the Urban Forest Management Strategy to shade and enhance user experience in the summer.

Multi-use path designed to accommodate a range of users

Rookwood Avenue multi-use path

Activated multi-use path along a mixed-use corridor

Metalworks Condominium multi-use path

Existing conditions along the Cross Town Trail (McLeod Avenue)

Demonstration of development along the Crosstown Trail with townhouses fronting on the trail and new pedestrian connections

C 3 Public Art

Public art enhances the experience of the public realm, adds visual richness, and provides landmarks within a community. On private sites, public art distinguishes the development itself. Public art is also an important tool to celebrate local heritage and ground new development in the history and character of its context. Both public and private art contributions are important to the visual identity of the community.

Guidelines

a) Identify priority locations for public art that can include visually prominent locations such as gateways, corners, landmark sites, and important view corridors, while not obstructing sightlines.

b) Public art should be considered throughout the planning and detail design process with an artist included as a core member of the team.

c) Public art should be clearly visible and physically accessible to the public.

d) Public art should enhance the public realm through artistic excellence and originality, and be appropriate to the site or location's physical and cultural context.

e) Negotiate public art for significant private development projects, including as part of POPS.

The Birth of Venus (André Lapointe 2009), Sculpture Gallery at the Beaverbrook Art Gallery

Butterfly planting along the Wolastoq (Saint John River) riverfront

Public art installation in a park

f) Consider the full range of possibilities for public art including freestanding work and site specific work that is integrated into paving, lighting, furnishings, retaining walls, etc.

g) Public art should not obstruct pedestrian, cyclist or vehicular circulation, entrances, windows, or sightlines to important natural and built features.

h) Public art should exhibit high-quality construction, installation and materials, as appropriate for its intent.

Watermark by Gerald Beaulieu

Cartier Avenue lighting installation by Lightemotion, Quebec City

Koilos by Michael Christian, Distillery District, Toronto (Copyright Queen's Printer for Ontario, photo source: Ontario Growth Secretariat, Ministry of Municipal Affairs)

C 4 Green Infrastructure

4.1 Stormwater Management

Reducing impervious surfaces improves stormwater absorption, and retaining and treating stormwater runoff helps protect natural watercourses. These interventions help mitigate the impact of future climate conditions, such as increased rainfall events. It is important to note that development must adhere to all City of Fredericton stormwater management guidelines.

Guidelines

a) Use Low Impact Development strategies such as: soakways, infiltration trenches and chambers; perforated pipe systems; and, rain gardens.

b) Retain stormwater on-site through rainwater harvesting and on-site infiltration.

c) Direct stormwater flow to landscaped areas and rain gardens and minimize the use of hard surfaces in order to reduce the volume of run-off into the storm drainage system.

d) Store snow piles away from drainage courses, storm drain inlets, and planted areas.

e) Use infiltration trenches, dry swales, and naturalized bioswales adjacent to parking areas to improve on-site infiltration.

f) Introduce green infrastructure, such as bioswales or bioretention planters to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.

g) Use perennial, native, and/or deep-rooted plants in bioswales and other planting areas to bind soil together, prevent washing out of soils, and improve absorption.

Example of an innovative stormwater management facility.

Bioretention planters for stormwater management, Portland OR

h) Encourage rainwater harvesting to provide the passive irrigation of public and private greenspace, including absorbent landscaping, cisterns, rain barrels, underground storage tanks, infiltration trenches, etc.

i) Consider the installation of subsurface basins below parking lots to enable stormwater to be stored and absorbed slowly into surrounding soils.

j) Where feasible, use curb cuts along walkways and driveways to allow stormwater to flow into planted zones or infiltration basins.

Curb cut allowing rainwater runoff into planting area, Portland, OR

4.2 Tree Planting

A central challenge in the urban environment is the incorporation of trees. Trees are invaluable piece of green infrastructure, acting as urban lungs. The proper selection and detailing of tree plantings will contribute to their long-term health and success. Providing for increased soil areas, native and drought tolerant species, and giving trees ample space to grow will increase their chances of reaching maturity, and increase their lifespan. Trees provide a range of benefits, including providing shade, reducing ambient temperatures, and contributing to the character of the space and surrounding neighbourhood. A variety of strategies will increase the likelihood of success of planting canopy trees. The City's Urban Forest Management Strategy will guide the ongoing growth and maintenance of public realm trees.

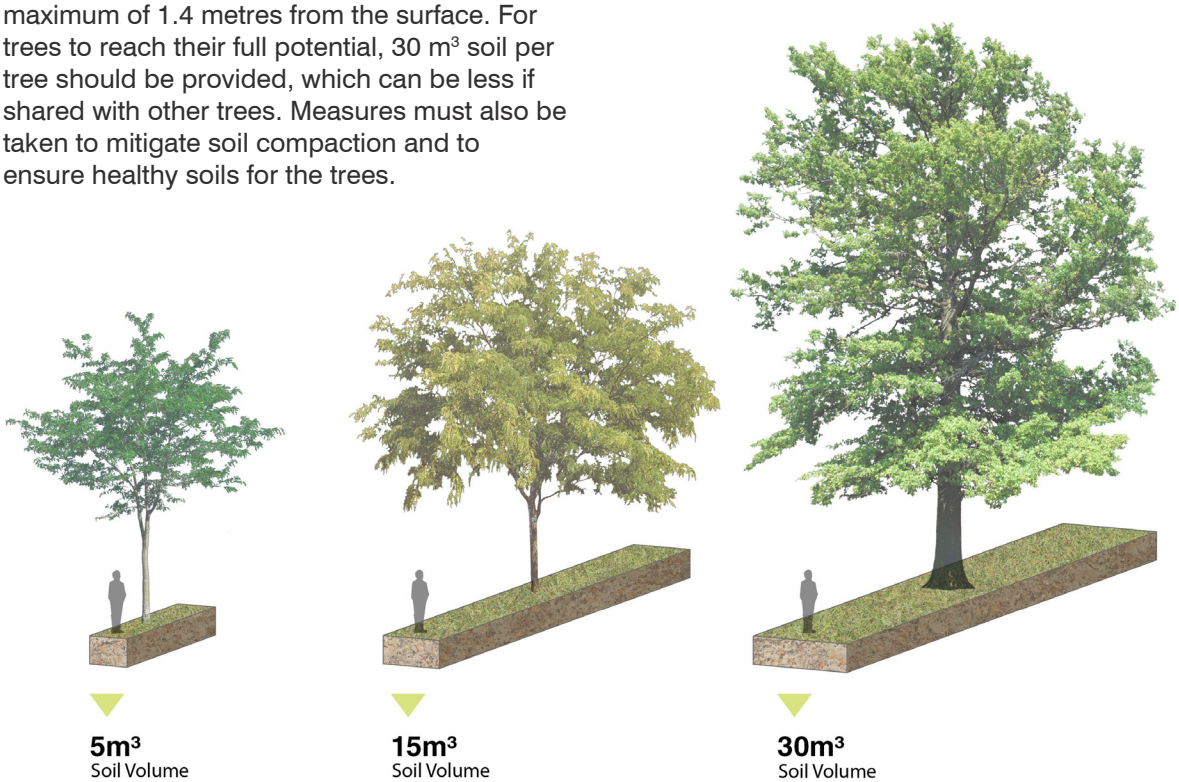
Tree planting along Front Street in the West Don Lands, Toronto

Guidelines

a) Preserve and incorporate existing trees wherever possible and ensure existing trees are healthy and protected from impacts during construction and development.

b) Street trees require a minimum 20 m^3 uncompacted soil volume per tree, within a maximum of 1.4 metres from the surface. For trees to reach their full potential, 30 m^3 soil per tree should be provided, which can be less if shared with other trees. Measures must also be taken to mitigate soil compaction and to ensure healthy soils for the trees.

Diagram illustrating the relationship between uncompacted soil volume and tree size



c) Where minimum uncompacted soil volumes cannot be achieved, use structural soil cells (a system of structural plastic units). Structural soils and structural sands can be used to connect adjacent soil volumes.

d) Where space is limited and trees must be placed in a hardscape condition to maximize at grade pedestrian space, use of open planters with curbs is preferred. When using tree grates, size the openings to allow tree trunks to grow.

e) Plant a diverse selection of resilient canopy tree species, with preference given to native (or near-native) species and migrating species expected to do well under future climate conditions.

f) Provide species diversity across the South Core to promote resilience in the ecosystem.

g) Use trees to establish a comfortable microclimate (e.g. provide wind and noise reduction and cooling effects).

h) Ensure tree planting areas have adequate drainage, such as through the provision of sub-drains.

i) Implement a watering program during the establishment period of the tree. Provide watering in times of drought.

j) Avoid conflicts with underground and above grade infrastructure and utilities, as well as known development construction plans, by arranging reviews with City stakeholder agencies early in the development process.

Soil cell installation at Lincoln Center New York (Source: DeepRoot on Flickr.com)

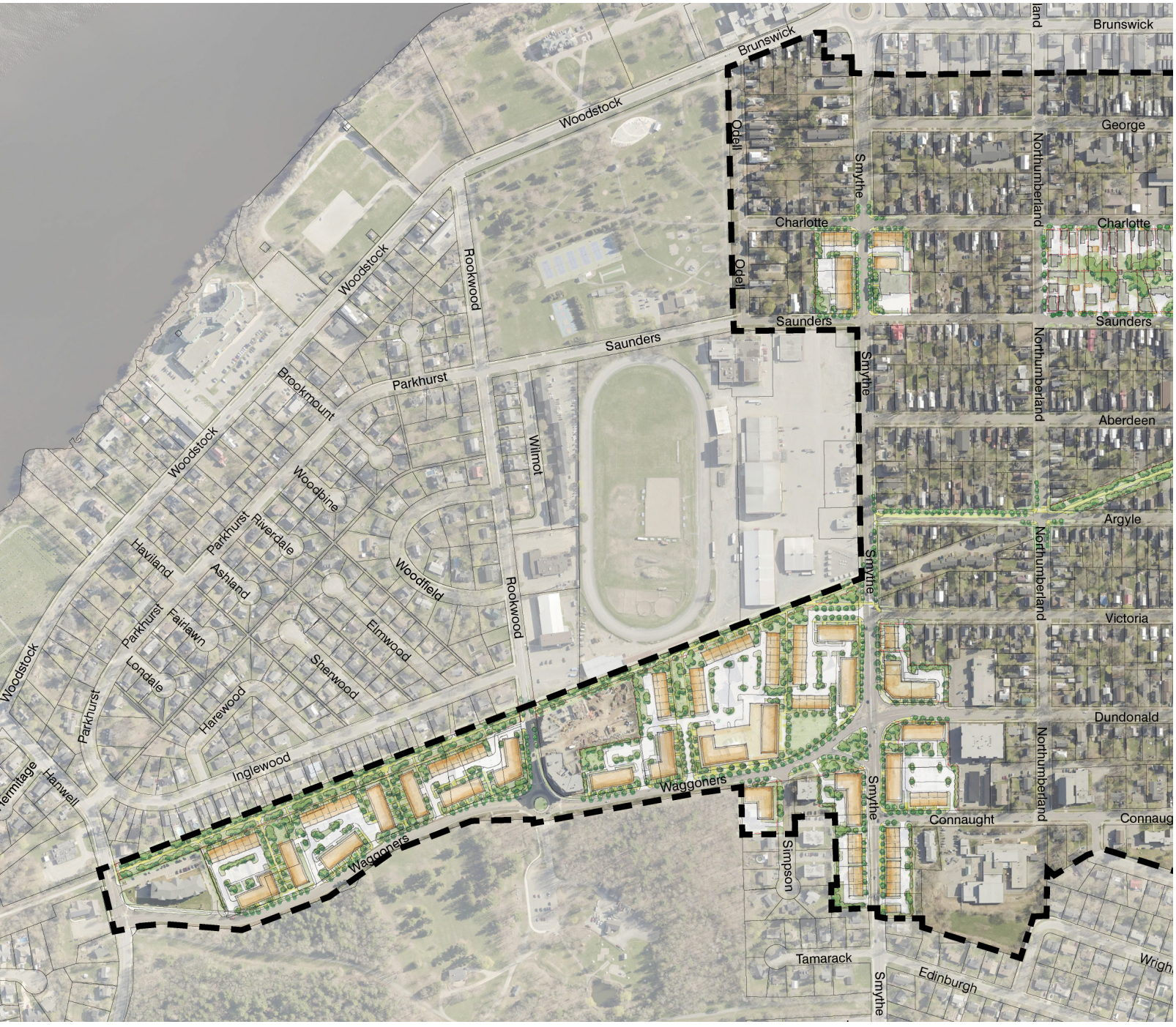
Trees in hard paving with connected soil volumes

Trees contribute to comfortable microclimates

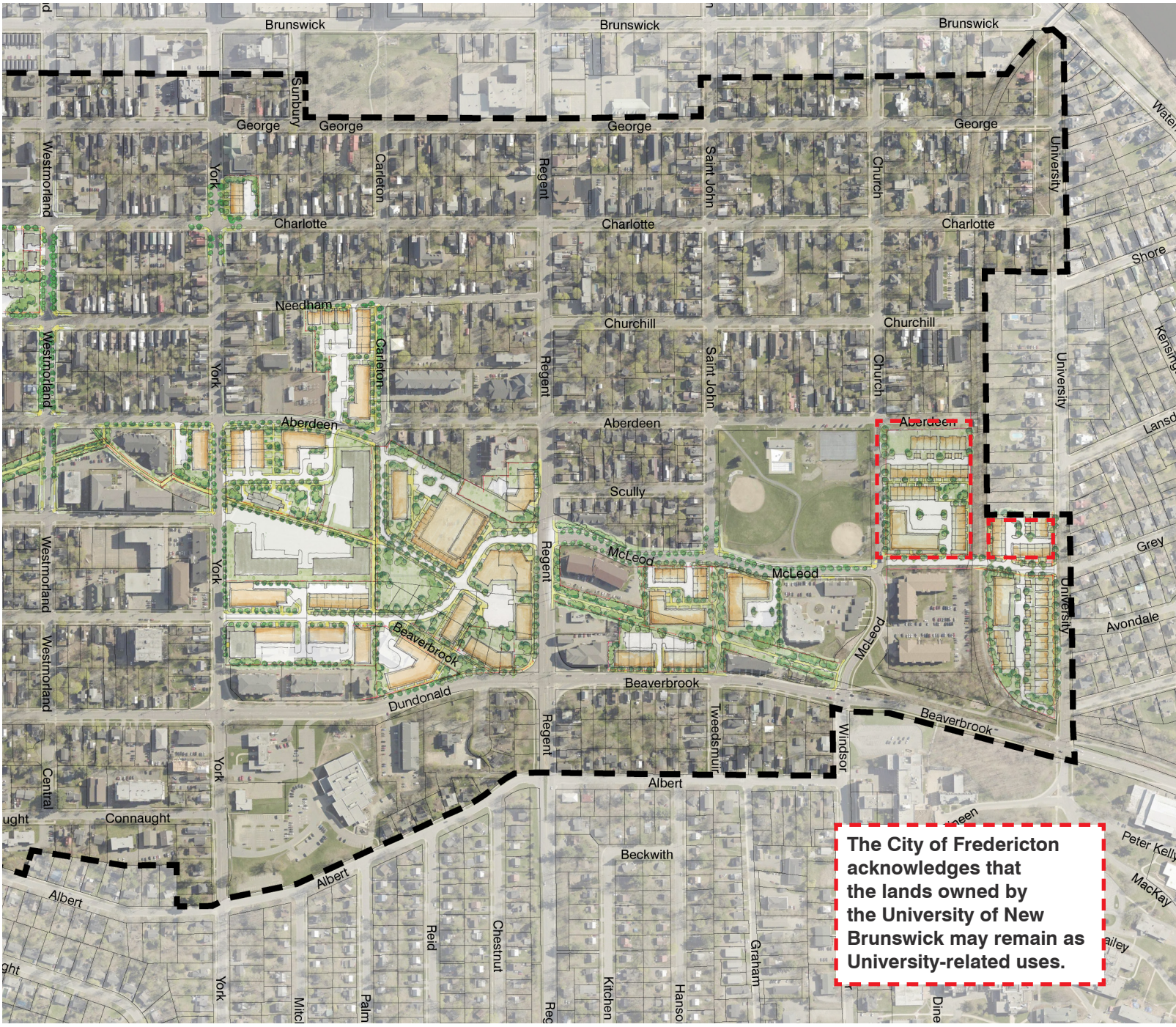
Appendix
Demonstration Plan

At the first design studio, an initial set of demonstration plans were developed to illustrate principles and concepts. These plans were revised and refined through the subsequent design studios and consultations with landowners.

The Demonstration Plan is an illustration intended to show a scenario of how the Vision and Design Principles of the South Core Municipal Secondary Plan may be achieved. It is further intended to spark creativity and challenge the current state of the built form.



The Demonstration Plan is not a detailed design plan, nor does it represent any actual development proposals. It does not account for any technical, economic, phasing, or ownership constraints, among other considerations. The Demonstration Plan highlights the development of the new Mid-Town urban centre, a primary intensification area linked by the existing Cross Town Trail as well as new trails and open spaces, connected to the City Centre by pedestrian-oriented Corridors. The Demonstration Plan also shows examples of redevelopment in the Neighbourhood and Corridor Areas consistent with the South Core Plan.



FREDERICTON
SOUTH CORE PLAN

The Planning Partnership

Trace Planning & Design

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