Urban Design Guidelines for Neighbourhoods and Streets

New Neigbourhoods

Ottawa

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Glossary: See the urban design guideline page on Ottawa.ca for definition of terminologies (search "urban design guidelines glossary").

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INTRODUCTION

This section outlines:

- The objectives of this guideline document
- The applicable Official Plan and By-law directions
- Key issues related to different context
- Responsibilities related to sustainable design
- When and how the guidelines are to be used

INTRODUCTION

Definition

A "New neighbourhood" in the context of these design guidelines refers to a large area of land that has not been developed previously, or that has the potential to be extensively redeveloped. Opportunities for such development mostly exist in the Suburban and Rural Transects. Generally planned from the outset as a separate entity to create many lots fronting onto one or more public roads, it could be a single subdivision with fewer than 50 residential dwellings within an existing urban neighbourhood, or it could be several neighbourhoods with over 1,000 dwellings that form part of a larger area of new development.

Use and Application

These design guidelines illustrate the City's expectations during the development review process for new neighbourhoods, most likely within the Suburban and Rural Transects of the City of Ottawa. They are focused on providing guidance for neighbourhood design during the neighbourhood planning process, subdivision review and zoning and Site Plan Control processes. While they do not address the details of individual properties, such as commercial plazas or parks, they do provide guidance regarding the relationship between adjacent sites and between a site and the public street. These guidelines are also informative for "Brownfield" projects that may have a neighbourhood design component.

These are general guidelines. They are a tool kit and not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site. The context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant.

Where specific policies are provided in an area-specific policy document, such as a Secondary Plan or a Community Design Plan (CDP), the area-specific policies will take precedent. Guidelines in this document may augment such area-specific policies. The guidelines will also be a resource for the preparation of CDPs.

Objectives

The objectives of the Urban Design Guidelines for New neighbourhoods are:

- To protect and integrate the site's inherent environmental, topographic, and cultural features;
- To create a highly connected street networks that supports a comfortable pedestrian and cycling environment and attractive streetscapes;
- To ensure compatibility and links between different land uses in the neighbourhood, and with adjacent neighbourhoods;
- To encourage transit-oriented development and the evolution towards 15-minute neighbourhoods;
- To establish a system of parks and greenspaces that are plentiful, accessible and connected to each other.

INTRODUCTION

Official Plan and By-Law Direction

The Official Plan includes as one of its Cross Cutting Issues, the creation of "Healthy and Inclusive Communities". Such communities are comprised of "15 minute" neighbourhoods that are compact, inclusive, well designed, connected, transit-supportive, environmentally sensitive, sustainable and provide access to daily needs within walking distance.

One of the key objectives of the Plan's growth management framework is to design new neighbourhoods to be 15-minute neighbourhoods. Section 3.3 of the Official Plan includes policies that address the development of new neigbourhoods. Chapter 4 of the Official Plan provides broad policies all developments across the City. Some policies regarding mobility (Section 4.1), parks and recreation facilities (Section 4.4), urban design (Section 4.6), drinking, water and storm water management (Section 4.7), natural heritage, greenspace and urban forest (Section 4.8), and school (section 4.10) provides specific directions for design of the new neighbourhoods.

New neighbourhoods are most likely developed in the Suburban Transect. But opportunities also exist in the Outer Urban Transect and Rural Villages.

A new neighbourhood may be established on lands under multiple designations, including Neigbourhood, Corridors, and Hubs. The design of the neighbourhood must comply to polices of the Transects, and various designations.

The development of a new neighbourhoods requires the creation of new streets, pathways, parks, schools, storm water facilities, and other critical infrastructure. The design of these elements must comply with applicable standards and follow relevant guidelines. There may be opportunities to explore new best practices as well. Land development within a new neighbouhood must comply with regulations set out the Zoning By-law.

Context and Issues

There are two types of new neighbourhoods within the City of Ottawa, each with their own unique challenges. These are:

- New Neighbourhoods located in greenfield areas and Future Neighbourhood Overlay beyond the Greenbelt in the Suburban Transect. These large, usually undeveloped, areas of land offer significant opportunity for innovative practices to achieve the Official Plan's direction for liveable communities, but they face issues of scale, phasing, as well as sensitivity to environmental carrying capacity, and natural and cultural features.
- New neighbourhoods located among existing neighbourhoods or Rural Villages. These sites are generally smaller in size than those in the Future Neighbourhood overlay or Greenfield areas, but offer the same opportunity for meeting the Official Plan's objectives. However, given they are typically located in the midst of existing neighbourhoods, issues of connections, transition and compatibility are often at the forefront.

INTRODUCTION

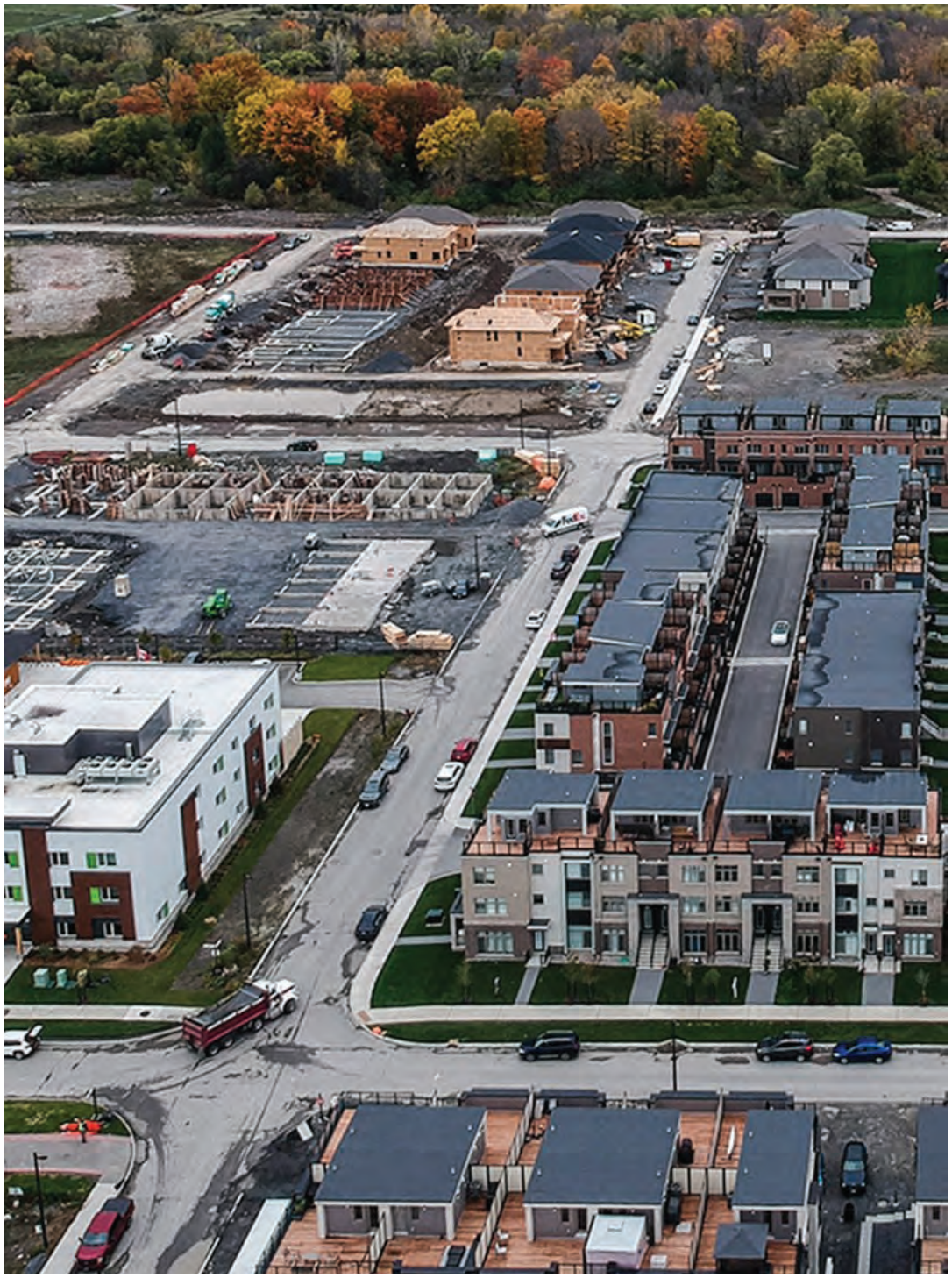
Sustainable Design

One of the objectives of the Official Plan is to build a city that is energy conscious, mitigates emissions and is more resilient to the impacts of climate change. All development should consider opportunities to reduce resource consumption during construction and provide buildings that conserve energy, reduce peak demand and provide resilience to power disruptions throughout their lifecycle. All buildings should consider using efficient mechanical and electrical systems as well as incorporating renewable energy generation features. The design of buildings should prevent thermal bridging and providing appropriate wall thickness and window to wall ratios to insulate the building.

Building resiliency to flooding and future climate risks is an objective of the Official Plan. Proponents are encouraged to design stormwater infrastructure to be durable, adaptive and resilient to future climate events. Low-impact development or nature-based solutions should be considered where possible.

The City of Ottawa encourages proponents of any development to explore and apply best sustainable practices for the full life cycle of the site and buildings. The City encourages the use of sustainable design standards, such as the Canadian Green Building Council (CaGBC) LEED for Neighbourhood Development (LEED ND) and Zero Carbon Building Standards and the rating system, as well as the International WELL Building Institute WELL Building Standard in the planning, design, construction and operation stages of a development.

The design of a New Neighbourhood carries the responsibility to achieve this objective. The design guidelines included in this document support sustainable design by promoting a well-connected and compact development pattern that respects and protects natural and cultural heritage, supports efficient use of lands and other resources, and promotes inclusivity. In addition, the guidelines support sustainable design by providing guidance on the key elements within a neighbourhood, including streets, buildings, greenspaces, and utilities.



1.0 COMMUNITY LAYOUT

The Official Plan's Growth Management Framework directs that new neighbourhoods should be designed as 15-minute neighbourhoods. The design of the community layout is critical for achieving this objective. The arrangement of streets and pathways, parks and public spaces, schools and public facilities, as well as the design of private development, should protect and maintain a strong connection to the natural surroundings, support land use efficiency, enable sustainable transportation, and foster social interaction. The following guidelines for Community layout and design offers direction on:

- Natural Features
- Neighbourhood Connectivity
- Schools and Parks
- Public Realm Interface

1.1 Natural Features

1 Plan and build new communities based on the inherent capacity of the natural landscape to sustain the community over time. Consider soils, landforms, natural and cultural features, habitats, watercourses and climate.

2 Conserve natural features such as woodlots, wetlands and creeks, and the natural connections between them, to sustain healthy habitats for plants and animals. When they are connected to other greenspaces, ensure that public use does not detract from the ecological functions and characteristic (Figure 1& 2).

Figure 1: The park and the adjacent wooded area each benefit from their open space connections.

Figure 2: This trail runs along the edge of a natural feature providing access for land management and recreation.

3 Preserve existing green corridors such as along water-courses, as connections for wildlife and for pedestrians and cyclists. Maintain the natural character of these features and limit the number of encroachments. Ensure that public use does not detract from the environmental quality (Figure 3&4).

Figure 3: This water course has been planted to restore its natural context.

Figure 4: This watercourse was retained in a natural setting in the neighbourhood.

4 Incorporate existing healthy trees within school, park or development blocks or lots when establishing block patterns. Provide enough space for healthy growth and protect trees and their roots during construction and grading. (Figure 5 & 6)

Figure 5: Incorporating existing trees into a neighbourhood park provides an immediate "sense of green" in the neighbourhood.

Figure 6: Existing rows of trees can be easily incorporated into development lots.

5 Incorporate landform features and topography in the design of road and block patterns to maximize vistas and visual interest and reduce extensive earth movement requirements (Figure 7).

6 Incorporate existing cultural heritage features, such as hedgerows, bridges, stone walls, ruins, archaeological sites and buildings when establishing the location of roads, parks, and public and institutional lands (Figure 8).

Figure 7: Existing landforms contribute to the character of the neighbourhood. Take advantage of these natural attributes

Figure 8: An avenue of old maple trees and an old stone fence is incorporated into a greenspace at the entry of this new neighbourhood.

7 Locate stormwater management areas to be an integral part of the overall greenspace and pedestrian network within the neighbourhood (Figure 9)

8 Create a connected network of parks, greenspaces and public lands that is structured by existing natural features and connected by pathways and sidewalks. Make this network easily accessible on foot or bike from homes throughout the neighbourhood (Figure 10).

Figure 9: Amenities, such as pathways, benches and waste receptacles, ensure that stormwater management ponds contribute to greenspace and connect neighbourhood destinations.

Figure 10: A network of greenspaces can include: parks and sport fields; natural features such as woodlots and creeks; open spaces such as storm water management areas, and community facilities such as school grounds and recreation centres.

1.2 Neighbourhood Connectivity

1 Design neighbourhoods with a mix of uses and densities to provide day to day needs within a 15-minute walk from homes throughout the neighbourhood.

2 Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed (Diagram 1).

3 Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways (Figure 11).

Diagram 1: Development based on a connected network of streets provides different route choices for pedestrian, bicycles and automobiles.

Figure 11: The highest density mixed use areas are focused around key locations within the neighbourhood such as surrounding parks and linked with transit.

4 Design the street network in conjunction with the land use and open space system to ensure direct accessible all-season pedestrian and cycling connectivity to key destinations in the community (schools, shops, bus stops and stations, etc) (Figure 12& Diagram 2).

5 Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections.

Figure 12: Neighbourhoods should have mixed-use commercial areas that include residential and that are destination points, pedestrian friendly, and linked with transit.

Diagram 2: Sidewalks (solid), trails or pathways through parks (dotted), and midblock walkways (dashed) form a continuous network for pedestrians.

6 Layout collector streets to be direct and continuous through the neighbourhood so homes are within 400 metres of transit and other destinations along them (Figure 13).

7 Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length (Diagram 3).

Figure 13: A connected network of safe and attractive pedestrian routes creates an alternative to automobile travel within the neighbourhood.

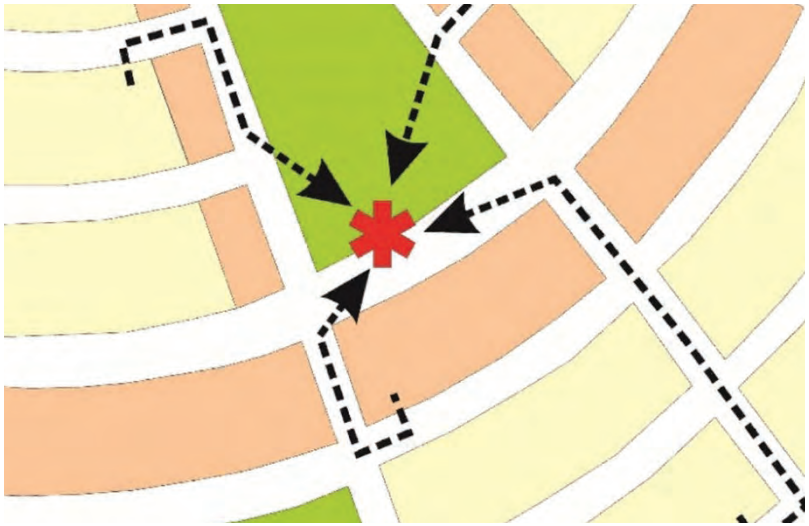


Diagram 3: Shorter block lengths enhance pedestrian access to transit stops and to other neighbourhood amenities and facilities such as schools, parks, and commercial areas.

8 Incorporate mid-block walkways to make walking more direct and convenient where long blocks cannot be avoided. Ensure that landscaping, fencing, and facing windows support a safe and attractive environment (Diagram 4 & Figure 14)

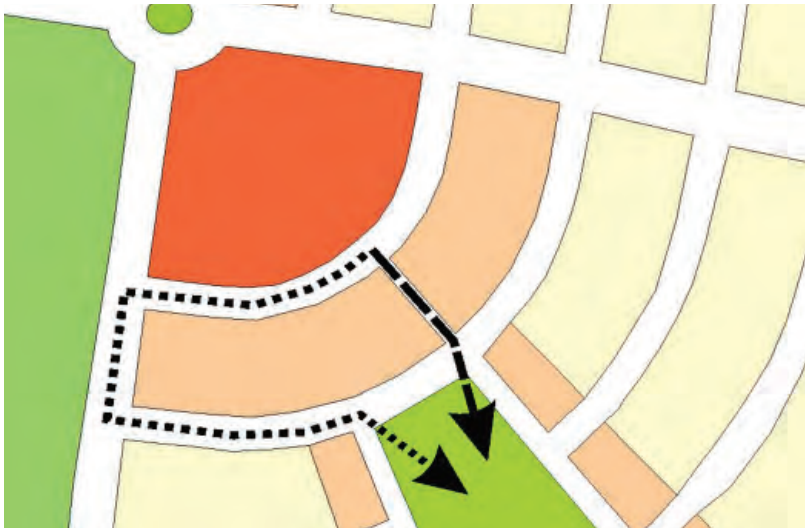


Diagram 4: Mid-block walkways for longer blocks provide a more direct access, (as indicated by the black dashed line) to neighbourhood focal points.

Figure 14: A 6.0 metre walkway corridor provides a comfortable walking space and privacy for adjacent properties, while still maintaining sightlines for visual surveillance.

9 Maximize opportunities for passive energy conservation and south facing exposure through street orientation, block pattern, building location and heights. Use vegetation and architectural detailing for shading and wind protection (Diagram 5 & Figure 15).

Diagram 5: South-facing buildings maximize passive solar energy gains (dashed arrows) during the winter season.

Figure 15: Windows and doors capture solar energy of south-facing exposures, while architectural detailing and street trees provide shade.

10 Create a transition in height from taller buildings to adjacent lower buildings, particularly when connecting to an adjacent development or neighbourhood (Figure 16 & 17).

Figure 16: A progression in heights from high-rise to low-rise buildings is an important element in limiting the impact of sun shadowing and the acceptability of higher densities.

Figure 17: Tapering of heights and intensity between high-rise and low-rise dwellings should be planned from the outset.

1.3 Schools and Parks

1 Locate schools on sites that have at least two road frontages, one of which faces a collector street, and are near a neighbourhood park or greenspace. Consult with school boards for appropriate block sizing (Diagram 6 & Figure 18).

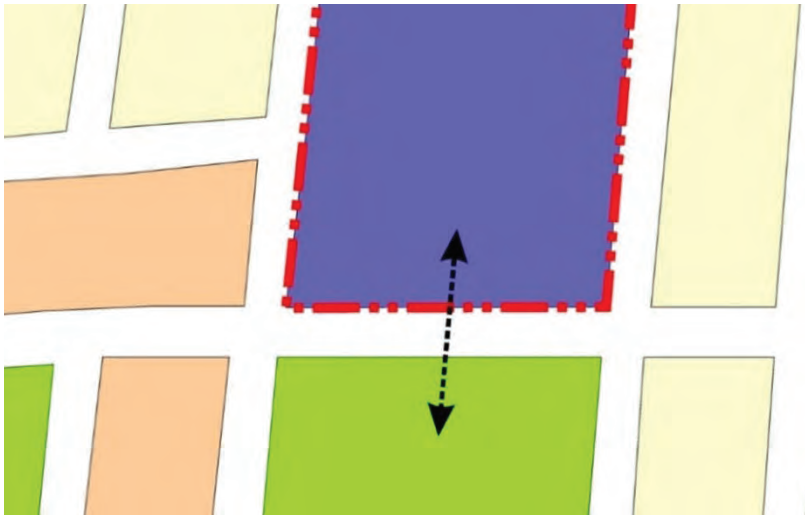


Diagram 6: Elementary schools and playgrounds are focal points within the neighbourhood and should be integrated along collector or local streets and linked with neighbourhood parks.

Figure 18: School playgrounds and sport fields make an important contribution to the overall accessible greenspace of a neighbourhood.

2 Locate parks so that they front onto at least two streets or have the longest edge front onto the street. Locate parks at 'T'- intersections to terminate streetscape views (Diagram 7).

3 Locate community parks along arterial or collector streets; connect to other greenspaces, and ensure that the shape accommodates fields and facilities

4 Locate neighbourhood parks along collector or local streets, and ensure that they are generally square or rectangular, depending on features within the park (Figure 19).

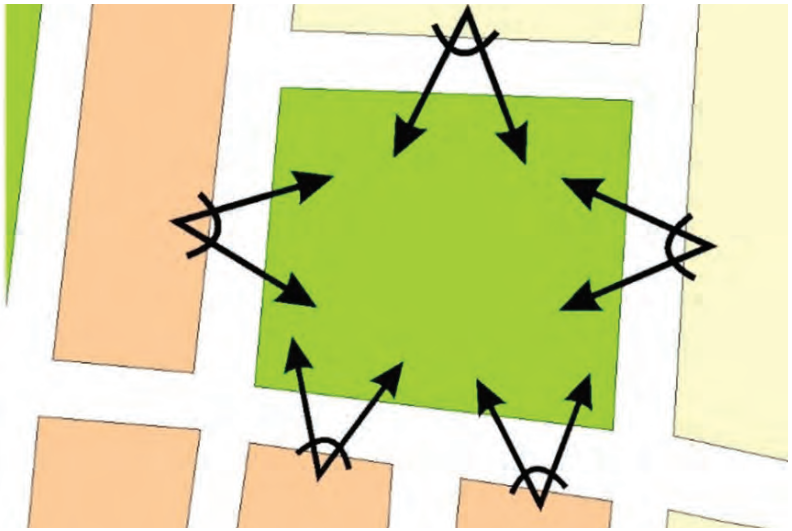


Diagram 7: Parks surrounded by homes fronting onto streets provide opportunities for natural surveillance from adjacent units..

Figure 19: Neighbourhood parks are most effective when located and designed as focal points within the neighbourhood, and close to areas of higher residential density.

1.4 Public Realm Interface

1 Orient rear yard amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls. (Diagram 8 & Figure 20)

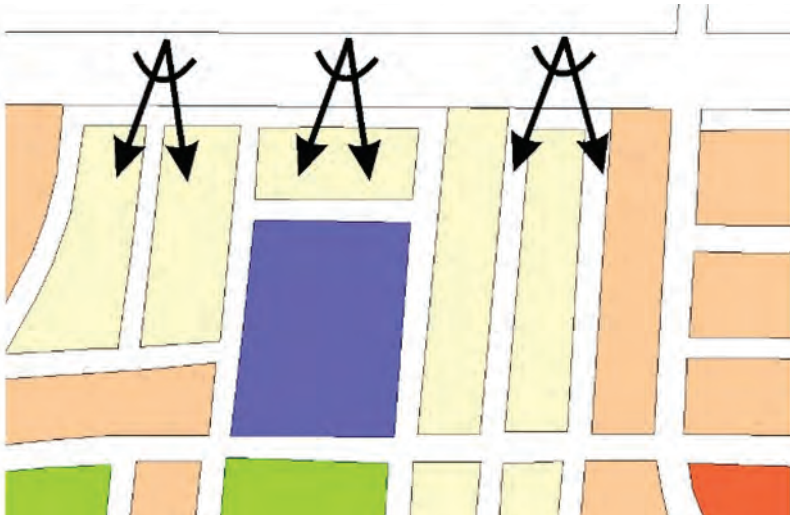


Diagram 8: Single loaded local streets along an arterial street can act as "windows" into a neighbourhood and provide sight lines from the arterial road to open spaces, homes and other community features

Figure 20: Homes fronting onto an arterial road separate rear yard from road noise and provide a more welcoming neighbourhood edge than sound attenuation walls.

2 Plan development based on rear lanes or rear parking areas at important neighbourhood focal points such as mixed-use activity areas, surrounding parks, greenspaces and entrances to the community (Figure 21 & 22).

Figure 21: Rear garages enable dwellings to front directly onto a neighbourhood park, providing a greater sense of spatial enclosure in the park and natural surveillance opportunities.

Figure 22: Rear parking areas can effectively remove the visual impact of garages and driveways.

3 Design streetscapes with open accessible frontages along greenspaces, such as woodlots and stormwater management ponds. Provide fencing along greenspaces only to prevent direct access to sensitive environmental areas or unsafe conditions (Diagram 9).

4 Design stormwater management areas, and other greenspaces with majority of their frontage onto public roads to make a visible contribution to the neighbourhood (Diagram 10).

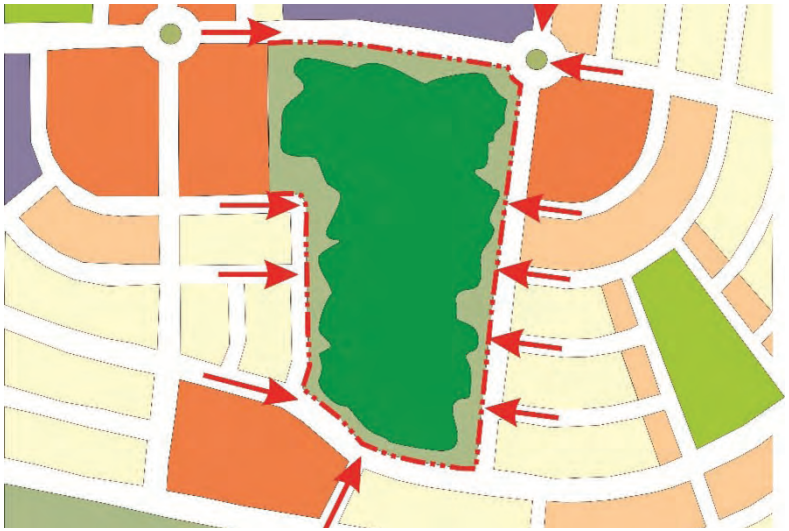


Diagram 9: Single-loaded roads around woodlots provide excellent views and vistas for facing units.

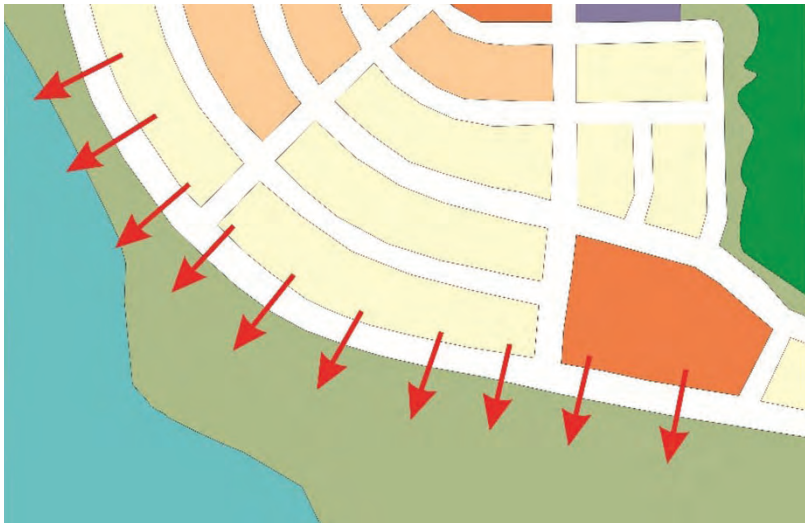


Diagram 10: Single-loaded roads along stormwater management areas provide excellent views for the entire neighbourhood.

2.0 PUBLIC REALM

The Official Plan promotes the development of a vibrant public realm, with streets, trees, gathering places and local amenities that are shaded and green. These guidelines for the public realm emphasize connecting residents to amenities and services that provide a viable alternative to the use of a private automobile while supporting community identity, cultural expression, social connections in terms of:

- Street Design
- Parks and Open Spaces
- Utilities and Amenities

2.1 Street Design

1 Select the most suitable zoning setback and road right-of-way width for the land use context and the road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including trees, sidewalks, utilities, cycling facilities, parking and travel lanes. (Diagram 11&Figure 23)

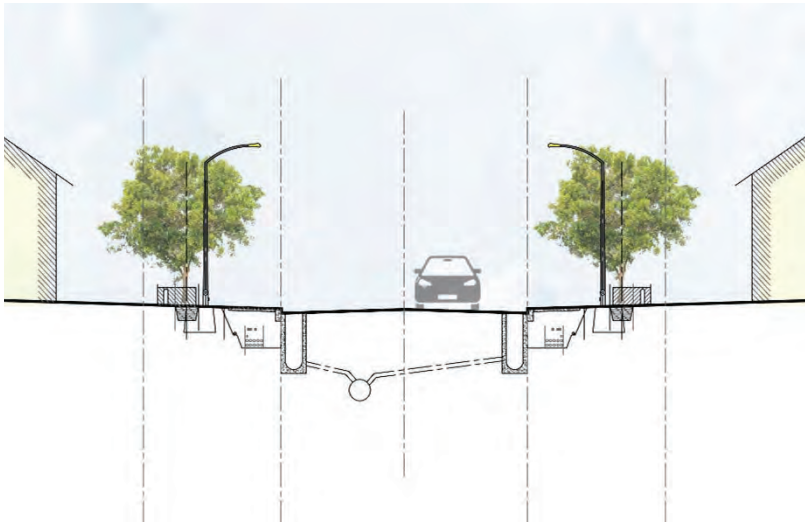


Diagram 11: The best road corridor is one that is large enough to accommodate all the streetscape elements in the front yard and the right-of-way, yet narrow enough for buildings and trees to frame the space of the street.

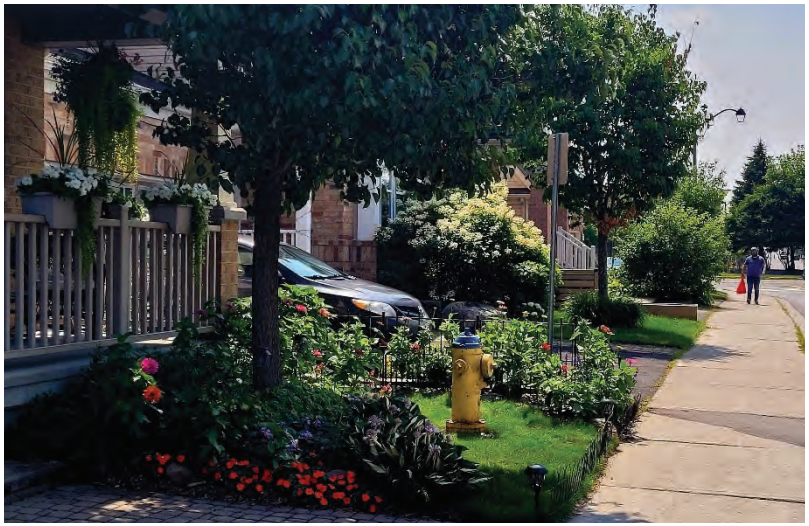


Figure 23: Residents make additional improvements to the front yards and boulevards, such as walkways, shrubs and flowers in accordance with applicable By-laws.

2 Ensure that street environments enhance safety and livability. Design and implement traffic calming measures at the outset of road design (Figure 24).

3 Include a row of trees between the arterial right-of-way and the local right-of-way for single-loaded streets fronting onto arterial roads (Figure 25).

Figure 24: Minimize the number of driveway crossings over multi-use pathways and cycle tracks to reduce conflicts with vehicles and prevent parking spillover onto active transportation routes.

Figure 25: Deciduous and coniferous trees separate this single-loaded road residential road from the busy community roads.

4 Look for opportunities to increase on-street parking including mixing dwelling types and lot widths on a street, pairing driveways and providing rear laneways (Figure 26 & 27).

Figure 26: Strategically locate unit types with rear parking within busy traffic nodes to maximize the space for on-street parking and minimize parking spill over on sidewalks.

Figure 27: Locating dense dwelling types such as back-to-back townhouses near window streets or open space can maximize opportunity for on-street parking.

5 Design roads at the entrances to neighbourhoods to create a sense of arrival with such elements as enhanced landscape treatment and gateway features in the boulevard and the median (Figure 28).

6 Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles. (Figure 29)

Figure 28: This landscaped centre median identifies the arrival to a neighbourhood.

Figure 29: Trees planted in a consistent pattern provide a green canopy that creates a comfortable pedestrian environment and reduces "urban heat island" effects.

7 When sound attenuation walls cannot be avoided, diminish their visual impact on the streetscape by using quality materials and design elements in walls and by including landscaping. Refer to City of Ottawa policies for sound attenuation (Figure 30).

8 Create an all season cycling-supportive neighbourhood with bicycle routes that serve local destinations, and that are linked to the citywide network of bicycle routes. Routes include cycle tracks, designated on-road bicycle lanes or multi-use pathways.(Figure 31)

Figure 30: This mature planting helps to integrate the sound wall in the streetscape.

Figure 31: Cycling routes are a key element in the overall design of the street network.

9 Construct streets, sidewalks, crosswalks and access to buildings that are universally accessible to a wide range of residents and abilities and designed to current accessibility standards (Figure 32).

10 Design Pedestrian Crossovers (PXO) or crosswalks in areas with higher pedestrian and vehicular traffic volumes to be visually different from the street surface in alignment with standards.

11 Design pathways, trails and walkways that are connected to the road right-of-way so that they link to a sidewalk and cross at an intersection or PXO. (Figure 33)

Figure 32: Designing for accessibility provides benefits to people of a wide range of ages and abilitie.s

Figure 33: This pathway intersects the sidewalk.

12 Construct sidewalks on both sides of streets that serve key destinations, such as transit stops, greenspaces, or to community facilities like schools. Select the correct road right-of-way standard to allow for sufficient space for sidewalks and all streetscape elements (Figure 34).

Figure 34: Safe connections between key destinations within the neighbourhood may require two sidewalks on a street.

2.2 Parks and Open Space

1 Provide landscape buffer areas around natural features, such as woodlots or watercourses, to protect the ecological function. Plant these buffers with native tree and shrub species to prevent invasive plant species from becoming established (Figure 35).

2 Provide trees and sidewalks along the edge of parks and greenspaces to complement the treatment across the street (Figure 36).

Figure 35: A broad landscape buffer provides sufficient room for healthy growth and development and protects the natural features, with sufficient room for water recharge and root growth.

Figure 36: Trees, within the street line the park and provide a consistent and attractive streetscape environment.

3 Naturalize the edges of stormwater management areas to deter public access and to create wildlife habitats. Use decorative fencing that complements the natural character of the area when fencing is needed for safe (Figure 37& 38).

Figure 37: Natural barriers perform their function while ensuring the area remains natural in character.

Figure 38: The fencing around this stormwater management pond fits with the overall design of the amenity and contributes to safety.

4 Design pathways to enhance the function and character of the type of open space they occupy, keeping in mind user safety, lighting and intended operational hours (Figure 39 & 40).

Figure 39: This pathway is designed to reflect its formal relationship with the community park through the use of lighting, benches, paving, and garbage receptacles.

Figure 40: This trail is designed with limited amenities and a stone dust surface to reflect its more natural setting in a woodlot.

5 Connect major greenspace elements, like community parks, stormwater management ponds, and natural features with 'green streets' to create enhanced walking and cycling environment (Figure 41 & 42).

Figure 41 : Streets in Ottawa's new communities have many green street elements. 'Green Streets 'may require more space for the various elements.

Figure 42 : Plan for medium and large trees at the outset of community design to provide shade for active transportation users

2.3 Utilities and Amenities

1 Concentrate streetscape amenities at locations with higher levels of activity, such as adjacent to parks, walkways, commercial areas, and transit stops. Ensure that amenities do not impede pedestrian or vehicle movements and are linked to near-by parking. (Figure 43)

2 Identify locations for transit stops and shelters early in the planning of the development. Integrate them with surrounding land uses such as parks, walkways, community facilities, but away from residential front doors (Figure 44)

Figure 43: These amenities are located out of the pedestrian clearway and are of a standard that is easily maintainable.

Figure 44 : Transit stops should coincide with neighbourhood focal points, such as parks or commercial nodes, and should be within a 5-minute walk of all residence.

3 Place mailboxes at locations with higher levels of activity, such as adjacent to parks, walkways, commercial areas, and transit stops, and link to near-by parking. (Figure 45)

4 Locate above-grade utilities away from key public view lines such as intersections, day lighting triangles and parking lot entrances. Screen the utilities through design or landscaping. For taller buildings, incorporate rooftop mechanical equipment as an integral part of the building design and screen using materials complementary to the building (Figure 46).

Figure 45: This mailbox is located at the entrance to a park,a highly visible and accessible location.

Figure 46: This utility meter is hidden from the streetscape by incorporating it into the design of the stairs.

5 Cluster or group utilities to minimize the visual impact on the streetscape. Coordinate utility trenching, street lighting and tree locations as per City servicing guidelines to ensure sufficient room for all elements in the road (Figure 47).

Figure 47: Separate trenches for underground utilities and for tree roots that are constructed to meet the requirements of each use reduces conflicts.

3.0 SITE DESIGN

The Official Plan supports the development of inclusive communities with housing options in a variety of housing typologies to support amenities and public services that that contribute to quality of life in a community. These guidelines, direct the development of sites to engage with the public realm, respond to climate change, and create a sense of place through:

- Residential Uses
- Non-Residential Uses

3.1 Residential Uses

1 Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections (Figure 48).

2 Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other and to existing houses, and to maximize area for trees, utilities, on-street parking (Figure 49).

Figure 48: Buildings close to the street reinforce the street edge and provide a pedestrian-scaled streetscape.

Figure 49: Complementary materials and architectural elements contribute to the ability to mix different housing types and densities on the same street.

3 Site and design residential buildings on corner lots so that both the front and the side of the building are oriented to the public street and are detailed with similar quality and style (Figure 50 & 51).

Figure 50: On corner sites, accessing garages from the secondary street allows the front façade to face the primary street and reduces vehicular conflicts on the primary street

Figure 51: All building types on corner sites should have detailed façades facing each public street.

4 Design buildings at key intersections as "landmark buildings", with enhanced height, massing, building projections, architectural elements, and public space (Figure 52 & Diagram 12).

Figure 52: Landmark buildings reinforce the prominence of these key locations and contribute to a sense of place and identity.

Diagram 12: Landmark sites should be the focus of more intensive development and have a greater mix of uses than other locations.

5 Design building façades so that windows and doors are prominent features that address the streets they front (Figure 53 & 54).

Figure 53: Window and door treatment wrapped around this dwelling provides visual interest on both public streets.

Figure 54: Doors and windows help to create a sense of human scale and a comfortable pedestrian environment.

6 Incorporate porches, which are big enough to accommodate sitting areas, into the overall architecture of the building. Wrap porches around the building façade on corner units (Figure 55 & 56).

Figure 55: Porches can contribute to the active use of the front yard and enhance the public streetscape.

Figure 56: This porch is large enough to be useable and not simply ornamental.

7 Design the lower floors of taller residential buildings to be in scale with the pedestrian environment and include individual at-grade doors for ground floor units (Figure 57).

8 Design residential buildings so that garages do not dominate the width of the front façade and do not project past the front wall. Design driveways so that they are not wider than the garage (Figure 58).

Figure 57: The ground floor treatment to doors and windows reinforces the pedestrian environment.

Figure 58: Limiting the width of garages and driveways balances the proportions of the front façade and increases space for landscaping and winter snow storage.

9 Screen at-grade structured parking or service areas located within a residential building from the public street through such treatments as tinted windows and soft and hard landscaping (Figure 59 & 60).

Figure 59: Landscaping further screens this ground floor parking structure from view.

Figure 60: Transparent tinted glass conceals this ground floor parking while permitting opportunities for natural surveillance.

10 Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space (Figure 61 & 62)

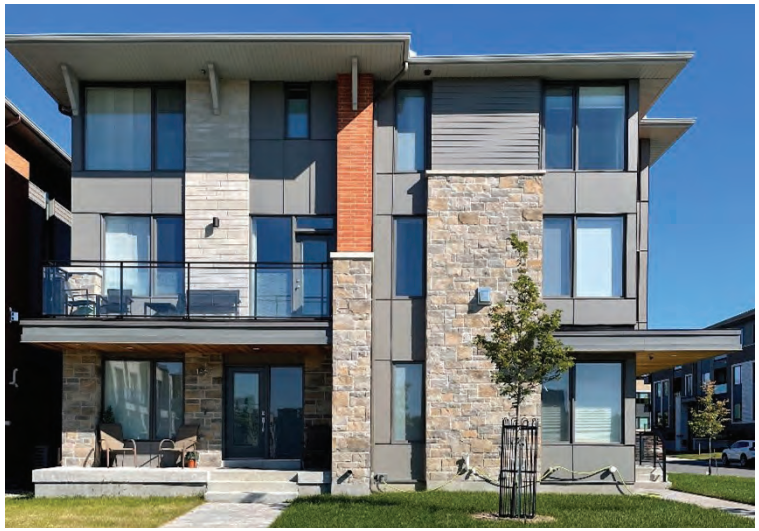


Figure 61: Parking in the rear area enables buildings to be close to the street and to enhance the streetscape.

Figure 62: Without parking in the front yard, more space remains for street trees, landscaping and an uninterrupted sidewalks for pedestrians.

11 Incorporate tree planting internal to multi-use development sites to break up parking areas.

12 Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site. Buffers may include low shrubs, trees, and decorative fences (Figure 63 & 64).

Figure 63: Trees and plantings visually and physically separate parking areas from public sidewalk.

Figure 64: Landscaped areas that are at least 3.0 metres wide provide an appropriate buffer between parking areas and the sidewalk.

13 Provide shared driveways for ground–oriented attached dwellings to maximize area for trees, utilities, on-street parking, and snow storage, and to minimize the physical disruption of sidewalks along the street (Figure 65 & 66).

Figure 65: Sharing driveways reduces the visual dominance of paved areas.

Figure 66: Fewer curb cuts cause less interruption of the sidewalk.

3.2 Commercial and Non-Residential Uses

1 Locate community buildings and other non-residential buildings close to the street edge, with their primary face oriented to the street, and the front door directly accessible from the public sidewalk. Vary setbacks and projections, to provide visual interest along the streetscape (Figure 67 & 68).

Figure 67: The façade of this commercial building is oriented to the street with large transparent windows at street level and an entrance that faces both public streets.

Figure 68: Buildings close to the street reinforce the street edge and provide a pedestrian-scaled streetscape.

2 Locate on-site surface parking areas to the side or rear and not between the public right-of-way and the front of the building. Landscape these parking areas to screen views of cars while maintaining view for natural surveillance (Figure 69 & Diagram 13)

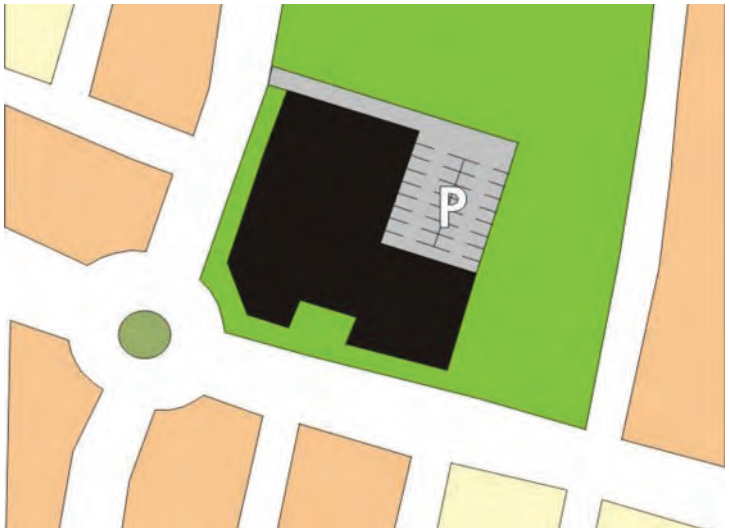


Diagram 13: The streetscape views are significantly improved when parking is located away from the public right-of-way.

Figure 69: Bringing community buildings close to the street creates an inviting urban edge.

3 Locate garbage and loading areas so that they are not visible from the public street. Screen or enclose them with similar materials as the main building (Figure 70).

4 Provide a landscaped buffer between residential areas and the service areas or rear lot areas of abutting non-residential development. Plant buffer to create a dense year-round screen (Figure 71).

Figure 70: This building features an enclosed structure for garbage, loading and service areas that are accessed from the rear of the building. The enclosed service areas allows for a more visually appealing front along the streetscape

Figure 71: A dense planting with a variety of trees and shrubs provides a visual screen from the rear yards of residences to the servicing and loading area of an adjacent commercial plaza.

5 Reduce and delay stormwater runoff from a property by using techniques such as stormwater retention gardens, green roofs, permeable paving and surfaces, and storm-water re-use (Figure 72).

6 Design building roofs to protect from climate change and promote climate resiliency (Figure 73).

Figure 72: Planting islands with depressed curbs allow stormwater to run from paved areas into the islands

Figure 73: This commercial building collects solar energy and rainwater.

7 Provide pathways between residential areas and nonresidential sites that directly and clearly connect these areas and reduce walking or cycling distance (Figure 74 & 75)

Figure 74: This flower-lined pathway provides a direct connection between residences and a commercial plaza.

Figure 75: This walkway connects an adjacent higher density residential development to both the sidewalk and front doors of this commercial area

IMAGE CREDITS

IMAGE CREDIT

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