Municipality of Clarington

North Village Urban Design and Sustainability Guidelines

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Clarington SvN AECOM URBANism by DESIGN footprint

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Contents

1.0 Introduction

This section provides an overview of the context and background for the North Village Urban Design and the Guidelines. It addresses the purpose of the Guidelines, the study area boundaries and the document structure.

1.1 Purpose of the Guidelines

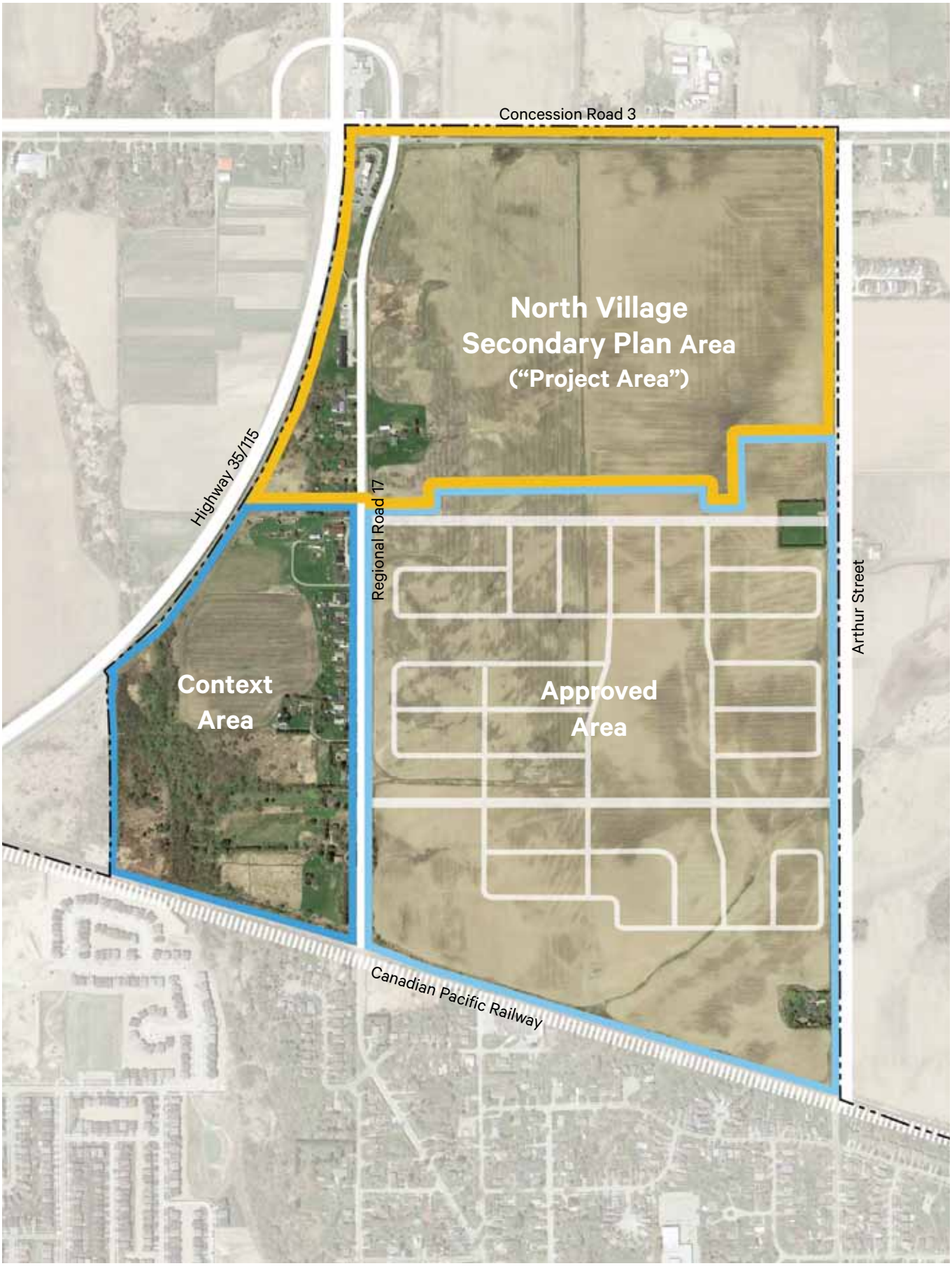
The Village of Newcastle is one of four urban areas in the Municipality of Clarington, the easternmost municipality in the Region of Durham. The North Village Secondary Plan area is located on the northern edge of the Village of Newcastle, an urban settlement area centered on Durham Highway 2 (King Avenue) and Regional Road 17 (Mill Street). The North Village Secondary Plan area is bound by Concession Road 3 to the north, Arthur Street to the east, and Highway 35/115 to the west. An approved subdivision is located to the south.

The North Village Secondary Plan provides a forward-thinking framework for a complete community that supports residents in living healthy, low-carbon lives in a walkable neighbourhood that complements the existing small-town character of Newcastle.

The North Village Urban Design and Sustainability Guidelines provide additional guidance and detail to guide the implmentation of the policy framework of the Secondary Plan through community design, mobility planning, and built form and public realm design. The Guidelines provide a suite of proactive and forward thinking design considerations.

The Guidelines will be used as a tool to guide development. They will be used by the building and development industry in the preparation of development proposals, and by the Municipality of Clarington in their review of development applications, including draft plan of subdivision, zoning by-law amendment, and site plan control applications.

Together, the Secondary Plan and Guidelines establish a robust framework for future development, and ensure that growth and expansion is well integrated with the existing urban fabric.



The Project Area

1.2 Document structure

The North Village Urban Design and Sustainability Guidelines are structured as follows:

1.0 Introduction – This section provides an overview of the context and background for the North Village Urban Design and Sustainability Guidelines, addresses the purpose of the Guidelines, the study area boundaries and the community structure.

2.0 Vision and Design Principles – This section provides an overview of the vision and guiding principles, which form the core tenets of the North Village Secondary Plan.

3.0 Sustainability Guidelines – This section establishes a set of wholistic Sustainability Guidelines that recognize the interconnectedness of the environment, culture and community and their fundamental impact on human health and wellbeing.

4.0 Structuring Elements – This section establishes the structuring elements which shape the community. This includes the Neighbourhood Centre, the heart of the community, as well as streets, blocks and mid-block connections, the open space network, and gateways and prominent intersections.

5.0 Private Realm Design Guidelines – This section establishes Design Guidelines which apply to all development within the community. It also addresses site design and building design.

6.0 Public Realm Design Guidelines –This section establishes a set of public realm Design Guidelines which apply to the public streets and spaces within the community. The Guidelines address neighbourhood parks, parkettes, street networks, streetscape elements, universal design, parking and elementary schools.

2.0 Vision and Guiding Principles

North Village is a vibrant neighbourhood that is open to all, at all stages of their life. Walkable and welcoming, it reflects the rich spirit of the Newcastle Community.

The following principles form the core tenets of the North Village Secondary Plan. Together with the vision, these principles will guide decision-making as the Secondary Plan is prepared and implemented.

A liveable NEIGHBOURHOOD

Provide a mix of housing options that are available to a wide range of ages, abilities, incomes, and household sizes.

Provide an appropriate mix of uses, amenities, and services at the heart of the neighbourhood to encourage active, sociable lives and support a sense of well-being and connection.

Provide a range of community facilities and co-locate these facilities where possible.

A connected NEIGHBOURHOOD

Prioritize pedestrian mobility and comfort by designing a neighbourhood that is well connected internally and provides safe and walkable links to surrounding neighbourhoods.

Design the movement network to safely and comfortably accommodate all modes of travel (pedestrians, cyclists, transit vehicles, loading and private vehicles).

A beautiful & inviting NEIGHBOURHOOD

Design a variety of open spaces linked by a beautiful and functional public realm.

Encourage a high standard of design.

Utilize the existing topography to optimize views of the surrounding areas.

A resilient NEIGHBOURHOOD

Minimize contribution to climate change by incorporating green design principles related to energy, water, and waste at the building and neighbourhood scale.

Where economically feasible, utilize materials from sustainable sources for construction and infrastructure projects, account for positive and negative life-cycle impacts of materials when assessing their contribution.

Integrate indigenous and pollinator-friendly species into the development.

Support resilience and future adaptability by designing homes and buildings to accommodate different uses and densities with diverse unit configurations.

A unique Newcastle NEIGHBOURHOOD

Foster a unique identity by celebrating the rural heritage of the area.

Engage the Newcastle community in planning the future of North Village.

2.1 Demonstration Plan and Character

The demonstration plan illustrates one way in which the policies of the North Village Secondary Plan and the Urban Design and Sustainability Guidelines might be implemented to create the North VIllage community. The plan illustrates a community fabric that will support projected growth and effectively meet the Secondary Plan objectives.

The demonstraton plan illustrates the distribution of land uses within a schematic street and block network, overlaid by community building elments such as gateways and trails. It addresses the vision and principles of the community through the following design strategies.

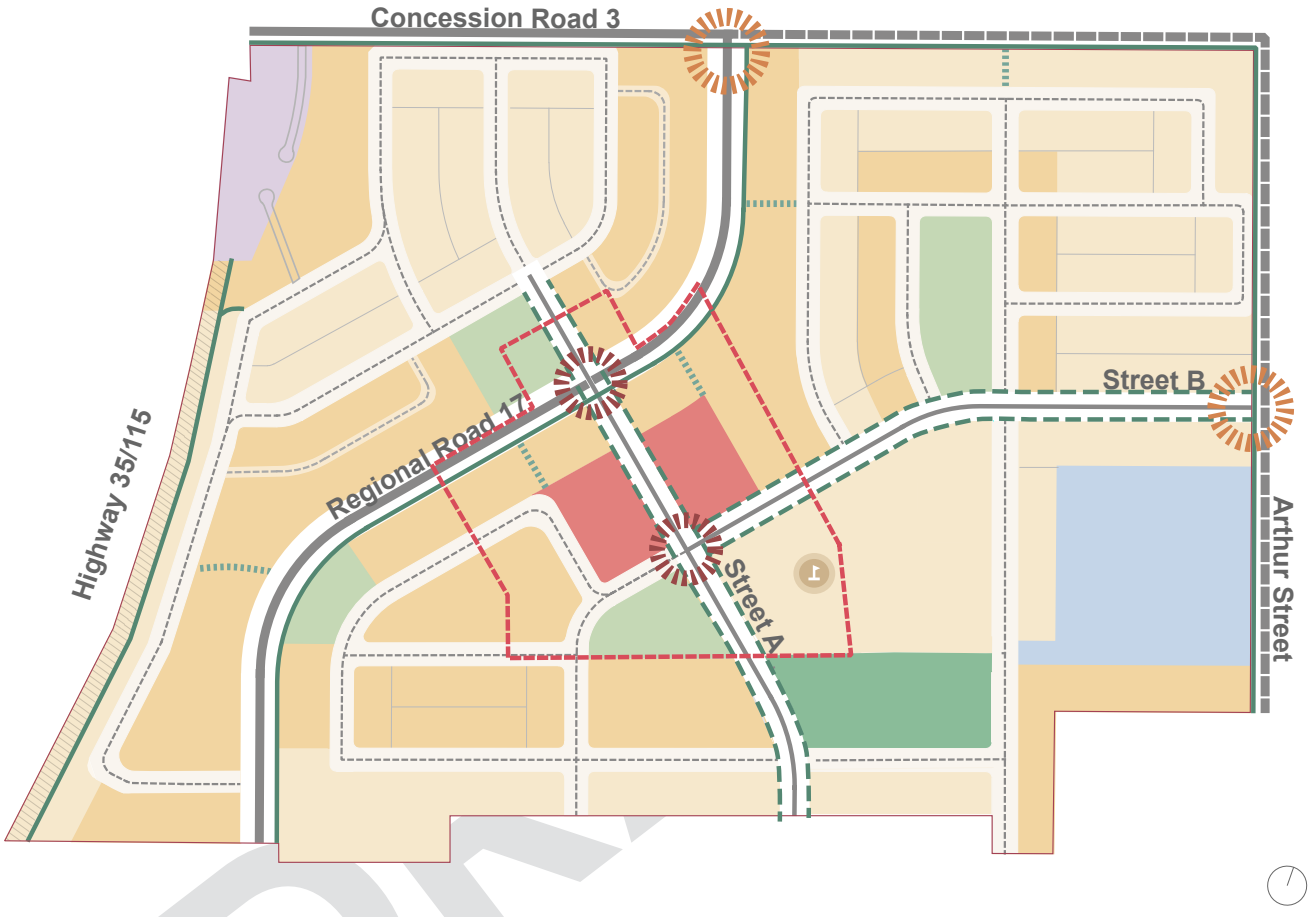
Livable and unique Neighbourhood

- Locating the Neighbourhood Centre in the middle of the neighbourhood, at the crossroads of the primary collector roads, where it is accessible to all and creating a unique focal point.
- Providing a variety of land uses, including a school, public open spaces, and a range of housing options.

Connected, beautiful and inviting Neighbourhood

- Creating a modified grid of streets that fosters permeability throughout, including connections to the approved neighbourhood to the south.
- Augmenting the street network with mid-block connections, trails and parks that provide additional connectivity for pedestrians and cyclists.
- Locating parks in prominent locations along the primary collector roads, where they will have high visibility and will be connected together as a green necklace through the community.

Demonstration Plan



LEGEND

- North Village Secondary Plan Area
- Low Density Residential
- Medium Density Residential
- Mixed Use Area
- Neighbourhood Park
- Parkette
- Highway Commercial
- Reservoir and Pumping Station
- Neighbourhood Centre
- Gateway
- Prominent Intersection
- Arterial Road Type B
- Arterial Road Type C
- Collector Road
- Local Road
- Rear Lane
- Bike Route
- Multi-Use Path
- Mid-block Connection
- School

3.0 Sustainability Guidelines

3.1 Introduction

3.1.1 Purpose of the Sustainability Guidelines

The purpose of the Sustainability Guidelines is to establish a framework that will guide the sustainable development of the North Village Secondary Plan area. The Sustainability Guidelines are founded on a holistic approach to sustainability, which is essential for the well-being of the future residents of the North Village Secondary Plan area. This perspective recognizes the interconnectedness of the environment, culture, and community, and reflects the need for a comprehensive response to effectively manage our finite resources.

The subsequent sections provide a summary of the recommended sustainable strategies and measures that are categorized under eight key sustainability focus areas: energy & emissions, climate resilience, water efficiency, materiality & waste diversion, stormwater management, ecology, local food production, and health & wellbeing. Taking a holistic approach to design, the Sustainability Guidelines set the groundwork for a sustainable and complete community.

3.2 Sustainable Development

3.2.1 Role of Sustainable Development

Developing new communities without consideration for smart, "green" growth can cause issues such as urban sprawl, car-centric transportation networks, and lack of green space. The design, construction and operation of the buildings in which we live and work are responsible for the consumption of many natural resources. Developing a new community where there was once greenfield will change the landscape to include more hardscaped surfaces, which will have negative impacts to the stormwater management on the site and increase the urban heat island effect of the area. The growth of the population in the Newcastle area will increase the demand on energy, use of fossil fuels and vehicle transportation contributing to an increase in greenhouse gas emissions and diminishing air quality. Increases of greenhouse gases in the atmosphere bring about a host of changes. The most obvious effect is global warming.

In Canada, temperatures have increased by 1.3˚C on average in the last century. 2001-2010 was the hottest decade since weather records began. If emissions continue to increase, global temperatures may rise 4-7˚C in the next century. Warmer average temperatures are not the only effect of higher concentrations of greenhouse gases. A warmer atmosphere leads to a cascade of changes that are of concern to Clarington.

Climate models for Clarington suggest that the climate in the future will be warmer and more humid, with more frequent and intense rain events, and less snow. There will be lower winds generally, but more frequent extreme weather with high winds and heavy rain. As such, some environmental and social impacts of development will be amplified by the changes we experience in our climate if not considered in how we design our communities. Some of the potential impacts of climate change in Newcastle include:

- Hotter weather, intense rainfall events, and windstorms will increase the stress on urban ecosystems.
- Prolonged or intense rainfall could cause large amounts of runoff to overwhelm sewer systems and causing flooding.
- Hot days and nights can cause an increase in air conditioning usage creating peak loads that pose the potential for brownouts and blackouts.
- Weathering damage to buildings due to the changes in temperature may reduce the lifecycle of building materials and structures, requiring earlier and costly renovation and restoration measures.
- Health Canada has also described a wide variety of potential health effects from climate change from heart and respiratory ailments to mental stress resulting from weather-related incidents.

Responsible development needs to play a large role in reducing or mitigating environmental impacts to be part of the solution to the environmental

challenges facing the planet. Action is needed to both minimize the environmental impact caused by the development of the North Village community as well as to reduce North Village's vulnerability to weather extremes. With the reality of climate change, there is a need to design for the climate of tomorrow by building climate resilient and adaptable communities.

Futureproofing and building beyond what current codes and standards require will allow buildings and communities to last longer, evolve and adapt to new realities and provide more comfort and wellness to the residents as we move into a new climate reality.

3.2.2 Clarington Green Development Program

Priority Green Clarington was established to support the Municipality's commitment to sustainable development. To achieve this, Priority Green Clarington, a "Local Planning for Global Stewardship" initiative, is designed to set a new standard for new residential development that prioritizes sustainability, promotes innovation, and improves the community's quality of life.

The Green Development Program is primarily geared towards residential development and aims to place sustainability at the forefront of the land development process. The framework for the Green Development Program consists of five main components and provides a "roadmap" to green development in Clarington. The Green Development Guide includes strategies to be used to evaluate the sustainability of a proposed development and includes both design and construction measures. The Green Development Program focuses on four key themes:

- Built environment
- Natural environment
- Mobility
- Infrastructure & building

The Sustainability Guidelines will expand upon this existing guidance by providing a holistic approach to sustainability for the development.

3.2.3 Beyond Sustainability: Fostering Resilience in Urban Design

The Sustainability Guidelines aim to go beyond the conventional notion of sustainability by adopting a comprehensive urban design approach. The objective of the Guidelines is to establish sustainable best practices as a baseline for the present and foster greater resilience for the future. While sustainability seeks to meet the present

Community facilities should integrate renewable energy technologies into the building face, roof and site design.

needs without compromising the ability of future generations to thrive, resilience focuses on the capacity of individuals, communities, institutions, businesses, and systems within a municipality to endure, adapt, and flourish in the face of chronic stresses and acute shocks.

In essence, resilience is about building the ability to withstand and recover from shocks, such as natural disasters, economic downturns, or social disruptions, while also addressing long-term challenges like climate change, inequality, and resource depletion. By integrating sustainability and resilience principles into the urban design process, the Sustainability Guidelines seek to create communities that are not only environmentally sustainable but also socially and economically resilient.

As a result, the Guidelines emphasize the importance of designing urban systems and infrastructure that can adapt to changing circumstances, promoting diversity and inclusivity, fostering collaboration and innovation, and building strong social networks and institutions. By doing so, the Guidelines aim to create sustainable and resilient communities that can thrive in the face of uncertainty and change.

3.3 NVSP Sustainability Focus Areas

3.3.1 Energy & Emissions

Buildings & Infrastructure

- Energy conservation in the North Village Secondary Plan area will support the reduction of energy use and consider the inclusion of alternative and renewable energy sources.
- Promote energy efficiency through building designs that provide opportunities for passive design strategies and maximize the potential for passive solar and natural ventilation.
- Buildings should be designed and constructed to achieve all mandatory measures of the most current version of ENERGY STAR® for New Homes.
- Where the builder is providing appliances, all Energy Star eligible appliances must be Energy Star compliant.
- All public realm light fixtures should be LED, pedestrian-scaled, and conform with the Municipality's lighting standards.

Greenhouse Gas Emissions

- Consider providing a purchase option to homebuyers to design and construct in accordance with the CHBA Net Zero Home Labelling Program.
- Conduct a Materials Emissions Assessment using BEAM (Building Emissions Accounting for Materials tool), or an equivalent tool, to measure A1-A3, stage emissions for all structural, enclosure, and major finishes (cladding, flooring, ceilings, and interior wall sheathing) for a typical building design for each building typology.
- Consider low-carbon sustainable material alternatives to the proposed structure or envelope to use in the building project.

Renewable Energy

- Integrate opportunities for renewable energy use to reduce the electric energy supply in the public realm, such as solar-powered lighting for trails and park pathways.

Electric Vehicles

- For each dwelling unit with a residential parking space, provide an energized outlet or full electric vehicle supply equipment (EVSE) capable of providing Level 2 charging.

3.3.2 Climate Resilience

- Implement the primary measures for basement flood protection, extreme wind protection, and extreme heat protection from the most recent version of the Durham Region Climate Resilience Standard for New Houses.
- Meet the requirements of the ENERGY STAR for Homes, version 3, water management system builder checklist.
- Ensure planned major storm overland flow routes are compliant with the road authority's servicing standards for depth of ponding on their roadway corridors.

3.3.3 Ecology

Tree Canopy

- Plant large growing shade trees along street frontages that are spaced appropriately, having regard to site conditions.
- Each separate new tree planting area must have access to a minimum volume of 30m³ of soil per tree. In urban conditions this may required soil cells.

Rain gardens can be implemented in public spaces

Heat Island Effect

Use one or a combination of the following strategies to treat at least 50% of the site's non-roof hardscape:

- High-albedo paving materials with an initial solar reflectance of at least 0.33 or SRI of 29;
- Open grid pavement with at least 50% perviousness;
- Shade from existing tree canopy or new tree canopy within 10 years of landscape installation;
- Shade from architectural structures that are vegetated or have an initial solar reflectance of at least 0.33 at installation or and SRI of 29; or
- Shade from structures with energy generation.
- Reduce the impact of paved surfaces devoted to parking areas through the use of curbed planting islands and walkway islands that separate and define large parking areas into smaller well-defined areas, while enhancing growing conditions for trees.

Green & Cool Roofs

Roof areas must be provided with one of the following:

- Green roof for at least 50 percent of Available Roof Space
- Cool roof installed for 100 percent of Available Roof Space
- A combination of a green roof, and cool roof and solar PV for at least 75 per cent of Available Roof Space
- Green roofs are encouraged throughout the community, specially the Neighbourhood center, and should be provided in combination with renewable energy initiatives.
- Where green roofs are accessible, use of these spaces for local food production is encouraged.
- Where green roofs are not easily accessible, the use of native, low-maintenance plant species is encouraged.
- Where green roof is provided, consider

incorporating a biodiverse green roof to support pollinator species.
- For a low-sloped roof, typical of commercial and institutional buildings, the cool roof Solar Reflectance Index (SRI) value should be 0.64 and for steep-sloped roofs, typical of residential the SRI value should be 15.

Light Pollution

- All exterior light fixtures are Dark Sky/Nighttime Friendly compliant practices to minimize light pollution.
- Exterior street and building lighting should project downward, and away from reflective surfaces in order to reduce light pollution.
- Where possible, pedestrian-scale lighting should be provided, and excessive vehicle-oriented lighting should be avoided.

Bird Friendly Design

- Large expanses of glazed areas should employ bird strike deterrent strategies. This can be accomplished using patterned glass or window films that appear opaque from the outside. There are also a number of new and innovative technologies using ultraviolet patterns that are visible to birds but invisible to humans.
- Building systems should be set up to automatically turn off major lighting after hours or close blinds once the sun has set to reduce energy use and minimize interference with the flight patterns of migratory birds.

Habitat & Biodiversity

- Bio-diversity should be encouraged through the selection of native, non-invasive species of plant life.
- Plant the at-grade landscaped site area using a minimum of 50% native plants (including trees, shrubs, and herbaceous plants) comprising at least two native flowering species that provide continuous bloom throughout all periods over the growing season.
- Introduce no invasive plant species into the landscape.
- Community gardens and public parks should prioritize low-maintenance, drought-resistant species.

Light-coloured cool roof plus solar PVs

Street tree planting can help manage stormwater run-off by directing water flows into planted areas.

3.3.4 Water Efficiency

- All buildings should be designed to use water efficiently through such measures as ultra-low flow fixtures, dual flush toilets, and rainwater harvesting.
- All water fixtures satisfy Ontario Building Code requirements and at least 10% of the water fixtures are high-efficiency WaterSense® certified.

3.3.5 Stormwater Management

- Demonstrate best management practices (BMPs) are used to treat runoff, removing at least 80% of the average annual post-development total suspended solids (TSS).
- Provide quantity or flood control in accordance with applicable Municipal and Conservation Authority and Official Plan requirements in a manner best replicating natural site hydrology processes, retain (i.e. infiltrate, evapotranspirate, or collect and reuse) onsite the runoff from the developed site for, at minimum, the 80th percentile of regional or local rainfall events, using low-impact development (LID) and green infrastructure (GI) practices.
- Implement low-impact design measures that emphasize the use of bio-swales, vegetated filter strips, innovative stormwater practices, rain gardens, at-source infiltration, rainwater reuse system, and alternative filtration systems such as treatment trains.
- Encourage the use of porous or permeable pavement instead of standard asphalt and concrete for surfacing sidewalks, driveways, parking areas, and many types of road surfaces as a stormwater run-off management strategy for promoting groundwater infiltration and water quality treatment.
- Surface parking areas should minimize the use of impervious surface materials. Wherever soil conditions are conducive, large surface parking lots should direct drainage towards dedicated areas with permeable pavers;
- Buildings are encouraged to collect rainwater for reuse in the building and/or for irrigation.
- Rainwater harvesting systems, such as rain barrels and other simple cisterns, should be considered to capture rainwater, which can be used for landscape irrigation, thereby reducing unnecessary use of potable water.

Rainwater harvesting can be used for lanscape irrigation reducing unnecesaary use of potable water

Landscaping with pollinator-friendly native plants

3.3.6 Materiality & Waste Diversion

Building Materials & Construction Practices

- Incorporate green building material standards to reduce the impact on the environment and ensure materials are purchased/obtained from responsible ethical sources; and where possible, materials should be sourced from certified local businesses.
- Consider the use of recycled/reclaimed materials for new infrastructure including roadways, parking lots, sidewalks, unit paving, curbs, water retention tanks and vaults, stormwater management facilities, sanitary sewers, and/or water pipes.
- Encourage the use of products extracted, processed, and manufactured locally (approx. 160 km) and target the following components.
    - framing;
    - aggregate for concrete and foundation;
    - drywall or interior sheathing.
- Encourage the use of products that contain at least 25% post-consumer or 50% pre-consumer content.
- Where feasible, incorporate concrete that consists of at least 30% fly ash or slag used as a cement substitute and 50% recycled content or reclaimed aggregate OR 90% recycled content or reclaimed aggregate.

Waste Diversion

- Incorporate strategies that emphasize targets for a higher diversion rate in recycling for the plan area.
- Reduce waste volumes through the provision of recycling/reuse stations, drop-off points for potentially hazardous waste, and centralized composting stations.
- In large buildings, such as multi-unit residential buildings and commercial buildings, provide on-site recycling facilities for handling, storing, and separating of recyclables, specially in the Neighbourhood center.
- Manage construction and demolition waste in accordance with O. Reg. 103/94 and divert from landfill a minimum of 50% of all waste generated on-site.

Provide space for local food production,community gardening should be provided as part of new development.

Local Food Production

- Open spaces and rooftops that receive good sunlight should be designed to provide opportunities for urban agriculture and community gardens where appropriate.
- Ensure solar access and provide fencing, watering systems, garden bed enhancements (such as raised beds), secure storage space for tools, and pedestrian access for these spaces.
- Promote local agricultural products and help to ensure that they remain productive components of the local economy.

Encourage and facilitate a higher diversion rate for recycling

Green roofs are encouraged to achieve a minimum of 80% coverage of the total open roof space.

3.3.8 Health & Wellbeing

- Streets should be designed to reflect complete street design principles, balancing the needs of all users.
- Parks and open spaces shall be designed to promote accessibility and usage for all ages and abilities.
- All development, with a focus on streetscapes, parks, open spaces, parking lots, and other publicly accessible areas, shall include Crime Prevention Through Environmental Design (CPTED) principles.
- Incorporate art into publicly accessible and visible spaces and into building designs as an architectural element.
- Integrate amenities into streetscape elements, such as benches, transit shelters, shading, and paving to encourage walkability.
- Sidewalks should be designed to provide fully-accessible, barrier-free connectivity throughout the community.
- Design the public realm to ensure efficient walking routes forming a continuous network to key destinations with continuous sidewalks, or equivalent provisions for walking such as multi-use paths.
- Provide pedestrian and cycling connections from on-site buildings to off-site public sidewalks, pedestrian paths, trails, open space, active transportation pathways, transit stops and adjacent buildings and sites.
- Bicycle parking facilities for visitors should be covered or sheltered with awnings, canopies or other elements that provide shelter.

Charging facilities for electric vehicles

Bicycle parking facilities in parks

Tactile surfaces at intersections improve safety and navigability throughout the neighbourhood

Street furniture can also be art

4.0 Structuring Elements

4.1 Neighbourhood Centre

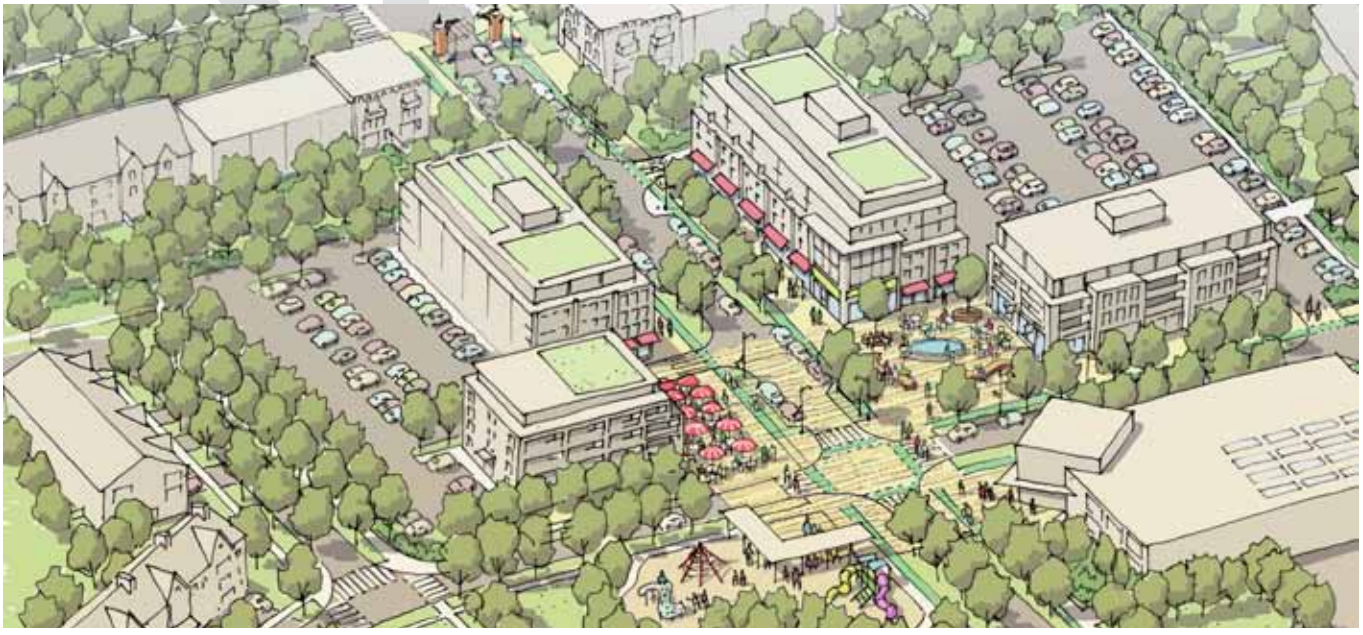
The neighbourhood centre is the heart and soul of North Village, a key contributor to the development of a complete community, walkable and transit-ready. It provides residents with convenient access to diverse land uses to satisfy every day needs and essentials. Higher densities ensure it is vibrant at all hours and in all seasons, while providing diversified housing necessary for a life-long community.

The neighbourhood centre includes not only the mixed use blocks at its core with their public square, but also the neighbourhood park, school, and adjacent streets and blocks. Compact and human-scaled, these uses work in concert to create a lively destination, evocative of a traditional main street or village core.

The Public Realm and Built Form sections of this document provide specific design guidelines for the neighbourhood centre and emphasize design priorities that are unique to the neighbourhood centre, or are particularly important to achieve. The design of the neighbourhood centre should also have regard for the general public realm and built form guidelines.

Walkable and human-scaled main street

Provide a space where the community can come together



Neighbourhood Centre sketch

Demonstration plan, Neighbourhood Center

Key Urban Design Objectives

Walkable & Connected

- Composed of a fine-grained network of streets, blocks and pathways
- Strong visual and physical connections to the rest of the neighbourhood
- Multiple, convenient, direct and multi-modal links that prioritize active transportation

Human Scaled & Pedestrian Oriented

- Street-oriented buildings in compact form
- Continuity of street walls with animated uses and narrow storefronts
- High quality design and materials
- Sunlit public spaces, pedestrian amenities, calmed vehicular traffic, weather protection and visual interest and delight

Neighbourhood-Serving & Focused

- Commercial uses meet the needs of the neighbourhood

Vibrant All Day & In All Seasons

- Mixed uses including upper-level residential to ensure a critical mass of people and activity throughout the day and in all seasons
- Embed winter city design principals for year-round appeal
- Shared amenities and facilities to minimize their cost and size – such as parking

Sustainable & Resilient

- Integrate green infrastructure such as porous pavers, rain gardens, green roofs, and a dense tree canopy to lessen environmental impacts while improving the public realm and micro-climate for pedestrians
- Design for adaptability of all ground floor uses and parking infrastructure

Identifiable & Inviting to All

- Place-making that creates a unique identity, attracts activity and generates synergies
- Variety of uses and accessible design
- Enhance safety and security by prioritizing pedestrians and adopting Crime Prevention Through Environmental Design principles.

A space that's enjoyable all year round

Public Square

Animated grade levels

Public plaza with character and multi-use spaces

4.2 Streets, Blocks and Mid-Block Connections

The local and collector streets, together with mid-block connections, create an interconnected network throughout the neighbourhood. This network allows pedestrians and cyclists to conveniently access local uses, amenities and destinations including homes, the neighbourhood centre, parks and potential school.

Collector streets (Streets A and B) provide access to and a frontage for the neighbourhood centre, the focal point of the community. They connect each quadrant of North Village, allowing people from throughout the neighbourhood to conveniently and safely access the school and retail/commercial uses. They also connect four of the parks in North Village, and, through their southerly extensions, connect to approved parks and school sites in the neighbourhood to the south. The collector streets are the main axes of the community, and additional tree planting and landscaping is encouraged.

Local streets in a modified grid create small development blocks for the neighbourhood's residential development. Local streets become window streets along arterial roads, providing pedestrian and cycling connectivity to the neighbourhood's edges. Where street connections to the arterial road network are not permitted, mid-block connections provide pedestrian and cycling linkages between local roads and the arterials.

The collector roads A and B intersection with Regional Road 17 will be refined based on road safety considerations including sight distance and intersection spacing/geometric design requirements

Demonstration plan, Blocks and Mid-Block Connections

4.3 Open Space Network

North Village has a variety of open spaces. A Neighbourhood Park is located in the heart of the neighbourhood in association with the neibhourhood centre. As the largest open space, it provides opportunities for the greatest variety of park amenities and serves the entire neighbhourhood. The street pattern ensures good accessibility to the Neighbourhood Park from all directions. Four smaller Parkettes are distributed throughout the neighbourhood, generally on collector or arterial streets. The Parkettes provide smaller scale amenities for the surrounding homes or quadrants. A potential school block is located in the heart of the neighbourhood, directly beside the Neighbourhood Park and across the street from a Parkette.

All of these open spaces are located such that they create an interconnected 'necklace' of green spaces. The Neighbourhood Park, potential school, and two of the Parkettes create a continuous corridor of green space linked by an enhanced streetscape through the Neighbourhood Centre. The other two Parkettes are located a short walk away. The configuration of open spaces provides a distributed network accessible to the whole neighbourhood.

Along the west edge of the neighbourhood, an enhanced local road will include a tree-lined multi-use path along one side, helping to buffer Highway 35/115. This path will enhance connectivity and has the potential to be extended to the south.

Demonstration plan, Open Space Network

4.5 Gateways and Prominent Intersections

Gateways are located along the edges of the North Village neighbourhood, where vehicular access from the arterial road network is provided. This includes a Gatewayat the intersection of Regional Road 17 (and Concession Road 3) and at the intersection of Street B (and Arthur Street). These locations will celebrate the entrance to the neighbourhood through enhanced architectural and landscape features that create a sense of arrival.

Prominent Intersections are located internal to the North Village neighbourhood. They are located along Street A, one at the intersection of Regional Road 17, and the other at the intersection of Street B. These locations celebrate the character of the neighbourhood itself, also through enhanced architectural and landscape features. They create landmarks for the neighbourhood that reinforce its unique identity.

These Prominent Intersections are part of the Neighbourhood Centre, and an Enhanced Streetscape along Streets A and B will create green, pedestrian-friendly corridors. The Enhanced Streetscape can include a wide spectrum of streetscape elements such as generous sidewalks, special paving, street furniture, stroller and bike parking, additional street tree planting, and intersection bump-outs, among others.

Demonstration Plan, Gateways & Prominent Intersections

5.0 Built Form: Private Realm

The private realm is comprised of the properties that will remain in private ownership, including all forms of housing and businesses. The private realm represents the majority of development within North Village, and will make a significant contribution to defining its character, streets and public spaces.

5.1 Development of Blocks and Lots

- Street blocks will be defined by the public street network.
- Development blocks and lots should be oriented to allow for buildings to be oriented to public streets, including for the main front entrance to have a direct connection to the public sidewalk.
- A variety of lot sizes should be provided, in order to ensure a diversity of housing types, sizes and designs, and to provide variety in the streetscape
- Generally, lot shapes should be simple and rectilinear so as not to limit design and siting options. However, variations to the traditional lot should be incorporated to manage slope or property boundary issues.
- Lots should allow for building frontages to face public parks.
- Alternative street patterns and lotting should be prepared for the school site in the event that the school is not required.

5.2 General Site Layout and Building Design Guidelines

5.2.1 Lot Size and Variety

- A variety of lot sizes should be provided, in order to ensure a diversity of building types, sizes and designs.
- Sites should be planned and designed in keeping with Accessibility for Ontarians with Disabilities Standards and Crime Prevention Through Enviromental Design Principles. Sites should allow for unobstructed street frontage adjacent to public open spaces.
- Corner lots and lots adjacent to public open space features should be wider than interior lots to promote building façade articulation and visual interest along the side elevation.

5.2.2 Siting and Orientation

- The primary facade of buildings should relate directly to the street and be sited generally parallel to it, creating a well-balanced, human-scale street and building relationship, which encourages pedestrian activity.
- Building setbacks should define the street edge and establish visual order. Projections into the front or flankage yard, such as porches, entrance awnings or canopies, porticos, entrance steps and bay windows are encouraged for their beneficial impact on the streetscape. Encroachments should comply with applicable Zoning By-law regulations.
- Buildings should be sited close to the minimum required front yard setback, to provide a human scale.
- Buildings should be sited and oriented to optimize passive solar opportunities and natural ventilation.
- Buildings should be sited and oriented to ensure the coordination and cohesion of the development within the context of adjacent properties and the surrounding streetscape. For multi-building sites, buildings should be organized into a pattern of internal streets and blocks, which are defined by buildings and/or landscaped areas.

5.2.3 Pedestrian Circulation

- Clear and accessible pedestrian walkways should be provided from the sidewalk to the front entrance of each building.
- Pedestrian walkways should be well defined and provide direct connection to parking areas,

building entrances and adjacent developments.

- Pedestrian walkways should be designed to promote pedestrian comfort, and encourage a pleasant walking experience.
- Pedestrian walkways should be provided along the full length of apartment, mixed use and commercial buildings, including residential lobby, residential apartment, storefront or restaurant entrances, and along any façade abutting parking areas.
- Pedestrian walkway depths should be maximized adjacent to the residential lobby, storefront or restaurant entrances, with consideration for the provision of appropriate canopy, awning or arcade treatments for pedestrian weather protection.

5.2.4 Landscaping and Amenity Space

- Landscape design should incorporate the retention of existing mature trees, where possible, as well as the planting of new trees within the site, where space permits.
- Streetscape elements should be provided along street frontages to maintain a consistent urban character.
- Site fencing design should be complementary with the design of buildings.
- A clear hierarchy of public, semi-public and private outdoor spaces should be provided.
- Landscaping should include hard and soft landscape elements, including planting, decorative walls / fencing, paving materials, and pedestrian amenities.
- Landscape elements, such as planting arrangements, should provide visual emphasis at the end of view corridors on buildings sites and vista terminations.
- Landscaping should be used to screen parking areas and focus attention on adjacent buildings.
- Front, side and rear setback areas should be landscaped with groundcover at minimum where not required for vehicle access.
- For single detached, semi-detached and townhouse type lots, additional tree or shrub planting shall be provided for each dwelling. Planting will enhance community biodiversity, provide stormwater management benefits, beautify the community, and/or may serve functional uses such as for privacy, wind barriers and shade.
- Grades should ensure water is directed away

A clear and accessible pedestrian walkway links the sidewalk to the front entrance of each building.

Utilize plantings to maintain privacy and provide wind barriers and shade.

from buildings and neighbouring properties, and toward adjacent stormwater management infrastructure, streets and open spaces.
- Avoid abrupt change of grade along streetscapes.
- Private outdoor amenity space should be provided within rear yards, porches, porticos, balconies or terraces.

5.2.5 Lighting

- All outdoor light fixtures should be LED, and "dark sky" compliant.
- Parking areas, driveways and walkways should be adequately illuminated with low level, pedestrian-scaled lighting.
- Building entrances should be well lit. Natural lighting is encouraged through the use of sidelights, fanlights or door glazing. Wall-mounted down-cast lighting is also appropriate adjacent to building entrances.
- Lighting should be restricted adjacent to sensitive natural and residential environments.

5.2.6 Signage and Site Furnishings

- Signage / addressing should be designed to be characteristic of the architectural identity of the development. Street addressing shall be clearly visible.
- Site furnishings should be incorporated on private property along pedestrian connections to provide amenities at convenient and comfortable locations, such as building entrances and gathering spaces.
- Multi-building developments should incorporate a consistent and compatible approach to signage and furnishing.
- Site furnishings should reflect the intended use of the space and expected number of users.
- Where permitted, addressing associated with secondary suites should be visible and clearly distinguished from that associated with primary units.

5.2.7 Site Access, Servicing, Storage and Utilities

- Driveway entrances should be oriented to minimize visual impacts on adjacent properties. Such features should be integrated within the site, located away from building corners and with minimal interruption of walkways and sidewalks.
- Catch basins should not be located in front of planned driveway entrances.
- Site access should be provided via a single curb cut.
- Driveways and associated curb cuts should be minimized in width.
- On corner lots, driveways should be accessed from the street of lesser prominence.
- The use of permeable surface materials are encouraged within driveways, parking pads, and surface parking areas.
- Utility meters, gas lines, transformers and HVAC equipment should be placed in discrete locations and screened from public view.
- Utilities and servicing areas should be located as that they do not interfere with existing trees, mature tree growth or landscaping.

Detached Dwellings, Semi-Detached Dwellings and Townhouses

- Driveways should have sufficient width and length to facilitate vehicle parking entirely within private properties, without obstructing adjacent sidewalk or vehicle sightlines.
- Driveways and associated curb cuts should either be combined and shared between adjacent properties, or laid out with a consistent rhythm between adjacent properties.
- Where two-lane driveways are desired, asphalt

width should not exceed that of associated garage doors, and tapering is encouraged as driveways approach associated curb cuts.
- Garbage and recycling storage areas should be located at the side or rear of dwellings. Where this is not possible, garbage and recycling storage areas should be screened from public view.

Apartment Buildings, Mixed Use Buildings, Commercial Buildings and Institutional Buildings

- Future development should coordinate and consolidate driveway entrances, where feasible. Ground floor frontages may need to be set back adjacent to parking access sites to provide visibility at the exit.
- Loading facilities should be consolidated between adjacent properties, where feasible. Such facilities should be integrated into the building design or placed away from street frontages and screened from view. Screening measures should include landscaping and/or fencing.
- Garbage and recycling storage rooms should be centralized indoors, and at the rear of the building.
- Service and outside storage enclosures should be constructed of materials to match or complement the building material. No enclosure should be made of any form of chain link fencing. Gates and/or access doors may be constructed of materials different from the actual enclosure material to facilitate operation.
- Outside storage areas should not be visible from any street, and be fully screened by wall enclosures. Screen walls should have a minimum height equal to that of the item which it is screening.
- Noise attenuation measures should be provided where service areas are in proximity to neighbourhoods. These features should be complementary in material and design to surrounding buildings and structures, to reinforce the image of the community.

Driveways incorporate permeable paving strategies and are minimized in width.

5.2.8 Vehicle Parking

Driveways

- Maximum driveway width shall be 2 cars, or the width of the garage opening, whichever is less.

Garages

- A variety of garage typologies, including integral front, integral rear and detached rear garages, are encouraged throughout the community.
- Integral front garages should be integrated into the massing and design of dwellings.
- Integral front garages should either be flush or recessed relative to the primary building face of dwellings, and should not project forward. The primary building face may include the levels above grade.
- Integral rear garages should either be integrated into the massing of dwellings, or connected via a breezeway.
- For street-facing garages, maximum garage width should be 50% of the building width.The width of garage doors should be narrow, with preference given to the use of multiple single vehicle doors over double car garage doors.
- Garages should incorporate a design and material quality which is consistent and complementary to associated dwellings.

Surface Parking Lots

- Surface parking spaces should be located at the side or rear of buildings, either served by laneways or consolidated by block.
- Visitor / guest parking spaces should be clearly distinguished from resident / employee parking spaces, and should be coordinated in location.
- Landscaping and permeable, sustainable materials and technologies will be prioritized.
- Surface parking spaces should be organized in compact formations with significant, high-quality soft landscaped edges, especially adjacent to the public realm.
- Landscaping and site organization should prioritize managing stormwater quality and quantity on-site, wherever possible.
- Landscaping near parking and vehicle routes should provide opportunities for shading, without minimizing safety and visibility.
- Surface parking lots should be screened from view along adjacent streets, through the use of low-level landscape buffering.
- Pedestrian movement should be given priority

Materiality and design of the garage is consistent with the building.

in the design of all parking facilities. Clearly marked, direct and safe pedestrian routes should be provided wherever possible and should be separated when appropriate.
- Lighting for parking should be oriented to limit visual impact on adjacent neighbourhoods but should otherwise be well distributed to enhance safety and visibility.
- Accessible parking spaces should have direct access to building entrances and should not be placed across a drive aisle.

Other Forms of Parking

- Above-grade structured parking, underground or partially-recessed parking, if provided, shall be designed to minimize its visual impact on the public realm, inclusive of structures, driveways, ramps, and vents.
- Above-grade structured parking shall be located to the rear of buildings and screened from view from streets and open spaces.

5.2.9 Bicycle Parking for Multi-unit Residential, Commercial and Public Buildings

- Internal bicycle parking within buildings should be located at grade with direct access to the adjacent street, wherever possible, or should provide ramped access to the street.
- Internal bicycle parking should be made available to employees and residents.
- All bicycle parking for visitors external to the building should be covered, either by lobby canopies, breezeways or independent shelter structures.
- Bicycle parking should be provided in proximity to mixed use buildings in order to encourage active transportation.
- Adequate bicycle parking shall be provided at all public buildings.

Surface parking with pedestrian walkway and landscaping

Visitor bicycle parking is sheltered.

5.3 Building Design

Buildings should be planned and designed in keeping with current iterations of the Accessibility for Ontarians with Disabilities Standards and Crime Prevention Through Environmental Design Principles.

5.3.1 Character

Provide building forms, materials and architectural character that are compatible with the historic qualities of the Village of Newcastle.

For low-rise residential building design, consider one or more of the following:

- simple massing forms for the overall building massing
- simple roof forms
- gable and hip roofs
- models featuring brick or clapboard
- broad porches along the face of dwellings
- gable wall or roof dormers
- vertical window proportions
- architectural trim and details referencing historic styles.

For commercial or mixed use building design, consider one or more of the following:

- brick as the primary material in the podium levels
- decorative brickwork, e.g. bands, reveals, soldier courses, brick cornices
- strong cornice line above the ground floor level
- strong cornice line at the top of the podium level
- vertically proportioned punched windows in the podium levels
- small stand-alone commercial buildings designed to appear as a converted house form (e.g. pitched roof, clapboard or brick).

Mixing building designs creates more interesting streetscapes. Consider options with garages in the rear yard.

High quality architectural detailing, including brick and trim work, variety in window treatments. tall dormers, and long porches spanning two units, help to create a dynamic streetscape for this long building type.

A variety of facades give the street frontage a unique character.

5.3.2 Height, Massing and Transitions

- Where building elevations are visible from adjacent streets and open spaces, a variety of massing can be achieved through alternative facade treatments, roof line, emphasis, building projections, materials, colours and architectural styles.
- Where significant grade changes occur within a site, buildings should be designed to accommodate such grade changes.
- Where building frontages exceed 30 metres, massing should be articulated or broken up through a continuous rhythm of building fronts achieved through a pattern of projections and recessions, columns, datum lines, entrances, signage, and/or glazed areas. This is important to ensure that facades do not appear to be overwhelming, and can create a sense of multiple buildings along the length of the property. Vertical breaks and stepbacks should also be provided to maintain a comfortable pedestrian environment.

5.3.3 Entrances

- Primary entrances shall address the street.
- Building entrances should be highly visible, and should face and provide direct connections to the adjacent street, or walkway, via pedestrian walkways.
- Where permitted, entrances to secondary suites should be located so as not to visually detract from primary unit entrances. In the case of corner conditions, such entrances are encouraged to address flanking street frontages.
- Building entrances should promote visibility and views between interior and exterior spaces.
- Entrances should be emphasized as focal points in a building's façade and complementary to the overall articulation and material palette of the building.
- Weather protection and building entrances should be provided through the use of covered porches, porticos, wall recesses, canopies or awnings, as consistent with the architectural style of the building.
- Building entrances should be well lit. Natural lighting is encouraged through the use of sidelights, fanlights or door glazing. Wall-mounted down-cast lighting is also appropriate

Building entrances are highly visible and provide direct connections to adjacent street.

adjacent to building entrances.

- Patios associated with building entrances should be consistent and proportionate in scale with the architectural style and massing of the building.
- Steps and ramps should be architecturally integrated within the building entrance.
- Elevated main front entrances and large concentrations of steps at the front should generally be avoided. Typically, a relationship of no more than approximately 5 risers to the porch is desirable to maintain a pedestrian scale. Site grading conditions and various built form types may warrant additional risers.
- Main entrances associated with residential dwellings should be no greater than 1.5 storeys in height.
- Entrance enhancements are encouraged, and may include pilasters, masonry surrounds, a variety of door styles, and a variety of transom lights.

5.3.4 Projections

- The majority of dwellings should incorporate a street-facing porch, portico or balcony.
- Porches and porticos, associated with dwellings, should be located closer to the sidewalk / street than the garage. This diminishes the visual impact of the garage and creates a comfortable pedestrian environment.
- Wraparound porches are encouraged for dwellings on corner lots, where appropriate to the style of the dwelling. Wraparound porches should incorporate railings.
- Porch dimensions should be adequate to comfortably accommodate seating. Porch depths should generally be no less than 1.8 metres. Deeper porches are encouraged and should be in proportion of the scale of the building. Porticos and balconies may have a reduced depth of 1.5 metres.
- Porch, portico and balcony design and detailing should be consistent with the character of the building.
- The width of stairs should be maximized to the extent feasible to match the porch or portico opening width.
- Where railings are used, they should be consistent with the character of the building. Railings should attach to porch columns and not wrap around them. The colour of railings should reflect the design of the dwelling.

Primary entrances are accessible and face public and/ or private roads.

The design of the porch is consistent with the character of the building.

- Balconies and terraces should be designed as cohesive elements of the building, and should not extend closer to the street than the ground level porch.

5.3.5 Windows

- Windows should be designed as an expression of interior use.
- Window sizes should be generous and have proportions and details which are consistent with the architectural style of the building.
- Windows should play a functional role in providing natural ventilation and light, views and privacy, and passive heat gain in cold seasons.
- Dwellings should incorporate bay windows, or other large windows, adjacent to main living areas, as well as smaller windows at primary building entrances. Emphasis should be placed on providing large windows on the ground floor.
- Where provided, basement windows should match main floor windows. Large basement windows are encouraged where grading conditions permit.
- Where permitted, windows associated with basement secondary suites should be sufficiently sized, proportioned and located to facilitate adequate sunlight penetration and egress. The use of window wells is encouraged in order to limit finished first floor heights.
- Clear glass is preferred for all glazing, in order to promote a high level of visibility.
- Where appropriate to the style of the building, window mullions and muntin bars are encouraged on publicly exposed elevations.
- Sills and lintels should be consistent with the architectural style of the building.
- Where appropriate, shutters should have a width equal to half of the associated window.
- The use of coloured window frames is encouraged to add variety, appropriate to the colour palette of the associated dwelling.
- Dormer windows should be designed and situated to contribute to the overall massing strategy and complement the location of lower storey windows.

5.3.6 Roofs

- Roof types and forms should be consistent with

Window sizes are generous.

Clear glass for all glazing

the architectural style of the buildings.

- A variety of roof types and forms should be provided along streetscapes.
- Roof materials should complement the building's cladding materials.
- Wide roof overhangs are encouraged both as a design feature and as a means of providing shade and weather protection.
- Building designs are encouraged to incorporate parapets or cornice treatments to provide an interesting roof form.
- Roof elements, including chimneys, dormers, pitches, cupolas, and vents are encouraged as distinct elements, which contribute to the variety of roof designs.
- Solar panels and green roofs are encouraged.
- Where incorporated as secondary roof elements, metal accent roofs should be heavy gauge, and be designed with a standing seam and a pre-finished colour which complements the primary roof colour.
- Vents located on side of buildings also should be a color that blends with siding material and not located facing the street.
- Vent stacks, gas flues and roof vents should be located on the rear slope of the roof, when possible. Roof vents should be of a pre-finished colour which complements that of the roof.
- Rooftop mechanical equipment should be integrated into the roof design and screened from public view.
- Rooftop amenity space shall be designed such that railings and architectural details visible from street level are integrated and consistent with the architetural style of the building.

5.3.7 Materials

- Design and construction quality should reflect a high level of craftsmanship.
- Building materials should be selected based on their aesthetic quality, durability, energy efficiency, lifecycle cost, and environmental impact.
- Building materials should be appropriate to their use and location, and consistent with the expression of the area or district.
- A variety of materials and colour palettes are encouraged.
- The installation and implementation of building materials is as important as the selection of the materials themselves. Careful attention

Wide roof overhangs are encouraged to provide shade and weather protection.

Provide for a variety of roof types and forms.

should be paid to the detailing, connection and juncture of building materials to create a clean architectural expression.

- The material composition of upper storeys may differ from base materials, but compatibility and transition between materials should be considered, and the rhythm and proportions of the lower floors should be respected.
- Functional screens, including shade devices and other passive solar design elements, which complement the building design, are encouraged.
- Side and rear facades should include materials of equal quality to the front façade.
- Stone, stucco, pre-cast cement-fibre siding, vinyl siding, pre-finished shakes / shingles and pre-finished panelling are encouraged for use as accent materials where consistent with the architectural style of the building.
- Building materials that should be avoided or limited in use include: concrete block, residential-type metal siding, or large quantities of highly reflective and mirrored finishes for glazing, or finish effects that simulate another material.
- False facades are strongly discouraged.
- Material changes should occur at logical locations including changes in plane or volume, wall openings or downspouts. Material change is discouraged at projecting (outside) corners; instead, a minimum 2.5 metre material return is preferred.

Encourage green roofs and provide flat roofs as private or shared outdoor amenity spaces.

5.3.8 Articulation and Detailing

- Buildings should be designed to individually and collectively contribute to the character of the surrounding neighbourhood or district.
- Buildings should have a unique identity, while respecting and responding to the surrounding context.
- Individual buildings should be self-consistent in architectural expression, with appropriate facade detailing, materials and colours consistent with its architectural style.
- Primary building facades, which address adjacent streets or open spaces, should be articulated through the use of design elements such as entrances, windows, projections, recesses, canopies, awnings, and changes in material. Primary building facades should not be blank.
- Secondary building facades, which address adjacent streets or open spaces, or are visible from the public realm, should contain a design and material standard equal to the primary building façade. Secondary building facades, which are not visible from the public realm, may be blank.
- Where blank walls occur, the use of additional architectural details and building materials is encouraged.
- Functional building elements such as vents and rainwater leaders should be integrated into the design of the building, where possible.
- Utilities, vents and other unsightly elements should be integrated into the design of the building, and screened from public view.
- A variety of architectural expressions and elevation treatments should be provided.

5.4 Detached, Semi-Detached, Townhouse and Stacked Townhouse Dwellings

For single detached and semi-detached:

- identical building elevations should not be located side by side or directly opposite from one another. Such elevations should be separated by a minimum of 2 buildings.
- identical building elevations should not appear more than 3 times within a cluster of 10 dwelling units.

For semi-detached and all townhouses:

- all the units that comprise the building should be compatible in terms of design expression. Elevations may be symmetrical or asymmetrical.
- Dwellings should be fully-attached above grade.

For all townhouses:

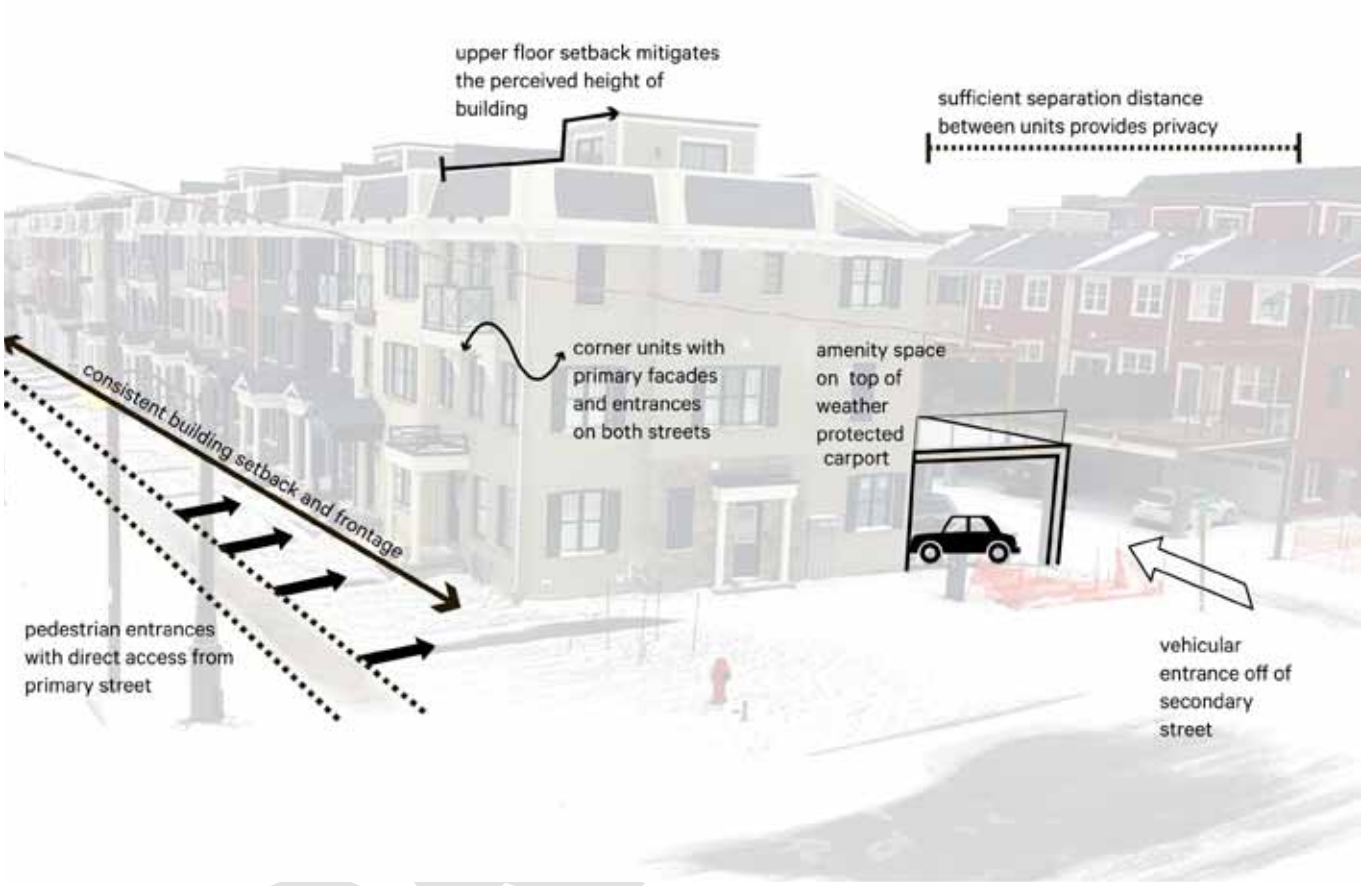
- Exterior walls should be articulated, through the stepping of units and the use of bays, gables and porches, to avoid large unbroken expanses of roof or wall planes.
- Townhouse block widths may range from 3 to 8 adjacent horizontal units.
- Privacy screens should be provided between outdoor amenity spaces of neighbouring units.

For stacked townhouses:

- Provide a separate and clearly articulated main front door for each unit.
- Set back rooftop access from the street edge.
- Provide soft landscaping within the front yard that can accommodate low planting and a small tree.

Both halves of a semi-detached dwelling are consistent in architectural style.

Single detached dwellings articulate a distinctive identity.



Design principles for townhouses and stacked townhouses.

Townhouses with rear laneways are appropriate along arterial roads.

Large building massing is articulated with a variety of techniques including roof forms, entry treatment, dormers and projections

5.5 Low-Rise Apartment Buildings

- A minimum of 50% of the street frontage shall be occupied by the primary building massing.
- A minimum of 70% of the building's frontage should be built to the applicable minimum front and exterior side yard setbacks. The remaining 30% may be setback a maximum of 2.0 additional metres.
- Low-rise apartment buildings should have a podium with a minimum streetwall height of 2 storeys and a maximum streetwall height of 4 storeys. Above the podium, upper levels shall have a minimum stepback of 1.5 metres.
- Where residential uses are anticipated at-grade, such buildings should have a maximum finished ground floor height of 1.5 metres above established grade.
- Where residential uses are anticipated at-grade, such buildings should incorporate a minimum ground floor height of 3.5 metres, measured floor-to-floor.
- Where provided, upper storey residential apartment units should be accessed via a consolidated lobby.
- Ground floor residential units facing streets or public walkways are encouraged to have individual entrances accessing the sidewalk.
- The ground floor facade and the front yard shall be designed to provide a transition to the sidewalk that emulates a traditional front yard, such as by providing a stoop or porch, stairs, walkway, and low walls or landscaping.
- Private outdoor amenity space should be provided through the provision of balconies and terraces.
- Privacy screens should be provided between outdoor amenity spaces of units that do not face streets.
- Common outdoor amenity space should be provided in the form of landscaped courtyards, forecourts, and accessible rooftops.
- Street furniture including seating and bicycle parking should be provided adjacent to low-rise mixed use buildings in order to enhance the pedestrian experience and contribute to the character of the area or district.

Individual entrances for units facing public walkway, and upper storey residential apartment units accessed by a consolidated lobby

5.7.5 Parking

- All required vehicle parking should be provided on-site, via surface parking areas or underground structured parking facilities.
- Surface parking shall be located at the side or rear of the building.

Entrances

- For corner buildings, locate main entrances at or near the corner of the building so as to animate both sidewalks. Where multiple building entrances are desired, they are encouraged to address both frontages.
- Entrances may be recessed where located directly adjacent to public sidewalks so as to minimize the obstruction of open doors.

Siting and design of apartment sites.

5.6 Neighbourhood centre

Built form in the neighbourhood centre will be street-orientied and human scaled, with a fine grained rhythm of uses and buildings. The central focus of the built form guidelines for the neighbourhood centre is the comfort, convenience, security and visual interest of the pedestrian as shaped by the experience at the level of the sidewalk.

The design objective for development is to create a main street character. This is defined by:

- well-framed and animated public streets and spaces
- 2 to 6-storey buildings at the street edge forming a continuous rhythm of narrow storefronts
- residential uses above retail
- a range of building typologies and variety in architectural expression.

The following neighbourhood centre built form guidelines are primarily intended for the mixed use blocks. However, they can also be used to inform the design of live-work or other commercial uses within the neighbourhood centre area.

Siting & Orientation

- Buildings should have a consistent setback from the right-of-way along street frontages.
- Buildings may be located a maximum of 3 metres from the right-of-way to provide a flexible space in front of commercial and retail.
- Buildings, the public square, mid-block connections, and/or other public spaces shall occupy a minimum of 75% of the site frontages along Streets A and B, with buildings themselves occupying a minimum of 50% of the frontages. Parking, driveways and other non-pedestrian-oreinted facilities are limited to 25% of the site frontages of Streets A and B.
- Ground floor entrances to retail, commercial and other non-residential uses shall be located along Street A or B, or the public square. Retail entrances shall not be located to face parking lots. Direct walkway connections between the parking lot in the rear and the street edge shall be provided.

Height & Massing

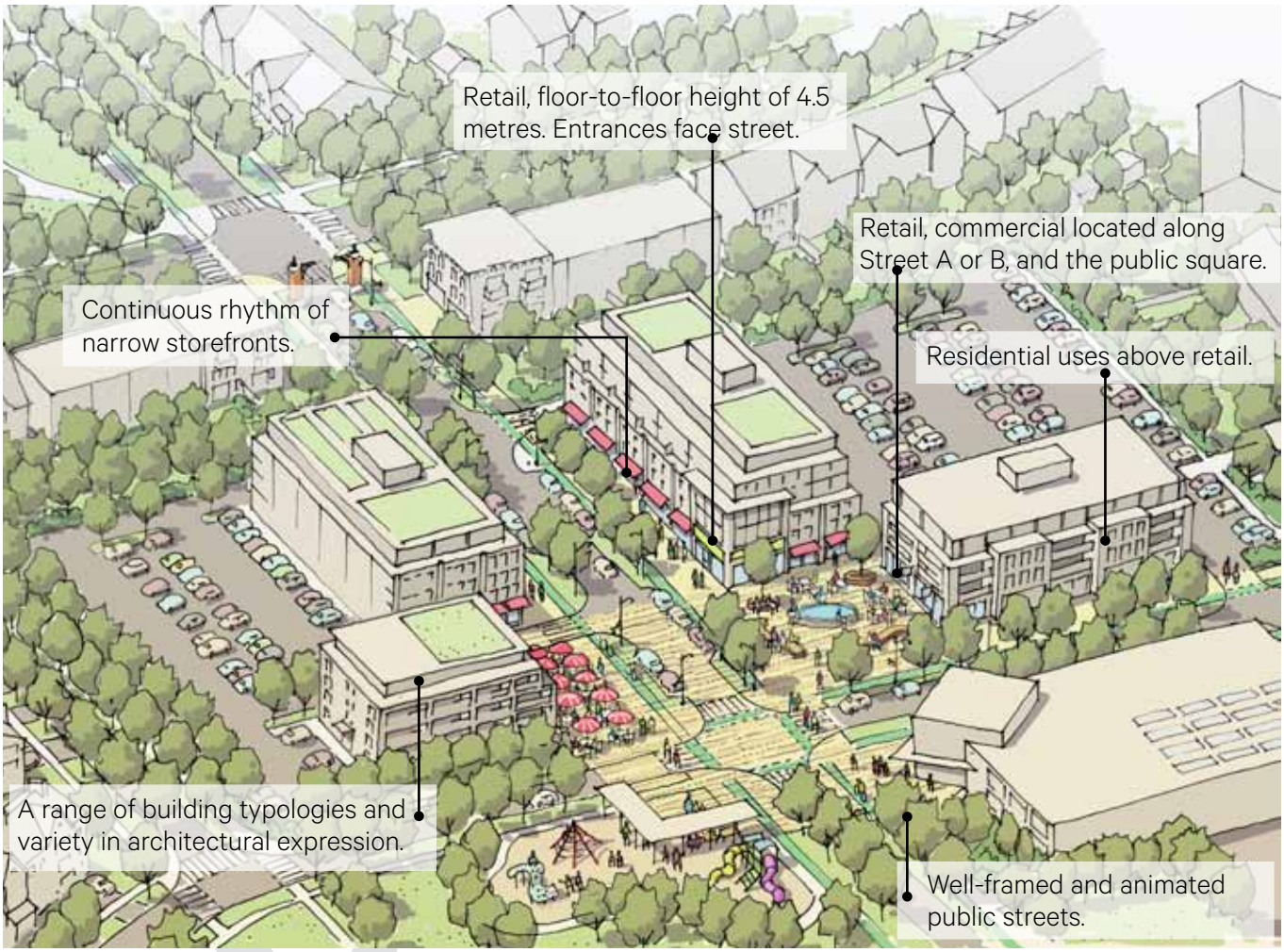
- Streetwall heights should be no less than 2-storeys and no taller than 4 storeys, at which

Ground floor entrances to retail should be located along street A or B

Streetwall height of 3-storey

point a minimum 1.5 metres stepback free of encroachments should be provided above the streetwall

- Buildings, or portions of buildings, within 10 metres of adjacent residential of lower height shall be capped at 4 storeys height to provide a transition.



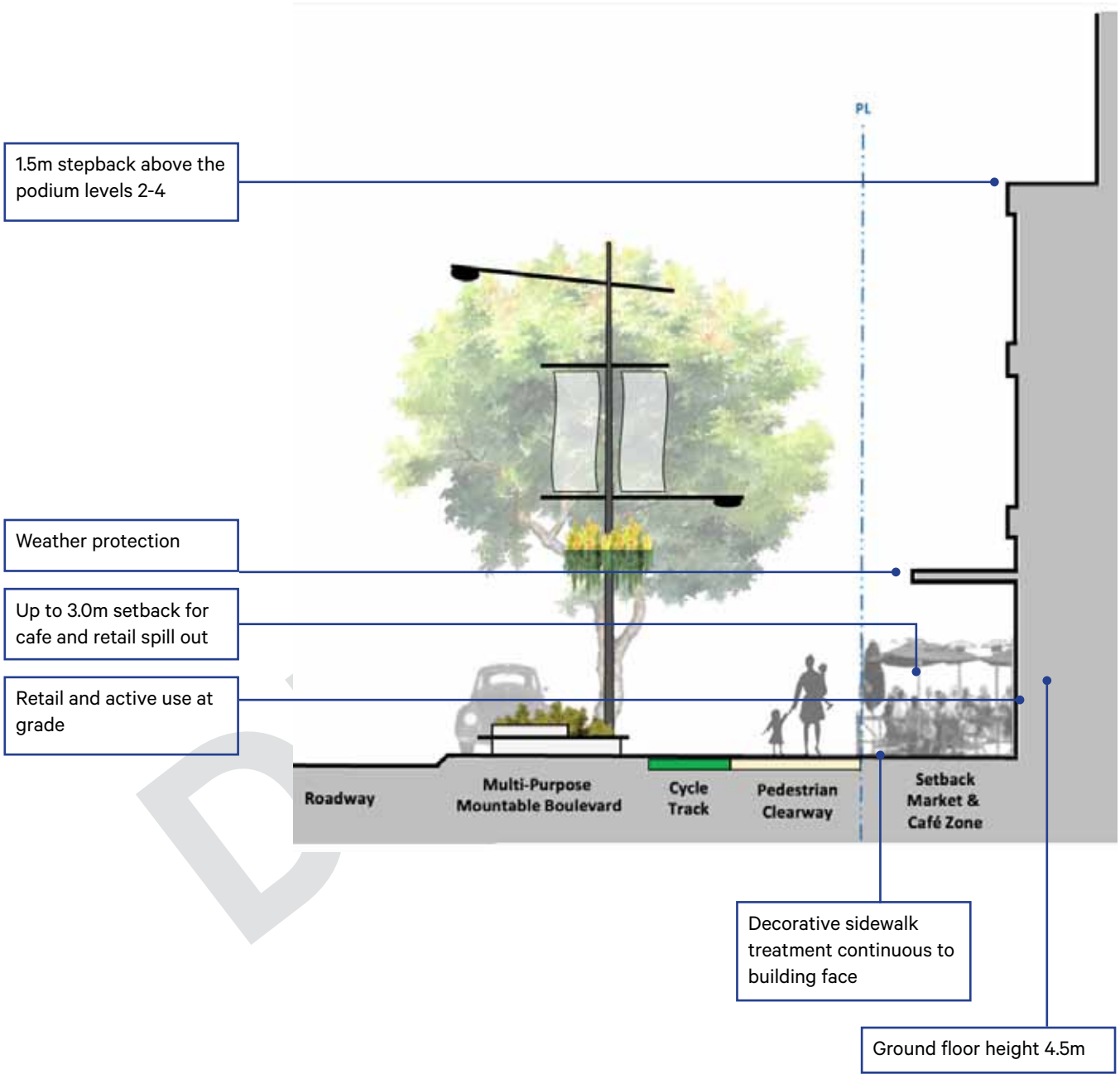
Neighbourhood centre Sketch

Interface with the Public Realm

A building's interface with a street or public space refers to the character and quality of the lower podium levels that meet the sidewalk and can make the greatest impact on the quality of the public realm and pedestrian experience.

- Streetwalls should be designed to have the highest possible material and architectural quality.
- Blank walls at-grade are prohibited on any street frontage.
- Buildings should address prominent intersections by locating principle entrances at the corner, and providing distinct architectural elements in massing (e.g. spires, projections) or materials.
- Guidelines for commercial interfaces include:
  - The grade-level should have a prominent presence on the street with a floor-to-floor height that is no less than 4.5 metres.
  - Primary entrances should be oriented to the street or open space with minimum 75% clear glazing at-grade to maximize visual transparency and street animation.
  - To create an inviting 'main street' environment, smaller-scale retail formats should be located at the street frontage or facing public space, with larger formats directed to the second level.
- Where larger format retail (over 1,500 square metres) is located at-grade, it should be articulated as narrow shop fronts, and if possible, multiple entrances.
- Weather protection for pedestrians is encouraged through the use of awnings and canopies.
- Arcades or colonnades, if provided, should be continuous along a block with an interior height of 2 storeys and a minimum clearway of 2 metres.
- Spill-out commercial activity such as outdoor cafes is encouraged.
- Encroachments into the public realm should be permitted for awnings, outdoor cafes, entry features, and perpendicular signage.

Principal entrances at corner and high quality architectural design.


1.5m stepback above the podium levels 2-4
Weather protection
Up to 3.0m setback for cafe and retail spill out
Retail and active use at grade
PL
Roadway
Multi-Purpose Mountable Boulevard
Cycle Track
Pedestrian Clearway
Setback Market & Café Zone
Decorative sidewalk treatment continuous to building face
Ground floor height 4.5m

Visually Prominent Sites

Corner buildings have visual prominence because they front onto two streets, frame intersections, and are viewed from two or more streets. Buildings sited at the ends of or bends in streets terminate a view, and orient visitors to a place.

- Provide a distinct architectural response, with elevated use of design and materials, for buildings at visually prominent sites to create landmarks.
- Align design features to the view axis which, in addition to tall architectural elements, can include aligned entries, portico openings, projections, or bays.
- Modest exceptions to step backs and height restrictions encourage massing and design that accentuate the visual prominence of the site, such as spires and turrets.
- Facade design should address both street frontages with a primary expression.
- Ground floor uses should address both street frontages through entries and glazing.

Commercial Signage

Commercial signage plays an important role in the overall image of the neighbourhood centre. Signs should be consistent with by-laws and contribute to the quality of individual buildings and the overall streetscape.

- Signs are encouraged to be constructed using high quality materials and be well maintained.
- Facade signs with individual three-dimensional

Commercial signage should not block the storefront.

Streetwall should be of high quality materials and include continuous narrow shops, weather protection, and tall grade level heights

letters are encouraged.
- To minimize visual clutter, signage should be integrated into the design of building façades wherever possible, through placement within architectural bays and friezes.
- Signage should not obscure windows, cornices or other architectural elements.
- Commercial signage should not overwhelm the building and/or the storefront.
- Large freestanding signs, roof signs, large-scale advertising such as billboards, and back lit illuminated rectangular sign boxes are discouraged.
- Highly animated and illuminated digital signage should not be permitted where residential uses can be impacted.

Loading & Parking

A key objective is to promote walkability within the neighbourhood centre area, recognizing that it will be accessed and serviced by vehicles.

- No parking, drive aisles, stacking lanes, or loading should be located between the street and the building, or between the building and an adjacent open space.
- Driveways should be shared where possible, between adjacent properties in order to reduce the extent of curb cuts in the streetscape and potential conflicts with pedestrians along the sidewalk.
- Rear lanes or shared driveways should be used for townhouse and mixed-use residential developments.
- Pick-up and drop-off access should be provided at the rear of buildings, or, in small layby zones within the on-street parking lane.

Surface Parking Lots

- All parking should be accommodated on the street, in parking areas located at the rear or side of the building where they are generally not visible to public view, or in parking structures hidden from view.
- Exposed surface parking areas should be screened from view with elements such as low decorative fencing, architectural features, and landscape buffers.
- Surface parking areas are encouraged to be paved with light-coloured and permeable paving.

Pedestrian walkway incorporated into parking area.

Trees used to to break up the parking areas and reduce heat-island effect

- Landscaping to break up the parking areas, reduce heat-island effect, and buffer adjacent residential properties is encouraged at a ratio of one tree per five parking spaces.
- Landscaped islands should have a minimum width of 3.0 metres.
- Landscaping should be used to screen loading and servicing areas where visible from public view.
- Pedestrian walkways and landscaping should be incorporated into parking areas to enable safe, clear and direct movement to Streets A and B, and the public square.
- Where walkways cross drive aisles, they should be clearly articulated through the use of surface materials and colour.
- Shared parking among uses is encouraged.

Above-Grade Parking Structures (If needed)

- Vehicular access from driveways or lanes is preferred.
- Where an above grade parking facility fronts on a street, the ground-level frontage must provide retail, public or other active uses along 90% of the building length.
- Facade design shall conceal the parking function and, reinforce the built character and blend into the streetscape, using high quality materials compatible with other mixed-use buildings
- Pedestrian access to above-grade parking structures should provide amenities such as awnings, canopies, and sheltered entries.
- Stairways, elevators and entries should be clearly visible, well lit and easily accessible.
- Signage and wayfinding should be integrated into the design of public parking structures. .
- The impact of interior garage lighting on adjacent residential uses should be minimized, while ensuring that safe and adequate lighting levels are maintained.

Pedestrian walkway incorporated into parking area.


Pedestrian walkway incorporated into parking area.

5.7 Highway Commercial

- Site design shall respond to the surrounding context and create a comfortable and attractive pedestrian-scaled environment with a cohesive image.
- Building facades facing public streets shall be well-articulated and incorporate a high degree of glazing. Blank walls are not permitted.
- A direct pedestrian walkway connection shall be provided from each street frontage, linking the street sidewalk with a building entrance. Crosswalks over drive aisles shall be clearly marked.
- Site and building signage shall be coordinated in colour, materials and graphics.
- Landscaping, inclusive of groundcovers, low ornamental shrubs and canopy trees, shall be provided along all street edges. Landscaping shall, at tree maturity, provide clear sight lines between the shrub layer and the canopy layer into and out of the site.
- Buffer landscaping, inclusive of groundcovers, shrubs and canopy trees, shall be provided along all lot lines adjacent to residential lots or the highway.
- A solid fence of minimum 2 metres height shall be provided along all residential lot lines.

6.0 Public Realm Design Guidelines

The public realm is comprised of publicly-owned spaces and land uses, including public open spaces, streets, trails, mid-block connections, and the potential school site. The public realm collectively defines the character of the community, and hosts its public life. Good design of the public realm promotes community use, an increased sense of belonging, and plays a big part in creating a distinct identity for the North Village.

6.1 Public Parks

- Public Parks should be provided in central locations, and should be visible and accessible to residents.
- Public parks together with an interconnected public road system will be considered as part of an integrated public realm.
- Direct connections to the walkways and facilities within public parks shall be provided from all adjacent sidewalks, including consideration for cyclists.
- Public parks shall have street frontages on at least two sides. No reverse frontage is permitted on parks.
- Public Parks should incorporate an appropriate range and variety of active and passive recreational uses for a variety of ages and abilities. While features and amenities within specific parks will vary depending on need, such features may include junior and senior play structures, trails, multi-purpose play courts, splash pads, shade structures, seating areas, formal entries with seating areas, un-programmed open space, and structured sports fields.
- Public Park plantings should comprise of species which are tolerant of urban conditions, emphasizing native and non-invasive species. Accent planting should be focused at formal entries, and around seating areas and play areas.
- Parks shall be designed to promote sustainability in an urban context, including:
  - plant selection to maximize biodiversity
  - planting and grading to provide stormwater management benefits
  - maximize biomass, particularly large canopy trees
  - planting for pollinator, avian and other species habitat
  - use of turf grass only where required by park program elements such as play areas
  - minimize impermeable surfaces
  - low carbon facilities and infrastructure.
- Tree plantings should generally respond to the use and program of the park area, in order to optimize pedestrian comfort by providing opportunities for both sun and shade.
- Where on-street parking is permitted adjacent to Public Parks and Open Spaces, such features should be situated on the same side of the street as the park, in order to facilitate convenient, direct and safe access.
- Formal entries to Public Parks should be strategically located, in order to ensure convenience access.
- Public Parks should incorporate permeable paving treatments in large areas of hard surface.
- Public Parks should be planned and designed in keeping with current policy directions of the Municipality of Clarington.

6.2 Neighbourhood Park

- The Neighbourhood Park should be dimensioned in keeping with the Municipality of Clarington standards, between 1.5 and 3.0 hectares in area.
- The Neighbourhood Park should be situated in the centre of the North Village, and should front onto Streets A and B, and Local Roads. It should accessible within a 500 metre walking distance of most residents. Colocate Neighbourhood park with the school.
- The Neighbourhood Park should be framed by and open to public streets on at least three sides.
- The Neighbourhood Park should serve a broader spectrum of users associated with higher density mixed-use areas and that include those

that live, work and visit. It should incorporate recreational programming elements which target neighbourhood residents ranging from children, to families to seniors.
- The Neghbourhood Park should accommodate a range of functions including a flexible hard surface space for public gathering and events.
- Consider coordination and design of the neighbourhood park and school site in order to capitalize on opportunities for complimentary facilities and amenities, such as parking, sports fields, and playgrounds.

6.3 Parkettes

- Parkettes should be dimensioned in keeping with the Municipality of Clarington, with areas from 0.5 to 1.0 hectares.
- Parkettes should be situated centrally within individual neighbourhoods, and should be accessible within a 250 metre walking distance of most residents.
- Parkettes should be located along internal streets that connect the neighbourhood together and that provide connectivity to the mixed use center.
- Parkettes should be framed by public streets on at least two sides.

Neighbourhood Parks should include seating areas, trees, and accent/ decorative planting.

- Parkettes should incorporate recreational programming elements which target neighbourhood residents. Each parkette should provide elements for children, which may include purpose-built playgrounds or multi-purpose play, challenge and mobility elements.
- Parkettes should incorporate seating areas, refuse / recycling receptacles, bicycle locks, pedestrian-scaled lighting, trees, accent / decorative planting, hard and soft landscaping, shade structures and public art, in appropriate locations.

Dark sky compliant LED bollard lights in public park.

Parkette with Playground

6.4 Streets and Mid-Block Connections

- Streets should be designed to reflect complete street design principles, in order to balance the needs, safety and comfort of pedestrians, cyclists, transit users and motorists.
- Streets should be designed and laid out based on a modified grid pattern to promote interconnectivity.
- Street patterns should provide continuous, safe and comfortable avenues of public movement and promote connections to neighbourhood

Demonstration plan, Streets Blocks and Mid-Block Connections

focal points.

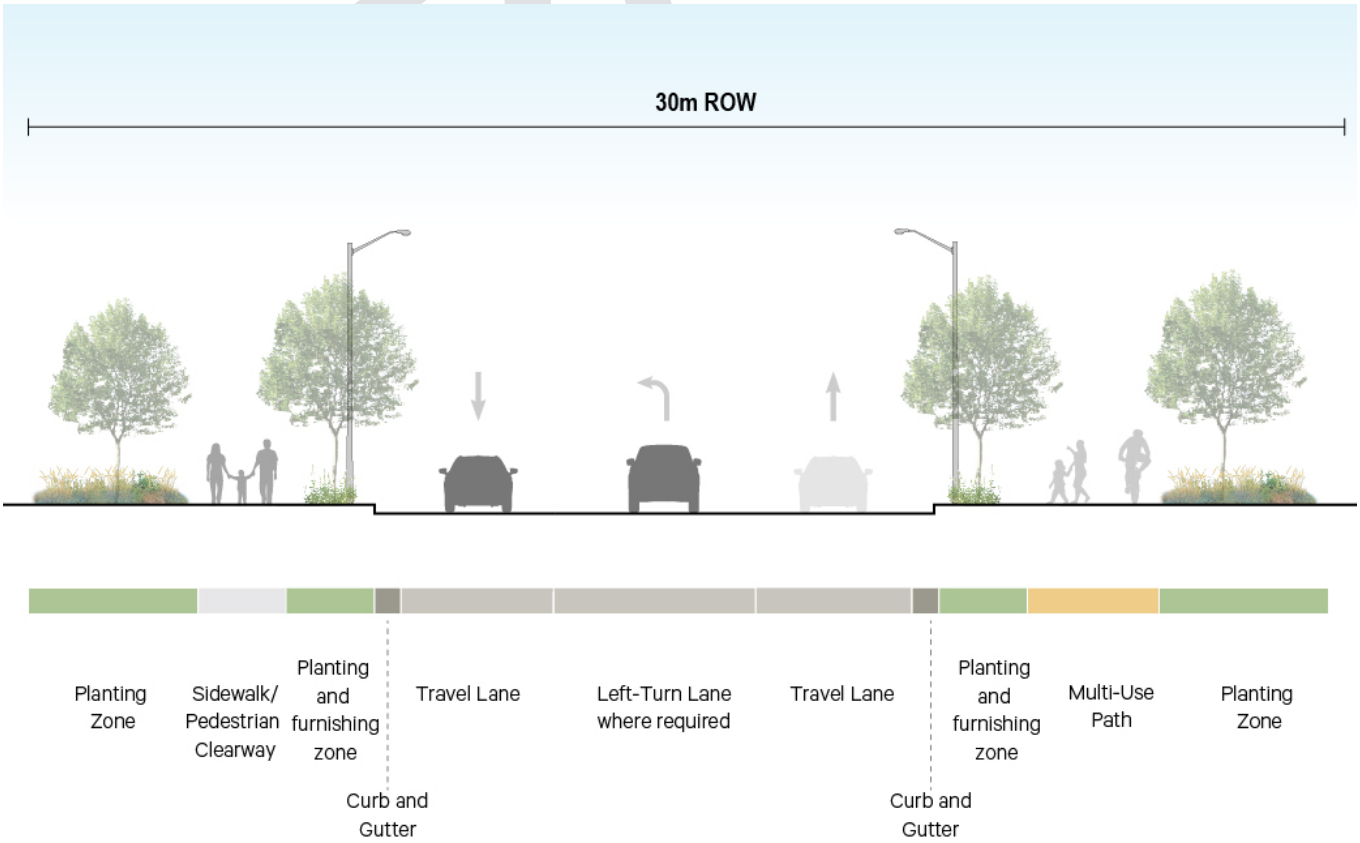
- Street patterns should provide significant views and vistas, where feasible.
- Boulevard widths should be sufficient to support the healthy growth and development of boulevard trees.
- Pavement widths should be minimized. Minimum lane widths are preferred wherever possible.
- Block lengths should generally be a maximun of 200 metres. In special circumstances, where blocks lengths exceed 250 metres, a mid-block connection for pedestrians and cyclists or a mid-block Parkette should be provided.
- Street networks should be planned and designed in keeping with current policy directions of the Municipality of Clarington.

6.4.1 Arterial Roads

Arterial roads accommodate a range of travel modes, including passenger vehicles, public transit, cyclists, and pedestrians.

Type B Arterial

- Regional Road 17 and Concession Road 3 (west of Regional Road 17) are Type B Arterial roads.
- Type B Arterial Roads should have a right-of-way width of 30 metres.
- A Multi-Use Path with a minimum width of 3 metres, should be provided on one side of the Aterial Road.
- A pedestrian clearway, with a minimum width of 2 metres, should be provided on the other side of Arterial roads.
- Individual access driveways for residential units

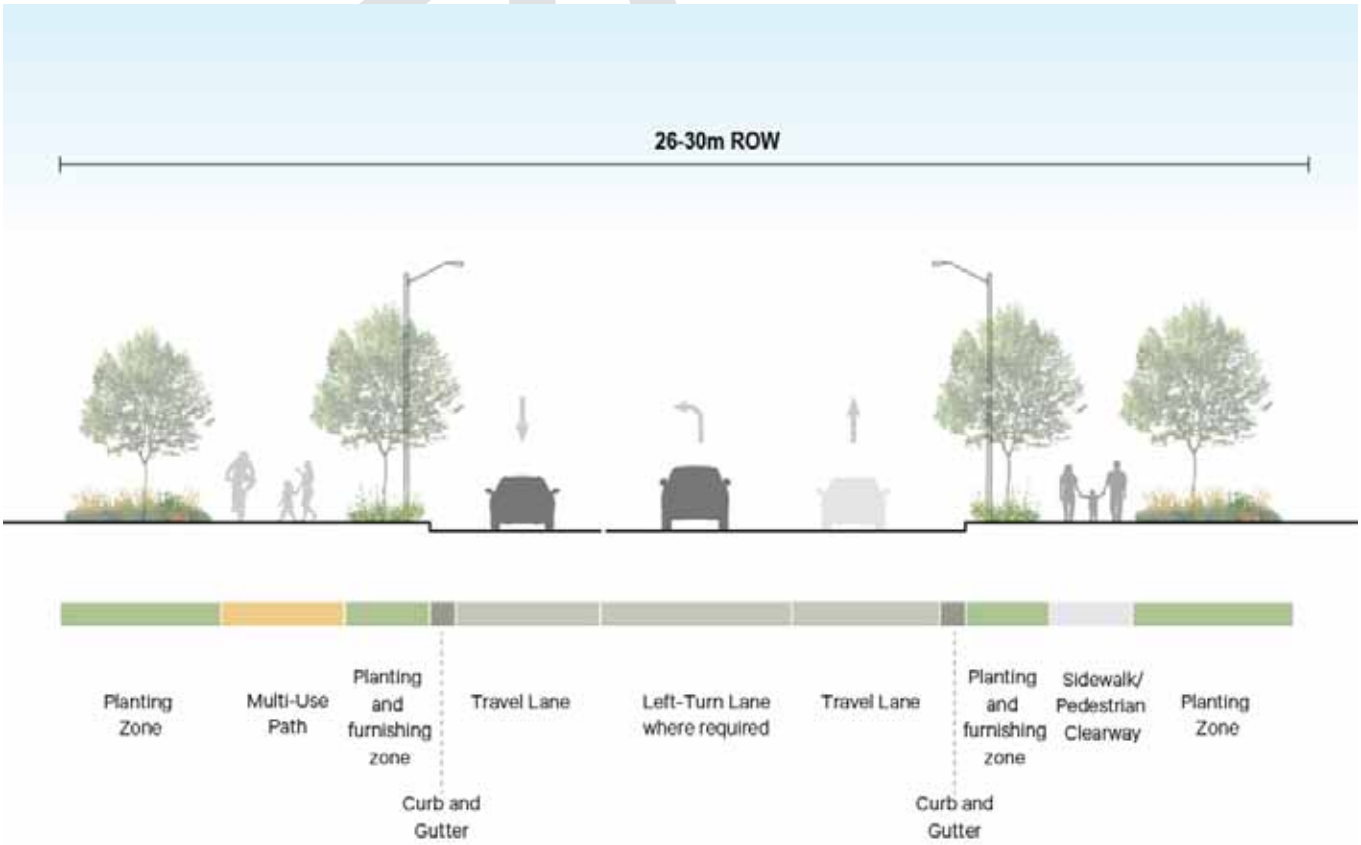


Type B Arterial Road Cross Section (Regional Road 17 and Concession Road 3, west of Regional Road 17)

are prohibited.
- Transit facilities may be acommodated on Type B Arterial roads.

Type C Arterial

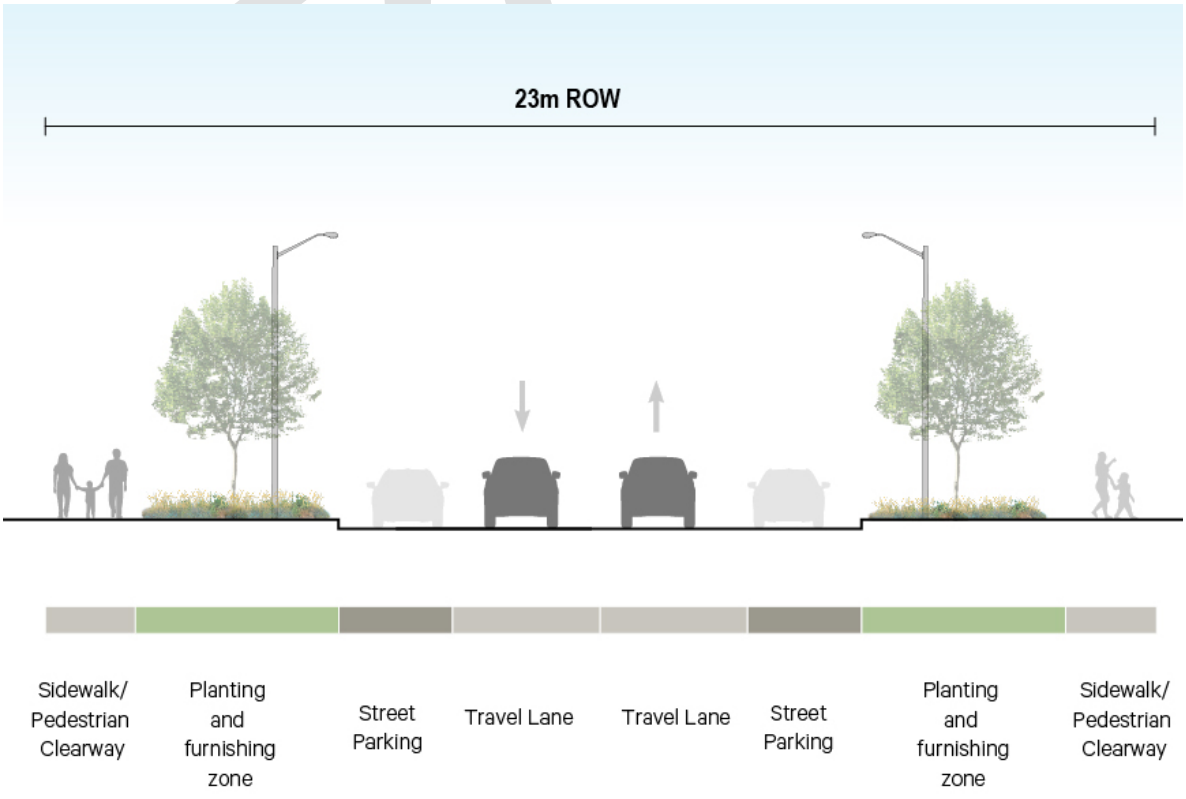
- Arthur Street and Concession Road 3 (east of Regional Road 17) are Type C Arterial roads.
- Type C Arterial roads will have a minimum right-of-way width of 26-30 metres.
- Provide pedestrian clearways on both sides of the right-of-way with a minimum width of 2 meters.
- Planting boulevards, with a minimum width of 2.0 metres, should be provided to facilitate street trees and landscaping on both sides of Type C Arterial Roads.
- Type B arterials shall accommodate cycling facilites within the boulevards, which could be a Multi-Use Path or one-way bicycle lanes.
- Transit facilities may be acommodated on Type C Arterial roads.
- Individual access driveways for residential units are prohibited.



Type C Arterial Road Cross Section (Arthur Street and Concession Road 3, east of Regional Road 17)

6.4.2 Collector Roads

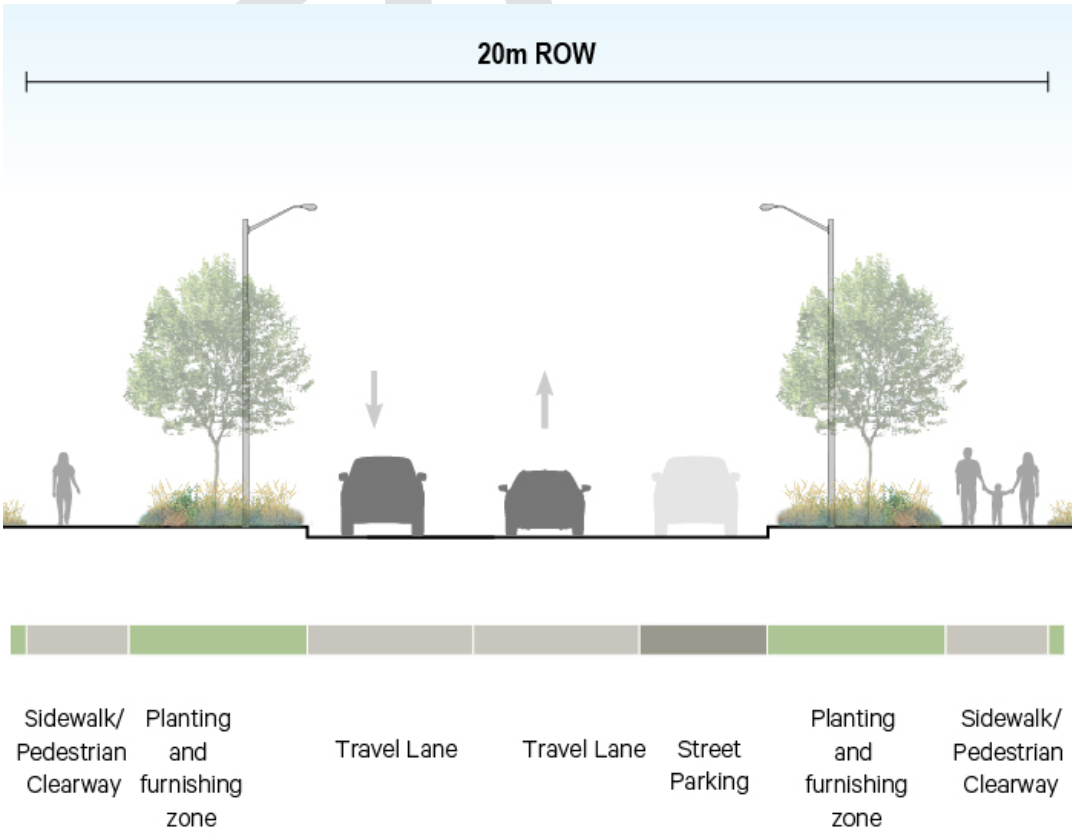
- Collector Roads should have a right-of-way width of 23 metres.
- Provide pedestrian clearways on both sides of the right-of-way with a minimum width of 2 meters.
- Collector Roads have on-street cycling routes.
- On-street parking with a minimum width of 2.25 meters should be provided on both sides of the road.
- Planting boulevards, with a minimum width of 2.5 metres, should be provided to facilitate street trees and landscaping on both sides of Collector Roads.
- Shared driveway access is encouraged on Collector Roads.
- Transit facilities may be acommodated on Collector roads.



Collector Road Cross Section in Residential Areas (different in Neighbourhood Centre)

6.4.3 Local Roads

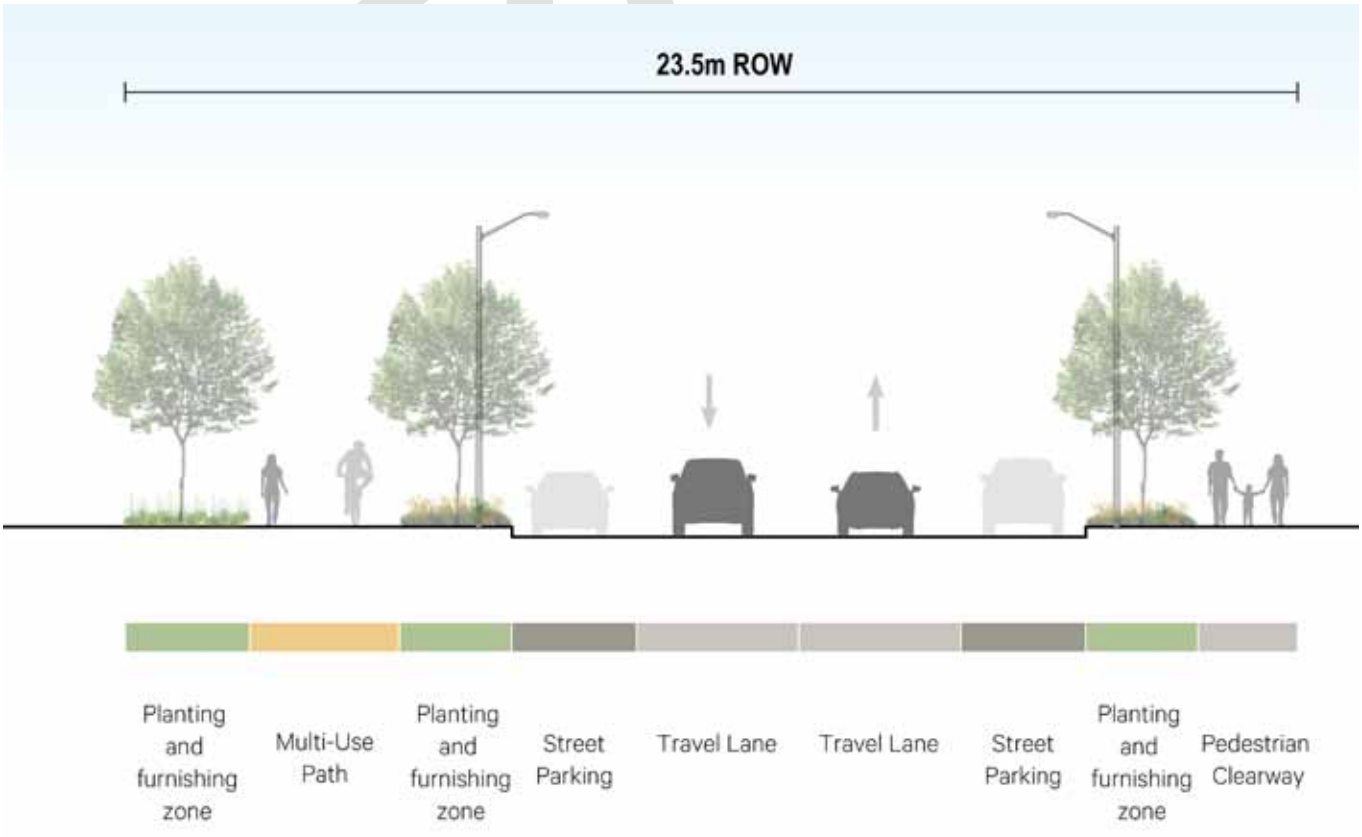
- Local Roads should have a right-of-way width of 20 metres.
- On-street parking with a minimum width of 2.25 metres, should be provided on both sides of Local Roads.
- Provide pedestrian clearways on both sides of the right-of-way with a minimum width of 2 meters for all local roads that connect to the village centre, school site or public open spaces.
- For other local roads provide a pedestrian clearway on one side with a minimum width of 2 meters. The opposite boulevard will have a wider planting zone.



Local Road Cross Section

Local Road with Multi-use Path / Trail

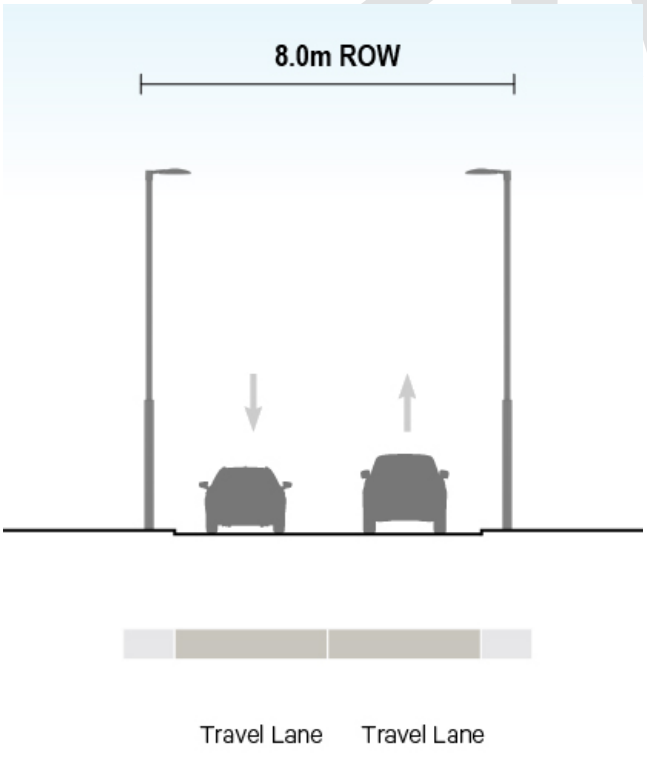
- The local roads with a multi-use path is located along the west edge of the North Village, adjacent to Highway 35/115. The multi-use path is accommodated within the municipal right-of-way, and provides connectivity within the community, from the highway commercial site in the north, to the future development to the south.
- The total right-of-way width is 23.5 metres.
- A Multi-Use Path with a minimum width of 3 metres should be provided on the west side of the road.
- A row of trees will be provided along both sides of the multi-use path.
- A pedestrian clearway, with a minimum width of 2 metres, should be provide on the east side.
- Planting beds, with a minimum width of 2.0 metres, should be provided to facilitate street trees on both sides.



Local Road with trail Cross Section

6.4.4 Public Rear Lanes

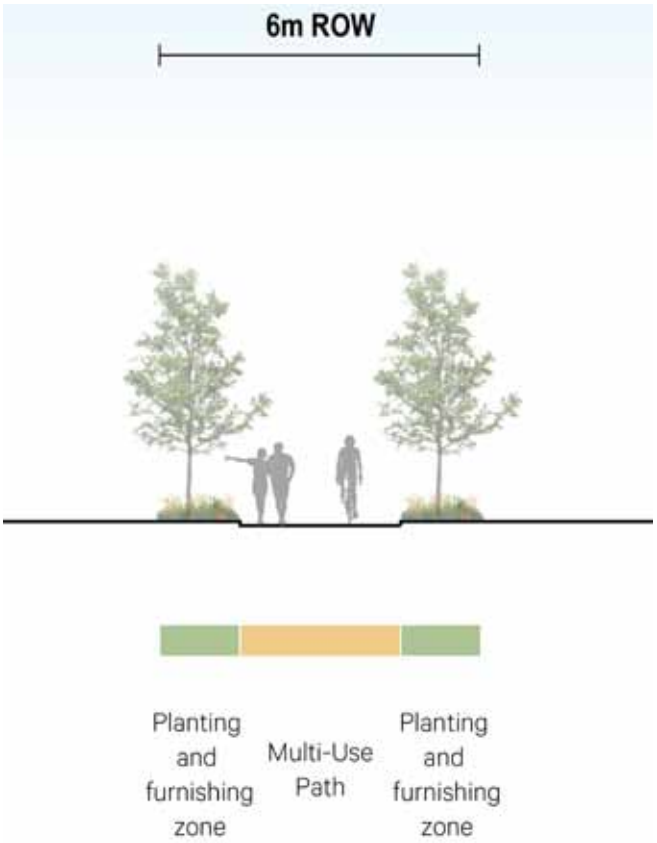
- Rear lanes should be considered adjacent to Arterial Roads and Public Parks within the medium density land use category, in order to provide a street-oriented built form presence with a continuous rhythm of building frontages and front yard landscaping, while eliminating the need for front yard driveways.
- Rear lanes should have a minimum right-of-way width of 8 metres.
- Where detached laneway-facing garages are desired, such buildings are encouraged to attach as pairs to provide a consolidated appearance.
- Rear garages should be located close to the edge of the adjacent laneway, in order to discourage parking within the lane.
- Rear lanes should terminate onto Local Roads for ease of snow clearing.
- The use of permeable surface materials is encouraged throughout Rear lanes.



Laneway Cross Section

6.4.5 Mid-Block Connections

- Mid-block connections are pedestrian and cyclist movement corridors that provide additional connectivity through the community where block lengths exceed 250 metres.
- Mid-Block connections should have a width of 6 metres.
- Pathways should provide a clear, unobstructed path with gentle grades and be a minimum of 3 metres in width to serve all users.
- Planting and furnishing zones with a minumun 1.5 meters width should be provided on both sides.
- Mid-block connections shall have adequate lighting from adjacent streets or from within the mid-block connection to enhance safety and visibility, but without causing adverse impacts on adjacent residential uses.



Mid- Block Connections

6.4.6 Residential Sidewalks, Crosswalks and Intersections

- Sidewalks are the primary pedestrian movement corridors through the community and provide access to its amenities and destinations.
- Sidewalks should provide a clear, unobstructed path of travel with gentle grades and be a minimum of 2 metres in width to serve all users.
- Adjacent sidewalks, pedestrian and cycling connections, Public Park pathways, and walkway connections to front entrances located on private property should connect to public sidewalks.
- Street intersections should be clearly visible for all modes of travel, without visual obstructions.
- Street name signs should be clearly visible at all intersections.
- Crosswalks should provide a continuous path of pedestrian travel with all adjacent sidewalks.
- Universal access should be provided at all crosswalks, including curb ramps and tactile surface indicators to facilitate access for the visually impaired.
- Crosswalk safety should be emphasized by appropriate surface markings, construction materials and/or signage.
- Signalization should promote pedestrian safety and convenience.

6.5 Streetscape elements

- Street furniture, including seating, bicycle racks, waste receptacles, light poles, bollards, signs and wayfinding should have a consistent style that creates a unified image for the neighbourhood and promotes a pedestrian scale.
- Variation in streetscape elements may delineate special locations within North Village including gateways and the mixed use centre.
- Street furniture should be placed at regular intervals along streets and throughout the community
- Group street furniture and community mailboxes to provide focal points and amenities at gateways, prominent intersections, public parks and their adjacent streetscapes, and to reinforce focal points.
- Lighting should be low energy and dark sky compliant.
- Public art that enhances the sense of place and contributes to the overall character, culture and history of North Village is encouraged.
- Locate public art where it is highly visible to the community, for example within the mixed use centre, public parks, or at gateways.
- Public art should be accessible, durable and easily maintained.
- Above grade utilities should be designed to be visually unobstructive in the streetscape. Generally, locate utilities where they are screened from view by building massing or landscaping, and away from high profile intersections. Provide decorative screening or public art treatments where utilities are exposed to view.

6.6 Prominent Intersections/ Gateways

- Buildings and streetscaping at prominent intersections and gateways will be undertaken at a high standard of architectural and landscape design quality.
- Buildings should make a significant contribution to the character and identity of the community, while respecting the immediate context and creating a distinct built form, appearance or landmark.
- Enhanced landscaping should respond to each location and can include decorative walls, seating areas, bicycle facilities, refuse/ recycling receptacles, patios, pergolas, event and gathering spaces, trees and landscaping, signage and wayfinding elements, banners, public art, and special paving treatments.
- Wayfinding and identity signage is encouraged.

6.7 Universal Design

- Universal design is an integral consideration in the design of the built environment. Throughout North Village, all development will be undertaken in accordance with the Accessibility for Ontarians with Disabilities Act, Design of Public Spaces Standards O. Reg 413/12, Ontario Building Code and any other applicable or successor legislation including municipal and Regional standards.
- Universal design principles shall be given to pedestrian circulation, including the adequate design and location of designated parking spaces, close to building entrances to avoid vehicular circulation conflicts; curb ramps, pedestrian drop-off areas, steps, building entrances, signage, rest areas and lighting.
- Pedestrian networks should be barrier-free, with direct paths, slip-resistant surfaces, minimal interruptions from access driveways, and without abrupt grade changes.
- All street furniture should be located outside of main pedestrian networks, in order to ensure that pathways remain clear and unobstructed.
- Housing models should incorporate options which can be easily upgraded or modified to accommodate persons with mobility challenges.
- Barrier-free access to the ground level of all publicly accessible buildings within the mixed use centre should be provided. Ramps, and access structures and equipment, should be designed to harmonize with buildings.

6.8 Parking

- On-street parallel parking should be provided, wherever possible, to animate streets, provide traffic calming and serve as a buffer between pedestrians and vehicles.
- Convenient parking for bicycles, scooters and strollers should be provided in public parks and the mixed use centre to encourage alternative transportation options and active transportation.
- Bicycle parking should be provided where it does not impede pedestrian movement, gathering areas or children's play.

Bicycle parking and seating areas in public spaces

Convenient parking for bicycles, scooters and strollers should be provided in public parks

6.9 Schools

- School sites should be centrally located within the neighbourhood and form part of the neighbourhood centre, with frontage along Streets A and B.
- Site design should prioritize pedestrian routes and play areas.
- Pedestrian crosswalks with clear markings shall be provided at all surrounding street intersections. Wide, direct paved routes leading directly to building entrances should be provided from the intersection of Streets A and B.
- The school building should be located at the corner of Streets A and B, with a main front entrance addressing the corner.
- Facade design should address Streets A and B with a frontal appearance, including a high degree of glazing, and multiple entrances if appropriate.
- General parking, including bicycle parking, should be located at the side or rear of the school building, and never between the building and a right-of-way.
- Pick up and drop off should be located where it will minimize impact on the pedestrian realm, such as:
    - The school site should be designed in conjunction with the Parkette as a public open space and destination, with shared community use outside of school hours.
    - along the street in clearly marked layby lanes
    - at the side or rear of the school building.
    - Clearly delineated cycling connections should be provided from the adjacent cycling lanes to the school site.

6.10 Reservoir and Pumping Station

- Site design shall respond to the surrounding context and create a comfortable and attractive pedestrian-scaled environment with a cohesive image.
- Building facades facing public streets shall be well-articulated.
- Landscaping, inclusive of groundcovers, low ornamental shrubs and canopy trees, shall be provided along all street edges. Landscaping shall, at tree maturity, provide clear sight lines between the shrub layer and the canopy layer into and out of the site.

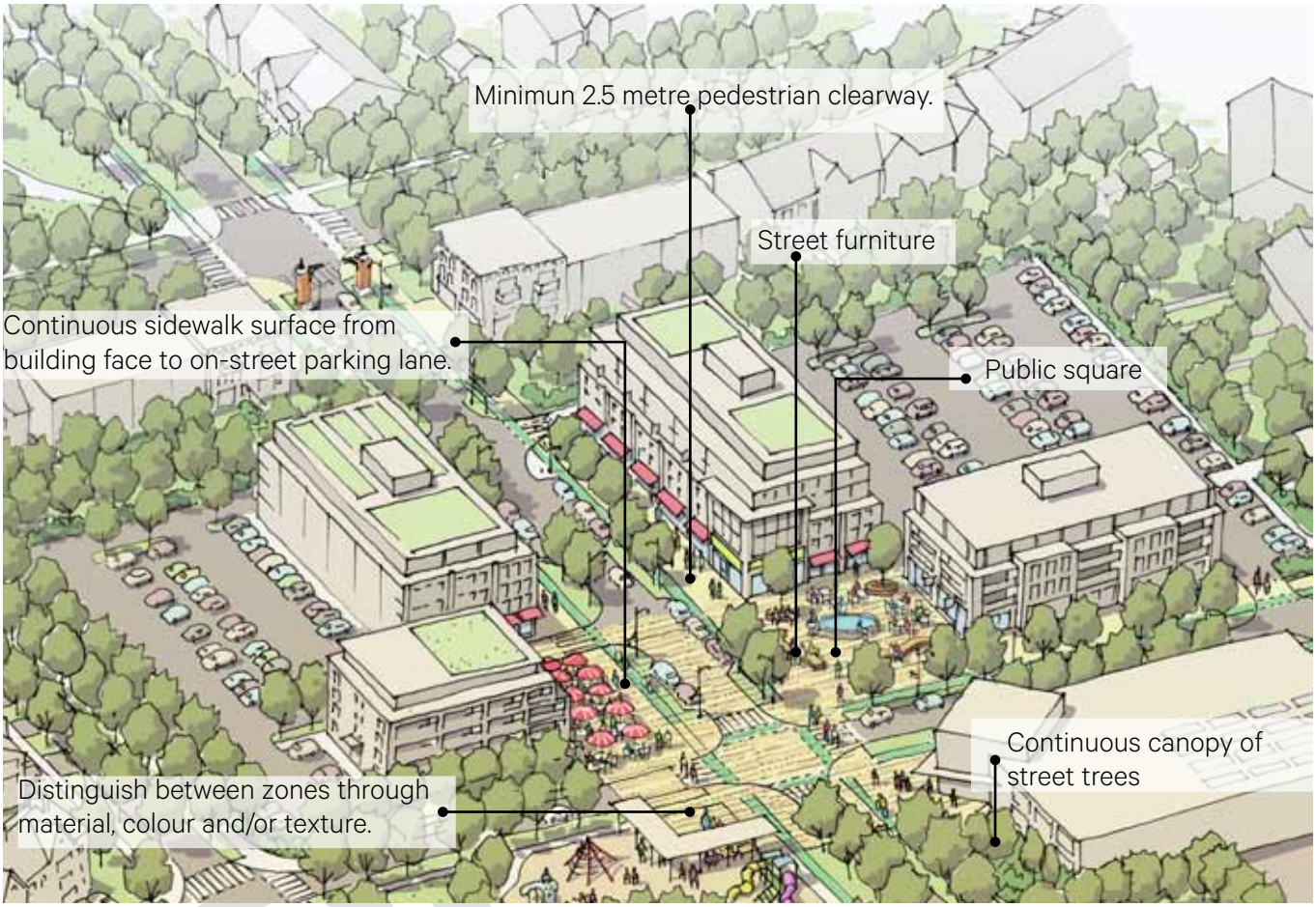
6.11 Neighbourhood Centre

The quality of the public realm is critical to the success of the neighbourhood centre. To create the kind of village core that is compatible with the character of Newcastle envisioned by the Secondary Plan will require enhanced streets and public open spaces. They will need to be designed as unique features, with ongoing maintenance matching their design quality. A standard approach to street and park design is not sufficient.

The public realm includes spaces that are in or contiguous with the public domain, including lands in public ownership and those that are privately held but publicly accessible.

6.11.1 Streetscapes

- Streets A and B are the primary means of access and circulation in the neighbourhood centre. They serve the an important civic function and have the greatest impact on how the neighbourhood centre is experienced. They will have an enhanced streetscape design that creates a distinct sense of place as a 'linear urban room.' Elements of the enhanced streetscape are described below.
- Streets A and B will be designed with Complete Street principles, balancing their primary function in the neighbourhood centre as pedestrian and cycling corridors, with their vehicular function as collector streets.
- The following guidelines provide design objectives for Streets A and B. They are accompanied by potential cross sections that demonstrate a range of design configurations that can achieve their pedestrian and placemaking function.



Neighbourhood centre Sketch

Pedestrian Realm

- Provide a minimum 2.5 metre pedestrian clearway.
- Sidewalk surface should be continuous from building face to on-street parking lane. Sod boulevards are not appropriate.
- Consider a cycle track that is safe for cyclists and separated from pedestrian sidewalk, including a 0.6-1.0m cane-detectable buffer if at sidewalk level.
- Use a decorative paving surfaces for the sidewalk, cycle track and on-street parking zones. Distinguish between zones through material, colour and/or texture.
- Provide a multi-purpose boulevard at the curb edge that accommodates the following functions:
  - on-street parking and layby lane raised above the driving lane surface by a mountable roll curb or similar
  - street furniture including seating, bicycle lock up, street and pedestrian lighting.
  - Street trees should be spaced to provide a continuous canopy at ten years after installation. on both sides of the street, along 80% of the length of Streets A and B.
  - Street trees should have a minimum of 30 cubic metres of soil per tree. This could be in the form of generous open planting areas, tree grates with soil cells, or a combination.
  - Wherever possible, direct surface water to planting areas and rain gardens.

- Lighting and street furniture should be spaced close together along the street.
- Consider assymetrical configurations that create a wider boulevard on one side of the street:
- Creates a promenade that can connect the public square, school, and/or neighbourhood park
- Can accommodate a double row of trees along the promenade.

Vehicular Realm

- Reduce vehicular speeds to a minimum.
- Reduce lane widths and turn radii to a minimum.
- Avoid dedicated turn lanes.

Enhaced Streetscape: Design Elments

Boulevard Parking

Multi-purpose Mountable Boulevards, Kitchener

Rain garden planters with integrated seating

Cycle Track in sidewalk, Mainland

Street trees in tree grates planted and continuous pits

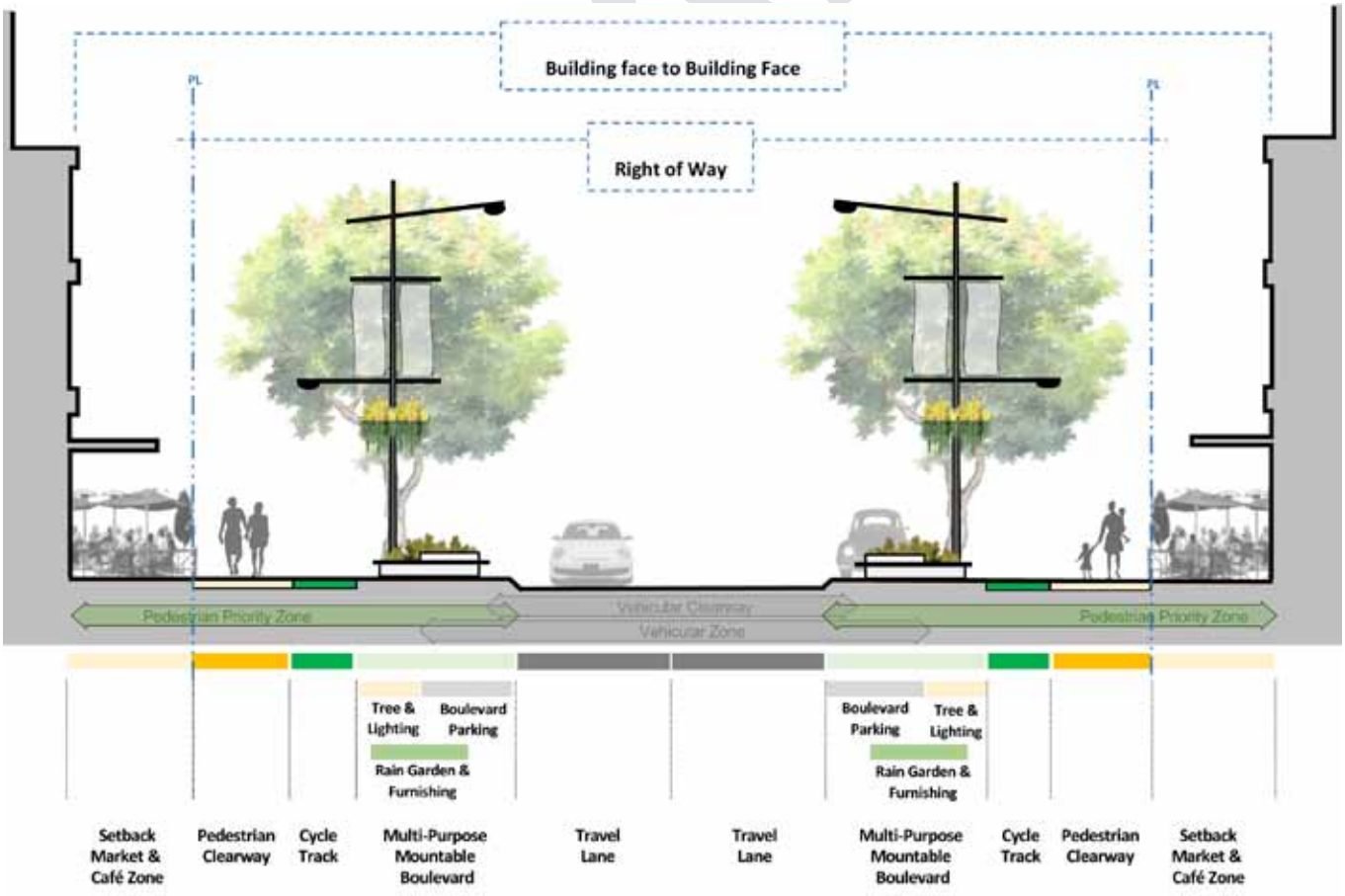
Multi-purpose Mountable Boulevards

Option 1: Traditional Main Street

This example shows a traditional main street character with identical treatment on both sides of the street.

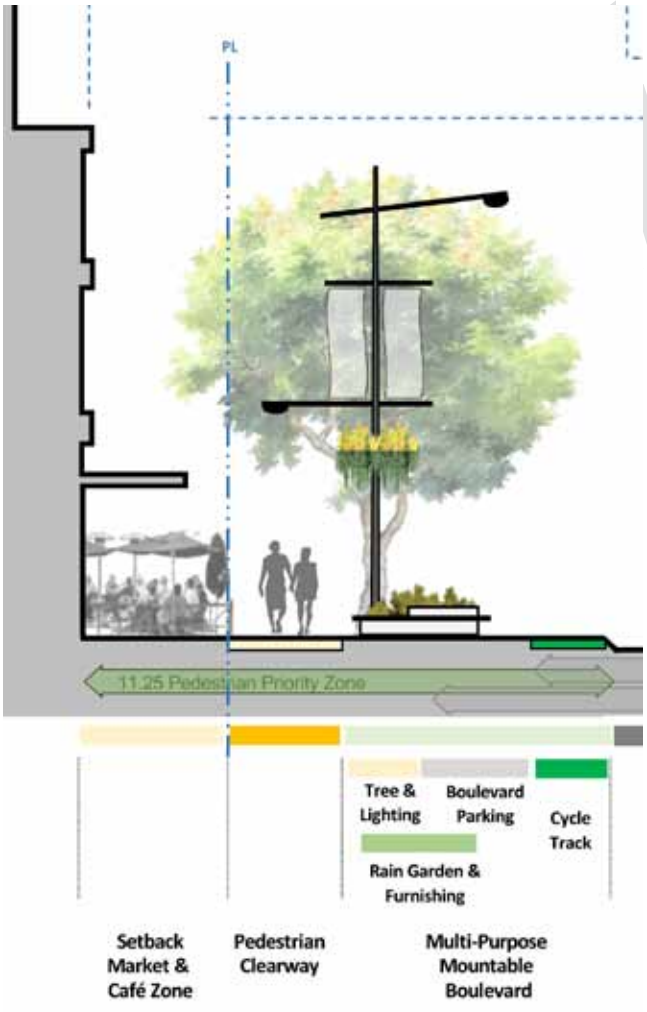
- Narrow vehicular travel lanes
- Raised multi-purpose boulevard with on-street parking, street trees and furniture on both sides
- Pedestrian clearway
- Building setback provides retail spill out space

Granite pavers used to distinguish cycle track from sidewalk, Montreal.



Conceptual demonstration of Street A or B designed as a traditional main street.

On Street parking and active comercial boulevard



Optional location for cycle track

Bike lane and buffer

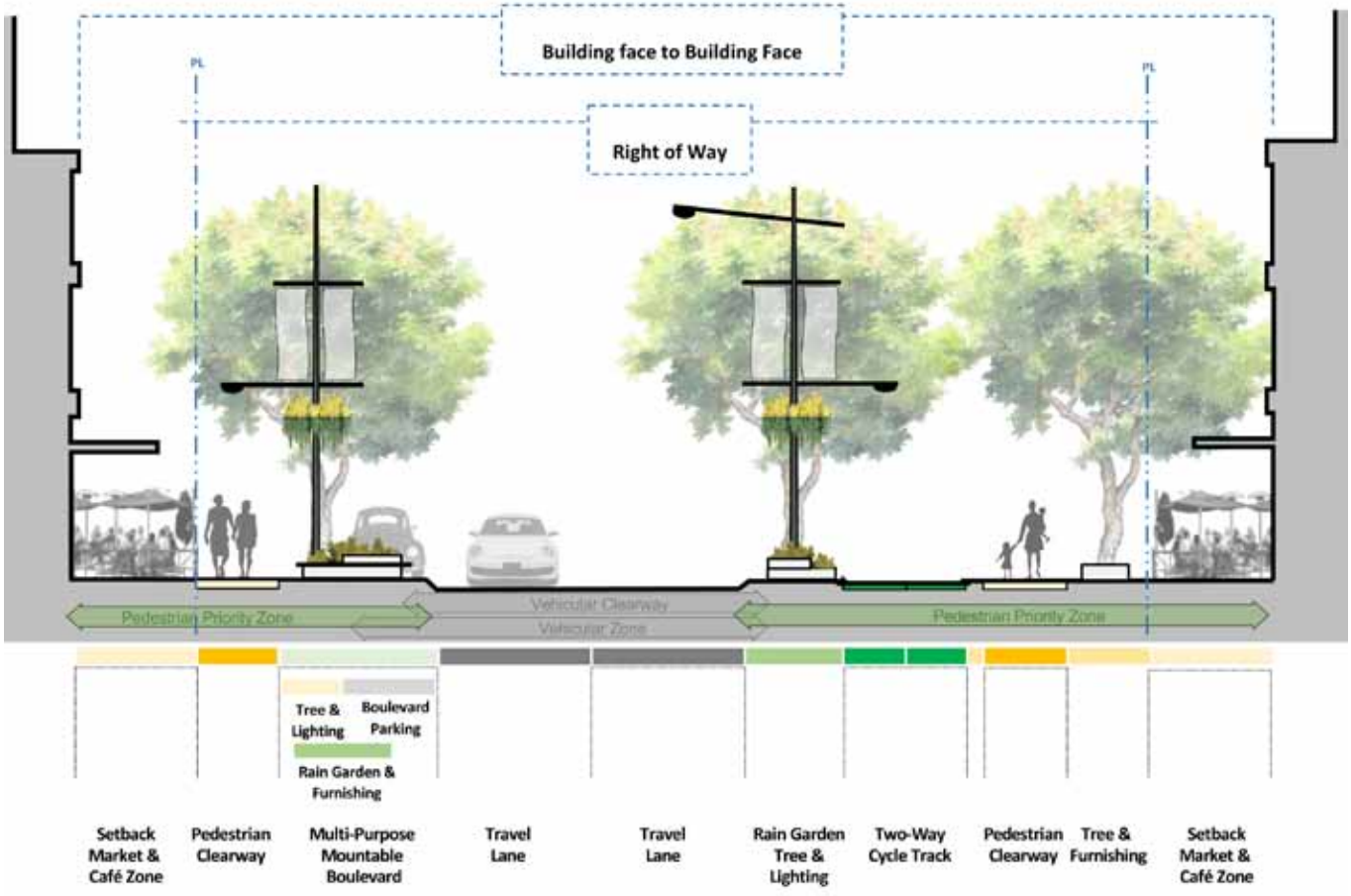
Street trees on both sides of the boulevard

Option 2: Promenade on One Side

This example shows a traditional main street character with asymmetrical treatment for each side of the street.

- Narrow vehicular travel lanes
- Raised multi-purpose boulevard with on-street parking on one side, and a double row of street trees on the other side
- Pedestrian clearway
- Building setback provides retail spill out space

Wide pedestrian promenade on one side with integrated cycle track.



Conceptual demonstration of Street A or B with a wide promenade along one side.

Wide promenade with multiple rows of trees.

The public square could be a linear plaza space.

6.11.2 Prominent Intersections

Prominent intersections signal key points of entry into the neighbourhood centre, reinforce a distinct identity, and serve a orienting devices. The design of open spaces, landscaping, signage, public art and architecture should be coordinated.

Create a landmark or gateway element at one or both prominent intersections that creates a distinct identity for the neighbourhood centre. This can include public art, unique streetscape furniture, or significantly enhanced landscaping.

Provide intuitive wayfinding and/or signage that directs pedestrians, cyclists and motorists to the neighbourhood centre.

Prominent Intersection at Regional Road 17 & Street A

Given the arterial road function of RR17, this location will be afforded the greatest exposure and visibility to passing motorists.

- The special streetscape treatment of Street A shall be continuous from Street B to RR17.
- Residential-only buildings at the intersection should have taller massing than adjacent residential, minimum 3 storeys. Design them to be compatible with the commercial/mixed-use buildings using techniques such as:
  - live-work
  - flat roofs
  - planar, vertical streetwall
  - reduced setback along Street A
  - taller ground floor height
  - distinct cornice line above the first floor and/or at the roof line.

Prominent Intersection at Street A & Street B

This prominent intersection encompasses the mixed-use blocks, neighbourhood park and school site. Each of these functions contributes to the enhancement of the intersection.

- Site the school building to define the frontages of Street A and B, including the provision of a main entrance at the corner.
- Design the parkette to have a main pedestrian and cycling gateway at the corner of Streets A and B. Provide a gathering space with plenty of seating, bicycle facilities, shade and other amenities.
- Provide broad crosswalks demarcated through special treatments such as paving or public art.

Prominent intersection created with architectural element.

- Ensure the landscape treatment is consistent across all four corners, extending to all adjacent building faces.
- At the corners of Streets A and B, provide special features in the design of the mixed use blocks, either enhanced built form or by locating the public square at the corner.

Prominent intersection created with building design.

Prominent intersections created with public art & lighting.

Prominent intersection created with public art.

6.11.3 Public Square

The public square is a modestly scaled open space that serves as the main gathering place for the community and can accommodate events, markets and festivals, as well as day to day activities such as lingering, socializing, eating, playing and relaxing.

- Ensure the public square has a minimum of 30 metres of frontage along Street A or B, and a minimum area (excluding the right-of-way) of 600 square metres.
- Provide a placemaking element in the built form or public realm.
- Minimize shadow and microclimatic impacts on the public square from adjacent buildnigs during the shoulder seasons, to the extent possible, recognizing the importance of defining the edge of the square with buildings.
- The public square design shall extend from the adjacent right-of-way(s) to the building face through a continuity in the landscape treatment.
- Provide a large hard surface area with unique, high quality decorative paving that is flexible to accommodate retail spill out, cafes, and small events.

Public Square with retail at ground level.

Public Square with pedestrian amenities.

There are many locations and configurations the public square could take within one or both of the mixed use blocks to achieve the design objectives.

Corner Location

Mid-Block Location

Central Location

Mid-Block Location

Spanning the Street

Linear Along the Street

6.11.4 Mid-block Connections

Mid-block connections can enhance the convenience and experience of the neighbourhood centre on foot. They promote pedestrian circulation and connectivity, strengthening retail viability. They can be located in the surrounding urban fabric to enhance community connectivity to the neighbourhood centre, or within the mixed use blocks. Where possible they should be lined with shops and services.

- Mid-block pedestrian connections should be provided between buildings and through parking lots. They should connect the parking areas in rear to the public square and Streets A and B.
- To enhance safety, mid-block connections should be designed according to Crime Prevention Through Environmental Design (CPTED) principles, including:
  - adequate lighting;
  - clear sight lines, allowing view from one end of the walkway to the other;
  - appropriate landscaping that avoids creating blind spots or concealing spaces; and,
  - transparency and animated uses adjacent to public walkways to ensure informal surveillance and enhance the sense of safety.

Mid-Block connection with double row of trees.

Clearly visible mid-block connection

6.11.5 Crosswalks

Crosswalks aligned with desired walking patterns and destinations are important to creating a convenient, safe pedestrian environment, and calming traffic.

- Well-articulated crosswalks should be provided at all street intersections, including at a minimum Streets A and B, and, Street A and RR17.
- Signalized pedestrian crosswalks should be provided at mid-block locations or non-signalized intersections where important destinations or significant walking traffic is anticipated, such as at open spaces, mid-block connectinos, schools or other pedestrian desire lines.
- Pedestrian crosswalks should have a minimum width of 3.0 metres.
- The primary sidewalk surface should be continuous across vehicular driveways to act as a clear crosswalk.
- To enhance their visibility and quality, pedestrian crossings should utilize distinctive paving, or at a minimum they should be identified with distinctive painted lines.
- Curb ramp designs at intersections should have raised tactile surfaces or materials with contrasting sound properties to help pedestrians with visual impairments.

Cycle and pedestrian crossing.

Pedestrian crossings should be identified with distinctive painted lines.

7.0 Interpretation

The North Village Urban Design and Sustainability Guidelines are primarliy focused on design matters: how streets, public spaces, site layouts, buildings, and sustainability initiatives should be planned, designed and implemented. They provide further direction to, and should be interpreted in conjunction with, the Official Plan and the North Village Secondary Plan.

Other municipal policies and guidelines that are applicable to the North Village include:

- the Zoning by-law
- Municipality of Clarington Corporate Climate Action Plan
- Clarington General Architectural Design Guidelines.

The North Village Urban Design and Sustainability Guidelines provide standards, benchmarks and tools to create a great community consistent with the Vision and Principles. They should be interpreted with flexibility. Exceptional development proposals may differ from these guildelines, but demonstrate conformity with both the community's Vision and Principles and the spirit and intent of these Guidelines. They should be assessed on their merits.

North Village
SECONDARY PLAN
CLARINGTON

Clarington SvN AECOM URBAN by DESIGN sm footprint