peterborough

Central Area Urban Design Guidelines

19 April, 2023

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We respectfully acknowledge that the City of Peterborough is situated on the treaty and traditional territory of the Mississauga Anishinaabeg. We offer our gratitude to the First Peoples for their care for, and teachings about, our earth and our relations. May we honour those teachings.

This project was funded with the support of the Province's Streamline Development Approval Fund. The views expressed in this publication are the views of the City and do not necessarily reflect those of the Province.

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Central Area Boundary Map

1 Introduction

The City's new Official Plan (2023) sets the foundation for the Central Area Urban Design Guidelines (CAUDG). The Official Plan is framed around a Vision and Guiding Principles to guide growth and land use planning decisions by reflecting local priorities, knowledge, preferences and aspirations. The Vision expresses an aspirational future for the City, and the more detailed direction to achieve this future is articulated in the Guiding Principles. The Vision is as follows:

"Peterborough is a prosperous community, distinctive in its natural beauty, cultural heritage, and strong sense of community. As a leader in resilience and environmental sustainability, planning in Peterborough uses infrastructure and land efficiently, promotes healthy lifestyles and incorporates green initiatives to increase the City's adaptive capacity. The City will continue to develop as a complete, resilient, and connected community that provides a high quality of life, supports a strong and diverse economy and promotes a unique, vibrant sense of place. Peterborough is equitable and accessible for all residents and visitors and celebrates its engaged, inclusive and diverse community."

Five Guiding Principles provide direction for achieving the Vision.

1 Complete Community

A complete community is one that meets people's needs for daily living throughout their lifetime by providing convenient access to a mix of jobs, services, housing, food, public service facilities, open space, and transportation choices.

2 Environmental Stewardship and Sustainability

Environmental sustainability means meeting the resource and service needs of current and future generations without compromising the health of the ecosystems that provide them.

3 Vibrant and Unique

Peterborough is home to a vibrant arts and heritage community and is home to the rich cultural history of the Michi Saagiig Nation. The City's location in the Kawartha Lakes region offers a range of opportunities for recreational and leisure activities that cater to active lifestyles. The Otonabee River, Little Lake, Trent-Severn Waterway and the historic hydraulic lift lock are unique features that help define Peterborough's identity. Communities with social and physical characteristics that make them special and unique foster a sense of attachment and belonging for residents and visitors.

4 Well Connected with Options for Mobility

Peterborough is a social, cultural and economic hub, made possible by its ability to move people and goods throughout the city and region. An efficient, integrated and multi-modal transportation system provides choice for easy, accessible travel by facilitating all forms of transportation. Fostering a multi-modal, linked transportation system enhances the community's economic competitiveness, fosters active and healthy lifestyles, facilitates social and economic inclusion, and promotes environmental and economic sustainability.

5 Strong and Diverse Economy

A strong, diverse economy is integral to a successful community. Peterborough is fortunate to be home to an abundance of natural resources, world-class educational and recreational facilities, a modern regional health care centre, a strong government sector, a diverse industrial sector, a dynamic arts and culture sector, and a highly skilled, creative workforce. Peterborough is further recognized as having a strong and resilient entrepreneurial community. Peterborough is positioned with strong regional agricultural and tourism sectors, a growing regional airport, and convenient transportation links to regional, national and international markets and recognizes the economic benefits of being accessible to all. Diversity and inclusion are important drivers of economic growth and innovation. Strong and diverse economies capitalize on existing community assets and are sustained by strategic infrastructure investment, a land base for employment, a talented and creative labour force, partnerships, diversification, and by enhancing quality of life.

Planning Context of the Urban Design Guidelines

The City's new Official Plan (2023) sets out direction for the Central Area as the multi-faceted, mixed-use activity centre for the City and surrounding region. The success and health of the Central Area are contingent upon a concentration of residents and visitors, with supporting amenities to encourage a vibrant living and visiting experience. The Central Area is planned to:

- Promote its function as a regional service centre;
- Encourage the development and rehabilitation of the Area for a diverse range of uses, while ensuring the conservation of its cultural heritage resources;
- Incorporate municipal led improvements to:
  - Enhance its efficiency, convenience, safety and accessibility for all residents and visitors;
  - Improve the appearance of the public realm;
  - Upgrade/expand municipal infrastructure and facilities; and,
  - Build/provide active transportation infrastructure and transit facilities;
- Increase the amount and intensity of residential uses by supporting multi-unit residential and mixed-use developments;
- Support the continued viability of the City's vibrant arts community, as well as small and/or locally scaled retail and business uses;
- Require all development within the Central Area to be transit-supportive and pedestrian-oriented, incorporating high-quality design and a strong public realm;
- Encourage new major office and institutional uses particularly a post-secondary institutional facility and/or campus/satellite campus;
- Allow the evolution of the retail sector with a minimum of policy interventions with respect to the amount and type of space/facilities;
- Encourage new tourist uses;
- Encourage new development to use structured parking and accommodate a range of housing types, institutional, community and service commercial uses; and,
- Recognize and enhance the ecological, hydrologic and cultural significance of the Otonabee River, Little Lake and Jackson Creek.

The new Official Plan (2023) sets the context for the City to encourage a high standard of design, using the Central Area Master Plan as a basis for the evaluation of Site Plan Applications, and providing direction to prepare Urban Design Guidelines for the Central Area to help evaluate applications for development, and to guide municipal decision making.

Purpose of the Central Area Urban Design Guidelines

Urban design is the comprehensive and cohesive integration of buildings, streets, and open spaces to create liveable places/environments. The essence of good urbanism is determined by the organization of these elements and the relationship between the public and private realm at ground level.

Buildings must face onto streets and public spaces with doors and windows which invite interaction between indoor and outdoor uses, provide casual observation of space, and facilitate direct pedestrian movement and activity. Pedestrian-oriented buildings, streets, squares, and plazas are essential elements to the creation of a functional, aesthetic and vibrant Central Area.

The Central Area Urban Design Guidelines are non statutory statements which are general rules and recommendations. The Guidelines are inherently flexible in their interpretation and application. The CAUDG augment the City's statutory planning tools, including the Official Plan, the implementing Zoning By-law, Site Plan Control and Draft Plans of Subdivision/ Condominium. They provide greater clarity on urban design, streetscapes, built form, and sustainability initiatives. The Guidelines are to be read in conjunction with, and complement the objectives and policies of the Official Plan, Zoning By-law, master plans, secondary plans, community design plans, and other special studies, guidelines or standards.

The CAUDG, in concert with the suite of the City's statutory planning tools, will be used to help evaluate development applications to ensure that a high level of urban design and the intended level of sustainability is achieved, and to guide the design of public realm projects.

The guidelines will be used by:

- City Council and Committees when evaluating whether an application meets the City's vision for development in the Central Area;
- City staff and external agencies when reviewing development applications, as a reference for design decisions for proposed studies and projects, and to support the evaluation of applications under the Central Area CIP (e.g., Facade Improvement Program Grant);
- The development industry including developers, consultants, and property owners to demonstrate how their proposals align with the policies and objectives for the Central Area;
- City staff and other public agencies in designing public realm projects, and,
- The public for greater awareness of the benefits of high quality urban design in their community.

Notwithstanding the foregoing, the policies and regulations inherent to the City's suite of statutory planning tools shall prevail over the provisions of Guidelines in the event of any conflict.

Implementation Tools

The CAUDG are implemented primarily through the policies of the Official Plan, the regulations of the implementing Zoning By-law and application, where appropriate, through Site Plan Control. The City may also consider the use of tools such as Community Improvement Plans, the Community Benefits By-law and a Community Planning Permit System to assist with the implementation of development, design, and sustainable development guidelines. Other non-statutory planning approaches may also be considered, including the use of Architectural Control and/or a Design Review Panel.

Applicability

The CAUDG shall apply to all projects in the Central Area subject to review and planning approval by the City through Official Plan Amendments, Zoning By-law Amendments, Subdivisions, Condominiums, Site Plan Control applications and minor variances as permitted under the Planning Act. Consistency with the provisions of the CAUDG does not preclude compliance with other statutory development regulations associated with an application as required by the City, or other relevant jurisdiction. The CAUDG also apply to all City capital projects, including design and construction of roads, sidewalks and parks.

Submissions

To assist decision makers, stakeholders, and community members in understanding proposals, applicants shall submit an Urban Design Brief with their development proposal as part of a complete development application. The Urban Design Brief shall describe the project and demonstrate to the City how their proposal is consistent with the CAUDG and will include written materials, graphic illustrations, and diagrams necessary to demonstrate consistency with these Guidelines.

Structure of the Central Area Urban Design Guidelines

The Central Area Urban Design Guidelines are organized under 5 sections:

Private Realm Guidelines

To provide direction for the development of buildings and their associated access and landscape by the private sector.

Central Area Character Areas

Six broad Character Areas have been identified based on the Official Plan's land use designations. Additional guidelines for private realm development specific to each Character Area is included.

Green Infrastructure and Buildings

Applies to private and public development to achieve the sustainability principles of the Official Plan.

Street Guidelines

To provide direction for detailed streetscape design in the Central Area. The guidelines are based on the City's complete streets as set out in the Transportation Master Plan. Cross sections illustrating the allocation of space in the right-of-way for key streets are included.

Park Guidelines

To provide direction for the detailed design of Urban Park Spaces associated with private sector development or City initiatives.

2 Approach

Compatible Development

These Urban Design Guidelines provide a framework for design that respects and reinforces the desired existing and planned character of Peterborough's Central Area. The Guidelines are based on a contextual approach to design that considers the visual impact to and relationships with adjacent and surrounding developments. This approach promotes compatible forms and designs, pedestrian scaled and oriented streetscapes, and allows for appropriate flexibility, innovation and diversity in design, qualities intrinsic to evolving communities.

Change resulting from development in Downtown Peterborough should be considered an appropriate part of the area's ongoing evolution and constant change. This "organic" evolution has established a tradition of diversity that is a key component in the definition of Downtown's positive character.

The key is to manage change such that the characteristics of the Downtown or Character Areas that are valued as "positive" are enhanced, and those characteristics that are considered detrimental are eliminated or mitigated.

The starting point is to consider the definition of "Compatible Development" in the City of Peterborough's new Official Plan (2023):

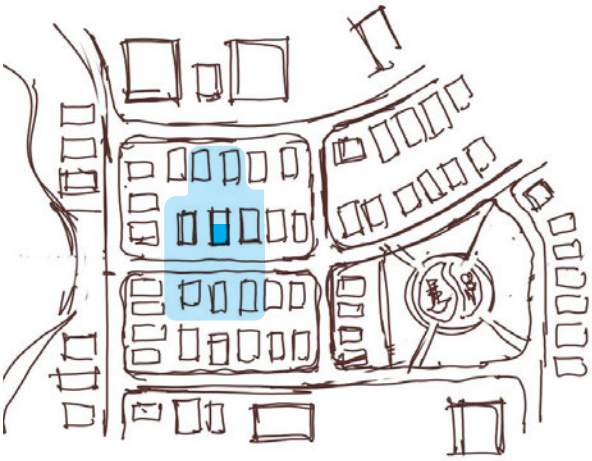
> ***"Compatible development is not development that is the same as, or even similar to existing development in the vicinity. Compatible development is development that enhances the character of the surrounding community without causing any undue, adverse impacts on adjacent properties including, but not limited to, consideration of Provincial guidelines relating to Land Use Compatibility and Environmental Noise."***

This definition raises a variety of key phrases that require further definition:

- ***Development in the vicinity*** – the concept of vicinity can be flexible. Within this context, the definition of vicinity should vary by the scale of development. There are three key scales of development/redevelopment that must be considered, including:
  - Major or large scale redevelopment, where land assembly and significant intensification are proposed - likely in higher density forms. The vicinity here should be more than one block, usually several blocks linked together to form a network, or an area bounded by a five-minute walk or 400 metre radius;
  - Minor redevelopment, where land assembly is not necessarily required, but existing buildings are demolished and replaced by new intensified development. The vicinity here should include properties within 150 metres in all directions; and/or,
  - Modifications to an existing building, including renovations or additions, or the construction of a new dwelling on an existing lot. The vicinity here should be more immediate, and include abutting neighbours (the properties on either side) and a similar group of properties adjacent across the street.

The area of influence for large redevelopment sites will generally be the streetscape and neighbourhood.

The area of influence for demolition or redevelopment of a single house or property will generally be the block.



The area of influence for modifications to an existing site or building will generally be the immediate neighbouring and facing properties.

- ***Enhance an established community*** – this is a phrase that needs to be articulated generally. To pass this test, the nature and character of the defined vicinity needs to be considered. Clear statements about those attributes that define the character of that vicinity are required to assist in the determination of what form of building can "enhance" that character, and what form of building may be "detrimental". Attributes are defined by, for example:
  - lot size;
  - setbacks;
  - landscape character;
  - building height, mass, form, materials; and,
  - streetscape character.
- ***Coexistence without undue impact on surrounding properties*** – this is an onerous test, usually related to easily identifiable/ quantifiable impacts like shadow, privacy, traffic and parking problems. In the context of Downtown Peterborough, the concept of "visual impact" is an important development review criteria. Visual impact analysis will need to be tied to the attributes that define the area's character, either on a neighbourhood-wide or defined vicinity basis.

3 Principles

Urban Design Principles

Urban design is the process of giving form, shape and character to the physical elements of Peterborough's Central Area. The guidelines for urban design are based on six principles of that the public and private realms work together to achieve.

1 Make Connections

Ensure new development reinforces a fine grained pattern of streets and small blocks that respect the downtown's historical street fabric. New development must ensure a high degree of connectivity by creating clear systems.

2 Define Gateways & Entrances

Create a sense of entry and transition at key gateways into the Central Area at George Street North at McDonnel Street, Charlotte Street at Park Street, George Street South at Lansdowne Street, and Hunter Street at the bridge and Ashburnham Drive. Gateways can be defined through building and/or landscape design and signage.

3 Make Streets for People

Ensure active and visually interesting building fronts to create vitality, comfort and safety for pedestrians. Priority should be given to retail, restaurant, commercial or institutional uses that support high pedestrian activity.

4 Protect Public Views

Preserve and restore significant view corridors to prominent buildings and landscape features.

5 Foster a Unique Sense of Place

Design buildings that are compatible with the history and cultural identity of Peterborough. Cultural and built heritage, streetscapes, views, important places and landmarks should be preserved.

6 Be Inclusive & Equitable

Design buildings and spaces that are accessible, inclusive and equitable.

4 Private Realm Guidelines

The private realm in the Central Area is comprised of buildings and associated parking, landscape and open space within development parcels. Private development can frame and terminate views, reinforce the character of an area and support activities in the public realm. The Central Area Urban Design Guidelines (CAUDG) enable harmonious integration of new and existing development, while anticipating a variety of built form and architecture to create a visually appealing and diverse urban area.

These guidelines promote high quality urban design in the private realm that is based on the quality, scale, and character of the surrounding existing and emerging contexts to reinforce 'human scaled' environments and promote a sense of place.

Good urban design practices will promote excellence in the design of the private realm. While the specifics of each development proposal may vary, the overall objectives will remain the same and include:

- Creating distinctive, appealing, and pedestrian friendly streetscapes through attention to building design;
- Ensuring appropriate massing, materials, building siting, and design compatibility; and
- Identifying enhanced design requirements for priority locations having highly visible elevations.

Guidelines for built form generally relate to building orientation, setbacks, height and frontages and building/site access, parking and landscape.

Private realm guidelines are organized into two broad sections: built form and site considerations. The built form section includes direction on specific types of buildings.

Buildings

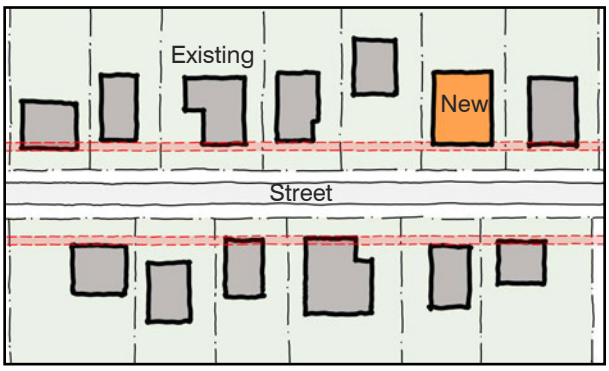
Building Placement & Orientation

Orientation and placement of buildings along the street helps to reinforce the public realm by enhancing the pedestrian environment by creating a sense of enclosure. This is achieved by framing the street with buildings.

Guidelines

a) Locate buildings at or near the front property line to create good street definition and a sense of enclosure.

b) Along streets with an established building set back, place new buildings to fit within the predominant setback of the block, or the average of setbacks on adjacent properties.



New development set back at the predominant setback along the streetscape.

New development set back the average of setbacks on adjacent properties.

c) Setbacks on the secondary frontage of a corner property may match the primary frontage setbacks for no more than 20 metres before transitioning to the predominant setbacks of the secondary street.

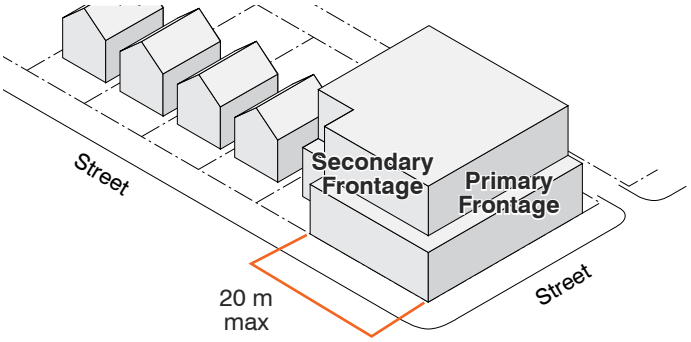


Diagram illustrating matching setbacks on secondary frontage for the first 20 metres

d) Orient the primary facade to face the adjacent street or public space. On a corner property, orient the primary facade to the street with the higher classification, or the street on which the property's address is identified.

e) Buildings may be set back from the street edge where they frame and define the edges of public spaces, such as plazas, courtyards, seating areas and enhanced sidewalks; or, where it provides a view to an important landmark.

Larger set back when defining a public space

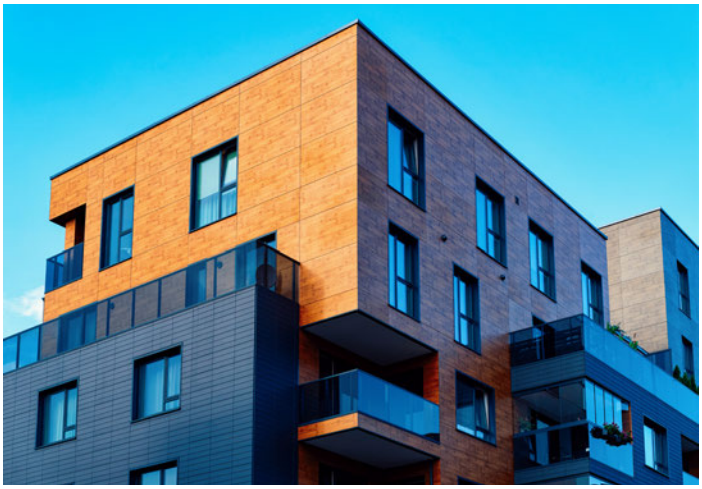
Height & Massing

Building heights play an important role and can impact the character and quality of the street experience. Consistent height and mass of buildings along the street edge ensures visual continuity and maintains the pedestrian scale at the street, but it is also important to reduce the visual mass of large, single buildings.

Guidelines

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

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



Varying form, material and massing to divide up a building's mass

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

Street Wall

The street wall is one of the most significant elements of a street and collectively shapes the character of the community, creating continuity in the building edges that define streets and public spaces. The street wall is the first 2 to 4 storeys facing the adjacent public street, above which there is a stepback. Stepbacks above the street wall ensure pedestrians have access to light and sky views from sidewalks and enhance the character of the street.

Guidelines

a) The street wall of buildings should generally be continuous along their frontages.

b) Building height at the street wall should generally be between 2 and 4 storeys.

c) Buildings taller than the street wall should provide a minimum 2 metre stepback above the street wall unless a stricter limit is defined in the individual Character Area guidelines.

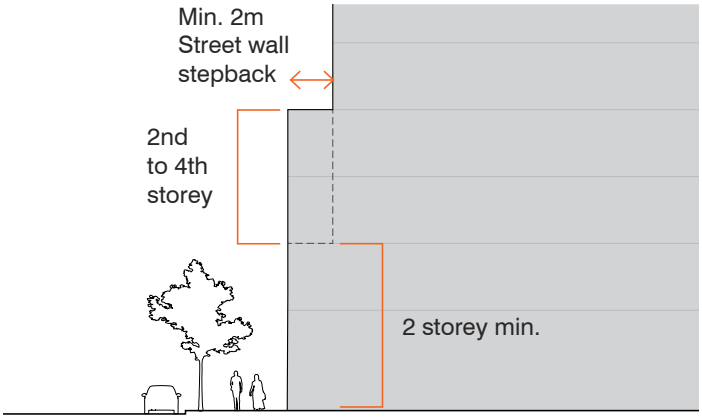


Diagram illustrating street wall height and stepback

New construction contributing to the existing street wall

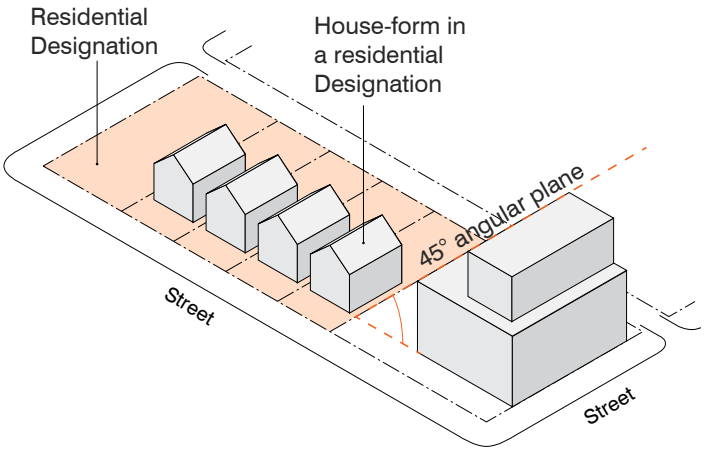
Building showing application of 45 degree angular plane

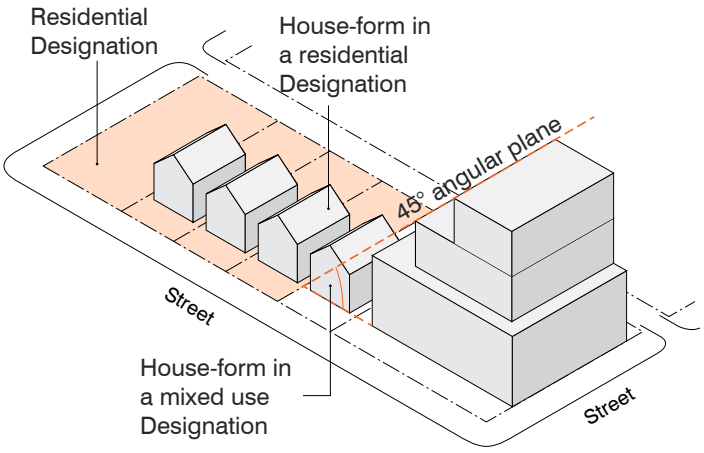
Transitions

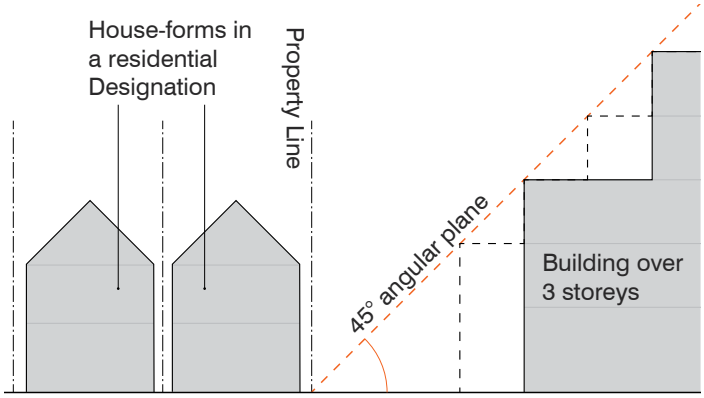
Building scale and height should transition to low-rise residential areas to avoid abrupt changes of height, limit shadow and overview impacts, and ensure adequate sky view for the existing uses. Angular planes are used for the transition to low-rise residential areas.

Guidelines

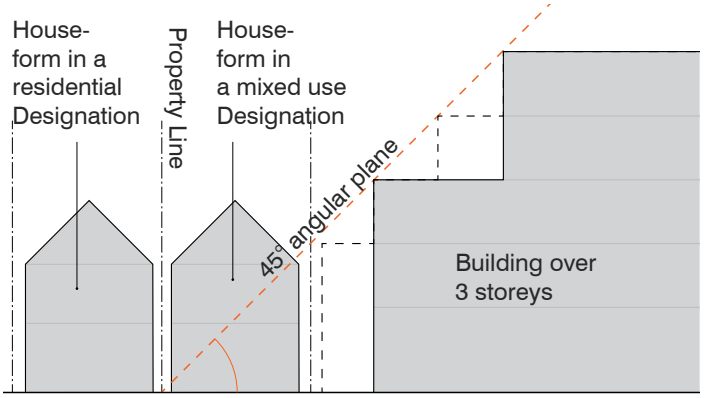
a) Buildings over 3 storeys in height should fit under a 45 degree angular plane from the side or rear property line of existing house-form residential buildings within Downtown Neighbourhood Designations or other Residential Land Use Designations.







Diagrams illustrating angular plane from property line of house-form residential building in a residential designation



Diagrams illustrating angular plane from property line of house-form residential building in a residential designation when a house-form in a mixed use designation is adjacent to the development

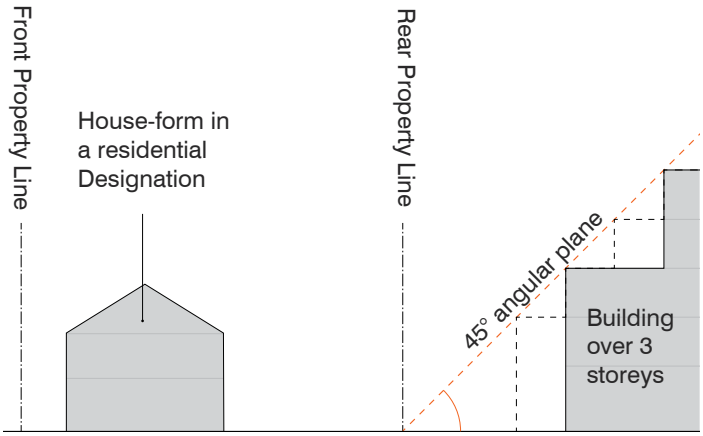


Diagram illustrating angular plane from rear property line of house-form residential building in a residential designation

Building showing application of 45 degree angular plane from a side/rear property line

Building Design & Articulation

The articulation of buildings contributes to human scale, animation, and adds a higher quality to the facade. Articulation considers the three dimensional qualities of the facade, including windows, doors, and architectural elements such as decoration, organization, the expression of interior spaces, structural expression, and even adjacent buildings. Appropriate design is independent of style. A crisply detailed, simple contemporary design can achieve the same objectives, in a different way, than a design that tries to mimic or carefully reproduce a historical style.

Guidelines

a) Use step backs, projections, textures, detailing and materials to articulate a clearly defined organization of the façade that includes:

- **Base:** defined within the first 3 storeys, the base contributes to the quality of the pedestrian environment through animation, transparency, articulation and material quality;
- **Middle:** the middle or body of the building creates the dominant character of the building and contributes to the overall streetscape;
- **Top:** the upper storey, roof or parapet of the building should be clearly distinguished from the lower floors, and contributes to the visual quality of the streetscape.

Diagram illustrating base, middle and top of a building

b) A rhythm of vertical elements should create a fine grained character in buildings whose width is greater than 20 metres along the street frontage. This is important to create human scale and reflect the fine-grained character of historic streetscapes.

Example of a building with strong vertical rhythm elements

c) Inset or partially inset balconies to offer greater privacy and shelter from wind, reduce the building bulk, and minimize the impact of shadow on other amenity spaces below.

Partially inset balconies on a residential building

d) Integrate rooftop mechanical systems and penthouses with the design of the building, contributing to the roofline expression, or set them back or conceal them so that they are not visible from ground level.

Example of building with screened rooftop mechanical systems

e) Corner buildings should articulate both facades, facing each street, to the same high level of design. Architectural elements that respond to the corner, such as taller massing, are encouraged.

Corner building with articulation of the corner and equal level of treatment of both facades

Ground Level Relationships

The relationship of the building to the street is of critical importance to the quality of the public realm. Since buildings are experienced most profoundly at ground level, active uses at ground level are essential. Buildings will be sited and designed to create welcoming frontages and encourage street vitality, visual interest and safety.

Guidelines

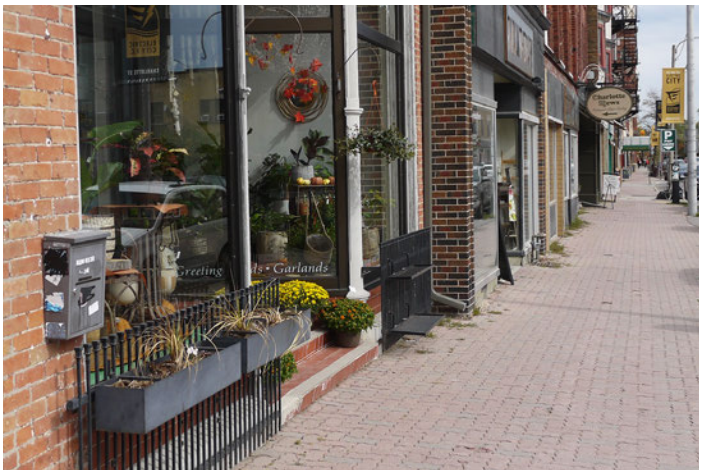
a) Provide active uses facing the street at ground level for all non-residential and mixed use buildings, with priority to retail, restaurant, commercial or institutional uses that support high pedestrian activity.

Uses that support high pedestrian activity on the ground floor

b) For residential buildings, ground level uses facing the street may include lobbies and amenity spaces, as well as individual units with their own entrances.

Amenity areas or individual units facing the street

c) Promote an animated street environment with frequent doors, windows, and pedestrian generating uses fronting directly onto the street.



Frequent doors, windows and pedestrian generating uses

d) Retail frontages should reflect the traditional rhythm of storefronts by having narrow frontages for individual businesses.

e) Off-street parking, blank walls, and mechanical rooms within buildings should never be located adjacent to sidewalks or streets.

f) Ground floor frontages facing streets and public spaces (except for individual ground-related residential units) should be highly transparent, with around 75% clear glazing to maximize display areas, provide visual interest, and create a sense of connection to interior uses. Differentiate glass doors of main entrances from adjacent fixed glazing.

High ground floor transparency

g) Where a non-residential building is set back from the street edge, the privately owned land should be designed as an extension of the public realm and include pedestrian amenities such as seating, lighting, street trees and public art. Consider demarcating the more static furnishing zone from the active sidewalk zone.

Setback integrated into public realm of streetscape

h) Encourage weather protection through the use of awnings or canopies over the sidewalk, maintaining a minimum overhead clearance of 2.1 metres.

Awnings are a common feature of heritage retail buildings

i) Where residential uses are located at ground level, individual units should be articulated in the facade design and accessed directly from the sidewalk, with a semi-private front yard transition zone. The transition zone can include landscaping, grade shifts (with a means of ramped access), and low walls or decorative fencing.

Transition zone between sidewalk and individual residential units

j) Ground floor heights of all buildings other than low-rise residential, should generally be a minimum of 4.25 metres, to permit flexibility and long-term adaptability of the ground level uses over time to accommodate commercial or retail uses.

High ground floors allow more flexible and adaptable future uses

Mid-Rise Residential Buildings

These additional guidelines apply to buildings 6 storeys or lower that only have residential uses, or wherever there are residential uses at ground level in mixed use buildings.

Guidelines

a) Site and orient multi-unit residential buildings to overlook public streets, parks, walkways and private communal spaces while ensuring the security and privacy of its residents.

b) Apartment lobbies and main building entries should be clearly visible from the fronting street, have direct sight lines into them, and provide zero-step access. Where possible, apartment lobbies should have multiple access points to enhance building access and connectivity with adjacent open spaces.

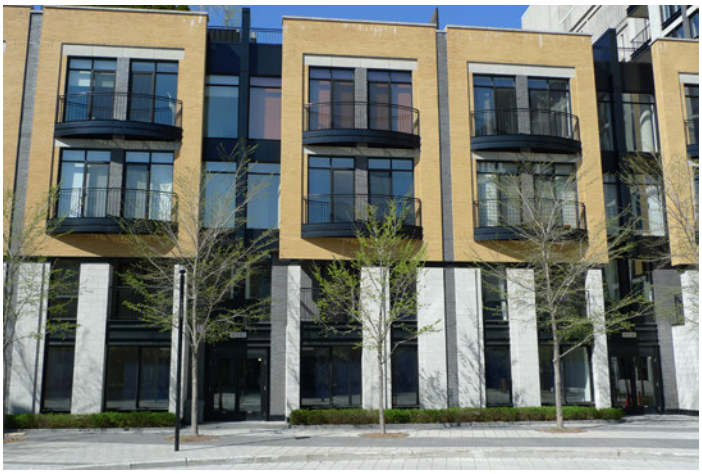
c) Articulate individual units at ground level in the design of the facade and incorporate individual entrances to ground floor units in residential buildings that are accessed from the fronting street or public space. This provides easy pedestrian connections to buildings, encourages street use and walking and enhances safety.

d) Emphasize entrances to individual units through porches, covered stoops, cornices, transoms, side lights, and building massing.

e) Ground level units are encouraged to be designed with zero-step access wherever possible, even when not explicitly required by the Building Code.

f) Apartment buildings with zero-step access and elevators are encouraged over stacked townhouses or walk-up apartments.

Mid-rise development in Richmond Hill


Stacked townhouses/apartments in the Plateau, Montreal


Apartment building in Technopole Angus, Montreal

High-Rise Residential Buildings

These additional guidelines also apply to buildings over 6 storeys in height.

Guidelines

a) Residential buildings above 6 storeys in height should generally have a podium and tower typology of built form.

b) The height of the base (podium) of high-rise buildings should generally be based on the height of the street wall context. The street wall should be between 2 to 4 storeys where the street wall context is lower or higher than this range.

c) In addition to the street wall stepback described in the preceding Street Wall section, to define the podium there should be a minimum 2 metre stepback on all sides at the height of the street wall stepback.

d) High-rise buildings should also have a minimum 1.5 metre stepback for the top 1 or 2 storeys on sides facing streets and public spaces.

e) For portions of high-rise buildings above 6 storeys, maintain a separation distance of a minimum of 10 metres from side property lines to reduce shadow impacts, ensure sky view, allow for side-facing windows and maintain reasonable privacy for neighbouring buildings.

f) All sides of the upper storeys above 6 storeys should be articulated with windows, balconies, and/or architectural treatments consistent with public facing facades.

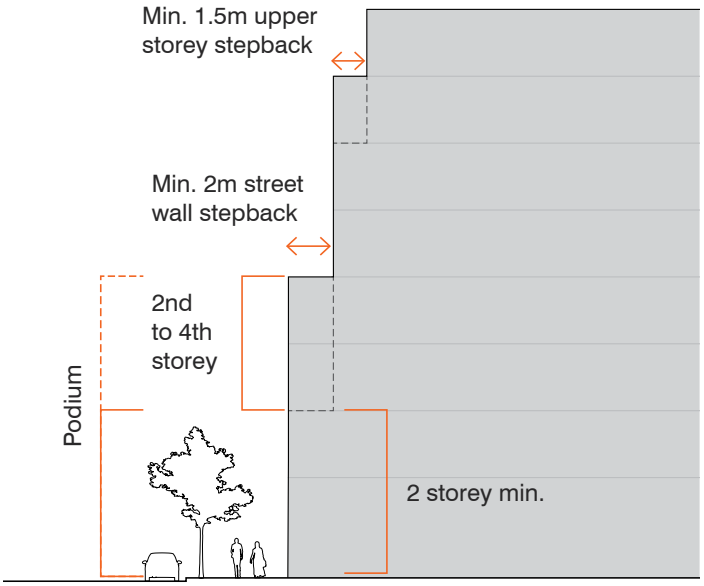


Diagram illustrating stepbacks for high-rise residential buildings

Clearly defined podium with a stepback

Adding definition to upper storeys with stepbacks

Large Format Commercial Buildings

These guidelines apply to large format retail stores in either mixed use or single use configurations.

Guidelines

a) Large floor plate commercial developments should respond to the prevailing street character by incorporating frequent entrances and transparent shop front windows. Where new commercial is located in proximity to existing development, windows and entrances should be consistent with the established pattern of shop front entrances and windows along the street.

b) For stand alone retail buildings over 2,000 sq. metres in floor area, articulate the primary façade with a series of bays or shop windows to create a fine grained character to the frontage.

c) Large format commercial buildings should include a combination of these design strategies:

- Incorporate smaller shops wrapped around their edges.
- Have their primary footprint located above the ground floor.
- Include other uses above them, to better integrate these buildings and uses and make them more compatible with the mixed use character of Downtown.

d) Maximum frontage along any street for single, large format stores is 30 metres.

e) For sites over 4,000 sq. metres in area, or for sites with multiple retail buildings:

- Establish a street wall for a minimum of 40% of the site's frontage along public streets
- Provide an interconnected internal walkway network that connects to all building entrances, parking areas, and adjacent public sidewalks.
- Walkways should incorporate a pedestrian clearway of a minimum of 2.1 metres in width.
- Provide 1.5-3.0 metre additional width next to walkways for substantial low landscaping and/or canopy trees.
- Clearly demarcate crosswalks at all street and driveway crossings.

f) Treat all facades facing primary, internal driveways as the primary building facade.

Smaller sized stores line the street edge, while large floorplate stores are located behind or above smaller stores

Combining a grocery store, big box hardware store and other retail in a mixed used development, Cambie Street, Vancouver (image: Payton Chung, Flickr.com)

Incorporate substantial landscaping in surface parking lots and include internal walkways that directly link sidewalks on public streets to store entrances

"Urban Format" Target store, Columbia Heights, Washington DC (image: Erica Fischer, Flickr.com)

Heritage Buildings

The Central Area contains a large collection of designated and listed heritage buildings and their character plays a primary role in creating the unique identity and sense of place for Downtown Peterborough. It is important that renovations to heritage buildings and adjacent new development maintains and enhances the defining characteristics of these heritage buildings. The street relationship and organization of architectural elements of heritage buildings are good precedents to emulate in the design of infill development.

a) Original, historic, building materials should be retained whenever possible during restorative renovations. Historic material should never be covered with modern materials, and unpainted brick should not be painted.

b) Uncover and refurbish historic materials that have been covered over due to a previous renovation, to as near original condition as possible.

c) Signs on heritage buildings should be compatible in terms of character, colour and material and should not obscure heritage details.

Retail signage that complements the heritage character

d) Facadism is not a preferred heritage conservation process. However, where only the facade of a heritage building is retained, it should appear to be integrated with the new construction in a manner that suggests the building has been retained, rather than having being tacked on to a new facade.

Preserved facades in a large redevelopment

e) Design new buildings to be compatible with adjacent heritage buildings.

Stepbacks above the heritage building minimize the impacts of increased height on the heritage streetscape

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

Harmonious scale, massing and facade articulation

g) Use materials and colours that are complementary with the heritage context.

Material and colour selection complementary to heritage context

h) In renovated, preserved or adaptively reused heritage buildings with retail at grade, create recessed entry spaces for retail entrances and strive to convert stepped entrances to barrier-free entrances.

Recessed retail entry in heritage building

The Y Lofts development in Peterborough, an example of compatible and complementary development

Landmarks & Gateways

To celebrate Peterborough's existing cultural and built heritage, buildings at visually prominent, landmark and gateway locations should express a higher design standard.

Guidelines

a) Locate and design buildings to respond to specific site conditions and opportunities including irregularly shaped lots, locations at prominent intersections, corner lots, unusual topography, significant vegetation, views and other natural features.

b) Buildings at prominent locations, at the entrance to the Central Area, or to Character Areas within the Central Area, should be designed with elements that create a sense of arrival and establish a landmark character.

c) Taller building elements at gateways and landmark sites/frontages are encouraged, such as towers, rotundas, porticos, change in building plane, overhangs, special rooflines, public art, and street wall height exceptions, where those elements exhibit:

- Compatibility with adjacent context, including appropriate scale;
- Compatibility with the principal building expression; and,
- Design excellence.

Corner articulation in a mixed use building

d) New development and landscaping should frame rather than block public views of prominent natural features, landmark sites and buildings, public art and other prominent downtown features.

e) Buildings at the end of long view corridors should be designed to terminate the view with a landmark building element such as a tower or massing element.

Landmark building element

f) Off street parking lots should not be visible from the street edge at gateway or landmark locations.

Entrances

Ensure entrances are visible from adjacent public spaces and physically accessible for people of all ages and abilities.

Guidelines

a) Main building entrances should address public streets (or public spaces) and should be clearly articulated and expressed through architectural forms and detailing such as changes in massing and height, projection, shadow, punctuation and change in roof line.

Architectural expression emphasizing main entrance location

b) Encourage the incorporation of weather protection through recess or overhang for main entrances to public buildings, offices, and residential lobbies.

Canopy protecting major building entrance

c) Ensure all building entrances and transitions from outside to inside are barrier free and accessible through smooth grading of surfaces.

d) Architecturally differentiate residential entrances from business entrances in mixed-use buildings.

Entrance to upper floor residential in a historic main street mixed use building

e) Incorporate frequent entrances into commercial frontages facing the street, reflecting the traditional rhythm of storefronts.

f) Recess commercial entrances to buildings from the sidewalk to provide for door swings, to protect the entrance from rain or snow, and to allow space to provide barrier-free access.

Barrier-free recessed retail entrance

g) Where the rear of the building faces a prominent laneway or mid-block crossing that is a primary pedestrian route through the Central Area, encourage secondary building entrances and enhanced facades.

Signage

Signs play a significant role in the character and animation of commercial areas. Commercial signage should be integrated into building design and be compatible with the rest of the streetscape.

Guidelines

a) Provide building address signage at all entrances.

Address signage integrated into a wall at the entrance

b) Signage should be designed, oriented and scaled to the pedestrian rather than the motorist, generally for viewing from the sidewalks.

c) All signs in the Central Area should be externally lit, although individual channel lettering may be permitted.

Externally lit retail sign

d) Integrate signage into the organization and design of building facades by placing them within sign bands, architectural bays, friezes, etc.

e) Where there is retail at ground level, provide a sign band with a maximum height of 1.5 metres within the façade design of the first storey.

Signage integrating into heritage sign band

f) Retail-commercial signage should be in scale with the building or storefront and use high quality materials.

g) Signage should not obscure windows, cornices or other architectural elements.

h) Graphic signs or words applied directly to windows should occupy a maximum of 25% of the window's surface area.

i) Sandwich board signs on the sidewalk should have a maximum height of 1.2 metres and should not obstruct the pedestrian clearway along the sidewalk.

j) Freestanding signs, including pylon, ground, tenant directories and bill boards, should not be permitted.

Materials

The variety and selection of building materials contributes to visual interest along the street and to the varied architectural character of the Character Areas. Use durable, high quality materials, with detailing that fosters a sense of character and timelessness.

Guidelines

a) Choose materials for their functional and aesthetic characteristics to exhibit quality of workmanship, longevity, sustainability and ease of maintenance.

b) Use materials and fastening systems that are authentic to their purpose and neatly detailed. Do not use materials that imitate other materials.

c) For traditional building styles, choose materials and architectural details such as cornices, sign bands, lintels, etc. that are consistent with the chosen architectural style.

Consistent detailing of new construction in traditional style

d) For contemporary building styles, ensure materials are crisply detailed with consistent reveals. Inexpensive materials, in particular, must be used creatively and exhibit a high quality of application and fastening.

Consistent detailing of new construction in contemporary style

e) Changes of material should be purposeful and coincide with substantial massing elements or organizing lines of the building. Changes of material should not occur at building corners; a material return is preferred.

Facade material turns corner on additional visible building face

f) To create visual interest, consider using a dominant and 1-2 subordinate materials for the primary facade, in addition to glass and window surround materials for windows.

Dominant and subordinate material combination

g) Glass for windows or doors should not be mirrored or strongly tinted. Colouring of glass is discouraged and if used should be subtle.

h) Building walls abutting a vehicular access route or laneway should have a masonry skirt to protect the building from vehicular damage.

Site Considerations

Site Servicing

Vehicular access to buildings and properties, and servicing needs such as loading docks, garage doors and garbage, are necessary for the downtown to function, but care must be taken to minimize their physical and visual impacts on the public realm and pedestrian life.

Guidelines

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

Pedestrian priority established across vehicular access

b) Walkways to and from parking should be provided and clearly demarcated through materials and signage. Include connections for pedestrians and cyclists from off-site sidewalks, trails, transit stops, parks, etc. to building entrances.

Pedestrian walkway clearly demarcated through parking lot

c) Underground, tuck-under, or structured parking is preferred over off-street surface parking.

Parking entrance for a townhouse/low-rise apartment complex

d) Bicycle access to parking structures should be provided. Consider a ramp gradient and width to accommodate bicycle traffic (e.g., 3 metre wide ramp with a slope of 6-7%).

e) Where off-street surface parking is unavoidable, it should not be located between a building and the public sidewalk

f) Vehicular parking access should preferably be from a lane or side street.

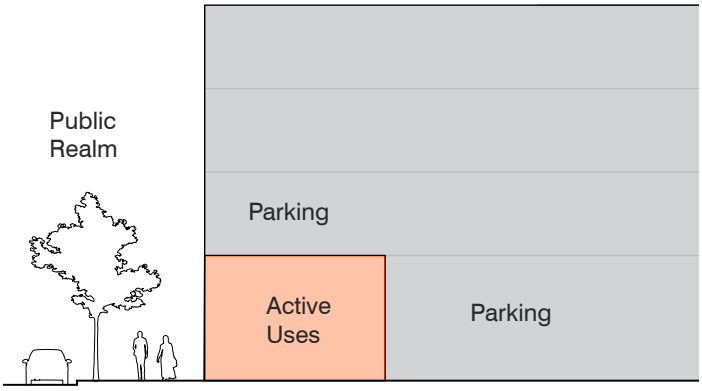
g) Wherever possible, provide access to parking and servicing through the creation of a shared laneway system, coordinated across multiple properties or through redevelopment.

Parking structure with retail uses facing street at ground level

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

Screening of surface parking area from adjacent sidewalk

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



Active uses sleeve parking structures at ground level

j) Parking structure facades should be articulated with high quality design and materials that contribute to a positive streetscape.

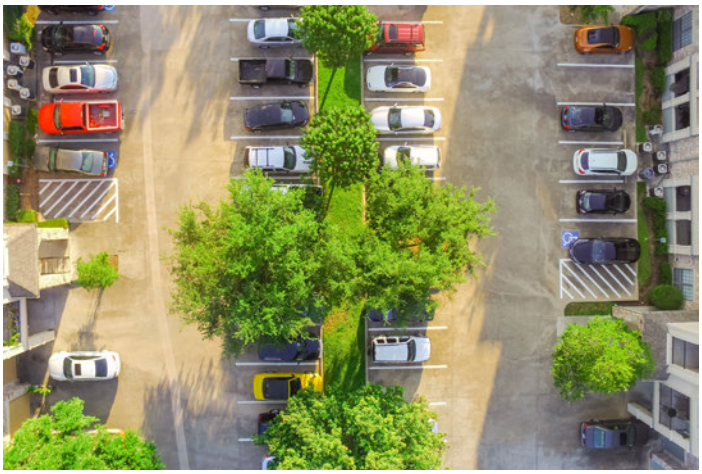
Parking structure with rhythmic facade design (image: La Citta Vita, Flickr)

k) For larger buildings (such as government or administrative buildings, hotels or hospitals) requiring a dedicated waiting, or pick-up and drop-off area, locate them internal to the site, not in the public right-of-way.

l) Integrate vehicular entrances to a building into the building's architectural design.

Parking entrance integrated into building design

m) Break down large parking lots into smaller ones through the use of walkways, lighting and landscaping. Landscape assists with storm water management and canopy trees will shade the parking lot. Set a shade target for parking lots to determine the landscape areas.



Landscape strip breaking up parking lot

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

Screening of utility meters next to a building entrance

o) Transformer boxes and any other service/ mechanical elements that must be separated from the building should be screened with landscaping or architectural elements.

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

q) Garbage enclosures should be fully enclosed with lid/roof. Doors should be supported by hinges, not wheeled.

Fully enclosed garbage enclosure

Lighting

Building lighting can enhance the overall quality and character of the Central Area. It should be fully integrated within site and building designs, make a positive contribution to the sense of safety and security of pedestrians, and provide supplementary lighting to street lighting.

Guidelines

a) Promote Dark Sky/Nighttime Friendly and bird friendly lighting practices to minimize light pollution and the intrusion of unwanted lighting on natural areas.

b) Illuminate storefronts, decorative building facades and architectural features by providing lighting on the face or interior of buildings.

Storefronts are well lit

c) Ensure lighting is sensitive to nearby residential uses and that there is no light trespass on adjacent properties. Avoid visible, glaring light sources by using down-and/or up-lights with full cut-off shields.

Bollard lighting is sensitive to nearby residential uses

d) Ensure all walkways and entrances are well lit.

Well lit building entrances (image: vulcanus - stock.adobe.com)

Public Art

Public art on private sites distinguishes the development itself, while enhancing the adjacent public realm, adding visual richness and providing landmarks within the community. It is also an important tool to celebrate local heritage and ground new development in the history and character of its context.

Guidelines

a) Public art should be negotiated for significant private development projects.

b) Private development projects could consider independent or public art integrated into the building design or its associated landscape.

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

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

e) Selection of public art and its possible location should include the involvement of the City of Peterborough's Public Art Facilitator to ensure consistency with the goals of the City's *Official Plan* and the *Public Art Policy and Procedures*, as amended (2022)

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

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

h) Public art should not impact, or be diminished by, existing or planned utility locations.

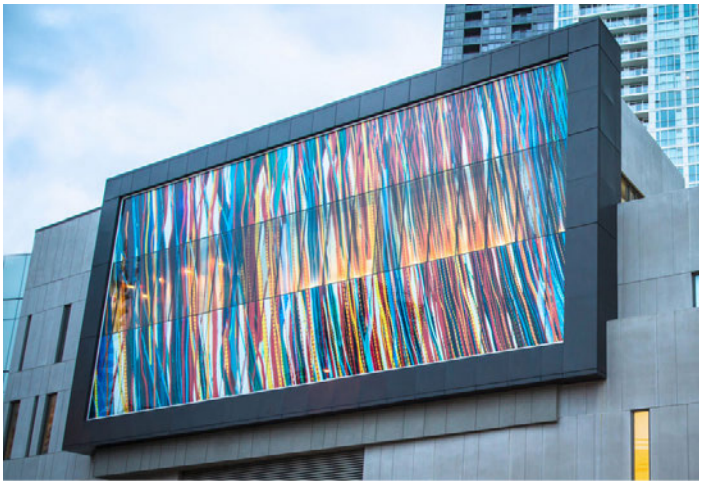
i) Appropriate maintenance procedures should be secured with the installation of public art.

I See What You Mean by Lawrence Agent, Denver

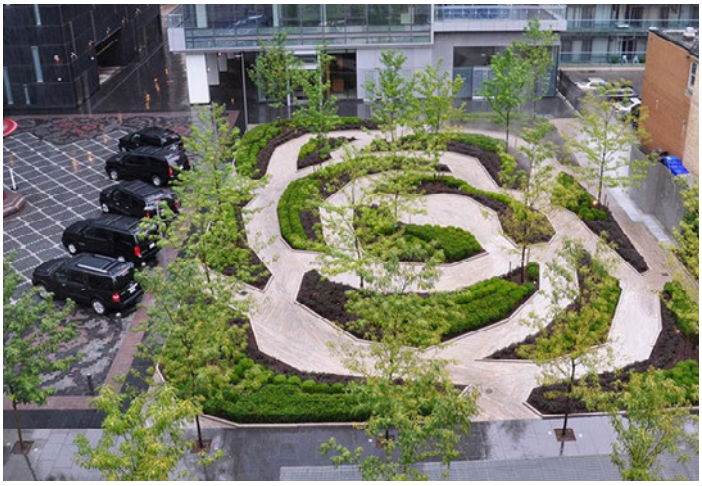
Mariposa Public Housing Development, Denver

The Audience by Michael Snow, Rogers Centre (SkyDome), Toronto (image: Caribb, Flickr.com)

Time Cones by Brad Golden and Lynne Eichenberg, Toronto



Gardiner Streams by Catharine Harvey, Cityplace, Toronto



Rose Garden at the Four Seasons, by Claude Cormier + Associates, Yorkville, Toronto

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

Accessibility

Buildings and spaces open to the public must be accessible and useable by people regardless of age, ability or situation. Everyone should have access to goods, services, facilities, employment social activities and opportunities to move freely around the Central Area.

Guidelines

a) New development must meet the accessibility requirements of the *Accessibility for Ontarians with Disabilities Act* (AODA), the *Planning Act*, the I*ntegrated Accessibility Standards Regulation*, any applicable *Zoning By-law(s)* and the *Ontario Building Code* (OBC).

b) Ensure pedestrian routes including those leading to building entrances are safe and easy to use by all people, including those using mobility devices and service animals. Routes should be direct, level, obstacle free, easily identifiable and physically separated from vehicular routes.

c) Provide accessible options for site furnishings, including seating and waste/recycling bins. Accessible seating will include armrests for assistance, backrests, and clear areas in front and to one side for people using mobility devices.

Accessible outdoor eating area

d) Locate accessible parking spaces close to building entrances, and provide clear and direct pedestrian routes into the building.

Clearly marked accessible parking spaces close to building entrance

e) Ramps should be avoided wherever possible. Where ramps are required due to challenging site grades, ensure ramps do not protrude into the public right-of-way or infringe on the pedestrian clearway.

Ramp does not extend into the public right-of-way

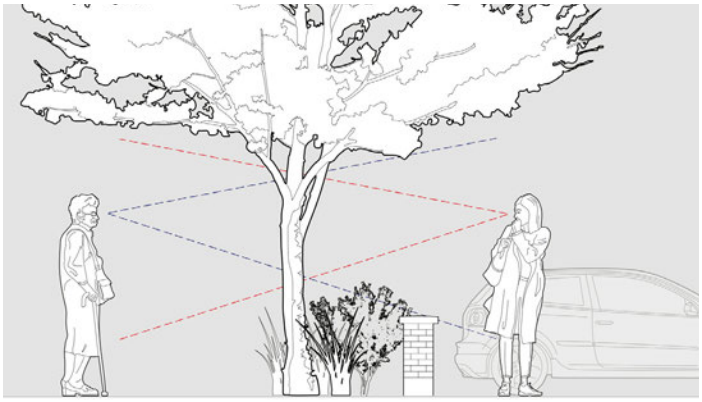
Safety

Building siting, orientation, and the design of spaces open to the public, should enhance feelings of personal safety and security.

Guidelines

a) Ensure Crime Prevention Through Environmental Design (CPTED) principles are applied to exterior spaces open to the public.

b) Structures, landscaping and plant materials should maintain an open field of vision between 1.0m and 2.5 metre above ground level, and should not provide hiding places. If elements such as fencing are within this range, ensure it is visually permeable.



An open field of view at eye level promotes observation and safety

c) Ensure the design of new development, through the placement of ground-level uses, entrances, windows and balconies contributes to “eyes on the street” and allows for casual surveillance of streets, parks, open spaces, and children’s play areas.

Ampersand development, Barrhaven, Ottawa

d) Avoid blank, windowless walls that do not permit people to observe the street from inside buildings.

e) Provide lighting at all common entrances, in parking areas, along all internal walkways, and in laneways.

f) If necessary for security purposes, security measures such as grilles over ground floor windows, fencing or gates should be ornamental and complement the architectural expression.

Decorative security gate in a heritage building

g) In parking areas, ensure clear views and sightlines are maintained, that there are multiple points of pedestrian and/or vehicular entry, that there are well-defined pedestrian routes, and that adjacent buildings have windows to provide overlook.

h) Avoid exterior stairs along walkways wherever possible to minimize trips and falls, especially stairs with 1 to 2 steps. Grade sites and use retaining walls where required to facilitate universal design for walkway networks with a maximum 5% running slope.

5 Central Area Character Areas

The Central Area has been divided into Character Areas corresponding to the designations in the Official Plan's Schedule C - Central Area Plan (see map that follows). In the case of the Downtown Core Area designation, the designation has been subdivided into four individual Character Areas: the Commercial Heart, the Civic Core, the Industrial Lands and Main Street (which includes parts of Charlotte Street, Hunter Street East and George Street North).

Downtown Neighbourhood

The Downtown Neighbourhood is located at the edge of the Central Area and provides a transition between the mixed use areas and the residential neighbourhoods adjacent to, and just outside of, the Central Area. The Downtown Neighbourhood is primarily a residential area where a diversity of residential forms and compatible land uses are anticipated to support the transitional character of this area.

Church Row is identified as a sub-area of the Downtown Neighbourhood. This sub-area extends from just north of Brock Street to south of Simcoe Street along the west side of Rubidge Street and includes St. Andrew's Church, the Masonic Temple (Grover Nichols House), the Catholic Cathedral, the Knight's of Columbus Hall and Trinity United Church. Brock, Hunter and Simcoe Streets terminate at Rubidge with views to the significant buildings set in the landscape.

Rubidge Street in the Church Row sub-area of the Downtown Neigbourhood area

Downtown Core Area

The Downtown Core Area is an area defined by its concentration of retail, office, entertainment and service commercial uses. It is anticipated that the Downtown Core Area will accommodate a significant amount of intensification with development that respects the existing heritage character and reinforces a strong pedestrian-oriented built form.

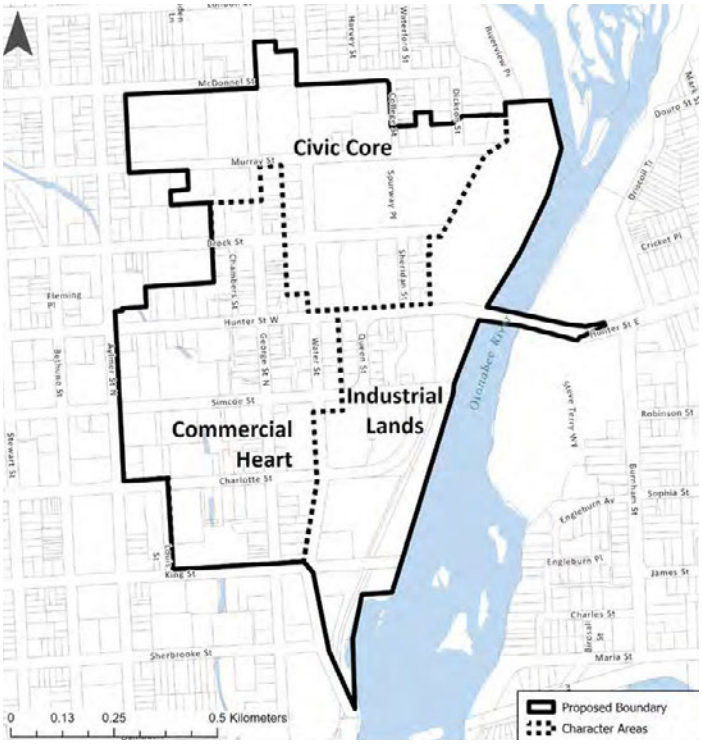
In 2022, a Heritage Conservation District Study was adopted by Council which recommended that the area encompassing the Commercial Heart, Civic Core and Industrial Lands merited designation as a Heritage Conservation District under Part V of the Ontario Heritage Act. It recommended that a Heritage Conservation District Plan be prepared to manage change within this area and to conserve its cultural heritage value. Future capital budgets should allocate money to the preparation of a Heritage Conservation District Plan.

The **Civic Core** is characterized by large building footprints of civic buildings including City Hall, the Armoury, the Courthouse, the old YMCA and several churches set in beautiful forecourts. It includes two large parks Confederation Square (a Designated heritage site) and Victoria Park (a Listed heritage site) offering views to the civic buildings and connections among green spaces and streets.

The **Commercial Heart** is the area with a concentration of original main street buildings on George and Water Streets and the cross streets of Brock to King Streets. Several surface parking lots are prime redevelopment sites. The Study identified that the majority of the infill development opportunities are west of George Street.

The **Industrial Lands** sub-area is the location of large format buildings including the Princess Gardens Retirement Residence, Peterborough Square, the Pepsico (Quaker Oats) factory and office buildings generally set back from the river edge by Millennium Park. The buildings are characterized by larger lots with large building footprints.

The **Main Street** sub-area includes three streets with distinct characters: Charlotte Street, Hunter Street East and the southern portion of George Street North. Charlotte Street has a main street retail character extending west from the Commercial Heart. Hunter Street East forms the main street retail core of the East City area. The southern portion of George Street North extends south of the Commercial Heart area to Lake Street and the south side of Del Crary Park. It does not have the consistent edge of main street buildings as in the other main street areas or the Commercial Heart. It includes larger format buildings such as the Holiday Inn and No Frills grocery store, with surface parking.



Map of proposed Heritage Conservation District boundaries and sub-areas from the Downtown Heritage Conservation District Study

Civic Core sub-area

Commercial Heart sub-area

Industrial Lands sub-area

Main Street sub-area, Hunter Street East section

Industrial Conversion Area

The Industrial Conversion Area includes an area along the western edge of the Central Area and recognizes a node of old, predominately single-storey industrial buildings. The intent of the Industrial Conversion Area Designation is to facilitate the use of industrial buildings and sites for a variety of alternative uses including retail commercial and service commercial uses, office and artisan studio uses, and institutional, cultural and recreational uses.

The Central Area currently includes industrial operations on isolated sites. Although the Industrial Conversion Area Designation does not permit new industrial operations, it's important to ensure the contribution that these existing industrial uses make to the vitality of the Central Area. This area includes smaller parcels of the General Electric lands where manufacturing has ceased. The City may permit the conversion of some, or all of the lands in conformity with the conversion requirements of the General Employment Designation of the Official Plan.

Perry Street in the Industrial Conversion Area

Business District

The Business District includes commercial establishments with diverse ownerships and tenants along Lansdowne Street and George Street and is distinguished by built form rather than land use. The Business District generally includes small scale commercial uses with large surface parking lots. The Business District can accommodate intensification with mixed use developments and contribute to higher quality site design and streetscapes. This is an important area as it is an entrance to the Central Area from the south.

Lansdowne Street West Business District Area

George Street South Business District Area

Little Lake South District

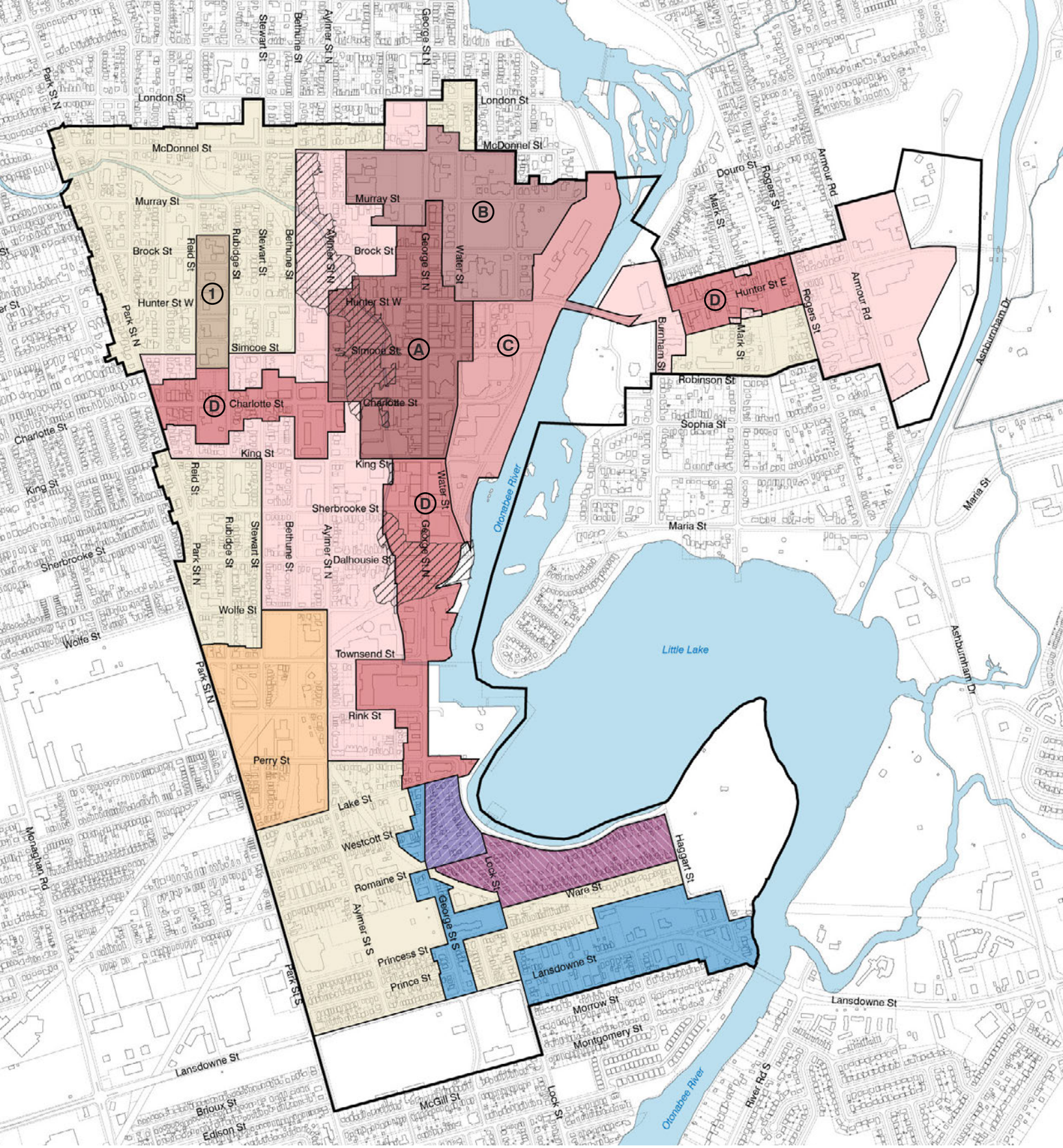
The Little Lake South District is a predominantly residential area located along the south shoreline of Little Lake between George Street and Little Lake Cemetery. A Land Use and Urban Design Study (2015) resulted in specific recommendations and urban design standards for this area. The Little Lake South District is intended to support moderate intensification scaled to its context that will bring more residents and businesses to the centre of the City. Open views of Little Lake are protected with Crescent Street that defines the edge of private development and provides a trail and green space connection from Little Lake Cemetery to Del Crary Park and the Art Gallery of Peterborough.

Sub-Area 1 is defined as the block bounded by Crescent, Romaine, George and Lake Streets. The Official Plan permits mid-rise buildings, transitioning in height from a maximum of 6 storeys along George and Lake Streets, to a maximum of 3 storeys at the corner of Lock and Romaine Streets.

Sub-Area 2 includes the blocks defined by Crescent, Haggart, Ware and Lock Streets, plus the half block defined by Lock Street, the former CP Rail spur-line corridor and Romaine Street. It is a predominantly low rise residential area. The Official Plan permits low-rise apartments and stacked townhouse development at a scale compatible with existing detached dwellings.

Crescent Street in Little Lake South District Sub-Area 1

Winch Street in Little Lake South District Sub-Area 2

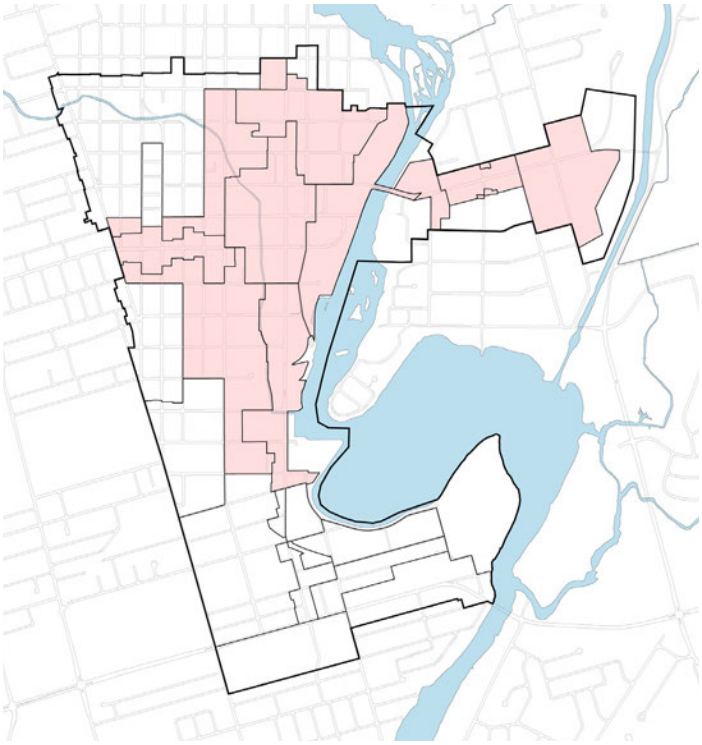


Map of Central Area Character Areas

Character Area Guidelines

Downtown Core Area

In addition to the general **Private Realm** guidelines, the following guidelines apply in the Downtown Core Area. The Official Plan permits mid-rise and high-rise buildings in the Downtown Core Area. The CAUDG will be used with the Official Plan and Zoning By-law to support the development review process.



Guidelines

a) To preserve and promote the urban character of the Core Area, no off-street parking should be located between a building and the street edge.

b) Modest setbacks that allow adjacent heritage buildings to be emphasized are also appropriate.

c) Buildings with individual residential units at ground level with direct access from the sidewalk should generally be placed between 1.5 metre and 6.0 metres from the front property line to allow for privacy while still enhancing the sense of enclosure along the street.

d) Common spaces at ground level in residential buildings, such as lobbies, may be placed up to 3.0 metres from the front property line to allow for a limited amount of privacy while still maintaining a visual relationship with the street and to provide space for amenities, such as benches and bike racks.

e) Protect views of the Market Hall clock tower from surrounding streets to allow the clock tower to remain prominent in the city's skyline.

f) Identify key view corridors to the Market Hall clock tower and consider the impacts on the views of the clock tower from the Hunter Street bridge, from the foot of Charlotte Street in Millennium Park, from Riverside Park and from the TransCanada Trail on the railway bridge that may be impacted by new development. Review and consider modifications to the building design to maintain the views.

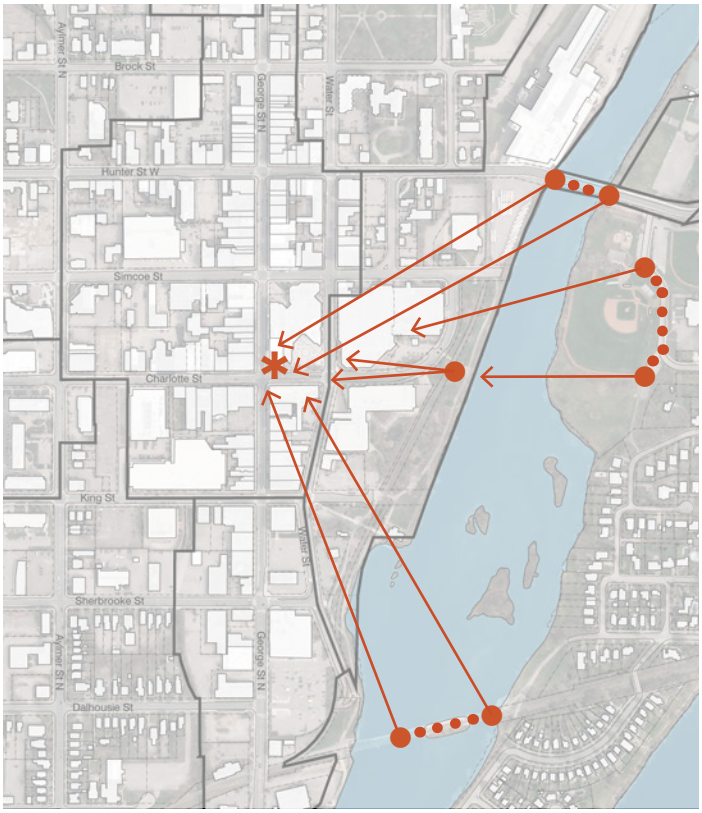
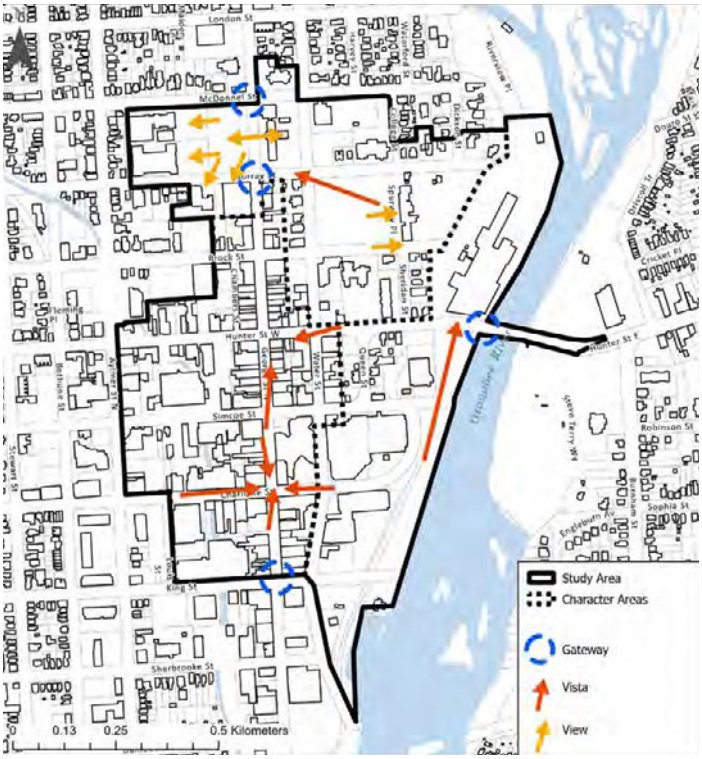


Diagram locating key view corridors towards the clock tower



Map of gateways, vistas and views from the Downtown Heritage Conservation District Study

Downtown Core Area

Sub-Area A: Commercial Heart

Should the City pursue the completion of a Heritage Conservation District Plan it is understood that these interim guidelines will be superseded by the Heritage Conservation District Plan.

In addition to the general **Private Realm** guidelines and the **Downtown Core Area** guidelines, the following guidelines apply in the Commercial Heart Character Area.

Guidelines

a) Buildings on properties abutting the intersection of Charlotte Street and George Street North should match the cornice line (2.5 storeys) of the Market Hall building.

b) The street wall should generally be located at the front property line.

c) The street wall should occupy the full frontage of development.

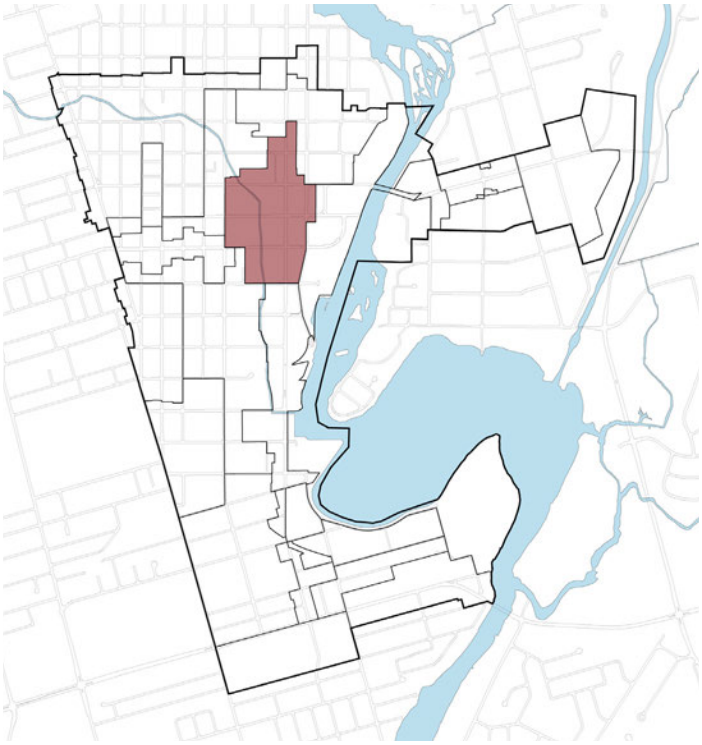
d) Portions of buildings above the street wall should fit under a 45 degree angular plane extending from the general street wall height or cornice line of the existing streetscape.

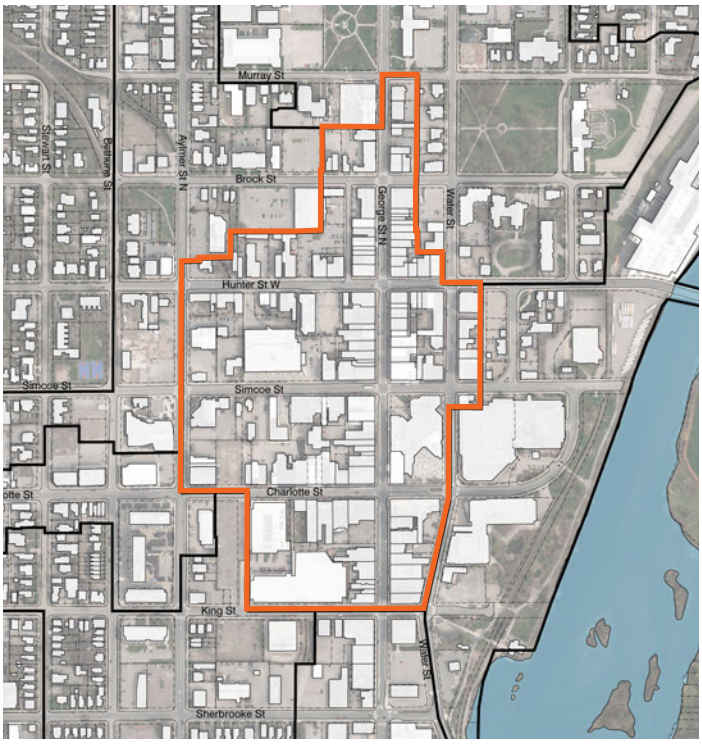
e) Establish a rhythm of vertical elements and a fenestration pattern that reflects the rhythm of the historic streetscape.

f) The height and articulation of the facade at ground level should reference the heritage context, including the ceiling height, sign band, retail entrance treatment (door height, position and setback), display window treatment (height, size, proportion, transoms).

g) Match the floor heights or horizontal organizing elements of neighbouring heritage buildings wherever possible.

h) Discourage side yard setbacks, except where required for public spaces, mid-block pedestrian connections, or vehicular access, or where there are adjacent low-rise residential buildings.





The Commercial Heart sub-area

Downtown Core Area
Sub-Area B: Civic Core

Should the City pursue the completion of a Heritage Conservation District Plan it is understood that these interim guidelines will be superseded by the Heritage Conservation District Plan.

In addition to the general **Private Realm** guidelines and the **Downtown Core Area** guidelines, the following guidelines apply in the Civic Core Character Area.

Guidelines

a) Portions of buildings above the street wall should fit under a 45 degree angular plane extending from the general street wall height or cornice line of the existing streetscape.

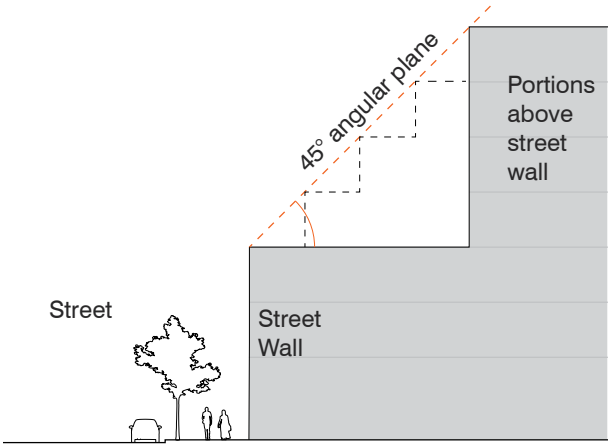


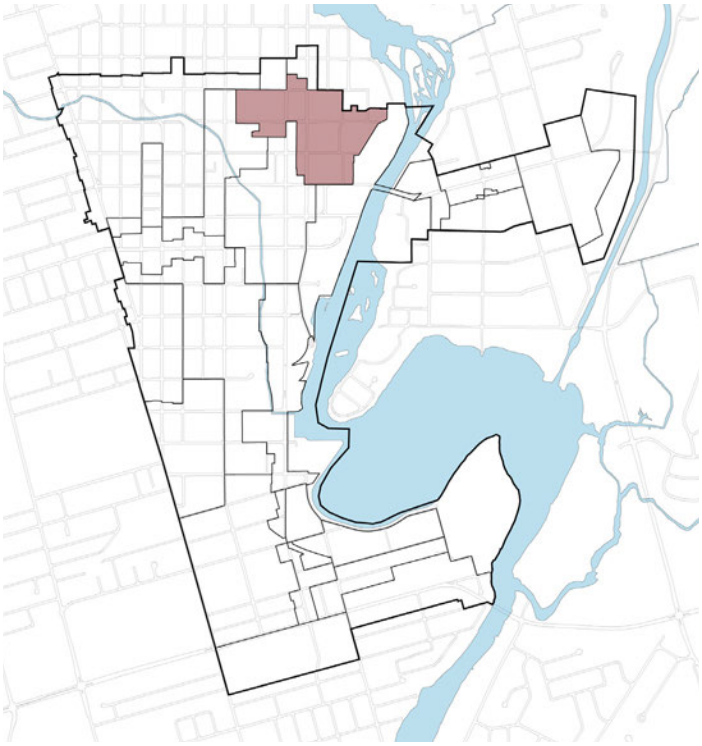
Diagram illustrating angular plane from top of street wall

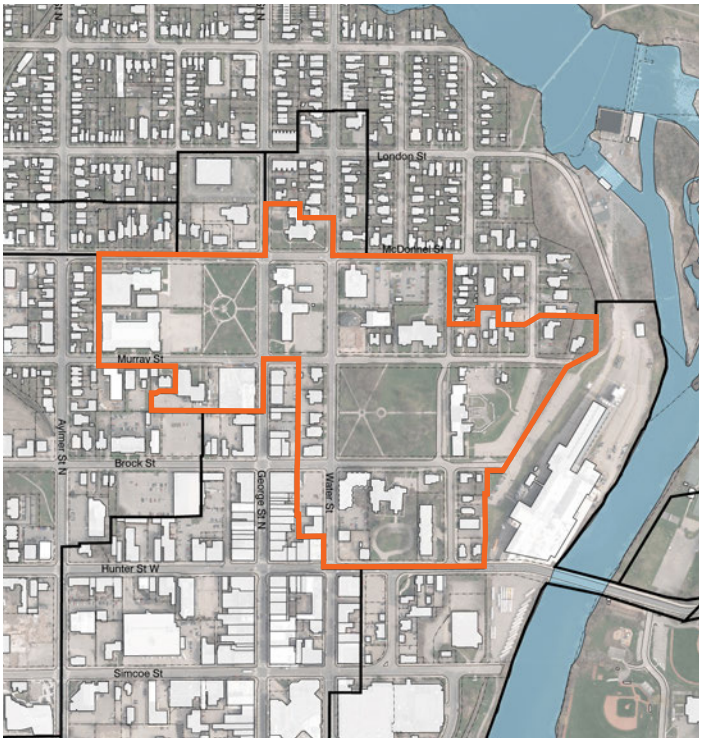
b) The Civic Core is characterized by larger lots and more spacious developments. Consider limiting the severance of properties into smaller lots to maintain the scale and character.

c) Development should not obstruct the views of or connections with Confederation Square or Victoria Park.

d) Ensure the continuity of Confederation Square and Victoria Park with the surrounding civic buildings and conserve the park's character.

e) Consider allowing new development on the parking lots to the west of Confederation Square or expanding the Square over the parking lots. Surface parking is not an appropriate use adjacent to a heritage designated park.





The Civic Heart sub-area

Downtown Core Area
Sub-Area C: Industrial Lands

Should the City pursue the completion of a Heritage Conservation District Plan it is understood that these interim guidelines will be superseded by the Heritage Conservation District Plan.

In addition to the general **Private Realm** guidelines and the **Downtown Core Area** guidelines, the following guidelines apply in the Industrial Lands Character Area.

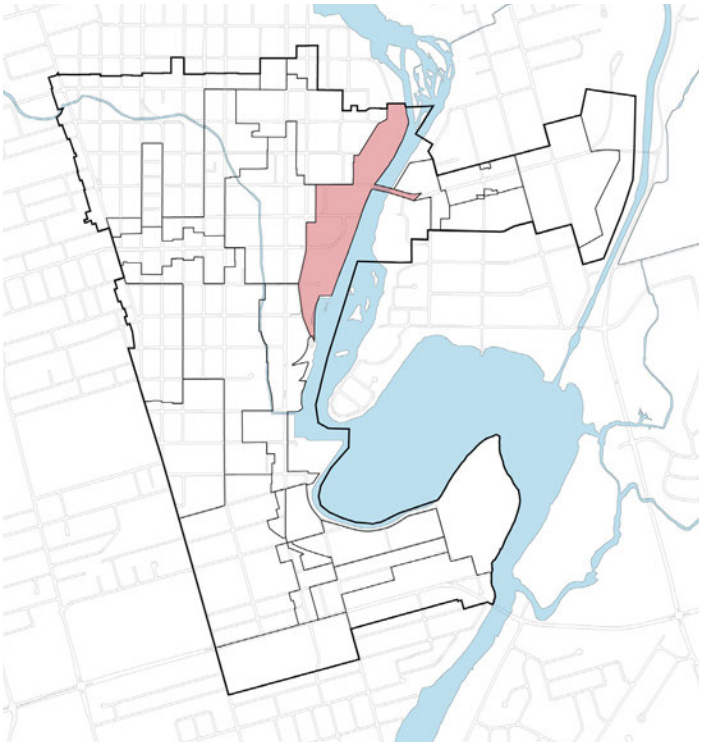
Guidelines

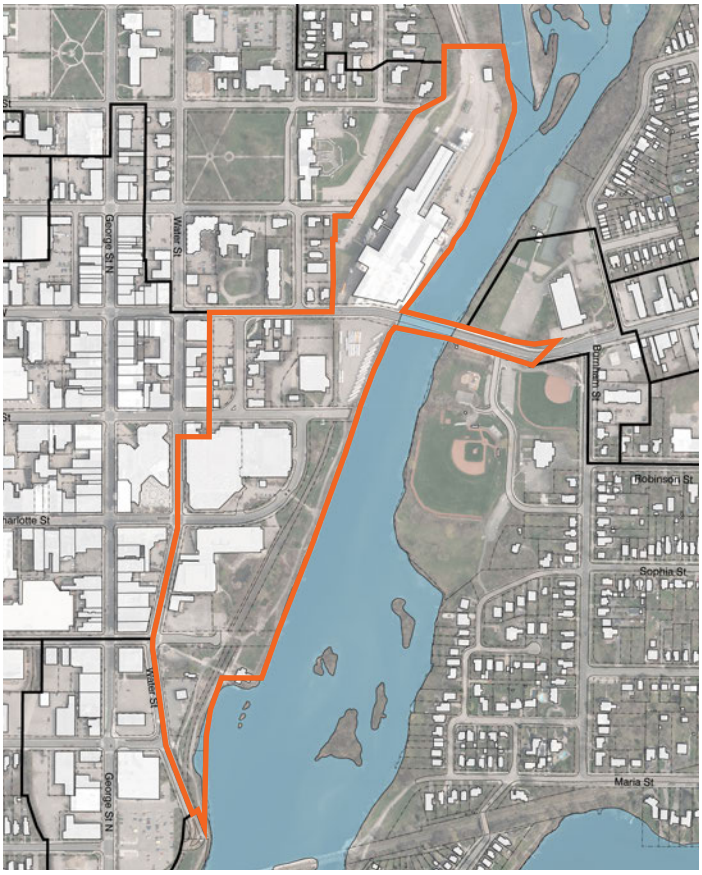
a) This Character Area has a less consistent street wall, both in height and in setback. When creating the street wall, consider views of heritage buildings and the Otonabee River in addition to the desire to create a sense of enclosure for the street.

b) Development adjacent to the Otonabee River should front, face and feature the river in its orientation and design.

c) Development should establish improved pedestrian and cycling permeability and connectivity between the Otonabee River, downtown Peterborough and the TransCanada Trail.

d) New development should preserve key views of the Quaker Foods building from surrounding streets.

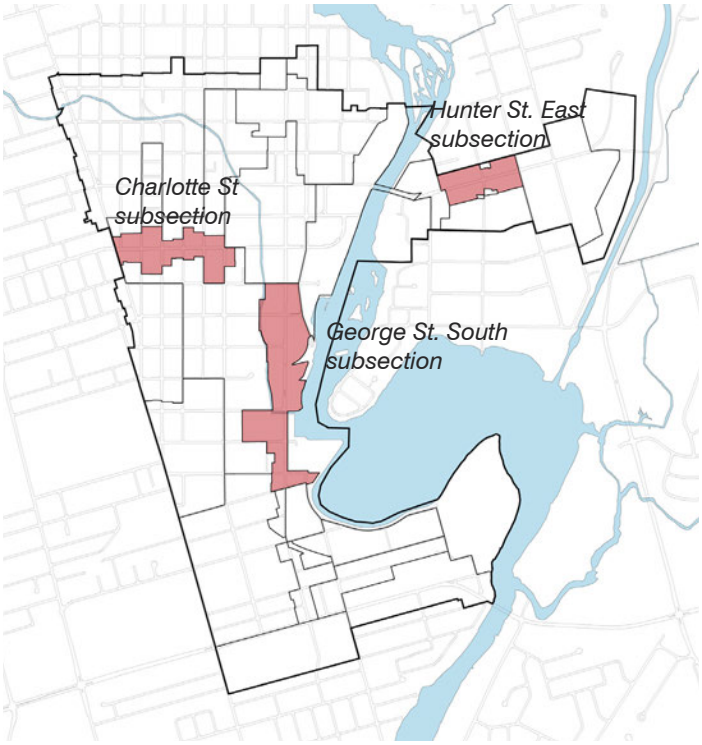




The Industrial Lands sub-area

Downtown Core Area
Sub-Area D: Main Streets

In addition to the general **Private Realm** guidelines and the **Downtown Core Area** guidelines, the following guidelines apply in the Main Streets Character Area.



Guidelines

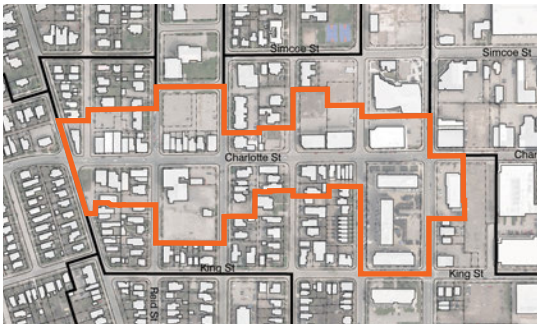
a) The street wall should generally be located at the front property line.

b) The street wall at the front property line should occupy the full frontage of development.

c) In the Charlotte Street subsection, portions of buildings above the street wall should fit under a 45 degree angular plane extending from the general street wall height or cornice line of the existing streetscape.

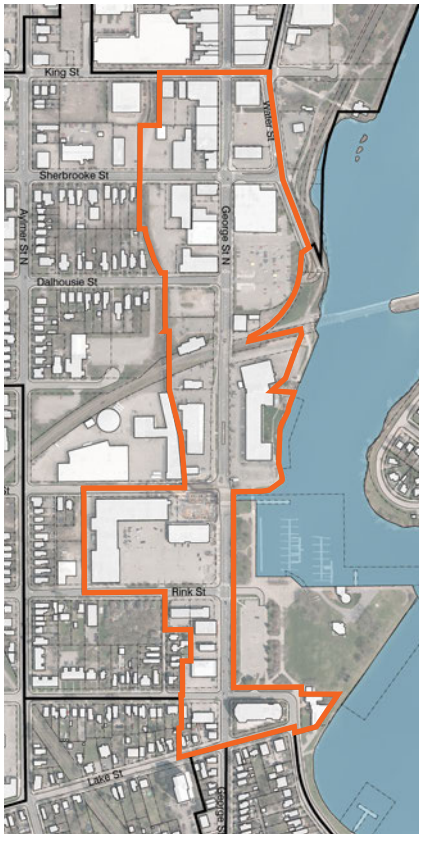
d) Discourage side yard setbacks, except where required for public spaces, mid-block pedestrian connections, or vehicular access, or where there are adjacent low-rise residential buildings.

e) Development on lots adjacent to the Otonabee River in the George Street South subsection should front, face and feature the river in its orientation and design, maintain public access to and along the river, and provide public space at the river.



The Charlotte Street subsection

The Hunter Street East subsection



The George Street South subsection

Business District

In addition to the general **Private Realm** guidelines, the following guidelines apply in the Business District area. The Official Plan permits low-rise and mid-rise buildings in the Business District area.

Guidelines

a) On George Street, the street wall should generally be located at the front property line.

b) On Lansdowne Street, the street wall should be set back a minimum of 8 metres from the existing property line where the right-of-way is currently 20 metres wide to allow for a potential 36 metre wide right-of-way in the future. In some circumstances, more property may be required from one side of Lansdowne than the other and this will be evaluated on a case by case basis.

c) Landscape setback areas and plant canopy trees along the streets wherever possible to contribute to the creation of a Downtown Gateway.

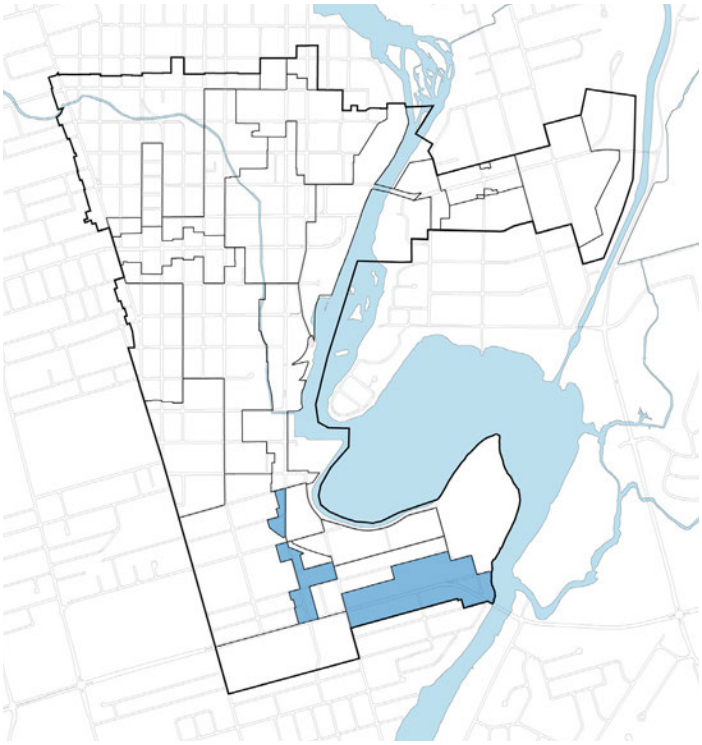
d) Ground floors should contain retail or commercial uses that face the street. Consider also locating active uses along ground floors facing the multi-use trail network.

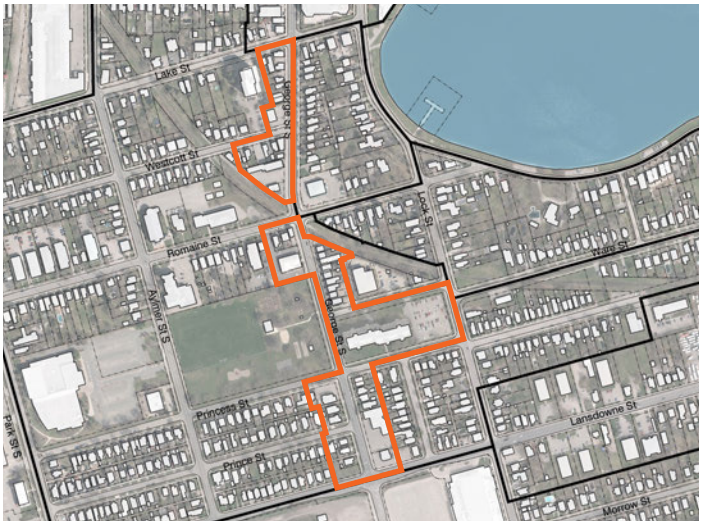
e) Development adjacent to the Otonabee River should front, face and feature the river in its orientation and design, and form a gateway to the Central Area.

f) Buildings should be located and designed to screen parking from the public realm. In general, parking should be located at the rear of buildings, or in parking structures screened from the street.

g) New development on larger properties along Lansdowne Street should create a comprehensive, shared, rear laneway network, connected to other existing streets wherever possible.

h) Provide fully-accessible access to the public space connected to Lock 19 on the west bank of the Otonabee River and trail that connects to Braidwood Avenue.





The George Street subsection

The Lansdowne Street subsection

Industrial Conversion Area

In addition to the general **Private Realm** guidelines, the following guidelines apply in the Industrial Conversion area. The Official Plan permits mid-rise and high-rise buildings in the Industrial Conversion area.

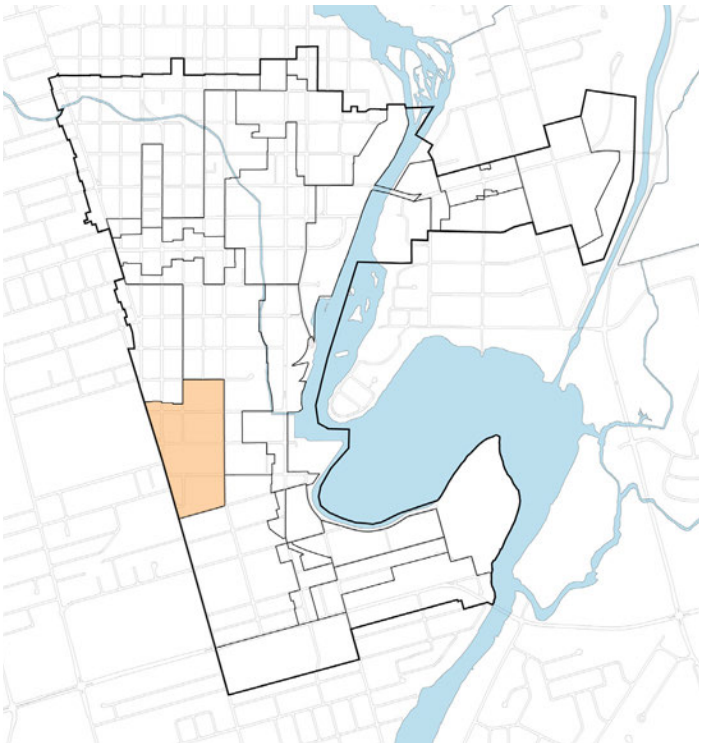
Guidelines

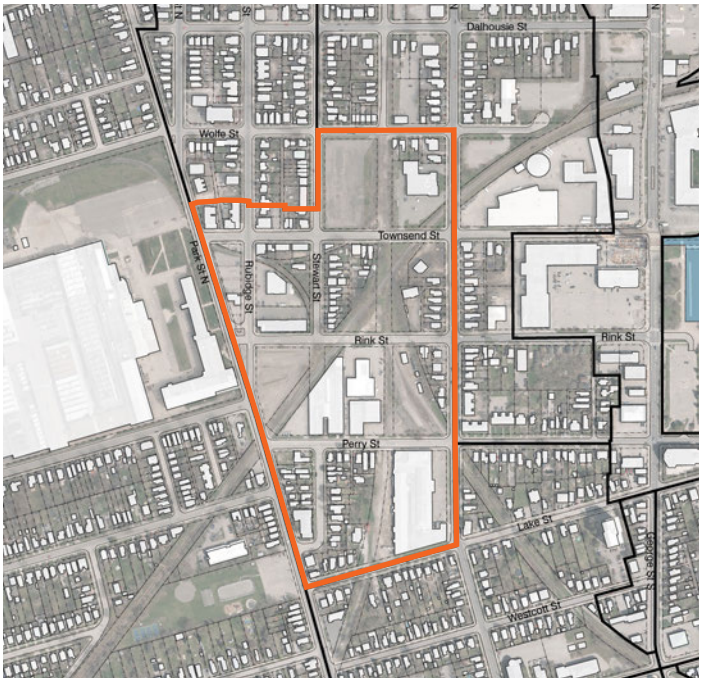
a) Adaptively reuse heritage buildings wherever possible. Otherwise, integrate significant portions of the heritage building into new developments.

b) Where heritage buildings cannot be preserved (for example due to contamination), integrate the heritage facades or other details into new development. Preserved facades should generally be located in their original locations.

c) Ensure trail connections are provided to he multi-use trail network, including connections to the Bethune Street Corridor.

d) Consider locating active uses along ground floors facing the multi-use trail network.





The Industrial Conversion Area

Little Lake South - Sub-Area 1

In addition to the general **Private Realm** guidelines, the following guidelines apply in the Little Lake South - Sub-Area 1. The Official Plan permits mid-rise buildings, transitioning in height from George and Lake Streets, down to the corner of Lock and Romaine Streets.

Guidelines

a) On Crescent Street facing Little Lake, portions of buildings above the street wall should fit under a 45 degree angular plane extending from the general street wall height or cornice line of the existing streetscape.

b) No driveways should be accessed off Crescent Street.

c) Preserve existing trees whenever possible.

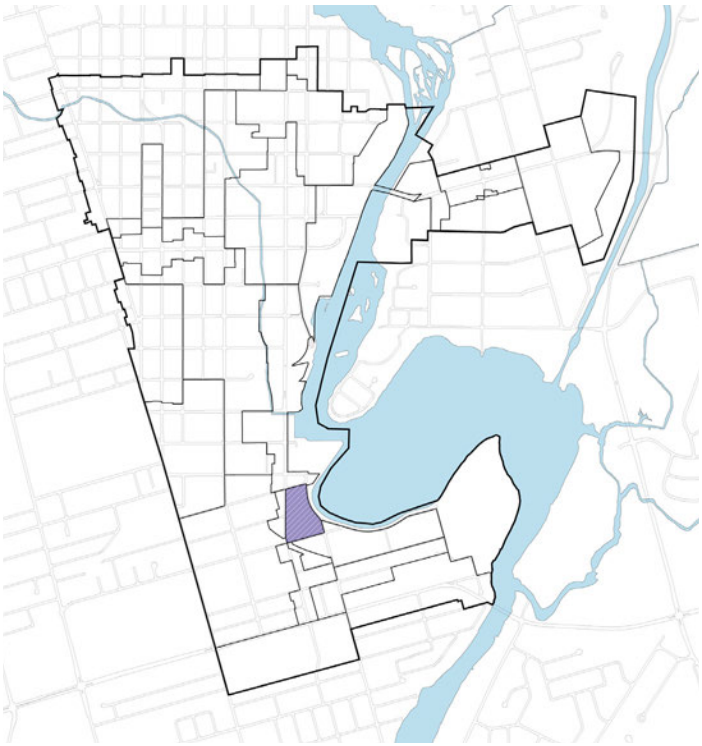
d) All front setbacks should feature landscaping with trees and other vegetation.

e) Maintain landscaping, trees and vegetation in the interior of the block wherever possible, or provide landscaped amenity space to replace lost vegetation.

f) Encourage side yard setbacks to serve as privately-owned spaces open to the public providing landscaped pedestrian connections between buildings.

g) Entrances, active uses, and/or ground level access for individual units should face Crescent Street.

h) Commercial or retail uses at ground level should be encouraged facing George Street.



The Little Lake South - Sub-Area 1

Little Lake South - Sub-Area 2

In addition to the general **Private Realm** guidelines, the following guidelines apply in the Little Lake South Sub-Area 2. The Official Plan permits low-rise apartments and stacked townhouse development at a scale compatible with existing detached dwellings in the Little Lake South Sub-Area 2.

Guidelines

a) On Crescent Street facing Little Lake, portions of buildings above the street wall should fit under a 45 degree angular plane extending from the general street wall height or cornice line of the existing streetscape.

b) No driveways should be accessed off Crescent Street. Garages should not front on Crescent, Ware, Haggart and Lock Streets. Along these streets, parking and loading should only be accessed from a public rear laneway system accessed from Ware and Romaine Streets.

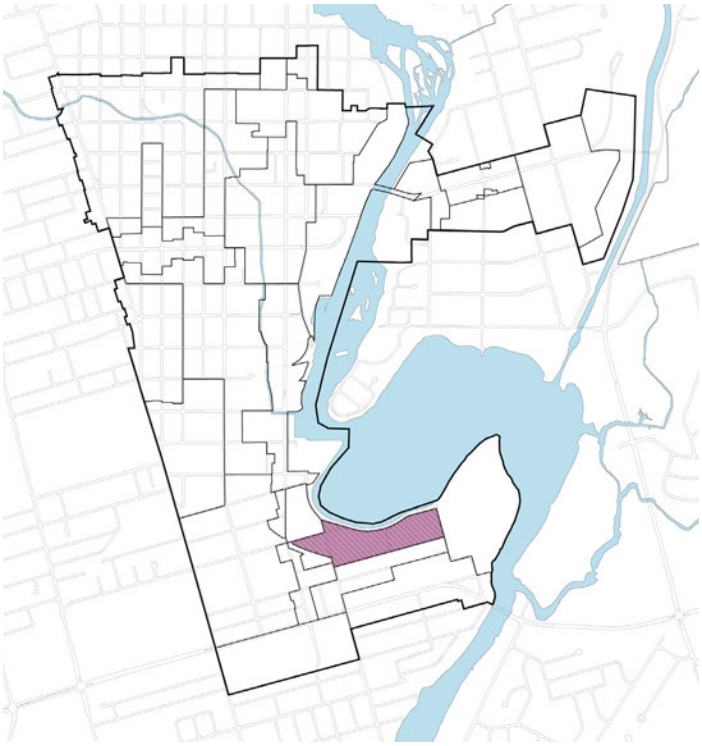
c) Preserve existing trees whenever possible.

d) All front setbacks should feature landscaping with trees and other vegetation.

e) Maintain landscaping, trees and vegetation in the interior of the block wherever possible, or provide landscaped amenity space to replace lost vegetation.

f) Encourage side yard setbacks to serve as privately-owned spaces open to the public providing landscaped pedestrian connections between buildings.

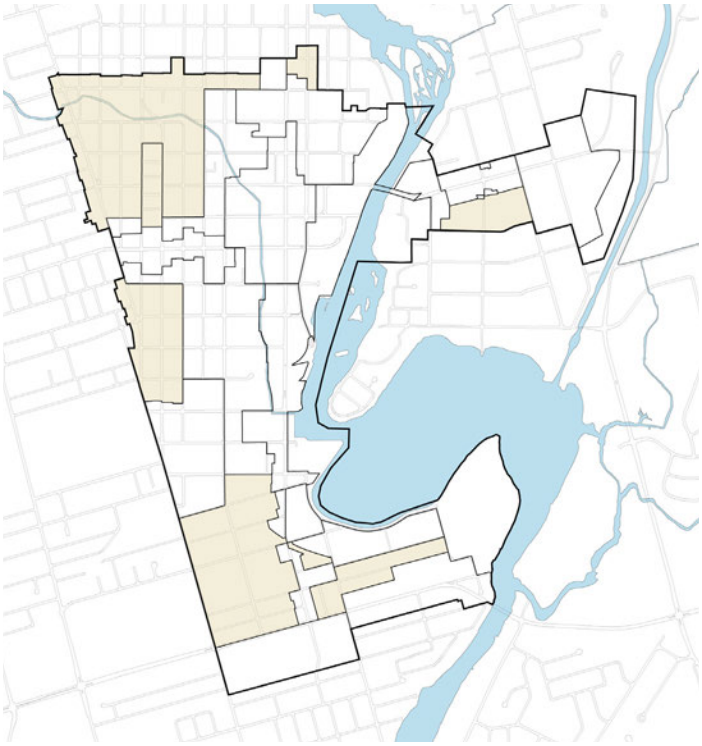
g) Entrances, active uses, and/or ground level access for individual units should face Crescent Street.



The Little Lake South - Sub-Area 2

Downtown Neighbourhood

In addition to the general **Private Realm** guidelines, the following guidelines apply in the Downtown Neighbourhood areas. The Official Plan permits low-rise and mid-rise buildings in the Downtown Neighbourhood areas.



Guidelines

a) Portions of buildings above the street wall should fit under a 45 degree angular plane extending from the general street wall height or cornice line of the existing streetscape.

b) Garages should be placed behind the front wall of the dwelling or at the side or rear of the lot.

c) Front-facing garages attached to the main building should not occupy more than 50% of the building's width.

d) Parking should only be permitted in a driveway, not in the front yard.

e) Driveways should be located and spaced to allow for street trees to be planted in the boulevard.

f) Preserve mature trees/vegetation as much as possible.

g) Include landscaped areas in front of buildings to provide a transition from private to public areas.

h) A minimum of 50% of the front yard should include soft landscaping areas (non-paved areas supporting grass, groundcovers, trees and/or shrubs).

i) Side yard set backs should maintain landscape areas between buildings.

Downtown Neighbourhood
Sub-Area 1: Church Row

In addition to the general **Private Realm** guidelines and the **Downtown Neighbourhood** guidelines, the following guidelines apply in the Church Row Character Area.

Guidelines

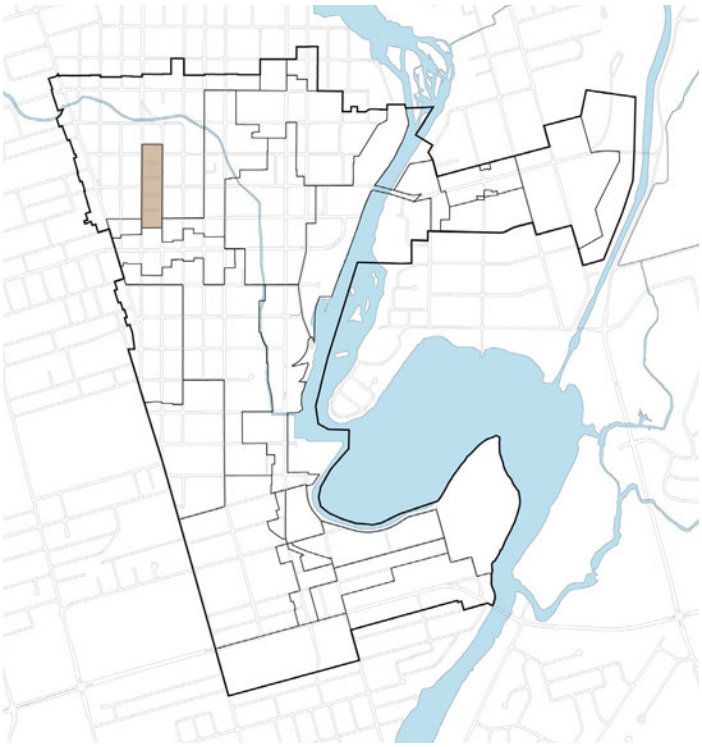
a) If adaptive reuse of the heritage buildings in Church Row (between Reid and Rubidge, north of Charlotte) is considered, ensure view corridors to the landmark buildings are maintained and that they maintain their prominence.

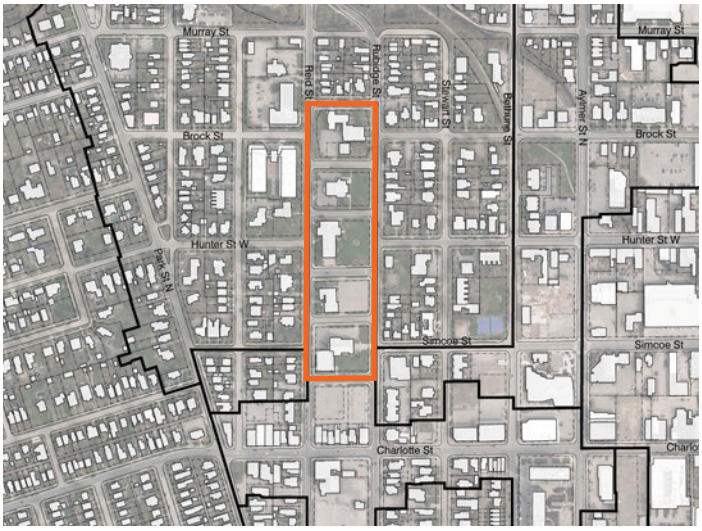
b) Allow setbacks from the property line to create more space for landscape and maintain the prominence of the landmark buildings.

c) The surrounding public realm should frame the landmark buildings in a landscaped setting.

d) Provide fully accessible pedestrian permeability or mid-block connections through larger sites where feasible.

e) Where existing green space becomes developed, provide small pocket parks or sliver parks to continue the landscape character of the area.





The Church Row sub-area

Trinity United Church terminates the view west on Simcoe Street

Jackson Creek Special Policy Area

The Jackson Creek Special Policy Area is an overlay designation in the Official Plan. The Official Plan includes policies for this Area. In addition to the general **Private Realm** guidelines and any Character Area guidelines of the underlying designations, the following guidelines apply in the Jackson Creek Special Policy Area.

Guidelines

a) The lowest opening in a commercial/ non-residential building shall be located above the Regulatory Flood level. Where this is not possible or desirable, openings should have flood proofed doors or shields or other solutions acceptable to the City of Peterborough and the Conservation Authority.

b) Mechanical, electrical, heating and air conditioning equipment will be located above the Regulatory Flood level in a commercial/ non-residential building, or flood proofed to the Regulatory Flood level.

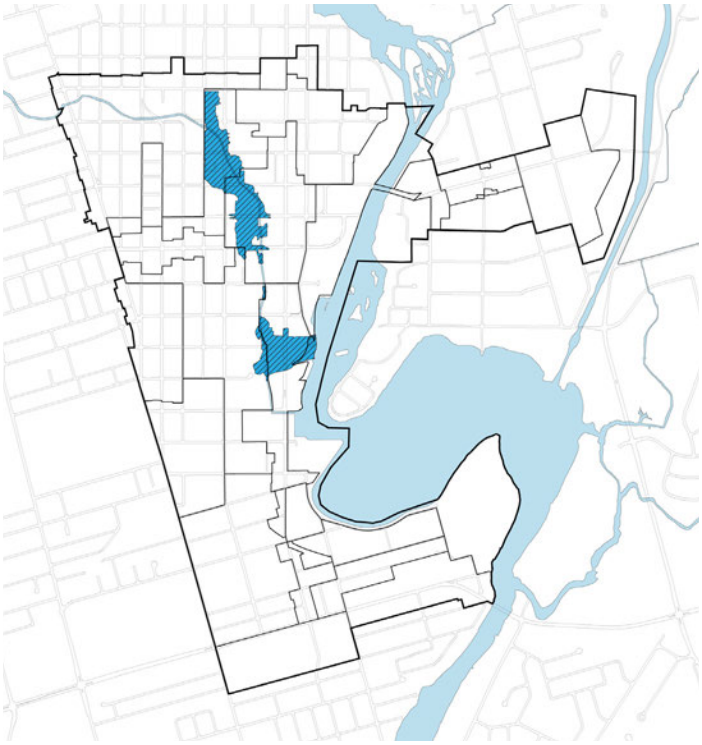
c) Parking facilities in a commercial/non-residential building will be designed to minimize flood damages and not interfere with flood flows.

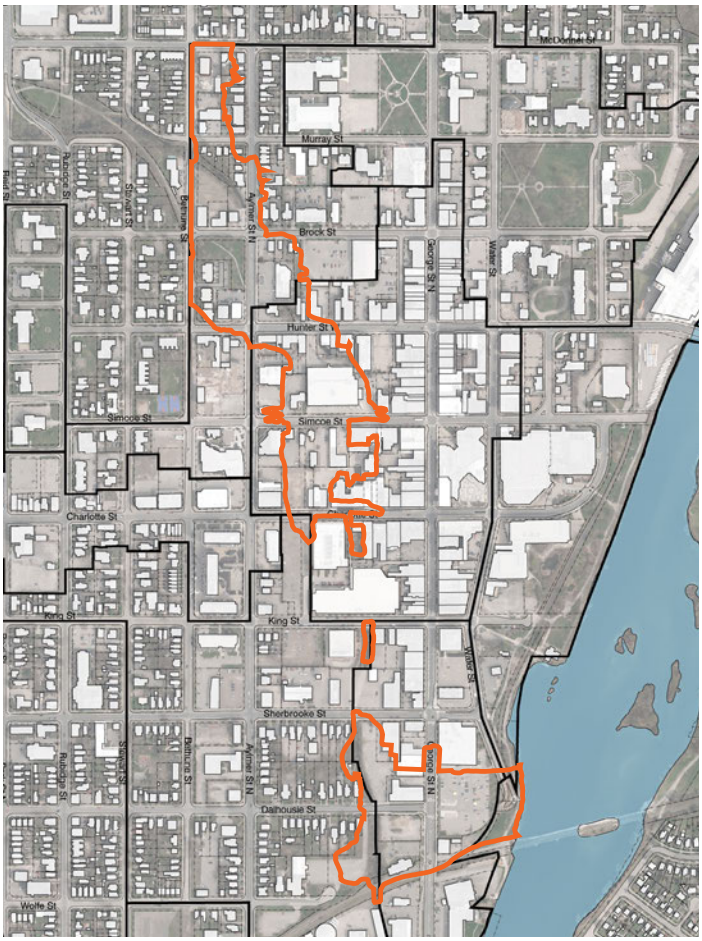
d) In a residential building, the elevation of a habitable floor will be located above the Regulatory Flood level.

e) Pedestrian and vehicular access/evacuation routes for residential buildings should not be flooded to a depth greater than 0.3m in a Regulatory Flood. This also applies to residential uses within an otherwise commercial or non-residential building.

f) Parking facilities for residential buildings should not be flooded to a depth greater than 0.3m in a Regulatory Flood. This also applies to residential uses within an otherwise commercial or non-residential building.

g) Mechanical, electrical, heating and air conditioning equipment will be located above the Regulatory Flood level in a residential building.





Enlarged airphoto of the Jackson Creek Special Policy Area

h) Provide flood openings that automatically allow the entry and/or exit of floodwaters in otherwise unprotected doorways and walls below the Regulatory Flood level (eg. garage doors).

i) Higher floor levels may require longer and more complex stairs and ramps for accessibility. Ramps should be conveniently located to connect municipal sidewalk infrastructure to building entrances as directly as possible. Ramps should not infringe on adjacent pedestrian clearways and should be located on private property wherever possible. Larger building setbacks may be permitted to allow for accessible ramps.

j) Higher floor levels and/or restrictions on ground floor uses may result in blank walls facing the street in some circumstances. Blank portions of walls facing the street should still be articulated to the same degree and use similar materials as occupied parts of the facade.

k) Preserve existing areas where Jackson Creek is open to the surface, and explore the possibilities to expose and daylight the Creek at strategic locations, providing opportunities for new public spaces in block interiors, faced by new development.

l) If longer stretches of Jackson Creek are daylighted, consider providing additional pedestrian crossings (bridges) where appropriate to improve the permeability of the pedestrian network.

Exposed Jackson Creek south of King Street

Exposed Jackson Creek between King and Charlotte Streets

Jackson Creek off Donegal Street (outside the Special Policy Area)

Exposed Jackson Creek between Charlotte and Simcoe Streets

6 Green Infrastructure & Buildings

While sustainability is an overarching objective throughout the Guidelines, this section provides guidance on green infrastructure and building practices and helps achieve the broad sustainability principles of the Official Plan.

Development in the Central Area should incorporate sustainable buildings and infrastructure to:

- Protect and enhance local and regional ecosystems and biological diversity.
- Promote the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands for energy, water, and waste systems.
- Demonstrate leadership in sustainable forms of green building design and technology, including the incorporation of renewable and alternative energy sources.
- Promote innovative residential and public building designs that contribute to energy reduction and natural resource conservation, green roofs, synergies between buildings, and site management practices.
- Protect the urban forest and the tree canopy and identify objectives for how it can be maintained, enhanced and expanded.
- Support opportunities for best management practices for stormwater to protect against flooding and erosion while improving water quality.
- Encourage the preservation, reuse and incorporation of existing buildings in new development to make use of their embedded carbon and zero carbon debt to minimize the carbon debt of new development.

The Green Infrastructure and Building Guidelines apply to development by both the private and public sectors.

BedZED Eco Village, London, UK (Image: Tom Chance, Flickr)

Green Buildings & Sites

Promote innovative programs to encourage the design and construction of green buildings and sites that meet the City's goals.

Guidelines

a) Encourage innovative building designs which contribute to affordability and energy and natural resource conservation.

b) Encourage the use of third-party certification and rating programs, such as Energy Star, LEED® (Leadership in Energy and Environmental Design), BREEAM (Building Research Establishment Environmental Assessment Method), Zero Carbon Building (ZCB) Standards, Green Globes, Climate Positive Design's Pathfinder, or Passive House (Passivhaus) Certification.

c) Encourage the use of the full spectrum of LEED certification options by developers, current property owners and the City, including LEED for Cities, LEED for Neighbourhood Development (ND), LEED for Homes (H), LEED for Building Design and Construction (BD+C), LEED for Interior Design and Construction (ID+C) and LEED for Building Operations and Maintenance (O+M).

d) Redevelopment of sites in which there will be demolition should include a Life Cycle Assessment (LCA) that includes loss of embedded carbon. In addition to any third-party certification, all new construction should include whole life carbon costing.

Building with living walls on facade

LEED certification sign (Image: Tada Images - stock.adobe.com)

Energy Conservation

Energy conservation refers to minimizing energy consumption by generating or using less energy. Generating on-site energy can reduce GHG emissions by replacing non-renewable resources with renewable energy.

Guidelines

a) Where feasible, consider alternative community energy systems such as district energy, geo-exchange, sewer heat recovery, energy storage, air source heat pumps and/or inter-seasonal thermal energy.

b) Consider reducing demand for energy from the grid and encourage renewable energy production. Renewable energy sources that could be employed may include the use of solar thermal and photovoltaic equipment or wind power. Proposed alternative energy sources could be used in combination with energy from the grid.

c) Encourage passive solar building orientation to permit enhanced energy efficiencies by creating optimum conditions for the use of passive and active solar strategies. The integration of passive building systems is enhanced with buildings oriented to maximize the potential for sunlight and natural ventilation.

d) Consider constructing all low- and mid-rise residential buildings to be Solar Ready. Being Solar Ready means built with all the necessary piping and equipment that would be needed to install a rooftop solar power system.

Solar panels on the roof of low-rise residential development.

e) Reduce heat absorption through the use of cool roofs that are designed to reflect more sunlight and absorb less heat than a standard roof. Cool roofs can be made of a highly reflective type of paint, a sheet covering, or highly reflective tiles or shingles.

f) Cool roofing materials should have a minimum initial solar reflectance of 0.65 and minimum thermal emittance of 0.90, or for a low sloped roof (less than 1:6 slope), typical of commercial and institutional buildings, the 3-year aged Solar Reflectance Index (SRI) value should be a minimum of 15, and for steep sloped roofs (greater than 1:6 slope), typical of residential, the minimum SRI value should be 64.

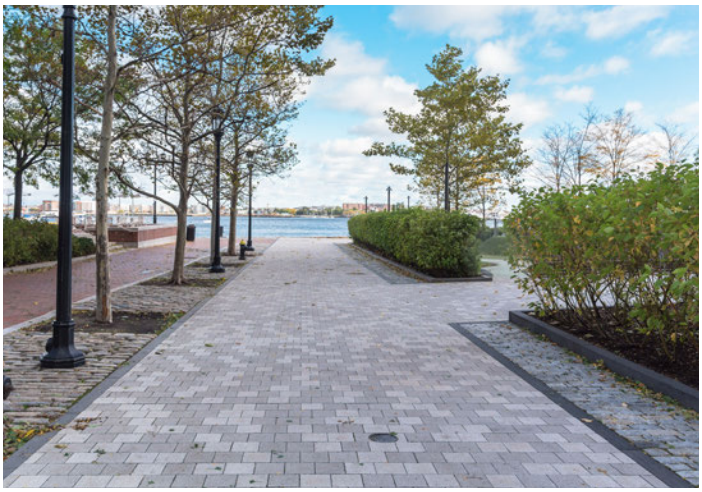
Cool roofing material

g) Green roofs are encouraged for larger multiple-unit residential buildings, office buildings, as well as, public institutional buildings to minimize surface runoff, reduce urban heat island effects, provide noise insulation, improve local air quality and opportunities for pollinator habitat.

Green roof on a commercial building (Image: Sookie, Flickr)

h) In high-rise residential buildings, design roofs as barrier-free amenity areas.

i) Mitigate urban heat island effects through the use of light-coloured paving materials including white concrete, grey concrete, open pavers and any material with an SRI of at least 28. Consider light-coloured paving materials (without compromising contrast requirements) for parking areas, pedestrian walkways and urban squares.



Use of light coloured pavers to reduce urban heat island effects while maintaining contrast between walkway and furnishing zones

j) Consider paving driveways with light-coloured material to reduce urban heat island effects.

k) Prioritize the preservation of existing trees and provide deciduous trees to help with evapotranspiration and the shading of sidewalks and hard surface areas in the summer and solar access in the winter.

l) Use awnings to lower summer indoor cooling needs and energy use as well as providing shade to pedestrians during warm weather.

m) For residential buildings four storeys or more and non-residential buildings, at least 10% of parking spaces (including a minimum of one accessible parking space) should be equipped with electric vehicle charging stations. Consider designing all remaining spaces to enable future charging station installation (EV ready).

n) Provide electric vehicle charging in on-street and off-street parking stalls.

On-street EV charging station on a hydro pole, Toronto

o) Provide long-term, secure bicycle parking options in multi-storey residential and employment buildings. Indoor bicycle parking is preferred. Where appropriate, include e-bike charging stations.

p) Development of a Transportation Demand Management Plan may be required, with consideration given to share programs, carpooling, transit, remote/flexible work, end-of-trip facilities and active transportation options.

Water Use & Management

Reducing household water consumption reduces water utility costs and helps protect the natural water supply. Reducing impervious surfaces improves stormwater absorption, and retaining and treating stormwater runoff helps protect natural watercourses.

Guidelines

a) Standard Low Impact Development standards for the downtown include:

- Soakways, infiltration trenches and chambers;
- Permeable pavement/pavers;
- Perforated pipe systems; and,
- Rain gardens in the right-of-way.

Example of an innovative stormwater management facility.

b) Consider the following strategies for stormwater retention and run-off:

- Retain stormwater on-site through rainwater harvesting and on-site infiltration;
- Direct flow to landscaped areas and rain gardens and minimize the use of hard surfaces in order to reduce the volume of run-off into the storm drainage system;
- Store snow piles away from drainage courses, storm drain inlets, and planted areas; and,
- Use infiltration trenches, dry swales, and naturalized bioswales adjacent to parking areas to improve on-site infiltration.

c) Introduce green infrastructure, such as bioswales or bioretention planters, within the public right-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.

Bioretention planters for stormwater management, Portland OR

d) Use perennial plants in bioswales and other planting areas to bind soil together, prevent washing out of soils, and improve absorption.

e) Consider the inclusion of third pipe greywater systems and rain water harvesting, for watering lawns and gardening, to reduce demand on potable water use.

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

g) Consider the use of permeable or porous pavement instead of standard asphalt and concrete as a stormwater run-off management strategy that reduces the impact of urban development on the natural hydrological cycle.

Permeable paving used on a street

h) Permeable or porous pavement options with minimal jointing (e.g., permeable concrete or asphalt) should be considered for accessible parking spaces, exterior passenger loading zones, access aisles and pedestrian clearways to ensure the surfaces meet accessibility requirements.

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

j) Where feasible, implement curb cuts along sidewalks and driveways to allow water to flow into planted zones or infiltration basins, while ensuring a guiding edge is maintained for people with disabilities. Tactile attention indicators may be required in some circumstances.

Curb cut allowing rainwater runoff into planting area, Portland OR

k) Encourage water conservation measures in new development, including:

- Targeting 10% greater water efficiency than the Ontario Building Code and encouraging through appropriate incentive programs, 20% greater water efficiency than the Ontario Building Code;
- Restricting the use of potable water for outdoor watering;
- Promoting the use of native, water efficient and drought resistant plant materials (xeriscaping) in parks, along streetscapes, and in public and private landscaping;
- Avoiding use of turf grass areas, and when required, installing drought resistant sod; and,
- Increasing topsoil depths and providing soil scarification.

Urban Trees

A central challenge in the urban environment is the incorporation of trees. Trees are an invaluable piece of green infrastructure, they are the lungs of the City. The proper selection and detailing of tree plantings will contribute to their long term health and success. Providing for increased soil areas, native and drought tolerant species, and giving trees ample space to grow will increase their chances of reaching maturity, and increase their lifespan. Trees provide a range of benefits, including providing shade, reducing ambient temperatures, mitigating the urban heat island effect, and contributing to the character of the space and surrounding neighbourhood. A variety of strategies will increase the likelihood of success of planting canopy trees and reaching the City's target of 35% tree canopy coverage by 2051.

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

Guidelines

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

b) Removal of trees should be treated according to the City's Tree Removal By-law and new planting and re-planting should follow the City's Tree Planting Specifications.

c) Street trees require a minimum 20 m^3 uncompacted soil volume per tree, within a maximum of 1.4 m from the surface. For trees to reach their full potential, a minimum 30 m^3 soil per tree should be targeted. Measures must also be taken to mitigate soil compaction and to ensure healthy soils for the trees.

Diagram illustrating the relationship between uncompacted soil volume and tree size

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

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

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

Trees in hard paving with connected soil volumes

f) Plant a diverse selection of resilient canopy tree species, with preference given to native species, and species that are culturally significant to Indigenous Communities.

g) Provide species diversity across the City based on the specific objectives of the local area and to promote resilience in the ecosystem.

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

Trees contribute to comfortable microclimates

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

j) Implement a watering program during the establishment period of the tree (approximately 5 years). Provide watering in times of drought.

k) Avoid conflicts with underground and above grade infrastructure and utilities by arranging reviews with City stakeholder agencies early in the development process, recognizing that there are capital costs and time involved in locating utilities.

l) Understand and identify capital costs to provide appropriate growing conditions.

m) Understand and identify operating/ maintenance costs, including a tree placement program.

Trees at East Bayfront Promenade planted in soil cells, Toronto (Source: DeepRoot on Flickr.com)

Air Quality

To minimize the air quality and climate change impacts associated with development, the following measures are encouraged.

Guidelines

a) Reduce the impact of air pollution by encouraging the creation of a 'complete' community that is characterized by greater densities placed at mixed use nodes, and near transit facilities; mixed land uses; a mix and diversity of housing types; and a connected and walkable road network that is designed to encourage active transportation.

b) Encourage and promote alternative modes of transportation such as public transit, walking, rolling and cycling by providing infrastructure and amenities in the Central Area.

c) Ensure there are transit options within a 200 to 400 metre (3 to 5 minute) walking distance of all parts of the Central Area.

d) To promote transit ridership, programs such as developer-sponsored transit passes at reduced-costs for each residential unit or employee are encouraged.

e) Ensure the separation of sensitive land uses from air pollutant sources through land use planning and zoning. Refer to the Ministry of the Environment guidelines.

f) Minimize the number of parking spaces and overall impact of car parking:

- Mixed use developments should include shared use of parking among uses that have different peaking characteristics;
- Design parking areas so they are not the primary visual component of a neighbourhood;
- Reduce the parking ratio required in areas that are served by transit; and,
- Dedicate priority 5% of the total parking spaces for carpool, ride sharing, and ultra low emission vehicles
- Adhere to bicycle parking requirements for developments and public spaces..

Bus on George Street North, Peterborough. Copyright Queen's Printer for Ontario, photo source: Ontario Growth Secretariat, Ministry of Municipal Affairs

Canopy protecting bicycle parking area

Signs marking parking for EVs and carpool users

Bird-Friendly Design

Many birds die or are severely injured trying to fly through glass or glass-like structures that reflect vegetation or open sky. Light pollution can have a negative impact on migratory birds, confusing their sense of direction and disrupting breeding and reproduction. Mitigations should be implemented that minimize the danger to birds.

Guidelines

a) Avoid untreated reflective glass or clear glass that reflects trees and the sky.

b) Use etched glass, fritted glass, screening or shutters to reduce reflections.

c) On existing glass or where etched or fritted glass, screening or shutters are undesirable or impractical, use visual markers on the exterior surface of glass in a dense pattern (ideally with a maximum gap of 5 centimetres).

d) Glass should not be reflective within the first 12 metres of building height, or to the height of adjacent vegetation.

e) Follow dark-sky-compliant lighting practices, including full cut-off fixtures to limit light spillage.

f) Locate and manage lighting to reduce reflections that might confuse migratory birds.

g) Turn off unnecessary indoor lighting during bird migration seasons (spring and fall). Also consider reducing outdoor lighting levels to minimum safety requirements during bird migration seasons.

Bird-friendly glass on a new building in Ottawa

Visual markers applied to a large window (image: Kawartha Wildlife Centre)

Material Resources & Solid Waste

Reduction of waste, diversion of waste from landfills and increasing recycling and reuse can help reduce the impacts of solid waste on the environment by conserving energy, reducing disposal costs, and reducing the burden on landfills and other waste disposal pathways.

Guidelines

a) Consider the use of recycled or reclaimed materials for new infrastructure including roadways, parking lots, sidewalks, unit pavings, curbs, water retention tanks and vaults, stormwater management facilities, sanitary sewers, and/or water pipes.

b) Reduce waste volumes through the provision of recycling/reuse stations, drop-off points for potentially hazardous waste, and centralized composting stations.

Comprehensive recycling station

c) In large buildings, such as multi-unit residential buildings and institutional or public buildings, provide on-site recycling facilities for the handling, storing, and separating of recyclables.

d) Recycle and/or salvage at least 50% of nonhazardous construction and demolition debris and locate a designated area on site during construction for recyclable materials.

Urban Agriculture

Urban agriculture such as community gardens provides the opportunity for an alternative use of green space and can act as a transition between land uses.

Guidelines

a) Promote initiatives such as sustainable food production practices as a component of a new development. Development plans and building designs are encouraged to incorporate opportunities for local food production through:

- Community gardens;
- Edible landscapes;
- Small scale food processing, such as community kitchens, food co-ops, and community food centres;
- Food-related home occupations/industries;
- Small and medium scaled food retailers; and,
- Local market space (i.e., a farmer's market).

b) Incorporate urban agriculture as part of a neighbourhood's character and open space system, while also providing a transitional use between the natural and built environments.

Farmer's markets support access to fresh produce.

7 Street Guidelines

The Central Area Urban Design Guidelines for streets are based on a foundation of complete streets. As set out in the City's Transportation Master Plan, complete streets are planned, designed, constructed, operated and maintained for all transportation modes, and users of all ages and abilities. Complete Streets focus on place-making and ensure districts and communities are connected.

In the Central Area, the primary focus is on putting pedestrians first ensuring they can safely move through downtown Peterborough on beautiful streets. Pedestrians include people on foot and/or using an assistive device.

This chapter sets out guidelines for input to detailed streetscape design for key streets in the Central Area. A high standard is expected for streets in the Central Area. General guidelines can be applied to all streets with more direction provided for:

- George Street North
- Water Street
- Charlotte Street
- Aylmer Street
- Hunter Street East
- Hunter Street West
- Sherbrooke Street
- Lansdowne Street
- Local Streets

These guidelines will be superseded by Complete Streets guidelines that may be prepared by the City.

General Guidelines for Streets

Streets as shared spaces

Streets should be designed to be complete streets with a network that facilitates the movement of people and goods in an integrated, safe, comfortable and accessible manner, while also providing a public realm that supports business and recreational use.

Guidelines

a) Consider opportunities to create streets as shared space.

b) Use coordinated paving material for the sidewalk and road to mark special areas of the street or key streets in the Central Area.

c) Consider table top intersections to give priority to pedestrians, with special attention to maintaining guiding edges for people with disabilities.

Table top intersection in Fenwick, Pelham

Special paving extends from sidewalk, through parking bay to street on Main Street, Magog, Quebec

Sidewalk Zone: Pedestrian Clearway

The Pedestrian Clearway is an essential zone of the street to allow for the safe, accessible, and efficient movement of pedestrians. The Pedestrian Clearway should remain free and clear of obstacles at all times so that pedestrians can travel in a direct, continuous path.

Guidelines

a) An unobstructed pedestrian clearway should be maintained with a minimum width of 2.1 metres and increased to 2.4 metres where possible on retail streets with high volumes of pedestrians. The minimum of 2.1 metres allows for the passing of two people using assistive devices, or two people pushing strollers.

b) Space for street furniture, trees, and spill-out areas for businesses must be in addition to and not infringe on the clearway.

c) A reduced minimum clearway of 1.8 metres may be permitted on local streets with primarily residential uses.

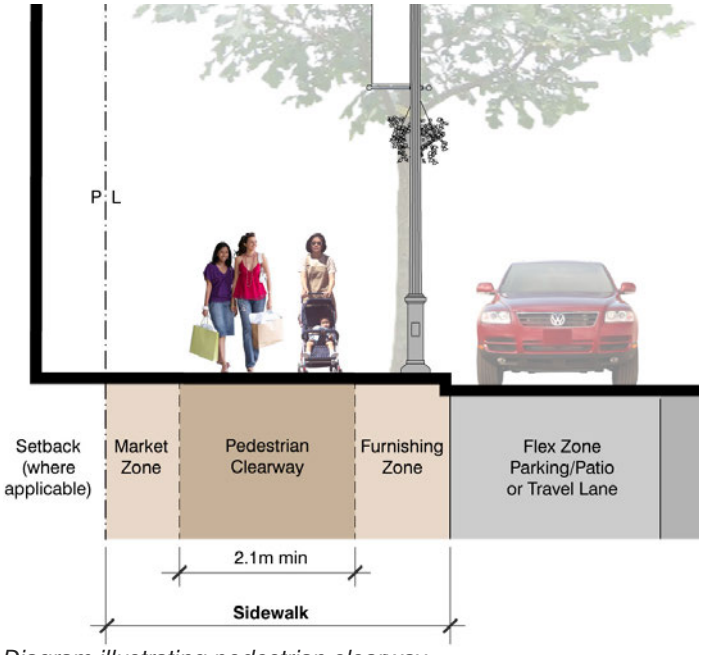


Diagram illustrating pedestrian clearway

Sidewalk Zone: Furnishing

The Furnishing Zone is the part of the sidewalk adjacent to the roadway that provides space for a wide range of street elements such as tree planting, other planting areas, waste and recycling bins, benches, street lights, and bicycle racks.

Guidelines

a) Maintain a furnishing zone with a minimum width of 1 metre.

b) Setback all vertical elements such as posts, signs and street furniture a minimum of 0.5 metres from the curb face.

c) On lower intensity streets with softscape boulevards between the sidewalk and curb, cluster street furniture on small paved areas within the furnishing zone to avoid breaking up the softscape.

Street furniture and planting located along the curb

Furnishings located between planting beds at the curb

Sidewalk Zone: Market

The Market Zone is a hard surface extension of the sidewalk for commercial spill out such as sidewalk cafés and patios, signs and merchandise display. Market Zones should be encouraged as they help to animate the street.

Guidelines

a) Where space allows, include a Market Zone along commercial-retail frontages, either within the right-of-way or within a setback (if permitted).

b) The Market Zone should be located along the street sidewalk edge or within spaces between buildings.

c) Sidewalk cafés and patios should be designed and located so as not to impede pedestrian movement.

d) Decorative fencing along the edge of the Market Zone, and patio furniture should be used to add interest in the streetscape and complement the design of the building or streetscape.

Tables and chairs along the building front

Pedestrian Priority & Walkability

Street design influences pedestrian activity. When focus is placed on enhancing the pedestrian experience through traffic calming, seating, special lighting, paving, wide sidewalks, and public art, the street becomes a place where people want to walk and pause rather than drive through. To be most effective, focus on the pedestrian attractiveness at ground level.

Guidelines

a) Provide continuous sidewalks on both sides of the road wherever feasible.

b) Ensure distinctive pedestrian sidewalk materials are continuous and clearly distinguishable across driveways.

c) All sidewalks and crosswalks are required to be barrier-free and accessible by the Accessibility for Ontarians with Disabilities Act (AODA).

d) New streets should be created through large development blocks to reinforce the finely scaled block pattern of the Central Area.

e) Pedestrian mews and mid-block connections should provide additional connections through large blocks and/or blocks with significant new development.

Mid-block connection in downtown Huntsville to connect parking to Main Street

f) Provide adequate space for accessible transit stops on routes through the Central Area. Incorporate seating and shelter into the design where possible.

Pedestrian Crosswalks

Strongly identified pedestrian crosswalks are an essential part of creating a walkable downtown. When clearly defined, pedestrian crosswalks will help to minimize conflicts between vehicles and pedestrians.

Guidelines

a) Provide clearly marked pedestrian crosswalks at intersections to promote walkability and a pedestrian-focused environment.

b) Use distinctive feature paving, alternative pavement markings or materials to enhance the visibility and quality of pedestrian crosswalks. At minimum, all crosswalks should be identified with distinctive painted lines.

c) Provide Tactile Walking Surface Indicators at curb ramps or depressed curbs.

Crosswalk at Water and King Streets, Peterborough

Pedestrian crosswalk defined by special paving and a refuge

Pedestrian Crossovers

Pedestrian crossovers facilitate safe crossings of the street for pedestrians at uncontrolled intersections and at mid-block locations, especially where there are long stretches between signalized intersections. Their design is governed by the requirements of the Highway Traffic Act (HTA) and includes specific combinations of signs, pavement markings and lights depending on their type. Cars are required to stop when pedestrians are crossing at pedestrian crossovers.

Guidelines

a) Convert all pedestrian crossings that do not meet the HTA requirements into compliant pedestrian crossovers.

b) Use distinctive feature paving or alternative pavement materials to enhance the visibility and quality of pedestrian crossovers.

c) Consider narrowing the street with curb bump outs, bollards or pavement markings at pedestrian crossovers to slow traffic.

d) Consider integrating speed bumps or table-tops into pedestrian crossovers to force traffic to slow down as they approach the crossover.

Type B pedestrian crossover (image: City of Oakville)

Curb Bump Outs

Curb bump outs are opportunities to provide enhanced pedestrian amenity at intersections and to calm traffic. Bump outs can be used to create seating areas, including public realm elements such as unit paving, benches, street furniture, planting and lighting.

Guidelines

a) Provide continuous unit paving, with a pattern consistent with adjacent streets.

b) Provide pedestrian/cyclist amenities including one or more benches, waste receptacles, newspaper boxes, mail boxes or bike rings.

c) Provide banners and hanging baskets on light standards at or near the bump out.

d) Consider other vertical elements such as lighting or public art to create a gateway.

e) Ensure there are direct linkages with all adjacent sidewalks and building entrances, and that pedestrian clearways are maintained.

f) In some cases it may be appropriate to provide enhanced soft landscaping.

Planting at bump outs help to calm traffic

Traffic Calming

Traffic calming measures reduce vehicular traffic speeds and contribute to a safer walking and cycling environment.

Guidelines

a) Incorporate traffic calming measures such as on-street parking, reduced lane widths and raised intersections.

b) Add traffic calming elements to enhance crosswalks or mid-block pedestrian crossings.

Drop-Off/Delivery Zones

The increases in online ordering and the use of ride-hail services has led to significant pressure on retail streets, with delivery trucks, taxis and ride-hail vehicles often competing for on-street parking spaces.

Guidelines

a) Provide drop-off/delivery zones on every block along retail streets.

Drop-off/delivery zone on a retail street, Portland (image: Tada Images - stock.adobe.com)

Flex Parking Zones

A Flex Parking Zone is an on-street parking area that is raised to the level of the sidewalk and accessed by vehicles over a roll curb or other mountable transition. The area can be used for patios and cafes or as event space. George, Hunter and Charlotte Streets use flex parking zones for outdoor extensions of restaurants.

Guidelines

a) Pave flex parking zones with similar materials to the sidewalk that distinguish them from the travel lane. Provide tactile strips between the flex parking zone and the travel lane.

b) Separate the flex parking zone from the permanent sidewalk with a combination of tactile strips, bollards, or other street furniture to ensure a guiding edge is maintained.

c) Use paving bands or lane marking to help delineate parking and sidewalk zones.

d) Enhance the streetscape and visually narrow the roadway with decorative paving treatment.

Flex space for parking or seating, King Street, Kitchener

Same materials on parking and sidewalk, Pelham, Ontario

Cycling Facilities

Cycling infrastructure must be planned comprehensively with all other elements of the public realm in the Central Area. Due to its effect on the streetscape including sidewalks, furniture, parking and vehicle movements, cycling infrastructure should complement, and never be at the expense of, the pedestrian realm. Increasing safety for cyclists is critical to encouraging the activity.

Guidelines

a) On-street painted bike lanes should be a 1.8 metres wide. A minimum width of 1.5m can be used, when required.

b) Bike lanes should be protected by buffers to both vehicle and parking lanes, where possible. Separation can be created with, for example, curbs, bollards, raised bike facilities.

c) On streets where bicycles and vehicles will travel in single file, speed limits should be reduced. In some areas, bicycle boulevards and in-boulevard multi-use paths may be preferred.

d) Road markings for bike lanes should continue through intersections.

e) Consider limiting the ability of right turning traffic to use the bike lane at intersections.

f) Consider the use of bike boxes at intersections for left turns.

g) Clearly indicate through signage and road markings when right turning traffic must yield to cyclists at intersections.

h) Bike lanes should be cleared of snow to the same service standard as vehicular lanes.

i) Provide short and long term bicycle parking throughout the Central Area. Install racks in the Furnishing Zone along streets at appropriate intervals, at key destinations such as transit stations and parks. Ensure that bike parking can accommodate a range of bike types, sizes and trailers. Consider secure, sheltered, indoor options for long term bicycle parking.

j) Consider key locations for e-bike charging stations.

Bike box and bike lane markings crossing an intersection

Protected cycle tracks at sidewalk level

Snow clearance of bike lanes is important

Street Furniture

Street furniture contributes to the creation of unique streets and is an essential component of comfortable, pedestrian supportive streetscapes. Street furniture includes things such as seating, benches, bicycle racks, bollards, raised planters refuse and recycling containers, and newspaper boxes.

Guidelines

a) Streetscape elements, including street furniture, should be coordinated, clustered and not impede paths of travel.

b) Provide a coordinated and consistent family of street furnishings within distinct character areas of the Central Area, with standardized types and styles.

c) Limit distinctive elements of furnishings to those that are easily implementable and replaceable, such as banners, colour or nameplates identifying the area.

d) Coordinate above- and below-ground utilities to avoid visual clutter in the streetscape and to minimize conflict with street trees.

e) Set a metric for providing seating at regular intervals on busy pedestrian streets. The Global Alliance on Accessible Technologies and Environment (GAATES) cites a best practice of the provision of seating every 30 metres in their *Illustrated Technical Guide to the Accessibility Standard for the Design of Public Spaces*.

Coordinated streetscape elements, West Don Lands, Toronto

Coordinated streetscape elements, Argyle Street, Halifax

Bollards define areas and add pedestrian scale, Market Street, Toronto

Street Landscaping

Street landscaping plays an important part in creating a sense of place and of character, in addition to the environmental benefits such as reducing the heat island effect that tree canopies provide.

Guidelines

a) Existing street trees and planting beds should be retained and maintained.

b) Provide large canopy deciduous trees on both sides of the street, with the goal of creating a mature tree canopy that will create a healthy and attractive streetscape environment.

c) Streets should be lined with a diverse selection of resilient canopy tree species, with preference given to native species.

d) Where the right-of-way does not have enough space for street trees, work with adjacent property owners to plant street trees on private property, particularly where adjacent areas are unpaved.

e) Hanging baskets, seasonal planters and other landscape features which add warmth and visual interest to the streetscape should be installed and maintained in key areas.

f) Trees and landscaping should not obscure views and sight lines.

g) Provide planting materials to add visual interest all year.

h) Introduce green infrastructure, such as bioswales, within the public right-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.

i) Maintain a minimum overhead clearance of 2.1 metres for pedestrian clearways. Where this may not be achievable in the shorter term due to lower tree branches when trees are young, consider setting back tree planting a sufficient distance from clearways where space allows, planting larger calliper trees whose branches already exceed the requirement, or planting upright varieties rather than inappropriate pruning or removing of trees.

Tree-lined street in Saskatoon

Trees in open planting beds that also function for stormwater management

Trees in open planting bed with street furniture.

Lighting

Street lighting is important for the safety and comfort of pedestrians and the safe operation of traffic on City streets. In addition to the primary traffic lighting, supplemental, pedestrian-scaled lighting can be used in more active areas to animate streetscapes at night, and increase the level of safety and pedestrian comfort.

Guidelines

a) Use fixtures that are dark sky compliant and full spectrum, which reduce glare, light trespass, and light pollution, including use of full cut-off lighting.

b) Create a standardized palette of types, styles and varieties of decorative lighting that coordinates with the streetscape furnishings palette, takes into account maintenance requirements, and minimizes the total number of types used.

c) Limit distinctive elements of decorative lighting to those that are easily implementable and replaceable, such as banners, colour or nameplates identifying the area.

d) Decorative and pedestrian-scaled lighting that complements the larger identity and wayfinding strategy should be used to enhance the streetscape experience on streets with higher pedestrian activity.

e) Group street lighting with street furniture, waste receptacles, and landscaping elements to minimize disruptions to pedestrian circulation.

f) Spotlighting and decorative lighting should be used to highlight landscape and architectural features, landmark buildings and signage.

g) Lighting should be designed using energy efficient sources and to avoid light pollution, spillover and glare.

h) Catenary lighting could be considered for streets with high pedestrian activity to add a distinct character to a special area.

i) Bury overhead hydro lines wherever feasible.

Pedestrian scale lighting adds character to street

Catenary lighting adds a special effect to Assembly Row, Massachusetts

Signage and Wayfinding

Wayfinding and signage will clearly identify the Central Area, its key destinations, and provide information and mapping of walkable destinations. Wayfinding helps to orient people to key destinations, such as parks and historic sites, and the location of parking and amenities, such as washrooms. Maps, directional signs, identifier signs and interpretive panels are all components of wayfinding and signage to contribute to making enjoyable visitor experiences where people are comfortable to explore all that downtown Peterborough has to offer walking, driving, or cycling.

Guidelines

a) Wayfinding signage should support local business, enhance awareness of key destinations and facilitate clarity and ease of movement among key destinations.

b) Signage and wayfinding should be designed for clarity and visibility (not blocked by vegetation) and where possible, information should be consolidated on one panel or post.

c) A hierarchy of coordinated directional signage should be provided to improve wayfinding for residents and visitors:

- Consolidate the direction to multiple destinations in directional signs for motorists and pedestrians.
- Provide a collection of information such as a map showing parking, key destinations and walking radius in an information kiosk or on a pedestal.
- Provide information on historic, cultural or environmental features on interpretive signs at key destinations aligned with the heritage/ historic walks.
- Identify key destinations such as parks, public docks, municipal buildings in a destination sign.

Wayfinding map in urban centre orients people to key destinations

Directional signage, Concord, NH

Water Works Historic Area, Philadelphia

Interpretive sign, historic district, Charlottetown

Public Art

Public art enhances the experience of the public realm, adds visual richness, provides landmarks within a community and can celebrate heritage.

Guidelines

a) Allocate a percentage of capital cost of streetscape/road projects for public art.

b) Create a fund for public art maintenance and an account to pool public art funds.

c) Public art should be considered throughout the planning and detail design for streetscape projects with a public artist being a core member of the team.

d) Identify priority locations for public art that can include visually prominent locations such as gateways, corners, landmark sites, and important view corridors.

e) Locate public art to be clearly visible and available for the public to get close to the installation.

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

g) Consider the full range of possibilities for public art in streetscapes including freestanding work, site specific and public art integrated into paving, lighting, furnishings, etc.

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

i) Public art should not impact, or be diminished by, existing or planned utility locations.

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

k) Appropriate maintenance procedures should be secured with the installation of public art.

l) Selection of public art will include the involvement of the City of Peterborough's Public Art Facilitator to ensure consistency with the goals of the Official Plan and the City's Public Art Policy and Procedures (2022).

Water Guardians by Jennifer Marman, Daniel Borins and James Khamsi, West Don Lands, Toronto

Cartier Avenue lighting installation by Lightemotion, Quebec City

Renaissance on Hunter street murals, Peterborough

Street Guidance

George Street North (Sherbrooke to Hilliard)

George Street is the traditional heart of downtown Peterborough and the focus of commercial activity and street life. George Street North must accommodate and balance a lot of infrastructure and activities within its right of way, from walking to cycling to driving to parking, as well as signs, lighting, furniture, planting and other street elements.

While George Street North is classified as a Medium Capacity Arterial Road, its design as it moves through the Central Area should prioritize pedestrians and support its role as the heart of downtown.

Up until the 1950s, George Street was a two-way street. George Street North is now a one-way street southbound, paired with northbound Water Street. Most successful downtowns have two-way traffic on their main streets. This helps ensure the vitality of businesses and slows traffic through core retail areas. Consideration could be given to assessing the opportunities to convert George Street back to a two-way street.

George Street is a key location for seasonal patios and as such the cross section illustrates a flex zone for parking/or patios.

George Street North is a gateway to the Central Area from the north. The intersection with McDonnel Street should be considered for special treatment.

a) Wherever possible increase pedestrian clearway widths above 2.1 metres.

b) Where there is additional space within the right of way, or the adjacent building is set back, use the space as an extension of the sidewalk or to expand the market zone.

c) Consider redesigning George Street North's streetscape from Sherbrooke Street to McDonnell Street to reinforce the heritage core, with enhanced paving on sidewalks and pedestrian crossings, special lighting and furnishings.

Existing conditions on George Street North

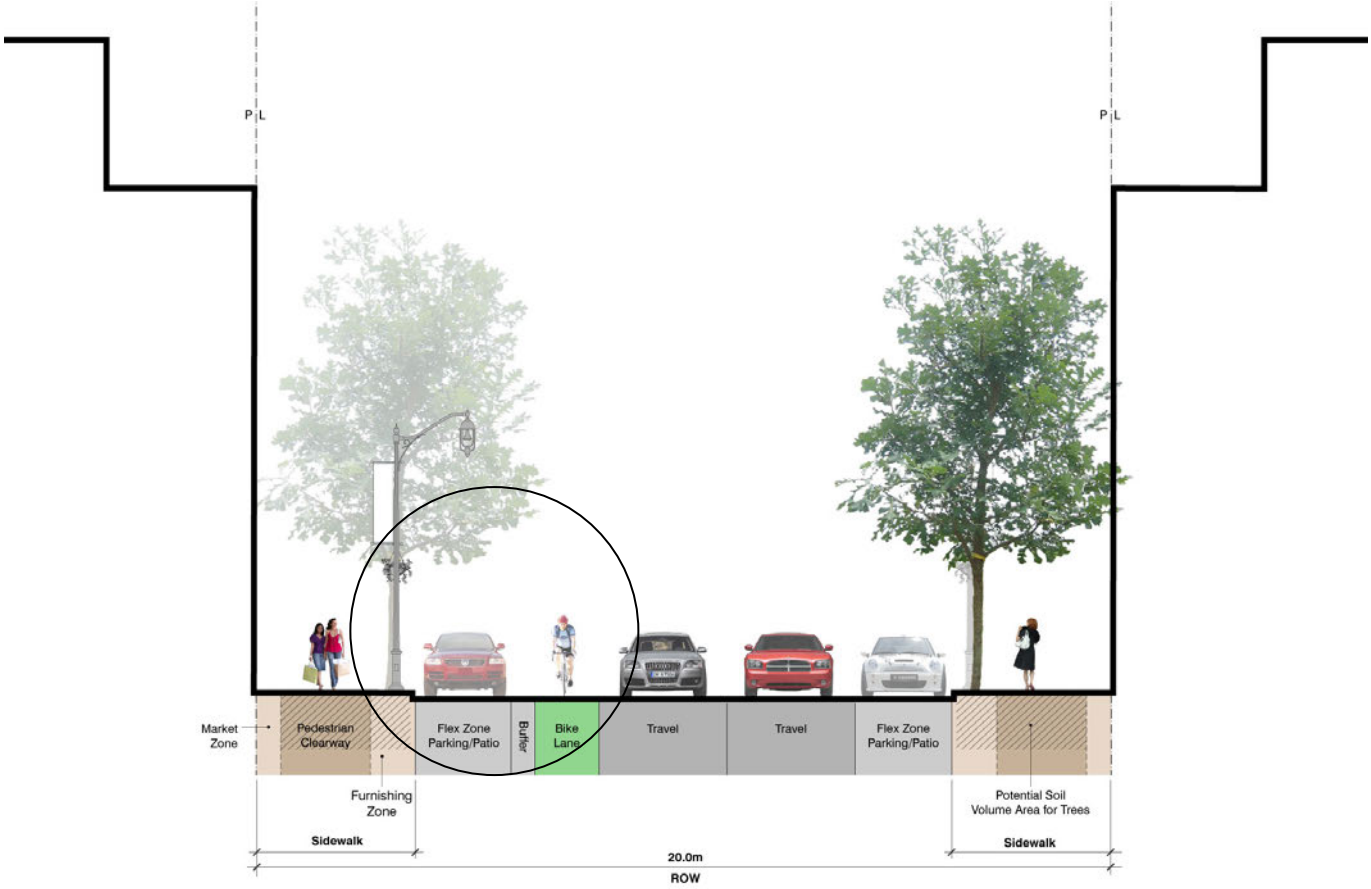
d) When replacing existing trees at the end of their safe, useful life expectancy, soil cells may be required to meet the uncompacted soil volume requirements.

e) Consider creating flex zones flush with the sidewalks where the on-street parallel parking can be re-purposed for commercial or public uses, either seasonally or for events.

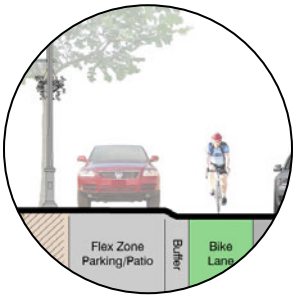
f) Consider converting the bike lane to a protected cycle track inside the on-street parking area, adjacent to the sidewalk.

Two-way traffic on George Street North in the 1950's before conversion

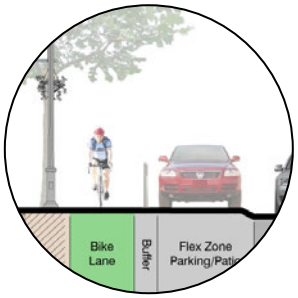
George Street North (Sherbrooke to Hilliard)



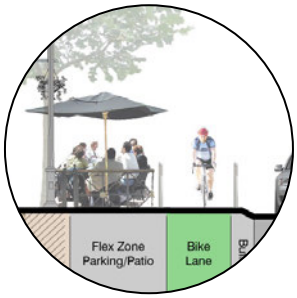
Note: Right-of-way width as per Official Plan Schedule I for George Street between Sherbrooke and Hillard Streets



Option for flex zone raised to sidewalk level with mountable curb.



Option for flex zone raised to sidewalk level with bike lanes protected with moveable bollards and mountable curb configured for parking



Option for flex zone raised to sidewalk level used for patio zone by relocating bike lane to outside and moving bollards.

Note: These options require special attention to maintaining guiding edges for people with disabilities

George Street North (Lansdowne to Sherbrooke)

George Street from Lansdowne to Sherbrooke Streets is a two-way street with one lane in each direction and bike lanes on both sides. A central turn lane is sometimes present, and in some places has been turned into a planted median.

While George Street North is classified as a Medium Capacity Arterial Road, its design as it moves through the Central Area should prioritize pedestrians and support its role as the heart of downtown.

a) Wherever possible increase pedestrian clearway widths to 2.1 metres.

b) Where space permits, provide a softscape boulevard with large canopy street trees on one or both sides of the street.

c) Where space allows, consider moving the sidewalk on the east side away from the road edge, either with a landscape boulevard as on portions of the west side or by locating the furnishing zone at the curb.

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

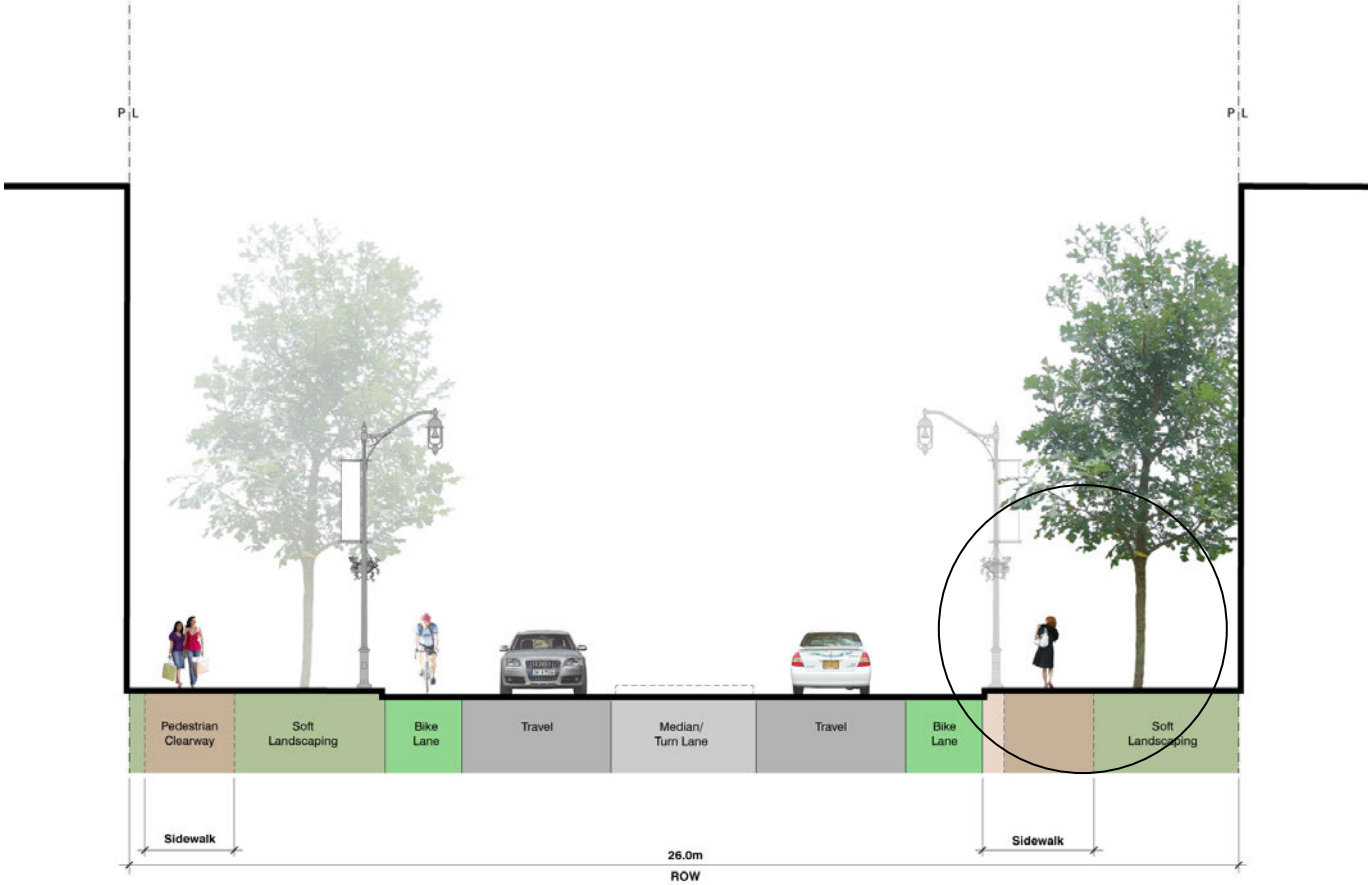
e) Consider burying the above ground hydro lines on the east side, at a minimum between Townsend Street and Romaine Street.

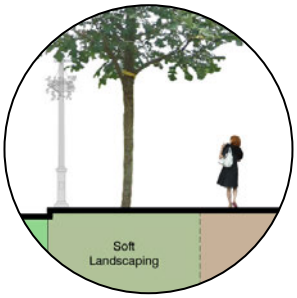
f) In areas with above ground hydro poles, consider narrowing the boulevard on the east side to a minimum width to provide space in the right-of-way for tree planting that will have less interference with the hydro poles.

g) Current mid-block pedestrian crossings should be converted to pedestrian crossovers that meet Highway Traffic Act requirements; they should have lighting beacons, clear road markings and signage and require vehicles to stop when a pedestrian is crossing. Consider also using rumble strips, special paving material or changes of level to slow traffic approaching pedestrian crossovers.

Existing conditions on George Street North (from Lansdowne to Sherbrooke)

George Street North (Lansdowne to Sherbrooke)





Option for landscape boulevard on east side

Note: Right-of-way width as per Official Plan Schedule I for George Street between Lansdowne and Sherbrooke

Water Street

Up until the 1950s, Water Street was a two-way street. Water Street is now a one-way street northbound, paired with southbound George Street North. If consideration was being given to converting George Street North back to a two-way street, Water Street should also be converted back to two-way.

a) Wherever possible increase pedestrian clearway widths above 2.1 metres.

b) Where there is additional space within the right of way, or the adjacent building is set back, use the space as an extension of the sidewalk or to expand the market zone.

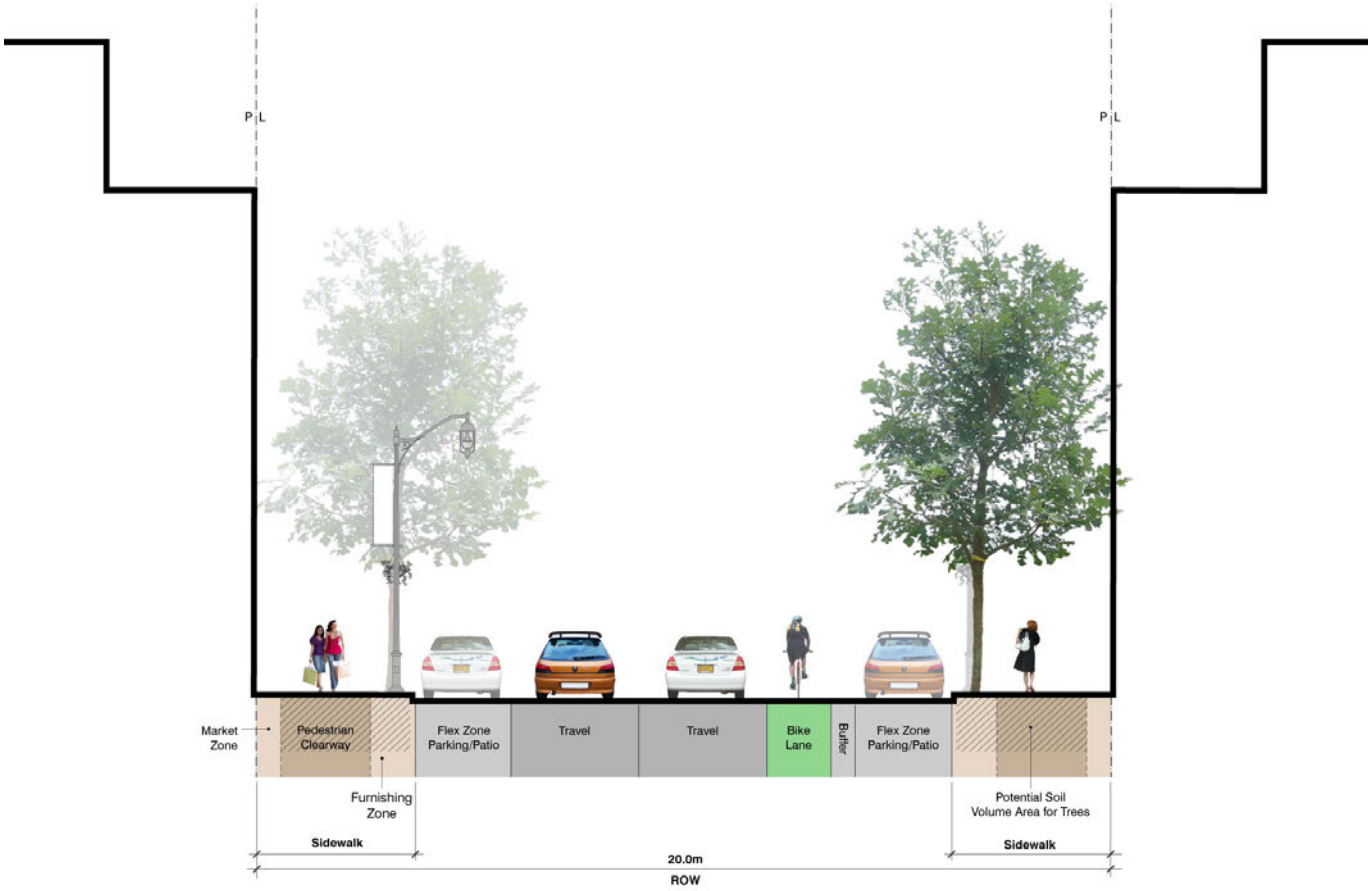
c) When replacing existing trees at the end of their safe, useful life expectancy, soil cells may be required to meet the uncompacted soil volume requirements.

d) Consider creating flex zones flush with the sidewalks where the on-street parallel parking can be re-purposed for commercial or public uses, either seasonally or for events.

e) Consider converting the bike lane to a protected cycle track between the sidewalk and on-street parking.

Existing conditions on Water Street

Water Street



Note: Right-of-way width as per Official Plan Schedule I for Water Street between Sherbrooke and George Streets

Charlotte Street

Charlotte Street is an important retail street in the Central Area with a strong main street character. Protected bike lanes have been proposed for Charlotte Street in the City's Cycling Master Plan.

While Charlotte Street is classified as a Medium Capacity Arterial Road, its design as it moves through the Central Area should support its role as an important retail street.

In 2021, Charlotte Street was converted to a one way street eastbound between Aylmer Street and George Street to enable patios for restaurants to expand into the parking lanes. In 2022, the street remained as a two way street. Charlotte Street is a key location for seasonal patios, and as such the cross section illustrates a flex zone for parking/or patios.

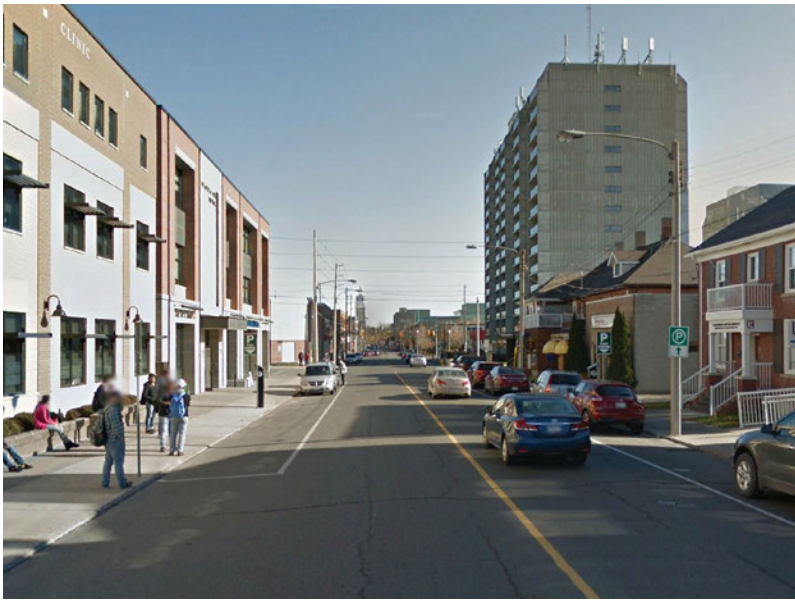
A streetscape concept was prepared for Charlotte Street in 2018 illustrating widened sidewalks, parking bays, and cyclists in the travel lanes.

Charlotte Street is a gateway to the Central Area from the west. The intersection at Park Street should be considered for special treatment.

a) Wherever possible increase pedestrian clearway widths above 2.1 metres.

b) Where there is additional space within the right of way, or the adjacent building is set back, use the space as an extension of the sidewalk or to expand the market zone.

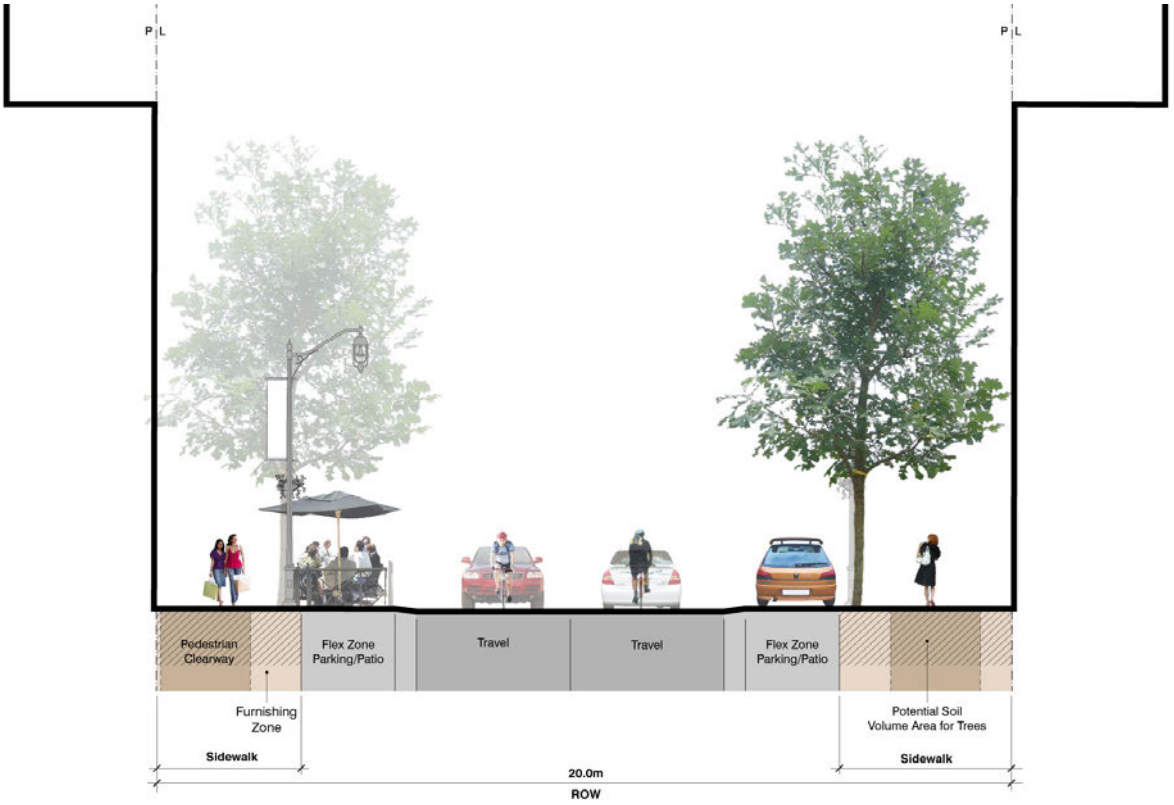
Existing conditions on Charlotte Street east of Aylmer Street



Existing conditions on Charlotte Street west of Aylmer Street

Rendering of proposed design for Charlotte Street east of Aylmer Street showing mountable curbs, special paving and flex zones for cafes and parking

Charlotte Street, East of Aylmer



Note: Right-of-way width as per Official Plan Schedule I for Charlotte Street between Monaghan Road and Water Street

Charlotte Street, West of Aylmer

Section drawing to be updated

Aylmer Street

Aylmer Street has a variable layout. It primarily has a single lane of traffic in each direction with a central alternating or occasionally bi-directional left turn lane. In certain areas with no turn lane, on-street parking is permitted on one or both sides.

Aylmer Street is classified as a Medium Capacity Arterial Road. It is a more appropriate street for through traffic than George Street.

a) Where there is additional space within the right of way, or the adjacent building is set back, consider extending the sidewalk if there are retail uses, but otherwise provide soft landscaping and additional tree planting.

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

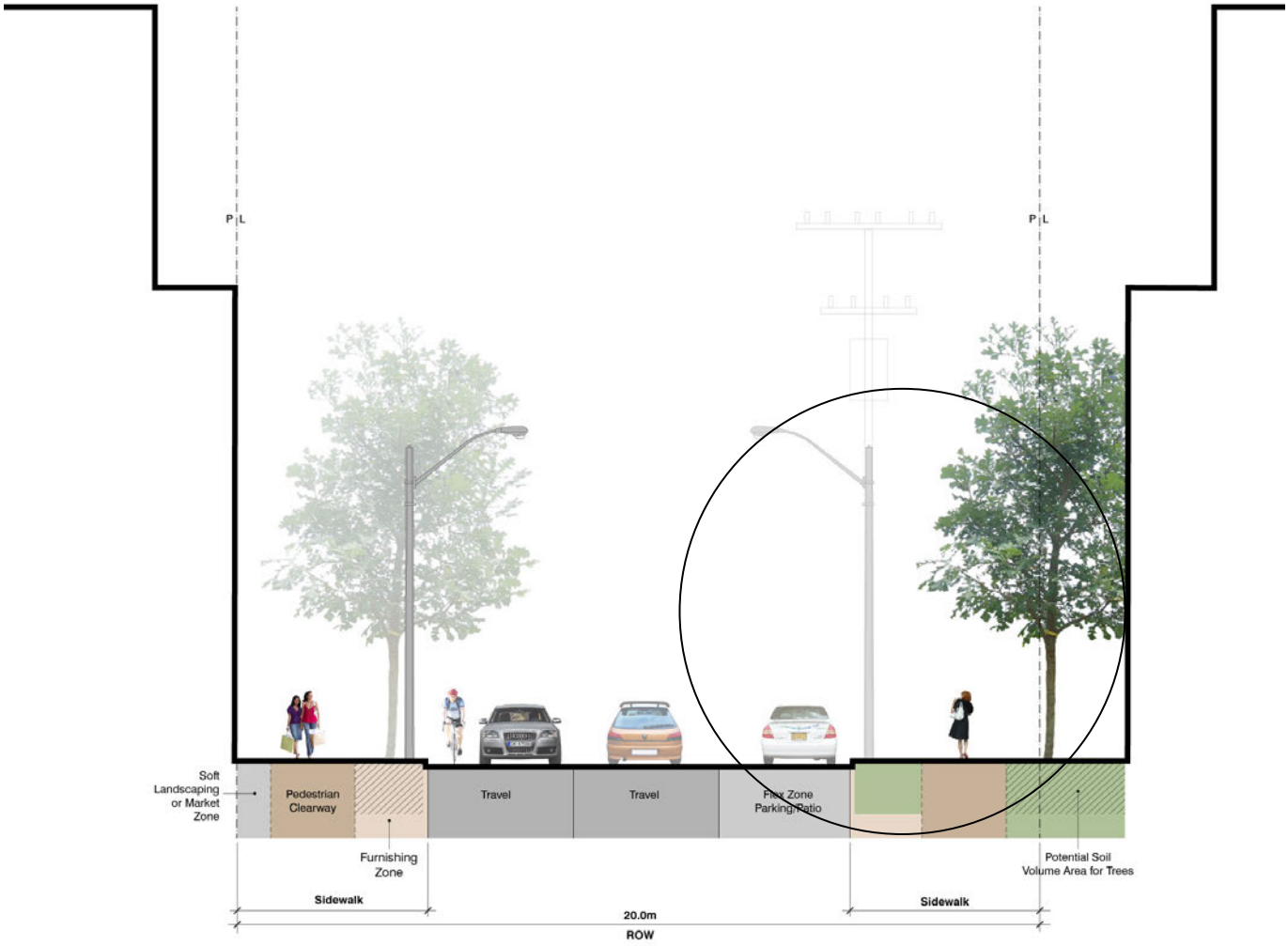
c) Consider reducing the frequency of the central left turn lane, and alternating the space with flex zone/parking lane to allow for some on-street parking and potential seasonal use of the flex zones by businesses.

d) Consider "right-sizing" Aylmer Street so that pavement width is the minimum required in each configuration. In certain areas, two lanes with on-street parking on both sides fit in the same pavement width as two lanes with a single central turn lane.

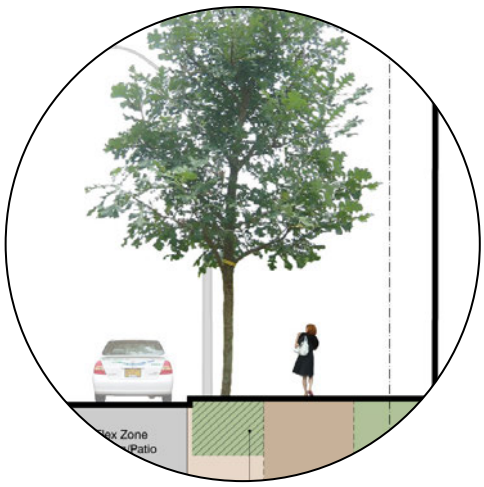
e) Consider burying hydro poles on east side of Aylmer Street. If they will not be buried, consider wider setbacks on the east side to provide space for tree planting.

Existing conditions on Aylmer Street

Aylmer Street



Note: Right-of-way width as per Official Plan Schedule I for Aylmer Street



Option for tree planting in boulevard if hydro poles can be buried

Hunter Street East

Hunter Street East is the main street of the East City and a focus of commercial activity and street life. Hunter Street East has a wider right-of-way than most other streets in the Central Area, with a single lane of traffic in each direction and on-street parking on both sides.

While Hunter Street East is classified as a Medium Capacity Arterial Road, its design should support its role as a main street.

Hunter Street East provides a gateway to the Central Area and as such it has an important role in establishing a beautiful streetscape. The intersection with Ashburnam Drive and the bridge are key locations to consider special treatment.

a) Wherever possible increase pedestrian clearway widths above 2.1 metres.

b) Where there is additional space within the right of way, or the adjacent building is set back, use the space as an extension of the sidewalk or to expand the market zone.

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

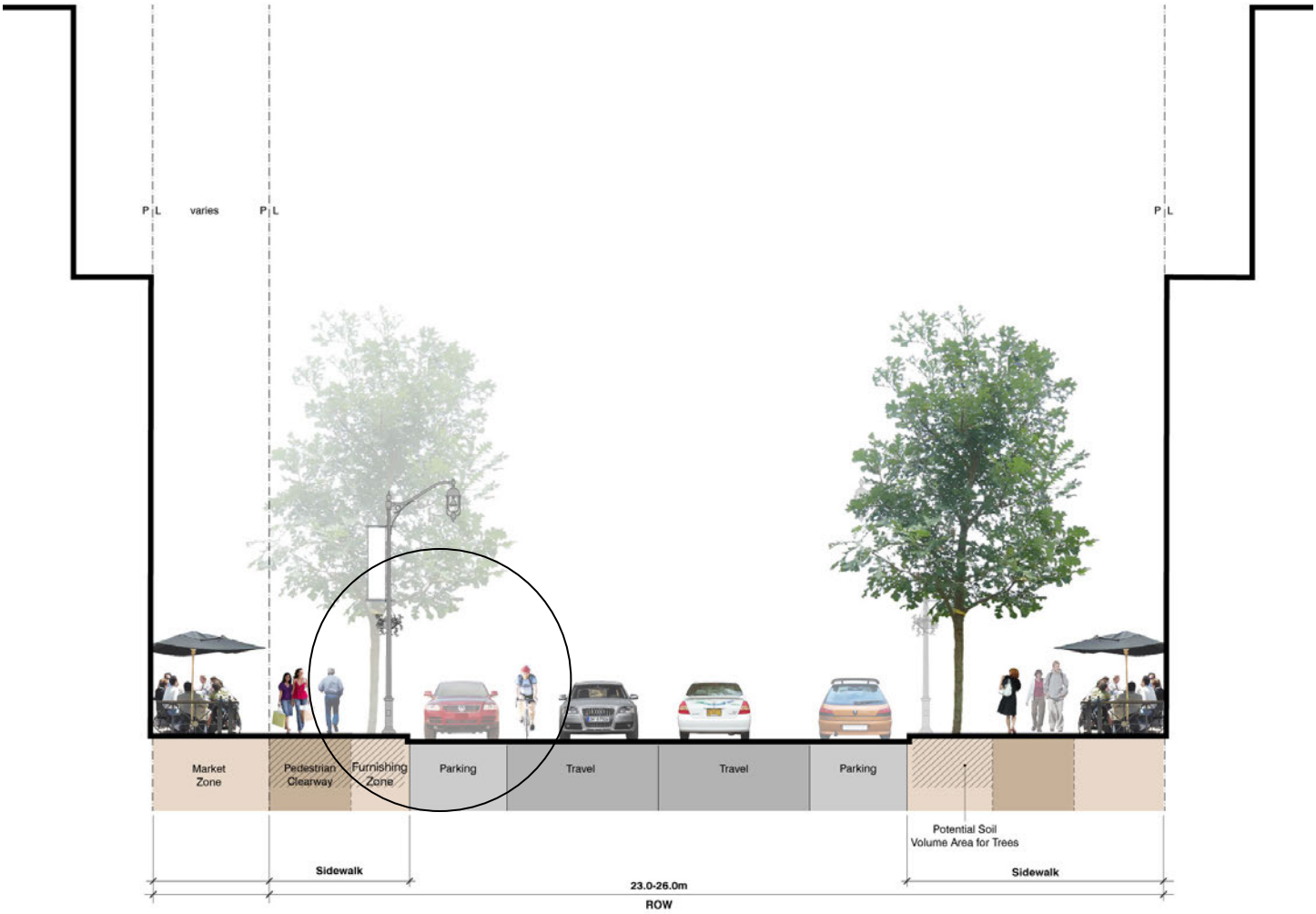
d) Consider further distinguishing on-street parking areas with paving or street painting.

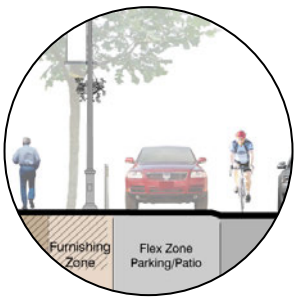
e) Vehicular lanes are quite wide, consider providing bike lanes or protected bike lanes (this is identified as a medium term project in the Cycling Master Plan).

f) Consider flex parking/patio zones on one or both sides to seasonally increase the area for patios or for special events.

Existing conditions on Hunter Street East

Hunter Street East





Option for flex zone raised to sidewalk level with mountable curb

Note: This option requires special attention to maintaining guiding edges for people with disabilities

Note: Right-of-way width as per Official Plan Schedule I for Hunter Street East between Burnham Street and Armour Road but actually the ROW is only 23m from Mark Street to Rogers Road, the remainder is 26m

Hunter Street West

Hunter Street West between Water Street and Aylmer Street is an important retail main street and a key location for seasonal patios.

In 2021 and 2022 parts of Hunter Street West were converted to a one way street westbound between Aylmer Street and George Street to enable patios for restaurants to expand into the street. The cross section illustrates a flex zone for parking/or patios to increase the area available for patios on an ongoing basis.

While Hunter Street West is classified as a Low Capacity Arterial Road, its design should support its role as a main street.

a) Wherever possible increase pedestrian clearway widths above 2.1 metres.

b) Where there is additional space within the right of way, or the adjacent building is set back, use the space as an extension of the sidewalk or to expand the market zone.

c) Consider a flex zone at sidewalk height to increase use and flexibility for patios.

d) Consider special paving or seasonal street painting to support the special character and patio uses.

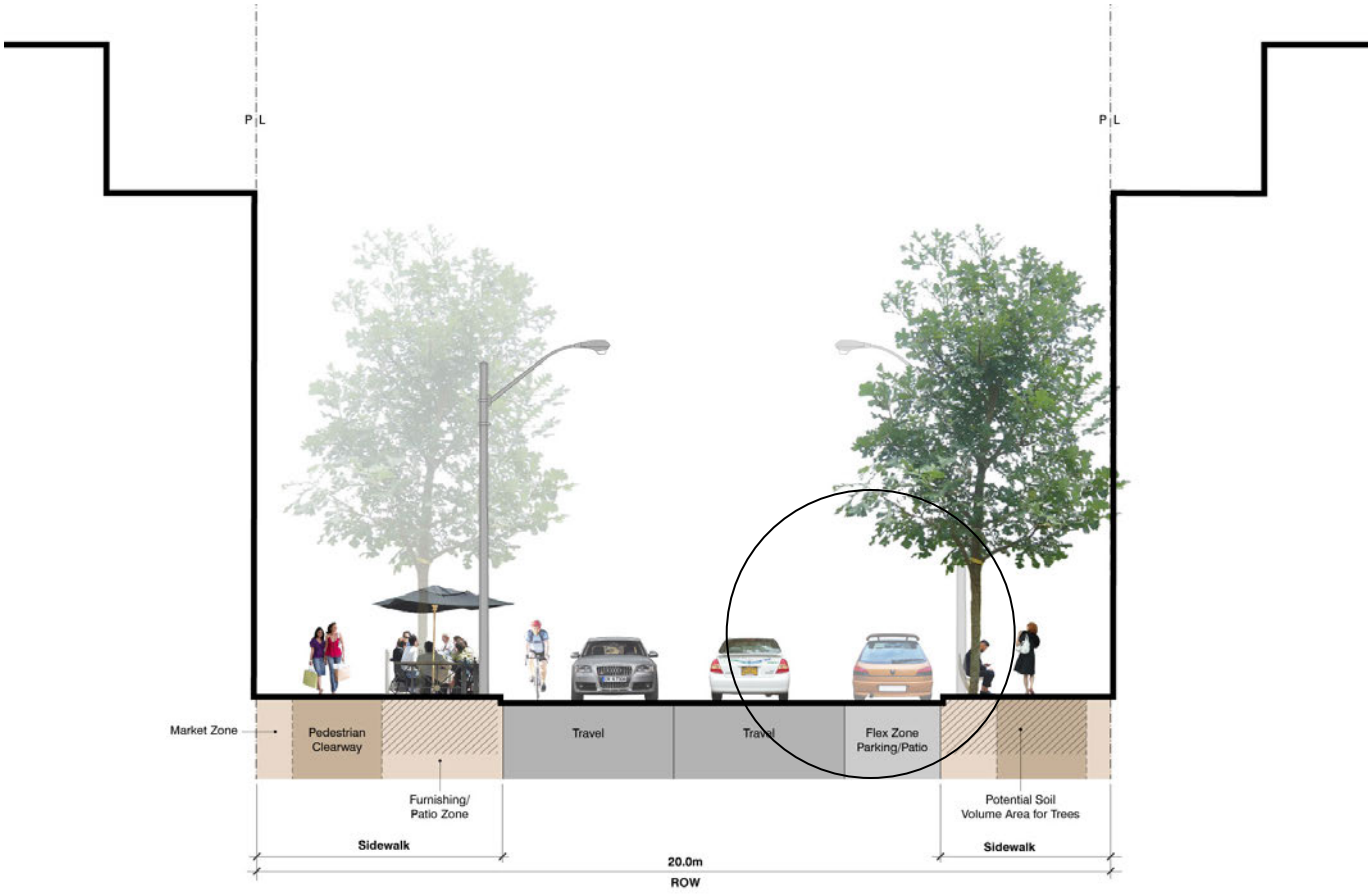
e) Consider a shared street design with bollards and mountable curbs similar to that proposed for Charlotte Street. Shared street design requires special attention to maintaining guiding edges for people with disabilities.

Existing conditions on Hunter Street West

Artists' Garden Project murals on Hunter Street West

Special paving across sidewalk and road, Yorkville Avenue, Toronto

Hunter Street West



Option for flex zone raised to sidewalk level with mountable curb

Note: This option requires special attention to maintaining guiding edges for people with disabilities

Note: Right-of-way width as per Official Plan Schedule I for Hunter Street West between Burnham and Reid Streets

Sherbrooke Street

Sherbrooke Street is a key east-west connector, but has only a limited amount of commercial uses in the Central Area, primarily close to George Street. One of the City's main bus routes is Sherbrooke Street west of Aylmer Street.

On-street parking is marked on the street close to George Street, but further west, on-street parking appears to be permitted, but is not marked on the street.

While Sherbrooke Street is classified as a Medium Capacity Arterial Road, its design should support its role within the Central Area, and not as a standard arterial road.

a) Provide sidewalks on both sides of the street with pedestrian clearways of 1.8 metres where possible.

b) Where space permits, provide a softscape boulevard with street trees on one or both sides of the street.

c) In areas with retail uses, the boulevard may become a paved furnishing zone.

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

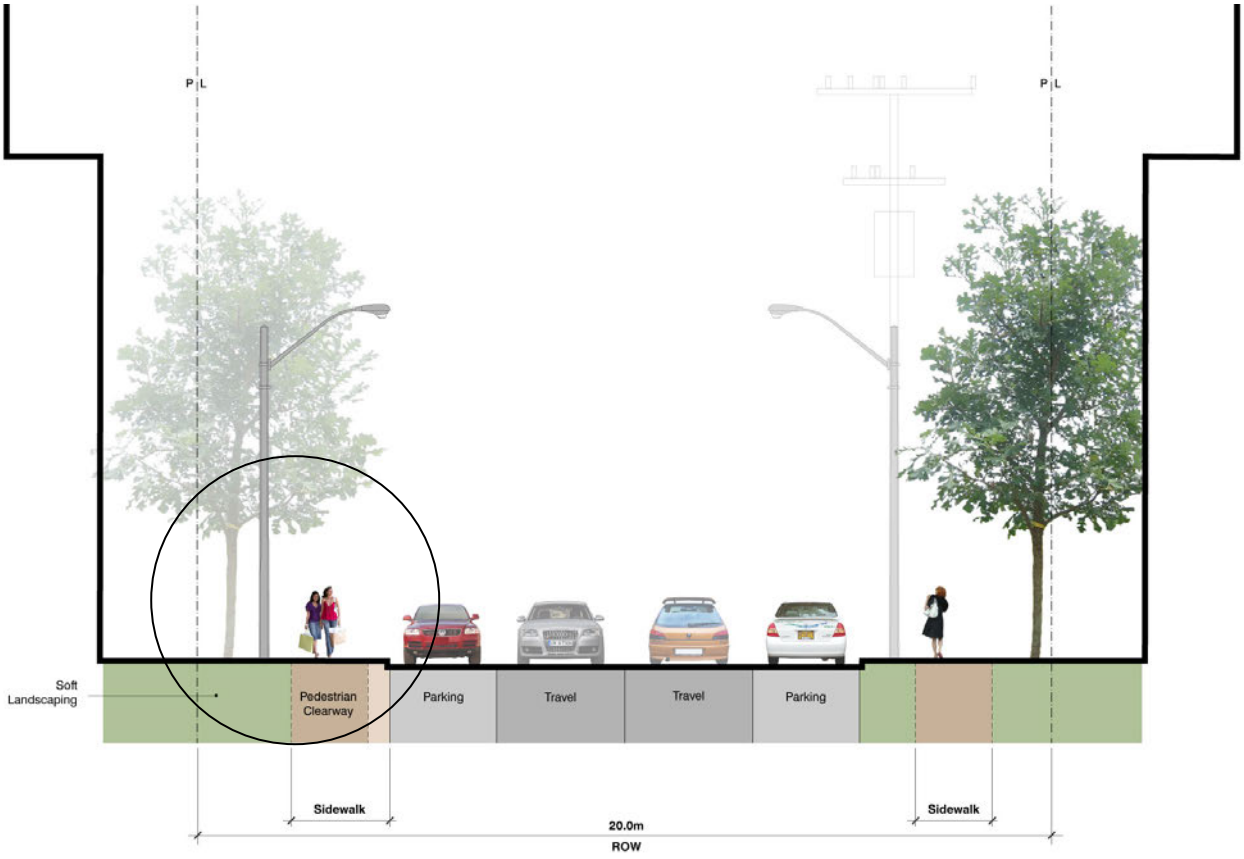
e) Consider wider setbacks on the north side of Sherbrooke Street (with hydro poles) to provide space for tree planting.

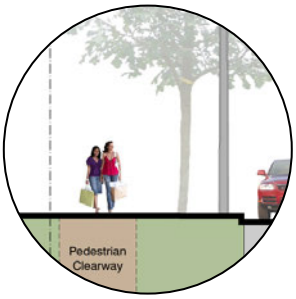
f) Consider narrowing the boulevard on the north side to a minimum width to provide space in the right-of-way for tree planting that will have less interference with the hydro poles.

g) If there is no clear demand for on-street parking west of Aylmer Street, consider eliminating on-street parking on both or one side and "right-sizing" Sherbrooke Street so that the pavement width is the minimum required. This would provide a safer pedestrian experience, and potentially significantly more space for tree planting.

Existing conditions on Sherbrooke Street

Sherbrooke Street





Option for boulevard with tree planting on south side, as exists west of Aylmer Street

Note: Right-of-way width as per Official Plan Schedule I for Sherbrooke Street

Lansdowne Street

Lansdowne Street is the busiest street that passes through Peterborough's Central Area and is classified as a High Capacity Arterial Street. Despite carrying two lanes of traffic in each direction, Lansdowne's right-of-way is primarily only 20 metre wide, leaving very little space for other modes, street furnishings or tree planting. the Official Plan's goal for Lansdowne Street's right-of-way is for a 36 metre width. Space for tree planting should be negotiated on private land during any applications for redevelopment.

As Lansdowne Street passes through the Central Area, it should be designed to more carefully balance different modes and support future development opportunities. It is a gateway to the Central Area from the south and the intersection with George Street is a key location for considering special treatment.

a) Street trees will play an important role in improving Lansdowne Street's character. Explore opportunities to increase the number of street trees, especially where there is additional space within the right of way, or on adjacent private property when the building is set back.

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

c) Consider installing a pedestrian crossover between Lock Street and the Otonabee River (eg. at Sherburne Street) as it is currently 800m between signalized pedestrian crossing points at Lock Street and River Road.

d) Consider higher visibility pedestrian crossing markings at intersections with Park Street, George Street and Lock Street.

e) Set back new development so that it will work with a future 36 metre right-of-way width.

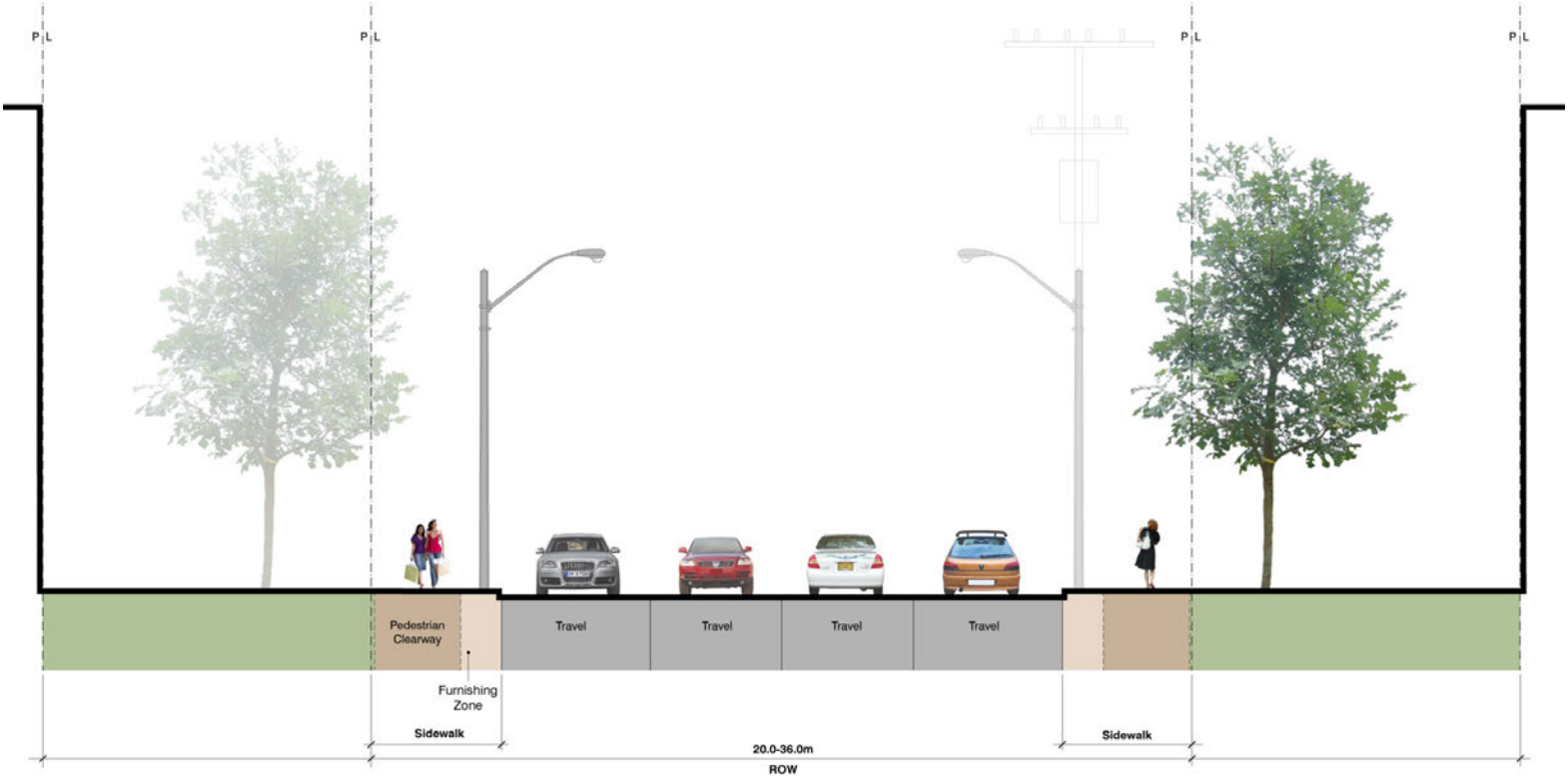
f) Consider burying hydro poles on north side of Lansdowne Street.

Existing conditions on Lansdowne Street

g) Plan for a future 36 metre right-of-way with the multi-use path and sidewalk set back from the road edge, with a green boulevard.

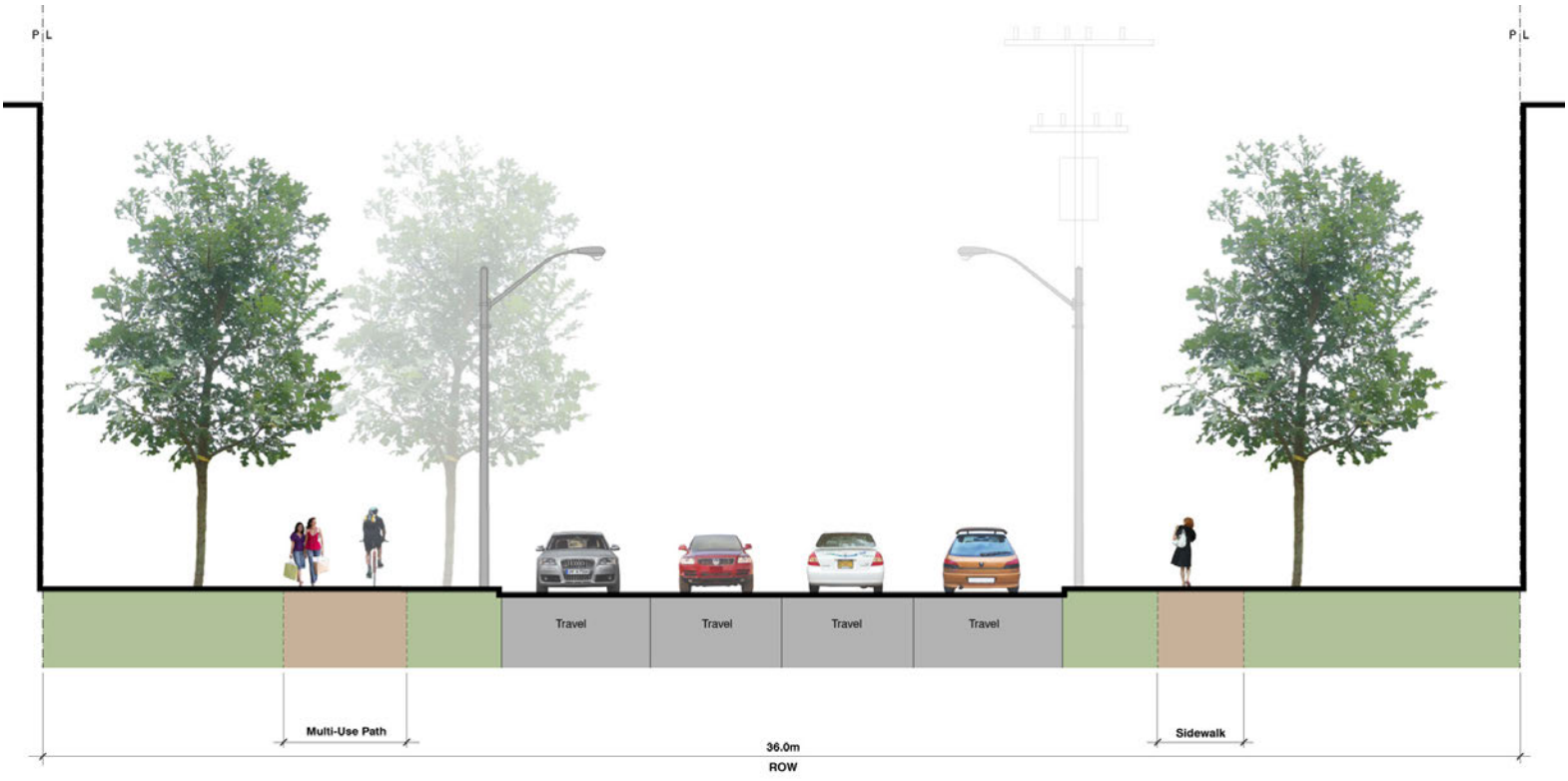
h) Consider planning for the connection of the proposed multi-use path on the south side of Lansdowne Street to continue between Lock Street and River Road, creating a continuous multi-use path.

Lansdowne Street



Note: Right-of-way width as per existing conditions and Official Plan Schedule I for Lansdowne Street

Lansdowne Street - Alternative Layout for 36m ROW



Local Streets

Local Streets comprise the remainder of the streets in the Central Area. They should be designed with a greater emphasis on the pedestrian environment. Local streets in the Central Area predominantly have 20 metre rights-of-way, with a variety of configurations, including some one-way streets and some with landscape boulevards between the road and the sidewalk. The majority have the sidewalk right next to the road.

a) Provide sidewalks on both sides of the street. A boulevard buffer is required. Curb-face sidewalks may be permitted when an alternative is not available.

b) Where space permits, provide a softscape boulevard with large canopy street trees on both sides of the street.

c) In areas with retail uses, the boulevard may become a paved furnishing zone.

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

e) Consider Low Impact Development measures within the boulevards to allow for stormwater infiltration and that comply with the Province's *Low Impact Development Stormwater Management Guidance Manual* and the CVC/TRCA's *Low Impact Development Stormwater Management Planning and Design Guide*.

f) On streets with above ground hydro poles, consider wider building setbacks on the side of the street with the poles to provide space for tree planting.

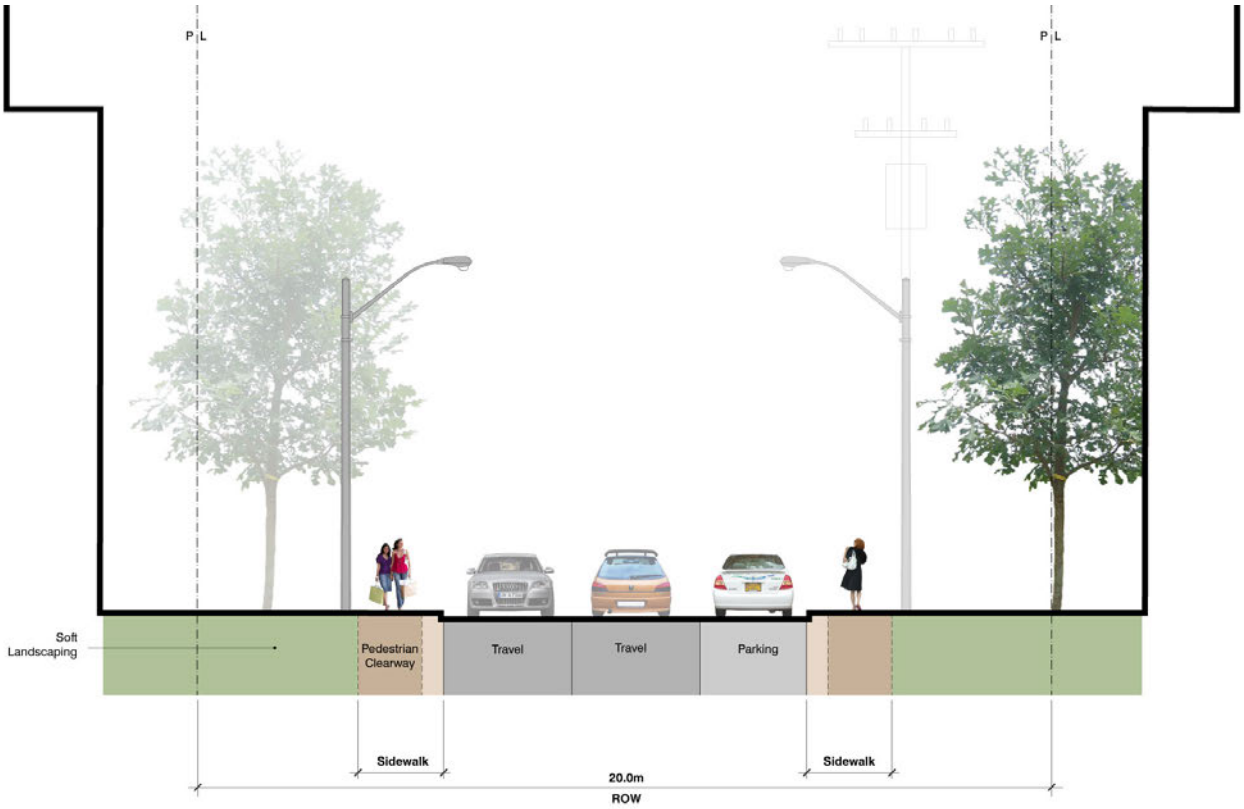
g) On streets with above ground hydro poles and boulevards, consider narrowing the boulevard to a minimum width on the side of the street with the poles to provide space in the right-of-way for tree planting that will have less interference with the hydro poles.

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

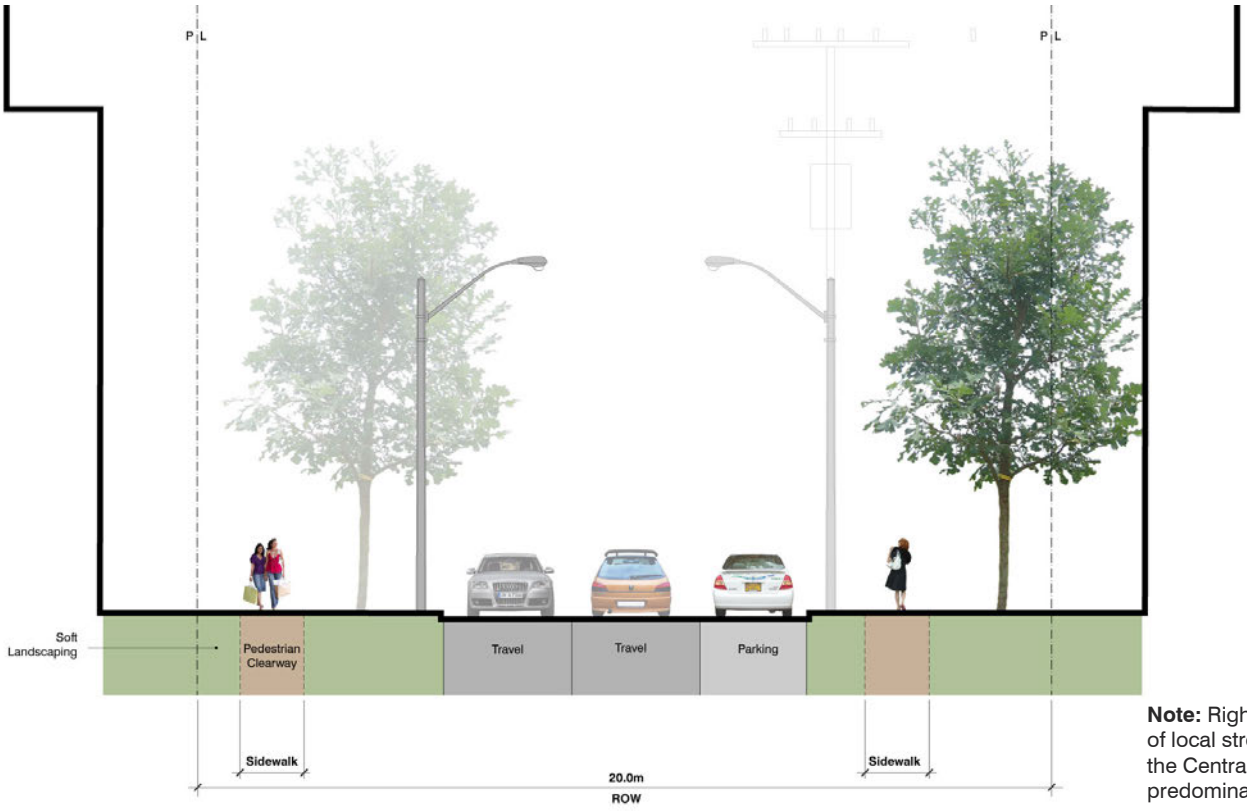
Existing conditions on Brock Street east of Aylmer Street

Existing conditions on Simcoe Street east of Rubidge Street

Local Street with Sidewalk at Edge of Road



Local Street with Boulevards



Note: Rights-of-way of local streets in the Central Area are predominantly 20 metres

8 Park Guidelines

Peterborough's Central Area is home to a variety of parks from the historic squares of Victoria Park, Confederation Square and the green forecourts to the churches on Rubidge Street, to Millenium Park, James Stevenson Park, King Edward Park and Del Crary Park on the Otonabee River and Little Lake. Parks contribute to healthy and complete communities, and offer an attractive quality of place for residents, businesses and visitors. They provide spaces for recreational activities, such as in James Stevenson Park, and social gathering, as well as offering mental and physical health benefits.

Along with the social and health-related benefits of parks, there are important environmental benefits. Trees remove significant amounts of air pollution and sequester carbon, reducing greenhouse gas emissions. Further, parks and trees play an important role in combatting the urban heat island effect.

Parks also offer important economic benefits that include increased property values, increased tourism expenditures, decreased health care expenditures, reduced storm water management costs, and savings associated with reduced air pollution. Public sector investment in parks can be leveraged into a private sector investment response. Investment in parks is a key stimulus for change, establishing the appropriate environment for redevelopment and revitalization.

The new Official Plan (2023) sets out a hierarchy of Urban Park Spaces that are pedestrian-friendly spaces that accommodate socializing in the urban area. It is expected that Urban Community Parks and Urban Squares be acquired, owned, developed and maintained by the City, notwithstanding that there may be opportunities where private ownership options are appropriate.

This chapter sets out the guidelines to direct the planning and detailed design of Urban Park Spaces in the Central Area. The guidelines are to be used with the City's Park Development Standards (2019).

Park Typologies

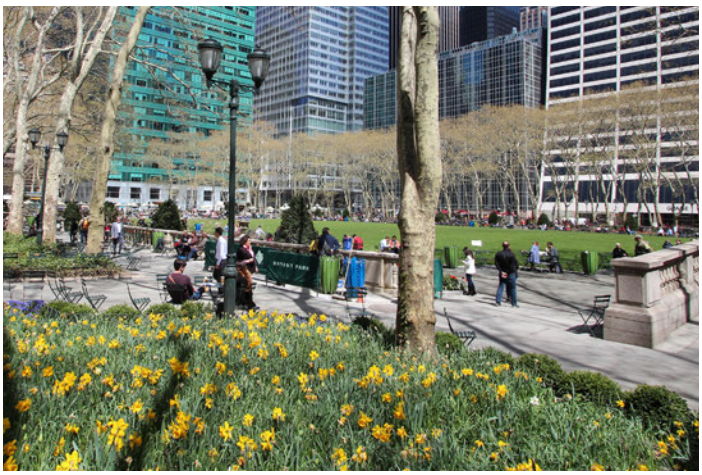
The City's *Official Plan* and *Parks Development Standards* set out a hierarchy of Urban Park Spaces and include specific policy direction for each type. It is expected that the Urban Community Parks and Urban Squares be acquired, owned, developed and maintained by the City, notwithstanding that there may be opportunities where private ownership options are appropriate.

Urban Community Parks

Urban Community Parks are the largest urban park typology and are intended to be primary focal point of Central Area communities. These parks provide multifunctional flexible space and programming for large-scale social gatherings, festivals and civic functions, and accommodate facilities for the entire community. Urban Community Parks support a balance of active and passive uses and should also accommodate special features that add visual interest and contribute to placemaking, including locations for public art. Urban Community Parks have frontage on at least two public streets and can include a full suite of features including dog runs, children's play features, water features and public art.

Confederation Square, Peterborough


Rittenhouse Square, Philadelphia


Bryant Park, New York City

Urban Squares

Urban Squares are commonly associated with commercial and residential land uses, and play an important role in the public realm network. Urban Squares may include small outdoor game areas, seating areas and places to eat, as well as street-related activities such as vendor and exhibit space. These parks are community focal points that should accommodate special features such as public art that add visual interest and contribute to placemaking. Urban squares are smaller than urban community parks and provide green space for residents generally within a 5 minute walk of the Square.

Quaker Foods City Square, Peterborough

Town Hall Square, Yorkville, Toronto

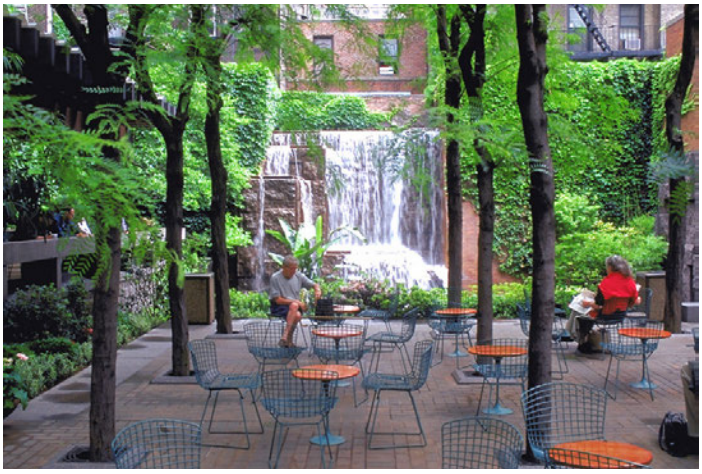
Towne Square, Oakville

Urban Pocket Parks

Urban Pocket Parks may be either publicly or privately owned and open to the public. These parks will generally be integrated with the surrounding built form and are small, pedestrian-friendly spaces that accommodate socializing in dense urban areas, forming part of the public realm network. They should be designed to a very high standard to support more intensified use, and are destinations unto themselves that are animated with outdoor seating, restaurant and retail frontages. Urban pocket parks serve the community within a 2.5 to 5 minute walk of the park.

Plaza at Peterborough Square

Pocket park, Philadelphia



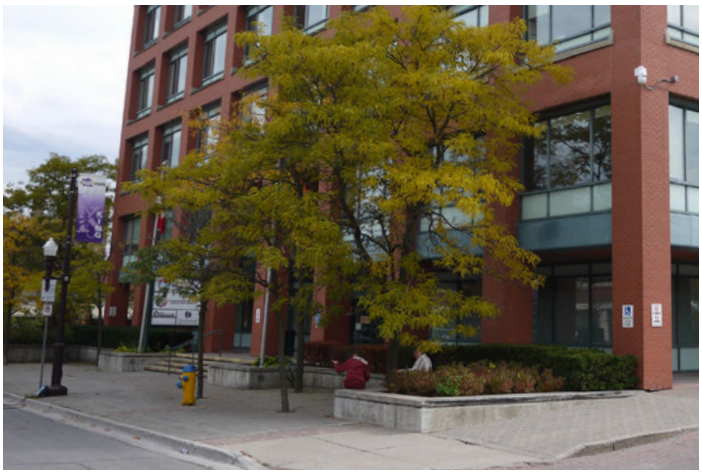
Greenacres Park, New York

Sliver Parks

Sliver Parks are small spaces that function as substantially widened sidewalks to create plazas or forecourts between the face of the adjacent building and the street, while denoting a clear path of travel. These parks may be either publicly or privately owned and open to the public.

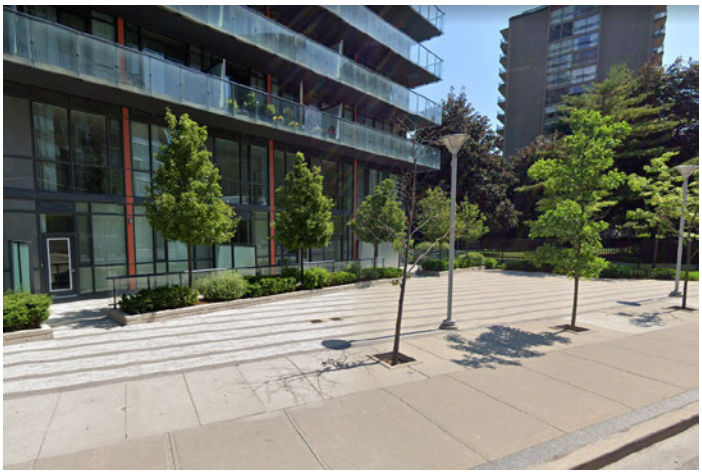
Courtyards

Courtyards are small interior or exterior spaces that are surrounded by buildings, and lined with small stores, restaurants and outdoor cafes. These parks may be either publicly or privately owned and open to the public, and contribute to the logical wayfinding/navigation system and a fine-grained public realm network.



Forecourt of Peterborough Public Health building, King Street

Charlotte Mews, Peterborough



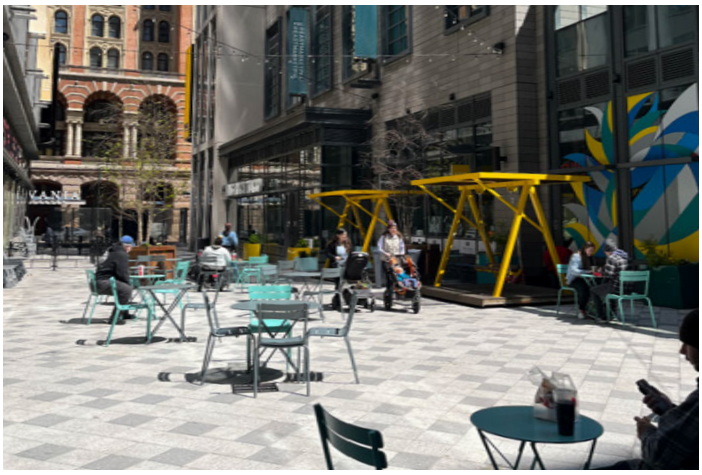
Sliver Park, Church Street, Toronto

Museum of Modern Art Courtyard, New York City

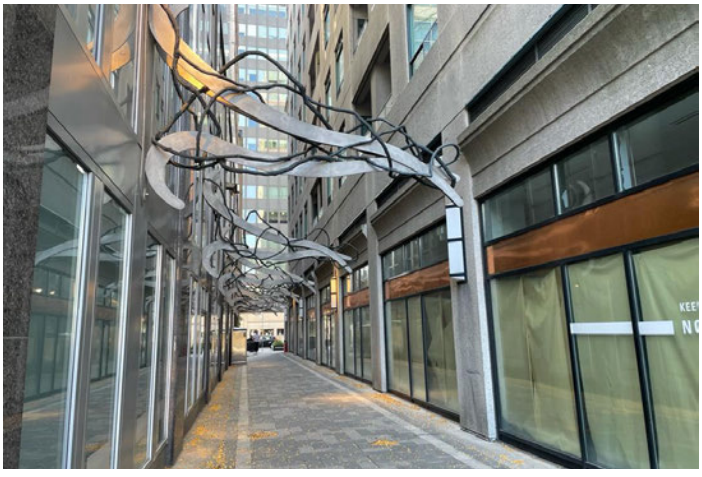
Connecting Links

Connecting Links are outdoor walkways that may be lined with stores, restaurants and outdoor cafes and which may be either publicly or privately owned and open to the public. These parks provide valuable opportunities to improve connections between the public sidewalk system and other components of the public realm network.

Walkway between Charlotte and King Streets, Peterborough



Connecting link in Philadelphia



Connecting link in Yorkville, Toronto

General Guidelines for Parks

Context, Heritage & Placemaking

The detailed design of parks contributes to the character and attractiveness of the neighbourhood in which they are situated. Attractiveness refers to how inviting and interesting the surroundings are for pedestrians. In particular, well-maintained and well-lit parks are most attractive, as are those that are animated with street-level activity, such as from commercial, civic, or recreational uses. Placemaking refers to community-based efforts and activities to physically reflect an area's unique character, assets, and history, and to make it livelier and more of a destination. Placemaking should be considered as a site-specific and context-specific pursuit.

Village of Yorkville Park, Toronto

Awen Gathering Place, Collingwood

Guidelines

a) Each park should have an identity of its own, while also respecting, or enhancing, the neighbourhood character, including patterns, materials, and architectural style.

b) Encourage the reflection, protection or enhancement of Indigenous and non-indigenous cultural heritage and historical values in parks.

c) Work with Indigenous communities to celebrate and commemorate Indigenous history and/or culture by providing opportunities for Indigenous placemaking in public spaces.

d) Acknowledge and celebrate the importance of the local Indigenous language, known as Anishinaabemowin in Ojibwa, by pursuing opportunities to include Indigenous place names on the landscape of the City.

e) Where possible, incorporate public art and local artifacts into the space, including opportunities for education and interpretation.

f) Effort should be made to understand and communicate the unique culture, history, or qualities of the community in the design of parks and public spaces.

Accessibility, Diversity, Equity and Inclusion

Accessibility refers to the usability of parks for all people, regardless of their age or ability. Parks should include features usable by children to older adults, and include features that consider the needs of children and caregivers with various disabilities.

Diversity, equity and inclusion means ensuring that the urban park network can be used by people of all incomes, and all abilities by keeping park spaces free of charge and by ensuring they are distributed throughout the Central Area. Parks should avoid designs that appear to privatize the space, or elements within it.

Parks must meet the requirements of the *Accessibilities for Ontarians with Disabilities Act* (AODA), the City of Peterborough's *Accessibility Plan* and *Accessibility Policies and Procedures*.

Guidelines

a) Accommodate a variety of activities within the park space.

b) Minimize changes in grade between the open space and surrounding public space, including public sidewalks.

c) Where changes in grade are not avoidable, provide an accessible route that complies with AODA standards.

d) Strive to locate utilities such as manhole, handwell and water valves covers outside of walkway zones. Where grates are required in a walkway zone, orient them perpendicular to the direction of travel.

e) Provide a detectable edge and contrasting change in surface at the edge of the vehicular zone, or other conflicts or hazards, through pavement treatments, tactile warning indicators, and signage.

f) Ensure surface under play structures is accessible and has impact attenuating properties for injury prevention. Wood chips, sand and gravel are not acceptable ground surfaces.

Neshama Playground, Toronto, PMA Landscape Architects

A variety of activities accommodated, Sherbourne Park, Toronto

Safety

The primary risks for pedestrians in parks are associated with vehicle traffic and crime. Key considerations include separation from vehicle traffic - taking into consideration the speed and volume of traffic, and the treatment of intersections where pedestrian and vehicle traffic must cross. With regard to the design of parks, *Crime Prevention Through Environmental Design* (CPTED), provides direction for improving the safety of a space through thoughtful design.

Guidelines

a) Parks should be located abutting and visible from public streets.

b) Provide clear sightlines through the park space to adjacent streets and buildings to promote informal neighbourhood surveillance.

c) Include adequate, consistent, pedestrian-scaled lighting.

d) Avoid the creation of entrapment spots, blind corners, or areas that are not easily visible, including through planting design.

e) Parks should be located where they can be lined with buildings that have active frontages, with windows and doors that open onto the park.

f) Parks should be designed with quality materials and furnishings and be regularly maintained at a high standard.

Park is adjacent and visible from the street, Saskatoon

Adequate and consistent pedestrian-scale lighting

Comfort

Pedestrian comfort is critical for the success of parks, and should be considered early in the design of the site. The location of the park in relation to surrounding buildings will have implications on wind, solar exposure, and visual access.

Comfort refers to how pleasant, easy, and free from challenges a pedestrian visit can be. Pedestrian comfort depends on the convenience, coherence, safety, and accessibility of the entire park network, and it can be enhanced through construction materials and the provision of pedestrian amenities that serve the needs of those travelling by foot. Perceptions of space should also be considered, including providing more intimately scaled "rooms" in larger open spaces. The following practices will contribute to the comfort of the open space:

Guidelines

a) Locate the open space such that it maximizes sunlight and views to the sky.

b) Provide ample seating throughout the site.

c) Provide a range of exposures, including areas with shading, such as through the planting of canopy trees or other structures.

d) Consider wind and noise levels throughout the site. Where necessary, use plantings and structures to lower wind and noise levels and create comfortable microclimates, without compromising safety or visibility through the space.

e) Consider four-season use when selecting materials and finishes (e.g. – consider materials that retain heat, such as wood, in seating intended for use in cooler seasons).

f) Provide site amenities including drinking fountains, bottle fill stations, washrooms, and waste receptacles.

Provide ample seating and site amenities

Attractive and welcoming public washrooms in parks

Sustainability & Resilience

Sustainability in park design refers to a space's impact on the environment, including the interest in minimizing negative influences which may compromise the future health of the environment, and putting in place measures which may improve the health of the local ecosystem. Resilience goes further to consider the ever changing effects of climate change, and the ability of a space to persist in good health and quality over time, while also mitigating the contributing factors to climate change. When planning and designing new parks, the needs and challenges facing the broader context, including neighbourhood and City-wide problems, should be assessed and considered.

Guidelines

a) Encourage active transportation through circulation design and the provision of supportive facilities (e.g. – provide ample bike racks, connect with public sidewalks).

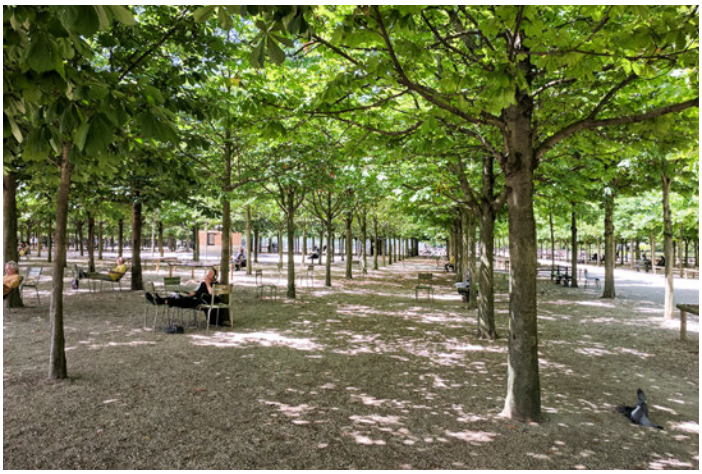
b) Encourage mature tree growth to increase canopy cover, which combats urban heat island effect, improves air quality, and increases stormwater uptake.

c) Increase species diversity in planting, and support local pollinator and faunal species.

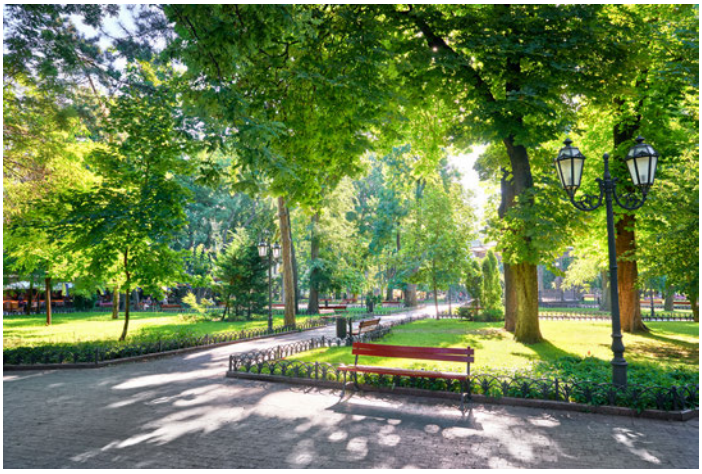
d) Use native and drought-tolerant plant species, that are also tolerant to salt and other pollutants.

e) Use permeable paving and below-grade infrastructure to harvest stormwater for reuse.

f) Use recycled materials, or materials with sustainable lifecycles.



Closely spaced trees creates a shaded area



Park with a diversity of ages and species of trees

Site Design

The introduction of new urban parks should be considered in relation to the adjacent land uses and architecture. Where a development is proposed, the relationship between the building massing and articulation, particularly at-grade, should be designed concurrently with the preliminary design of the adjacent park, to the mutual benefit of both. It is crucial that all of the urban park typologies exist and work together to create a robust and comprehensive urban park network.

Guidelines

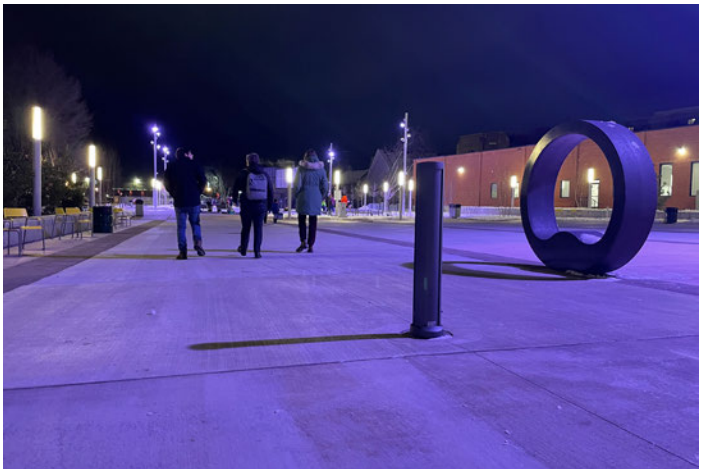
a) Urban parks should be designed to be flush with the building facades and at-grade uses.

b) Active building frontages, with accessible at-grade uses, such as cafes and shops, are the ideal companion to an urban park. Active building frontages are transparent and incorporate windows, balconies, and entrances adjacent to parks to provide more opportunity for interaction between inside and outside uses. Active edges help to animate the park, improve safety, and encourage use.

c) Urban parks should have physical and visual access to the larger pedestrian circulation system, and have significant frontage onto the public sidewalk system.

Urban square lined with active building frontages

Significant frontage on public sidewalk, Victoria Square, Toronto



Quaker Foods City Square, Peterborough

Programming

Great urban open spaces have strong functional assets. With respect to programming urban space, the key is flexibility to recognize the needs of residential users, as well as office users and retail/commercial users. Flexibility and variety is also required to allow the open space to adapt to changing needs over time. Programming opportunities are directly related to the scale, purpose and design of the space. Urban Community Parks and Urban Squares provide opportunities to accommodate green space, tree cover and softscape areas that may include unprogrammed recreational space and other larger scale park features. In some instances, these spaces may also accommodate small sports fields, courts, and performance venues, as well as play elements for children. Smaller open space typologies will not accommodate the same diversity in programming, but still may include children's play areas, seating areas, public art, and planting elements.

Guidelines

a) Support active transportation use for participants in programming by ensuring there are multiple public access points and connections, creating trail connections, and providing bike parking facilities.

b) Support adjacent interior uses (e.g. – retail, office, residential, dining).

c) Promote passive recreation, including sitting, walking, and socializing.

d) Provide opportunities for individual and modestly scaled group recreational activities.

e) Be flexible in its design to support four-season use and temporary programming, including events, festivals and markets.

Flexible design accommodates movie night, City Hall Square, Guelph

Flexible design accommodates skating, City Hall Square, Guelph

Skating rink at Quaker Foods City Square, Peterborough

Hardscaping

Hardscaping plays a significant role in the design of urban parks. Given the space constraints that many urban park typologies are subject to, hardscape may make up the majority, if not all, of the ground level surface. The selection and design of the paving material will affect the usability and comfort of the space, as well as its aesthetics and character. Furthermore, the selection of hardscape materials should take into consideration issues of climate change, in particular urban heat island mitigation and stormwater management.

Guidelines

a) Provide a safe walking surface for all users, with special implementation of universal accessibility. Walking surfaces should specify a non-skid material.

b) Design hardscaping for passive cooling. Light coloured or high albedo materials, and open grid or porous surfaces help to mitigate urban heat island effect.

c) Select high quality materials that contribute to the character of the space and the surrounding area.

d) Where unit paving is used, ensure that differential settlement and heaving is mitigated long term. Consider incorporating a concrete base below the unit pavers.

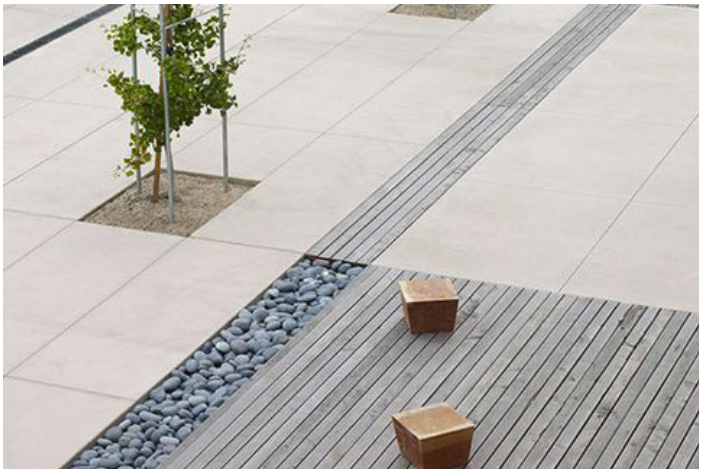
e) Select paving materials that have a long lifespan. Prepare a maintenance and repair manual as part of the design deliverables.

f) Where built over structure, ensure high quality membrane materials that have a long lifespan. Prepare a maintenance and repair manual as part of the design deliverables.

g) Provide unobstructed circulation routes through or around the space. Provide a minimum 2.1 metres wide pedestrian clearway.

h) Incorporate guiding edges and contrasting materials along the edges of main circulation routes, especially where located adjacent to open hard surface areas.

Distinctive paving in Place Bourge, Montreal, Quebec



Variety of high quality paving material

Unobstructed paving surface for pedestrians, Bellvue Park, Toronto

Softscaping

Softscaping, including planting beds and areas of sod, helps to establish the identity of the park, supports passive and active recreation, and provides a range of ecological benefits. Plant material helps to lower the ambient air temperature, absorb excess stormwater, improve air quality, and support local fauna and pollinators. Perennials and shrubs provide an excellent opportunity to inject vibrant colour and texture into a space, a quality typically lacking in urbanized areas.

Guidelines

a) Use planting to provide visual interest. Consider incorporating a variety of colours, textures, heights, and forms throughout the open space.

b) Ensure that planting material does not obstruct visibility through the site. Use CPTED principles while developing the planting strategy.

c) Use planting material to establish a comfortable microclimate (e.g. – provide wind and noise reduction).

d) Plantings, should be low maintenance, drought tolerant, pest and disease resistant and tolerant of salt and other pollutants.

e) Provide planting beds that are a minimum of 600mm in width to ensure the beds have some significance.

f) Where non-drought tolerant species are used, provide automatic irrigation.

g) Encourage the design of irrigation systems to both conserve potable water and utilize rainwater.

h) Softscaping can be used to form guiding edges and contrast along the edges of main circulation routes, especially where walkways are located adjacent to open hard surface areas.

Planting beds do not obstruct views into the park

Planting provides visual interest.

Seating

Seating is a key amenity in all types of urban parks. Seating should be designed to be accessible, inviting, durable and comfortable and chosen based on the site conditions, park design and operations and management framework. A variety of seating types should be considered, such as: benches and chairs; seat walls; fixed chairs with a table; movable chairs, including with tables; and, informal seating (e.g. – lawn, platforms, steps, ledges).

Guidelines

a) Provide a variety of seating types. In Urban Community Parks and Urban Squares provide at least two seating types. In Connecting Links, Pocket Parks and Sliver Parks provide at least one type of seating.

b) Provide seating in both the sun and the shade.

c) Provide a variety of configurations to accommodate individuals and groups.

d) Consider movable chairs and tables (or tethered) to accommodate flexibility in use, depending on specific maintenance and operations for the Urban Park.

e) Optimize four-season comfort when selecting seating materials and finishes (e.g. – wood is more comfortable during cooler seasons).

f) Orient seating to provide engaging views, encourage informal surveillance, and increase comfort.

g) Provide a range of backed and backless seating, and benches with and without arms, to accommodate a variety of users. Backed benches should be considered as a preferred accessible option.

h) Provide spaces in seating areas to accommodate mobility devices.

i) Set a metric for providing seating at regular intervals on busy pedestrian streets. The Global Alliance on Accessible Technologies and Environment (GAATES) cites a best practice of the provision of seating every 30 metres in their *Illustrated Technical Guide to the Accessibility Standard for the Design of Public Spaces*.

Moveable seating

Seating and tables near Jean Talon Market, Montreal

Long backed and unbacked benches, New York City

Lighting

Lighting plays a key role in the design, comfort, usability, and safety of an urban park. Lighting can be used to enhance design elements, articulate adjacent facades, facilitate wayfinding, and animate the site. Light also extends the usable hours of the park into the evening and at night.

Guidelines

a) Provide adequate lighting to improve safety in the space. Consult Crime Prevention Through Environmental Design (CPTED) for additional direction.

b) Use fixtures that are dark sky compliant, which reduce glare, light trespass, and light pollution, including use of full cut-off lighting.

c) Use fixtures that are energy efficient, with automated timers.

d) Create a standardized palette of types, styles and varieties of decorative lighting for parks that takes into account maintenance requirements, and minimizes the total number of types used.

e) Use a variety of lighting scales and types, including lighting bollard, pedestrian lights, and catenary lighting.

f) Where events are anticipated, incorporate electrical hookups and event signage into the light posts.

g) Use lighting to clearly identify the path of travel through the site.

Lighting identifies the path in a park

Creative and dynamic use of lighting in a park

Public Art

Public art can be used as a placemaking and programming element within an urban park. It can integrate cultural heritage into the fabric of the park, or establish a new narrative for the community. Well designed, engaging, and thought provoking public art has the potential to be a draw to visitors, and can contribute to the success and vitality of the space. A single public art piece can serve as an organizing element for the urban park or identify significant gateways or points of arrival. A series of art pieces can also act as wayfinding elements.

Guidelines

a) Allocate a percentage of capital cost of new park projects for public art.

b) Create a fund for public art maintenance and an account to pool public art funds.

c) Public art should be considered throughout the planning and detail design for urban park projects with a public artist included as a core member of the team.

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

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

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

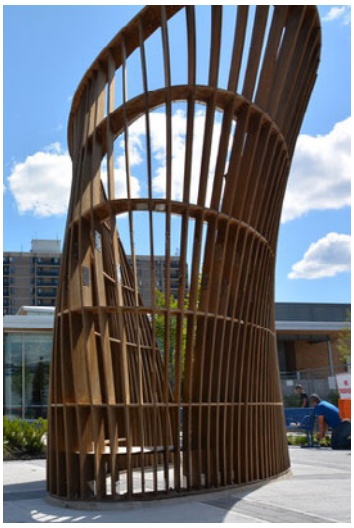
g) Public art should not impact, or be diminished by existing or planned utility locations.

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

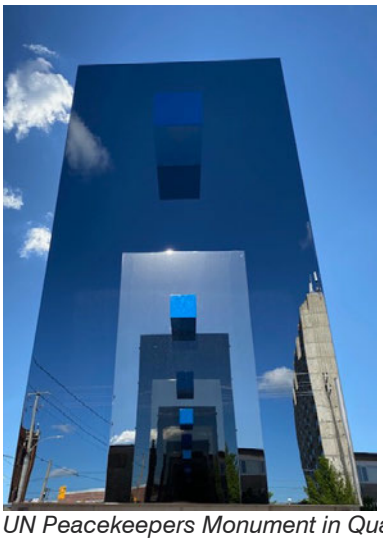
i) Appropriate maintenance procedures should be secured with the installation of public art.

j) Selection of public art will include the involvement of the City of Peterborough's public art facilitator to ensure consistency with the goals of the Official Plan and the City's Public Art Policy and Procedures (2022).

Watermark by Gerald Beaulieu, Fredericton, New Brunswick



Your Story by Patrick Li at Library Square



UN Peacekeepers Monument in Quaker Foods City Square

Other Features

Urban parks should also consider including a number of other facilities that support a variety of active and passive programming amenities.

Guidelines

a) Playgrounds, play equipment, outdoor workout equipment will be approved by the City. Play areas are to be set back from the street. Grading around playground areas is to be designed to allow clear views into the play area from the road and surroundings.

b) Drinking fountains and bottle stations may be appropriate for certain locations.

c) Dog runs may be considered within the context of the City's Off-Leash Dog Park Policy (2013) and will only be appropriate in Urban Community Parks. The Urban Community Park must be able to accommodate a fenced area with a preferred minimum enclosure of 8040 square metres (2.0 acres) with segregated areas for large and small dogs. Off Leash Dog areas should be well buffered from playgrounds, splash pads, wading pools, pedestrian activity areas and horticultural displays.

d) Waste and recycling receptacles should be selected in coordination with seating.

e) Spray pads or similar water play features may be provided depending on the park size. Water supply, plumbing and drainage will conform to requirements of the City.

f) An amphitheatre/performance stage may be appropriate depending on the urban park type, the park location and programming anticipated.

Overhead shade structure

Games tables, New York

Water play feature at Tuner Park, Peterborough

peterborough