INTRODUCTION

KITCHENER’S NEW NEIGHBOURHOODS

The City of Kitchener is committed to ensuring that its residents enjoy a high quality of life through the creation of attractive, walkable, transit supportive neighbourhoods that contribute to complete communities.

Where Do The Guidelines Apply?

The City’s Design for New Neighbourhoods will apply to undeveloped lands designated as ‘Community Areas’ in the City’s Urban Structure schedule in the 2014 Official Plan. These guidelines are intended to be used in the development of new communities or neighbourhoods mainly through Plan of Subdivision or Condominium.

Working With The Guidelines

This section of the manual includes an additional section, Establishing Neighbourhood Structure, to assist with the master planning of New Neighbourhoods.

The City supports the preparation of a Conceptual Master Plan to illustrate the proposed neighbourhood areas and connections such as the street network, pedestrian linkages, the hierarchy of parks and open spaces, lotting plans and other prominent features.

This Conceptual Master Plan should guide the neighbourhood design and be developed with City staff’s support at the early stages of planning.

It is expected that the conceptual master plan and the design objectives (outlined below) will form the basis of the Urban Design Report/Brief.

Design Objectives

Combined and interwoven, the following nine objectives can contribute to neighbourhood designs that are focused, appealing, and take full advantage of both existing and new assets and opportunities. The design objectives for new neighbourhoods are identified as:

<table>
<thead>
<tr>
<th>Objective</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walkability</td>
<td>Create walkable neighbourhoods that are well connected and fully accessible to transit, major destinations and surrounding neighbourhoods.</td>
</tr>
<tr>
<td>Variety</td>
<td>Build neighbourhoods that provide a range of housing types, parks, neighbourhood focal points and accommodate open spaces.</td>
</tr>
<tr>
<td>Placemaking</td>
<td>Create quality streetscapes and contribute to neighbourhood character and identity.</td>
</tr>
<tr>
<td>Conservation</td>
<td>Conserve, protect and integrate existing natural and cultural heritage resources.</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Provide a fully connected and integrated transportation network including streets, pedestrian and cycling connections, transit facilities and trails.</td>
</tr>
<tr>
<td>Transit Supportive</td>
<td>Design and build neighbourhoods that support transit.</td>
</tr>
<tr>
<td>Safety</td>
<td>Use design practices that create safe neighbourhoods.</td>
</tr>
<tr>
<td>Viability</td>
<td>Use design practices that promote economic sustainability.</td>
</tr>
<tr>
<td>Liveability</td>
<td>Use design practices that contribute to environmental sustainability, the celebration of arts and culture, and healthy and complete communities.</td>
</tr>
</tbody>
</table>
**EXISTING SITE FEATURES**

1. Conserve and integrate natural features such as mature trees, woodlands, valleylands and wetlands (and required buffers) through appropriate supporting environmental studies and land conveyance, creative parks and open space design, street alignments and alternative lotting or floor plan configurations.

2. Identify existing cultural heritage resources through a Heritage Impact Assessment (HIA) and determine appropriate conservation techniques. Preferably, these resources should be conserved on their original sites. If relocation is identified as a recommended conservation option, the cultural heritage resource should be relocated to a lot within the new neighbourhood to ensure a genuine sense of place is maintained or created.

3. Establish and preserve views and vistas to prominent on-site and nearby natural features and cultural heritage resources. This could be accomplished through the strategic location of park and open spaces and street design.

4. Provide buffer areas around existing natural features, such as woodlands and significant wetlands, as appropriate, to help ensure conservation. Buffers should be established through Environmental Impact Assessments and/or Tree Management Policy.

5. Identify existing and planned transportation routes and railways. Locate land uses in a way that is compatible with noise and vibration from roadways and rail. Use natural berms, plantings and grades to screen roadways and provide sound attenuation when building massing is not a feasible option.

**CREATING WALKABLE NEIGHBOURHOODS**

1. Design sites to have convenient, accessible and direct pedestrian and cycling access to surrounding neighbourhoods, parks, shopping areas, schools, places of employment and worship, transit routes and neighbourhood focal points.

2. Design neighbourhoods based on a 5-minute walking distance (400 m radius) between major pedestrian destinations such as transit stops, schools, neighbourhood parks and commercial spaces. Longer walking distances may be considered for additional larger scale park spaces and commercial areas.

3. Provide park spaces at strategic locations that create pedestrian and cycling linkages between neighbourhoods.

4. Provide multiple street, pedestrian and cycling linkages to support connections between and to community trails, transit stops, arterial streets, and planned commercial and employment areas.

5. Provide mid-block pedestrian and cycling connections along long streets (i.e. > 200m) or to provide access to focal points or trails. Mid-block connections should have a right-of-way of at least 9m in width.

6. Locate institutional and commercial uses close to the street to prioritize pedestrian movement, animate the street and to provide for a positive pedestrian friendly public realm.

7. Create pedestrian friendly streets through means including attractive building facades, street trees, landscaping and interesting streetscape elements.
### STREET TYPOLOGIES

#### Arterial Streets
- **ROW (Right Of Way)**: 30m
- **AADT (Annual Average Daily Traffic)**: 12,000 - 20,000
- Create a local street system that is integrated with the arterial street with multiple points of access ranging in spacing between 200-400m.
- Create attractive streetscapes through a variety of design solutions which may include landscaped buffer blocks, landscaped medians, enhanced streetscape elements and front-lotted development.

#### Collector Streets
- **Community Collector**
  - **ROW**: 26m
  - **AADT**: 8,000 - 12,000
  - Consider a variety of collector street hierarchies to accommodate bicycle lanes, on-street parking, streetscape elements and transit.
  - **AADT**: <2,000
  - Provide a modified grid street system with multiple street connections to arterial streets and abutting neighbourhoods.
- **Neighbourhood Collector**
  - **ROW**: 20m
  - **AADT**: 2,000 - 8,000
  - Provide dedicated bicycle lanes along collector roads providing access to major trails, employment and to regional bicycle facilities, where appropriate. Consider existing or planned bicycle routes to be extended in future plans.

#### Local Streets
- **ROW**: 18m
- **AADT**: <2,000
- Block length should not exceed 200-250m in length unless site features or other special circumstances dictate otherwise.
- **AADT**: 2,000 - 8,000
- Design streets to create terminating views at public buildings, parks, focal points and vistas.
- Design street alignments to emphasize slow/safe vehicular traffic speeds and to respond to existing site features.

#### Priority Streets
- Identify prominent streets as ‘priority streets’ on the conceptual master plan.
- Locate entrance features and enhanced landscape elements on priority streets. Special attention should be placed on street function, lotting patterns and intersection design.

### PARKS HIERARCHY

#### Parks & Open Spaces
- Establish an interconnected open space system through an appropriate distribution of park spaces that include: large neighbourhood parks, smaller parkettes, strategically located green connections, plazas and greenways. Integrate these with existing area features and assets.

The following open space typologies should be considered when designing new communities:

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Areas</td>
<td>Land that is generally intended to be preserved in its natural state. These range from small local features to regionally significant natural areas, depending on size, location and level of public access.</td>
</tr>
<tr>
<td>City-Wide Parks</td>
<td>Parks that provide multi-activity or multi-sport venues and/or serve specialized recreational, social or economic functions.</td>
</tr>
<tr>
<td>District Parks</td>
<td>Community-level parks providing access to scheduled and/or unscheduled outdoor and indoor recreation facilities and amenities serving multiple neighbourhoods.</td>
</tr>
<tr>
<td>Neighbourhood Parks</td>
<td>Local parks providing walkable access and passive open space areas, playground facilities and other outdoor recreational and leisure amenities.</td>
</tr>
<tr>
<td>Urban Greens</td>
<td>Smaller green spaces designed to provide rest and shade along trails and within the urban environment, including parkettes, commons and lookouts.</td>
</tr>
<tr>
<td>Urban Plazas</td>
<td>Open areas designed for public use, generally defined by surrounding buildings and/or streets.</td>
</tr>
<tr>
<td>Greenways</td>
<td>Linear green spaces providing connections among parks, trails and other open space areas and public realm elements within the urban environment.</td>
</tr>
</tbody>
</table>
Lot Design

Establish a mix of frontages along streets to ensure variety and to maximize on-street parking.

Provide a mix of lots for different dwelling types within a neighbourhood and on a block.

Orient and locate higher density blocks in close proximity to transit routes and stops, arterial and collector streets, planned commercial areas or other appropriate locations.

Provide a mix of townhouse block lengths.

Ensure cluster townhouse development includes units which address public streets.

Consider small lot frontages in close proximity to neighbourhood park spaces and within walking distance to planned commercial areas.

Design lotting patterns to conserve and respect existing natural and environmental resources.

On corner lots, building design is to address both street frontages.

Ensure all rear yards have sufficient, liveable and useable space.

Avoid negative impacts such as steep grades or berm encroachments to required rear yards.

Priority Lots

Priority lots are located prominently within a neighbourhood and should be identified according to the following categories:

**Gateway Lots** (G)
Lots where site, landscape and building design all act to symbolize entrance to (or arrival at) a district or neighbourhood. Design gateway lots as focal points with a prominent architectural presence facing the public realm and directly address all street frontages.

**Corner Lots** (C)
Lots with multiple street frontages. Consider approaches such as larger single detached lots (12-16m) with building design addressing both street frontages or smaller lot frontages (<15m) with the front door facing the primary street and the garage facing the minor street. Alternatively, consider asymmetrical semi-detached lots with front doors facing both streets.

**Terminating Vista Lots** (T)
Lots at the end of streets, intersections or pedestrian connections. Align lots to centre on terminating vistas. Design buildings to address terminus view such as aligning the front door with the terminus view and locating driveways to the outside portion of the terminating lot.

**Park Space Lots** (P)
Lots which front on or are adjacent to park spaces. Place buildings to directly address and frame park spaces and provide natural surveillance.

**Window Street Lots** (W)
Lots which front onto a window street, which are single loaded local streets abutting an arterial road. These are good candidates for row housing or stacked townhouses.

**Heritage Area Lots** (H)
Lots with or immediately adjacent to a cultural heritage resource. Respect and defer to the context of the area (and the recommendations of Heritage Impact Assessments and Conservation Plans) when creating the lotting pattern and built form for new development.

**Conservation Block Lots** (CB)
Lots within conservation blocks or adjacent to natural heritage features. Design to minimize impacts on natural areas while providing appropriate built form and access to preserve and enhance existing features.
Below is a sample Conceptual Master Plan, with dots for Existing Site Features, Creating Walkable Neighbourhoods, Street Typologies, Lotting Patterns and Parks corresponding to the notations from previous pages. This is for reference purposes only, as this is a conceptual image meant to demonstrate many elements of New Neighbourhood design simultaneously. It is not expected or necessarily preferred that a real-world proposal resemble the below image literally. Additionally, while each element is noted once on this plan for clarity, in reality there may be several instances of a certain feature (e.g., gateway lots or local streets).
## INCLUSIVE DESIGN

### Safety

New neighbourhoods are to be designed through a comprehensive master planning exercise that achieves high levels of both real and perceived safety.

Enhance safety at the community design stage by fronting parks, open spaces and amenity areas onto streets, providing natural surveillance on sidewalks, trails, cycling pathways and multi-use pathways, and by fronting housing onto streets and open spaces.

Provide clear, continuous and highly visible pedestrian circulation that connects building entrances, parking areas, and shared spaces to the sidewalk and street.

Design all shared and public spaces to increase the presence of people, and design all sites and buildings to maximize the ability of occupants to provide natural surveillance into these areas.

Prioritize user and pedestrian safety when designing lighting, landscaping and functional elements such as parking, access and servicing areas.

A Crime Prevention Through Environmental Design (CPTED) Report will be required of any proposals where safety concerns are identified.

### Universal Design

Consider ways to provide enhanced visitability for units, to allow for friends and family of all abilities to comfortably visit. This includes limiting and simplifying stairs, minimizing pedestrian travel distances, and creating clear, straightforward pathways to and from units.

### Age & Family Friendly Design

Provide the greatest possible mix and variety of housing and unit types, sizes and tenures.

Provide amenity spaces which are suitable for families, young children, and older adults. Design these spaces to be shared amongst different age groups, including making them large and flexible enough to accommodate more than one user type and activity simultaneously.

Consider ways to make units, storage, bicycle parking and private amenity areas more convenient and accessible to families and persons using mobility aids.

### Social Infrastructure

New neighbourhoods should provide commercial and institutional spaces that can lend themselves well to social services and other social infrastructure. All neighbourhoods should have the potential to accommodate social infrastructure objectives.

### Arts & Culture

Arts & Culture is a valuable and often overlooked asset in new neighbourhoods. Identify potential opportunities for public art installations and arts and culture spaces.
It is critical to design new neighbourhoods to encourage active recreation by being transit supportive and walkable, and by providing quality cycling infrastructure and comprehensive connectivity to the parks and open space network.

Integrate shared space design with landscape design, and consider ways to create, promote and enhance recreation and leisure activities.

Maximize opportunities for passive solar gain and natural ventilation.

Design mixed-use and multi-unit residential buildings to be adaptable over time to changing uses.

Consider passive techniques and innovative technological approaches for stormwater management, water use reduction, grey water recycling, and waste water removal.

Prepare a waste reduction plan to minimize construction waste.

Incorporate appropriate sustainable technologies to improve energy efficiency such as on-site power generation, stormwater infiltration, high-efficiency lighting and building insulation.

Explore the use of renewable energy systems and energy efficient technologies such as high efficiency appliances, solar panels, natural ventilation and smart controllability of systems.

Avoid the use of dark surface materials to limit urban heat island effect.

Maximize natural lighting and passive solar gain in the winter to reduce energy consumption. This includes building placement and orientation, landscape design as well as architectural elements such as the location and design of windows and other openings and vertical and/or horizontal shading devices designed for winter sunlight ingress and shade during summer.

Design for adaptability to changing climate conditions and increasing extreme weather events including high r-value enclosure design, flood mitigation measures where flooding may be a concern, and addressing extreme heat events through both massing and mechanical elements.

Greenfield development can be particularly impactful on local bird and wildlife habitats. Respond to these impacts in a sensitive and comprehensive manner.

Ensure that all new development mitigates microclimatic impacts, particularly along active transportation routes, in parks and public open spaces and at transit waiting areas.

Design new residential projects to passively provide access to natural light as well as shaded areas and to provide shelter from winds as well as natural air movement through the site.

Provide a mixture of coniferous and deciduous trees. Concentrate deciduous tress to shade south and south-west windows from the summer sun. Concentrate coniferous trees on the north and northwest to screen prevailing winter winds.

Transit waiting areas, active transportation routes and parks and public open spaces are to offer a seasonally appropriate mix of direct sunlight and shaded areas, cumulative wind speeds that are appropriate for sitting, standing and walking, and protection from the elements.

Design transit waiting areas, active transportation routes and parks and public open spaces for winter activity and program them such as they are useable, comfortable, safe and attractive year-round.

Use a variety of colours, human-scaled lighting, public art, four-season landscaping and other techniques to bring warmth and visual interest to new neighbourhoods.
<table>
<thead>
<tr>
<th><strong>STREET DESIGN</strong></th>
<th><strong>04.3.4</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Traffic Calming</strong></td>
<td>Provide traffic calming along collector streets and at major pedestrian intersections and crossings such as parks, community trails, planned commercial areas and school sites. Provide proactive traffic calming measures and design in accordance with the City’s Development Manual &amp; Complete Streets Guidelines. This may include textured/coloured pavement, curb extensions, stop-control mechanisms and landscaped medians. Identify proposed traffic calming locations should identified in the urban design report.</td>
</tr>
<tr>
<td><strong>Intersection Design</strong></td>
<td>Design intersections to slow traffic. Prioritize safe crossings for cyclists and pedestrians. Use curb extensions to calm traffic and shorten pedestrian crossing distance. Provide enhanced intersection crossings at destination points, such as transit stops, community, retail and civic spaces, schools, parks, public open spaces and social resources.</td>
</tr>
</tbody>
</table>
| **Street Trees** | Provide a continuous street tree canopy with large, medium and small stature trees distributed appropriately throughout the streetscape. Ensure adequate soil volumes and satisfy the specifications outlines in the City’s Development Manual. Provide diverse tree species. Consider planting themes to establish an hierarchy for intersections, trailheads and gateways. Provide double-loaded (paired) street trees along park space frontages, open space frontages, non-residential development frontages or reverse lotted frontages. Provide additional street trees along landscaped medians, trailheads and pedestrian connections. 

**DYK?** Diverse tree species add visual interest, minimize the threat of disease and enhance the resilience of the urban forest. |
| **Focal Points & Gateways** | Provide gateway features such as wayfinding elements, public art, walls, arches, and water features individually or in combination with one another. Gateways are typically located at significant neighbourhood entry points. Provide smaller scale, lower maintenance entrance features at secondary gateways, such as natural landscape features featuring native plant species. Coordinate gateway themes through use of similar landscape materials, public art, signage, lighting and featuring streetscape elements to establish a neighbourhood identity. Development should face gateway features and provide architecturally enhanced, articulated building elevations that contribute to a sense of place and neighbourhood entrance. Landscape medians should be designed at neighbourhood entrances as follows: 

**Preferred Landscaped Median** (>2m). Provide large canopy trees with low height plant materials. 

**Narrow Landscaped Median** (1.5-2.0m). Provide low growing non-woody vegetation. Provide structural soils and adequate soil volumes for small trees. Provide enhanced boulevard treatment by planting large canopy street trees where adequate soil volumes exist, consistent with the City’s Urban Forestry objectives. |
| **Wayfinding** | Provide high quality wayfinding elements such as neighbourhood specific street signs to contribute to a neighbourhood’s unique identity. Wayfinding is to focus on connecting people to destination points, such as transit stops, community, retail and civic spaces, schools, parks, public open spaces and social resources. |
| **Street Furniture** | Provide appropriate street furniture and landscape elements such as benches and garbage receptacles. Provide higher quality street furniture at transit stops, along ‘Priority Streets’, gateway entrances and planned commercial areas. Provide clear areas for winter maintenance. Provide high quality street lighting that functions as a unifying streetscape element and contributes to a consistent neighbourhood character. Integrate postal delivery sites into the streetscape, particularly within active park spaces, along flankage lots and focal points. |
## PARKS & OPEN SPACES

### Access & Location

Locate parks and open spaces as focal points of new development and centres of activity. Parks and open space should be provided within a 5 minute walk of all dwellings.

Prioritize public safety, both real and perceived, in all parks and public space design.

### Connectivity

Provide pathways through parks that reflect desire lines, particularly at street intersection locations. Provide enhanced landscaping along pathways.

### Park & Open Space Design

Consider a variety of functions, facilities and features in each park space such as playground equipment, seating areas, information kiosks, street trees, plant materials, neighbourhood mailboxes, interpretative signage, landmarks, linkages and passive naturalized areas.

Park spaces should be built during early phases of the development.

Provide enhanced perimeter street tree planting along street frontages.

Locate playground structures with clear visibility to public streets. Provide equipment for children of a range of ages and abilities.

Provide a balance of hard and soft landscape materials at street corners. Consider hardscape surfaces to accommodate street furniture such as bike racks, benches, mail boxes and signage.

Incorporate seating areas into play areas with waste and recycling receptacles and trees for shade.

Consider sheltered facilities in programmable park spaces.

### Community Trails & Walkways

Visually emphasize connections to the community trail system through increased trail or walkway width (9m right-of-way). Consider special treatments at trailheads such as higher quality landscape features, benches, high quality paving patterns, and wayfinding signage.

Integrate trails with natural and open space features, lighting and wayfinding.

At major trail crossings, design for pedestrian priority through landscaped medians, traffic calming measures, and/or enhanced paving treatments.

Recognize historical settlement patterns/routes through special pedestrian crossings/landscaping.

Design trails so that they are at least 3m from property lines with opportunity for landscaping.

Trails and multi-use pathways are not to be made up of street sidewalk segments.
COMPATIBILITY

Scale & Transition
Respect and complement existing and planned neighbourhood characteristics including heights, setbacks, orientation, building width, length and architectural rhythms.

Where new development is proposed which is larger or taller than its existing and planned context, provide massing, architectural elements and landscaping that respects adjacent sites.

Design the ground floor and street facades of new buildings to conserve and enhance human-scaled streetscapes.

New Development

New Development In Existing Neighbourhoods
Introduce or enhance gateway features and tree planting in mature neighbourhoods.

Introduce or enhance pedestrian connections to major destinations such as parks, open spaces and planned commercial areas.

Complement existing park spaces through the introduction of new and expanded parks.

New development should complement the existing neighbourhood character through compatible building design, scale and landscaping.

Integrating Neighbourhood Commercial Centres
Place neighbourhood commercial centres within walking distance of surrounding neighbourhoods and in close proximity to public transit.

Locate building mass close to the street, particularly at street intersections.

Provide on-street parking for street-fronting businesses.

Provide multiple pedestrian connections to commercial development including direct sidewalk connections at intersections and perimeter sidewalk connections.

Design neighbourhood commercial centres to complement the surrounding residential character.

Street-facing building facades should be highly transparent.

Provide compatible building signage that respects the building form and architectural features.

Provide an enhanced landscape buffer between parking areas and residential properties.

Promote higher density housing, such as townhouse units, stacked townhouses or multiple dwellings within or adjacent to neighbourhood commercial centres.

CULTURAL & NATURAL HERITAGE

Heritage Resources
Conserving cultural and natural heritage resources within new neighbourhoods is of critical importance, as doing so promotes diversity, gives variety to the urban fabric, reflects and enhances the cultural history of neighbourhoods and encourages urban exploration, sustainability, and the perpetuation of Kitchener’s living history of natural systems.
### Site Design

Provide a variety of architectural styles along each street and avoid repetition of identical materials, features and building massing. Provide variations in roof-lines, window placement, materials, colour, porches and accent features.

Provide enhanced building facades in prominent locations including for all priority lots.

Provide porches of at least 1.5m in depth, particularly on priority lots and along priority streets.

Provide a variety of architectural features and details such as projections, window bays, articulated window detailing, dormers/clerestories and articulated masonry/cladding patterns.

Ensure primary front doors are parallel with the building facade and facing, visible and useable from a public street. Architectural features such as porches or porticos should reinforce the entrance and promote activity.

Balance window openings along side elevations. Consider centrally located bay windows.

Provide individual garage doors on houses with double car garages.

### Priorit Lots

**Types**

**Gateway Lots (G)**

Provide highly articulated building facades with enhanced, unique and recognizable architectural treatments such as brick or stone facades exclusive to this lot type, architecturally prominent massing, recesses, bay windows, porches, glazing and other details. Buildings on gateway lots should signal that a transition is occurring between neighbourhoods or districts and act as landmarks for wayfinding purposes.

**Corner Lots (C)**

Provide both street facing elevations with a high level of architectural resolution. Emphasize the corner through massing, materials and features such as wrap-around porches. Provide enhanced window treatments such as bay windows along the exterior side elevation and consider the continuation of the same materials and detailing on all visible facades. Consider brick facades and expressive architectural features such as dormers, porches, window projections and articulated roof design. Locate front doors facing primary street frontages and enhance the doorway through architectural enhancements. Provide garages on secondary streets. Locate utility meters in internal side yards away from public view.
### Built Form On Priority Lots

**Terminating Vista Lots (T)**
Locate the building entrance or primary architectural feature at the terminating vista focal point. Consider large front windows, porches, gable elements and strong vertical elements such as dormers and enhanced roof lines to accentuate vista. Garages should be recessed behind the front porch or in-line with the habitable portion of the dwelling.

**Park Space Lots (P)**
All elevations facing parks or publicly accessible open spaces should have a similar design quality to that of a front/street facing elevation, including high quality materials, door and window treatments such as bays, dormers and projections, and architectural features such as porches and private amenity spaces.

**Window Street Lots (W)**
Provide a variety of building elevations and roof treatments facing arterial streets with emphasis on strong vertical and horizontal massing that can be read at a distance. This includes entryways, window treatments, porches and private amenity spaces. Garages should be integrated into the building design and not dominate the streetscape.

**Heritage Area Lots (H)**
Provide design variety, colour, details and materials to enhance the character of the neighbourhood surrounding the cultural heritage resource. Colours should be selected from an approved heritage palette. Provide complementary, high quality materials and architectural features. Provide compatible rooflines on buildings adjacent to built heritage resources. Further design considerations may be articulated in an Heritage Impact Assessment, Conservation Plan or Design Guidelines prepared in support of the development application.

**Conservation Block Lots (CB)**
Provide built-form, materials, details and building systems which minimize shadow, artificial lighting, wind or stormwater impacts on adjacent or nearby natural heritage features and functions.

### Shared Spaces

#### Outdoor Amenity
Design outdoor amenity spaces for all users. Provide amenity spaces in locations with good natural surveillance from units, public spaces and the street. Maintain amenity spaces year round.

Avoid locating shared outdoor amenity where it is visually isolated or abuts parking areas, drive aisles or servicing and utility areas. Where this cannot be avoided, provide substantial screening in the form of landscaping and architectural elements and upgrades.

Provide outdoor amenity in the form of large, continuous, dedicated spaces. Avoid dividing up at-grade outdoor amenity into too many smaller spaces where possible. Avoid overly linear (long and narrow) spaces in favour of more equally proportioned spaces that can accommodate a greater variety of programs and recreational and leisure opportunities.

#### Landscaping
Provide landscaping between driveways, laneways, parking areas and side and rear property lines.

Limit the width of driveways to reduce the amount of paved surfaces in the front yard.

Provide front yard walkways with unobstructed access from front doors/lobbies to the sidewalk. Consider paving materials such as impressed coloured concrete and interlocking stone. Minimize the use of impermeable surfaces. Use permeable materials where possible.

Use hard and soft landscaping treatment to provide a distinction between public and private amenity areas at the front of a building.

On corner lots, fencing across the exterior side yard should be placed behind the rear building elevation to avoid blocking the building elevation facing the public street.

#### Public Art
Developer, City and citizen-led public art projects should be welcomed and integrated into new neighbourhoods. Public art should reinforce and enhance neighbourhood character and assist in creating memorable experiences, wayfinding, and social connections.
## SITE FUNCTION

### Vehicular Access & Parking

Provide 1 on-street parking space for every 2-single detached dwelling units.

Locate on-street parking spaces at least 9.0 metres from street intersection.

Consider lotting patterns that accommodate on-street parking such as larger single detached lots (≥11 metres) and townhouses or apartment blocks with rear laneways accessing garages.

Provide on-street parking along park or open space street frontages.

Provide on-street parking that does not conflict with trail crossings. Do not allow parking to compromise visibility for pedestrians, cyclists and drivers at trail crossings.

### Driveways

Minimize areas dedicated to driveways to allow for increased landscaping and amenity space.

Avoid locating driveways in close proximity to property lines where an adjacent property contains a driveway abutting the same property line.

Use contrasting materials for walkways and driveways to provide visual and tactile variety between surfaces and safely delineate pedestrian circulation routes through the site.

On sites with rear lanes and on corner lots, provide parking access from the lane or side street.

Place driveways to the side or rear of buildings, except where they directly align with and are not wider than their related garage.

Limit both the quantity and width of accesses to reduce the amount of paved surface and number of curb cuts. In most cases no more than one driveway will be permitted.

Driveways should not conflict with transit stop locations.

Use permeable paving options wherever possible.

### Servicing & Utilities

Integrate and screen service elements (loading areas, utility meters, transformers, HVAC equipment) into the building and site design so that they are not visible from the street and their impacts are minimized.

Consolidate utility boxes, meters, and HVAC to minimize their visual impact while ensuring suitable accessibility for maintenance. Consider innovative ways to integrate services into streetscape features or architectural elements.

Incorporate any required above-grade utility and servicing structures into the residential streetscape through compatible building design, screening elements and landscaping, while ensuring appropriate maintenance access.

### Waste & Recycling

Waste storage areas are to be fully enclosed and screened from public view, first through thoughtful design of site and building elements (including placement and orientation), then through landscape screening.

Provide safe and convenient recycling options including secure and generous sorting rooms, options for organic materials, and roll-out or outdoor waste locations that do not negatively impact the streetscape, shared spaces, or building occupants (noise, odour).

### Noise Mitigation

Provide front-lotted development or non-residential development adjacent to arterial streets. Avoid rear-lotted development adjacent to street noise sources.

Where noise mitigation cannot be achieved through building placement, implement passive techniques such as changes in elevation, berms, and landscape screening elements.

Where acoustic barriers are required, provide an architecturally appealing barrier with a 3m minimum landscape buffer. Provide low-maintenance landscaping between the barrier and sidewalk. Consider high-quality masonry style acoustic barrier with architectural detailing.
### DESIGN REVIEW CHECKLIST

<table>
<thead>
<tr>
<th>Step</th>
<th>Task</th>
<th>Y/N</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Context</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>01</td>
<td>Establish a Community Vision</td>
<td></td>
<td>City/Applicant</td>
</tr>
<tr>
<td>02</td>
<td>Prepare an Existing Conditions Plan</td>
<td></td>
<td>Both</td>
</tr>
<tr>
<td>03</td>
<td>Conduct a Site Walk</td>
<td></td>
<td>Applicant</td>
</tr>
<tr>
<td>04</td>
<td>Engage in a Design and Visioning Session with Staff</td>
<td></td>
<td>Applicant Initiated</td>
</tr>
<tr>
<td><strong>Pre-Submission</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>05</td>
<td>Request a Pre-Submission Meeting</td>
<td></td>
<td>Applicant Initiated</td>
</tr>
<tr>
<td>06</td>
<td>Identify &amp; Discuss Existing Relevant Studies/Plans for the Area (eg. Subwatershed Study)</td>
<td></td>
<td>City</td>
</tr>
<tr>
<td>07</td>
<td>Identify &amp; Discuss the Design Principles for the Neighbourhood/Development to Achieve the Primary Design Objectives</td>
<td></td>
<td>Both</td>
</tr>
<tr>
<td>08</td>
<td>Identify &amp; Discuss the Neighbourhood/Development Vision</td>
<td></td>
<td>Both</td>
</tr>
<tr>
<td>09</td>
<td>Prepare &amp; Discuss a Neighbourhood/Development Conceptual Master Plan</td>
<td></td>
<td>Applicant/Both</td>
</tr>
<tr>
<td>10</td>
<td>Determine Submission Requirements</td>
<td></td>
<td>City</td>
</tr>
<tr>
<td>11</td>
<td>Refine Conceptual Master Plan and Prepare Development Plan for Submission</td>
<td></td>
<td>Applicant</td>
</tr>
<tr>
<td>12</td>
<td>Schedule Additional Follow-Up Meeting, if Desired, to Discuss Refined Plan/Submission</td>
<td></td>
<td>Both</td>
</tr>
<tr>
<td><strong>Submission</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Conceptual Master Plan With Supporting Design Principles and Vision in the Application Submission Documentation (Planning Report)</td>
<td></td>
<td>Applicant</td>
</tr>
<tr>
<td>14</td>
<td>Discussion of how the Development Addresses the Design Brief for Suburban Development in the Application Submission Documentation (Planning Report)</td>
<td></td>
<td>Applicant</td>
</tr>
<tr>
<td>15</td>
<td>Urban design policies and practices articulated in this section will inform decision making through the subdivision review process and design requirements many be implemented through conditions of approval of the Draft Approved Plan of Subdivision.</td>
<td></td>
<td>City</td>
</tr>
<tr>
<td><strong>Circulation</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Planner for the Application File to Include an Identification of Key Urban Design Issues Within Comments to Applicant</td>
<td></td>
<td>City</td>
</tr>
<tr>
<td>17</td>
<td>Applicant to Respond and Work With City and File Planner to Achieve the Design Guidelines</td>
<td></td>
<td>Both</td>
</tr>
<tr>
<td><strong>Approvals</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Has Design for New Neighbourhood Guidelines Been Considered When Preparing Conditions of Approval?</td>
<td></td>
<td>City</td>
</tr>
<tr>
<td>19</td>
<td>Staff Report to Include Discussion of How the Development Addresses the Urban Design Guidelines (Planning Report)</td>
<td></td>
<td>City</td>
</tr>
<tr>
<td>20</td>
<td>Ensure the Design Conditions Are Fully Implemented</td>
<td></td>
<td>Both</td>
</tr>
</tbody>
</table>