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Official Plan Charrette

# Nodes, Corridors & Downtown

## Urban Design Guidelines

August 2018



The Planning Partnership  
Lett Architects

  
peterborough

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## Introduction

The Province of Ontario has established population and employment growth targets that the City of Peterborough must use to plan and manage growth. Much of this growth will need to be accommodated on already developed land through additional density. The City of Peterborough has established intensification corridors that are intended to accommodate a portion of this growth. These corridors are some of the major roads through the city that have transit, a mix of land uses, and in many cases, higher densities already present.

It is important to understand that each corridor is different and will accommodate growth and change in different ways. Existing, predominantly low-rise, residential areas are expected to see smaller scale development that is compatible with neighbouring properties. Parcels of land with parking lots and low-rise commercial/industrial buildings have the most capacity to change and accommodate more intense development. Even though more intense forms of development are needed, the concept of compatibility is still important. New development must consider: high quality design; sensitivity to heritage (built and natural); appropriate transitions to neighbours; and, fit within the overall vision for the City.

The demonstration plans for the nodes and corridors were created at a community workshop. They are intended to illustrate the combined ideas of residents, stakeholders,

municipal representatives, and consultant team for the purpose of informing policies of the City's new Official Plan in meeting the Provincial growth mandate. The accompanying Guiding Framework provides high-level design guidelines for key structuring elements including:

**Public Realm:** the streets, parks, squares, plazas, and trails that are accessible to the public and create the “outdoor rooms” of the city.

**Built Form:** the size, shape, scale, articulation and uses of buildings, both as individuals and in how they relate to each other as a collective.

**Mobility:** the four primary ways of moving around the city: walking, transit, bicycle and private vehicles. All mobility choices should be safe and accessible.

The demonstration plans and the Guiding Frameworks reinforce the guiding principles established for the new Official Plan. The demonstration plans are not intended to represent development proposals for specific properties.

## Urban Design Charrette

June 4-7, 2018

The Urban Design Charrette took place over the course of four days (from Monday June 4th, to Thursday June 7th, 2018) at Peterborough Square (340 George Street North) in Peterborough.

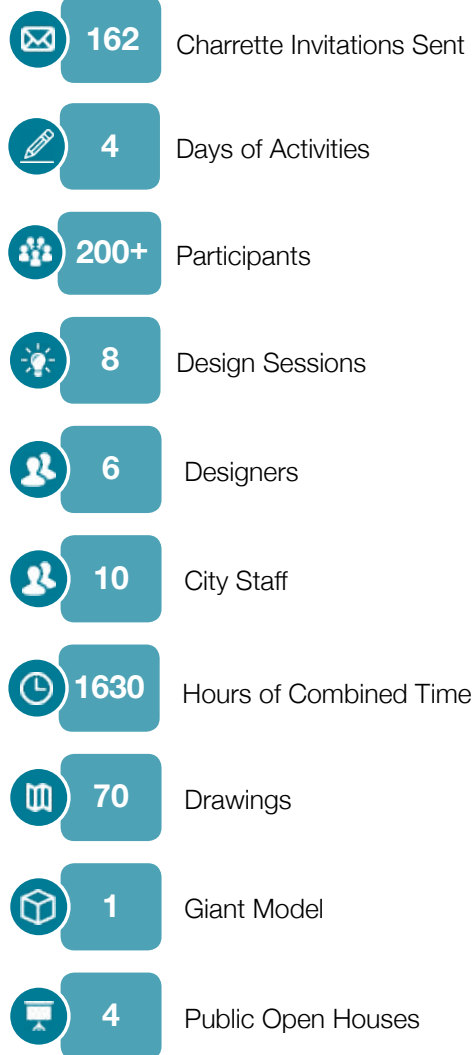
The Design Charrette was held to establish a design framework for how Downtown Peterborough, along with six corridors and eight nodes, should develop in the future. The results of the Design Charrette helped to inform architectural and urban design guidelines and will be incorporated into the City's updated Official Plan.

The Charrette was organized into two parts:

1. Nodes, Corridors and Neighbourhoods (June 4-5th), and;
2. Downtown Peterborough (June 6-7th).

Each day of the Charrette included two design sessions and a pin up presentation and discussion of the concepts generated.

Public Open House sessions were hosted between 6:30 and 8:00 p.m. each day to display the outcomes and residents and other interested parties provided feedback.





## Community Design Charrette Agenda

City of Peterborough				
Official Plan Design Charrette and Architectural and Urban Design Guidelines				
Charrette Agenda				
Date: June 4-7, 2018 Location: Peterborough Square, 340 George Street North (lower level)				
Nodes, Corridors, Neighbourhoods		Downtown		
Monday, June 4	Tuesday, June 5	Wednesday, June 6	Thursday, June 7	
Kick-off & Design Day	Design Day	Kick-off & Design Day	Design Day & Wrap Up	
9:30				
Kick-off Presentation		Kick-off Presentation		
10:30				
Design Session 1 South	Design Session 3 North	Design Session 5 Downtown Districts (built form, public realm, circulation) • North • Central • South • East	Design Session 7 Design, Review, Reconsider, & Revise 4 Downtown Districts	
12:30				
Lunch	Lunch	Lunch	Lunch	
1:00				
Design Session 2 North	Design Session 4 South	Design Session 6 Downtown Districts (built form, public realm, circulation) • North • Central • South • East	Design Session 8 Design, Review, Reconsider, & Revise 4 Downtown Districts	
3:00				
Designers' Drawing Preparation for Pin Up	Designers' Drawing Preparation for Pin Up	Designers' Drawing Preparation for Pin Up	Prepare Material for Wrap Up Presentation	
3:30				
Plenary, Pin Up & Discussion 8 Concepts	Plenary, Pin Up all Concepts & Discussion 2 Concepts for Each Node/Corridor/Neighbourhood	Plenary, Pin Up & Discussion 4 Downtown Districts		
5:30				
6:30				
Public Open House/ Drop In Review Results of Charrette Day 1	Public Open House/ Drop In Review Results of Charrette Day 2	Public Open House/ Drop In Review Results of Charrette Day 3	Charrette Wrap Up Presentation and Open House	
8:00				

## Guiding Principles of the Official Plan



### Environmental Stewardship

- Infrastructure Resilience
- Natural Heritage System
- Sustainable Development
- Urban Forest
- Local Food Security



### Unique & Vibrant

- Downtown Peterborough
- Arts & Culture
- Waterfront Development
- Heritage Resources
- Urban Design



### Economic Strength

- Diverse/Adaptive Economy
- Local Markets
- Fiscal Sustainability
- Business Incubation
- Protected Employment Areas



### Connectivity & Mobility

- Multi-Modal Systems
- Public & Indigenous Engagement
- Major Transportation Networks
- Transit Supportive
- Smart Technology



### Complete Communities

- Housing Affordability
- Safe & Liveable
- Accessible & Inclusive
- Compact Form & Mixed Land Uses
- Community Hubs

*Icons are used throughout the document to indicate the guidelines that meet the Official Plan Principles*



## Study Areas

### Nodes, Corridors, and Downtown Districts

#### South

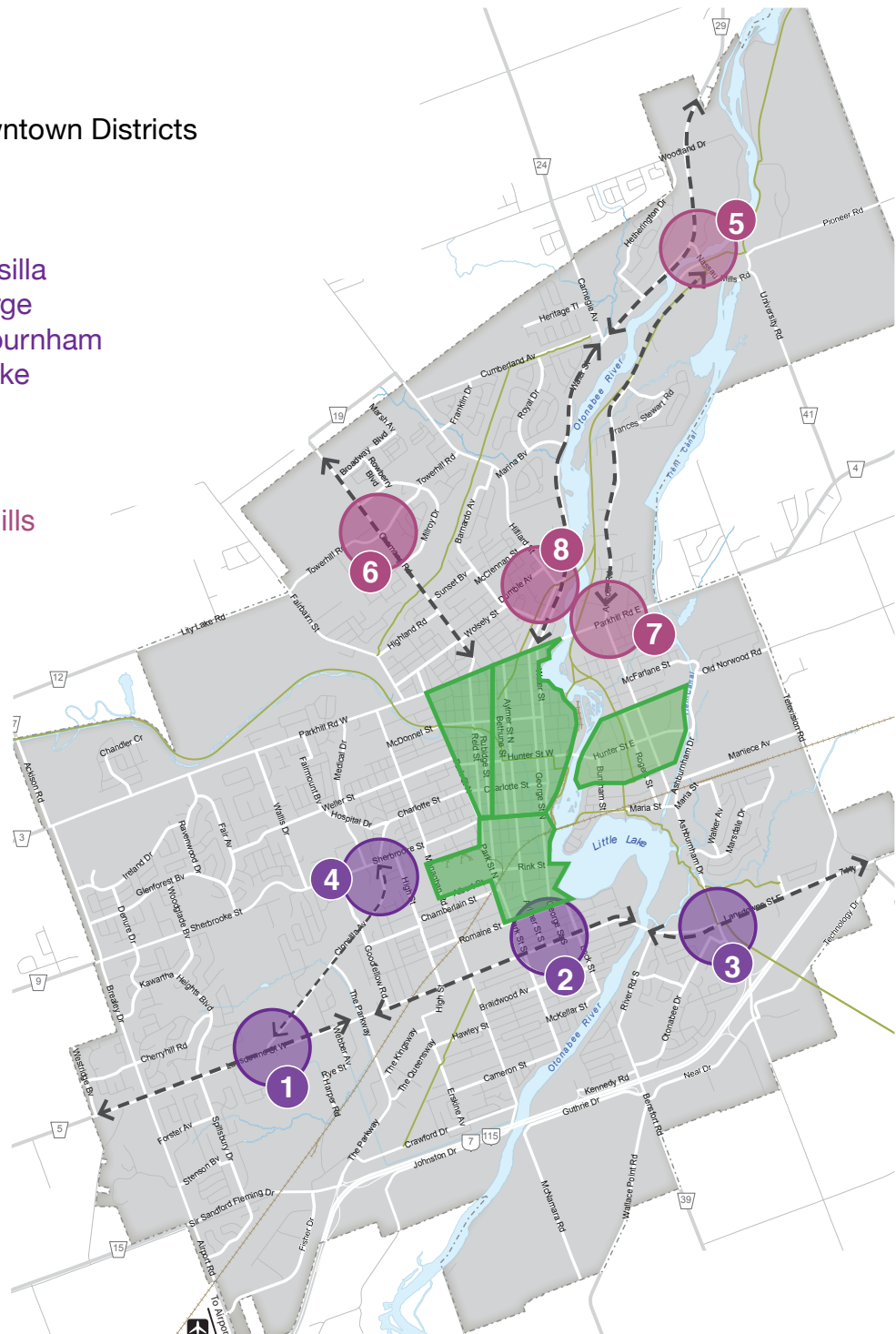
- 01 Landsdowne and Clonsilla
- 02 Landsdowne and George
- 03 Landsdowne and Ashburnham
- 04 Clonsilla and Sherbrooke

#### North

- 05 Armour and Nassau Mills
- 06 Chemong Corridor
- 07 Parkhill and Armour
- 08 Parkhill and Water

#### Downtown Districts

- Northwest
- Central
- South
- East



*A total of eight nodes, and four areas of the downtown, were the subject of a community design workshop.*

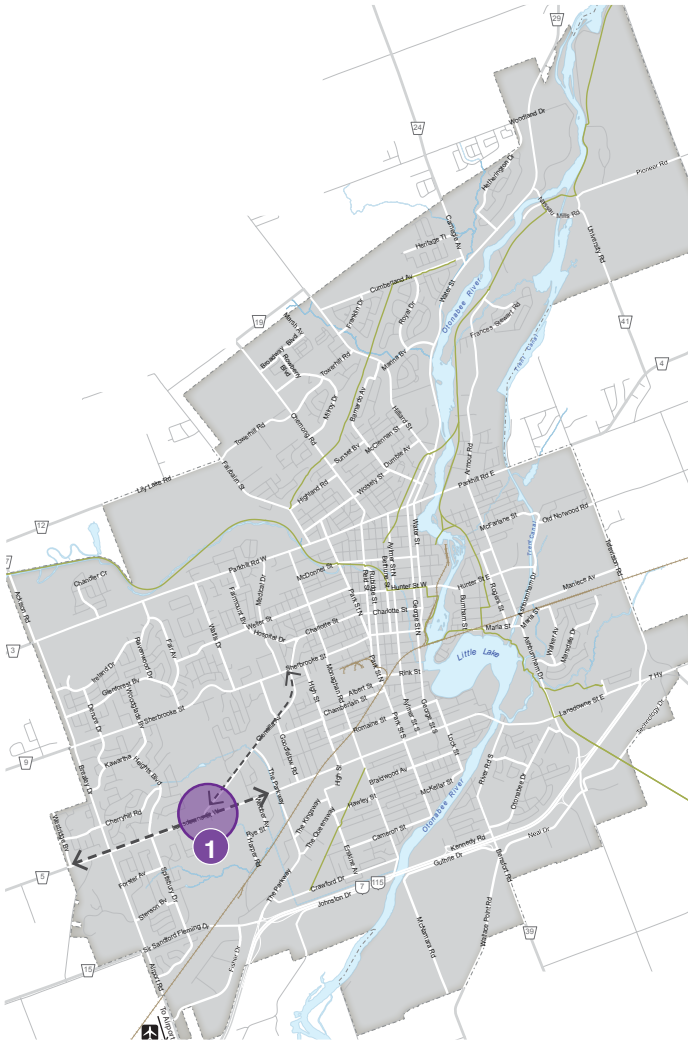


# 1 Lansdowne and Clonsilla

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*Location of the Lansdowne and Clonsilla Node #1 in Peterborough.*

The Lansdowne/Clonsilla Node is a gateway for travellers entering the city from the west. From this location, Downtown is directly accessible via Clonsilla Avenue while major commercial areas along Lansdowne Street are located a short distance to the east. Topographically, the node overlooks the majority of the city.

The node is currently served with grocery retail, a secondary school, and transit, and is home to a large office facility. The area has a large number of low rise commercial uses characterized by single-use, functional buildings and surface parking lots as well as several undeveloped and under developed properties along the south side of Lansdowne Street. Along Clonsilla Avenue, a large swath of open space exists that has been considered for future development. Collectively, these properties offer the most potential to transform into mixed use corridors at higher density that better integrate public transit. In the node, the property fabric is of such a scale that an entire new neighbourhood can be developed, with a new system of streets and public spaces.

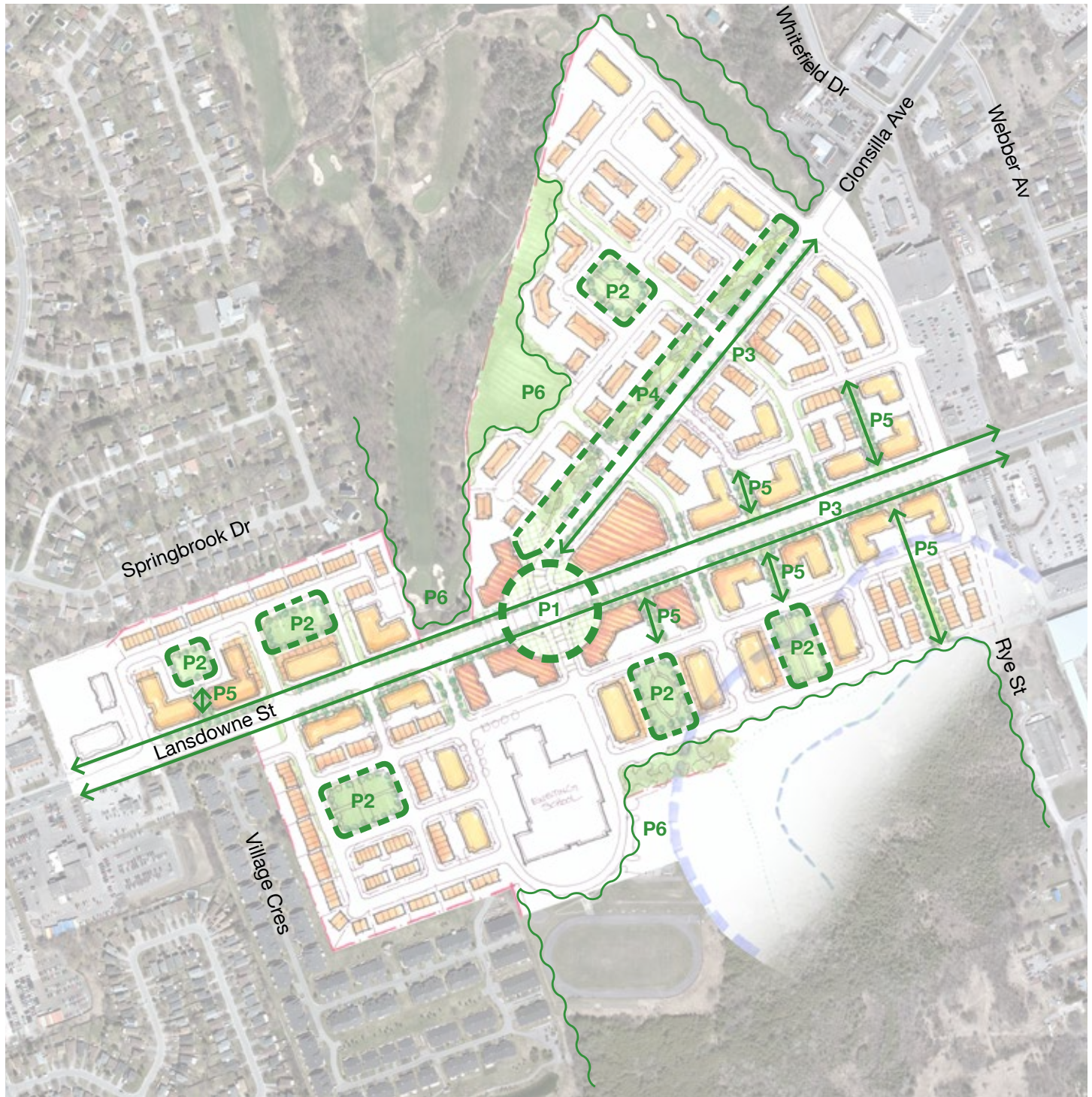
It will be important to establish a comprehensive planning framework to ensure that individual parcels, as they develop over time, fit in with and contribute to the larger vision, and do not result in piecemeal development without an overall organization and structure.

# 1 Lansdowne and Clonsilla

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## Demonstration Plan

### Public Realm





## Guiding Framework for Public Realm

- P1**  A gateway is created at the intersection of Lansdowne and Clonsilla through the location and design of public space and the adjacent buildings. More than a 'location', the development of this intersection will provide a landmark, focus and hub for the neighbourhood.
- P2**  Small parks or urban squares are created as focal elements to individual blocks or small neighbourhoods. They are accessible to the street network and framed by buildings.
- P3**  Wide sidewalks and significant tree planting create generous promenades along Lansdowne and Clonsilla for walking and biking.
- P4**    A wide greenway treatment along Clonsilla is intended to preserve the green character of this street and can accommodate multiple trails, landscape, innovative stormwater management, and small parks with seating, passive recreation, trails, gardens, and children's play (where buffered and safe).
- P5**  Mid-block walkways and pedestrian mews and landscape spaces supplement the street pattern and connect open spaces to major destinations and transit corridors, and help to create pedestrian-scaled and pedestrian-oriented development.
- P6**  Major open spaces, such as environmental areas, city parks and secondary schools, create an edge to the community. They are visible and accessible in several locations along both major and local roads.
- P7**   The public realm includes the street network, open spaces, and walkways. Together they create a permeable system for moving through the community, promoting active transportation and healthy communities.
- P8**  All streets should have wide sidewalks on both sides of the street.
- P9**  All streets should be planted with large canopy trees that are diverse and resilient in species and create a connected urban tree canopy at maturity.



*The wide right-of-way in this node provide opportunity to create generous, landscaped movement corridors for pedestrians, cyclists and vehicles.*

# 1 Lansdowne and Clonsilla

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## Demonstration Plan

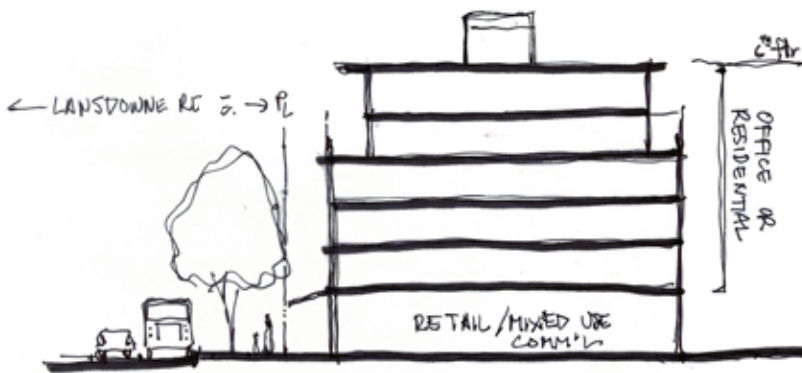
### Built Form





## Guiding Framework for Built Form

- B1** Buildings reinforce street edges along primary streets. They are located close to the street edge, have main entrances from the sidewalks, and have ground floor uses that help to provide interest at ground level. Facades facing streets are articulated to provide interest and have many windows. Rear lots and blank walls do not face streets.
- B2** All streets and parks are faced by buildings.
- B3** Mixed uses, including retail or other active uses on the ground floor, and office/employment space on upper floors, are clustered at the Lansdowne/Clonsilla intersection (the gateway).
- B5** A variety of building types, heights, uses and tenures should be provided, and include affordable units.
- B6** Smaller scale buildings, such as townhouses, are located adjacent to existing low-rise residential to provide a transition.
- B7** 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.



- B4** The tallest buildings, representing the highest densities, face the primary streets where transit is located or planned. There is a general transition to lower buildings away from the major streets.



*Taller building forms reinforce the major streets with a transition to lower buildings located further from the corridor.*

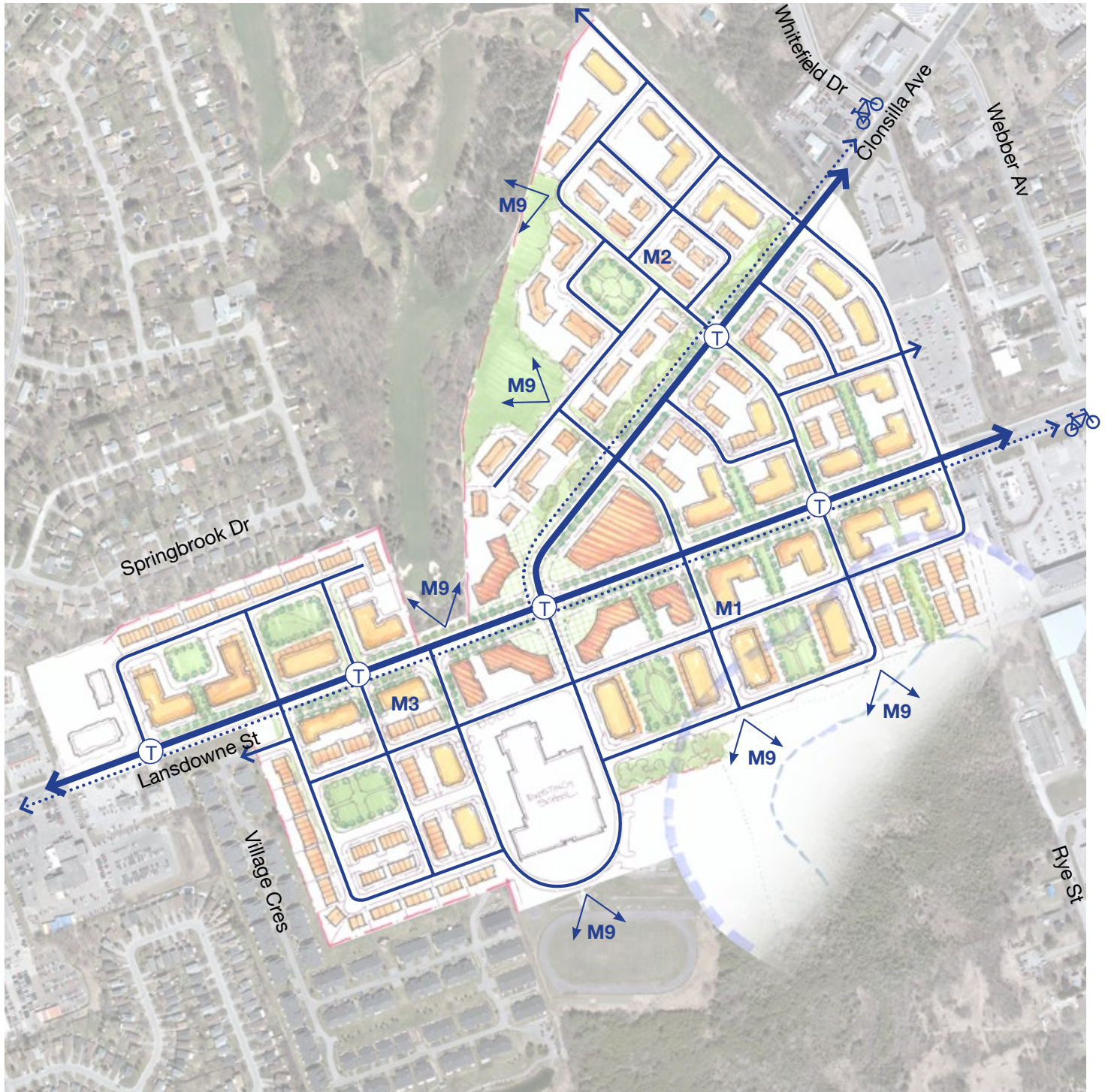


# 1 Lansdowne and Clonsilla

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## Demonstration Plan

### Mobility



## Guiding Framework for Mobility

**M1** A fine-grained, publicly accessible street network creates human-scaled development blocks.



**M2** Streets are highly interconnected, and create frequent intersections with larger roads, so that pedestrians, cyclists and vehicles can move easily through the community with a choice of routes. Cul-de-sacs are highly discouraged.



**M3** Block lengths are short to ensure permeability and encourage active transportation.



**M4** All streets will be designed to balance all modes of travel. Streets with wider rights-of-way can be designed to accommodate pedestrians, cyclists, transit and vehicles in dedicated facilities.



*Boulevards beside the major streets can include pedestrian and cycling paths, as well as significant greening.*

**M5** All streets will include street trees, and wider streets can include additional landscape treatment as well as opportunities for innovative stormwater management.



**M6** Dedicated and separated cycling lanes and/or multi-use paths are located along larger roads to facilitate cycling to other areas of the city, and to create a highly interconnected network.



**M7** On-street cycling lanes are located along key community streets and connect to the cycling facilities on larger roads.



**M8** Cycling infrastructure, including dedicated lanes, bike boxes, bicycle storage, and bicycle repair facilities, should be provided both in the public realm and in new development.



**M9** Streets have 'windows' to large open spaces including environmental areas, community parks, and schools, providing views, and pedestrian/cycling access to those features.



**M10** Transit stops are frequently spaced to provide convenient access throughout the community and along corridors.



**M11** All streets have wide sidewalks on both sides, and crosswalks at all major intersections, creating a barrier-free, accessible network. Sidewalks are graded smoothly, with curb cuts at all roadways, and direct connections to other walkways, trails and building entrances.





## 2 Lansdowne and George

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*Location of the Lansdowne and George Node #2 in Peterborough.*

The Lansdowne and George Node is located at the southern edge of the Central Area. The intersection of Lansdowne St W and George acts as a gateway to downtown Peterborough, with additional access provided by Aylmer and Park streets. The central part of the node is occupied largely by Morrow Park and Memorial Centre while private residences front directly onto the north side of Lansdowne St. The commercial presence abundant throughout the other nodes on Lansdowne Street is instead more predominant in the periphery of the Lansdowne and George Node.

Decisions with respect to Morrow Park and Memorial Centre will have a big impact on the role and function of the Lansdowne/George node. A study is underway to determine the most appropriate location for a new arena. Currently, Morrow Park is under-used. The scale of these public facilities is such that they need to function as Peterborough-wide destinations. The level of investment in their architectural expression, recreational value and public realm should match their importance. Transit and parking need to be carefully considered and integrated in a positive manner.

There are a number of parcels along Lansdowne that have the potential to transform the character of the street over time. New buildings should define the street edges, not parking. Where there are larger redevelopment sites, or several adjacent sites, ensure there is a comprehensive approach to planning for access and shared laneways.

## 2 Lansdowne and George

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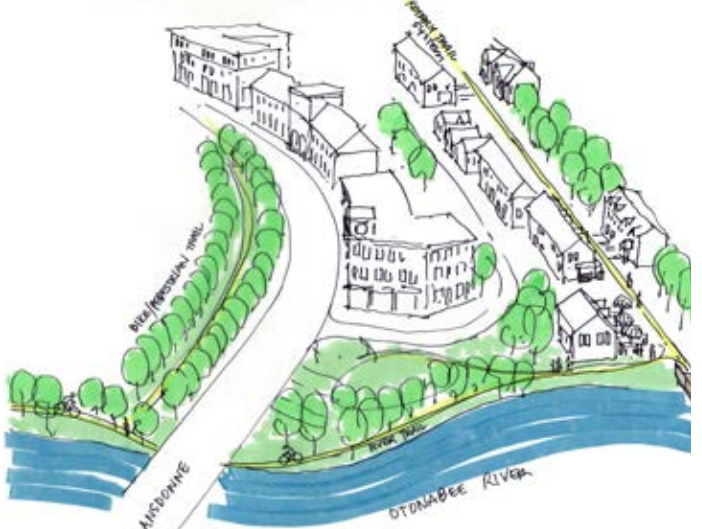

### Demonstration Plan

#### Public Realm





## Guiding Framework for Public Realm

- P1**  A gateway is created at the George Street and Lansdowne intersection through the location and design of public space and the adjacent buildings. On the south side, a new Memorial Centre can have its primary entrance facing the intersection, with an adjacent plaza space for event-related gatherings. On the north side, small public spaces with special features can create a gateway to the downtown. The gateway can be created by, or enhanced by, significant public art. This location is a designated Gateway to the Downtown.
- P2**  Ensure there are open frontages along Morrow Park's edges facing streets.
- P3**  This concept for Morrow Park is premised on locating a new facility for the AG Exhibition somewhere else in Peterborough. The park can then be considered for other types of recreational uses. It can include, for example, walkways, running paths, seating, passive areas, shade structures, pavilions, washrooms, public plazas, and sports fields. Pedestrian connectivity through the park is important, with walkways leading to all surrounding roads.
- P4**  Through redevelopment, there is an opportunity to create a bike trail or multi-use path, wide sidewalks and significant tree planting on the south side of Lansdowne. This can link in to existing and planned rail trails.
- P5**  North-south streets that connect to Morrow Park should have enhanced streetscaping, street trees, and pedestrian crosswalks at Lansdowne.
- P6**   A small trail hub can be created along the Otonabee River along the rail trail, with connections to Lansdowne Street, Little Lake, and further connections south along the river. The hub can include a small park/plaza, seating, bicycle lock up and repair, and opportunity for commercial space (e.g. ice cream, cafe).
- 
- Mid-rise residential buildings create a new edge to Lansdowne, which has a greenway and dedicated bicycle track on the south side. The rail trail is fronted by new residential development. A trail hub along the river can have connections under the Lansdowne bridge, if feasible.*
- P7**  Lansdowne should incorporate significant greening on both sides, with large canopy trees that are diverse and resilient in species and create a connected tree canopy at maturity. While Lansdowne is recognized as an important vehicular route, sufficient space for greening, pedestrians and cyclists is important.

## Demonstration Plan

### Built Form



*A new Memorial Arena should create a landmark presence at the end of George Street. The building should be transparent and have active uses facing new public space along Lansdowne and Morrow Park.*



## Guiding Framework for Built Form

**B1** Buildings reinforce the Lansdowne street edge. They are located close to the street edge and have main entrances from the sidewalk. Facades facing Lansdowne and adjacent streets are articulated to provide interest and have many windows. Rear lots and blank walls do not face streets.

**B2** Where redevelopment sites abut the rail trail, new buildings should address the trail and face it like a public street. Here, new townhouses with porches, stoops and front doors help to create a unique environment along the trail. Vehicular access is from rear laneways.

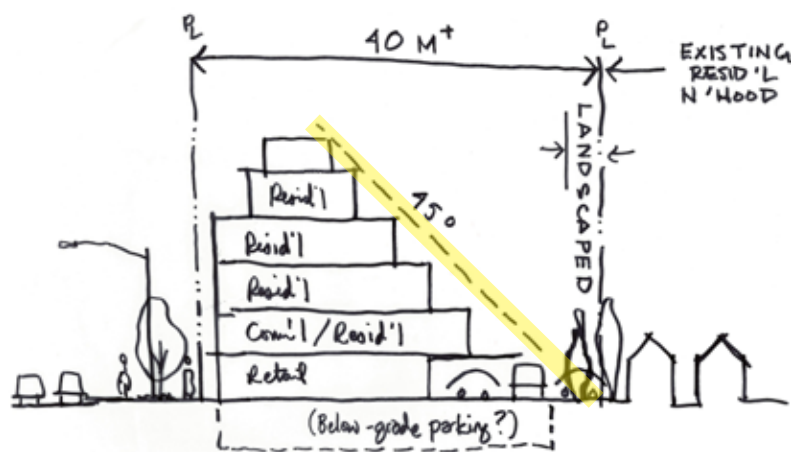
**B3** The crossing of the bridge over the Otonabee River creates a gateway to Peterborough. This is reinforced by creating a consistent street wall with a frontal appearance. Where Lansdowne bends, buildings can respond to the view terminus with special architectural features.

**B4** 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.

**B5** A new Memorial Centre is an opportunity to create a memorable new civic building in Peterborough. Ensure that it is a highly transparent building, with lots of interactivity with the surrounding streets and Morrow Park. This can include a fan zone and cafe edge facing the park and/or plaza along Lansdowne. The building should terminate the

view south along George Street with a landmark element. Parking, bus loading and servicing should be located at the rear of the building so they do not impact the park or public streets.

**B6** Building height along Lansdowne should generally be up to 6 storeys, provided an appropriate transition to existing neighbourhoods is established with an angular plane (see below). New development behind Lansdowne should have a general transition to lower buildings, being up to 3 storeys tall where directly adjacent to existing neighbourhoods.



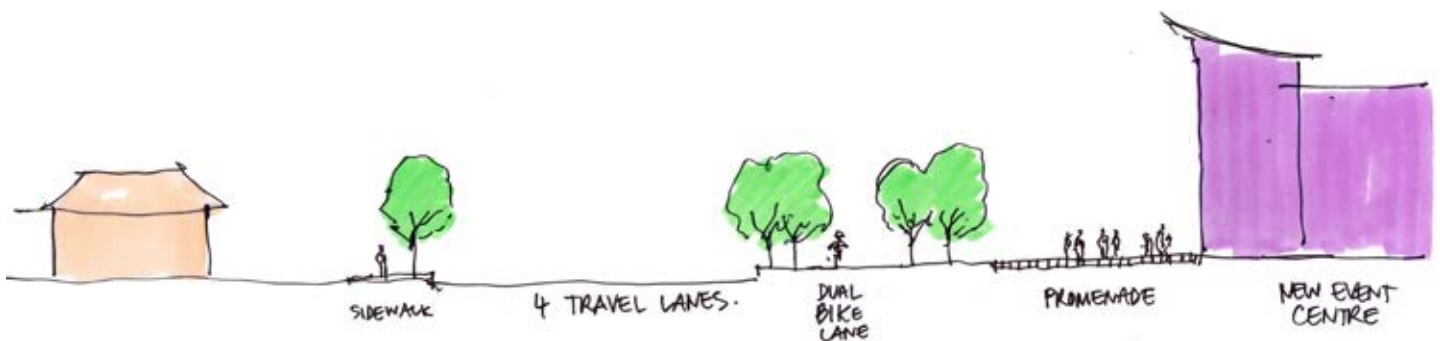
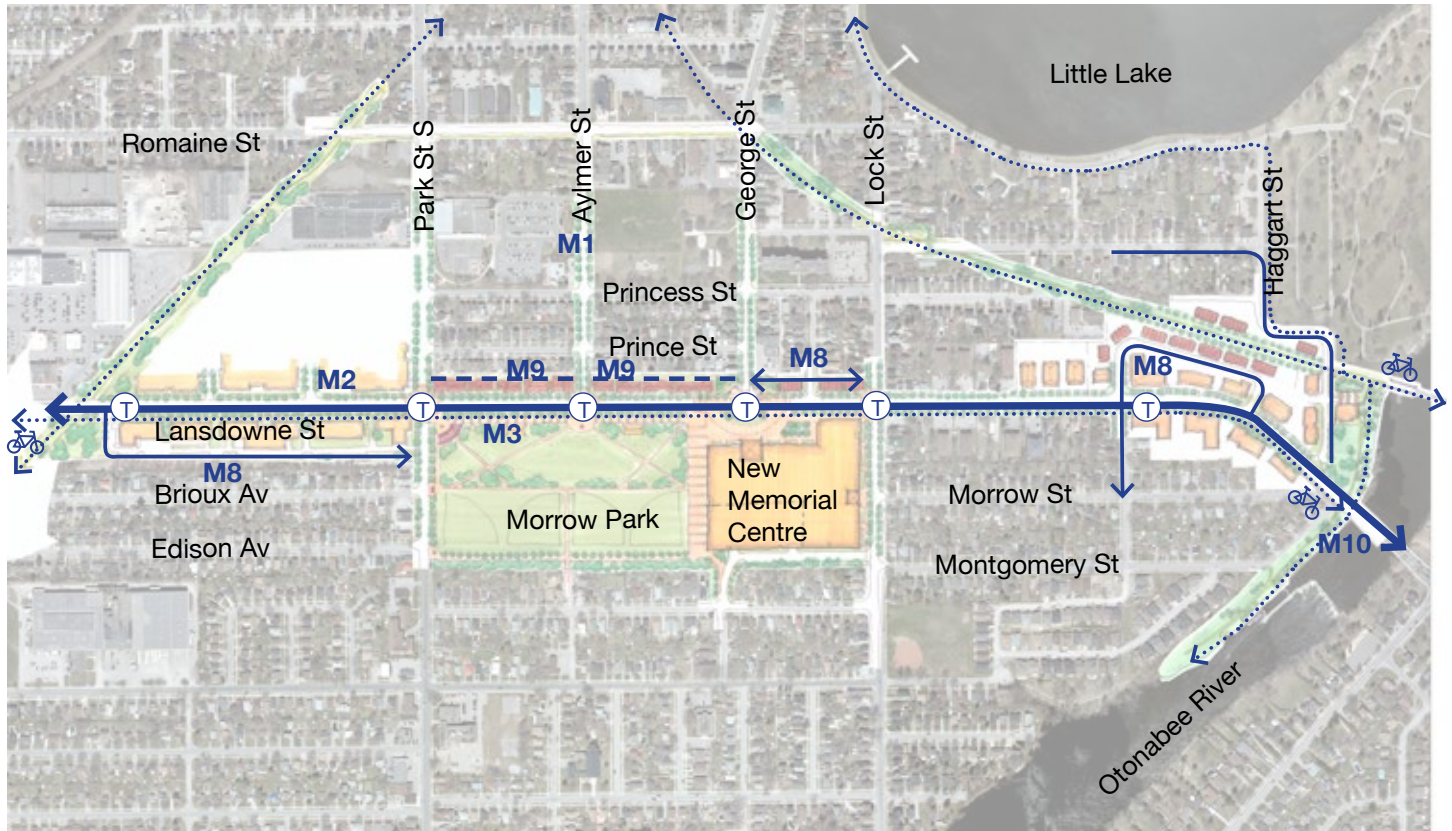
Where new mid-rise development along Lansdowne is adjacent to existing, low-rise residential, a 45-degree angular plane is applied from the residential property line, combined with a landscape buffer, can provide an appropriate transition. The angular plane maintains access to sky view and privacy for existing residential properties, and avoids abrupt changes in scale and new buildings that loom above smaller buildings.

## 2 Lansdowne and George

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### Demonstration Plan

#### Mobility

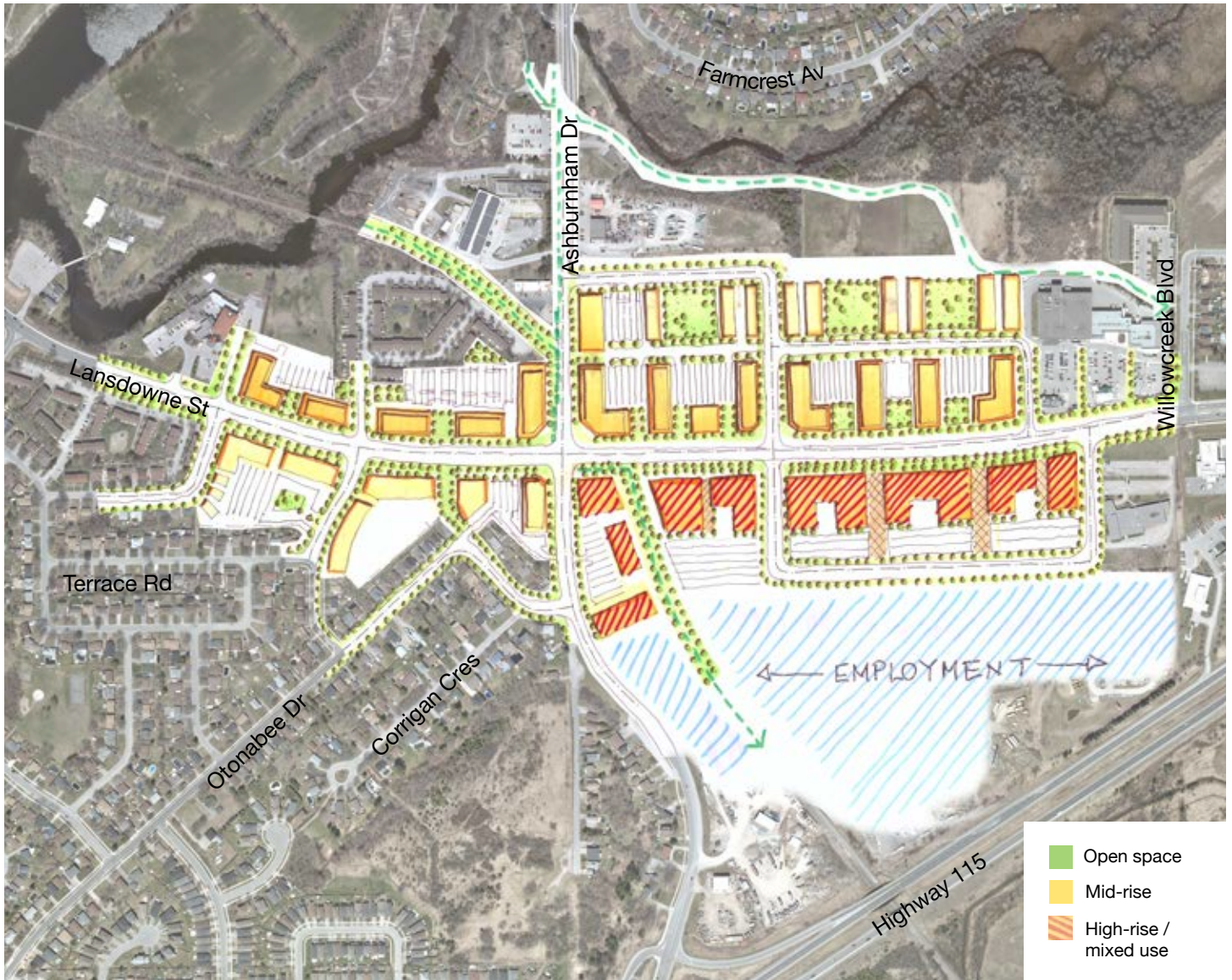


Along Lansdowne, space should be allocated to provide wide sidewalks on both sides of the street, and dedicated bicycle lanes. In front of the potential new Memorial Centre, they will be part of a larger public plaza experience.



## Guiding Framework for Mobility

- M1**  The existing, connected grid pattern of streets in this area create good access and a choice of routes and should be maintained.
- M2**  All streets should include street trees, and wider streets can include additional landscape treatment, as well as opportunities for innovative stormwater management.
- M3**   Dedicated and separated cycling lanes and/or multi-use paths are located along Lansdowne to facilitate cycling to other areas of the city, and to create a highly interconnected network. The planned rail trails in this area should have good connectivity to Lansdowne and the surrounding street network.
- M4**  On-street cycling lanes are located along key community streets and connect to the cycling facilities on larger roads.
- M5**  Cycling infrastructure, including dedicated lanes, bike boxes, bicycle storage, and bicycle repair facilities, should be provided both in the public realm and in new development.
- M6**   Transit stops are frequently spaced, particularly along the Morrow Park frontage, and should also be located to serve new, higher density development.
- M7**  At build out, most streets within this node that experience change or intensification will have wide sidewalks on both sides, and crosswalks at all major intersections, creating a barrier-free, accessible network. Sidewalks are graded smoothly, with curb cuts at all roadways, and direct connections to other walkways, trails and building entrances.
- M8**  New infill development on the larger properties along Lansdowne should create a comprehensive, shared, rear laneway network, connected to other existing streets wherever possible.
- M9**  Existing laneways should be used for vehicular access to any redevelopment on the north side of Lansdowne, to reduce driveway conflicts to Lansdowne.
- M10**   Investigate the safety and feasibility of a trail connection under the Lansdowne bridge to connect the north and south sides of the Otonabee River.







*Location of the Lansdowne and Ashburnham Node #3 in Peterborough.*

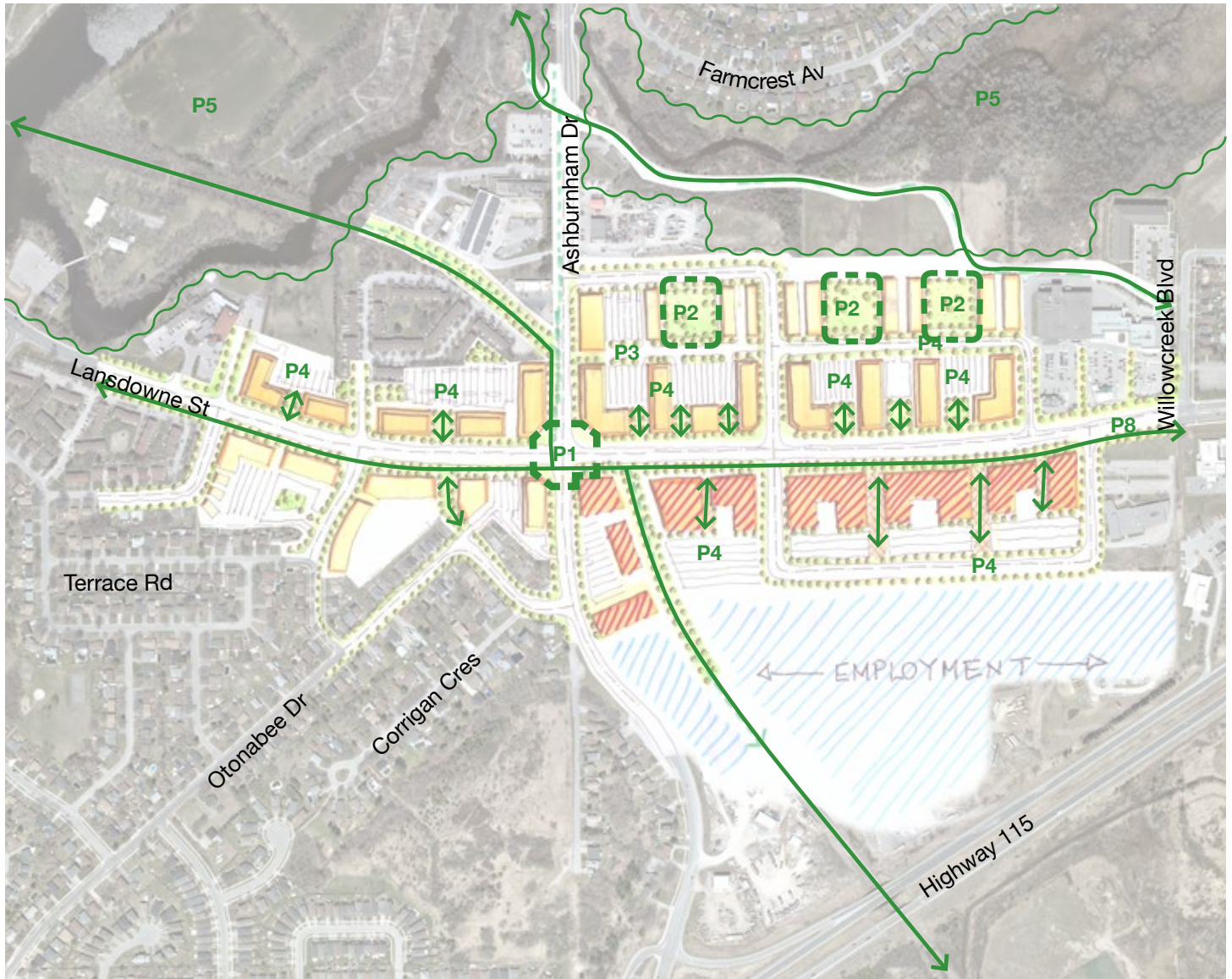
The Lansdowne/Ashburnham Node is a gateway for travellers entering the city from the east and for visitors to the historic Peterborough Lift Lock and Trent-Severn Waterway. At this location, Lansdowne Street connects the node to both areas west of the Otonabee River and to eastern Ontario, via Highway 7. Additionally, the node is directly served by two access points to Highway 115, at Ashburnham Drive and at Lansdowne Street.

Development in the node consists of a large number of low rise commercial and industrial uses characterized by single-use, functional buildings and surface parking lots. Additionally, the node contains a large undeveloped property along the north side of Lansdowne Street, adjacent to a large shopping plaza. These parcels offer an opportunity to transform the area into a mixed use neighbourhood with densities and corridors that better integrate public transit and promote accessibility throughout the node. When considered comprehensively, properties in the area are large enough to support the creation of an entire new neighbourhood with a new system of streets and public spaces.

Moving forward, it will be important to establish a comprehensive planning framework to ensure that individual parcels, as they develop over time, fit in with and contribute to the larger vision, and do not result in piecemeal development without an overall organization and structure.

## Demonstration Plan

### Public Realm





## Guiding Framework for Public Realm

**P1** A gateway is created at the intersection of Lansdowne and Ashburnham through the location and design of adjacent buildings and public space.

**P2** Small parks or urban squares are created as focal elements to individual blocks or small neighbourhoods. They are accessible to the street network and framed by buildings.



*Small parks and squares provide an urban form of recreation amenity, in contrast to the large areas of environmental areas around the community.*

**P3** Wide sidewalks and significant tree planting create generous promenades for walking and biking. Over time and as development occurs, most streets should be designed to be welcoming for pedestrians and include wider sidewalks. As the node transforms, priority treatment should be given to the streets with the most foot traffic, and to major streets.

**P4** Mid-block walkways and pedestrian mews and landscape spaces supplement the street pattern and connect open spaces to major destinations and transit corridors, and help to create pedestrian-scaled and pedestrian-oriented development.

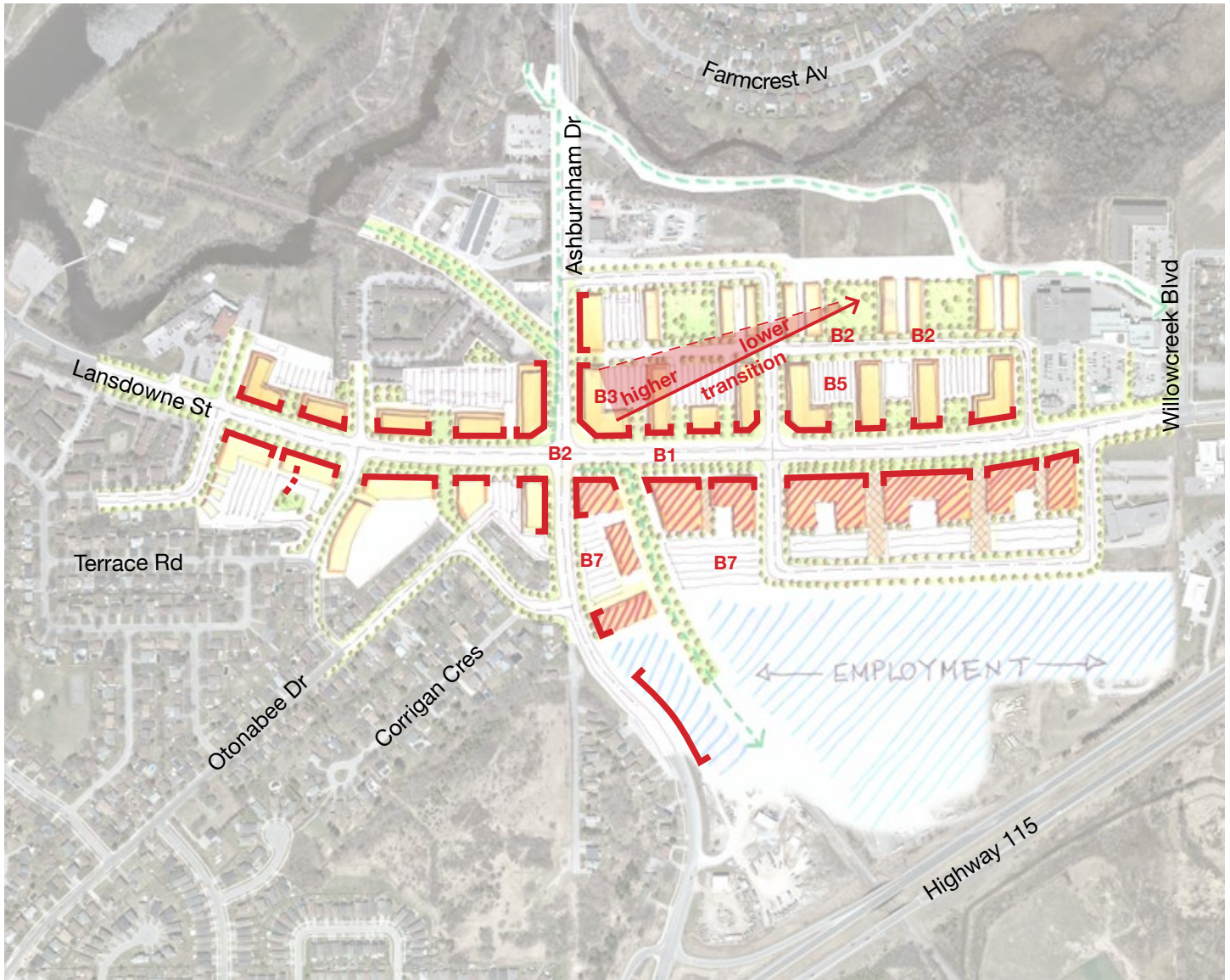
**P5** Major open spaces, such as environmental areas and parks create an edge to the community. They are visible and accessible in several locations from the surrounding street pattern.

**P6** The public realm includes the street network, open spaces, and walkways. Together they create a permeable system for moving through the community, promoting active transportation and healthy communities.

**P7** Most streets should be planted with large canopy trees that are diverse and resilient in species and create a connected urban tree canopy at maturity.

**P8** Through redevelopment, there is an opportunity to create a bike trail or multi-use path, wide sidewalks and significant tree planting on the south side of Lansdowne. This can link in to existing and planned rail trails.

## Demonstration Plan

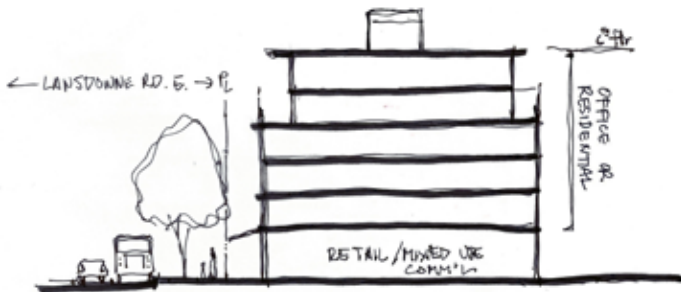
**Built Form**



## Guiding Framework for Built Form

**B1** Buildings reinforce street edges along primary streets. They are located close to the street edge, have main entrances from the sidewalks, and have ground floor uses that help to provide interest at ground level. Facades facing streets are articulated to provide interest and have many windows. Rear lots and blank walls do not face streets.

**B2** Mixed uses, including retail or other active uses on the ground floor, and office/employment space on upper floors, are clustered at the Lansdowne/Ashburnham intersection (the gateway).



*Mixed use on the ground floor facing Lansdowne, with residential or office uses above. Even employment buildings can have small scale retail/commercial uses at ground level.*

**B3** The tallest buildings, representing the highest densities, face the primary streets where transit is located or planned. These would be in the 6 to 8 storey range. There is a general transition to lower buildings away from the major streets. Buildings at the edge of the intensification area, adjacent to existing neighbourhoods, would be up to 3 storeys tall.

**B4** A variety of building types, heights, uses and tenures should be provided, and include affordable units.

**B5** Buildings should be located and designed to screen parking from the public realm, particularly along Lansdowne and Ashburnham. In general, parking should be located at the rear of buildings, or in parking structures screened from the street.

**B6** The employment area is an under utilized industrial area that could be thoughtfully integrated as a gateway business park with easy access to Highway 115.

**B7** Employment buildings require more flexibility in the location of service areas, loading doors and parking areas. Buildings should generally be located and massed to create a defined edge to Lansdowne and Ashburnham. Servicing and parking areas should be at the side or rear and visible to and accessible from an internal, local road network.

## Demonstration Plan

### Mobility



*Boulevards beside the major streets can include pedestrian and cycling paths, as well as significant greening.*



## Guiding Framework for Mobility

**M1** A fine-grained, publicly accessible street network creates human-scaled development blocks.

**M2** Streets are highly interconnected, and create frequent intersections with larger roads, so that pedestrians, cyclists and vehicles can move easily through the community with a choice of routes. Cul-de-sacs are highly discouraged.

**M3** Block lengths are short to ensure permeability and encourage active transportation.

**M4** All streets will be designed to balance all modes of travel. Streets with wider rights-of-way can be designed to accommodate pedestrians, cyclists, transit and vehicles in dedicated facilities.



*Along Lansdowne, the right-of-way is wide, and can accommodate dedicated cycling tracks on the south side and wide sidewalks on both sides of the street.*

**M5** All streets will include street trees, and wider streets can include additional landscape treatment as well as opportunities for innovative stormwater management.

**M6** Dedicated and separated cycling lanes and/or multi-use paths are located along larger roads to facilitate cycling to other areas of the city, and to create a highly interconnected network.

**M7** On-street cycling lanes are located along key community streets and connect to the cycling facilities on larger roads.

**M8** Cycling infrastructure, including dedicated lanes, bike boxes, bicycle storage, and bicycle repair facilities, should be provided both in the public realm and in new development.

**M9** Streets have 'windows' to large open spaces including environmental areas, community parks, and schools, providing views, and pedestrian/cycling access to those features.

**M10** Transit stops are frequently spaced to provide convenient access throughout the community and along corridors.

**M11** At build out, most streets within this node that experience change or intensification will have wide sidewalks on both sides, and crosswalks at all major intersections, creating a barrier-free, accessible network. Sidewalks are graded smoothly, with curb cuts at all roadways, and direct connections to other walkways, trails and building entrances.



# 4 Clonsilla and Sherbrooke

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*Location of the Clonsilla and Sherbrooke Node #4 in Peterborough.*

The Clonsilla and Sherbrooke Node is characterized by low rise, single detached dwellings fronting onto both the arterial and local roads. Commercial properties are generally found towards the periphery of the Node along Clonsilla Avenue, with a single commercial property near the centre of the Node. The Peterborough Regional Health Centre can also be found nearby, creating a health-services cluster in the City which serves the entire region. Most opportunities for intensification within the node exist along Clonsilla Avenue, particularly along the West side where a number of single-detached lots could be consolidated over time.

In addition to the Clonsilla and Sherbrooke Node, an intensification corridor is anticipated along the remainder of Clonsilla Avenue southward to Lansdowne Street West. This portion of Clonsilla Avenue currently features a number of low-rise commercial properties with larger parking lots that would be ideal sites for redevelopment. It also features a range of existing high-density residential buildings. Over time, this combination of land uses offers potential for Clonsilla Avenue to turn into a significant mixed use corridor.

This demonstration plan assumes that the Parkway, currently conceived of as a major arterial road, is implemented as a minor local road with more emphasis on serving pedestrian and recreational needs. This green Parkway is built to connect the community and enhance the public realm. It is built only to connect the existing Parkway to Medical and is shown as a two lane road with gentle meanders designed to be travelled at low speed. Intersections with existing roads are at grade. It includes a meandering cycling track and pedestrian trail, similar to the current plan, and framed with generous landscaping.

# 4 Clonsilla and Sherbrooke

# DRAFT

## Demonstration Plan

### Public Realm





## Guiding Framework for Public Realm

- P1** Small parks are created along Clonsilla, that create windows into Kinsmen Park and Civic Centre.
- P2** The Parkway creates a new green edge to Kinsmen Park.
- P3** The existing stormwater management facility can be transformed into an area amenity by providing walking trails and planting. Trails and crosswalks can connect to the walking paths at Peterborough Regional Health Centre.
- P4** Small open spaces and/or community gardens can enhance the existing rental housing development and provide linkages to the green Parkway.
- P5** Small open spaces and/or community gardens can enhance the existing rental housing development and provide linkages to the green Parkway.
- P6** A new park is located at the top of the drumlin. The existing water tower is kept as a landmark. A grand boulevard leads up the hill to the park.
- P7** The public realm includes the street network, open spaces, and walkways. Together they create a permeable system for moving through the community, promoting active transportation and healthy communities.

- P8** Wide sidewalks and significant tree planting create generous promenades for walking and biking. Over time and as development occurs, most streets should be designed to be welcoming for pedestrians and include wider sidewalks. As the node transforms, priority treatment should be given to the streets with the most foot traffic, and to major streets.
- P9** Most streets should be planted with large canopy trees that are diverse and resilient in species and create a connected urban tree canopy at maturity.



*Example of a grand boulevard leading to an open space.*

# 4 Clonsilla and Sherbrooke

# DRAFT

## Demonstration Plan

### Built Form





## Guiding Framework for Built Form

- B1** Buildings reinforce street edges along primary streets. They are located close to the street edge, have main entrances from the sidewalks, and have ground floor uses that help to provide interest at ground level. Facades facing streets are articulated to provide interest and have many windows. Rear lots and blank walls do not face streets.



*Higher density infill along a primary street. The main front entrance has a direct connection to the sidewalk, and the building addresses the street with windows, doors, and an articulated architectural treatment.*

- B2** All streets and parks are faced by buildings.
- B3** Mixed uses, including retail or other active uses on the ground floor, and office/employment space on upper floors, are clustered at the Sherbrooke/Clonsilla intersection.
- B4** The tallest buildings, representing the highest densities, face the primary streets where transit is located or planned. These would generally be up to 6 storeys. Buildings on the west side of Clonsilla, on large sites or where there is a significant distance separation to the existing neighbourhood (e.g. open space),



have the potential to be taller. There is a transition to lower buildings away from the major streets. Buildings at the edge of the intensification area, adjacent to existing neighbourhoods, would be up to 3 storeys tall.

- B5** A variety of building types, heights, uses and tenures should be provided, and include affordable units.



- B6** Smaller scale buildings, such as single detached, semi-detached and townhouses, are located adjacent to existing low-rise residential for compatibility.



- B7** 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.



- B8** New infill development adjacent to the Parkway should face onto it with front doors, windows, porches, and walkways, to provide activity and eyes on the street.



- B9** Former GE lands present opportunities for compatible new development, provided issues related to soil remediation and employment land conversion can be addressed. A new neighbourhood or infill precinct on this site will need to work with the natural topography.

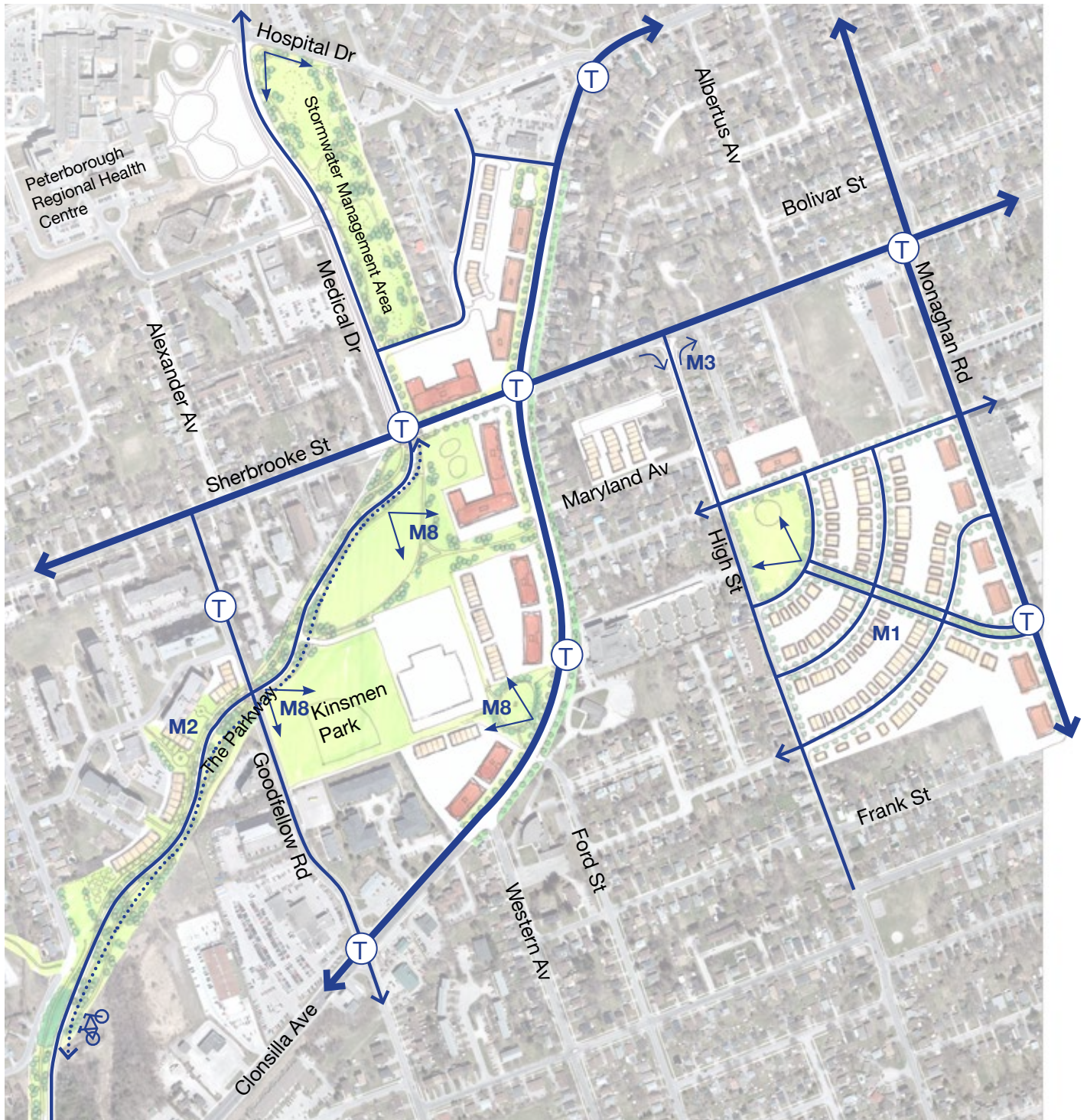


# 4 Clonsilla and Sherbrooke

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## Demonstration Plan

### Mobility





## Guiding Framework for Mobility

**M1** For a new neighbourhood, a fine-grained, publicly accessible, and highly interconnected street network creates human-scaled development blocks. Pedestrians, cyclists and vehicles can move easily through the community with a choice of routes. In this demonstration plan, the street geometry is curvilinear and falls down the side of the drumlin.

**M2** The green Parkway is curvilinear, with road geometry that promotes slow driving speeds. Existing and new roads and driveways should be connected to it wherever possible. Curvilinear walking trails, and a dedicated bicycle trail, parallel the green Parkway.

**M3** Consider changing the intersection of High Street at Sherbrooke to a right-in-right-out, for safety reasons due to restricted visibility.

**M4** All streets will be designed to balance all modes of travel. Streets with wider rights-of-way can be designed to accommodate pedestrians, cyclists, transit and vehicles in dedicated facilities.



*Boulevards beside the major streets can include pedestrian and cycling paths, as well as significant greening.*

**M5** All streets will include street trees, and wider streets can include additional landscape treatment as well as opportunities for innovative stormwater management.

**M6** On-street cycling lanes are located along key community streets and connect to the cycling facilities on larger roads.

**M7** Cycling infrastructure, including dedicated lanes, bike boxes, bicycle storage, and bicycle repair facilities, should be provided both in the public realm and in new development.

**M8** Streets have 'windows' to large open spaces including environmental areas, community parks, and schools, providing views, and pedestrian/cycling access to those features.

**M9** Transit stops are frequently spaced to provide convenient access throughout the community and along corridors.

**M10** At build out, most streets within this node that experience change or intensification will have wide sidewalks on both sides, and crosswalks at all major intersections, creating a barrier-free, accessible network. Sidewalks are graded smoothly, with curb cuts at all roadways, and direct connections to other walkways, trails and building entrances.

# 5 Armour and Nassau Mills

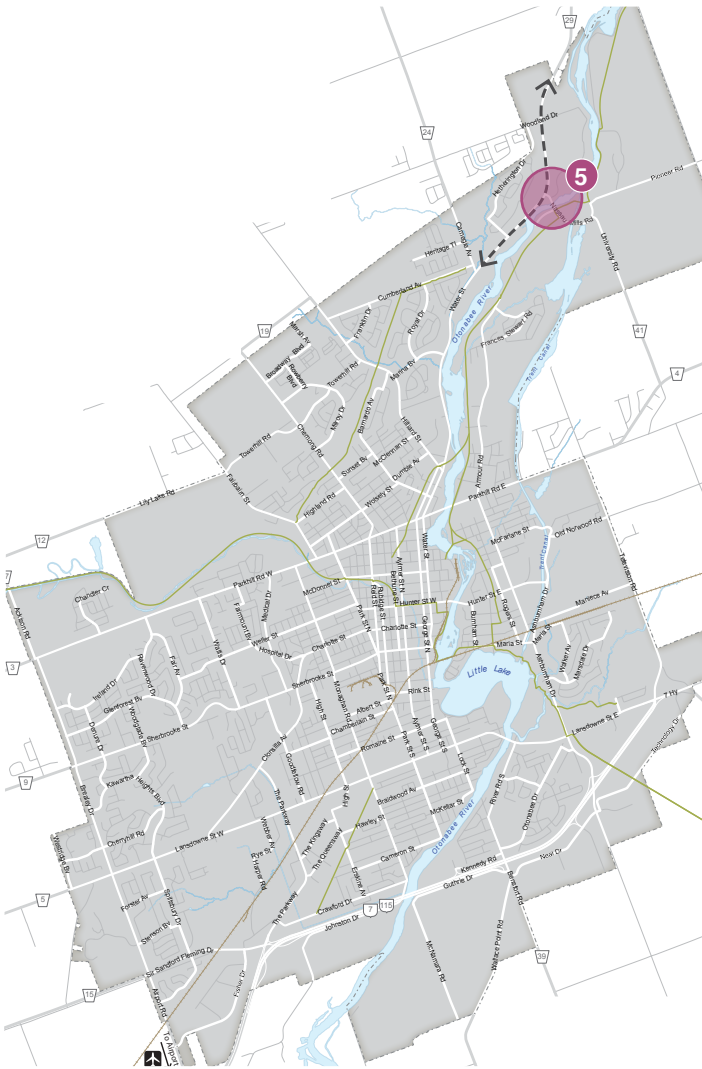
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The Armour Road and Nassau Mills Road Node is a greenfield area located between the Otonabee River and the Trent Canal. The presence of Trent University to the north, as well as express transit service between Trent and Downtown Peterborough are key drivers for the establishment of a mixed-use and higher density community.

Due to the proximity of the canal and the river, development in this area would warrant special consideration for stormwater management and potential incentives for low-impact development. These features also support the creation of public space for passive recreation and enjoyment of both waterfronts.



*Location of the Armour and Nassau Mills Node #5 in Peterborough.*

# 5 Armour and Nassau Mills

# DRAFT

## Demonstration Plan

### Public Realm





## Guiding Framework for Public Realm

- P1**  Major open space along the river and canal creates the edge to the community. Most streets in the community are oriented so that they have open spaces at each end. To create views and provide access to trails, natural areas and the water's edge. Note that further environmental study is required to determine what its implications are on community design.
- P2**  This neighbourhood is designed as an integrated whole, blurring any boundary between Trent lands and privately held lands.
- P3**  A small park is a focal point to the neighbourhood. It is accessible to the street network and framed by buildings. With an environmental focus to this neighbourhood, including the large natural areas and two watercourses around it, it is important not to compromise the density of the neighbourhood with a large internal open space which can compromise its critical mass.
- P4**  Mid-block walkways supplement the street pattern and create connections to the central park through the middle of blocks.
- P5**    Armour Road is realigned to become the main north-south spine of the new community. It has a dedicated cycling track beside it set in a landscape setting. The road is designed to have slow travel speeds. Several small, green spaces provide opportunities to gently curve the road, creating landmarks and to slow traffic. The cycling greenway functions as a buffer to existing houses.
- P6**  A high-quality open space is located at the tip of the peninsula, with views up the river, and framed by buildings on the other side.
- P7**  The old Armour Road along the river's edge becomes a narrower laneway so that space can be created for a multi-use trail along the river, where space is restricted. New planting can enhance the natural edge.
- P8**  Trails through the natural areas provide opportunities for walking, nature observation and being near the water. The trail network should be comprehensively planned, accessible from multiple locations within the community, and connect to trails leading to Trent University and to existing development beyond.
- P9**  At the middle of the community, at its widest part, the street pattern creates a sweeping vista of the natural features. Buildings face out onto the natural area. A promenade and belvedere overlooking the water create walking and seating opportunities.
- P10**  Wide sidewalks and significant tree planting create generous promenades for walking and biking. Over time and as development occurs, streets should be designed to be welcoming for pedestrians and include wider sidewalks. As the node transforms, priority treatment should be given to the streets with the most foot traffic, and to major streets.
- P11**  The public realm includes the street network, open spaces, and walkways. Together they create a permeable system for moving through the community, promoting active transportation and healthy communities.
- P12**  Most streets should be planted with large canopy trees that are diverse and resilient in species and create a connected urban tree canopy at maturity.

## 5 Armour and Nassau Mills

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### Demonstration Plan

#### Built Form





## Guiding Framework for Built Form

- B1** Buildings reinforce street edges. They are located close to the street edge, have main entrances from the sidewalks, and have ground floor uses that help to provide interest at ground level. Facades facing streets are articulated to provide interest and have many windows. Rear lots and blank walls do not face streets.
- B2** All streets and parks are faced by buildings.
- B3** Mixed uses, including retail or other active uses on the ground floor, and office/employment/institutional space on upper floors, are clustered at the intersection of Nassau Mills Road and Armour Road. Taller and higher density buildings cluster towards the Nassau Mills Road and Armour Road intersection, up to 6 storeys in height. A mix of building heights from 2 to 4 storeys within the new neighbourhood is desirable.
- B4** There are many potential uses that could be located north of Nassau Mills Road at the tip of the peninsula. It will be important to ensure the uses are fully integrated with the neighbourhood, that a strong street edge is created along Nassau Mills Road, and that buildings do not turn their backs on the surrounding open space but face them with windows and doors. At the tip, a building with active uses on the ground floor (e.g. cafe, cafeteria, gathering space, lounge), and that spills out onto the adjacent public space, is encouraged.
- B5** Single detached, semi-detached, townhouses, and low-rise buildings are mixed along streets and throughout the community. This creates a dynamic, mixed streetscape.
- B6** A small commercial anchor can service the south end of the community, in addition to the existing uses.
- B7** A variety of building types, heights, uses and tenures should be provided, and include affordable units.
- B8** 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.
- B9** There is a tremendous opportunity to create a model community exhibiting the principles of environmental sustainability in this node, leveraging Trent University's leadership and knowledge. This is a developing area that has a host of potential considerations for community design. At the macro scale, considerations of land use, density, transit and natural features can have impacts on energy use and livability. At a smaller scale, stormwater management, building systems performance (energy, air, water/wastewater), solar orientation, active transportation alternatives, and many other green practices can be integrated into almost every facet of the neighbourhood.

# 5 Armour and Nassau Mills

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## Demonstration Plan

### Mobility



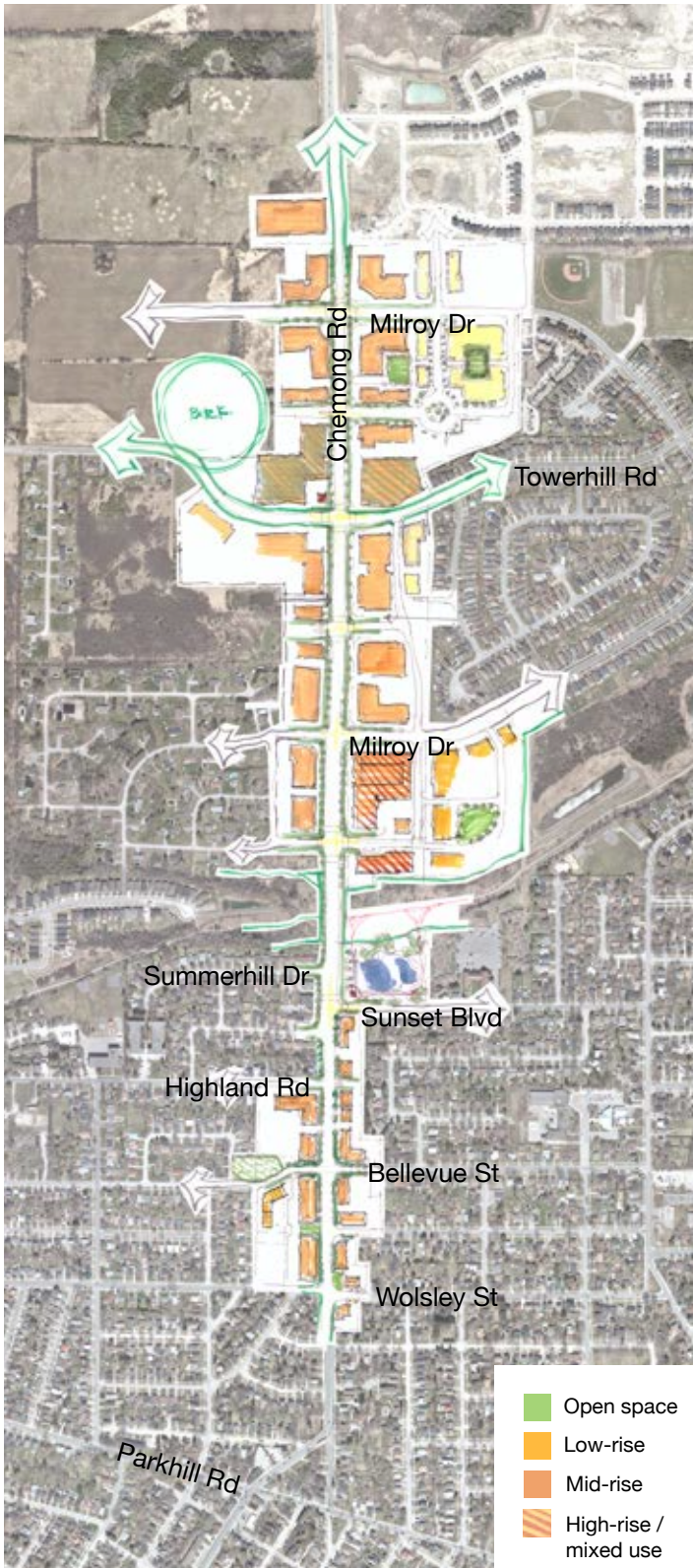


## Guiding Framework for Mobility

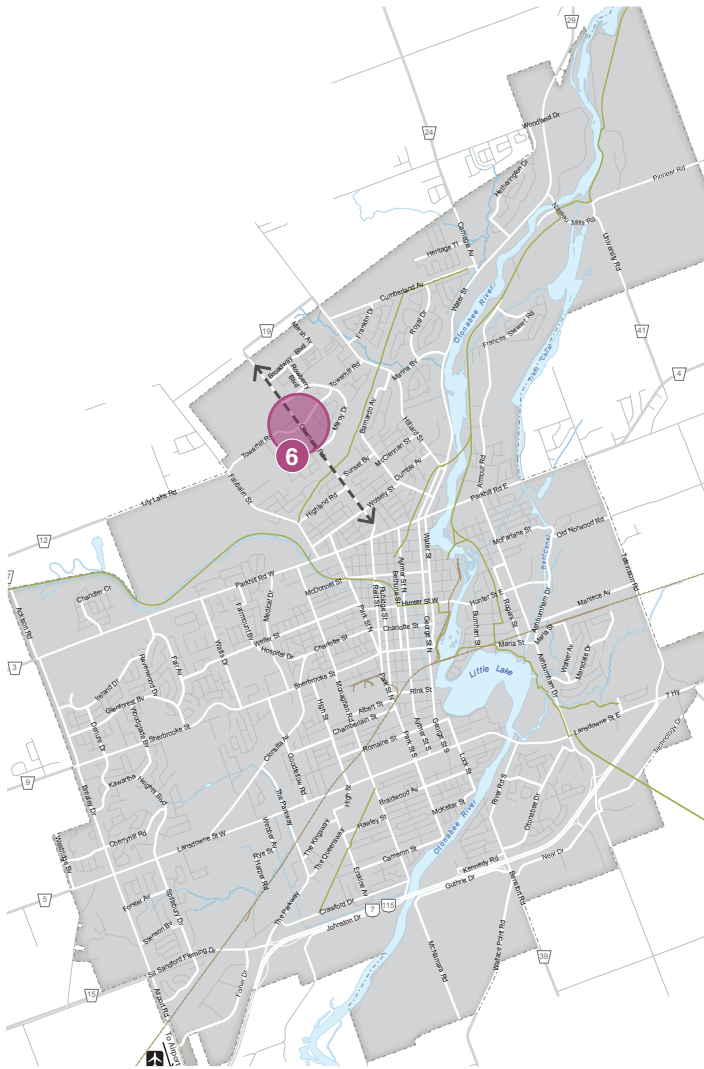
- M1**  A fine-grained, publicly accessible street network creates human-scaled development blocks.
- M2**  Streets are highly interconnected, and create frequent intersections with larger roads, so that pedestrians, cyclists and vehicles can move easily through the community with a choice of routes. Cul-de-sacs are discouraged.
- M3**  Block lengths are short to ensure permeability and encourage active transportation.
- M4**  The old Armour Road along the river's edge can be reconfigured to a one-way system that provides access to the existing homes. Small linking roads can connect New and Old Armour Roads. Old Armour Road can be narrowed to a minimum width vehicular track, and the surplus space within the right-of-way used for a multi-use trail along the river's edge, and landscaping.
- M5**  The existing Nassau Mills Road bridge over the Otonabee River is nearing the end of its design life. A new bridge may be required. Various alternatives are being studied through an Environmental Assessment process to determine its ultimate alignment.
- M6**  All streets will be designed to balance all modes of travel. Streets with wider rights-of-way can be designed to accommodate pedestrians, cyclists, transit and vehicles in dedicated facilities.
- M7**  All streets will include street trees, and wider streets can include additional landscape treatment as well as opportunities for innovative stormwater management.
- M8**  Dedicated and separated cycling lanes are located along Armour Road to facilitate cycling to the University and other areas of the city, and to create a highly interconnected network. The cycling lanes connect with the existing bridge crossing of the Trent Canal.
- M9**  On-street cycling lanes are located along key community streets and connect to the cycling facilities on larger roads.
- M10**  Cycling infrastructure, including dedicated lanes, bike boxes, bicycle storage, and bicycle repair facilities, should be provided both in the public realm and in new development.
- M11**  Streets have 'windows' to large open spaces including environmental areas, two watercourses, community parks, and schools, providing views, and pedestrian/cycling access to those features.
- M12**  Transit should be phased to coincide with the density and mix of uses in the community. The primary transit focus should be at the Nassau Mills Road and Armour Road intersection, with potential along the Armour Road corridor.
- M13**  At build out, most streets within this node that experience change or intensification will have wide sidewalks on both sides, and crosswalks at all major intersections, creating a barrier-free, accessible network. Sidewalks are graded smoothly, with curb cuts at all roadways, and direct connections to other walkways, trails and building entrances.

# 6 Chemong Corridor

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*Location of the Chemong Road Corridor #6 in Peterborough.*

The Chemong Corridor currently acts as the commercial and service hub for the north end of the City of Peterborough as well as township communities north of the City. The Corridor features two distinct sections of commercial activity; in the north, from Milroy Drive southward to the Parkway Trail and in the south, between Sunset Boulevard and Wolsely Street. In both cases, commercial land uses feature low-rise commercial buildings with ample parking. These parcels offer some of the best potential to transform into higher density, mixed use development with new road and pedestrian connections added over time as development occurs. Chemong Road will continue to serve a large-format commercial function for some time as change is expected to be incremental.

Northwest of the commercial corridor on Chemong, there is ample room for new subdivision development, subject to the creation of new secondary plan policies. This area provides an opportunity to transition between the higher density uses along Chemong and the existing low density neighbourhoods. In the long term, development and redevelopment is expected to preserve and enhance the surrounding neighbourhoods creating more complete communities.

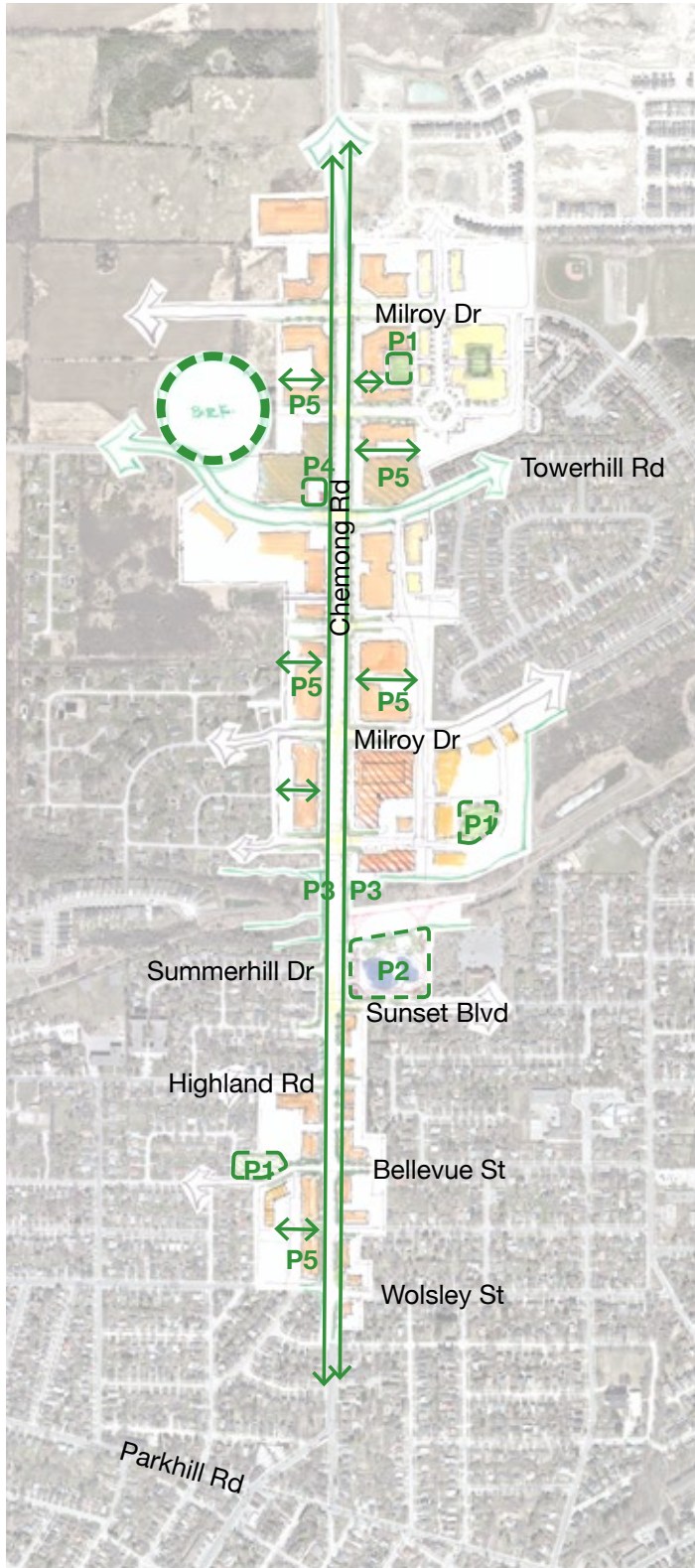
The demonstration plan, assumes that the Parkway, conceived as a major arterial road for moving large volumes of traffic across the city, is not built. The alternative demonstration plan (end of this section), assumes that the Parkway is constructed. In both cases a similar pattern of development was proposed; this shows that the presence of an arterial road does not fundamentally change the land use concepts considered.

# 6 Chemong Corridor

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## Demonstration Plan

### Public Realm





## Guiding Framework for Public Realm

**P1** Small parks or urban squares



are created as focal elements to individual blocks or small neighbourhoods. They are accessible to the street network and framed by buildings.

**P2** The stormwater management facility can be urbanized to include park functions and pathways.



**P3** Continuous and green multi-use trails create generous promenades along Chemong for walking and biking.



**P4** A small urban square at Chemong and Towerhill Road can be a focal point and main entrance for a new Community Hub.

**P5** Mid-block walkways and pedestrian mews and landscape spaces supplement the street pattern and connect open spaces to major destinations and transit corridors, and help to create pedestrian-scaled and pedestrian-oriented development. Where there are greenfield areas behind the Chemong corridor, ensure they are designed to connect to mid-block walkways.



**P6** The public realm includes the street network, open spaces, and walkways. Together they create a permeable system for moving through the community, promoting active transportation and healthy communities.



**P7** Over time and as development



occurs, most streets should be designed to be welcoming for pedestrians and include wider sidewalks. As the node transforms, priority treatment should be given to the streets with the most foot traffic, and to major streets.

**P8** Most streets should be planted with large canopy trees that are diverse and resilient in species and create a connected urban tree canopy at maturity.

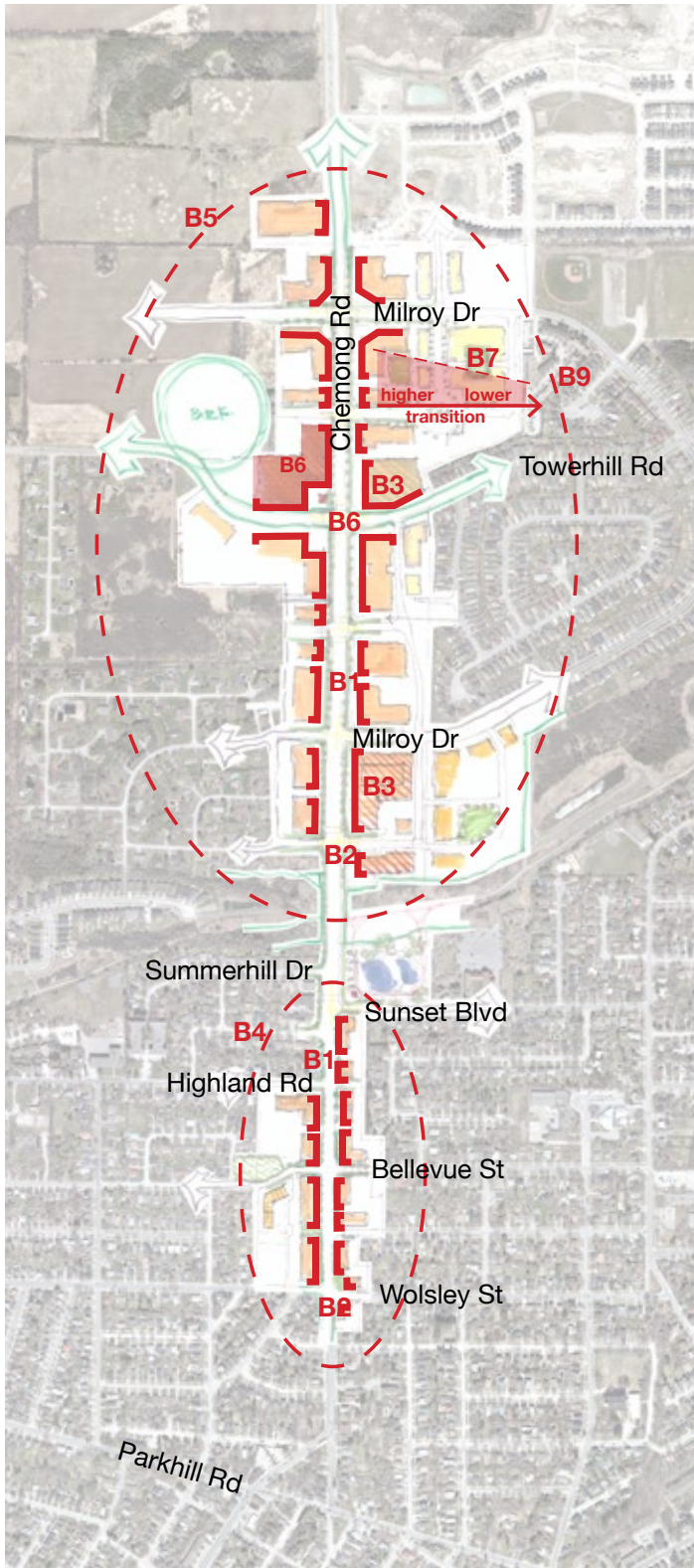


# 6 Chemong Corridor

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## Demonstration Plan

### Built Form





## Guiding Framework for Built Form

**B1** Buildings reinforce street edges along primary streets. They are located close to the street edge, have main entrances from the sidewalks, and have ground floor uses that help to provide interest at ground level. Facades facing streets are articulated to provide interest and have many windows. Rear lots and blank walls do not face streets.

**B2** All streets and parks are faced by buildings.

**B3** Mixed uses, including retail or other active uses on the ground floor, and office/employment space on upper floors, are located in buildings fronting Chemong.

**B4** The southern part of the Chemong corridor should be a low-scale retail street with a village character, up to 4 storeys.

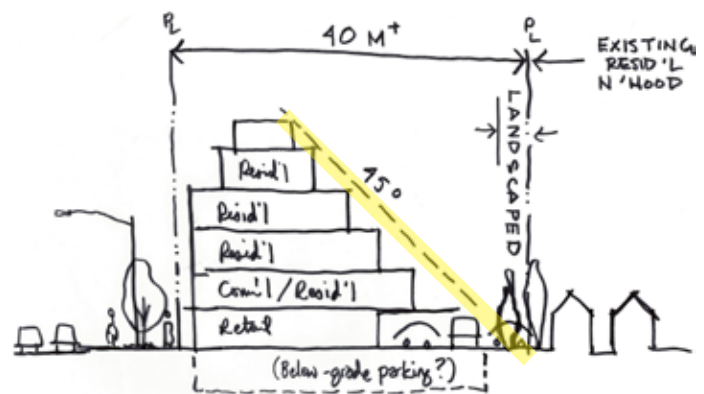
**B5** The northern part of the Chemong corridor can be larger in scale, but with smaller retail footprints in an urban format. Shopfronts face Chemong. Building heights would be in the 6 to 8 storey range.

**B6** A Community Hub can be created at Chemong and Towerhill Road and include community-focussed, institutional uses.

**B7** The tallest buildings, representing the highest densities, face the primary streets where transit is located or planned. There is a general transition to lower buildings away from the major streets. Buildings at the edge of the intensification area, adjacent to existing neighbourhoods, would be up to 3 storeys.

**B8** A variety of building types, heights, uses and tenures should be provided, and include affordable units.

**B9** 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.



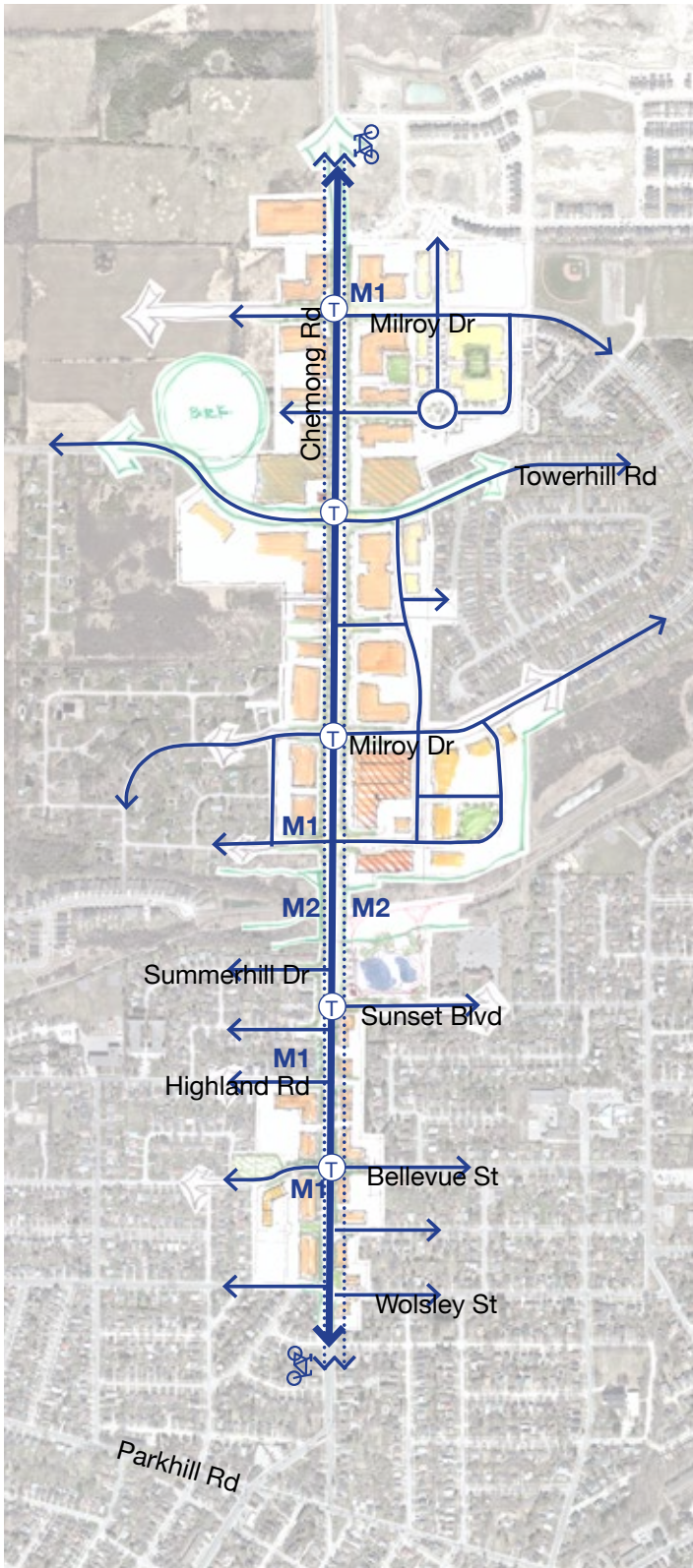
Where new mid-rise development along Chemong is adjacent to existing, low-rise residential, a 45-degree angular plane is applied from the residential property line, combined with a landscape buffer, can provide an appropriate transition. The angular plane maintains access to sky view and privacy for existing residential properties, and avoids abrupt changes in scale and new buildings that loom above smaller buildings.

# 6 Chemong Corridor

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## Demonstration Plan

### Mobility





## Guiding Framework for Mobility

**M1** Ensure many streets from the surrounding community connect with Chemong, to provide many ways of reaching the street. Wherever possible, connect streets continuously across Chemong with new streets that create a finer scale of development block.

**M2** Provide a wide multi-use trail on each side of Chemong.

**M3** All streets will be designed to balance all modes of travel. Streets with wider rights-of-way can be designed to accommodate pedestrians, cyclists, transit and vehicles in dedicated facilities.



*Boulevards beside the major streets can include pedestrian and cycling paths, as well as significant greening.*

**M4** All streets will include street trees, and wider streets can include additional landscape treatment as well as opportunities for innovative stormwater management.

**M5** Dedicated and separated cycling lanes and/or multi-use paths are located along larger roads to facilitate cycling to other areas of the city, and to create a highly interconnected network.

**M6** On-street cycling lanes are located along key community streets and connect to the cycling facilities on larger roads.

**M7** Cycling infrastructure, including dedicated lanes, bike boxes, bicycle storage, and bicycle repair facilities, should be provided both in the public realm and in new development.

**M8** Transit stops are frequently spaced to provide convenient access along corridors.

**M9** At build out, most streets within this node that experience change or intensification will have wide sidewalks on both sides, and crosswalks at all major intersections, creating a barrier-free, accessible network. Sidewalks are graded smoothly, with curb cuts at all roadways, and direct connections to other walkways, trails and building entrances.

# 6 Chemong Corridor

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## Alternative Concept



*This demonstration plan illustrates an alternative configuration of redevelopment blocks along the east side of Chemong Road. It achieves many of the same principles as the Guiding Framework, but with a different pattern of streets, parks and buildings. New buildings front directly onto Chemong Road to create a well-defined, 'main street' corridor. An interconnected pattern of streets and lanes links Chemong Road with new development blocks behind it, and existing streets. At the south, the potential location for the Parkway is shown.*



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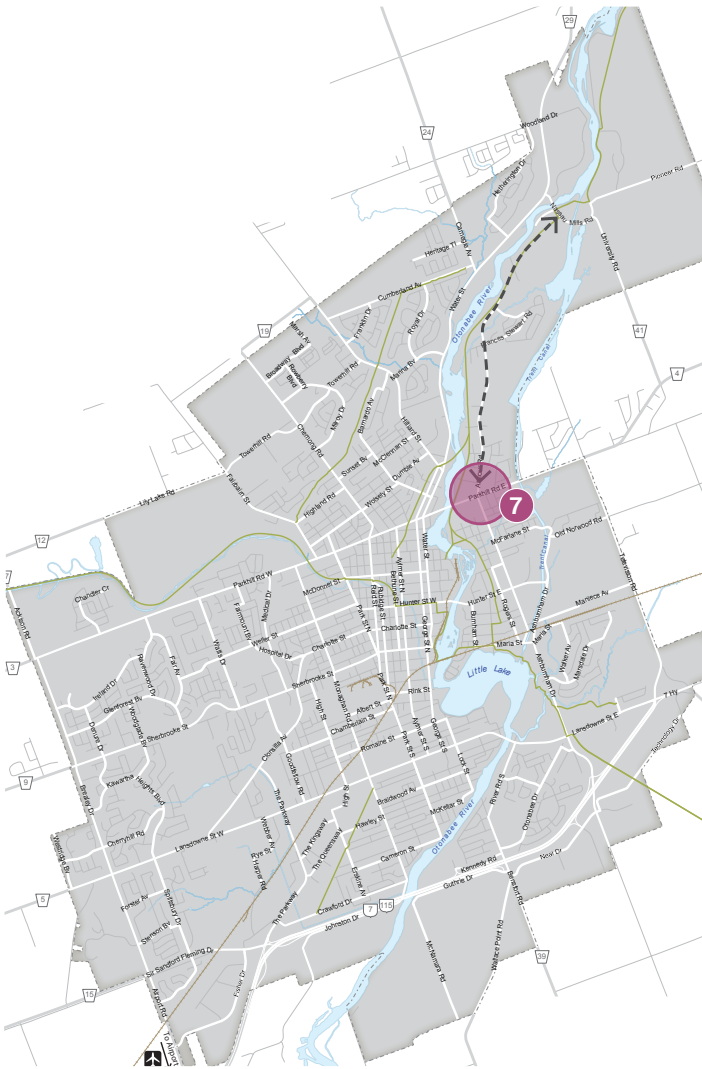
# 7 Parkhill and Armour

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The Armour corridor, from Parkhill Road to Frances Stewart Road, is an established community with a mix of residential, recreation and institutional uses. In contrast to many of Peterborough's other nodes and corridors, there are no large-scale redevelopment opportunities. Instead, there are a number of smaller parcels that have not been developed, or large lots that can be subdivided and/or intensified. The basic structure of the community in terms of roads, public spaces, and buildings is established, and change in this corridor will be about appropriate, compatible infill that fits in with the existing structure and enhances the community.



*Location of the Parkhill and Armour node #7 in Peterborough.*

# 7 Parkhill and Armour

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## Demonstration Plan

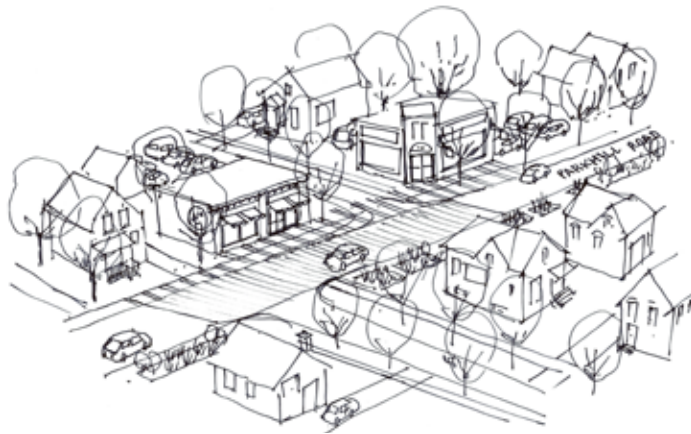
### Public Realm





## Guiding Framework for Public Realm

- P1** A community focus is created at the intersection of Parkhill and Armour through the combination of public art, street enhancements, land use and built form.



*A community focus can be created by encouraging small scale retail uses serving the local population, combined with crosswalk/sidewalk enhancements that define a unique sense of place and slow traffic. Adjacent sidewalks should be wide and feature street trees, seating, bicycle lock-up and other pedestrian amenities.*

- P2** Street enhancements along Parkhill include wide sidewalks, continuous street trees on both sides, and large crosswalks defined by special paving and landscape. Parkhill, and adjacent streets, may also present opportunities to implement innovative stormwater management techniques that create a green street edge. A gateway where Parkhill crosses the Trent Canal and Otonabee River can help to slow traffic and create a sense of identity for the Parkhill corridor.



- P3** Roland Glover Park and Vinette Park should be enhanced as local community destinations. A green street, with wide sidewalks and special tree planting, should link them together and create a route to the Rotary Greenway Trail along the Otonabee River and a trail along the Trent Canal.



- P4** In the long term, a trail should be created along the Trent Canal, extending north from Parkhill Road.



- P5** The character of Nicholls Oval Park should be preserved, with enhancements over time such as an amphitheater near the river's edge and additional walkway connections.



- P6** Wide sidewalks and significant tree planting create generous promenades along Armour, and help define the street as a main spine for several neighbourhoods.



- P7** The river's edge landscape along Rotary Greenway Trail should be publicly accessible and feature small scale community-oriented recreational uses and walking paths. Additional connections to it from neighbourhood streets should be provided.



# 7 Parkhill and Armour

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## Demonstration Plan

### Built Form



Examples of low-rise, higher density infill projects on residential streets with an established character. The new buildings fit in with the streetscape by breaking down their massing into smaller volumes and using brick to blend in, and they have significant landscaping along the street.



## Guiding Framework for Built Form

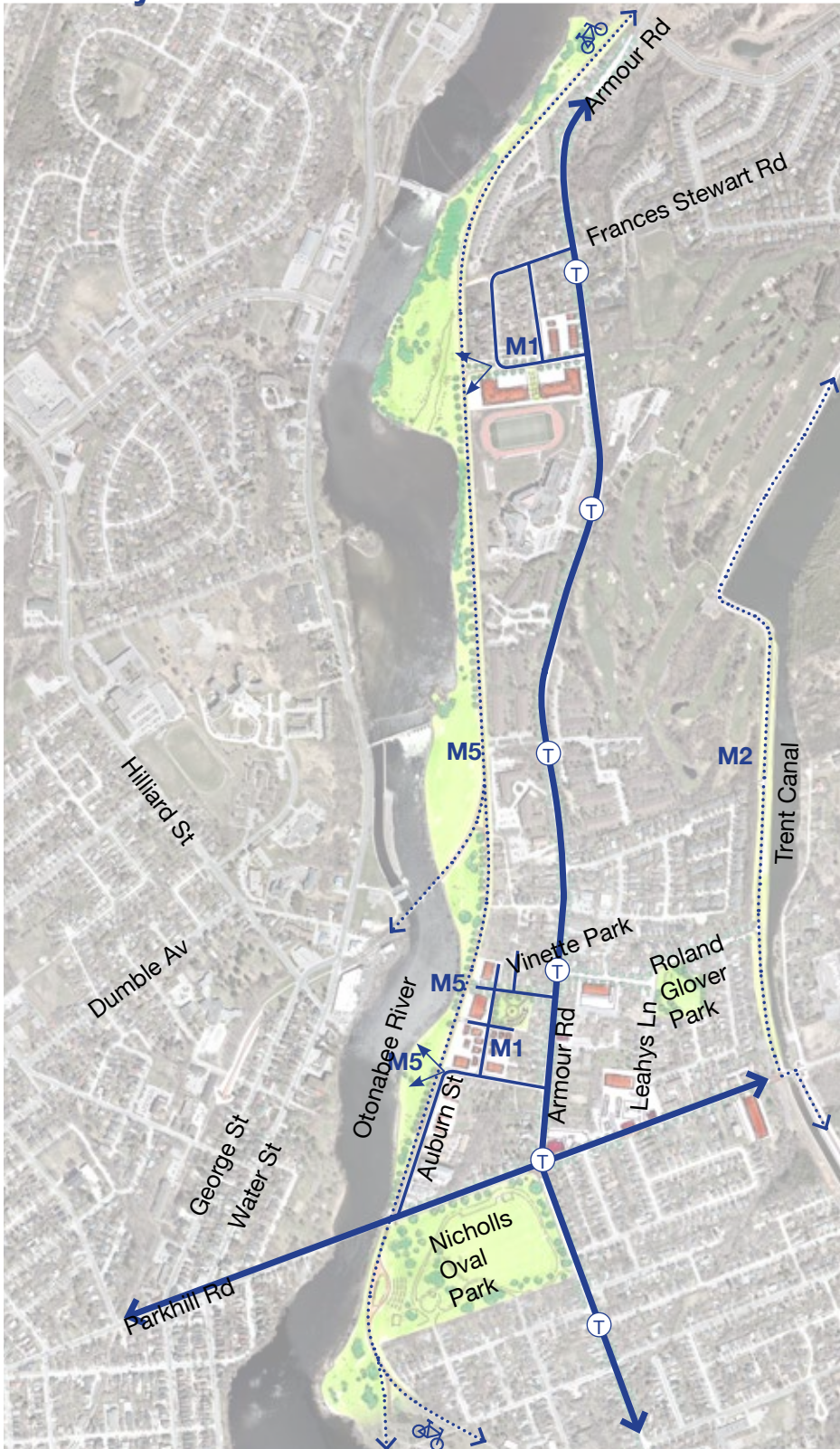
- B1** Buildings reinforce street edges. They are located close to the street edge, have main entrances from the sidewalks, and have ground floor uses that help to provide interest at ground level. Facades facing streets are articulated to provide interest and have many windows. Rear lots and blank walls do not face streets.
- B2** In general, infill development will be low in scale, typically 4 storeys or less, and be compatible with existing, adjacent buildings.
- B3** Compatible development exhibits many characteristics that are found in the existing community. These can include a number of criteria, including (but not necessarily all of) the following :
- maintains the integrity of the existing streetscape
  - maintains the same general massing along the streetscape as existing buildings
  - uses architectural details such as roof profile, entrance treatments, window proportion, and materials in a similar way
  - for multi-unit buildings, provides main front entrances facing streets, with direct walkway connections
  - for multi-unit buildings, massing is articulated as a series of smaller units
  - maintains space for large canopy street trees
  - provides significant landscaping adjacent to parking, service areas, and private outdoor amenity areas.
- B4** Taller buildings may be located where they are able to be separated from existing residential (e.g. by a road or by smaller scale buildings).
- B5** A variety of building types, heights, uses and tenures should be provided, and include affordable units.
- B6** 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 internal courtyards.
- B7** Sites along Parkhill and Armour are encouraged to have local neighbourhood-serving retail and service uses. Even a small number of active businesses can create a sense of neighbourhood focus and foster active transportation.

# 7 Parkhill and Armour

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## Demonstration Plan

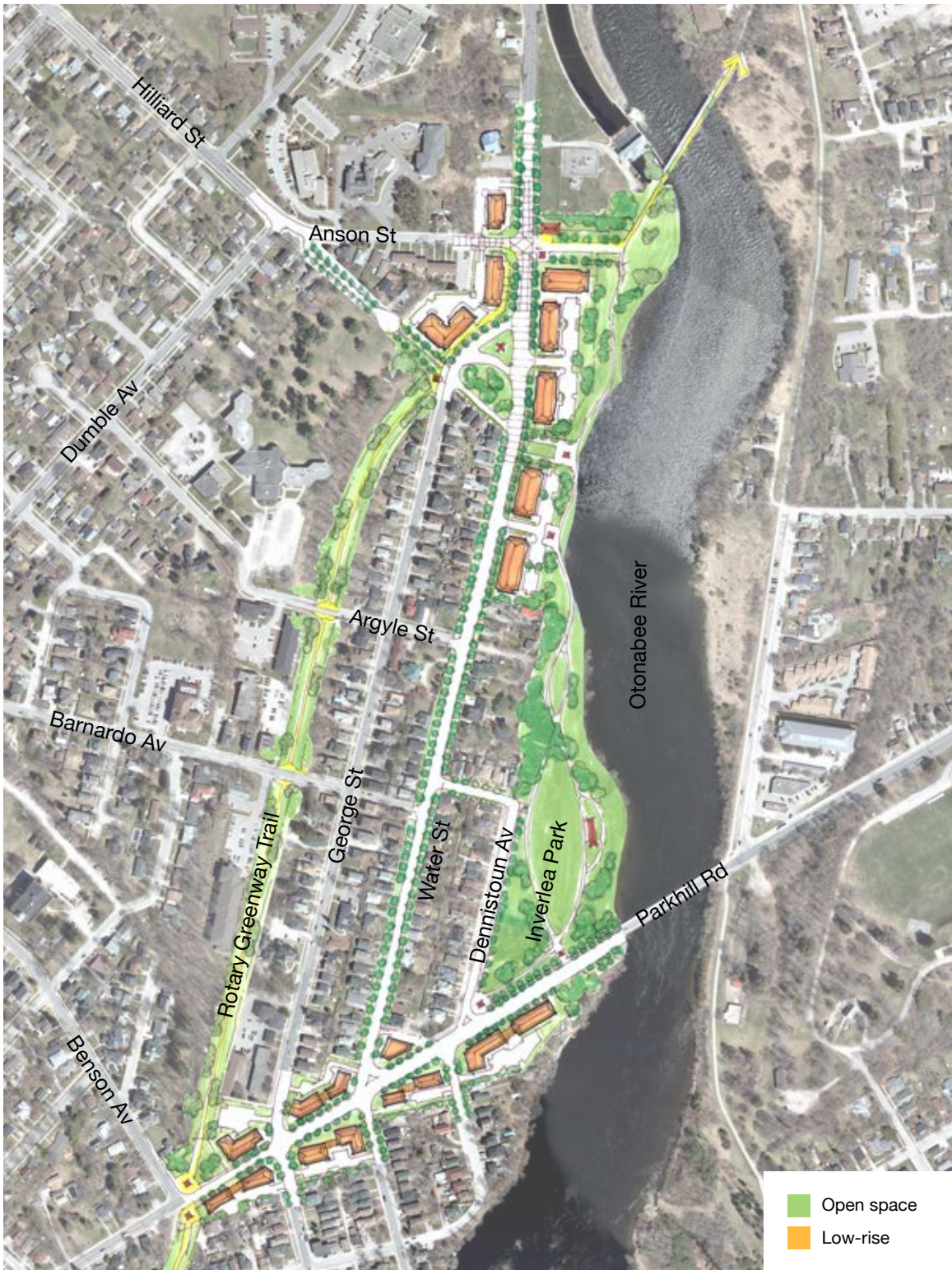
### Mobility





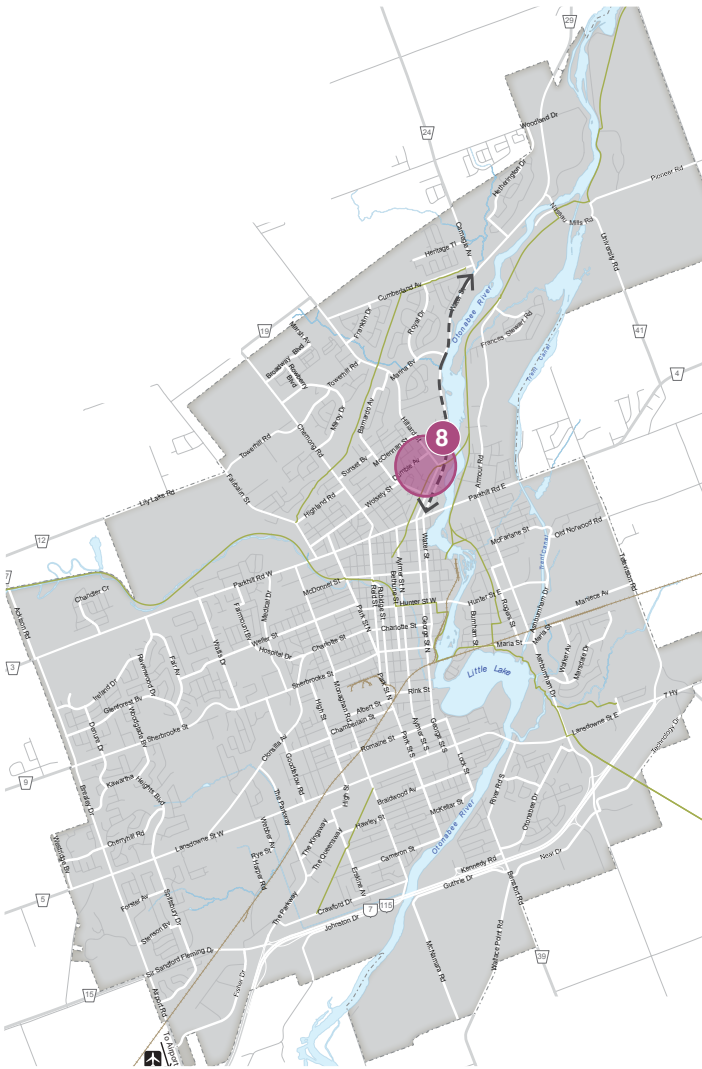
## Guiding Framework for Mobility

- M1**  Any large development blocks should be divided into smaller blocks by new streets that interconnect with the existing street pattern.
- M2**  Expand connections with the existing bike network, including the potential for a multi-use trail along the Trent Canal.
- M3**  On-street cycling lanes are located along key community streets and connect to the cycling facilities on larger roads.
- M4**  Cycling infrastructure, including dedicated lanes, bike boxes, bicycle storage, and bicycle repair facilities, should be provided both in the public realm and in new development.
- M5**  Streets create 'windows' to the Otonabee River, Trent Canal, and local parks.
- M6**   Transit stops are frequently spaced to provide convenient access throughout the community and along corridors, and integrated as part of the City's transit strategy.
- M7**  At build out, most streets within this node that experience change or intensification will have wide sidewalks on both sides, and crosswalks at all major intersections, creating a barrier-free, accessible network. Sidewalks are graded smoothly, with curb cuts at all roadways, and direct connections to other walkways, trails and building entrances.





The Water Street corridor, from Parkhill Road to Anson Street, is an established community with a mix of residential, open space and commercial uses. In contrast to many of Peterborough's other nodes and corridors, there are no large-scale redevelopment opportunities. Instead, there are a number of smaller parcels with existing low density commercial uses that can be intensified. The basic structure of the community in terms of roads, public spaces, and buildings is established, and change in this corridor will be about appropriate, compatible infill that fits with the existing structure and enhances the community.



*Location of the Parkhill and Water node #8 in Peterborough.*

# 8 Parkhill and Water

DRAFT

## Demonstration Plan

### Public Realm





## Guiding Framework for Public Realm

**P1** A neighbourhood node is created at the Water/George Street junction, through street re-configuration, new public spaces, and new built form.

**P2** Special paving and intersection treatments at Water and Anson celebrate the junction of multiple trails, help define the neighbourhood node, and slow traffic.

**P3** Small parkettes are located along Water Street to provide views and connections to the Otonabee River.



*A small parkette along Water Street can provide an access point to a new trail along the Otonabee River.*

**P4** A series of wayfinding elements that can include signs, public art and landscape elements, are located in the small parkettes of the neighbourhood node to provide a sense of place and signal connections to the trail network.

**P5** Inverlea Park is extended north along the river as a trail, with multiple connections to Water Street and to the Rotary Greenway Trail.

**P6** Inverlea Park is enhanced with new walking trails and focal elements such as a pavilion and recreational amenities.

George Street and Parkhill Road are enhanced with generous street tree planting, as the spines of this community.

**P8** The public realm includes the street network, open spaces, and walkways. Together they create a permeable system for moving through the community, promoting active transportation and healthy communities.

**P9** Over time and as development occurs, most streets should be designed to be welcoming for pedestrians and include wider sidewalks. As the node transforms, priority treatment should be given to the streets with the most foot traffic, and to major streets.

**P10** Most streets should be planted with large canopy trees that are diverse and resilient in species and create a connected urban tree canopy at maturity.

## Demonstration Plan

**Built Form**



## Guiding Framework for Built Form

**B1** Buildings reinforce street edges along the primary streets. They are located close to the street edge, have main entrances from the sidewalks, and have ground floor uses that help to provide interest at ground level. Facades facing streets are articulated to provide interest and have many windows. Rear lots and blank walls do not face streets.

**B2** At the neighbourhood node, small scale commercial buildings face George and Water Streets, clustered around the parkettes. They may be mixed use buildings of 3 or 4 storeys, with residential units above.

**B3** Along Parkhill, some limited lot consolidation and gradual redevelopment should create a small commercial corridor serving the community. Buildings will be located to address the street and create an attractive streetscape.

**B4** Buildings should be located and designed to be the primary image addressing the public realm. In general, parking should be located at the rear of buildings, or in small courtyards if facing the street.



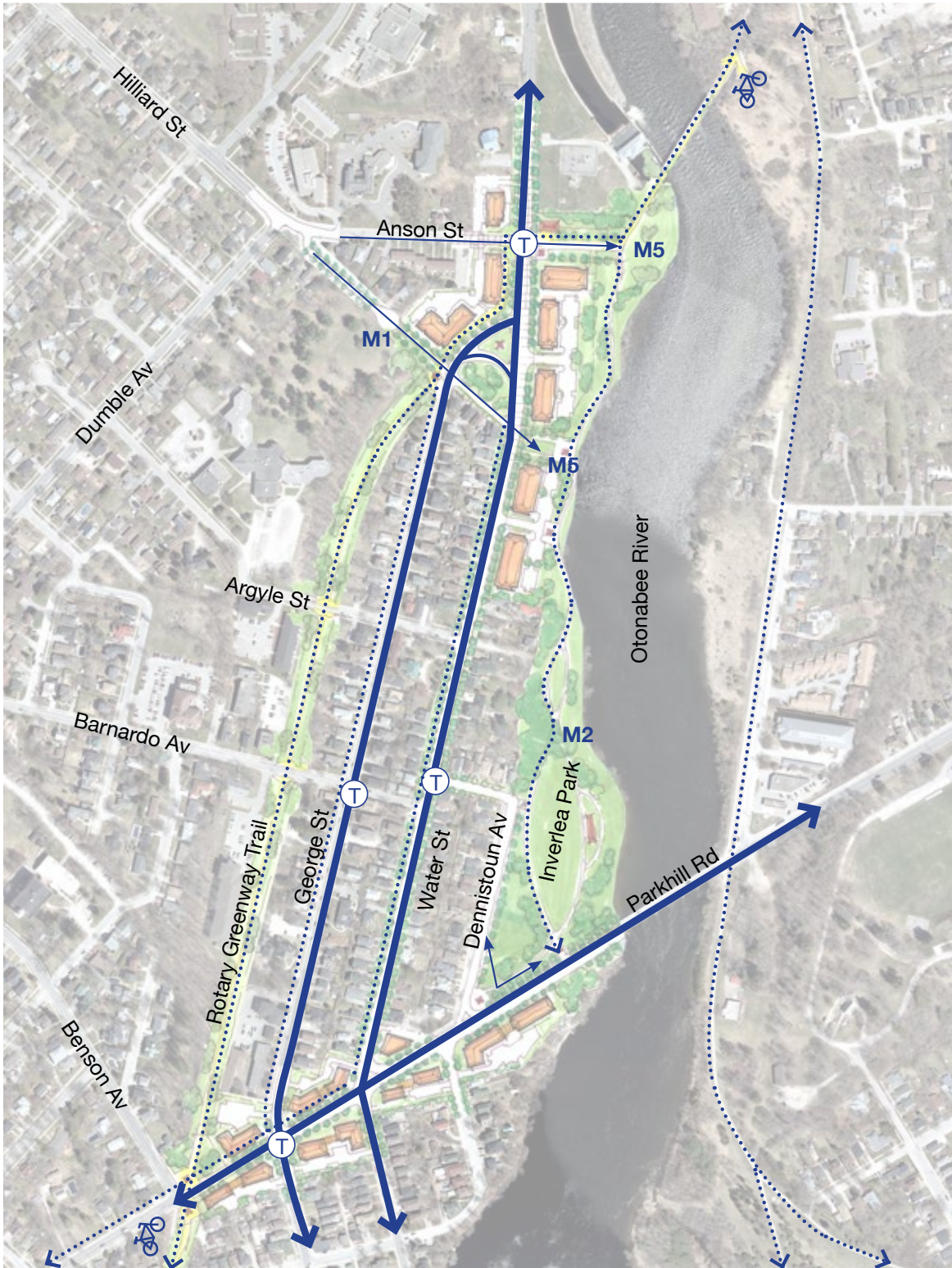
*Examples of modest mixed use buildings with commercial on the ground floor and office or residential uses above. The buildings come to the street edge and help create a walking environment.*

# 8 Parkhill and Water

DRAFT

## Demonstration Plan

### Mobility





## Guiding Framework for Mobility

**M1** There is potential to redirect of Anson Street and close off Hilliard Street to create a simpler street pattern in the neighbourhood node. If desired, this could support the one-way system of George and Water Streets.



**M2** Expand connections with the existing bike network, including new connections along the Otonabee River.



**M3** On-street cycling lanes are located along key community streets, including existing lanes on Water, George and Parkhill, and connect to other areas of the city.



**M4** Cycling infrastructure, including dedicated lanes, bike boxes, bicycle storage, and bicycle repair facilities, should be provided both in the public realm and in new development.



**M5** Views at the ends of streets create 'windows' to the Otonabee River.



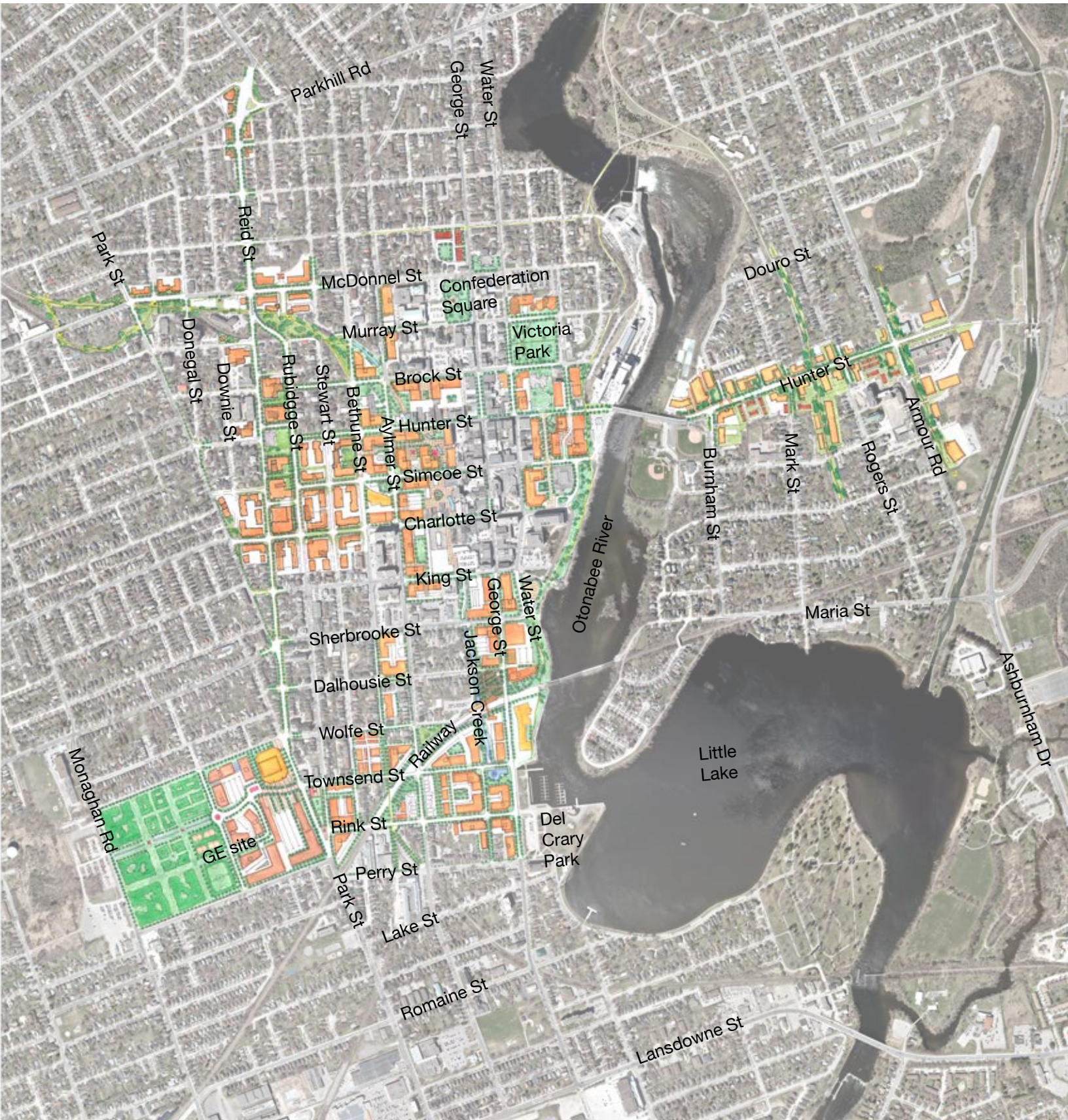
**M6** Transit stops are frequently spaced to provide convenient access throughout the community and along corridors.



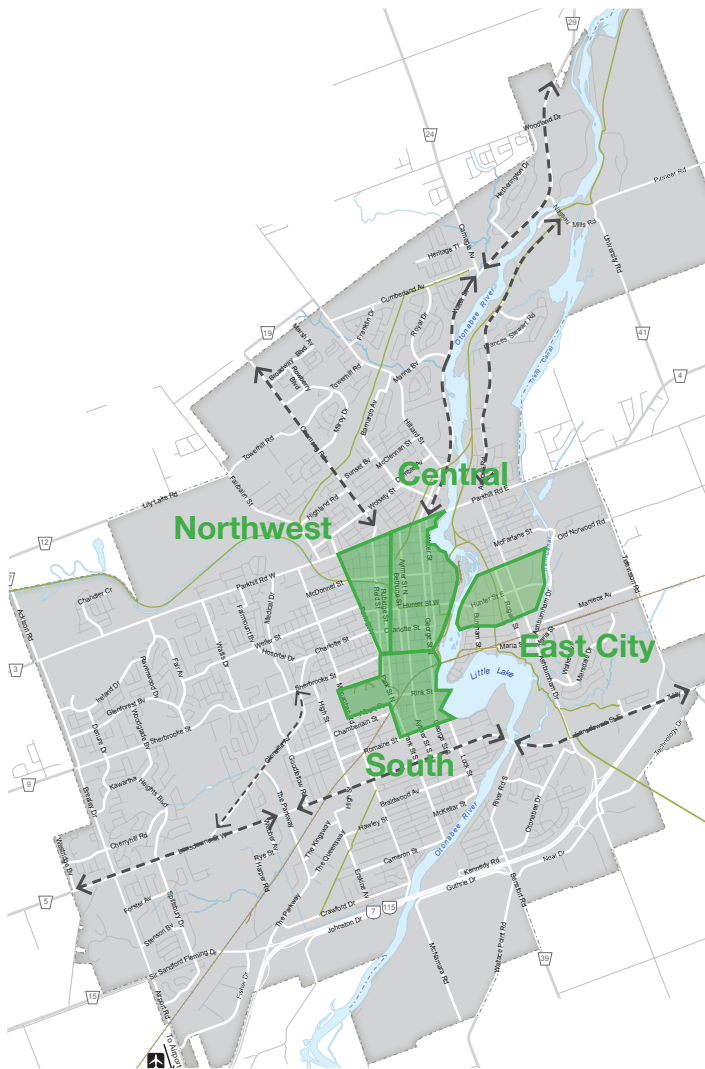
**M7** At build out, most streets within this node that experience change or intensification will have wide sidewalks on both sides, and crosswalks at all major intersections, creating a barrier-free, accessible network. Sidewalks are graded smoothly, with curb cuts at all roadways, and direct connections to other walkways, trails and building entrances.











*Location of the four Downtown Districts in Peterborough.*

Much of Peterborough's growth, as established by the province, will need to be accommodated on already built up land at higher densities. The downtown area will be the anchor for this growth, because:

- the Provincial Growth Plan directs major growth to downtowns
- it has the capacity to accommodate it, in land, infrastructure, community services, transit and other amenities
- it has market strength because people are attracted to the diverse, authentic environment
- strong, healthy downtowns are important economic engines and the focus of community and cultural life.

In addition to the Public Realm, Built Form and Mobility guidelines, this demonstration plan also includes guidelines for Heritage includes cultural resources such as buildings and landscapes that are considered to be important to current and future generations, and that should be conserved or commemorated.

The downtown area contains diverse neighbourhoods, districts and character areas, and these will accommodate growth and change differently. Unfortunately, some portions of the downtown and East City areas are within a flood plain which will discourage or limit development opportunities in the affected area.

While there are many ways of getting to the downtown, the primary means of experiencing it is on foot. Downtowns thrive when they have many different destinations, uses and traffic generators that are active throughout the day and year. All new development should be built to a pedestrian scale, supporting high quality public streets and spaces. Buildings should have active uses along sidewalks. This is the critical element to get right: the ground level experience of the streetscape.

These guiding frameworks are primarily intended to shape the physical character of the downtown. Creating the appropriate form of the public realm, built form and movement systems in the downtown helps to foster the guiding principles of the Official Plan: environmental stewardship through sustainable development, economic strength through diverse opportunities and a strong quality of life, complete communities, a unique and vibrant environment, and a connected downtown, city, and region. All of these guiding principles can be seen in almost any of the public realm, mobility, built form and heritage Guiding Frameworks that follow, and should be considered and exhibited by each new project in the downtown. For example, one great new infill development project in the downtown could support the Official Plan principles in the following ways:

Environmental Stewardship - a green roof to reduce impacts on municipal

stormwater infrastructure and provide vegetable gardens for building occupants.

Economic Strength - small offices, commercial on the ground floor, and wiring for smart technology support a variety of employment opportunities.

Complete Communities - a variety of unit types promote housing diversity and affordability, while mixed uses support compact form and increase liveability.

Unique and Vibrant - high quality urban design and the integration of heritage resources enhance the experience of the downtown.

Connectivity and Mobility - Higher densities and smart technology support transit.

Collectively, all of these potential initiatives foster a more sustainable built environment.

Besides its physical character, there are many other initiatives that are important in creating a strong downtown that are parallel with these design frameworks. These include, for example, mechanisms to achieve affordable housing and green building design (green roofs, reduced carbon use, passive energy capture, greywater systems, etc.), investment in transit, a strong arts and cultural scene, and an expanded employment base including major office buildings. All of these elements must be balanced, and work together to enhance Peterborough's downtown for future generations.



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## Northwest (77 hectares)

**Northwest Downtown** is anchored by Charlotte Street, and has both an urban and neighbourhood character. Redevelopment opportunities in the 4 to 6 storey range is appropriate. While most change is anticipated in the Charlotte Street corridor and blocks adjacent to Central Downtown, this area has many sites that can accommodate small infill developments that make great contributions to the quality of the streets in the area.

### Context Images:

Charlotte Street Commercial Fronts



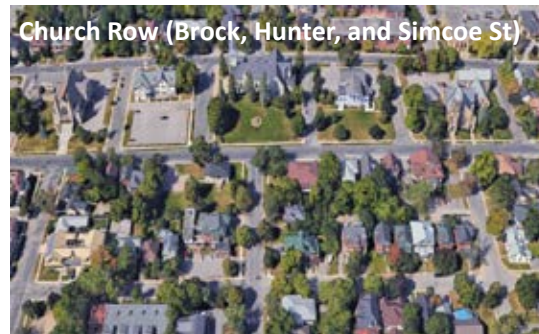
Simcoe & Bethune Basketball Park



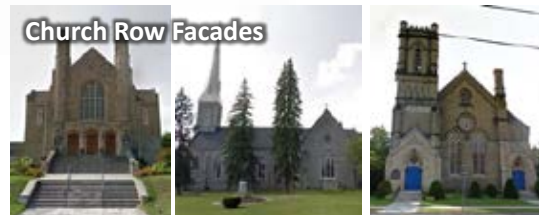
Bethune Street Streetscaping Project



Church Row (Brock, Hunter, and Simcoe St)



Church Row Facades





**GENERAL STATISTICS**

2016 Population: 2,900

2016 Dwellings: 1,700

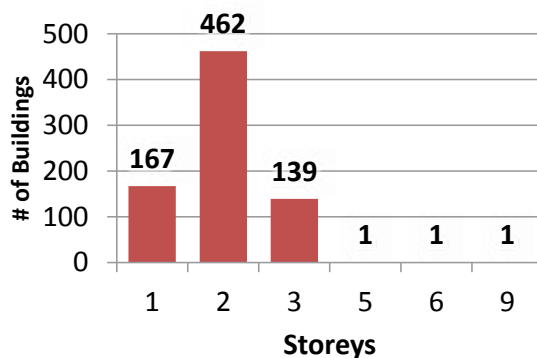
2016 Employment: approx. 1,000

**DESIGN PROGRAM**

- 390 residential units
- 100 jobs or 39,400 ft<sup>2</sup> (3,700 m<sup>2</sup>) of population-related employment floor area

**BUILDINGS** (n=771)

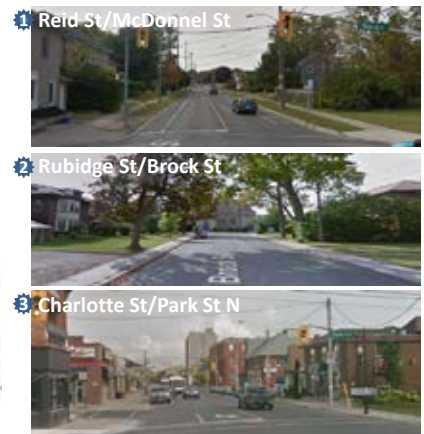
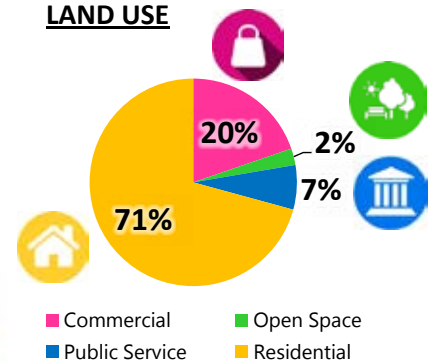
Average Floor Area Ratio: 0.64

Average Building Size: 1,830 ft<sup>2</sup> (170 m<sup>2</sup>)

Status	# of Buildings
Designated Heritage	20
Heritage Register - Listed	29
Heritage Register - Pending Official Plan Review	1

**TRANSPORTATION****Legend**

- Bus Stop
- Bicycle Lane
- Trails
- Local Roads
- Medium Capacity Arterial
- Low Capacity Arterial
- High Capacity Collector
- Low Capacity Collector

**Streetviews:****LAND USE****GENERAL NOTES:**

- Contains the most residential of all four downtown areas of interest
- Contains the least amount of green/open space of all four downtown areas of interest

## Central (110 hectares)

**Central Downtown** is the traditional heart of the downtown anchored by George and Water Streets. New development must preserve the 'main street' and heritage characteristics by reinforcing a 2 to 4 storey street wall and setting back taller elements from the street edge. Building heights in the 6 to 8 storey range are considered appropriate, with some sites having potential for taller buildings. Large redevelopment sites with higher densities should be planned comprehensively to include new public amenities (e.g. small urban squares, daylighting Jackson Creek, community services) and integrate parking.

### Context Images:





**GENERAL STATISTICS**

2016 Population: 3,700

2016 Dwellings: 2,400

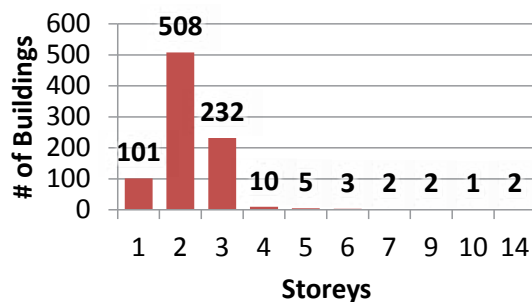
2016 Employment: approx. 9,100

**DESIGN PROGRAM**

- Urban Growth Centre portion (68%) by 2031:
  - Min. 450 residential units
  - Min. 800 jobs or 347,200 ft<sup>2</sup> (32,300 m<sup>2</sup>) of population-related employment floor area
- Remainder of Central area (outside UGC):
  - 220 residential units
  - 360 jobs or 156,000 ft<sup>2</sup> (14,500 m<sup>2</sup>) of population-related employment floor area

**BUILDINGS** (n=866)

Average Floor Area Ratio: 1.10 (greatest density of all areas)

Average Building Size: 3,230 ft<sup>2</sup> (300 m<sup>2</sup>)

Status	# of Buildings
Designated Heritage	59
Heritage Register - Listed	6
Heritage Register - Pending Official Plan Review	35

**TRANSPORTATION****Legend**

- Bus Stop
- Bicycle Lane
- Trails
- Local Roads
- Medium Capacity Arterial
- Low Capacity Arterial
- High Capacity Collector
- Low Capacity Collector

**Streetviews:**

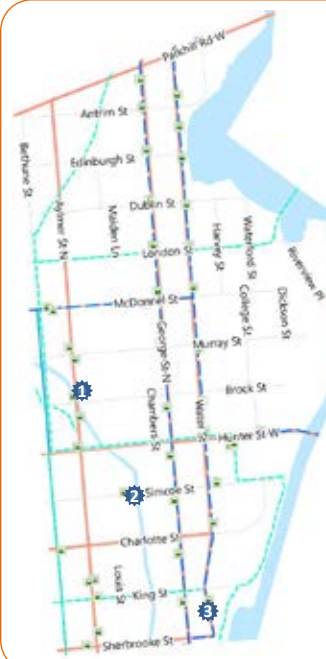
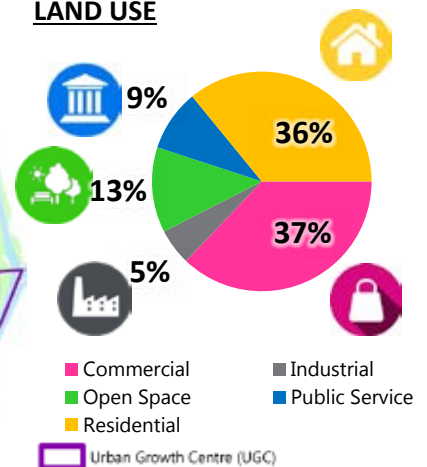
1 Alymer St facing Brock St



2 George St/Charlotte St



3 Water St facing King St

**LAND USE****GENERAL NOTES:**

- Contains the most commercial of all four downtown areas of interest



## East (59 hectares)

**East City** is anchored by Hunter Street and separated by the waterways. This area is a complete community unto itself, with a well-established character and village feel, with traditional architectural designs. Change in this area should reinforce this neighbourhood character, with building heights responding to immediate neighbours. Buildings facing Hunter Street should have small scale retail at ground level and be in the 4 to 6 storey range. It will be important to continue to promote a full range of land uses in East City.

### Context Images:

Historic Lift Lock



East City & Hunter St Bridge



Future Canadian Canoe Museum



Hunter St E Corridor



Hunter St Bridge Mural





**GENERAL STATISTICS**

2016 Population: 1,200

2016 Dwellings: 700

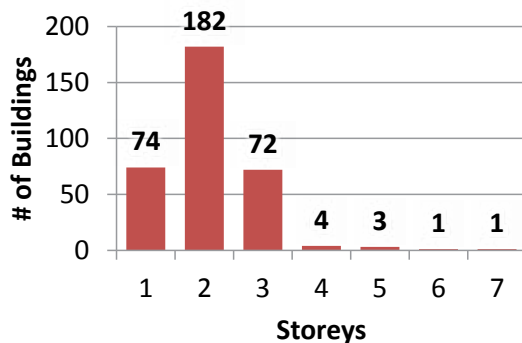
2016 Employment: approx. 1,100

**DESIGN PROGRAM**

- 300 residential units
- 190 jobs or 79,700 ft<sup>2</sup> (7,400 m<sup>2</sup>) of population-related employment floor area

**BUILDINGS** (n=337)

Average Floor Area Ratio: 0.47 (lowest density of all areas)

Average Building Size: 2,260 ft<sup>2</sup> (210 m<sup>2</sup>)

Status	# of Buildings
Designated Heritage	6
Heritage Register - Listed	2
Heritage Register - Pending Official Plan Review	0

**TRANSPORTATION****Streetviews:**

1 Hunter St E/Driscoll Ter



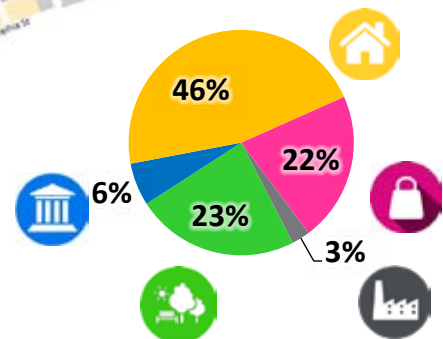
2 Hunter St E/Rotary Trail



3 Armour Rd facing Hunter St

**LAND USE****GENERAL NOTES:**

- Contains the most open space of all four downtown areas of interest



## South (140 hectares)

**South Downtown** is an area with a more fragmented character as a result of low scale, automobile oriented commercial/ industrial sites interspersed with low rise neighbourhoods. The large, single-use commercial/industrial sites have tremendous capacity to accommodate growth and change, and building heights in the 6 to 8 storey range are considered appropriate, with potential for taller buildings. New streets and pedestrian connections should reinforce the finer grained block pattern elsewhere in the downtown. This area benefits from proximity and access to the river, where building heights should be 4 storeys. George Street should be extended south as a main street with retail uses at grade. Stitching together several major trail systems is an important goal for this area.

### Context Images:

City Public Works Site



Rink St facing Aylmer St N



GE Property



Del Crary Park



Little Lake Master Plan (George St)





**GENERAL STATISTICS**

2016 Population: 3,500

2016 Dwellings: 1,800

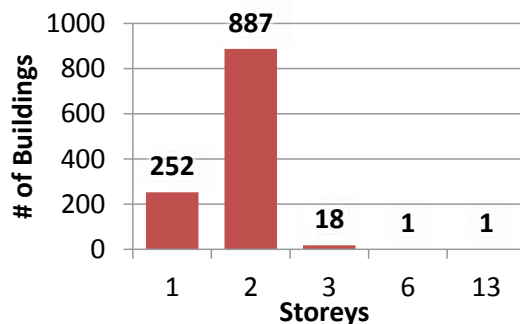
2016 Employment: approx. 3,200

**DESIGN PROGRAM**

- Urban Growth Centre portion (32%) by 2031:
  - Min. 470 residential units
  - Min. 850 jobs or 363,300 ft<sup>2</sup> (33,700 m<sup>2</sup>) of population-related employment floor area
- Remainder of South area (outside UGC):
  - 550 residential units
  - 340 jobs or 145,800 ft<sup>2</sup> (13,500 m<sup>2</sup>) of population-related employment floor area

**BUILDINGS** (n=1,159)

Average Floor Area Ratio: 0.63

Average Building Size: 2,690 ft<sup>2</sup> (250 m<sup>2</sup>)

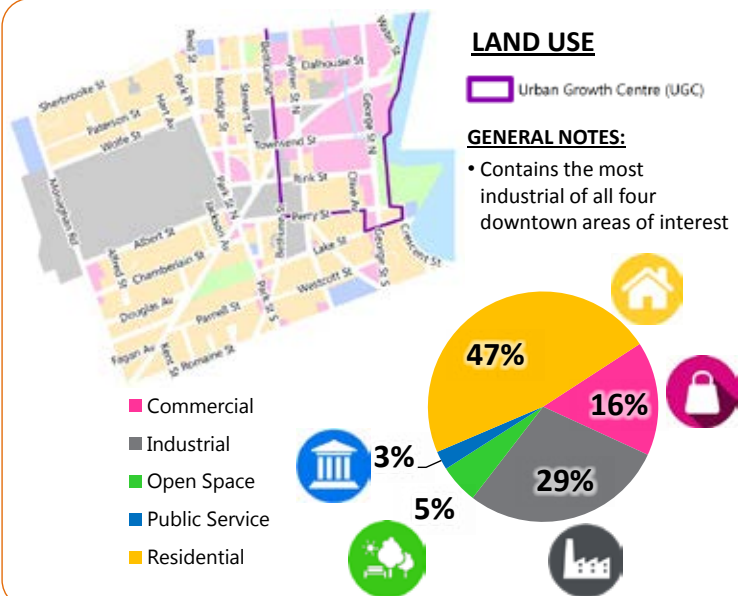
Status	# of Buildings
Designated Heritage	2
Heritage Register - Listed	2
Heritage Register - Pending Official Plan Review	0

**TRANSPORTATION****LAND USE**

Urban Growth Centre (UGC)

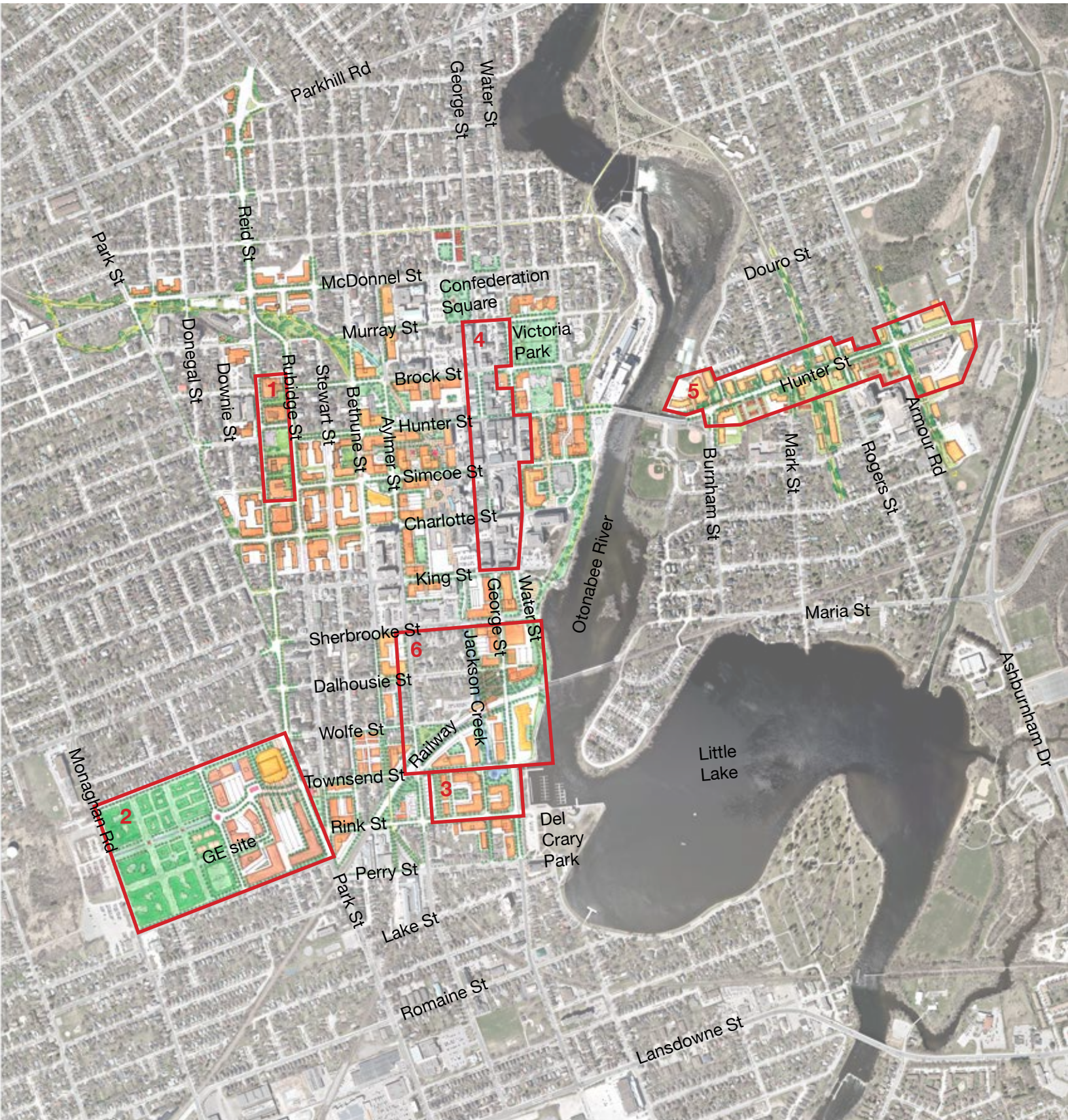
**GENERAL NOTES:**

- Contains the most industrial of all four downtown areas of interest





## 84





This demonstration plan illustrates one of many possible scenarios for the evolution of downtown over the next 20+ years. It demonstrates the application of the principles in the Official Plan, as well as the guiding frameworks that follow. It is not meant as a blueprint, but rather, a vision for change that accommodates growth in a manner that enhances the liveability of downtown by creating great new streets, public spaces and buildings. There are many ways the downtown might change, and the key is to ensure that each incremental change follows the principles of the Official Plan and the guiding frameworks.

- 1 Closure of some of the short roads north of Charlotte Street between Reid and Rubidge Streets, the provision of new pedestrian mews and small parks, and sensitive redevelopment of church properties, can help give new life to churches if redevelopment is considered, while reinforcing the civic and historic importance of this area.
- 2 Former industrial sites, such as the GE sites, will pose redevelopment challenges. The main factory site is of such a scale that all potential uses can and should be explored, provided they are compatible with the downtown. Success will build incrementally, as multiple uses build synergy and momentum.
- 3 In South Downtown, City Council has discussed a public square on the west side of George Street opposite the marina, with a prominent building facing the square. Heights would be low to medium rise along George Street and near the river, rising higher to the west. This demonstration plan is compatible with those ideas.

- 4 Portions of Water Street and George Street are shown with its existing historic building fabric intact. This is a priority outcome of the guiding framework. However, change may still occur, in the form of rear or rooftop additions that do not impact the heritage character of the street.
- 5 Hunter Street through East City is shown with a series of small scale redevelopment projects that gradually increases density and expands uses over time, in a way that is compatible with the area's existing character. There may be opportunities for larger infill developments along Armour Road.



*An alternative demonstration concept for the area around the potential rail station.*

## Demonstration Block

This demonstration block has been prepared to illustrate the application of the Guiding Framework to a 'typical' block in the downtown, not a specific block but a representation of common conditions. It shows how new development is intended to look in terms of massing and relationships that create

pedestrian-oriented streetscapes, great new public spaces, and animated architecture. It also shows how new development can respect and reinforce the heritage context of the downtown while still allowing for contemporary expression and even tall buildings. Existing buildings shown in white and new buildings shown in purple.

### Plan View

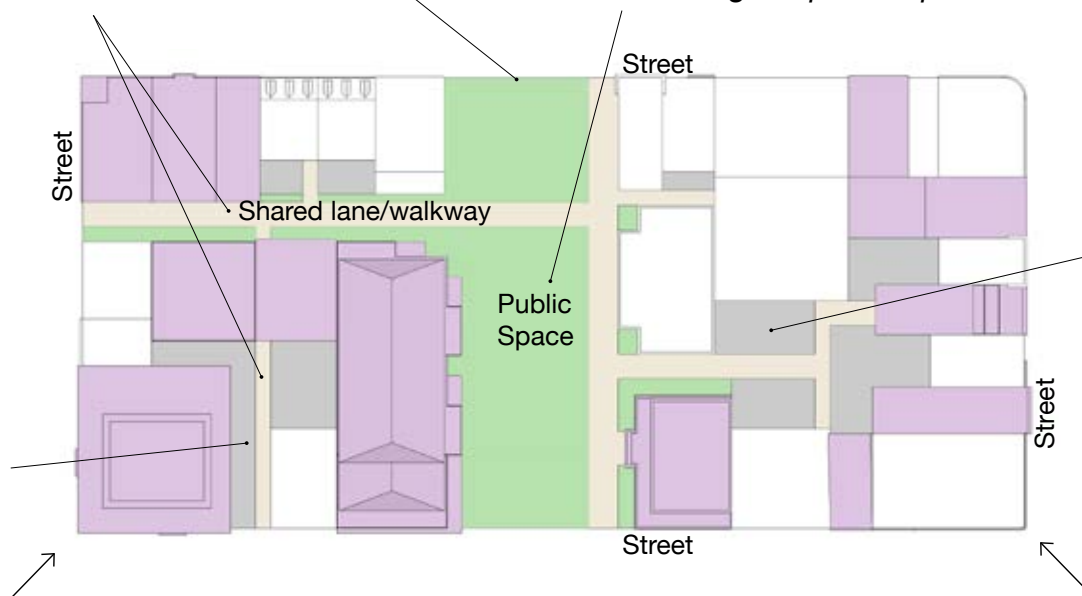
*Mid-block walkways, which can be shared laneways, provide additional pedestrian routes through the block.*

*New public spaces are visible and accessible to public streets.*

*For public spaces of this size and depth (resulting in a lower street presence in the centre of the space), it is important that the surrounding building edges are active and transparent. This means a mix of uses, including retail/restaurant on the ground floor, and many windows and doors overlooking the public space.*

*Larger development sites in close proximity create a common access/laneway system that provides servicing and parking access.*

*Parking is located at the interior of blocks. Structured parking is located underground, or where above grade, is screened from view by a veneer of building with active uses.*



**Aerial View 1**

**Aerial View 2**

*All buildings are articulated to have active facades designed to be interesting at the pedestrian scale, including vertical and horizontal datum lines, frequent entrances along the street, and a highly transparent ground floor.*

*The public space in the middle of the block would be a significant new park or urban square addition to the downtown. This could happen, for instance, where Jackson Creek is daylighted. Significant development opportunities around the park help fund a public space of this size.*

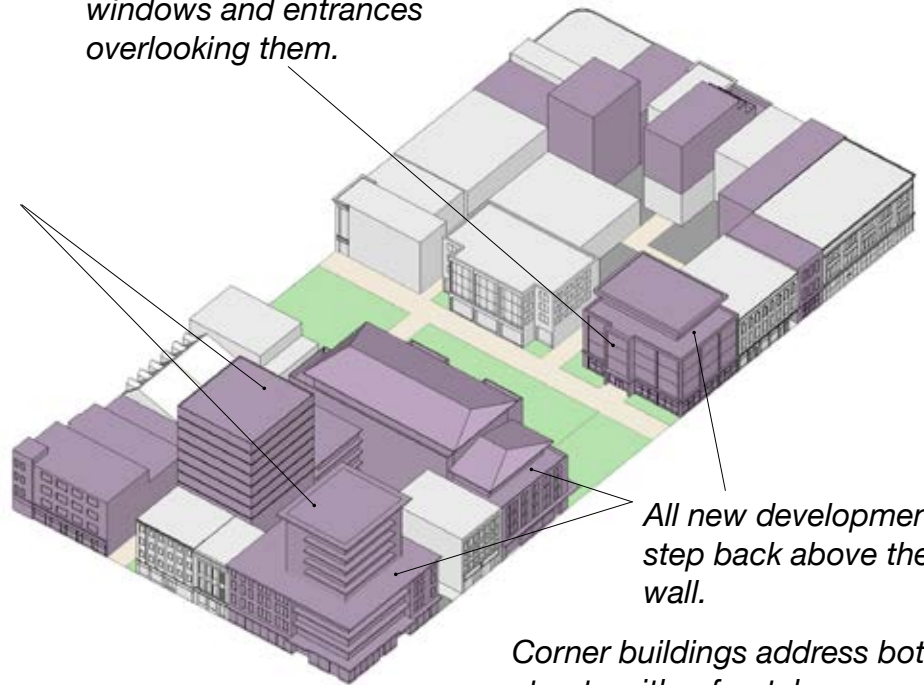


### Aerial View 1

*Tall buildings can be compatible with downtown's character. Their design and placement is governed by key criteria, including:*

- *maintaining views to existing architectural landmarks*
- *not casting shadows for long periods over public streets and spaces*
- *not looming over substantially intact heritage streetscapes (e.g. George Street)*
- *appropriate distance separation from intact, house-form residential streetscapes*
- *exhibiting a high quality of design and materials, including making a positive contribution to the skyline*

*Public spaces are faced by buildings, with windows and entrances overlooking them.*

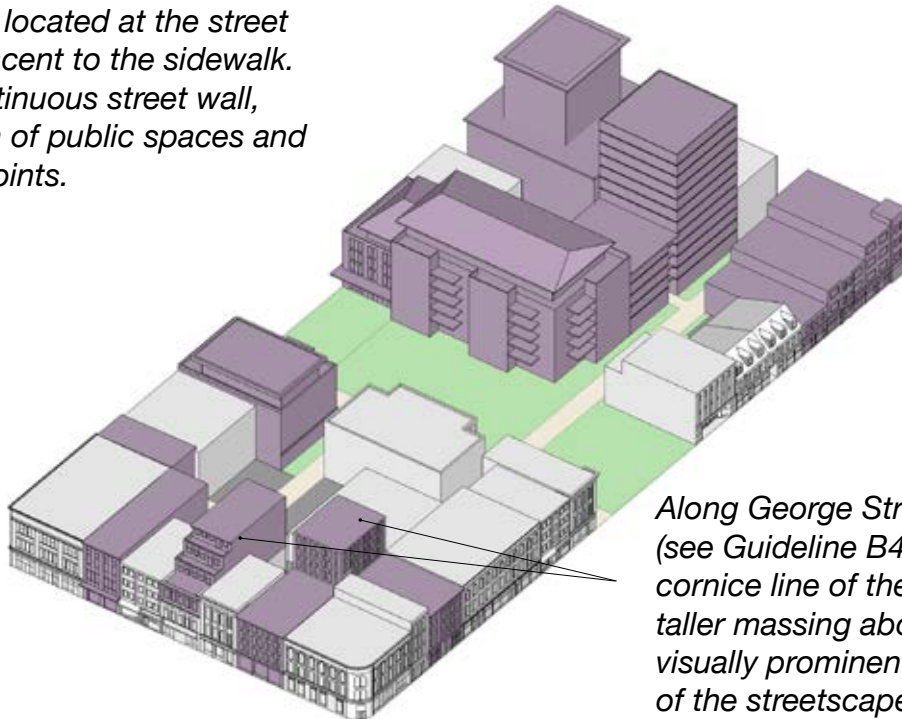


*All new development has a step back above the street wall.*

*Corner buildings address both streets with a frontal appearance, and the architectural treatment wraps the corner.*

### Aerial View 2

*New buildings are located at the street edge, directly adjacent to the sidewalk. They create a continuous street wall, with the exception of public spaces and laneway access points.*

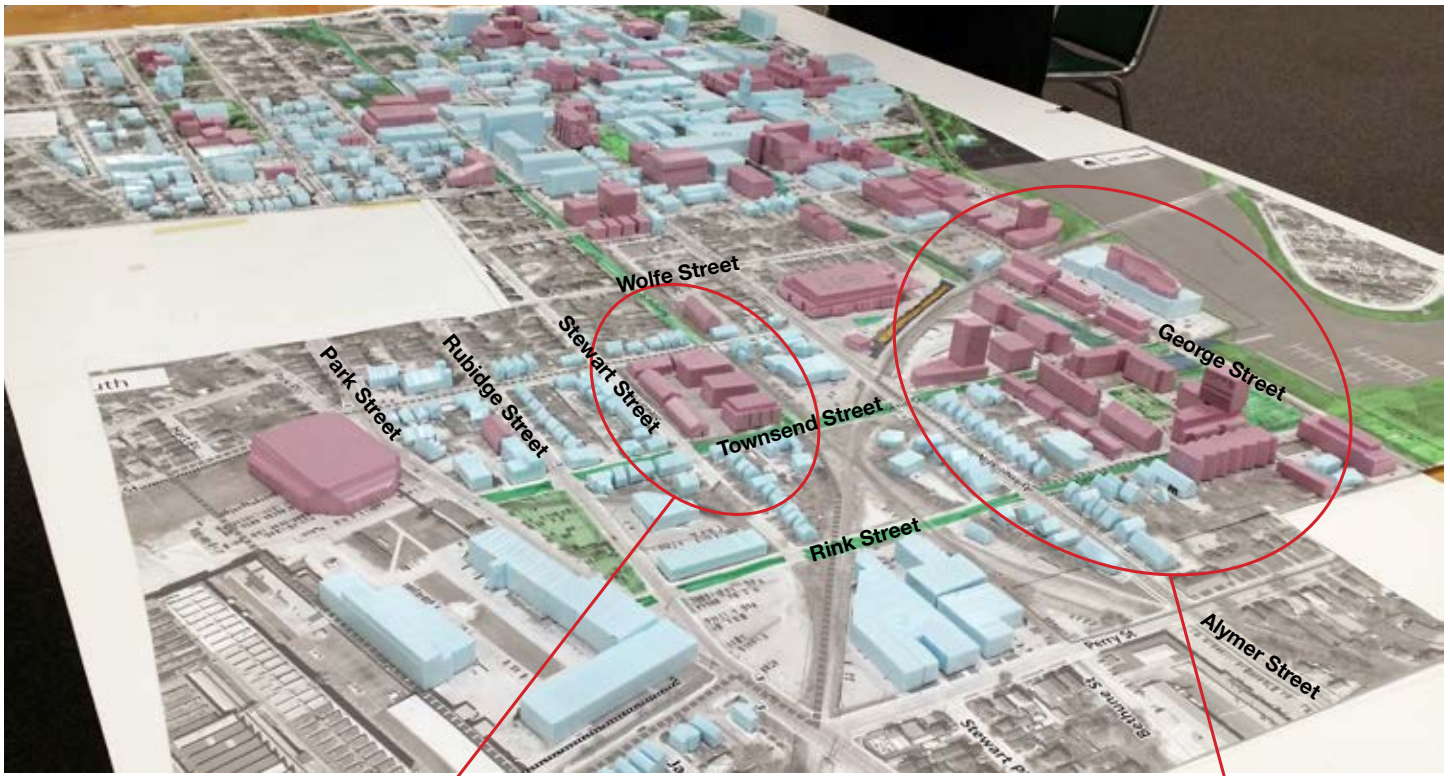


*Along George Street, an angular plane (see Guideline B4) is applied from the cornice line of the street wall so that new, taller massing above or to the rear is not visually prominent. The heritage character of the streetscape, as defined by two to four storey buildings, remains distinct.*



*Demonstration massing model of change in the downtown. Existing buildings shown in blue, potential new development shown in pink. Like the demonstration plan, this model is intended to show one of many possible configurations of the guiding framework. It is a working tool, to test height and location of buildings in the downtown. As this image shows, a generally 6 to 8 storey height for new buildings is compatible with the existing context. With appropriate design policies, existing landmarks (e.g. the clock tower, church spires) remain prominent landmarks, even with some taller buildings.*





*Large development sites adjacent to existing low-rise residential neighbourhoods should create compatible streetscapes and a transition to higher buildings.*

*The area south of downtown can accommodate a lot of growth. It's connection to the river, proximity to a potential new rail station, and new green streets and urban squares, would transform this area into a dynamic mixed use neighbourhood.*

## Guiding Framework

### Public Realm



- P1** Jackson Creek can be exposed and daylighted at strategic locations, providing opportunities for new public spaces in block interiors, faced by new development.



*Jackson Creek can reappear along its course through the downtown.*

- P2** If redevelopment of the churches (between Reid and Rubidge, north of Charlotte) is considered, ensure view corridors to the churches are maintained, the surrounding public realm frames the churches in a landscape setting, and provides pedestrian permeability through the sites.



- P3** The reintegration of the GE site into the urban fabric should achieve a fine scaled block network, major new public open spaces, and the retention of key heritage features. Currently designated for employment, there are a host of potential employment generating uses that are compatible with the downtown. Introduction of other uses may also be desirable, but subject to Provincial approval.



*New public spaces created through the reintegration of the GE site into the urban fabric. The GE site has significant potential for a wide range of uses in re-purposed heritage buildings, additions, and new buildings.*

- P4** A new plaza along Park Street, in conjunction with GE's redevelopment, can create a civic focal point, that together with enhanced streetscaping along Townsend and Rink Streets, link GE to the riverfront.



- P5** The river's edge open space and trail system should be expanded and extended to create a continuous walking and cycling route.



- P6** All new public open spaces should be visible and accessible from surrounding streets, and have buildings that address them with windows and doors.



- P7** Street trees are important for every street in the downtown.



- P8** Small scale, high quality urban squares and parkettes should be dispersed throughout the downtown in association with new development.

Take advantage of small slivers of 'underused' land to create public amenities such as seating, public art or parkettes.

Large redevelopment blocks with multiple buildings and higher density should provide an urban square and/or mid-block walkway/courtyard.



- P9** New development can face trails and mid-block walkways with direct access and active uses at ground level that provide 'eyes' on the space.



- P10** Over time, as infrastructure is renewed and in concert with significant new development, overhead wires should be buried to create more attractive streetscapes and reduce conflicts with street trees.

## Guiding Framework

### Mobility



Each street in the downtown has a different role and function in the overall street hierarchy. The street types, below, can help define an appropriate character that helps to create a greater sense of orientation and legibility in the downtown.



### Civic Streets

Streets connecting key existing and future civic landmarks such as the river, public parks, and important civic/religious buildings. Civic streets should have a more formal character.



### Main Streets

The primary streets of the downtown, usually shopping streets, at the heart of each district. Main streets should have generous sidewalks and a mix of uses along them.



### Waterside Streets

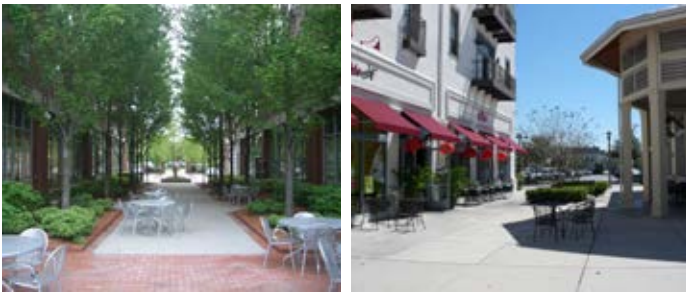
Streets that provide key windows to the river. Waterside streets should have broad trails or promenades along their river sides, and enhanced landscaping.





**M1** New streets should be created through large development blocks to reinforce the finely scaled block pattern of the downtown.

**M2** Pedestrian mews and mid-block connections should provide additional connections through large blocks and/or blocks with significant new development.



**M3** New development should seek to create a shared access or laneway system that consolidates access points to surrounding streets and provides common rear parking and servicing locations.

**M4** The potential rail station should be seamlessly integrated with surrounding streets, trails and development. Direct connections for all modes of travel should be provided.

**M5** Existing and planned rail trails, and the Bethune streetscape initiative, should create a seamlessly linked pedestrian/cyclist experience, including enhanced crosswalks across streets.



**M6** Cycling infrastructure including dedicated lanes, shared lanes, bike boxes, bicycle storage, and bicycle repair facilities should be provided both in the public realm and in new development blocks.



## Guiding Framework

### Built Form



The downtown Guiding Framework is meant to achieve a balance between continuity and compatibility with the existing historical fabric while being flexible to allow the evolution of the downtown, and creative expression in new developments and public spaces. There are many ways to achieve this balance. The Guiding Framework provides a wide range of strategies for reinforcing the vision for the downtown.

Every building site in the downtown is unique. Location, street frontage, adjacent buildings and uses, access, visibility, and heritage considerations all vary. Each new public space, building or addition will have its own functional program (use, size, parking, etc.). As a result, some guidelines will be more important than others depending on the specific context and use of each building, and not every guideline will apply in all situations. It is crucial to interpret the Built Form Framework with flexibility. It is important to ask: does the proposed change achieve the principles of the Official Plan?

The Built Form Framework provides time-tested strategies for achieving the principles of good urbanism and architectural design, however, alternative approaches – even breaking the rules – should be encouraged wherever appropriate.

### Context

The principles of good building design for downtown Peterborough apply to any new development, whether a significant new building complex or a modest addition to an existing building. However, new development should respond appropriately to its context, which include areas of historic character, neighbourhoods, riverfront areas, and redevelopment areas. Buildings should ‘fit in’ with their existing or planned context, and make appropriate transitions to their neighbours.

- B1** 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, including modest exceptions to street wall height.



- B2** Buildings at prominent locations, at the entrance to the downtown, or to districts within the downtown, should be designed with elements that create a sense of gateway and establish a landmark character.





- B3** 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.



- B4** A transition of building scale and height should be created to blocks with established house-form residential buildings, to avoid abrupt changes of height, and ensure adequate sky view for the existing uses. Transition techniques include:

- Portions of buildings above 3 storeys should fit under an angular plane from the property line of existing house-form residential uses. Note that for buildings (or portions thereof) of 2 or 3 storeys, it is desirable to have continuity in

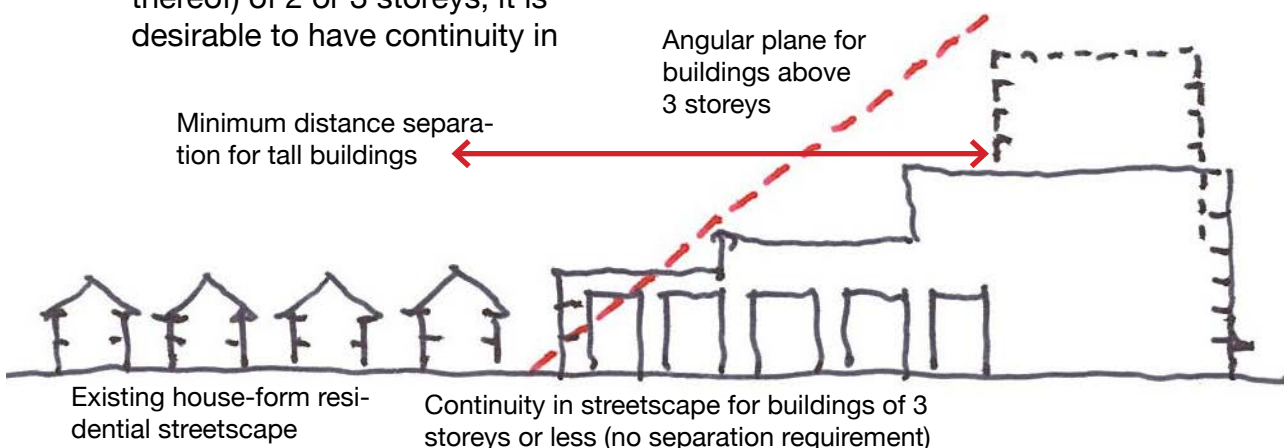
the streetscape, and they can be located adjacent to existing buildings along the street frontage.

- For tall buildings (above 8 storeys), a minimum distance separation to reduce shadow impacts, ensure sky view and maintain reasonable privacy.



- B5** Tall buildings (above 8 storeys) with residential uses should have smaller floorplates to avoid creating large slabs that overshadow sidewalks.

- B6** A variety of building types, heights, uses and tenures should be provided across the downtown, including affordable units.

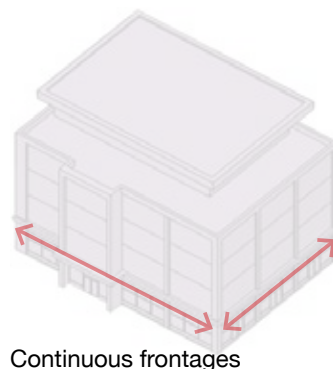


- B7** Affordable, assisted and other non-market housing should be mixed with market housing, to foster social inclusion. Design of market and non-market housing should be indistinguishable.

### The Street Wall

The orientation and placement of buildings along the street provides a sense of enclosure and animation to the public realm. Many of downtown Peterborough's existing, character-defining buildings are two to four storeys in height, and define the street wall. The street wall should have active facades and be designed at a human scale.

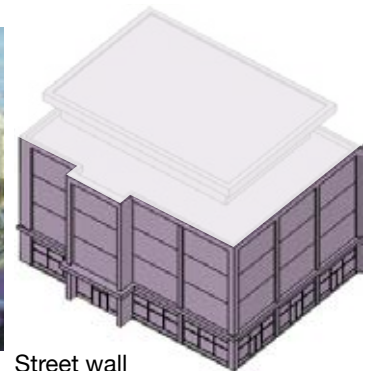
- B8** Buildings reinforce street edges. They are located close to the street, have main entrances from the sidewalks, and have animated facades facing the streets.
- B9** Buildings should be continuous along their frontages. Side yard setbacks and gaps are generally discouraged, except where required for public spaces, mid-block pedestrian connections, or vehicular access.



Continuous frontages

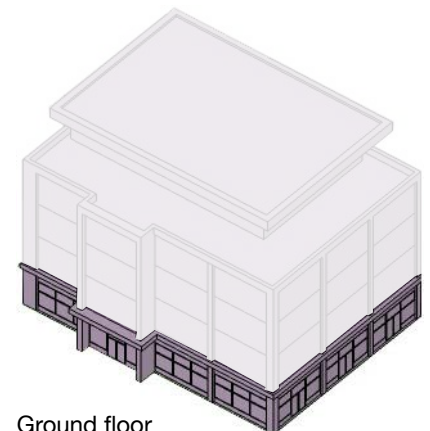
- B10** Development of an entire block or at corner sites may allow buildings to have greater setbacks to widen sidewalks, or, allow buildings to define the edges of public space.

- B11** A 2 (minimum) to 4 storey street wall should be established for all new development. Taller portions of the building should have a step-back above the street wall. Greater step-backs are required for buildings in a heritage context.



Street wall

- B12** Ground floor heights should be tall (4.5 metres), to permit flexibility and long-term adaptability of the ground level uses over time.



Ground floor



## Building Design

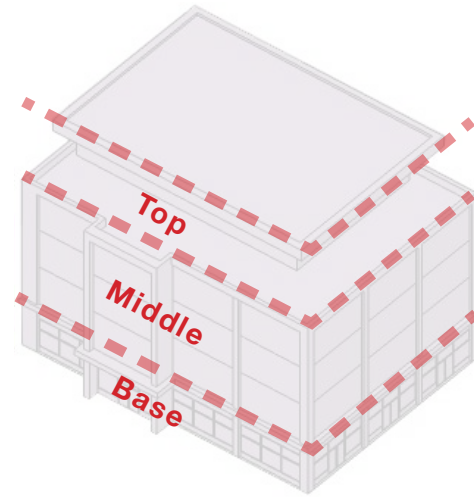
The articulation of buildings contributes to human scale, a sense of animation, and the perception of quality. Articulation considers the three dimensional qualities of the facade, including windows, doors, and architectural elements such as decoration, datum lines, the expression of interior spaces, structural expression, and even adjacent buildings. It is important to understand that appropriate design is independent of style. A crisply detailed, simple contemporary building can achieve the principles of this guiding framework, but in a different way, than an historically accurate (or even compatible) building can.

**B13** To encourage continuity in the streetscape, new buildings should be designed with an articulated base, middle and top.

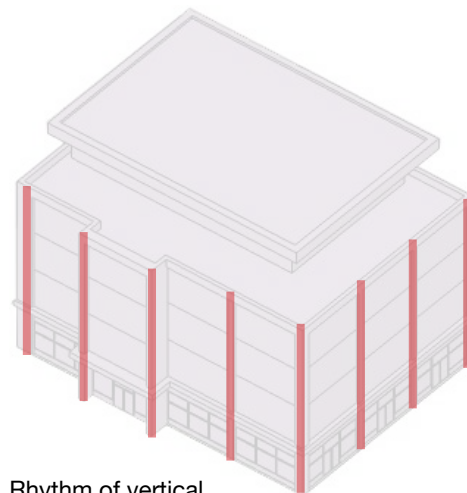
Base - within the first three storeys, a base should be defined that contributes to the quality of the pedestrian environment.

Middle - the middle or body of the building should contribute to the overall streetscape.

Top - the roof condition of the upper storey(s) or parapet should contribute to the visual quality of the streetscape. Rooftop mechanical equipment should be integrated into the architectural design or be otherwise unseen from surrounding streets.



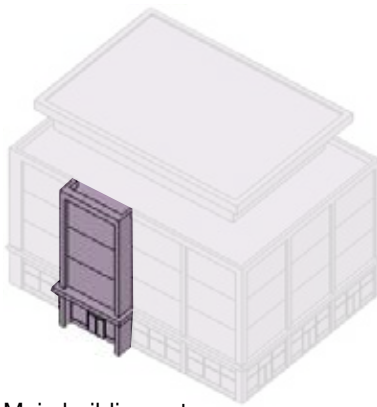
**B14** A rhythm of vertical elements should create a fine grained character in buildings with wide frontages (greater than typical/historic lot widths).



Rhythm of vertical elements



**B15** 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.



Main building entrance

**B16** Main entrances to public buildings, offices, and residential lobbies should be weather protected through the use of canopies, awnings or recesses.



**B17** Ensure all entrances are barrier free and accessible, with continuous, smooth grading to surrounding sidewalks.

**B18** Building materials should exhibit quality of workmanship, longevity, sustainability and ease of maintenance. Building materials should be true to their nature and not mimic other materials. Vinyl, plastic, plywood, concrete block, tinted or mirrored glass, and metal siding are discouraged where they are exposed to public view.



**B19** The scale of signage should reinforce the pedestrian scale of the downtown by locating them at or near ground level for viewing from sidewalks. Signs should be integrated into the organization and design of building facades by placing them within architectural bays, friezes and datum lines. Signs should not obscure windows, cornices or other elements.



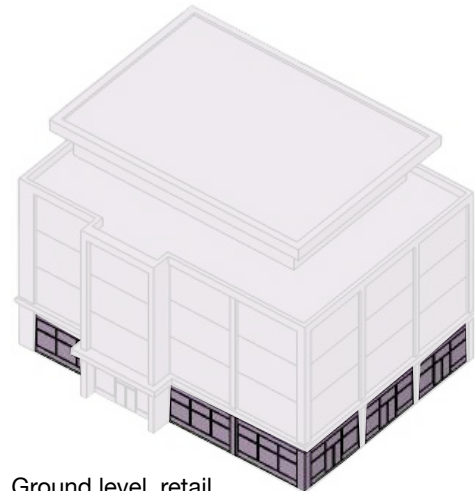


**Sidewalk Relationship**

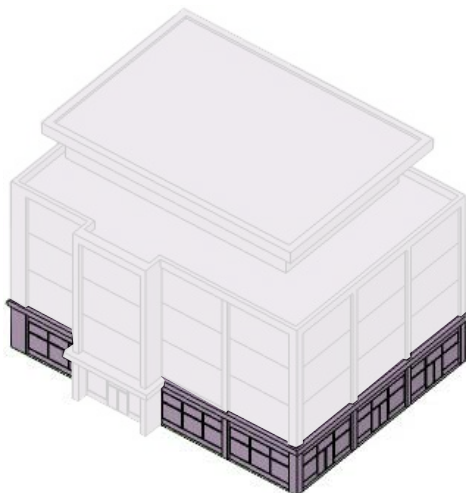
The relationship of the building to the street is of critical importance to the quality of the public realm. Buildings are experienced most profoundly at ground level. Buildings should have active uses at ground level and be designed to be highly interactive with the street through windows and doors. This usually means retail uses, but if not, then the most active uses within the building should be located adjacent to streets.

**B20** Priority should be given to retail, restaurant, commercial or institutional uses at ground level, supporting substantial pedestrian activity. Parking, blank walls, and mechanical rooms within buildings should never be located adjacent to sidewalks.

**B21** Retail frontages should reflect the traditional rhythm of storefronts by having a narrow frontages for individual businesses.

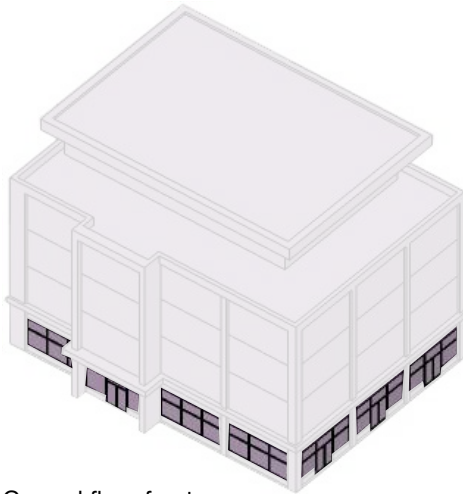


Ground level, retail frontage



Ground level

- B22** Ground floor frontages facing streets and public spaces 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.



Ground floor frontages

- B23** Minimize the transition zone between retail uses and the sidewalk by ensuring windows are close to or at the front of the facade. Avoid deep columns, recesses, or building projections that screens retail display from view.



- B24** Encourage weather protection through the use of awnings or canopies over the sidewalk.





**B25** Where residential uses are located at ground level (outside of retail priority areas), 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, and low walls or decorative fencing in an urban character. Live-work and home occupations should be promoted for these units.



**B26** Where a 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.

**Site Considerations**

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

**B27** Wherever possible, provide access to parking and servicing through the creation of a shared laneway system, coordinated across multiple properties or through redevelopment.

**B28** Locate access points to servicing where they are minimally visible to the public realm, preferably at the rear of buildings. Minimize their overall scale, and design them as integrated components of the building facade. Avoid loading doors and blank walls facing streets and public spaces.

**B29** Buildings should be massed 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. Parking should never be located between buildings and the street edge.

**B30** Where surface parking is located at the street edge, for example beside a building, a coordinated landscape and hard element (e.g. fencing, columns) should reinforce the street edge, while ensuring visibility to the parking for safety.





- B31** Walkways to and from parking should be provided and clearly demarcated through materials and signage.
- B32** Parking structures are required to contribute to the creation of positive streetscapes through animation and articulation. Complete screening of parking structures with a veneer of useable space is preferred. At a minimum, active uses at ground level should be provided (e.g. retail), and the facade articulated with high quality design and materials.



## Guiding Framework

### Character Areas

Different districts in the downtown have different existing or planned characters. The following additional guidelines seek to create compatible new development in specific areas of the downtown. Also refer to the Built Heritage Framework.

#### Historic Streets: Neighbourhood

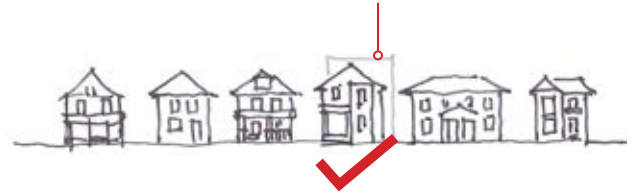
Many streets on the periphery of the downtown are historical neighbourhoods with house-form residential buildings. Substantially intact streets and blocks should not see substantial visual change from development, however, they can still accommodate intensification or change that reinforces their existing character.

- C1** Building height and massing, and setbacks at the front and side yards, should be similar to the prevailing street character.



- C2** Buildings may be taller toward the rear of lots than the prevailing character of the streetscape, provided they are appropriately designed, compatible with the primary structure, and do not impinge on the streetscape character.

New addition with larger massing is located near the rear of the existing dwelling.



- C3** New buildings should be designed with similar architectural elements as found along the street, particularly roof pitch, and also including bays, dormers, porches, window proportion, first floor elevation and/or materials.



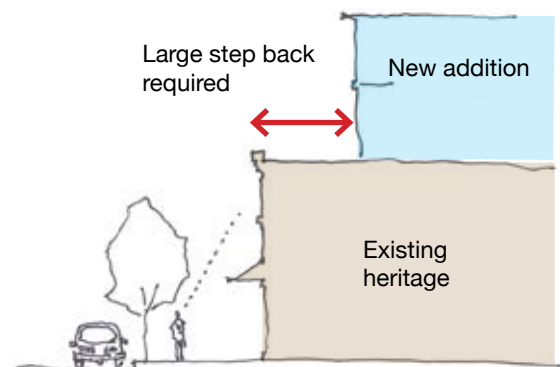


- C4** Landscaped areas adjacent to the street should reflect the street character, typically with large canopy street trees and low planting.
- C5** Parking should be located at the side or rear. Garages that are integrated with the main building should not be located near the front of the property facing the street.

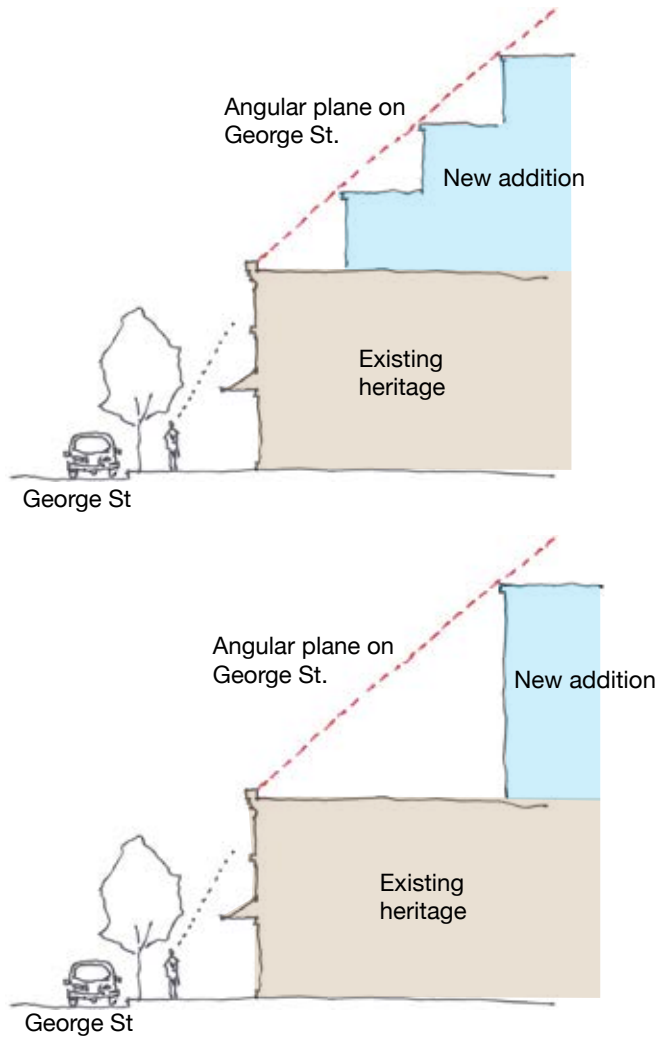
### Historic Streets: Urban

George Street, and portions of other downtown streets including Hunter Street, Water Street, Charlotte Street and Brock Street, have an established historic character that helps define the image of Peterborough that should be preserved. This character is typified by 2 to 4 storey commercial buildings in an urban 'main street' form with historical styles of architecture.

- C6** For new building additions above the existing building, large step-backs above the cornice line are required.



- C7** Along George Street, new building additions above and/or behind the existing building should fit under an angular plane extending from the general street wall height or cornice line of the existing streetscape.



*An angular plane can be very effective in allowing an existing, street-edge heritage building to maintain its visual prominence in the streetscape where there is new, taller development above it. From the sidewalk directly adjacent, the new development may not even be visible.*

- C8** For new buildings adjacent to existing buildings, street wall height should match the general street wall height or cornice line. For taller portions of the building above the street wall, the step-back and/or angular plane (as appropriate) should also apply for consistency.



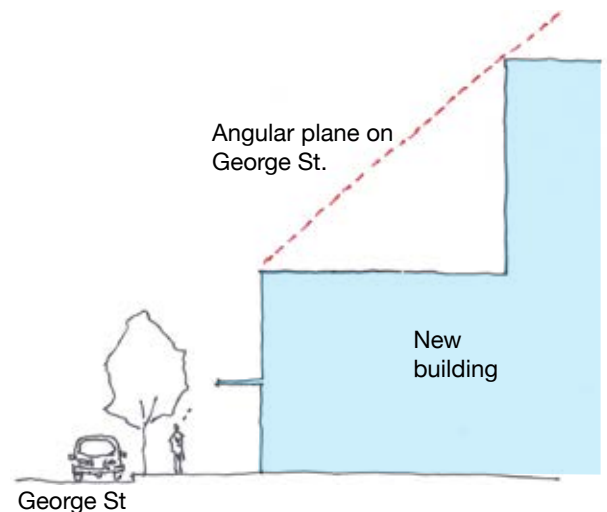
**South Downtown**

This area has high potential to accommodate intensification. The main street character of George Street should be extended into this area, to act as a spine and focal point for people living and working in the area. While it would be primarily new construction, the streetscape character along George Street should be the same as it is through its historic area.

- C9** Street wall height along George Street should be 3 to 4 storeys.



- C10** Along George Street, taller portions of the building above the street wall should fit under an angular plane from the cornice line of the street wall, to give a consistent character for the length of George Street.



**East City**

The former Village of Ashburnham retains its distinct, village feel, characterized by a street pattern and neighbourhood structure focussed on Hunter Street as a main street, a range of land uses, low-rise buildings, and an eclectic mix of building styles. The Guiding Frameworks for the downtown are generally applicable to changes that might occur in East City, however, there are a few points of emphasis that will help to maintain its village character.

- C11** Ensure the streetscape design of Hunter Street maintains its broad sidewalks, street furniture including benches, trees, and decorative lighting.
- C12** Encourage small scale changes that maintain the existing property fabric. Discourage consolidation of properties or large development projects.
- C13** Maintain the existing house-form commercial buildings along Hunter Street as part of any redevelopment wherever possible. New buildings (or portions thereof) taller than 3 storeys should be set back from the Hunter Street frontage by the approximate depth of a typical house-form building.
- C14** Maintain a full range of land uses in East City, particularly employment uses. Small professional offices, maker spaces, home occupations, personal services, and small scale retail are desirable.



## Guiding Framework

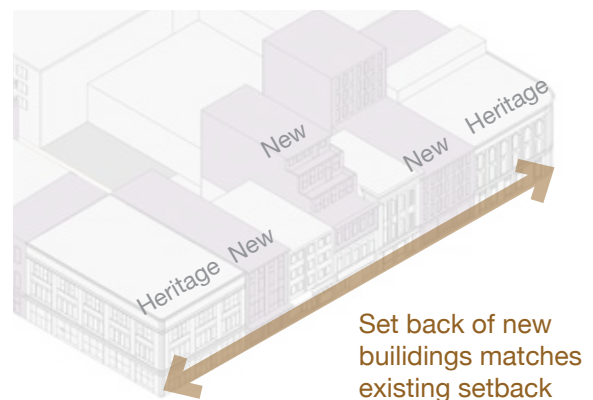
### Built Heritage

The Built Heritage Framework, in addition to the Built Form Framework, should apply to buildings that have been listed or designated under the Heritage Act. They should also apply to properties that abut them, and to properties that are part of an area of historic character. In this way, two general types of infill will occur. Infill within a heritage context will follow the public realm, mobility, built form and Built Heritage Frameworks, while infill in other areas will not follow the Built Heritage Framework.

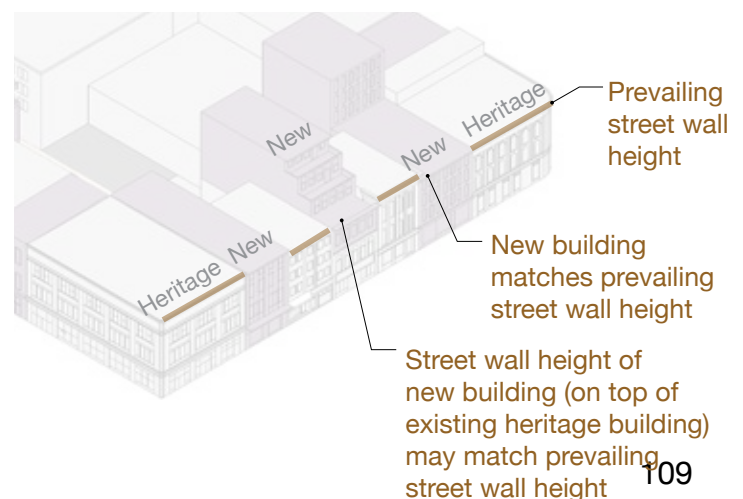
**H1** New construction should not cover or destroy historic materials, features, and spatial relationships that characterize a property or area. New construction should be visibly differentiated from the old, achieving compatibility primarily through harmonious scale, massing, facade articulation and materiality.



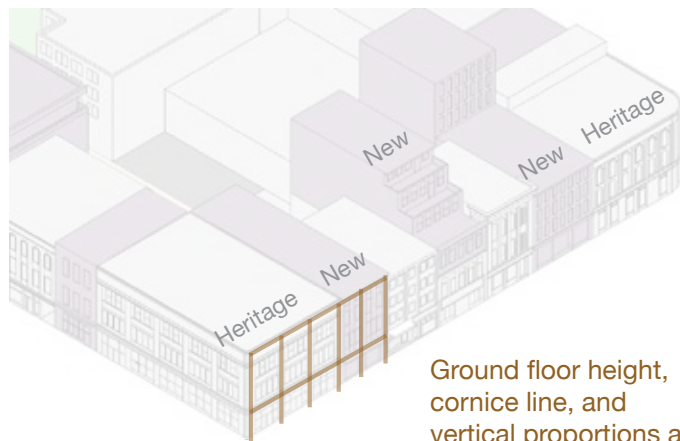
**H2** New buildings should generally be located consistently with adjacent heritage buildings to reinforce the established street wall. Modest set backs that allow the heritage building to be emphasized are also appropriate.



**H3** The street wall height of new buildings should be consistent with adjacent heritage buildings and the prevailing streetscape height.

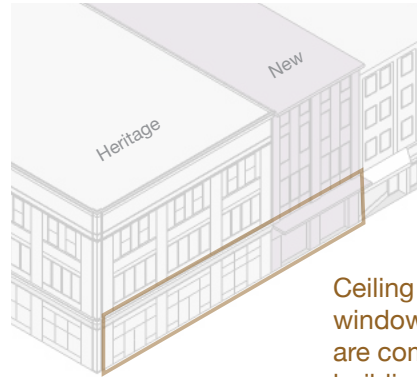


- H4** Vertical and horizontal datum lines of adjacent heritage buildings should be referenced in the design of new buildings, for example, floor heights, sign bands, cornice lines, window proportions and bays in the facade. This also includes the vertical rhythm of the facade, as historic buildings often exhibit a finely scaled, vertically-oriented rhythm created through towers, bays, tall narrow windows, and repetition.



Ground floor height, cornice line, and vertical proportions are compatible with existing datum lines

- H5** Maintain the height and articulation of the facade at ground level, including the ceiling height, sign band, retail entrance treatment (door height, position and setback), display window treatment (height, size, proportion, transoms).



Ceiling height, sign band, window & door frequency are compatible with existing buildings

- H6** Building additions that are taller than existing heritage buildings should step back from the street wall height of the heritage building. Refer to the Character Areas.





- H7** 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.



- H8** Prominent components of heritage structures, for example towers, turrets, and gates, should be visible from surrounding streets and public spaces. This can be accomplished through angular planes, set backs, step backs, and view corridors established for new development.



- H9** The visual prominence of the existing clock tower is a defining element of downtown Peterborough. Views of the clock tower from surrounding streets should always be maintained, and the clock tower should remain prominent in the city's skyline. New development should maintain its visual prominence through setbacks, step backs, and careful massing:

- Establish a 2.5 storey height limit (the height of the principal Market Hall building) for properties immediately adjacent to the clock tower.
- Establish a 45 degree angular plane from the roof line of the principal Market Hall building that new development should not penetrate.
- Identify key view corridors to the clock tower from locations in Peterborough that new development should not interrupt, including from the Hunter Street bridge and the foot of Charlotte Street in Millennium Park.

Note the 6-storey tall additions to these buildings along George Street, that are stepped back and/or set back to conform to an angular plane. They have minimal visual impact.



*As the demonstration block shows, the establishment of angular planes along George Street, and the requirements to reinforce the existing street wall character, maintain the continuity and pedestrian scale of the streetscape.*

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