URBAN DESIGN MANUAL

PRELIMINARY DRAFT
APRIL 27/18

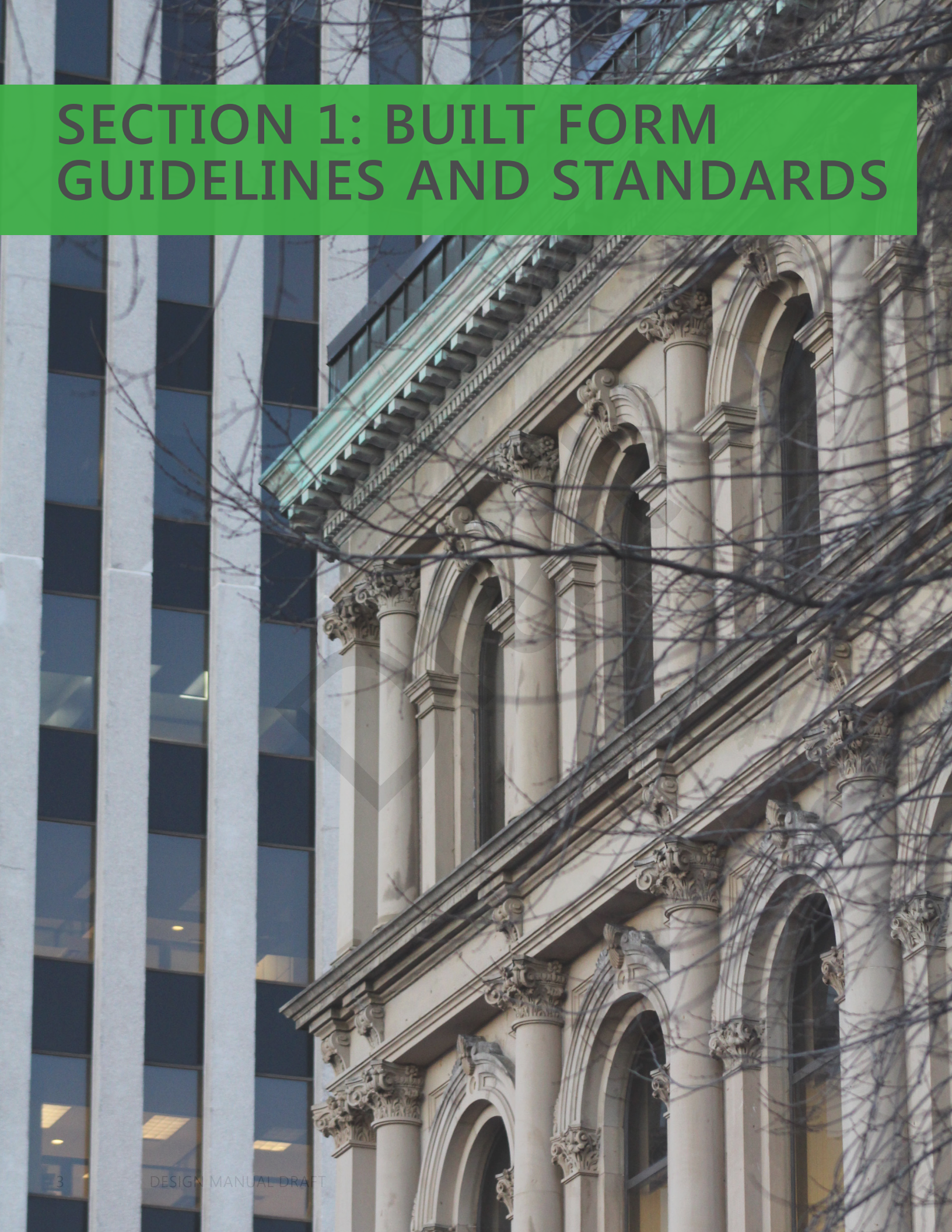
TAKING SHAPE

CENTRAL PENINSULA
UPTOWN • SOUTH END • WATERLOO VILLAGE

SAINT JOHN NEIGHBOURHOOD PLAN

CONTENTS

SECTION 1: BUILT FORM GUIDELINES AND STANDARDS



1 INTRODUCTION

Purpose

Urban Design is fundamental to the creation of successful, enduring and high value urban environments. The purpose of urban design is to combine elements of the built environment in a clear, functional and meaningful way to guide the evolution of a cohesive well-articulated vision for the physical environment. The Urban Design Manual establishes specific performance criteria to organize, structure and guide development of the Central Peninsula and ensure that new infill development is complementary to the form and character of existing neighbourhoods and streets. This means ensuring balance, protection, flexibility, and creating a great pedestrian environment, while also addressing the interrelation of a diverse range of components of built form and the public realm.

The primary purpose of this manual is to establish a clear system of built form and urban design provisions to bring the vision of the Central Peninsula Neighbourhood Plan to life. It is intended to create clear expectations within the development community, while also providing guidance to city staff, designers, the Heritage Development Board and the Planning Advisory Committee. It achieves this through two forms of criteria:

Standards and Guidelines

Standards: The standards outlined in this manual are a mix of quantitative and statutory design regulations, intended to improve elements of built form and urban design within the Central Peninsula. These standards will not be enforced through the design manual itself, but have been organized to supplement or replace existing standards within the Zoning and Heritage Conservation Areas By-laws.

Guidelines: The guidelines outlined in this manual are qualitative design criteria not intended for a regulatory purpose, but to provide direction to developers, Planning Advisory Committee for consideration of discretionary approval applications such as variances, and rezoning applications. In addition new infill design objectives and guidelines have been created to guide the Heritage Development Board for infill applications.

Document Structure

The Built Form Guidelines and Standards is divided into the following components:

Height, Massing and Building Typology Standards: Section 2.0 establishes clear quantitative and statutory standards governing the height and form of buildings in addition to specific criteria established for a variety of building types. The standards contained within this section will be implemented through amendments to the Zoning By-law.

Design Standards and Guidelines: Section 3.0 contains a variety of general design standards and guidelines addressing the articulation of the street wall, the design of new buildings, and details of site layout. The standards of this section will be implemented through amendments to the Zoning By-Law.

Urban Character Precincts: Section 4.0 introduces detailed standards for precincts within the Central Peninsula identified with a sensitive existing character. The Waterfront Precinct (section 4.1) will be implemented through amendments to the Zoning By-law while the Heritage Precincts (section 4.2) will be implemented through amendments to the Heritage Conservation Areas By-law.

Transitional Precincts: Section 5.0 introduces transitional commercial precincts, which are gradually evolve form a suburban character to a more urban format over the lifespan of the plan and beyond. These precinct standards will be implemented through amendments to the Zoning By-law.

Phasing

The Guidelines and Standards will be implemented through the Zoning Bylaw and Heritage Conservation Areas Bylaw

PHASE 1

- Amend Zoning Bylaw with new Height, Massing and Building Typology Standards

- Amend Section 9 of the Saint John Heritage Conservation Areas Bylaw with Section 4 - Urban Character Precincts

PHASE 2

- Amend Zoning Bylaw Urban Centre Residential (RC) Uptown Commercial (CU) with General Design Guidelines and Standards

PHASE 3

- Additional amendments to the Saint John Heritage Conservation Areas Bylaw

- Amend Zoning Bylaw to adopt Transitional Precincts and Corridors pertaining to Main Street, Crown Street, City Road, and South of Broad Street

- Amend Zoning Bylaw other zones e.g. Business Park Commercial (CBP) General Commercial (CG) Mixed Commercial (CM) Corridor Commercial (CC) with General Design Guidelines and Standards

2 HEIGHT, MASSING & BUILDING TYPOLOGIES

2.1 MAXIMUM AND MINIMUM BUILDING HEIGHTS

Objective

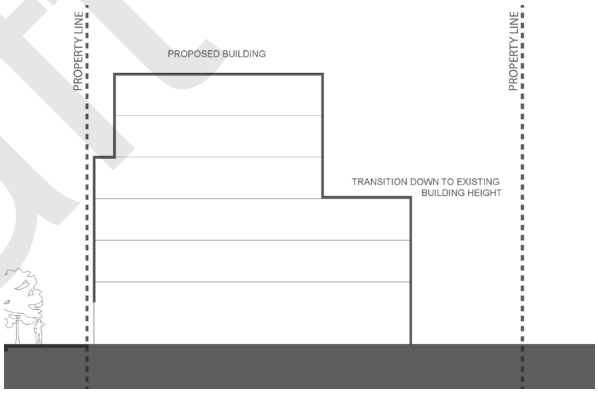
- **Focus new height to where height currently exists and can be accommodated seamlessly.**
- **Create a greater sense of enclosure around public squares.**
- **Ensure new development is compatible with the built form of established neighbourhoods.**

General Height and Massing Standards

a. Building heights will conform to the minimum and maximum height ranges expressed in the Height Map.

b. Dormers, gables, cupolas, widow's walks and other similar projections are permitted to exceed the height limits expressed in the Height Map.

c. At the interface between different height regimes, as conveyed on the height map, the greater height regime will transition down to the upper limit of the adjacent height regime through a 3 metre step back.

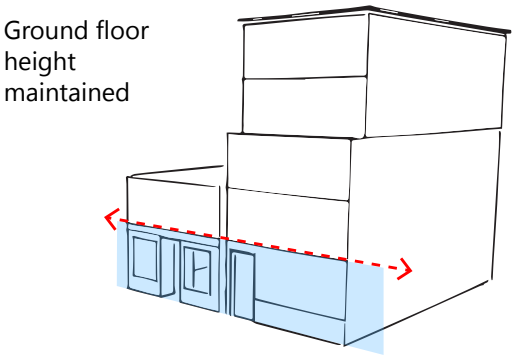


d. Where a development is adjacent to a building in the Trinity Royal North Precinct as designated under the Heritage Conservation Areas By-law, the building height shall transition down to be compatible with either:

   i. the height of an adjacent heritage building; or

   ii. the prevailing height of the block, as determined by the average number of storeys.

e. Development adjacent to a building in the Trinity Royal North Precinct as designated under the Heritage Conservation Areas By-law, shall maintain the same ground floor storey height of adjacent buildings, or the prevailing first storey height of the block where there is no adjacent building.



Height Variance Guidelines

Consideration should be provided for the approval of minor height variances which meet or address any of the following criteria:

1. The additional building height is for rooftop architectural features and the additional height does not result in an increase of gross floor area;

2. The proposed building embodies architectural and urban design

excellence, or provides landmark building elements;

3. The proposed development frames public open space, fills streetscape gaps of strategic opportunity areas identified in the Central Peninsula Neighbourhood Plan, or provides improvements to the public realm or infrastructure;

4. The additional height supports the adaptive reuse of historic buildings; or

5. The additional height supports the remediation of environmentally contaminated lands.

Where additional height is proposed, the development should address the following design guidelines (where applicable):

1. Create or retain a fine grain, human scale pedestrian street level experience;

2. Consider the relationship of the proposed building to other tall buildings for the purposes of addressing the cumulative effect of height on sunlight, sky exposure and wind mitigation for the public realm;

3. Limit the bulk and massing of tall building elements through the provision of slender towers;

4. Protect and enhance the character of the built environment, with a particular emphasis on the protection of the character of designated Heritage Conservation Areas;

5. Respond appropriately to prominent sites, important views from the public realm, and the shape of the skyline; and

6. The retention of the historic block and street grid pattern.

2.2 TOWNHOUSE & SINGLE FAMILY BUILT FORM GUIDELINES

Townhouses include low-rise residential buildings constructed side-by-side, stacked, or back-to-back.

Objectives

- **Ensure townhouses reflect the urban nature of the Central Peninsula and positively contribute to street character.**
- **To ensure townhouses are integrated into the established street wall.**


Recessed Garage of a compatible colour and width.

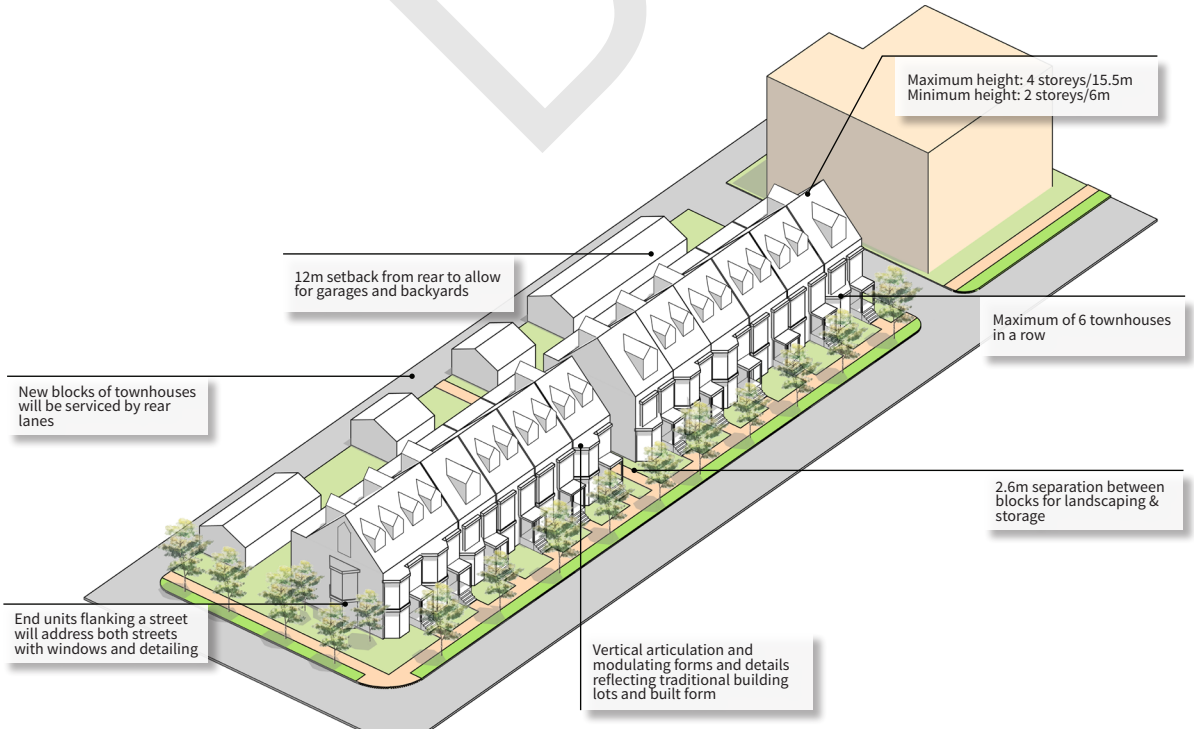
Building Form Standards

a. A block of townhouses shall not occupy more than 36 metres of the street wall.

b. Changes in the façade should be considered between every 6 to 8 metres to ensure articulation of individual townhouse units.

c. The separation between blocks of attached townhouses shall be a minimum of 2.6 metres to allow for landscaping, fencing and outdoor storage screened from view. Where building separation will also provide shared access and pedestrian circulation, the separation between blocks of attached townhouses should be a minimum of 6 metres.

d. The end unit in a townhouse block flanking a street shall address both streets with a side elevation that includes windows and details consistent with the front elevation.



Townhouse Standards and Guidelines Diagram

e. Garages shall not have a door that exceeds 50% of the building façade width or 20% of the building façade area.

Building Form Guidelines

f. Garages should be made secondary by prominence given to the entryway and recession of the garage.

g. The colour of garage doors should decrease its prominence.

h. Where the size, configuration and access to a site is sufficient to accommodate it, parking shall be provided to the rear of the building and accessed through laneways.

i. Townhouse massing should fill a consistent volume to that of existing structures within the same block.

j. In a townhouse development, the prominence of garages should be reduced through a minimum of 0.5 metres of landscaped separation between garages.

2.3 LOW-RISE BUILDINGS & BASE BUILDINGS

Low-rise buildings include residential apartment buildings, mixed use and commercial buildings ranging from 2 to 5 storeys.

Objectives

- **Ensure low rise buildings maintain a compatible scale and massing with the existing built environment.**
- **Ensure new development is respectful of the historic street and block pattern of the peninsula.**
- **Establish base building standards for taller buildings which protect the street level experience and contribute to a fine grain urban fabric.**

Build Form Standards

a. The height of the primary plane of a low rise building or building base shall not be two storeys taller than the greater height of the following:

   i. the height of the tallest adjacent building; or

   ii. the prevailing height of the block, as determined by the average number of storeys.

b. Base buildings consider all street wall guidelines and standards described in Section 3.1.

c. The maximum length of a building frontage for a low rise building or a building base building along a street or public open space shall be 60 metres.

2.4 MID-RISE BUILDINGS

Mid-rise buildings include residential, commercial, and mixed use buildings ranging from 6 to 8 storeys.

Objectives

- **Ensure Mid-rise buildings successfully integrate into the low- rise street wall through the appropriate use of base buildings stepped back from street-facing frontages.**

- **Ensure the transition between existing height precincts consider the preservation of a strong public realm which reflects a human scale street wall.**

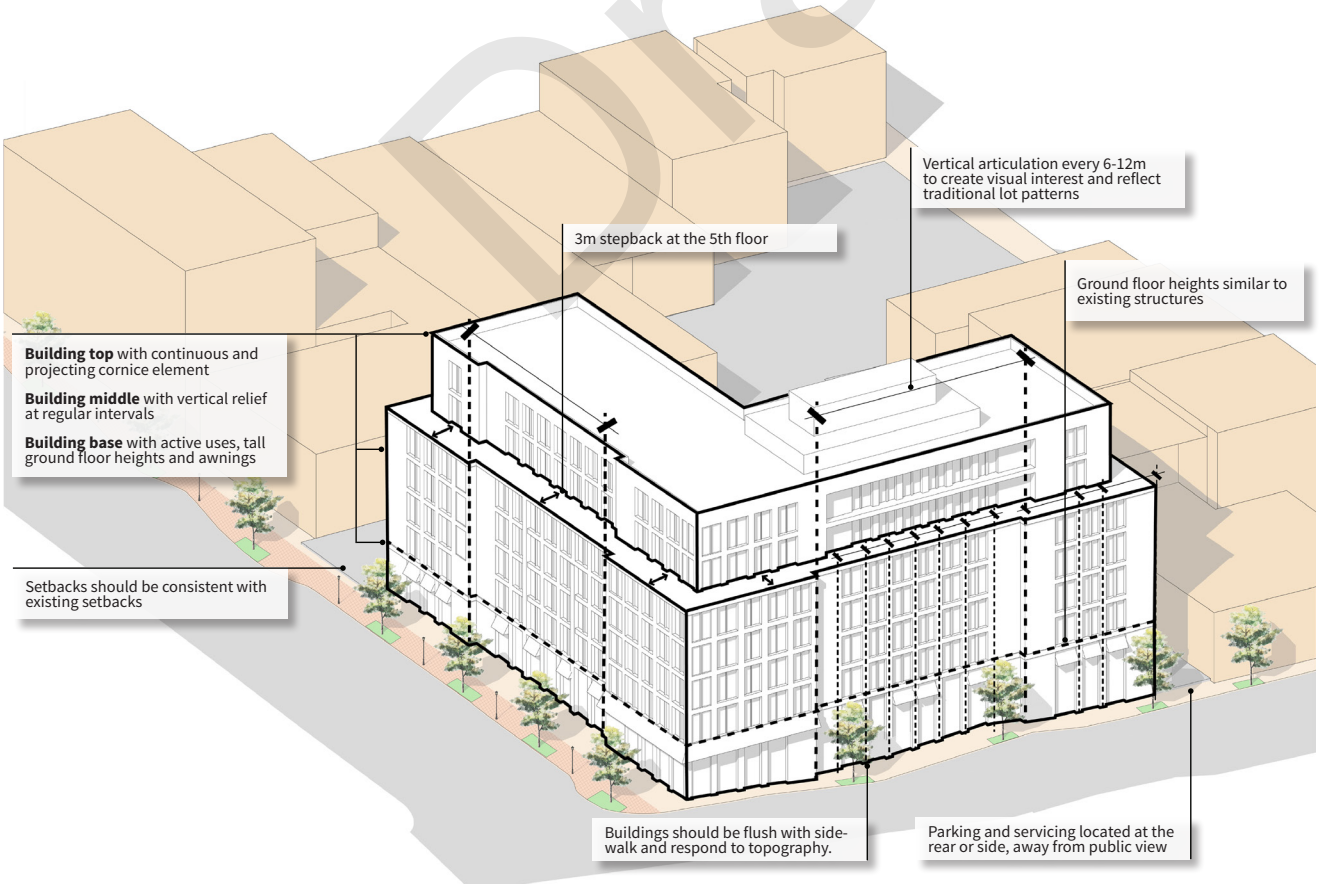
Building Form Standards

a. Mid-rise buildings will incorporate a building base which adheres to section 2.3.

b. Mid-rise buildings will include a 3 metre stepback from the frontage at the 5th storey,

Building Form Guidelines

c. Where necessary to preserve the traditional street wall character of the public realm, it is encouraged that buildings stepback lower than 5 storeys.



Mid-rise Building Standards and Guidelines Diagram

2.5 TALL BUILDINGS

Tall buildings include residential, commercial, and mixed-use buildings greater than 8 storeys.

Objectives

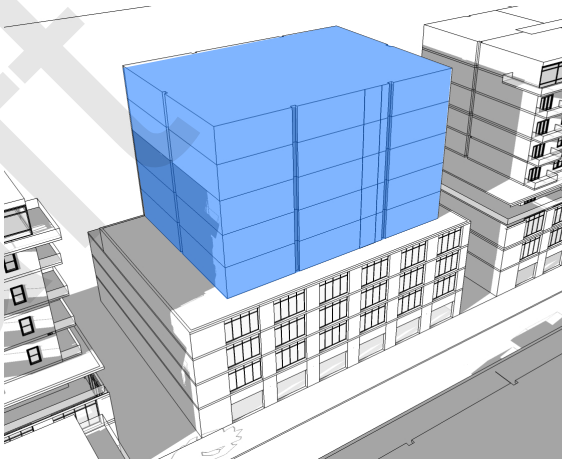
- **Tall buildings will successfully integrate into the low- and mid-rise street wall through the appropriate use of base buildings stepped back from street-facing frontages.**
- **Ensure tall buildings are accommodated where height currently exists or where it can be accommodated seamlessly.**
- **Preserve sky views and sunlight penetration to public streets.**

Building Form Standards

a. Tall buildings will incorporate a building base building which adheres to section 2.3.

b. Tall buildings will include a 3 metre stepback from the frontage at the 5th storey, or lower and an additional 3 metre stepback at the 8th storey.

c. Residential tall buildings will have a maximum tower floor plate of 1000 square metres, which grows successively smaller as the building increases in height.



Building Form Guidelines

d. Tall building elements are encouraged to exhibit a high component of glazing and to appear contemporary in design.

e. Roof mechanical elements should be designed as an integral component of the building.

f. Tall buildings should minimize the impact of wind on surrounding area through the design and massing of the street wall and base building at the base.

2.7 PARKING GARAGES

Above-grade, multi storey buildings used for commercial parking or use-related parking.

Objectives

- **Parking garages integrate with the established street wall where possible.**
- **The appearance and design of parking garages will give the impression of a multi-storey building and not detract from the character of the street.**

Building Form Standards

g. The appearance of a building as opposed to a garage will be achieved through incremental changes in the façade every 6 to 12 metres.

h. Mechanical equipment shall be placed on the roof or within the building.

Building Form Guidelines

i. Façade treatments such as articulated openings may be used to conceal the parking levels and give the visual appearance of a multi-storey building.

j. At-grade parking access should be visually obscured from neighbouring streets where possible.

k. The building should be constructed in a way that is adaptable so that it may be repurposed in the future for other uses.

3 GENERAL GUIDELINES & STANDARDS

3.1 STREET WALL

New commercial buildings enhance the uptown area by contributing positively to the public realm and a pedestrian friendly environment.

3.1.1 STREET WALL SETBACKS

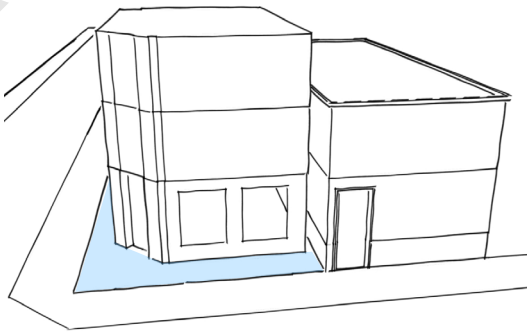
Objective

- **Consistent street wall setbacks maintains the existing urban fabric and contributes to the intimate urban environment**

Commercial Standards

a. Front and flankage yard setbacks shall be determined by the average of adjacent buildings. Where the urban fabric is not intact and there are less than 40% of buildings on the block face, setbacks shall be between nil and 1.5 metres.

b. To achieve corner treatment, buildings may be setback to a maximum of 3 metres at either the front or flankage yard if the result is an enhancement of the public realm through either the entrance being situated on the corner, or wider sidewalks being implemented to create a recess.



Commercial Guidelines

c. Buildings entrances will be oriented toward character and local commercial streets as identified in Character Streets map, in a manner that animates the street edge.

d. Where buildings abut a public park or plaza, buildings should be sited to define an edge and create a sense of enclosure.

3.1.2 PEDESTRIAN-ORIENTED COMMERCIAL

Objective

- **The street wall and sidewalk area create conditions that are amenable and of interest to pedestrians.**
- **Current retail uses are maintained and future retail uses are encouraged to located on active ground floors within the core of the city.**

Commercial Standards

e. Residential uses are not permitted on the ground floor ialong streets highlighted on the Active Ground Floor Use map.

f. Building entrances shall be flush with the street wall or be articulated through a recessed entrance.

g. A minimum 50% of the surface area of the ground floor facade will be comprised of windows.

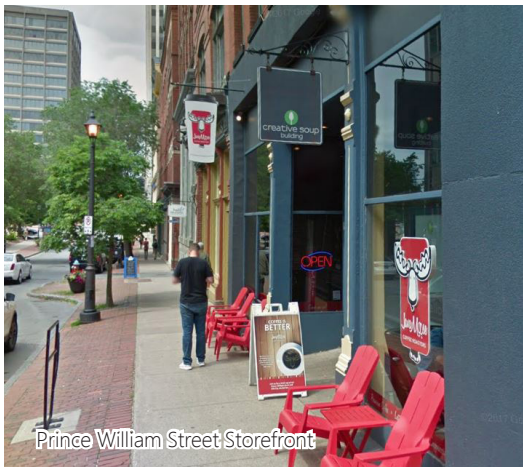
Commercial Guidelines

h. On Character Commercial streets as identified on the Street Character map, the area between the building and the front property line should feature lighting, landscaping, hardscaping, street furnishings, and outdoor seating to enhance the character of the street.

i. A high quality of window and storefront design is encouraged for commercial and retail uses. Variability along the ground floor in terms of glazing and building materials is encouraged, with narrow storefronts similar in pattern to those typical of the traditional small lot patterns taken into consideration.

j. Window awnings and canopies are encouraged to provide weather protection and to add visual interest along the street

k. Patios, outdoor seating, and small transition areas for informal gathering are encouraged where space in the right-of-way permits.



Prince William Street Storefront

3.1.3 BUILDING ORIENTATION

Objective

- **New buildings are oriented to contribute positively to the public realm and a pedestrian friendly environment.**

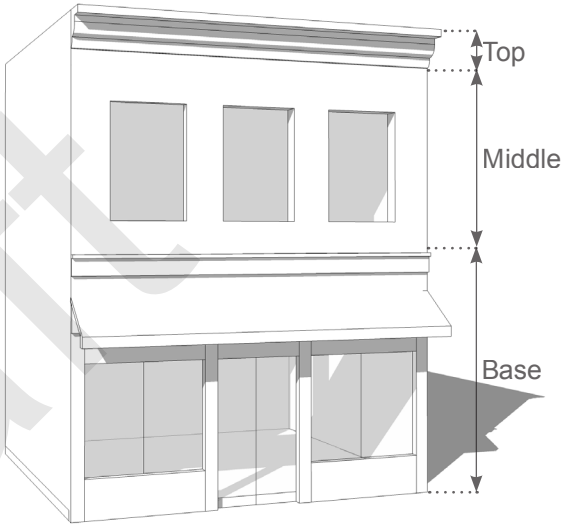
General Guidelines

l. Buildings should be oriented to maximize the amount of sunlight to the ground level.

m. Buildings may be sited so to take advantage of passive solar gain

3.2 BUILDING DESIGN

Residential and commercial infill should be sensitive to the predominate character of the neighbourhood block and where the block is not intact, be informed by the overall character of the neighbourhood and general principles of design. Quality and variability of materials will assist infill on the peninsula in evolving and aging well with its surroundings. Furthermore, design is encouraged to give special attention to the contribution taller buildings make to the skyline and shape of the city, as well as considering how building facades may enhance prominent views through architectural treatment.



3.2.1 ARTICULATION

Objective

- **New infill in the core acknowledges the narrow building lot and pattern of the central peninsula through its design and articulation.**
- **Residential infill incorporates characteristics of the surrounding area and greater responds to the small lot configuration of the central peninsula.**

Commercial Standards

a. Blank facades shall not be permitted along building frontages.

b. Buildings greater than 12 metres in width along the street frontage should exhibit a 6-12 metre interval of vertical articulation, pilasters, or physical relief to add visual interest and


Blank Facade on Union Street

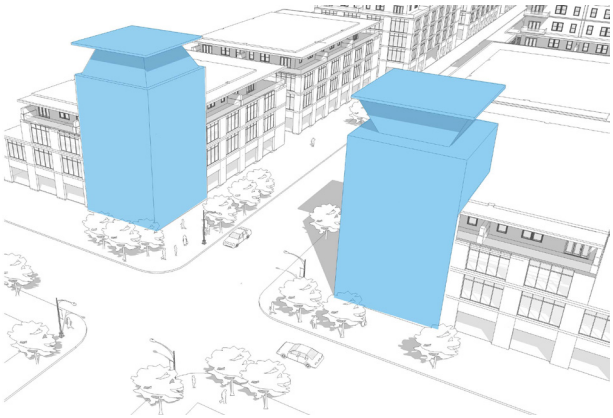
Commercial Guidelines

c. The appearance of buildings should break up massing by articulating floor and ceiling heights and the clear articulation of a base, middle, and top.

d. Opportunities to introduce architectural variety to the

façade should be encouraged, which may include articulation through change in colour, material, texture, recesses, and projections.

e. Corner buildings may emphasize a change in massing at the corner or introduce an architectural element to draw attention to its prominence.



Residential Guidelines

f. New development in existing neighbourhoods may incorporate distinctive architectural characteristics of surrounding development, for example: window and door detailing, decoration, materials, roof style and pitch, finished-floor height, porches, and bay windows.

g. Upper floor balconies should be wholly or partially recessed with minimal projections into the building setback zone or over a public street.

h. Balconies may wrap around the corner of buildings.

3.2.2 MATERIALS

Objective

- **Buildings are constructed of high quality materials, which is defined in terms of demonstrating an aesthetic finish and workmanship, durability and ease of maintenance, and an appearance that does not mimic the finish of other materials.**

Residential Standards

i. Balconies may be constructed of glass or opaque materials and integrate well into the overall design of the building façade.

General Guidelines

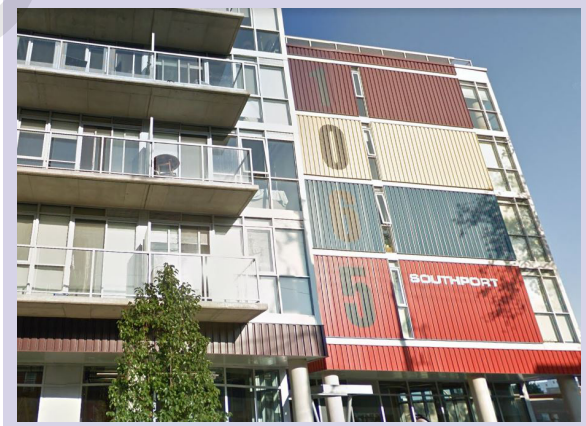
j. Vinyl siding or corrugated metal on front and flankage facades should be high quality where permitted.

Commercial Guidelines

k. Tinted or mirrored windows and glass should be avoided in favour of transparent materials.

What Works

Examples of corrugated metal and vinyl to the advantage of the overall design of the building.



3.2.3 ROOFS

Commercial Guidelines

l. Green roofs are encouraged on flat roof buildings to provide additional storm water absorption and sustainability in addition to aesthetic appeal.

m. Buildings above five storeys should have a well-defined top, which contributes to the skyline and also incorporates different elements of the middle and base.

n. Tall buildings are encouraged to include unique features that complement the city's skyline and may use night lighting or other means of emphasis.

3.2.4 VIEWS

Residential and Commercial Guidelines

o. Buildings which front on view termini, as identified on Scheule 4 - Views Map, may introduce design elements, articulation, and patterning that aligns with the view axis.

3.2.5 ALTERATIONS TO EXISTING STRUCTURES (CONSTRUCTED PRIOR TO 1941)

Residential Standards

p. Conversion of ground floor commercial uses to residential uses in a residential use area should maintain the integrity of the original structure, including the original window orientation and sizing.

q. Where traditional building façade opening patterns are still intact, buildings shall maintain the existing window and door, height proportions and façade rhythm.

3.3 PEDESTRIAN STREET ENVIRONMENT

Gaining their orientation from the street, in both residential and commercial areas, buildings make positive contributions to the public realm. Where there is increased foot traffic, activity, and opportunity for interaction in commercial areas, how facades and frontages interact with the street is of higher importance. Given the compactness of the peninsula, harmony between residential and commercial areas should be encouraged by reducing potential noise conflicts.

3.3.1 RETAIL USES

Objective

- **Buildings are constructed of high quality materials, which is defined in terms of demonstrating an aesthetic finish and workmanship, durability and ease of maintenance, and an appearance that does not mimic the finish of other materials.**

Commercial Standards

a. Buildings should take their orientation from the street edge and sidewalk with clearly defined entrances.

Commercial Guidelines

b. Buildings which are located on a Character Commercial or Local Commercial Street as identified on the Street Character Map, should be designed with principles of adaptability so that the ground floor can be easily converted towards a retail or commercial use.

c. The front yard zone should be minimized with retail located at grade and easily accessible from the sidewalk.

d. Tinted or mirrored windows and glass should be avoided in favour of transparent materials.

3.3.2 SIGNAGE

Objective

- **Signs shall be integrated into the design of the building where possible and make use of architectural detailing such as sign bands and other façade elements where they exist.**

Commercial Standards

e. In terms of materials, signs should be of high quality and relate to the design of the building.

f. Wall signs maximum face area shall be 0.4 metres per metre of occupied building frontage for every business with an external public entrance (the current standard is 1 metre).

g. Wall signs shall not be permitted on side yard frontages, except where the building is on a corner and the sign face does not exceed the maximum permitted sign face area.

h. Ground signs maximum sign face area shall 3 square metres for each face and 6 square metres total of all faces.


Wall signs on Union Street

3.3.3 RESIDENTIAL USES

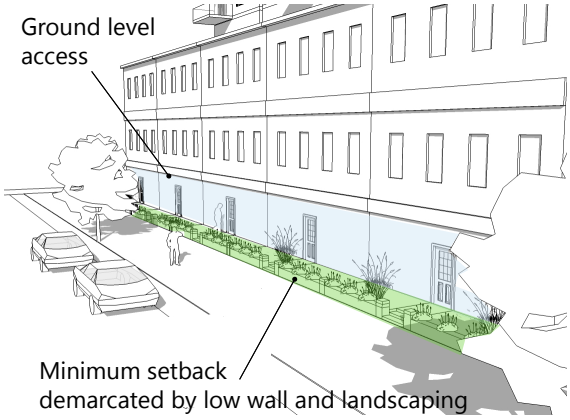
Objectives

- **Encourage design that takes advantage of the character of the surrounding area and enhances the fine-grained urban character while using frontages to help enhance privacy.**

Residential Standards

i. All residential uses at ground level will take the primary unit entrance from the street frontage. Residential units above the ground floor will have common access through a shared lobby.

j. Residential units that are introduced in proximity to established eating or drinking establishments where sound transmission may reasonably be expected should provide acoustic dampening building materials.



Residential Guidelines

k. Local commercial uses are encouraged in residential buildings at corner locations in residential areas where there is a historic precedent or which are in lack of such amenities.

l. The base of the porch and stair will be enclosed using a material that complements the exterior cladding of the dwelling unit.

m. Projections including covered porches, balconies and stairs are encouraged as building elements that provide functional use, weather protection, access and add to the character of the overall streetscape.

n. The entrance to homes may be emphasized through wood

or stone porticos, two-storey porches and built-over porticos.

o. Front entryways may be elevated from the street to enhance privacy, with attention paid to landscaping and screening the area around the entryway.

p. Corner buildings, where appropriate to the style of the building and its use, may articulate the corner through a design element appropriate to the context of the neighbourhood, such as a turret.

3.3.4 SLOPING CONDITIONS

Objective

- **Buildings should be sited to interface with the sloping conditions on the peninsula with special consideration given to access, articulation, and street wall heights.**

Commercial Guidelines

q. Where changes in elevation on the building parcel occur, the building should be integrated into the topography and built to respond to changing elevation.

r. Recessed entrances may be used to facilitate accessibility because of changes in slope; alternatively, ramps or steps where slope is more severe.

s. Blank walls should be avoided due to sloping conditions; storey heights should be articulated through datum lines to express storey heights.

t. Additional flexibility in storey heights and street wall heights should be considered owing to sloping conditions.

u. Provide pedestrian entrances and seating opportunities along sloping streets where possible as areas of refuge.

3.3.5 CITY GRID AND PEDWAY SYSTEM

The pedway system provides weather protection and comfort for pedestrians to move through the city, which is an asset during winter months, in inclement weather, and for residents who are challenged to navigate slopes or uneven terrain of the city. But as a private or in certain cases a semi-public space, the pedway system does not offer the liveliness and sense of the public realm offered by streets. Ideally, the two systems should work together. The street grid of the peninsula south of Union Street greatly defines the urban environment of the peninsula. The rectilinear grid enhances walkability through short blocks and helps create greater interest by providing a variety of route options to pedestrians and cyclists.

Objective

- **Limit additional expansion of the pedway system within a well defined criteria where there is minimum impact on the public realm.**

Commercial Standards

v. The street grid should be maintained and re-established where possible.

w. Pedways should be constructed of highly transparent materials, be no taller than one storey, and designed to minimize their prominence on the streetscape.

Commercial Guidelines

x. Additions to the pedway system should not be constructed in a way that blocks prominent views identified on the public realm map.

y. Mid-block pedestrian connections should be considered to increase permeability.

z. Where sites are larger than the typical block size of the peninsula, the street grid or a pedestrian pathway system should be extended into the block.

3.3.6 SURFACE PARKING

Commercial and Residential Guideline

aa. Surface parking lots should only be moderate in size, ranging from 10-20 stalls.

3.4 SITE LANDSCAPING

Landscaping creates a transition between the private spaces of residences and businesses and streets and sidewalks. Much of the landscaping work is to be done in residential areas. Here a combination of hardscaping elements such as low walls, pavers, combined with trees and shrubs are preferable. The existing urban forest should be considered and preserved where possible with new infill projects or replaced with trees of an adequate size and appropriate species.

Objective

- **Attractiveness and added privacy is created through landscaping that fully occupies the front yard.**

Residential Guidelines

a. In front and flankage yard, chain link fences are discouraged in favour of wood, aluminum, or cast-iron fencing.

b. Front yard landscaping should consider foundation landscaping, trees, deciduous and coniferous ornament planting, and attractive paved areas. Alternative paving materials to asphalt are encouraged.

c. Houses fronting on public open spaces should demarcate the private realm from the public realm through the use of landscaping and/or low fences and other measures to enhance this transition.

d. Side and rear yards on corner lots are encouraged to be screened from view by attractive landscaping and fencing such as wrought iron or a coniferous hedge.

Commercial Guidelines

e. At the interface between residential and non-residential properties, the non-residential property must provide a landscape buffer.

3.5 STORAGE AND UTILITIES

Objective

- **To minimize the impact of the storage and collection of garbage to avoid detracting from the public realm.**

Residential Guidelines

a. Garbage and recycling facilities should be located towards the rear of properties and screened from public view.

b. Generally, electrical utilities will be in the public street right-of-way underground and utility meters will be screened by landscaping where feasible.

c. Garbage and recycling storage in apartment buildings and cluster townhouses should occur internal to the structure, or located out of public view.

d. Garbage and recycling storage for stacked townhouses will be located in the shared alley, screened from public view or in underground parking areas.

e. Garbage and recyclng storage in apartment buildings and back-to-back townhouses will occur internal to the structure.

3.6 PARKING AND ACCESS

Objective

- **Parking, servicing, and access should be designed in a way that is not detrimental to the public realm.**

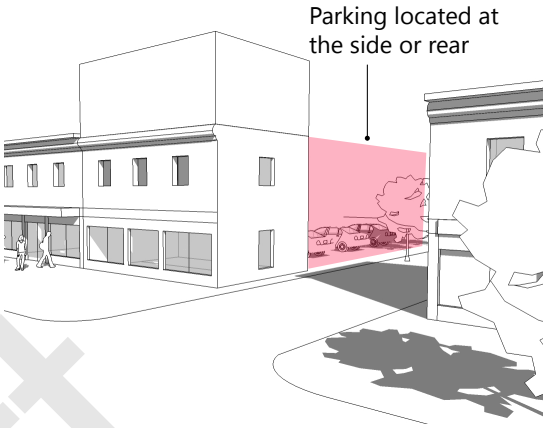
Commercial Standard

a. Onsite parking should be in areas such as the rear or side yard so as not to compromise the public realm and deter from street level activities.

b. Through-building connections are only permitted in new buildings with a frontage greater than 30 metres.

c. Parking for commercial use buildings should be located in underground structures or to the rear or side of the building.

d. Where surface parking is developed to the side of a building and has frontage along a public street, it shall be visually screened from the public street by either ornamental fencing or a coniferous landscape buffer or hedge.



Commercial Guidelines

a. Shared parking and service areas are encouraged.

b. Access to parking and service areas will be encouraged to be taken from local streets and not collectors, as per the Vehicular Circulation map.

c. The number of curb cuts providing access from the public street to a parking area will be minimized to reduce car-pedestrian conflicts.

Residential Guidelines

d. Parking lots, driveways, and other vehicular surfaces are encouraged to use porous paving materials, but not gravel, to reduce storm water runoff.

e. The width of access for townhouses is encouraged to be minimized to reduce the size of the curb cut and width of paved frontage.

f. Parking for back-to-back townhouse units and apartment buildings should be integrated into the rear of the building.

g. Parking for stacked townhouse units may be located via a shared alley at the rear of the units.

h. Accesses to underground parking for apartment buildings and back-to-back townhouses should be integrated into the design of the building.

i. Any above-grade visitor parking should be located toward the interior of the block and accessed from the local side street.

4 CHARACTER PRECINCTS

The Central Peninsula is comprised of a range of unique areas where growth and change will not occur uniformly. The urban character precincts establish a clear set of standards and guidelines to direct future growth and ensure that it occurs in a manner which is consistent with the desired character of the area. These precincts are intended to support the general guidelines through contextually appropriate new development. The precincts represent important opportunities for the Central Peninsula, and new infill development should maximize public benefits and complement the existing built fabric. The precinct standards and guidelines are intended to be both thorough and flexible to ensure new development is compatible and of high quality. The urban character precincts established in this manual include:

- The Waterfront Precinct
- The Trinity Royal Commercial Heritage Precinct
- The Historic Neighbourhood Heritage Precinct

4.1 WATERFRONT PRECINCT

Applicability

The Waterfront Precinct comprises the western coast of the Central Peninsula, stretching from Fort Latour to the the Cruise terminals. As a former working port, these evolving areas contain a wide variety of uses and building types, including:

- High density mixed use;
- Public space;
- Cruise ship terminals;
- Surface parking lots; and
- Port storage and lay down space.

An opportunity exists to transform the waterfront from its post-industrial state to a vibrant, mixed use destination neighbourhood. To realize this vision, the waterfront must become a place where people can enjoy the scenic waterfront views and engage in a wide range of activities. Development should expand public access to the waterfront and enhance the communities waterfront experience by creating active and visually appealing ground floor uses at a human scale. It should consider the impact of waterfront development on the City's image and skyline and create hih quality, distinctive buildings facing the water's edge.

INFILL DESIGN OBJECTIVES

- Create a system of high quality publicly accessible spaces along the waterfront.
- Ensure an active and engaging public waterfront, with a mix of commercial and residential uses.
- Accommodate new residential growth through high quality mixed use development along the waterfront.
- Repair the pedestrian street level experience and character of Water Street.

INFILL DESIGN GUIDELINES

Land Use

1. Buildings should include commercial uses at grade which animate and engage public spaces along the waterfront.
2. Encourage the establishment of anchor attractions along the waterfront to stimulate pedestrian circulation.

Built Form

3. Building design should respond to both the building's proximity to the water as well as the hills of the Uptown by stepping down height from Water Street to the harbour.
4. Buildings should reflect a fine gran urban form, creating a generally complete and consistent street wall with well-articulated ground floor uses with high quality storefront designs along the waterfront.
5. Buildings should support the repair of the Water Street streetscape through contextually appropriate street wall heights and setbacks and well-articulated commercial facades.

Architectural Quality and Distinctiveness

6. New buildings should reflect their prominence on the City skyline through the inclusion of distinctive architectural elements and through the use of high quality materials, site furnishings and landscaping.

Circulation

7. Where proposed, new waterfront streets should be designed to be pedestrian-priority with distinctive paving and street furniture.

8. New waterfront streets and public spaces should be integrated with the Uptown through the extension of the existing street grid pattern.

9. Permit surface parking lots only where they are accessory uses and are concealed from the public realm.

Views and Connections

10. Ensure continuous and uninterrupted public access along the waterfront.

11. End of street views to the waterfront should be preserved and reinforced through public greenspace and art.

Open Spaces

12. Establish a system of open spaces through the creation of board-walks, small parks, plazas and the extension of harbour passage.

4.2 HERITAGE PRECINCTS

The City of Saint John has a strong legacy of heritage conservation. Recognizing the Central Peninsula's cultural heritage, in particular it's incredibly intact built heritage as one of its greatest assets, the City protects buildings within six Heritage Conservation Areas in the Central Peninsula. Despite the incredibly cohesive and intact historic fabric of the Central Peninsula, it is critical that Saint John be not just a place of the past, but also a place of the future. Within the Central Peninsula, there are numerous vacant lots within conservation areas, which detract from the character of the streetscape and represent opportunities for new investment in housing and places of employment. The heritage precincts establish a framework standards and guidelines to ensure that the Heritage Conservations accommodate growth in a manner which preserves the distinctive character of the Heritage Conservation Areas.

INFILL DESIGN OBJECTIVES

- Ensure compatibly scaled buildings which fit seamlessly into the existing built environment.
- Protect the pedestrian street level experience and character through contextually appropriate street wall heights and setbacks which protect sun exposure to public streets and limit the visual impact of taller building elements on the character of heritage streets.
- Protect and enhance the existing character of streets through compatible façade articulation, proportions and rhythm.
- Cautiously permit modern architectural juxtapositions which are compatible and do not substantially change or have a negative impact on the heritage value or character of heritage streets and buildings.

DESIGN APPROACHES FOR THE HERITAGE PRECINCTS

Design approaches for infill development in historic areas can fall within a spectrum, ranging from the detailed replication of historic architectural styles to the intentional differentiation of new building elements from the context of the surrounding area. In Canada, heritage conservation is guided by the *Standards and Guidelines for the Conservation of Historic Places in Canada*, which encourages new additions to historic buildings to be compatible with, subordinate to and distinguishable from existing historic places. The extrapolation of these principles has provided a basis for the infill development standards established in this manual. For the ease of the reader, four distinct approaches to heritage infill development have been outlined to provide a simple and tangible framework for the public to understand. The manual provides clear guidance on when and where different styles may be appropriate and establishes clear guidelines and conditions to evaluate their compatibility within a heritage context.

APPROACHES TO INFILL DEVELOPMENT IN HERITAGE CONSERVATION AREAS

LITERAL REPLICATION

Prioritizes the replication of existing heritage buildings. It strongly protects the character of an area at the expense of architectural expression. It is designed according to contextual historical styles and seeks to replicate historic architectural elements in great detail. This approach can have the effect of blurring the public's understanding of what is authentic heritage, contrary to the recommendations of the standards and guidelines..

Application within the Heritage Conservation Areas

Literal replication is strongly discouraged within the Heritage Conservation Districts.

INVENTION WITHIN A STYLE

Tries to strike a balance between historic styles and contemporary architecture, leaning more towards the historic style. It should be based on architectural styles found within the precinct, while not replicating in whole the detailed elements. It also introduces some limited new elements to the design. This approach creates buildings which look historic, but contain a "contemporary stamp" which distinguishes it as a new building.

Application within the Heritage Conservation Areas

Invention Within a Style is strongly encouraged within the Heritage Conservation Areas. It is a safe design approach which limits the risk of changing the character of existing heritage streetscapes.

ABSTRACT REFERENCE

A modernist intervention which avoids literal resemblance and focuses on the form and massing of buildings. It combines both modern and contextual approaches with abstract reference to heritage styles which link the building to its context. This approach incorporates similar or compatible form, massing, neutral or earth tone colours, and material texture with a modern twist.

Application within the Heritage Conservation Areas

Abstract Reference is cautiously permitted throughout the heritage conservation areas. Where it is proposed, the design should be of a very high quality and be accompanied by a heritage impact statement submitted by a professional architect.

INTENTIONAL DIFFERENTIATION

Consciously seeks to juxtaposition modern architectural approaches within a heritage context without visually referencing its context. Typically undertaken with the intention of evolving or redefining the character of an area. This approach poses the greatest risk of substantially changing or negatively impacting the existing heritage value and character of its surrounding area. However, this approach can be effective in repairing or evolving the character of areas which have previously been negatively impacted by insensitive infill development, or where much of the built heritage fabric has been lost.

Application within the Heritage Conservation Areas

Intentional Differentiation can be difficult to pull off successfully and carries the risk of significantly altering or harming the character of a heritage streetscape. For this reason, this design approach will be permitted only in areas with a disjointed heritage fabric, where there is not an established street wall, or where there is insufficient proximate heritage character. Where it is permitted, the design should be of an exceptional quality, be accompanied by a heritage impact assessment and an external peer review by a heritage professional.

4.2.1 TRINITY ROYAL COMMERCIAL HERITAGE PRECINCT

Applicability

Trinity Royal North

Red Rose Tea

Ordinance Building

Character Statement

The Trinity Royal Commercial Precinct is comprised of the northern commercial portion of the Trinity Royal Heritage Conservation Area. It contains many of the City's most prominent historic streetscapes, including Prince William, King, Canterbury, Germain, and Princess Streets. The area is characterized by:

- A mix of ground floor commercial and upper floor residential land uses with well-articulated ground floor commercial street frontages;
- A consistent street wall with a minimally variable roof or cornice line and abutting buildings built up to the sidewalk;
- Vertically oriented massing with building heights ranging from 3-6 storeys;
- A concentration of homogenous, late 19th century architecture, particularly within the styles of Italianate and Beaux-Arts;
- The use of masonry building materials, primarily stone and red brick;

- A fine scale pattern and rhythm of façade openings with consistent proportions;
- Elaborate detailing and craftsmanship.

New development in this precinct should be sensitive to the historic context while making room for the next generation of built heritage. An emphasis should be placed on ensuring compatible height, scale and massing, vertical divisions, setbacks, and floor to ceiling heights, while allowing variability in overall building design. A development incorporating differentiating architectural elements should not substantially change or negatively impact the heritage value or character of the existing built environment.

INFILL DESIGN STANDARDS

The development standards for the Trinity Royal Commercial Precinct are set out according to the design approaches introduced in this manual. Section 1 establishes detailed design standards for the *Invention Within a Style* approach and is intended to be used as a base set of guidelines for the precinct. Sections 2 and 3 establish guidance for alternative design approaches and establish specific relaxations of standards in order to permit the consideration of these alternative design approaches.


Minimally varying cornice lines

I. Invention Within A Style

Setbacks

1. Buildings shall continue the prevailing pattern of front and side yard setbacks of the block.

Height

2. Buildings shall maintain the cornice line of the block by either matching the roof or cornice heights of adjacent buildings or by continuing the pattern of minimally varying cornice lines of the block.

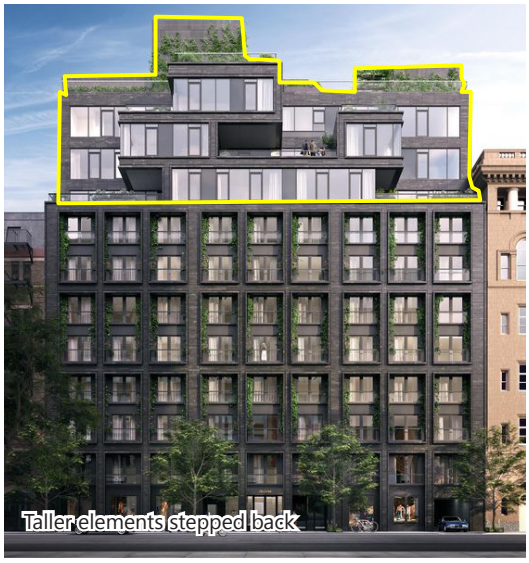
    a. Where consistent cornice lines are not present, the building may consider the roofline or cornice height of either adjacent building.

    b. Where the roof or cornice height of an adjacent building is significantly lower than the context of its block, additional roof or cornice height is permitted in order to match the prevailing height of the street wall.

    c. Where a development is located on a corner lot or Kings Square, the roof or cornice height may exceed permitted roof or cornice lines by one storey.

    d. Where consistent roof or cornice lines are not present and a development has a length greater than 20 metres, the building shall vary its height to reference both adjacent buildings.

3. Taller building elements which are stepped back from the roof or cornice line may incorporate contemporary architectural styles and materials and shall be exempt from sections 4-12 addressing massing, window proportions, rhythm and materiality.


Taller elements stepped back

Massing

4. Buildings shall be constructed to occupy a property's street frontage along public streets.

5. Building Massing shall reflect the narrow, vertical proportions of historic buildings and reinforce the prevailing street wall rhythm through elements such as bays and vertical separations.

6. Buildings shall maintain a building façade composition with a clearly defined base, middle and top which includes a cornice line or a similar articulation.

Ground Floor Height and Articulation

7. Buildings shall maintain similar first storey heights to adjacent buildings and maintain consistency with regards to the height of the following architectural features:

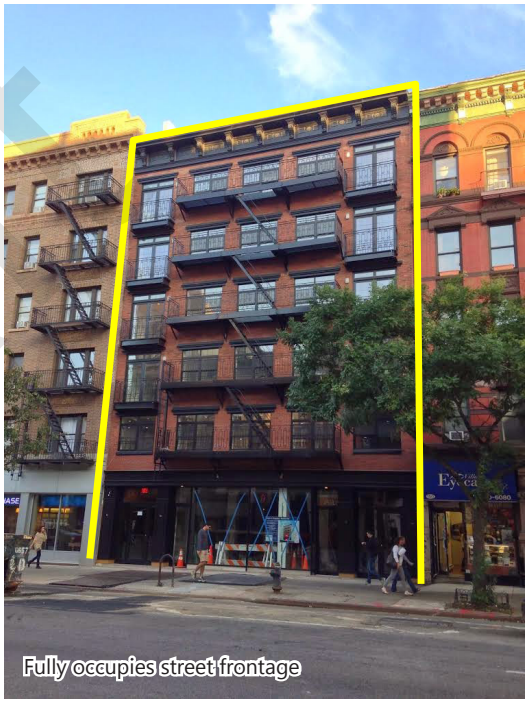
    a. The size and height of sign bands.

    b. Door height, position and setback.

    c. Window height, position and setback.

8. Where consistent first storey heights are not present, the building may match the first storey height of either adjacent building.

    a. Where adjacent first storey heights are not consistent with the prevailing trends of the street wall, additional first storey height is permitted in order to match the prevailing height of the street wall.


Fully occupies street frontage

9. Storefronts shall reinforce the prevailing rhythm of openings and storefront bays of adjacent buildings or the block. Where the proportions of adjacent storefronts do not match the prevailing rhythm of the block, new development shall reflect the prevailing storefront rhythm of the block.

Window Proportions and Rhythm

10. Windows shall maintain the vertically oriented window proportions of existing buildings along the street wall.

11. Buildings shall maintain a similar architectural order and rhythm of windows of existing buildings along the street wall, including window alignment, relative solid-to-void ratio, and horizontal and vertical divisions.


Consistent first storey heights, including sign area and door height

Materiality

12. Buildings shall use similar materials or materials that have a similar appearance and quality to existing historic buildings in the Trinity Royal Commercial Precinct.

Rooflines

13. Buildings shall incorporate roofs consistent with the typical flat roof characterized by existing historic buildings in the Trinity Royal Commercial Precinct.

II. Abstract Reference

General Requirements

1. A development using the Abstract Reference design approach shall be subject to the submission of a Heritage Impact Statement prepared and stamped by a Professional Architect.

Differentiating Standards

2. Buildings shall be developed in accordance with section I (Invention Within a Style), with the following exceptions:

    a. A wider range of materials may be used, but should be of high quality, provide articulation of the surface finish through score lines or modular units which reflect the patterns used by historic buildings, and be of a compatible colour palette.

    b. Alternative window alignment and proportions may be used, provided either:

        i. the relative solid-to-void ratio is compatible with the character of the street wall

        ii. the façade includes opaque surfaces at regular intervals similar to the rhythm and vertical alignment patterns of the street wall. Opaque surfaces should provide visual reference to the traditional cladding materials used in the precinct.

III. Intentional Differentiation

General Requirements

1. The implementation of the intentional differentiation design approach shall be limited to areas of the Trinity Royal precinct identified by Council.

2. A development using the Intentional Differentiation design approach shall be subject to the submission of a Heritage Impact Assessment completed and stamped by a Professional Architect with proven experience developing with a heritage context.

3. Where requested by the Heritage Development Board, a development using the Intentional Differentiation design approach shall be subject to a Peer review completed by an architectural profes-

sional as determined by the City of Saint John.

Differentiating Standards

1. Buildings shall be developed in accordance with section I (Invention Within a Style), with the following exceptions:

    a. A wider range of high quality materials may be used, but shall not include the following siding materials:

        i. Vinyl siding;

        ii. Stucco;

        iii. Corrugated metal;

        iv. Brightly coloured glass; or

        v. Unarticulated concrete representing more than 20% of the façade.

    b. Alternative window alignment, proportions, and ratio of solid-to-void are permitted, however, vertical divisions should occur at no less than approximately two thirds of the building height.

    c. Ground floor heights may vary from the existing pattern of the street wall.

    d. The building massing may incorporate small voids, while maintaining an overall volume of massing which is consistent with buildings within the precinct.

    e. The roof line may vary from the context of the street but should generally maintain a similar width.

    f. In terms of massing, buildings do not need to maintain a building façade composition with a clearly defined base, middle and top which includes a cornice line or a similar articulation.

4.2.2 HISTORIC NEIGHBOURHOOD CHARACTER PRECINCTS

Applicable Areas

Trinity Royal South

Princess Street

Orange Street

King Street East

Character Statement

The Historic Neighbourhood Character Precincts are comprised of the residential Heritage Conservation Areas designated within the Central Peninsula. This includes the Trinity Royal South, Princess Street, Orange Street, and King Street East Heritage Conservation Areas. These areas are characterised by:

- A mix of multi-family, row housing and large single family attached and detached residential dwellings;
- A generally consistent street wall with a high proportion of attached and row housing with occasional side yards of 1-2 metres;
- A variety of rectangular, square and symmetrical massing forms with building heights ranging from 2-4 storeys;
- A concentration of late 19th century architecture, particularly

within the styles of Italianate, Second Empire and Queen Anne Revival;

- The use of a variety of building materials, including masonry such as brick and stone in addition to wood clapboard and shingle siding;
- A fine scale pattern and rhythm of façade openings with consistent proportions;
- Elaborate detailing and craftsmanship.

New development in this precinct should respect its historic context while providing the flexibility to accommodate modern living. An emphasis should be placed on ensuring compatible height, scale and massing, setbacks, and floor to ceiling heights, while allowing variability in overall building design. A development incorporating differentiating architectural elements should not substantially change or negatively impact the heritage value or character of the existing built environment.

Design Standards

The development standards for the Historical Neighbourhood Precincts are set out according to the design approaches set out in this manual. Section 1 establishes detailed design standards for the *Invention Within a Style* approach and is intended to be used as a base set of guidelines for the precinct. Sections 2 and 3 establish guidance for alternative design approaches and establish specific relaxations of standards in order to permit the consideration of these alternative design approaches. Section 4 establishes standards for the consideration of additional height and reduced stepbacks.

I. Invention Within A Style

Setbacks

1. Buildings shall continue the prevailing pattern of front and side yard setbacks of the block.

Height

1. Where a continuous street wall does not exist, the primary plane of the front of the building should not appear more than one storey taller than that of typical residential structures of the block.
2. Where a consistent street wall exists, buildings shall maintain the cornice line of the block by either matching the roof or cornice heights of adjacent buildings or by continuing the pattern of minimally varying cornice lines of the block.
    a. Where consistent cornice lines are not present, the building may consider the roofline or cornice height of either adjacent building.
    b. Where the roofline or cornice height of an adjacent building is significantly lower than the context of its

block, additional roofline or cornice height is permitted in order to match the prevailing height of the street wall.

c. Where a development is located on a corner lot or Queens Square the roofline or cornice height line exceed the permitted roofline or cornice lines by one storey.

d. Where consistent roofline or cornice lines are not present and a development has a length greater than 20 metres, the building should vary its height to reference both adjacent facades.

3. Taller building elements which are stepped back from the roof or cornice line may incorporate contemporary architectural styles and materials and shall be exempt from sections 4-13 addressing massing, window proportions, rhythm, materiality, rooflines, and porches and entries.

Massing

4. Where a continuous street wall exists, buildings shall be constructed to occupy a property's street frontage along public streets.

5. Building Massing shall reflect the massing forms of historic buildings found within the precinct and reinforce the prevailing street wall rhythm through the use of bays and vertical separations.

6. For the development of buildings longer than 12 metres, vertical separations must be clearly articulated, breaking up the massing of the building in a manner consistent with the rhythm of the streetscape of the block.

7. Buildings shall maintain a tripartite building façade composition, with a clearly defined base, middle and top which includes a cornice line or a similar articulation.

Window Proportions and Rhythm

8. Windows shall maintain the vertically oriented window proportions of existing buildings on the block.

9. Buildings shall maintain a similar architectural order and rhythm of windows of existing buildings along the street wall, including window alignment, relative façade to window ratio, and horizontal and vertical divisions.

Materiality

10. Buildings shall use similar materials or materials that have a similar appearance and quality to existing historic buildings of the street.

Rooflines

11. The roof or roofs of new infill development shall generally reflect those of heritage buildings found within the precinct.

Porches and Entries

12. The inclusion of a front porch or entry feature shall be reflective of those of traditional buildings along the street.

13. Car garages shall be provided to the rear of the building or within detached garages set back behind the main building. Where car garages cannot be accommodated through such methods, a garage may be incorporated into the front façade, but must be recessed behind the front entrance, not be the dominant feature of the front façade, and designed to incorporate materiality and colour which seamlessly integrates into the design of the building.

II. Abstract Reference

General Requirements

1. A development using the Abstract Reference design approach shall be subject to the submission of a Heritage Impact Statement prepared and stamped by a Professional Architect.

Differentiating Standards

2. Buildings shall be developed in accordance with section I, Invention Within a Style, with the following exceptions:

    a. A wider range of materials may be used, but should be of high quality, provide articulation of the surface finish through score lines or modular units which reflect the patterns used by historic buildings, and be of a compatible colour palette.

    b. Alternative window alignment and proportions may be used, provided either:

        i. the relative façade to window ratio is compatible with the character of the street wall is maintained; or

        ii. the façade includes opaque surfaces at regular intervals similar to the rhythm and vertical alignment patterns of the street wall. Opaque

surfaces should provide visual reference to the traditional cladding types used in the precinct.

III. Intentional Differentiation

General Requirements

1. The implementation of the intentional differentiation shall be lim-ited to areas of the Trinity Royal precinct identified by Council.

2. A development using the Intentional Differentiation design approach shall be subject to the submission of a Heritage Impact Assessment completed and stamped by a Professional Architect with proven experience developing with a heritage context.

Differentiating Standards

3. Buildings shall be developed in accordance with section I, Invention Within a Style, with the following exceptions:

    a. A wider range of high quality materials may be used, but shall not include the following siding materials:

        i. Vinyl siding;

        ii. Stucco;

        iii. Corrugated metal, where used as the primary siding material and not as a limited architectural embellishment or accent;

        iv. Unarticulated concrete representing more than 20% of the façade.

    a. Alternative window alignment, proportions, and ratio of solid-to-void are permitted, however, vertical divisions should occur at no less than approximately two thirds of the building height.

    b. The building massing may incorporate small voids, while maintaining an overall volume of massing which is generally consistent with the streetscape.

    c. The roof line may vary from the context of the streetscape but should generally maintain a similar width.

5 TRANSITIONAL COMMERCIAL PRECINCTS

The Transitional Commercial Precincts include City Road, Crown Street North of Union, and lands south of Broad Street. These lands are characterized by auto centric land uses and are intended to begin to gradually transition to a mixed use pattern during the lifespan of this plan. This transition will be facilitated through the implementation of the general built form and urban design standards of the Urban Design Manual, which at the present time may not be fully achievable in these areas. Therefore, it is intended that additional flexibility be provided to the development of these lands. The Transitional Commercial Precinct guidelines provide a framework for consideration of additional flexibility while encouraging the gradual repair of the streetscape and the elevation of design expectations.

INFILL DESIGN OBJECTIVES

• Introduce new design standards which raise the bar for the precincts, while allowing the flexibility for them to evolve gradually over time.
• Introduce a range of permitted land uses which support the transition to a mixed use environment.
• Gradually create urban streetscapes through new standards for building orientation, height and massing.

TRANSITIONAL COMMERCIAL PRECINCT GUIDELINES

Land Use

1. Allow for a flexible mix of compatible commercial and residential land uses.

Height

2. Through the implementation of the height map, establish a wide range of permitted heights which supports an increase of density, while maintaining a minimum height of 2 storeys.

Orientation & Entryways

3. Buildings are not required to orient their front entrance to the public street, but shall have a well-articulated front façade oriented to the street.
Parking Lots

4. Buildings and sites should be designed in a manner to conceal surface parking lots from view of the public street.

5. Where new development does not conceal surface parking from the public realm, it shall provide a 7.5 metre landscaped setback between the parking lot and the public street with 1 tree or shrub for every 25 square metres of required setback.At least 50 percent of the required plants must be trees.

SECTION 2: PUBLIC REALM DESIGN GUIDELINES

INTRODUCTION

The public realm is the space in a city that is communally shared. Its physical infrastructure is made up of streets, parks, landscapes, civic buildings, and other publicly owned and accessible land.

The quality and design of the public realm largely defines our perception of a place and the shared values that a community holds important. How the street right-of-way is divided for example, give clues to the relative importance of vehicles versus public transit, pedestrians, or other modes. Meanwhile, the type of street materials and infrastructure may indicate the historic importance of a space or the degree to which accessibility is valued. Furthermore, the design of amenities such as weather protection, seating and lighting can convey whether the public should be invited or discouraged from occupying a space. As the uptown and its urban neighbourhoods grow and greater value is placed in urban life, great public spaces must follow. In addition to setting the stage for public life to occur, high quality public realm infrastructure helps encourage private reinvestment and is a key component in achieving the vision of the neighbourhood plan. This document introduces design guidelines organized around the following components of the public realm:

1. STREETS
2. COMPONENTS OF THE RIGHT-OF-WAY
3. TRANSIT AND ACTIVE TRANSPORTATION
4. LANEWAYS
5. VIEW CORRIDORS
6. PARKS, SQUARES AND TRAILS

Where does this document apply?

Guidelines apply across the Central Peninsula, including within Heritage Conservation Areas.

Who will use this document

This document establishes public realm design guidelines for Saint John's Central Peninsula. The document is intended primarily to be used by city staff and consultants when undertaking work in the right-of-way or publically owned spaces. Recognizing the public and private spheres are seamless, this document may as well provide guidance for developers, business owners and residents. For instance, weather protective awnings and canopies project from private businesses over the sidewalk.

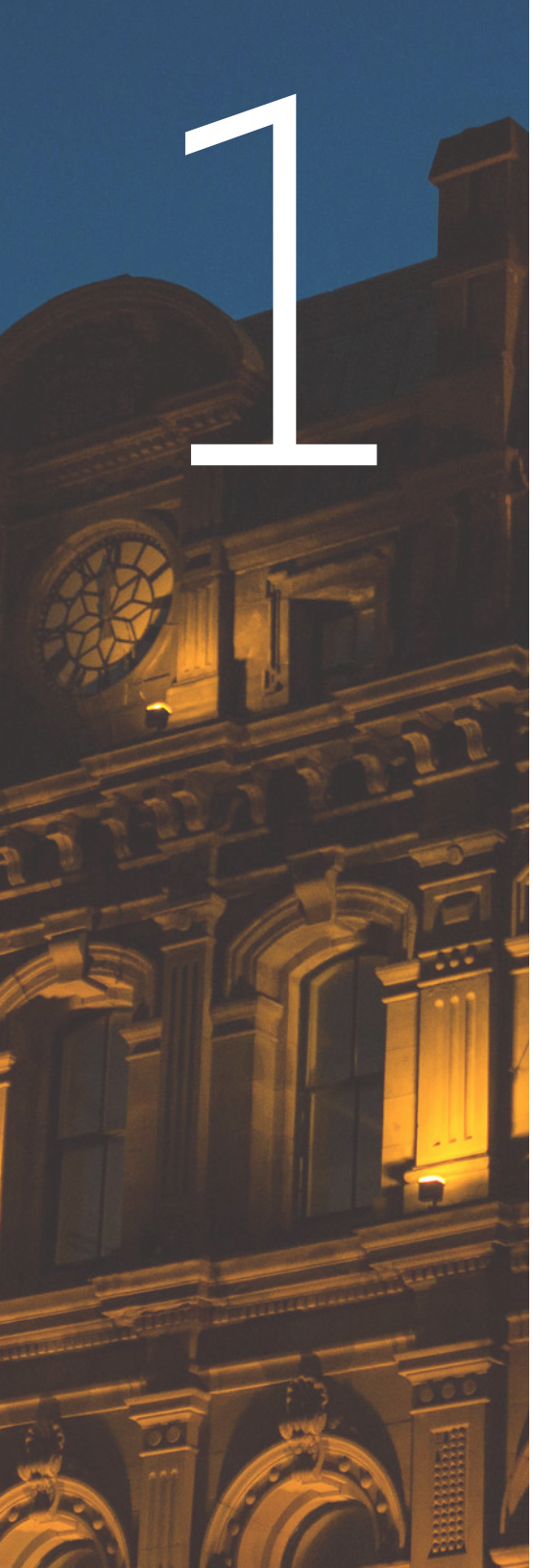
How is this document implemented?

The public realm guidelines for the Central Peninsula must be considered in tandem with other strategies and standards.

PlanSJ sets the overarching policy framework

MoveSJ Phase 2 - Pedestrian Strategy establishes policy for complete streets, primary pedestrian routes, and a pedestrian safety strategy.

Improvements should occur incrementally and be strategic in nature, taking advantage, for example, of required maintenance and planned capital investment. At the same time, over the long term, to avoid losing sight of the underlying objectives set out in the neighbourhood plan, interventions and small changes to improve the public realm are encouraged. Recognizing that full scale transformation can be costly, an "all or nothing" approach to improvements should be avoided.



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STREETS

The object of this chapter is to develop character types to organize the streets of the Central Peninsula. The context of the Central Peninsula and concepts of the main street and complete streets approach are introduced.

THE CENTRAL PENINSULA CONTEXT

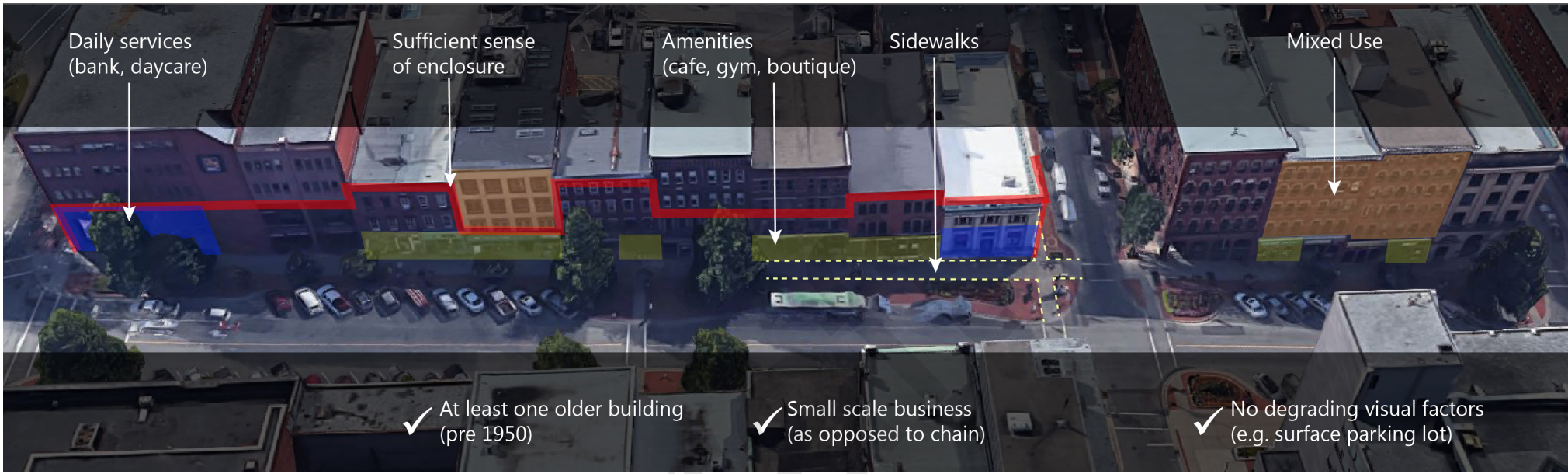
Certain streets play an important social role in the public realm, while others serve only a practical purpose of moving traffic.

Commercial Streets The peninsula possesses well functioning commercial and mixed use streets such as King, Prince William, Germain, and Canterbury. Here, the amount of people are the indicator of success. These streets have more doorways per metre, active ground floor facades and invite window shopping. The edges of these streets allow observation into the social activities of cafes and restaurants. Therefore, they are encouraged to possess a wider sidewalk with landscaping and materials to denote the street's significance. Traffic and weather-protective elements also play a role in ensuring the fundamentals of safety and comfort to encourage people to stay.

Residential Streets The majority of streets on the central peninsula serve a residential purpose and accommodate lesser volumes of pedestrians. The role of these streets should still convey an attractive right of way through sidewalk materials, landscaping of the median, and transition between entryways and driveways.

Other Streets There are also a great number of streets that do not serve a well-defined purpose and need to be re-thought. These are roads which instead of fostering places for people and activity, merely connect places of wealth. This may be owed to one or more of the following: width, speed of traffic, lack of streetwall or buildings along a well-defined edge.

THE BASIC CRITERIA OF A MAIN STREET



Main Streets are the shopping, service and entertainment districts, accessed from the street level. They are thoroughfares, and places of ceremony, parades and public festivity. In Canada, Main Streets may also simply denote a major thoroughfare or connecting road.

Basic Criteria

- THE PRESENCE OF SIDEWALKS
- DAILY SERVICES
- SUFFICIENT SENSE OF ENCLOSURE
- AMENITIES
- MIXTURE OF USES
- HERITAGE BUILDINGS
- SMALL-SCALE OR LOCALLY OWNED BUSINESS (AS OPPOSED TO CHAIN)
- NO DEGRADING VISUAL FEATURES

ABOVE:

King Street meets the basic criteria of a Main Street. It is historically and continues to be a major place of commerce in the uptown. Throughout its 235 year history, the street has endured in popularity, with major renewal occuring in the 1980s with the creation of Brunswick Square.

THE COMPLETE STREETS APPROACH

Complete streets is an approach to design and maintenance of streets that improves the mobility for users. The aim is to increase the safety and comfort of all users of different ages and abilities, including pedestrians, transit users, and active transportation users.

This approach represents a shift in thinking that recognizes the need to consider municipal street infrastructure from a social, economic, and environmental perspective, in addition to a traffic perspective. While there is no one ideal for a complete street, the basic approach is to slow down traffic and diversify the modes of transportation.

Road Dieting

Roads such as Main Street, Union Street and Crown Street carry cars and buses into the uptown, converging around King Square. These roads are good candidates for "road dieting," that is, the elimination of a turning lane or lane altogether to slow down traffic and give increased security to pedestrians and active transportation. Ensuring that transit facilities are adequate along these key streets and that measures are undertaken to improve the safety and comfort of the environment for pedestrians and active transportation users will help these streets evolve into complete streets.

Example Outputs of a Complete Street

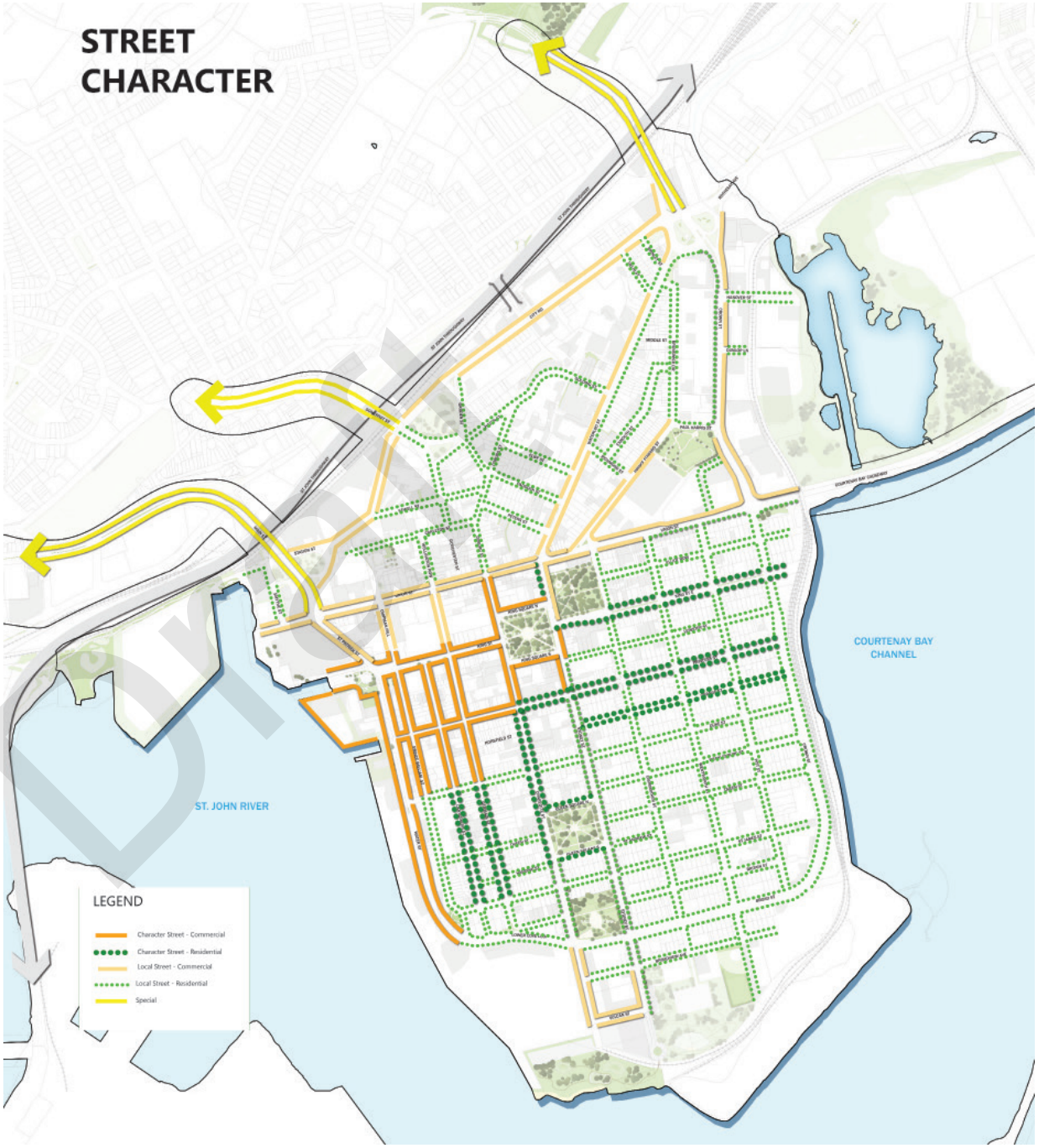
- SPEED LIMIT REDUCTION
- REDUCTION IN TRAFFIC LANES
- PAINTED BIKE LANES
- WIDENED SIDEWALK
- STREETSCAPING IMPROVEMENTS
- IMPROVED TRANSIT WAITING AREAS AND CONNECTIONS

TOP: The majority of the peninsula streets are local (uncoloured), with a ring of major arterial circulating traffic around the perimeter. Minor and major arterial streets are good candidates for complete streets as wide roadways undergo road dieting.

BOTTOM: One Way Streets must be taken into consideration when considering any street improvements within the peninsula.

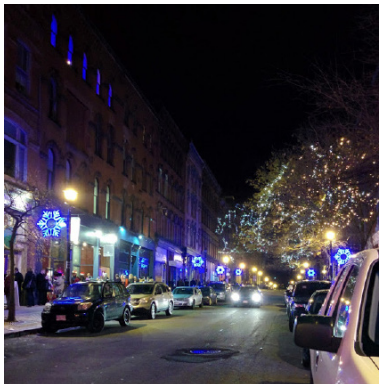
STREET CHARACTER

Street character is illustrated on the Street Character Map. In addition, a series of cross-sections have been created to model each of these character categories for the following streets: Water Street, King Street, Sydney Street, Charlotte Street, Union Street, Crown Street, and Main Street. In addition to these, a possible future street was created for the Waterfront Promenade adjoining Water Street. In addition to its intended character, the final design of individual streets should consider the specific context of the street and its role in the street network.



Princess Street towards Courtenay Bay

Germain Street - Character Residential



Prince WIlliam Street at night

Character Commercial Streets

Character Commercial Streets have a high number of active ground floor façades set close to the sidewalk. As they draw the most foot traffic, they are also the most interesting places to see and be seen. These streets have multiple roles and may include elements of the "Main Street." In some cases, this commercial function is well established while in others, it had former prominence, or is only now evolving. On the Central Peninsula, many of the main streets fall within the Trinity Royal Heritage Conservation Area, so their materials are warmer and more natural, cueing the historic importance of the street and complementing the heritage buildings along their edge. The built form that encloses these streets is typically of a higher density and serves to frame many of the inner harbour views. Except for Water and King Street, all of these streets serve a one-way function in the street network. Character Commercial Streets should improve further upon the pedestrian's experience, while serving as places for ceremony, festivity, and social life, while balancing business interests and their role in the street network.

Character Residential Streets

These are primarily residential streets with a distinct identity, stemming from their proximity with a heritage conservation area, or the presence of provincial and/or federal heritage assets. Generally, the built form consists more of masonry than wood clad buildings, and the right-of-way may already contain light standards intended to compliment a heritage look and feel. Future infrastructure should maintain or establish a similar standard of lighting and maintenance to contribute to the cohesiveness of the street network and sense of being in a historic residential area.

Local Residential Streets

Local Residential Streets comprise the majority of the streets on the Central Peninsula. These streets are not intended to accommodate large volumes of cars or traffic on the street network, so the width of the right of way should be narrow and priority given to the pedestrian. The right-of-way is conducive to local bike traffic, especially east to west moving streets as these have a naturally even slope. There has been a lack of investment in many of these streets, notably in the "deep south end" of the City, over the past decades. Improvements to enhance the median through greening and tree planting, in addition to replacing asphalt sidewalks with concrete are mandatory.

Local Commercial Streets

Local Commercial Streets are streets that may contain a mixture of residential, commercial, and institutional uses or transition from one to the other. These streets are less defined. These streets may not have a continuous form in terms of ground floor uses and setbacks, with sections giving more emphasis to vehicular mobility than the pedestrian. As these streets evolve, they may make good candidates for larger scale infrastructure changes or adjustment to their overall role in the street network. These streets are appropriate for improvements over time to ensure attractiveness and functionality.

ABOVE:

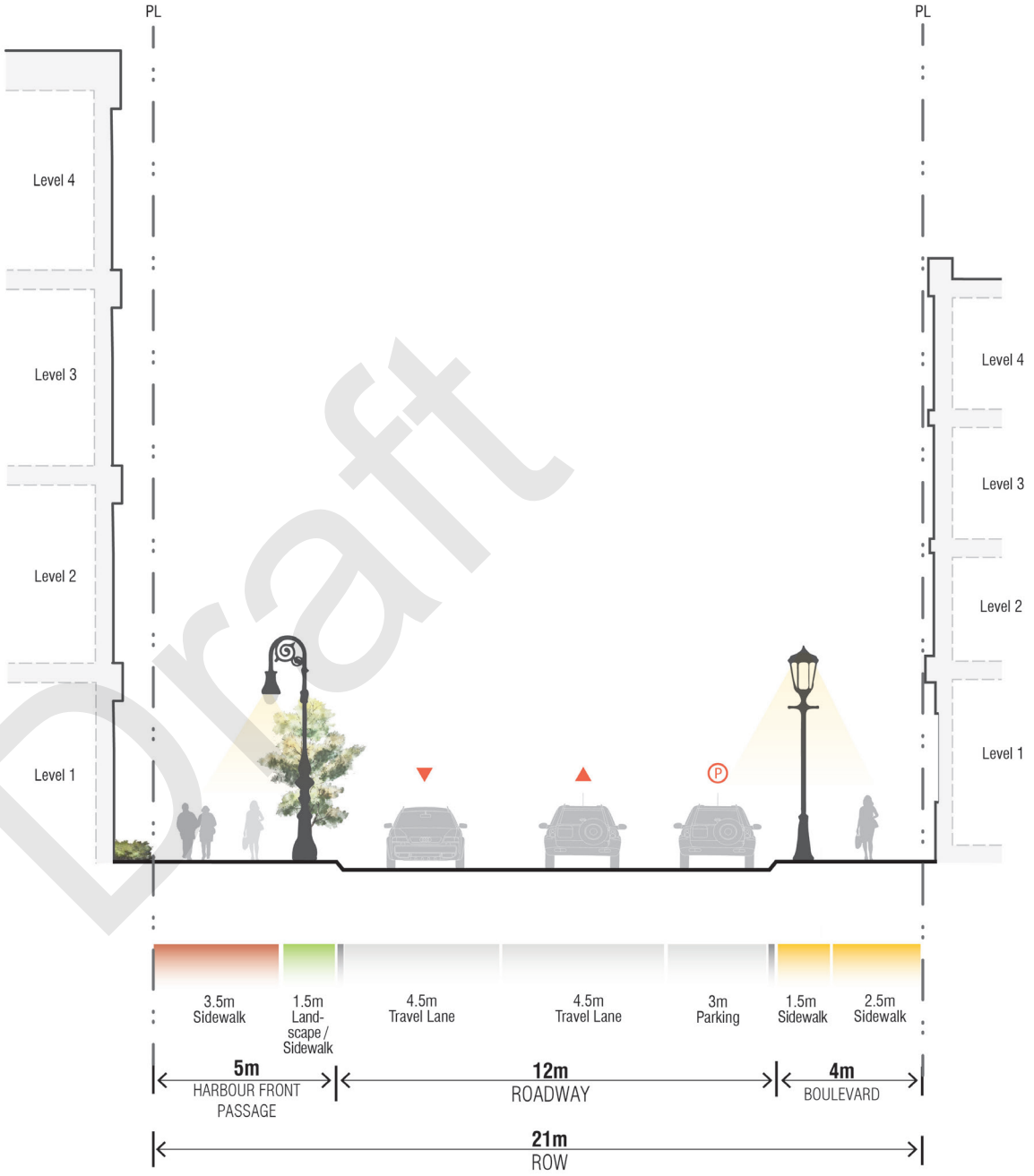
As a main street, King Street's future is tied to the use of Market Square and Loyalist Plaza. Two visions from the past offer up different uses for "the foot of King," one as a place for automobiles and one as a place for people. What is the future use of this area?

Special Streets

This category consists not of streets but of roads that were created as a result of contemporary infrastructure projects for vehicular movement. They represent key entryways into the peninsula, and may be maintained or upgraded through special agreement between the Province and the City. These roads have historically been connected with urban renewal, with sections being provincially designated highway. Improvements are therefore more complex; however, not without precedent. Overbuilt right of ways should reallocate space where possible to enable increased levels of comfort and safety for active transportation users and pedestrians over time.

WATER STREET EXISTING

Over the past decade this street has seen a radical transition with the construction of cruise ship terminals, harbour passage, and new housing stock to enliven the south inner harbour. Today, Water Street's function continues to evolve as the connector between the uptown and lower cover loop. This street creates the first impression of Saint John for visitors arriving by water and is a good location for wayfinding signs. While streetscape improvements have been undertaken, work remains to be conducted adjacent to Fundy Quay and in coordination with improvements to the port lands, which are largely occupied by surface parking.



WATER STREET PROPOSED

Character: Character Commercial

Proposed Role in Public Realm: Connects Loyalist Plaza and Market Square to the inner harbour, encouraging active transportation, ground floor retail, and views to the water.

Classification: Major Arterial

Current Role in Network: Carries traffic along inner harbour portion of major arterial peninsula loop.

Transit Facilities: n/a

Bike Facilities: Local bikeway, bicycle parking provided where required by the Zoning Bylaw.

Primary Mode: Pedestrian, Active Transportation, Vehicular

Parking Lane: 2.5 metres, east side

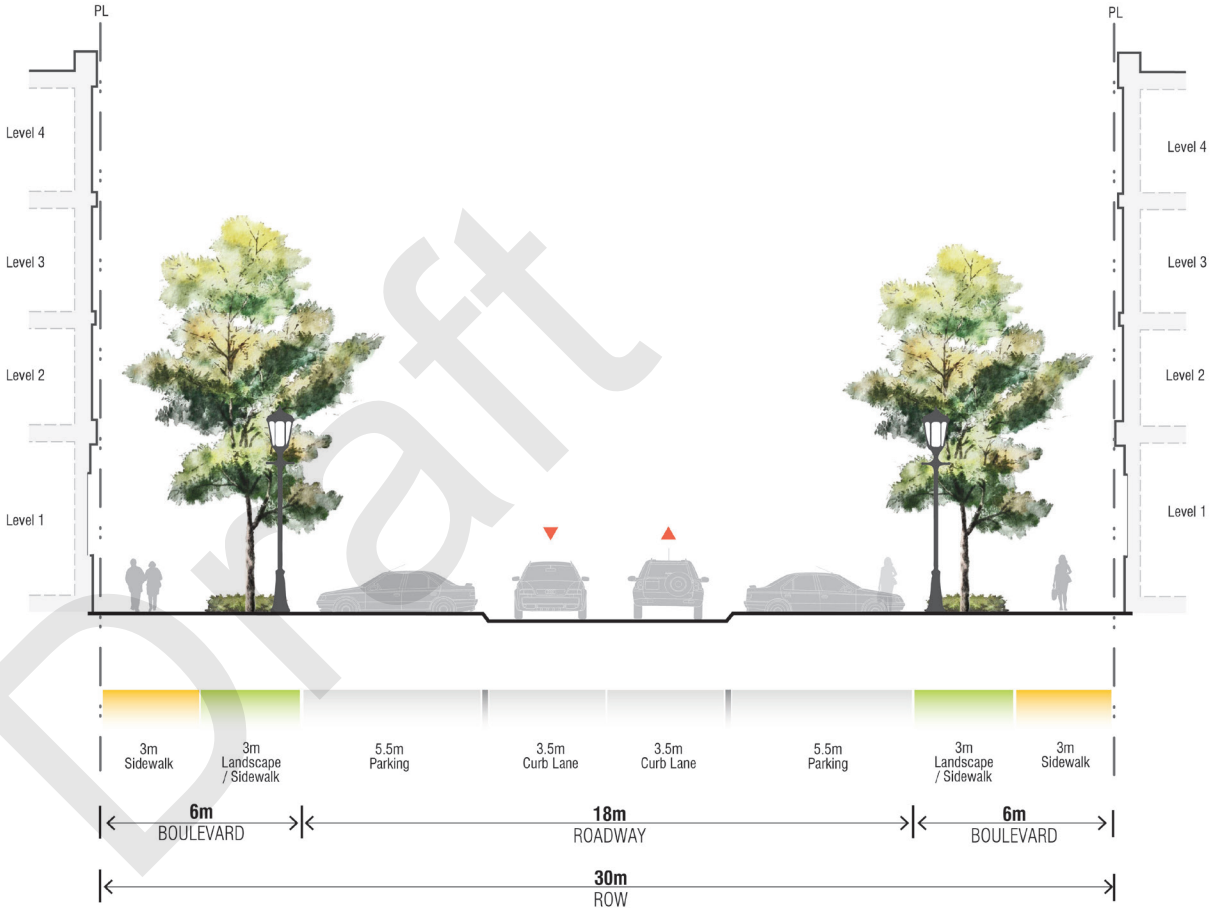
Turning Lane: Removed

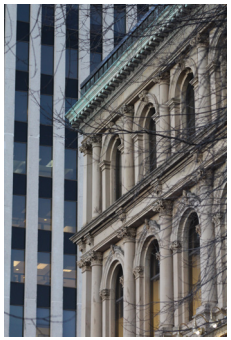
Notes:

- Cross section illustrates the street from Peter's Wharf to Lower Cove Loop.
- West side of street landscaping area is expanded by 1.5 m by reducing lane and parking widths
- East side of street remains unchanged.
- Additional street trees
- Cross sections are representational.

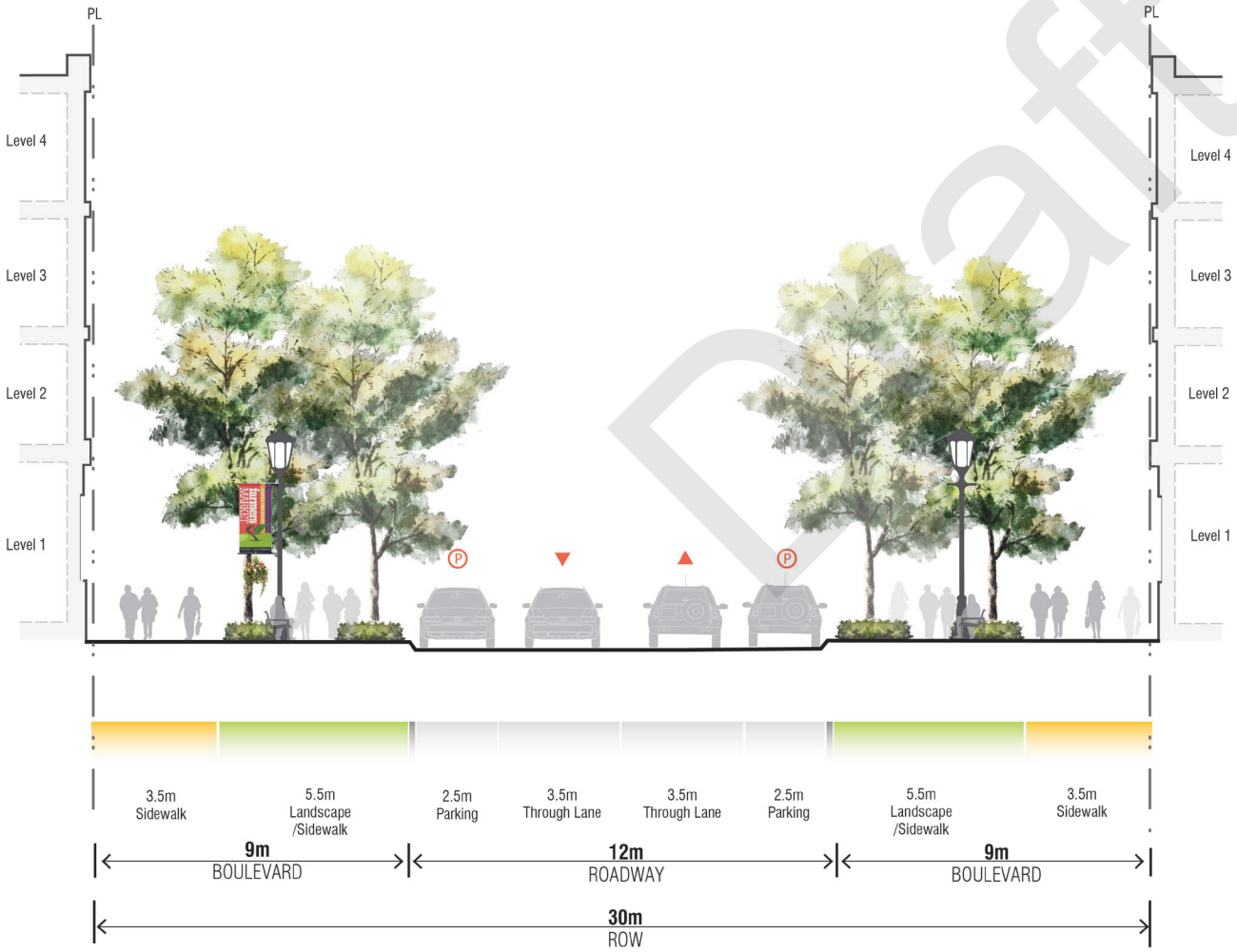
KING STREET EXISTING

The street's central importance is evident by its width. King Street connects Market Square to King Square and is defined by both its slope and commercial character. The shaded, north-facing side of King Street belongs to Trinity Royal and offers many small shops and boutiques, while the south-facing side is the location of the pedestrian mall, Brunswick Square. The concept behind the last overhaul of King Street was to create an environment conducive to both pedestrians and cars through use of the ample sidewalk, landscaping, and supply of angled parking space provided in the width of the right of way. Today, King Street is the peninsula's most complete street, with a share of pedestrian, car, and transit amenities that function together to create a sense of liveliness and commercial activity, though its slope proves a challenge for active transportation. Although the street slopes significantly, there are many locations where informal pedestrian seating could flourish, especially on the south-facing side where there is maximum sun exposure. Modifications of the right-of-way could give further emphasis to pedestrian activity and minimize the significance given to parking.





KING STREET PROPOSED



Character: Character Commercial

Proposed Role in Public Realm: Historic Main Street that connects Market Square to King Square, entry-way to Brunswick Square and pedway system.

Classification: Minor Arterial

Current Role in Network: Manages two-way traffic from Dock Street and Charlotte Street, feeding Canterbury Street and collecting traffic from Germain and Prince William Streets.

Transit Facilities: Mid-block transit hub

Bike Facilities: Mid-block bicycle parking

Primary Mode: Complete Street

Parking Lane: 2.5 metres, east side

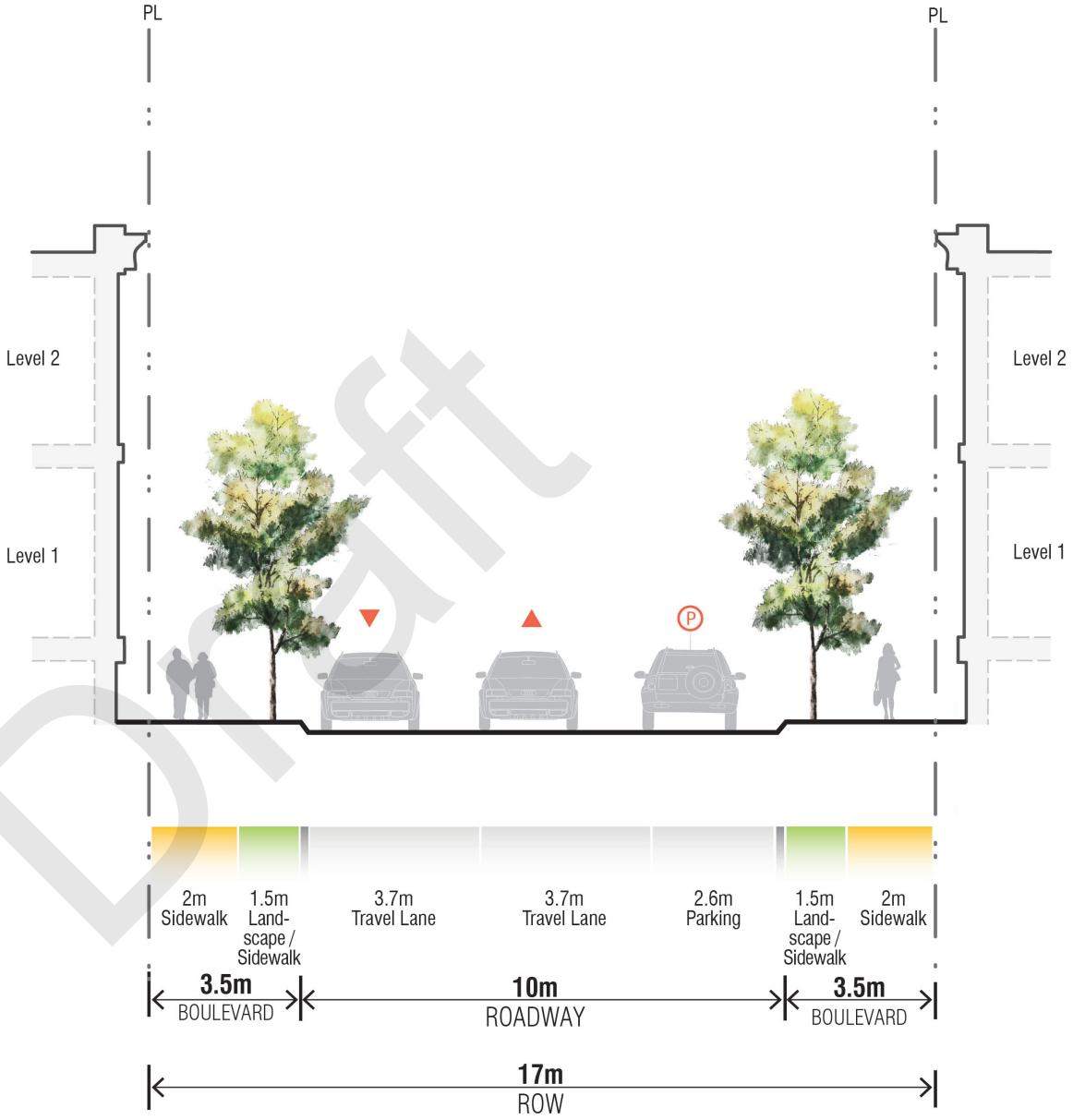
Turning Lane: n/a

Notes:

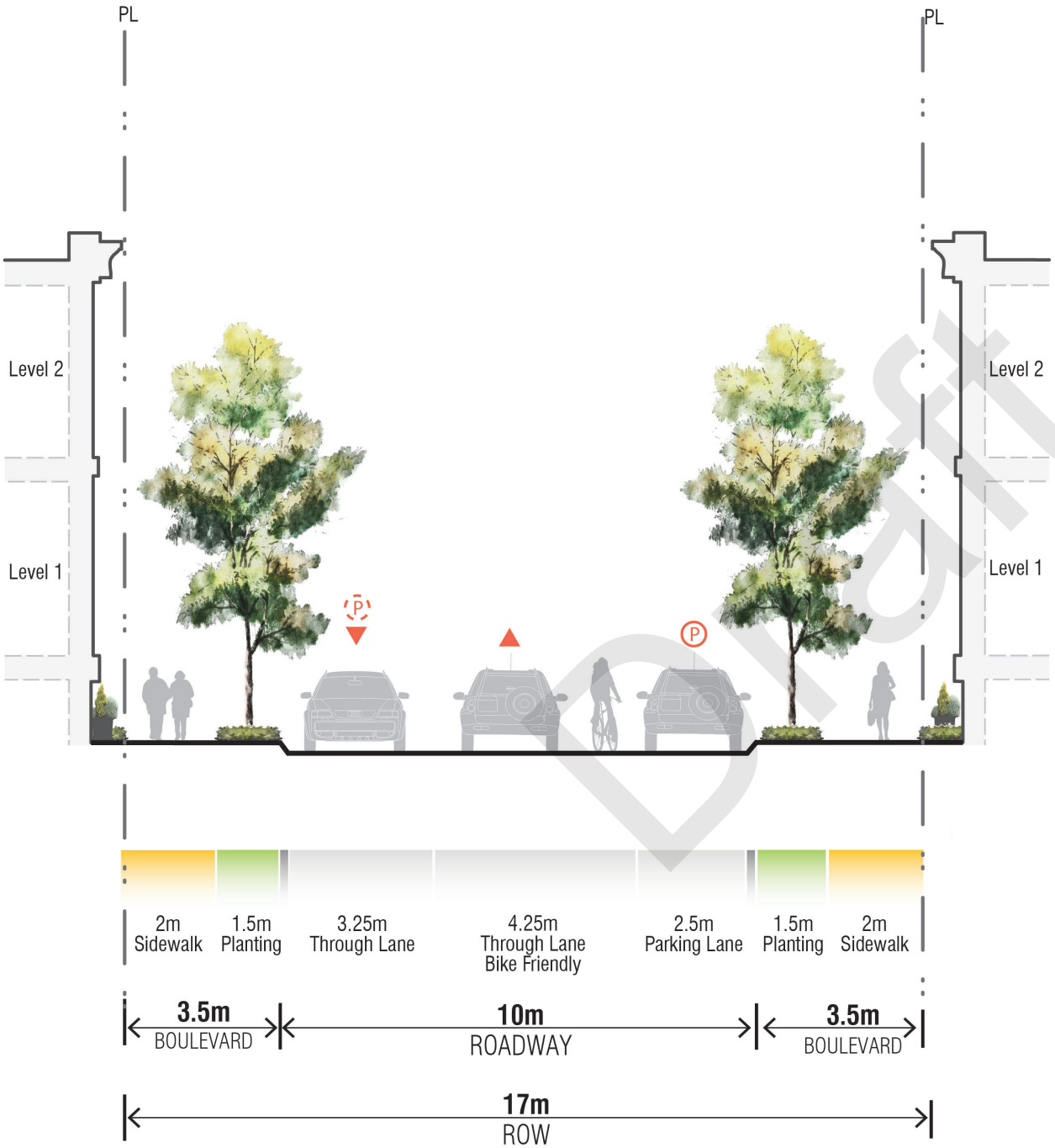
- Cross section illustrates the street from the head of King Street.
- Parallel parking replaces angled parking.
- Sidewalk and Landscaped area is expanded by 4 metres on either side to create a pedestrian boulevard.
- Cross sections are representational.

SYDNEY STREET EXISTING

Sydney Street divides the peninsula into eastern and western halves. The block lengths on the eastern side, which is replete with parks, are generally double the size of the western half. The street is highly permeable on account of these short blocks which carry pedestrians to the uptown. The street carries traffic one-way, northbound to Union Street, where Waterloo Street is the natural extension to Haymarket Square. It is a significant fact that three district parks abut Sydney Street and the street terminates at Tin Can Beach. Future improvements should improve how these park edges are treated, especially around Rainbow Park, and consider reconfiguration to support better bicycling conditions. Replacement of asphalt sidewalks in the south portion of Sydney and additional planting would further benefit the street.



SYDNEY STREET PROPOSED



Character: Character Commercial

Proposed Role in Public Realm: Serves as spine, connecting pedestrians and bicyclists to five important public spaces (King Square, Loyalist Burial Ground, Queen Square, Rainbow Park, and Tin Can Beach)

Classification: Urban Collector and Local

Current Role in Network: Distributes north-bound vehicles around King Square or onto Union Street

Transit Facilities: n/a

Bike Facilities: Shared street

Primary Mode: Vehicular, Pedestrian, Active Transportation

Parking Lane: West side on-street during off-peak hours; east side on-street.

Turning Lane: n/a

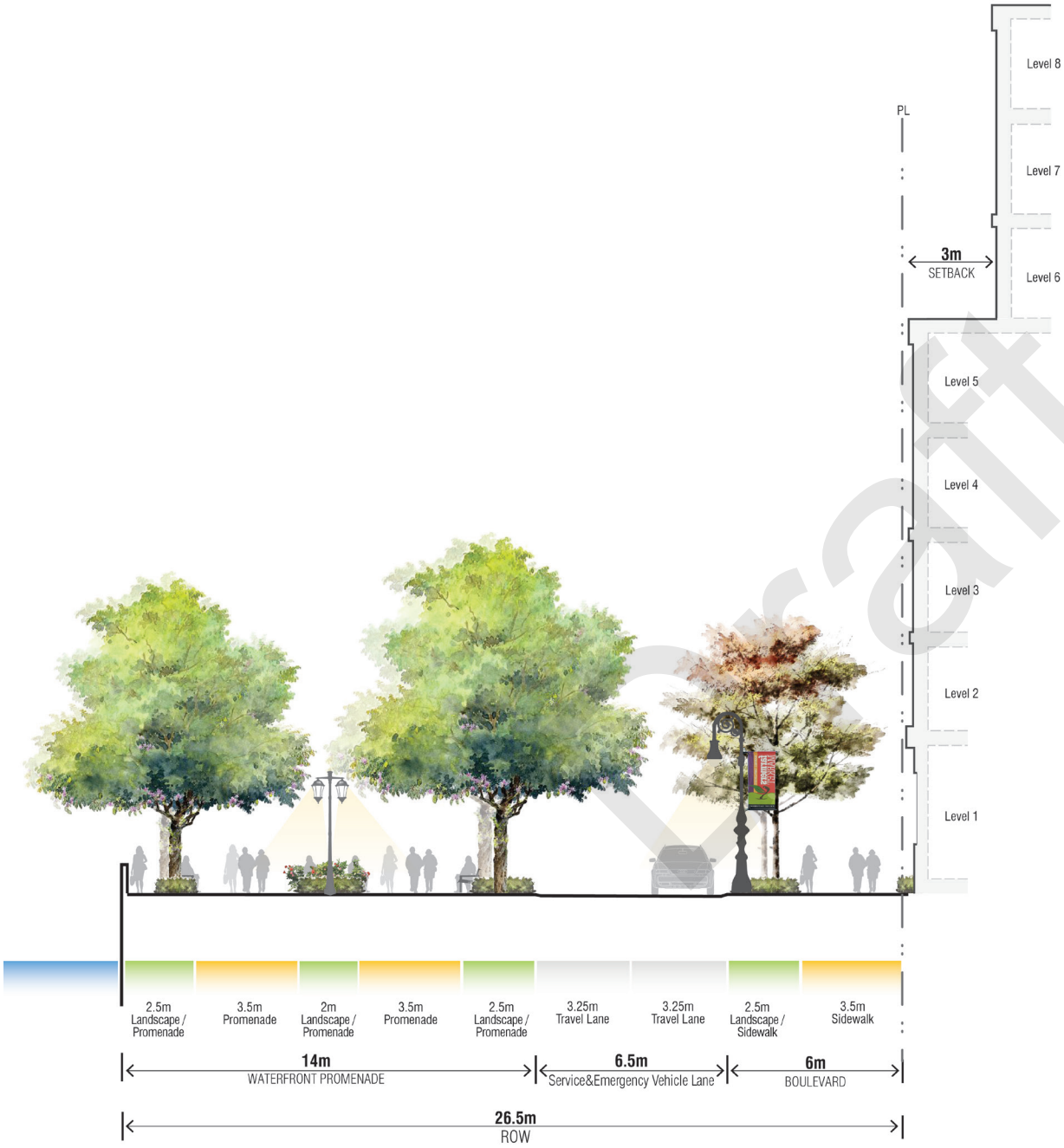
Notes:

- Cross section illustrates the street from Queen Square South to Broad Street.
- Street is reconfigured for two-way travel, with the north bound lane expanded by .55 metres to accomodate a shared bicycle route.
- All changes are within existing boulevard and roadway (i.e. curbs do not move).
- Cross sections are representational.

WATERFRONT PROMENADE

The waterfront promenade is proposed as a future street wrapping the perimeter of Fundy Quay and defining the water's edge. The street would include two wide pedestrian throughways between double rows of trees. The 14 metre wide promenade will feature distinctive pedestrian amenities such as seating and lighting. Development on the west edge of the site could be fronted by a service and emergency vehicle lane with a wide sidewalk and landscape zone.

WATERFRONT PROMENADE



Character: Character Commercial

Proposed Role in Public Realm: Connects Fundy Quay to water through broad promenade.

Classification: n/a

Role in Network: n/a

Transit Facilities: n/a

Bike Facilities: n/a

Primary Mode: Pedestrian

Parking Lane: n/a

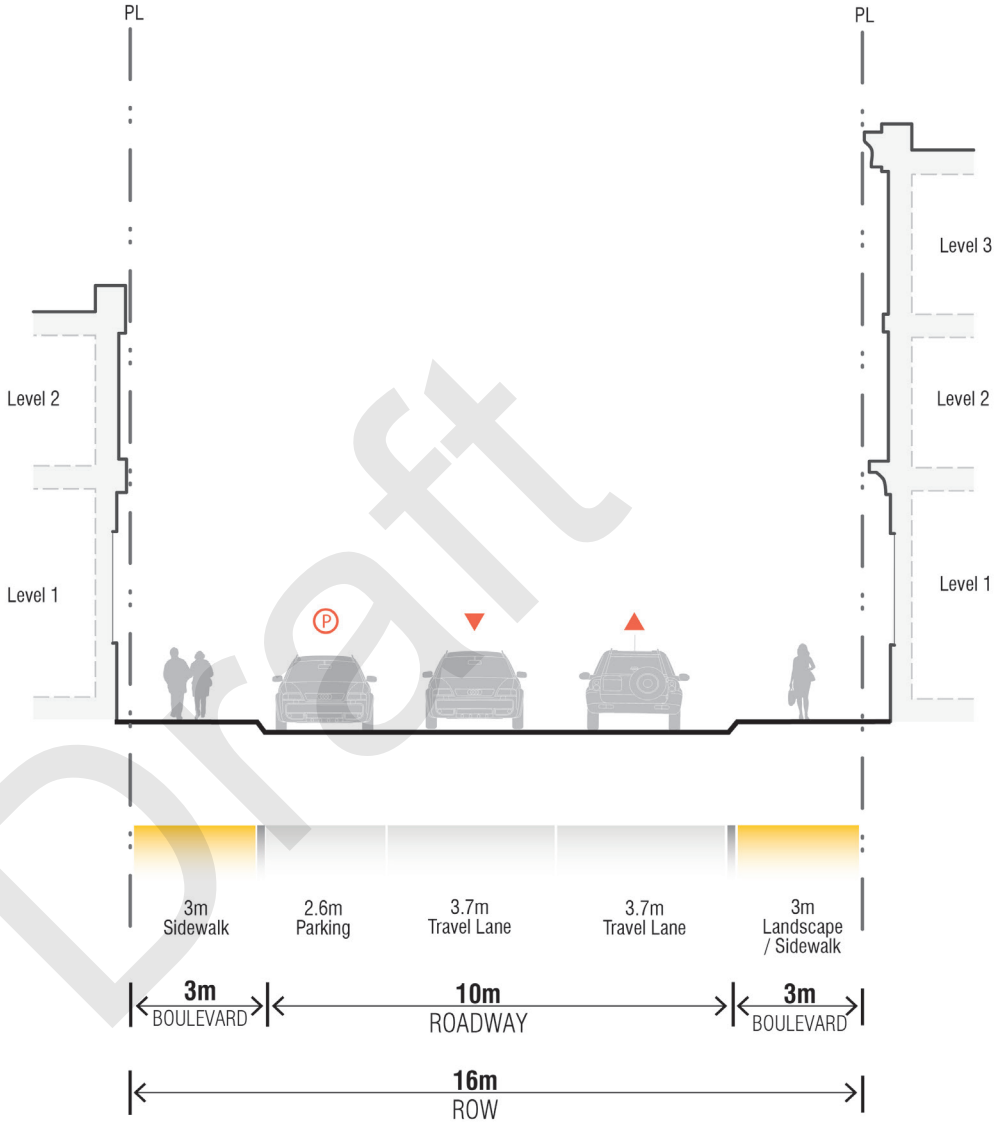
Turning Lane: n/a

Notes:

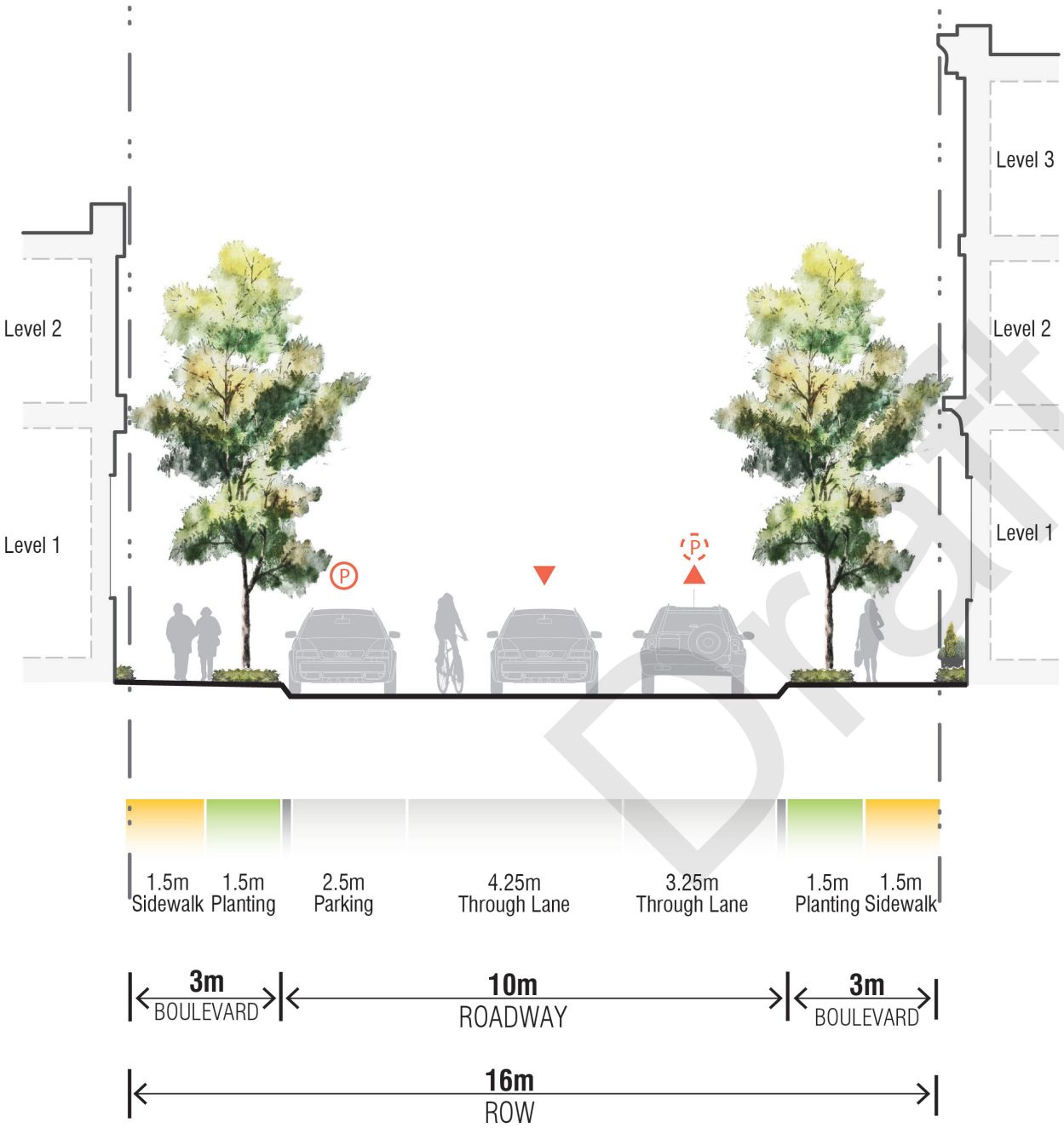
- The promenade is proposed for the perimeter of Fundy Quay which faces the water, consisting of 14 metres of pedestrian and landscaping space with potential service access towards the interior of the site. A double row of trees contributes to a distinctive public realm along the waterfront.
- Cross sections are representational.

CHARLOTTE ST EXISTING

Charlotte Street consists of commercial uses gradually transitioning into residential as one moves south. Similar to Sydney Street, it links King Square, Queen Square, and Rainbow Park. Charlotte Street is closer within the uptown sphere; however, and contains a mixture of small boutiques and services. With the presence of transit, Charlotte Street functions almost like a complete street, but its traffic flow is largely determined due to the configuration of King Square making it a one-way street until Duke. At the time of future reconfiguration of the Square, Charlotte Street could become a livelier two-way street. Further improvements could be made to accommodate active transportation. In the interim, sidewalk infrastructure south of Duke Street should be repaved incrementally as concrete. Additional street trees and work on the median would go a great length of beautifying this street, which possesses a remarkable view to the Bay of Fundy and Partridge Island.



CHARLOTTE ST PROPOSED



Character: Character Commercial

Proposed Role in Public Realm: Serves as spine for pedestrians and bicyclists, connecting five important public spaces (King Square, Loyalist Burial Ground, Queen Square, Rainbow Park, and Tin Can Beach)

Classification: Urban Collector / Local

Current Role in Network: Facilitates movement around King Square and King Street and distributes traffic southward to Broad Street.

Transit Facilities: Local stops

Bike Facilities: Local bikeway

Primary Mode: Complete Street

Parking Lane: East side is on-street during off-peak hours; West side on-street.

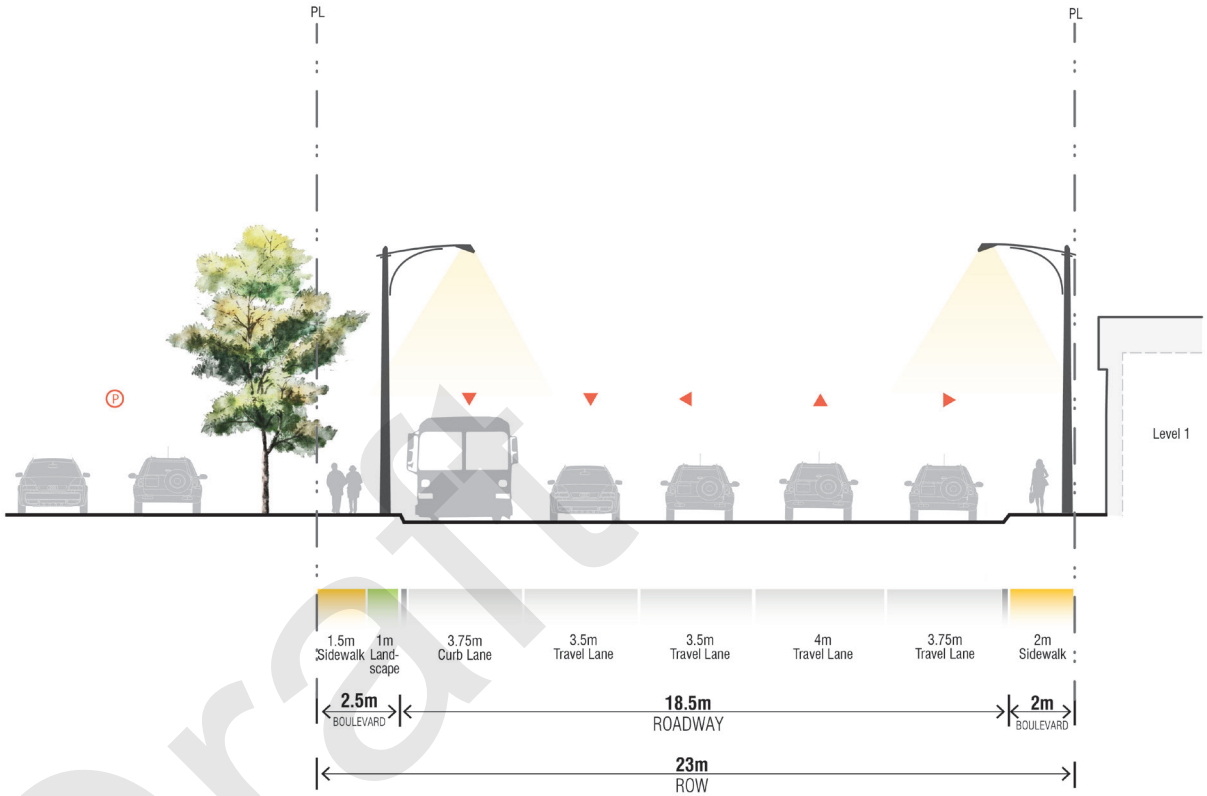
Turning Lane:

Notes:

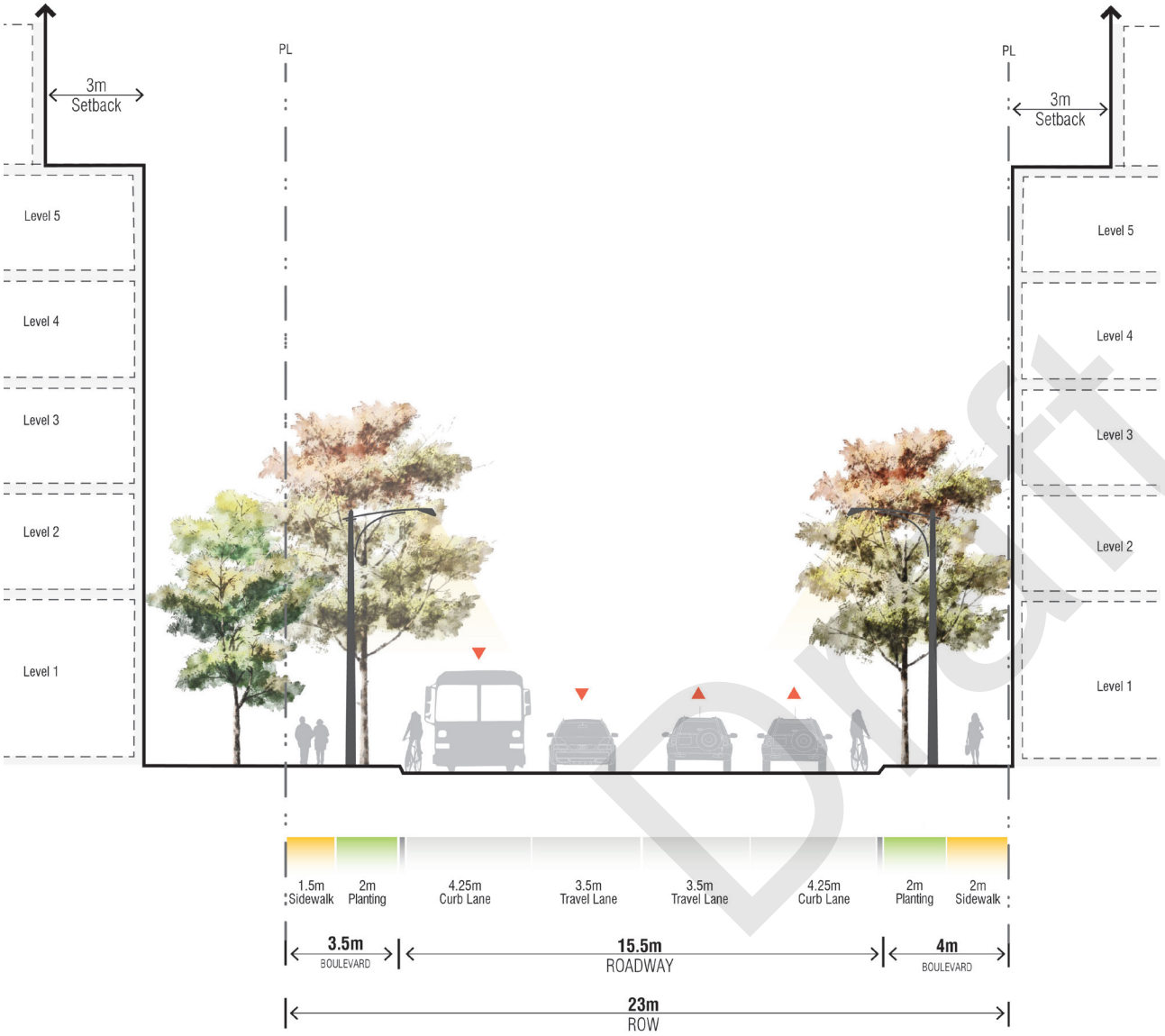
- Cross section illustrates the street south of Duke Street intersection.
- Street may be reconfigured for two-way travel with the south bound lane expanded by .55 metres to accomodate a shared bicycle route.
- A 1.5 metre landscaped area is added on the east and west side of the street, reducing the width of the sidewalk.
- All changes are within existing boulevard and roadway (i.e. curbs do not move).
- Cross sections are representational.

UNION STREET EXISTING

One must cross Union Street to access the peninsula and so for many visitors, this street serves as an entryway into the city centre. Union Street functions primarily to distribute traffic via Main Street, Crown Street, and the Causeway. For this reason, and owing to the surveying history of the peninsula, the street acts as an edge. From the pedestrian point of view, the edge is sensed more strongly on the eastern half of the street past Carmarthen, where the street broadens into four lanes and the buildings are set back further and bordered by fencing or surface parking. Sidewalk improvements are constrained here by the fact that there is no space to expand or plant trees in the right-of-way, without reducing the width of the street. Indeed, in the future, a "road diet" may be implemented along this eastern half of Union Street by reducing the roadway from 18.5 metres to 15 metres, thereby giving more space for pedestrian activity or possible active transportation infrastructure. In the private realm, improvements could be made on the north side with the lifespan of both the Prince Edward Mall parking garage and the Prince Charles school reaching expiry during the life of the neighbourhood plan. Here, additional tree plantings would greatly beautify the street. Moving westward, beyond Carmarthen, the street becomes narrower and tree plantings may not be possible or even desirable within this urban environment. To better facilitate movement of transit and active transportation, on-street parking should be examined as elimination of one side of the street could free up additional travel space. In terms of improvements to the street network, Union Street would benefit from the complete street model. As the primary east to west axis serving the uptown, a mixture of transit, vehicle, pedestrian, and active transportation modes would maximize the options to access the peninsula.



UNION STREET PROPOSED



Character: Local Commercial

Proposed Role in Public Realm: Transition edge between the Uptown and South End area and Waterloo Village.

Classification: Minor Arterial

Current Role in Network: Connects east, west, and north major arterials to facilitate traffic into the Uptown.

Transit Facilities: Local stops

Bike Facilities: Shared street

Primary Mode: Complete Street

Parking Lane: TBD

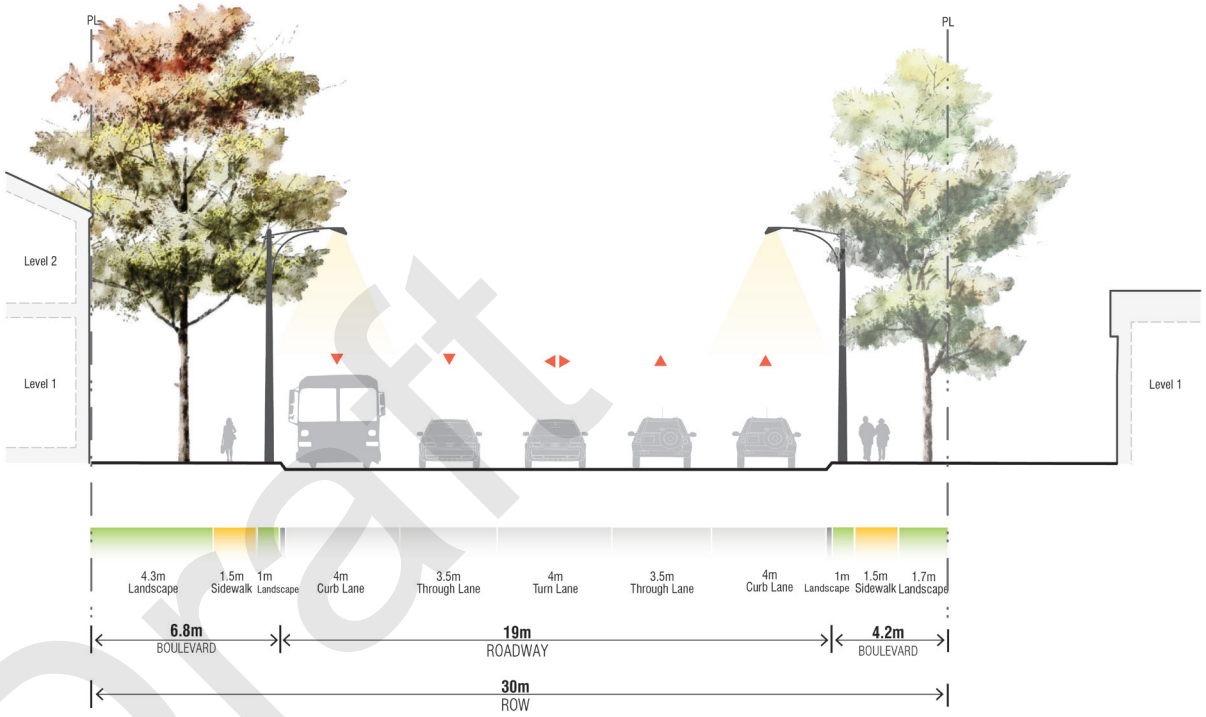
Turning Lane: Southbound turning lane is removed.

Notes:

- Cross section illustrates Union Street looking westward from Wentworth.
- Boulevard areas are expanded by 2 metres on the north and 1.5 on the south side to buffer pedestrians from traffic.
- Cross sections are representational.

CROWN STREET EXISTING

On account of its width, Crown Street acts as the eastern edge of Waterloo Village and also as a path for moving traffic north to south, with connections from the peninsula to Rockwood Park, Rothesay Avenue, and access to the highway. Four to five lanes of traffic encourage fast moving automobiles. Crown Street is another candidate for "road dieting" to reduce the overall roadway from 19 metres to 14 metres, thereby gaining a possible 3 metres of two-way active transportation track and additional planting space. This separate lane would ensure a level of safety, protecting active transportation users from fast moving traffic and trucks. To evolve into a complete street, Crown Street ought to be reconfigured to support transit, active transportation, and pedestrians alike, in addition to its vehicular role. Zebra crossings or bulb outs at Paul Harris Street could further increase pedestrian safety and comfort and better connect an existing employment area to the Waterloo Village.



CROWN STREET PROPOSED

Character: Special Street

Proposed Role in Public Realm: Connects Chown Field to Marsh Creek employment area and defines eastern edge of peninsula

Classification: Major Arterial

Current Role in Network: Connects Mount Pleasant and East Side to the Peninsula

Transit Facilities: Local stops

Bike Facilities: Cycle Track

Primary Mode: Complete Street

Parking Lane: n/a

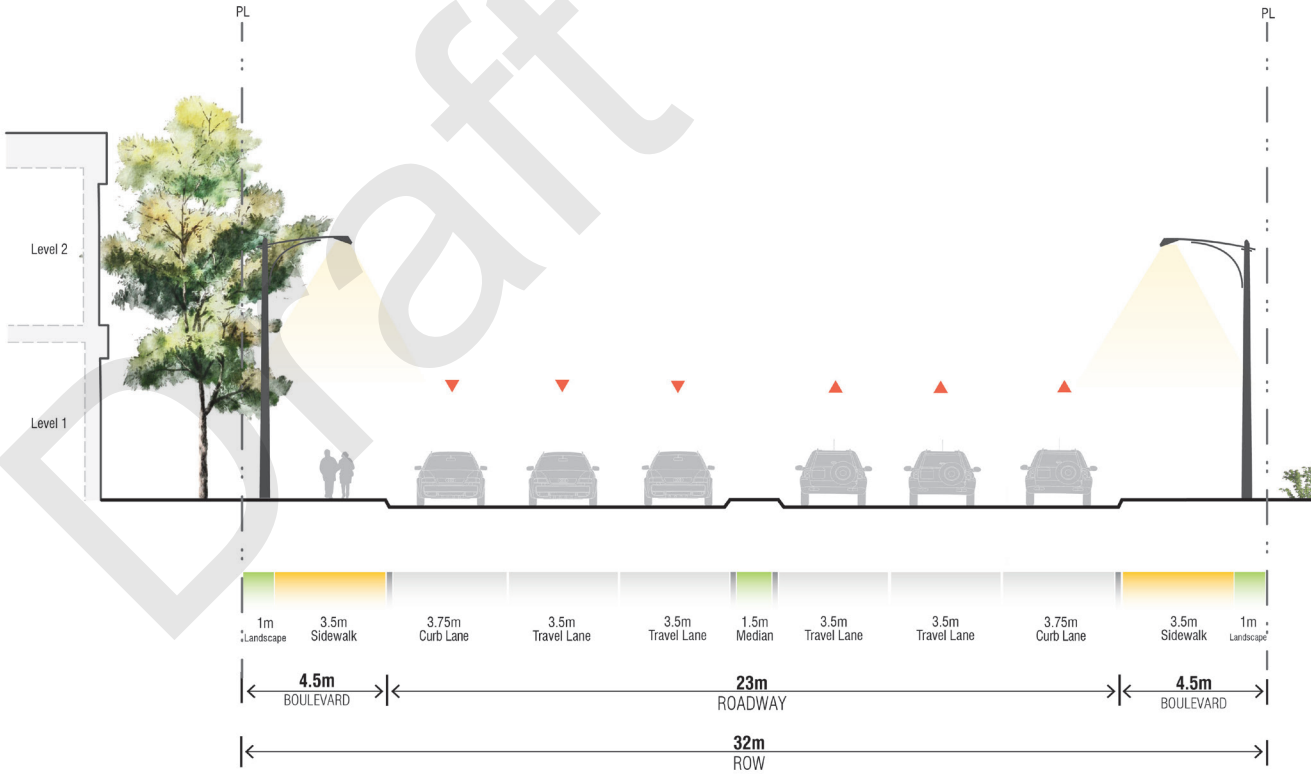
Turning Lane: 4 metre turning lane is removed.

Notes:

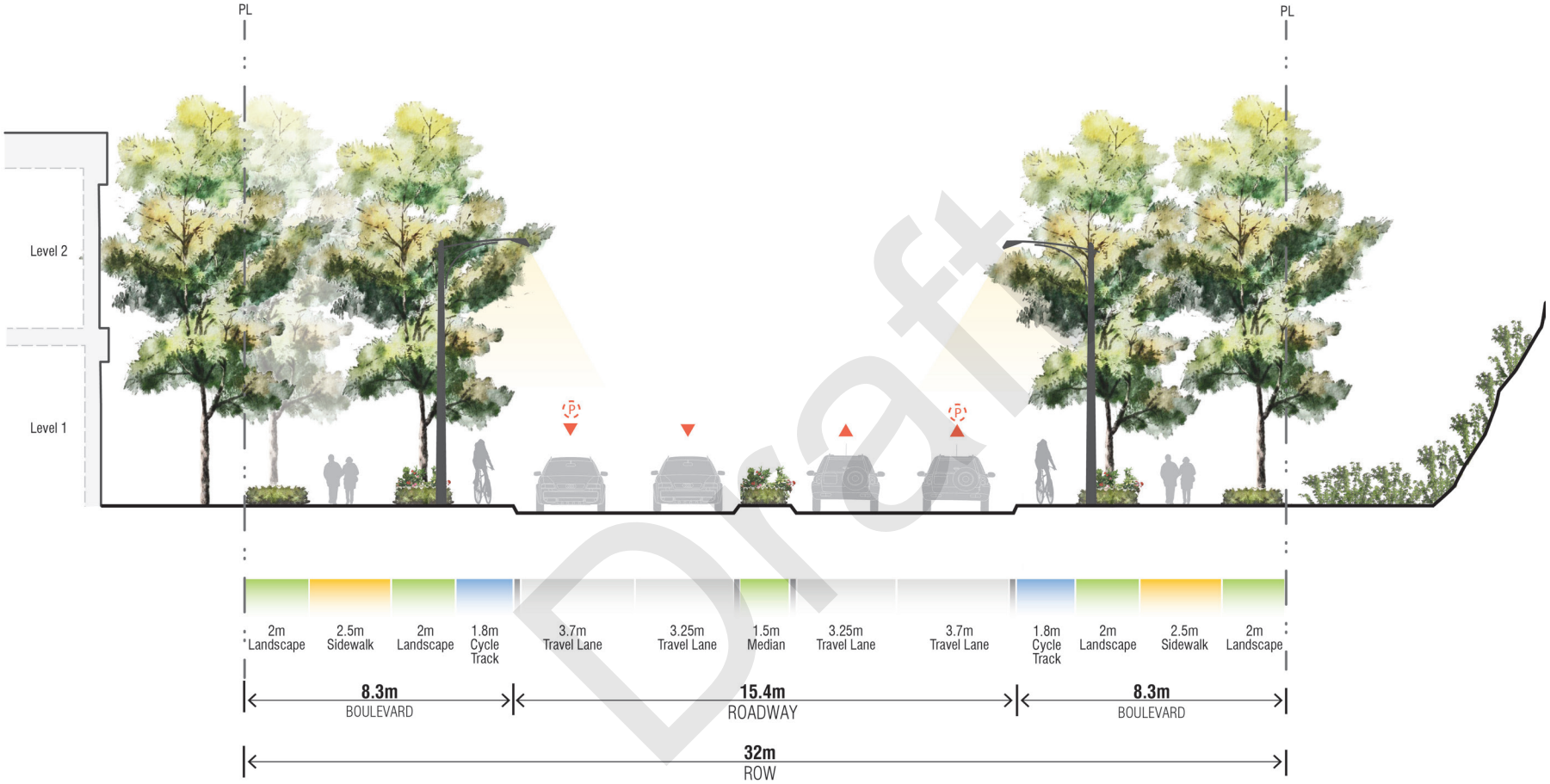
- Cross section illustrates the street from Haymarket Square to Union Street.
- Boulevard is increased on either side of the roadway with the addition of a 1.8 metre cycle track buffered from traffic.
- Cross sections are representational.

MAIN STREET EXISTING

The street's name hearkens back to its historic function as a local commercial street, which was replaced as part of urban renewal with a provincially designated freeway. Main Street is now recognized for being overbuilt infrastructure. Although moving large volumes of traffic during rush hours, its six lanes are not required to service the overall amount of traffic entering and exiting the peninsula from the North End. The street is therefore a good candidate for "road dieting," with the aim of evolving towards a complete street. By eliminating a travel lane in each direction, the roadway could be reduced from 23 metres to 15.4 metres. Additionally, the curb lane could be used for on-street parking during off-peak hours. A boulevard could be created to provide more space for pedestrians, in addition to a cycle track to create a fast moving active transportation link between the North End and the peninsula.



MAIN STREET PROPOSED



Character: Special Street

Proposed Role in Public Realm: Long term re-imagining of multi-modal connection and re-telling of the history of Main Street.

Current Classification: Freeway

Role in Network: Connects the North End to the Uptown area

Primary Mode: Complete Street

Parking Lane: On-street during off-peak hours.

Turning Lane: n/a

Notes:

- Street cross sections illustrate Main Street east of Portland Street.
- Roadway is reduced by 7.6 metres.
- Boulevards are increased by 3.8 metres.
- Cross sections are representational.

2 COMPONENTS OF THE RIGHT-OF-WAY

MATERIALS AND FUNCTIONALITY

As a whole, the design of streets and open spaces should enable high functionality with a focus on year round use. The Central Peninsula has a good basis of high quality sidewalk materials in the uptown such as brick pavers and granite curbing. Consistency of design should be maintained in coordination with street categories and efforts made to bring local residential streets up to a higher standard, where they have suffered from a lack of investment for many years.

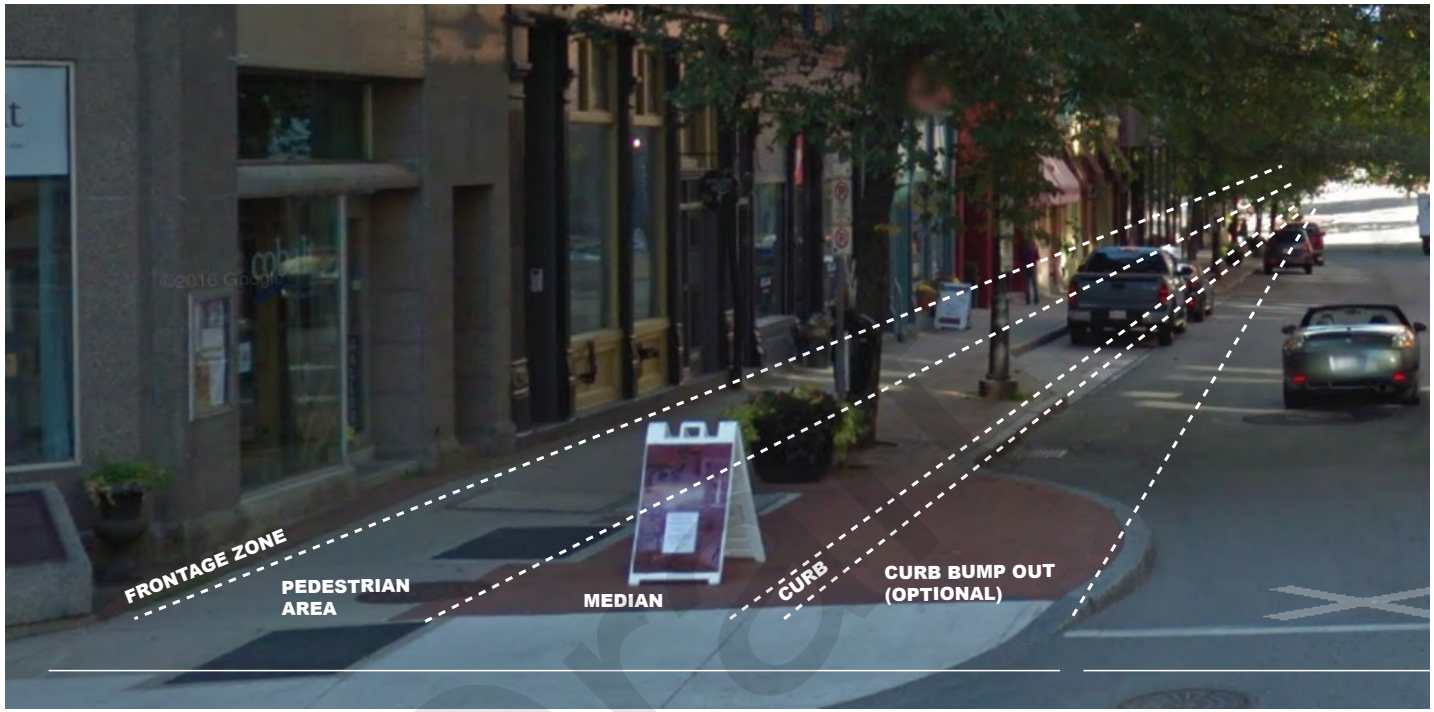
Paving materials, street furniture, and other public realm infrastructure should take into consideration the climate of Saint John, ensuring durability, weather-hardiness, lifespan, and safety.

- SIDEWALK DESIGN AND MATERIALS SHOULD STRIVE FOR CONSISTENCY AMONGST A HIERARCHY OF DESIGN AND MATERIALS FOR STREET TYPES, AS REPRESENTED ON THE EXAMPLE CHART BELOW.

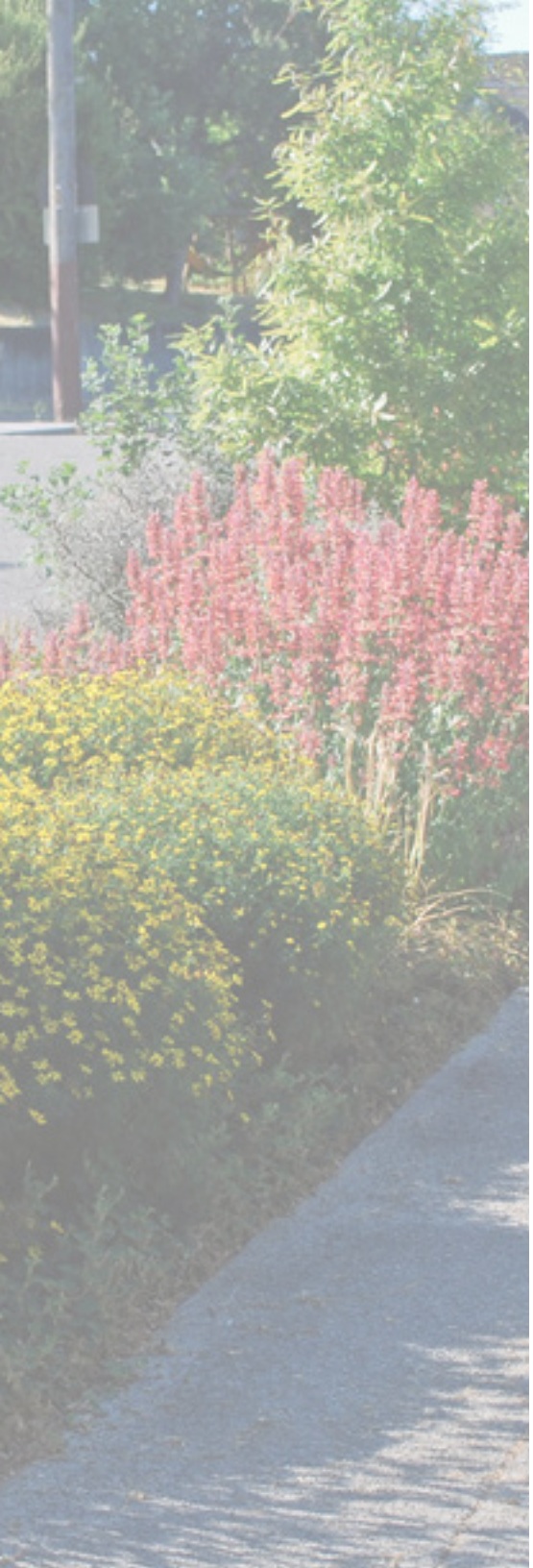
- THE DESIGN OR RE-DESIGN OF PUBLIC SPACES SHOULD BUILD ON THE CITY OF SAINT JOHN'S EXISTING PALETTE OF MATERIALS, INCLUDING THE PALETTE OF PAVING MATERIALS, PUBLIC SEATING AND BENCHES, DECORATIVE FENCING, LIGHT STANDARDS, PLANTERS, AND GARBAGE AND RECYCLING BINS IN ORDER TO LEND THE ELEMENTS OF THE PUBLIC REALM A COHESIVE AND CONSISTENT DESIGN CHARACTER.

- ASPHALT SIDEWALKS DETRACT FROM THE QUALITY AND DURABILITY OF THE PUBLIC REALM AND SHOULD BE REPLACED OVER TIME WITH POURED IN PLACE BROOM FINISHED CONCRETE SIDEWALKS

Street Materials Hierarchy



	Frontage Zone	Pedestrian Area	Median	Curb	Lighting	Underground Utilities	Curb Corner	Intersection
Character Commercial	Brick or concrete	Concrete	Brick pavers	Granite	Lantern	Priority	Bump out or regular	Lined or patterned
Character Residential	Permeable pavers, grass, or low wall with landscaping	Concrete	Permeable	Concrete	Lantern	Second Priority	Bump out or regular	Lined
Local Commercial	Grass or permeable surface with planters	Concrete	Concrete or Permeable	Concrete	Standard	Third Priority	Bump out or regular	Lined
Local Residential	Permeable pavers, grass, or low wall with landscaping	Concrete	Permeable	Concrete	Standard	Fourth Priority	Regular	Lined



TREE PLANTING AND GREENING

- NEW STREET TREES AND TREES PLANTED IN PARKS SHOULD REPRESENT A RANGE OF SPECIES SO AS TO CONTRIBUTE TO THE BIODIVERSITY AND HEALTH OF THE TREE CANOPY AND BE A SPECIES CAPABLE OF HEALTHY GROWTH IN NEW BRUNSWICK.

- WHERE STREET TREES ARE LOCATED IN HARD SURFACED OR PAVED AREAS, OVER TIME, THE CITY SHOULD INVEST IN AN ENGINEERED CONTINUOUS TREE TRENCH SYSTEM THAT PREVENTS SOIL COMPACTION AND ALLOWS STORM WATER INFILTRATION TO IMPROVE TREE LONGEVITY. EXISTING ISOLATED TREE PITS SHOULD NOT BE REBUILT.

- NEW OR REBUILT PUBLIC SPACES ARE ENCOURAGED TO INCORPORATE PERMEABLE MATERIALS SUCH A PERVIOUS CONCRETE, UNIT PAVERS LAID IN PERMEABLE MEDIA, CLAY BRICKS AND GRASS PAVERS, IN ORDER TO REDUCE STORMWATER RUNOFF AND IMPROVE THE LONGEVITY OF LANDSCAPE MATERIALS.

- ASPHALT BOULEVARDS WILL BE REMOVED AND REPLACED WITH CONCRETE BROOM-FINISHED SIDEWALKS, STREET TREES AND GRASS OR A LOW-MAINTENANCE GROUNDCOVER, SUCH AS CLOVER, VINCA OR WILD GINGER.

3

TRANSIT AND ACTIVE TRANSPORTATION

As more importance is placed on public transit and active transportation as viable modes to move about the city, improvements to the public realm should encourage these alternatives to the car.

TRANSIT HUBS

- TRANSIT HUBS SHOULD BE WELCOMING POINTS OF ARRIVAL TO THE CENTRAL PENINSULA, AND ATTRACTIVE, COMFORTABLE WAITING AREAS FOR TRANSIT USERS. IN THE CENTRAL PENINSULA, THESE INCLUDE THE KING'S SQUARE NORTH TRANSIT HUB AND THE TRANSIT HUB AT THE FOOT OF KING STREET.

- TRANSIT HUBS SHOULD BE COMFORTABLE AND INVITING AND FACILITATE BOTH MOVEMENT AND WAITING.

- TRANSIT HUBS SHOULD PROVIDE AMPLE SEATING AND WEATHER-PROTECTED WAITING AREAS. THE USE OF CANOPIES, AWNINGS AND HEATED BUS SHELTERS IS ENCOURAGED. OTHER AMENITIES SUCH AS GARBAGE AND RECYCLING BINS AND BICYCLE PARKING SHOULD ALSO BE PROVIDED AND LOCATED IN A MANOR SO AS NOT TO INTERFERE WITH TRANSIT USE AND MOVEMENT

- TRANSIT HUBS ARE APPROPRIATE LOCATIONS FOR WAYFINDING, DIRECTING USERS TO NEARBY PARKS AND OPEN SPACES AND OTHER POINTS OF INTEREST. WAYFINDING SHOULD INCLUDE DISTANCES AND APPROXIMATE WALKING TIMES.

- HUBS SHOULD BE LOCATED IN A MANNER THAT MINIMIZES THE IMPACT ON PEDESTRIAN FLOW.

HARBOUR PASSAGE

Trails like Harbour Passage encourage active transportation and healthy living and provide additional off-street connections through the Central Peninsula.

Ideally, trails would accommodate movement in both directions and would be 4.0 meters wide to comfortably accommodate pedestrian and cycle movement. 3 metres would be a minimum trail width to accommodate pedestrian and cyclist movement.

- **AMENITIES SUCH AS BENCHES, PICNIC TABLES, BICYCLE PARKING, AND GARBAGE AND RECYCLING BINS SHOULD BE DISTRIBUTED ALONG THE LENGTH OF TRAILS.**

- **TRAILS SHOULD BE WELL LIT WITH PEDESTRIAN SCALE LIGHTING.**

- **FUTURE EXTENSIONS OF HARBOUR PASSAGE SHOULD MAINTAIN THE DISTINCTIVE CRANBERRY-COLOURED PAVING MATERIALS AND LIGHT STANDARDS.**

- **NEW TRAILS THROUGH MARSH CREEK MAY CONSIST OF BOARDWALKS TO LESSEN THE IMPACT ON ECOLOGICAL FUNCTIONS.**

- **INFORMAL TRAILS SUCH AS THE PATHWAY CONNECTING RITCHIE STREET TO GOLDING STREET SHOULD BE FORMALIZED THROUGH EASEMENTS OR OTHER USE AGREEMENTS AND STEPS TAKEN TO IMPROVE INFRASTRUCTURE QUALITY, AND LIGHTING TO INCREASE SAFETY.**

- **SIGNIFICANT SITES AND LOOKOUTS ALONG TRAILS ARE APPROPRIATE LOCATIONS FOR PUBLIC ART AND INTERPRETATIVE PANELS. THESE INCLUDE WATERFRONT LOBBIES ALONG EXISTING SEGMENTS AND FUTURE EXTENSIONS OF HARBOUR PASSAGE, AS DESCRIBED ABOVE.**

ACTIVE TRANSPORTATION

Greater coordination is required to create a bike friendly peninsula. The peninsula's grid network which contains many wide, low traffic, one way streets make it an ideal setting for local bikeways and appropriate for people of different ages and abilities. At the same time, the peninsula is challenged by a number of choke points where heavy traffic, narrow streets, and lack of precedent for cyclists create a deterrence. In the long term, a complete streets approach will provision infrastructure to improve safety.

- THIS NETWORK HAS BEEN DEVELOPED ON THE BASIS OF SAFETY, FUNCTION, AND CONNECTIVITY TO IMPORTANT DESTINATIONS, BUT WILL REQUIRE FURTHER DEVELOPMENT IN COORDINATION WITH LOCAL STAKEHOLDERS AND MOVESJ.

- WAYFINDING SIGNAGE OR INFORMATION AND AWARENESS CAMPAIGNS MAY HELP IDENTIFY SHARED LOCAL BIKEWAYS AS APPROPRIATE STREETS TO BIKE ON, WHICH ARE CLASSIFIED AS LOCAL STREETS.

- WHERE THE WIDTH OF THE RIGHT-OF-WAY ALLOWS, DEDICATED BIKE LANES OR ON-BOULEVARD CYCLE TRACKS SHOULD BE CONSIDERED AS PART OF THE COMPLETE STREETS APPROACH, AS IDENTIFIED ON THE ACTIVE TRANSPORTATION MAP.

4

LANEWAYS

Laneways and pedestrian mews are alternative routes to move through the city. They offer interesting and direct routes by catering primarily to the pedestrian. Laneways may formalize pedestrian movement patterns through alleyways, side yards, and service areas. The most successful mews and laneways create a sense of a human-scaled urban space and can often times become a destination in themselves for shopping, entertainment, and special events. In recent years, Grannan Street has fulfilled this role on the Central Peninsula, with the intimate scale and abutting alleyways of the street being enhanced with new shops, distinctive lighting, planters, art installations, and cultural programming.

- PEDESTRIAN MEWS AND LANEWAYS ARE IDENTIFIED ON THE PARKS AND PUBLIC SPACES MAP.

- PEDESTRIAN MEWS AND LANEWAYS ARE SUITABLE FOR TEMPORARY PEDESTRIAN STREETS AND SHOULD ENCOURAGE THE USE OF BOLLARDS OR MOVABLE PLANTERS WHERE NECESSARY.

- PEDESTRIAN MEWS AND LANEWAYS SHOULD CONSIST OF DISTINCTIVE PAVEMENT TREATMENT, SUCH AS UNIT PAVERS, STONE AND BRICKWORK.

- WHERE FEASIBLE, PEDESTRIAN MEWS SHOULD BE ENHANCED WITH TREES OR OTHER LANDSCAPING FEATURES SUCH AS MOVABLE PLANTERS TO GREEN THESE IMPORTANT SPACES

- PEDESTRIAN MEWS AND LANEWAYS ARE SUITABLE LOCATIONS FOR DISTINCT OR UNCONVENTIONAL LIGHTING TO ENHANCE THE DISTINCT NATURE OF THE SPACE. THIS COULD INCLUDE STRING LIGHTS ABOVE THE LANEWAY, PEDESTRIAN SCALE LIGHTING, OR LIGHTING THAT IS DESIGNED TO FUNCTION AS PUBLIC ART.

5

VIEW CORRIDORS

View corridors ensure a connection to an element of nature or the cityscape that is considered important to the cultural landscape and identity of the city. For example, the Stone Church acts as a view terminus on Germain Street, creating a memorable point of reference and an interesting urban design moment. Views to the inner harbour and Bay of Fundy reinforce the connection to water.
View corridors on the Central Peninsula include framed views which are terminated by iconic public, religious or heritage buildings, views out over the harbour, and views back to the city from sites such as Long Warf. View corridors and their terminus provide important points of reference while creating memorable vistas of the character and heritage of the peninsula.

- VIEW CORRIDORS ARE IDENTIFIED ON THE VIEW CORRIDORS MAP.

- VIEW CORRIDORS CONTRIBUTE TO THE CULTURAL LANDSCAPE OF SAINT JOHN. WHILE GUIDELINES SHOULD BE SENSITIVE TO THE CHANGING AND EVOLVING NATURE OF THE CITY, MAINTAINING VIEW TERMINI CONTRIBUTE TO THE COHERENCE AND IDENTITY OF URBAN SPACE AND SHOULD BE CONSIDERED WHEN SIGNIFICANT WORK IN THE RIGHT OF WAY OR DEVELOPMENT ADJACENT TO THE STREET IS BEING PERFORMED.

- VIEW CORRIDORS MAY BE ENHANCED WITH ADDITIONAL STREET TREES AND LANDSCAPING WHILE PRESERVING THE FRAMED FOCAL POINT.

- VIEW CORRIDORS MAY BE IMPROVED THROUGH THE BURYING OF ABOVE GROUND UTILITIES.

- ARCHITECTURALLY SIGNIFICANT BUILDINGS THAT CREATE THE VIEW TERMINI ARE ENCOURAGED TO UTILIZE LOW VOLTAGE UP-LIGHTING TO ENHANCE THE OVERALL EFFECT AND IMPRESSION OF THE VIEW TERMINUS.

6

PARKS, SQUARES, AND TRAILS

The Central Peninsula offers a variety of park and open space, many of which are important historic places which are frequently visited by locals and visitors to the city. PlaySJ – the City of Saint John's Parks and Recreation Strategic Plan – establishes a classification of parks and open spaces based on their size and function. These include:

- REGIONAL PARKS
- DISTRICT PARKS & PLAYGROUNDS
- COMMUNITY PARKS
- SQUARES, PLAZAS AND PUBLIC SPACES
- OPEN SPACES
- COMMUNITY GARDENS

Building on the classification system above, this section adds the following elements:

- WATERFRONT LOBBIES
- PUBLIC ART AND COMMEMORATION

DISTRICT PARKS & PLAYGROUNDS

District Parks have large catchment areas, serving numerous neighbourhoods or communities. District Parks and Playgrounds support a wide range of recreational uses, including athletics, unstructured play, and casual enjoyment. King's Square is a district park and through its formal layout, conveys a strong sense of history and ceremony as a civic space. It provides a place for quiet rest and relaxation as well as a location for community events and celebrations. Rainbow Park is also a district park but is oriented more towards children with a splash pad and play area. Generally, these parks and playgrounds are the focal point of community events and civic gatherings. On the Central Peninsula, District Parks include King's Square, Queen's Square, Rainbow Park and Chown Field.

- DISTRICT PARKS & PLAYGROUNDS SHOULD CONTAIN A MIX OF HARDSCAPED AND SOFT LANDSCAPED AREAS TO SUPPORT A RANGE OF RECREATIONAL ACTIVITIES.

- DISTRICT PARKS AND PLAYGROUNDS SHOULD GENERALLY BE FRAMED ON ALL SIDES BY THE PUBLIC STREET SYSTEM TO ENHANCE PUBLIC ACCESS AND THE VISUAL

PROMINENCE OF THE PARK ASSET IN THE COMMUNITY. WHEN DISTRICT PARKS AND PLAYGROUNDS ARE NOT FRAMED AND ABUTTED BY A PUBLIC STREET, THE PARK SHOULD BE CLEARLY DELINEATED FROM ADJACENT ABUTTING PRIVATE PROPERTIES THROUGH THE INCLUSION OF A BLACK METAL PICKET FENCE ALONG THE PROPERTY LINE AND A PUBLIC WALKWAY SITUATED APPROXIMATELY 1.5 METERS FROM THE PROPERTY LINE. THE GREEN BOULEVARD BETWEEN THE FENCE AND EDGE OF THE SIDEWALK SHOULD BE PLANNED WITH STREET TREES AND IS ALSO APPROPRIATE FOR LOW HEDGE MATERIAL TO REINFORCE THE SEPARATION OF PRIVATE AND PUBLIC LANDS.

- EXISTING TREE CANOPIES IN DISTRICT PARKS AND PLAYGROUNDS SHOULD BE MONITORED BY AN ARBORIST TO MAINTAIN GOOD TREE HEALTH AND PRESERVE VIEWS THROUGH THE UNDER STORY AND ENHANCE COMMUNITY SAFETY CONSISTENT WITH CPTED PRINCIPLES.

- IN CHOWN FIELD AND RAINBOW PARK, A ROBUST PROGRAM OF STREET TREE PLANNING ALONG THE STREET FRONTAGE WILL HELP GREEN THE STREET AND PARK AND ENHANCE THE PEDESTRIAN EXPERIENCE.

- DISTRICT PARKS AND PLAYGROUNDS SHOULD INCLUDE PEDESTRIAN AND PARK AMENITIES INCLUDING PAVED OR SIDEWALK WALKWAYS, SEATING AREAS, BENCHES, LIGHTING, GARBAGE AND RECYCLING FACILITIES.

- FUTURE IMPROVEMENTS TO THE CENTRAL PENINSULA'S HISTORIC SQUARES – KING'S SQUARE AND QUEEN SQUARE - SHOULD MAINTAIN THE DISTINCT HISTORIC CHARACTER AND PRINCIPAL FUNCTION OF THESE PLACES FOR THE PURPOSES OF PASSIVE RECREATION AND COMMUNITY GATHERING. NEW OR ADDITIONAL AMENITIES, INCLUDING BENCHES, TABLES, LIGHT STANDARDS, AND GARBAGE AND RECYCLING BINS SHOULD BE IN KEEPING AND COMPLEMENT THE EXISTING PALETTE OF MATERIALS.

SQUARES

Across the city there is a diverse range of squares, plazas, and public spaces. These are more formal spaces within the urban area that often have historical and symbolic value. Squares, Plazas and Public spaces generally facilitate public gathering and celebration and often include commemoration of special events or historic occurrences. Loyalist Plaza, for example, marks the landing point of the first Loyalists and today serves as the setting for large community events and gatherings. The Loyalist Burial Ground contributes to community identity while providing a distinct setting for quiet reflection. Other squares, plazas and public spaces on the Central Peninsula include St. Andrew's Square, and St. Patrick's Square.

- SQUARES AND PLAZAS SHOULD GENERALLY BE HARDSCAPED, FEATURING DISTINCT OR SPECIAL PAVERS OR OTHER HIGH-QUALITY SURFACE TREATMENT.

- SQUARES AND PLAZAS ARE SUITABLE LOCATIONS FOR PUBLIC ART, COMMEMORATIVE PLAQUES, DISTINCTIVE LANDSCAPING AND SPECIAL LANDSCAPE ARCHITECTURAL FEATURES SUCH AS UNIQUE LIGHTING AND WATER FEATURES. THESE FEATURES SHOULD BE LOCATED WHERE THEY ARE HIGHLY VISIBLE, SUCH AS AT THE END OF A VIEW CORRIDOR AND CAN CONTRIBUTE TO THE UNIQUE SENSE OF PLACE OFFERED BY THE CENTRAL PENINSULA.

- FUTURE IMPROVEMENTS TO LOYALIST PLAZA AND MARKET SQUARE SHOULD CONSIDER FLEXIBLY-DESIGNED SPACES TO ACCOMMODATE LARGE CELEBRATIONS AND FESTIVALS. IN THE LONG TERM, MARKET SQUARE MAY EMPLOY FLUSH CURBS AND THE USE OF SPECIAL PAVERS IN THE ROADBED TO CREATE A WELL-DEFINED LARGE PUBLIC SQUARE FOR PUBLIC GATHERING. TRAFFIC ROUTES CAN BE DEMARCATED THROUGH THE USE OF BOLLARDS TO SEPARATE VEHICLES FROM PEDESTRIAN TRAFFIC WHILE CONVEYING THE SENSE OF A COHESIVE AND SEAMLESS PUBLIC SQUARE.

OPEN SPACES

Open Spaces are natural, undeveloped areas that have important ecological functions, or that are undergoing naturalization and may include watersheds, wetlands, and watercourses. In increasingly urbanized environments, people are drawn to open spaces as opportunities to reconnect with nature, either through recreation or passive enjoyment. Open Spaces may also be suitable locations for compatible recreational uses and can also include interpretative elements, birdwatching, and other activities attracting people from across the city and region. For example, through the work of ACAP, Marsh Creek has made an incredible ecological comeback in recent years, and holds great potential as a key component of the city's network of parks and open space. Other open spaces on the Central Peninsula include segments of the South Waterfront.

- OPEN SPACES SHOULD BE PLANNED TO REQUIRE MINIMAL LANDSCAPE MAINTENANCE OR MANAGEMENT, AND INCLUDE THE USE OF NATURALIZED OR MEADOW LANDSCAPES OVER TURF AREAS.

- RECREATIONAL ACTIVITIES AND INFRASTRUCTURE SHOULD NOT IMPACT THE ECOLOGICAL FUNCTIONS OF NATURAL AREAS.

- PEDESTRIAN ROUTES IN PROXIMITY TO WETLANDS SHOULD MAKE USE OF BOARD-

WALKS WHICH CLEARLY DEMARCATE WHERE PEDESTRIANS ARE PERMITTED AND NOT PERMITTED. SIGNAGE SHOULD FURTHER REINFORCE USE PATTERNS WHICH PROTECT THE ECOLOGIC FUNCTION OF THE OPEN SPACE WHILE CREATING EDUCATION OPPORTUNITIES ENABLING PEOPLE TO LEARN ABOUT THE SENSITIVITY OF THE RESOURCE, ECOLOGICAL FUNCTIONS AND BIODIVERSITY AND/OR ENVIRONMENTAL RESTORATION PROCESSES.

COMMUNITY GARDENS

Community gardens are important neighbourhood assets that enhance the quality of life for residents by promoting social interaction, increasing food security and creating educational opportunities about how food is grown. With the exception of the garden at Rockwood park, community gardens generally serve local neighborhoods. They are often situated within parks, as is the case with the Rainbow Park Community Garden, but can also be built on leased private properties or vacant lots.

- IMPROVEMENTS TO EXISTING PARKS SHOULD CONSIDER THE POTENTIAL FOR NEW OR EXPANDED COMMUNITY GARDENS.

- PLANNING FOR NEW COMMUNITY GARDENS SHOULD CONSIDER SUN, SHADE AND WIND PATTERNS, SOIL QUALITY, THE NEED FOR AN ADEQUATE SUPPLY OF WATER AND PROPER DRAINAGE.

- COMMUNITY GARDENS WILL BE WELL LIT AND INCLUDE BASIC AMENITIES SUCH AS BENCHES, GARBAGE AND RECYCLING BINS, TOOL SHEDS, AND WATER SUPPLY.

- COMMUNITY GARDENS SHOULD BE PERMITTED ON VACANT LOTS AS AN INTERIM USE. RAISED BEDS AND CONTAINERS SHOULD BE USED TO PROTECT FOR THE EVENTUAL REDEVELOPMENT OF THE LOT.

WATERFRONT LOBBIES

Waterfront lobbies are locations along the perimeter of the Central Peninsula that offer views of the inner harbour, Courtenay Bay Channel, Partridge Island, the Bay of Fundy and beyond. Located along Harbour Passage and the extensions that are planned, waterfront lobbies provide informal opportunities for seating, rest, relaxation and taking in the views of the waterfront.

- WATERFRONT LOBBIES ARE IDENTIFIED ON THE VIEW CORRIDORS MAP.

- WATERFRONT LOBBIES ARE APPROPRIATE LOCATIONS FOR WAYFINDING, DIRECTING PEDESTRIANS AND CYCLISTS TO NEARBY PARKS AND OPEN SPACES AND OTHER POINTS OF INTEREST. WAYFINDING SHOULD INCLUDE DISTANCES AND APPROXIMATE WALKING/CYCLING TIMES.

- LOBBIES CAN BE ENHANCED WITH TREE PLANNING AND LANDSCAPING INCLUDING SEASONAL AND PERENNIAL PLANTINGS TO ADD COLOR AND VISUAL INTEREST.

- LOBBIES MAY BECOME SUITABLE LOCATIONS FOR SMALL PARKS OR SQUARES.

PUBLIC ART AND COMMEMORATION

Public art has historically consisted of monuments and memorials associated with significant people and events. Contemporary public art can address a broader range of subject material, and can be playful and interactive. In both cases, public art contributes to the creation of places that have a distinctive character and offer a memorable experience of the public realm.

- PUBLIC ART SHOULD BE LOCATED AT HIGHLY-VISIBLE AND HIGH PROFILE LOCATIONS SUCH AS PARKS AND PLAZAS, THE WATERFRONT, AND VIEW CORRIDORS.

- WHEN PLANNING FOR NEW PUBLIC ART, CONSIDERATION SHOULD BE GIVEN TO LOCAL HISTORY AND THE NATURE OF SUBJECT MATERIAL TO BE CONVEYED THROUGH PUBLIC ART, AND UNDERGO REVIEW BY THE SAINT JOHN COMMUNITY ARTS BOARD.

- PUBLIC ART SHOULD BE PLACED OUTSIDE PEDESTRIAN WALKWAYS SO AS NOT TO OBSTRUCT PEDESTRIAN MOVEMENT.

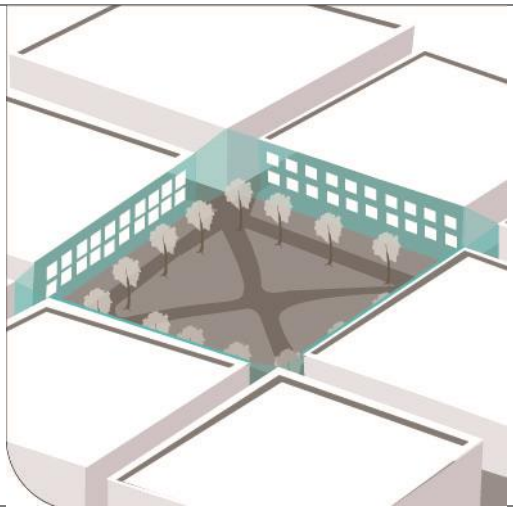
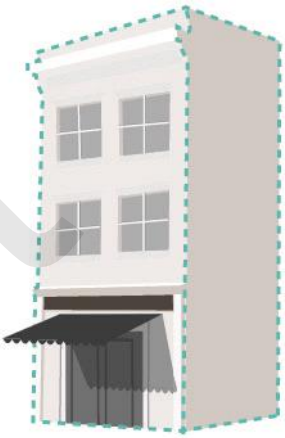
SECTION 3 – DESIGN CONCEPTS

Active Ground Floor Use	The transparent or visually interesting section of a façade that may invite pedestrians from the street level and is usually associated with commercial/retail activity.

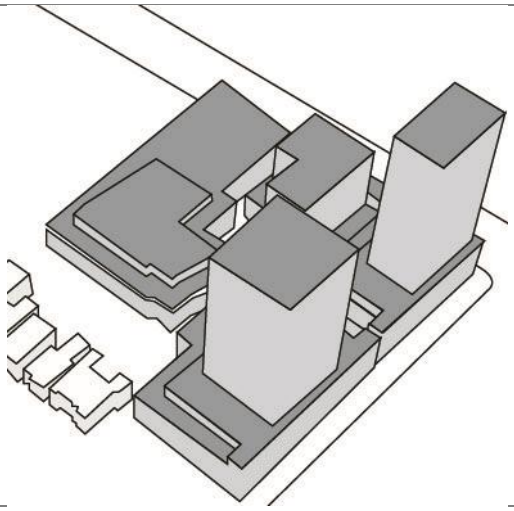
Adaptability	The capacity and degree of ease by which a building may be re-purposed for another use.

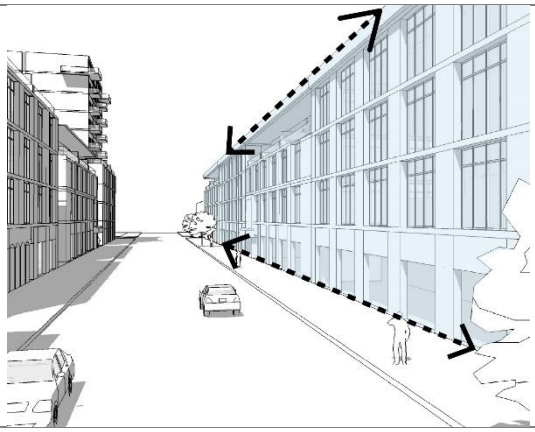
Articulation	How a building facade is organized according to distinct elements, horizontal and vertical division, materials, colour, or architectural features such as bay windows, pilasters, balconies, and rooflines. Higher levels of articulation typically create a more engaging pedestrian environment.
Base Building	The lower portion of a building, also known as a podium, that serves to define the street wall and reinforce human scale, while also allowing for mid to tall rise buildings.
Block	All private lots, public lots, laneways, and easements as circumscribed by the public street network.
Block Face	South of Union Street, block means all building facades on one side of a block, as defined by the rectilinear grid. Where there is no grid, block means the building facades within 90 metres of a lot on the same street.

Building Typology	<u>Low-rise buildings</u> No greater than 5 storeys. Includes residential, commercial and mixed-use buildings. Low-rise buildings may also serve as the “base building” for mid to tall rise buildings. <u>Mid-rise buildings</u> Between 6 and 8 storeys. Includes residential, commercial, and mixed-use buildings. <u>Tall buildings</u> Greater than 8 storeys. Includes residential, commercial and mixed-use buildings.
Built Form	Buildings taken both individually and as a collective.
Commercial	The term collectively defining areas that are predominantly intended for commercial use in accordance with the Zoning Bylaw.
Corner Treatment	A distinctive element given to the design of a building through massing, an architectural element, or setback to denote its prominence on the street.
Cornice Line	The continuous row formed by cornices on buildings of similar heights. 
Datum Lines	Typically horizontal lines in the design of the façade, often articulating floor heights. Common examples include sign bands and cornices.
Edge	Linear elements that form boundaries between areas or linear breaks in continuity. The strongest edges are continuous and unbreakable or impassable. On the central peninsula there is a strong edge delineated by the shoreline and highway/railway

Enclosure	The effect created by the placement and massing of the built form that contributes to the definition of a space such (open space, street, or laneway).	
Envelope	The volume of space for building as defined primarily by the minimum setbacks, allowable building heights, and other standards set out in the Zoning Bylaw.	
Façade	The face of a building, especially the principal face that is adjacent to or fronts on a street line, park, or plaza. Corner buildings have at least two facades.	
Frontage	The boundary of a property along a street line.	
Infill	New development on a vacant or underutilized lot that typically accomplishes the aims set out in existing regulations regarding increasing density in key areas.	

Massing	The overall volume and height of an individual building or collective. Façade design and details do not impact massing.
Mixed Use	A mix of possibly residential, commercial and other uses within one building, or within a particular area.
Path	Channels along which observers move; they may be highways, railways, streets, sidewalks, laneways
Pedestrian friendly	A built form and environment that is conducive to pedestrian activity in terms of the walking experience along a right-of-way and human scale with respect to the massing and articulation of buildings by degree of visual interest, variety, and overall engagement. Elements of a pedestrian friendly environment may also include well landscaped areas and amenities such as seating, public art, and appropriate lighting.
Public Realm	The space in a city that is communally shared. Its physical infrastructure is made up of streets, parks, landscapes, civic buildings, and other publicly owned and accessible land.



Rhythm	The recurrence in a façade of articulated elements or fenestration that structures the visual character in an individual building or collective. Areas of the uptown have a fine-grained rhythm due to the high frequency of shop windows and entryways that create visual interest.	
Setback	The minimum distance by which any building must be separated from a public right-of-way or property line. Setbacks may determine the interactivity of buildings with the street.	
Step Back	Recessing taller portions of a building, typically by creating a distinct base building or podium to ensure the built form responds appropriately to the character of the street.	
Solid-to-void Ratio	Solids are non-transparent surfaces and voids are the transparent surfaces on building facades.	
Street line	The line between the public right-of-way and abutting property.	
Street Wall	The wall or part of the building nearest to the street line; a cohesive or intact street wall is achieved where buildings have a consistent frontage onto the street line.	

Street Wall Elements	The components that together may constitute a street wall its unique character.
Urban Fabric	The collective street network and built form. On the peninsula, the fabric is situated in a rectilinear grid that has endured as a recognizable pattern for accessing residences and commercial areas of the peninsula.
View corridor	The route that directs the viewer's attention, typically but not limited to a street or path.
Visual Terminus	The end point of a view line that is often accentuated by a significant design element such as a special building, public art, or landscaped feature.