Village of
New Maryland

URBAN DESIGN STANDARDS + PUBLIC REALM GUIDELINES

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Urban Design Standards and Public Realm Guidelines

This report was prepared by
UPLAND Planning + Design Inc.

UPLAND

for the Village of New Maryland

in October 2023.

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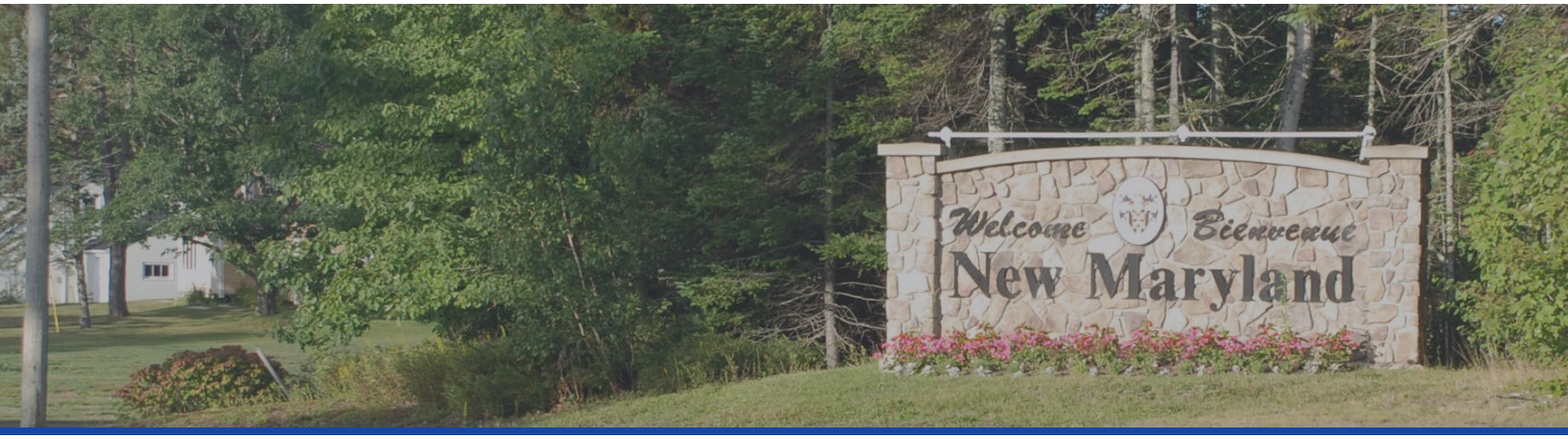
1 Introduction



1.1 Project Rationale

Preface

What makes you feel at home in your home? Is it that rocking chair passed down from your great-grandfather? Is it the collection of family photos on your wall? Is it the way you arranged your favourite reading corner or does your garden instill this feeling of being home? Whatever it is that makes your home feel so different from a hotel room, it relates to the fact that you arranged it your way and that it reflects your values, routines and identity.

Main streets function in similar ways. Combined with public spaces, they act as the community's living room and define where and how people get together. Furthermore the design of homes, shops, restaurants, community facilities and parks reflects the character of the community. The designs of main streets remind residents who they are and what they stand for. A beautifully designed main street is uniquely recognizable on a photograph and makes all the difference between your home community and a place you visit.

Vibrant main streets create more than just identity: they make residents healthier and happier. There is ample academic research that proves linkages between residents' ability to reach destinations by walking or biking and their health. In 2019 a team of researchers analyzed 39 studies observing linkages between physical activity and health outcomes. Their finding: persons that do not have any physical activity have more than twice the mortality rates of persons with just 15 minutes of physical activity per day.[1]

Social interaction in public spaces has been associated with stronger community cohesion and better mental health of individuals. Spontaneous, unplanned meetings in public places are an easy way to stay in touch with the community and to develop deeper social relationships. Such relationships are sometimes referred to as 'social determinants of health', and have been long established as a key factors influencing population health.

Figure 1: The New Maryland Centre is a characteristic building visible from New Maryland Highway.

Figure 2: Main street areas thrive off social interaction, as seen during this picnic in New Maryland.

1 Ekelund et al.(2019)

"Cultures and climates differ all over the world, but people are the same. They will gather in public if you give them a good place to do it."

Jan Gehl

Figure 3: Antigonish, Nova Scotia (population 4,656) is among small towns in the Maritimes that have a very successful main street. (Photo credit: Town of Antigonish)

Figure 4: Residents of Lunenburg, Nova Scotia enjoying the sun in a makeshift downtown corner park.

Main streets play a pivotal role in the growth targets for an aspiring community like New Maryland: younger generations are increasingly favouring life in places where businesses and community amenities are situated within walking distance from their homes. Seniors have similar preferences and want to be close to community life and places of daily errands and needs.

Finally, there is the economic aspect of vibrant main street environments. If residents spend more time in a main street corridor, businesses also tend to make more money compared to solely relying on motorists frequenting their business. Experience across various studies suggests that active transportation is good for business: persons walking and biking to stores are loyal customers and pedestrian environments increase sales and income of businesses.[2]

In the particular context of New Maryland, this aspect may be even more important than elsewhere. Large-scale shopping opportunities such as Regent Mall and Corbett Centre are only 3 km away from the municipal boundary line. Once residents of New Maryland decide to get into their vehicles, a vast variety of shopping opportunities can be accessed by a quick and easy drive on the highway.

It is very difficult for New Maryland businesses to compete with these offerings by attempting to replicate a car-oriented type of development which already exists within easy reach. However, if New Maryland could convince their residents to leave their cars in the driveway by providing a real community centre with niche, authentic shopping and dining experiences, the chances to develop a commercial core in the Village would become much more realistic.

2 Drennen (2003), Forkes and Smith (2010)

1.2 About the Area

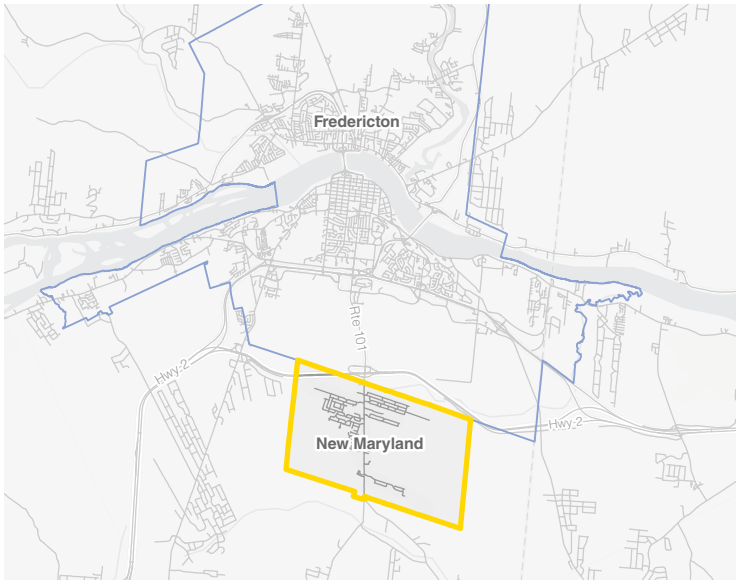


Figure 5: Location of New Maryland in the Fredericton Region.

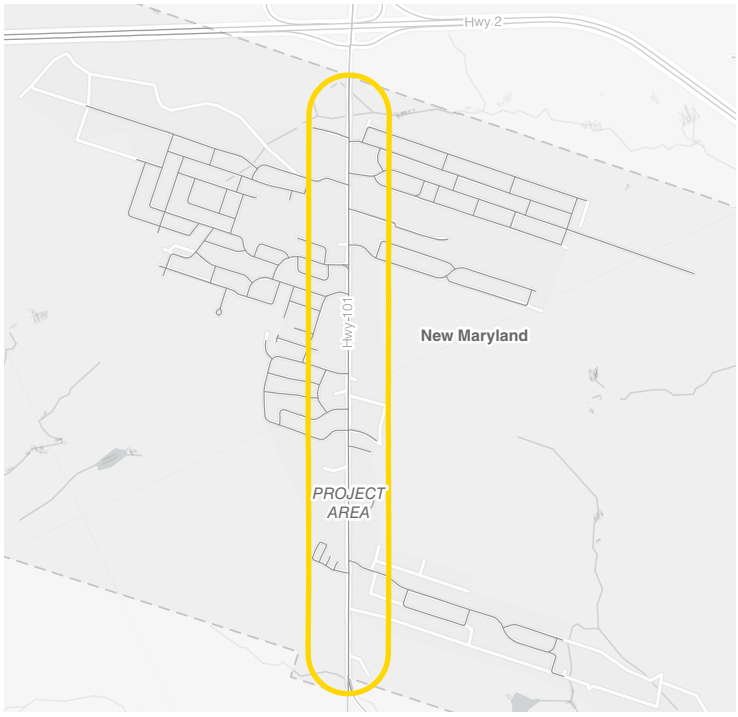


Figure 6: Project area around New Maryland Highway.

Location and context

New Maryland is a Village with a population of 4,153 residents. It is part of the Fredericton Census Metropolitan Area, an conurbation around New Brunswick's provincial capital with total population of 108,610. New Maryland is the first community on Highway 101 when travelling south from Fredericton. Within the municipal boundaries of the Village, this section of the highway is also known as 'New Maryland Highway'. It is the main artery of the Village and main subject of this project.

The northern boundary line of New Maryland marks the boundary to the City of Fredericton at the same time. Due to this close proximity, residents of New Maryland typically spend much time in Fredericton working, shopping and using the City's amenities. The Village also functions as a gateway to the City, as it is the first community motorists reach when travelling north from suburban areas such as Nasonworth, Beaver Dam and Rusagonis.

Growth of the Village of New Maryland is currently restrained, as the municipality is nearing its maximum capacities of drinking water supply. The combination of this development plateau and shrinking household sizes resulted in a recent decline of New Maryland's population since reaching a peak of 4,284 in the year of 1996.

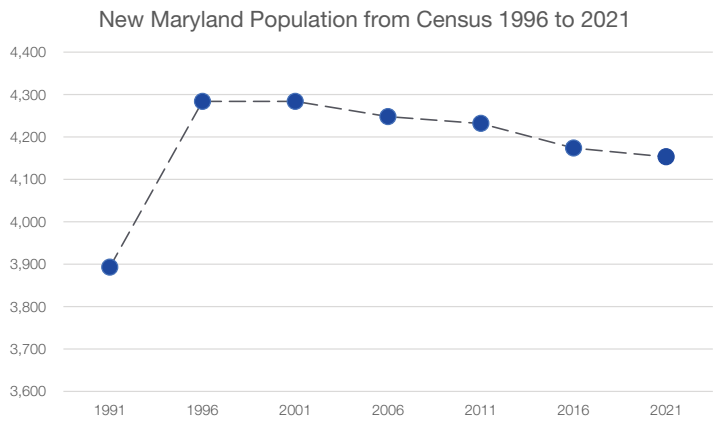


Figure 7: Development of population numbers between Census years

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1.3 About this Plan

What are urban design standards and why are they needed?
Over the past five years, all Maritime Provinces have experienced a profound period of growth, mostly focused in and around urban centres. Between the 2016 and 2021, the population of the Fredericton Census Metropolitan Area has grown by 5.8%. The growth has created low residential vacancy rates and a demand for housing that will need many years to balance. The need for housing development appears to be a sustained trend and is unlikely to change very soon.

The 'Sunrise Wellfield Development' in the south of New Maryland—well underway and scheduled to be completed in the winter of 2024—bodes a renewed period of growth for the Village as soon as the wells go online. New Maryland is therefore destined to experience a push of residential development soon. A surge of development activity can be expected as soon as municipal water servicing will allow it. Some local commercial development will likely follow suit, especially due to the Village's gateway function for and the general growth of the metropolitan area.

Knowing about this wave of new development on the horizon, now is the time to determine what this expected growth will look like. The Village of New Maryland has launched this planning project to determine the appearance and function of future buildings along New Maryland Highway.

What are public realm guidelines and why are they needed?
As development will occur along New Maryland Highway, a coordinated approach to public space planning will also play an increasingly important role. It can be tedious to define design and equipment requirements for each street corner and park on a case by case basis. Public realm guidelines will introduce a coordinated approach that makes public space decisions for municipal Council and staff easier to navigate.

URBAN DESIGN STANDARDS

The preparation of an urban design standards will consolidate the Village's collective vision for the future built environment along the New Maryland Highway corridor. The standards will become a part of the Zoning By-law and regulate things such as building and parcel design, massing, shapes of walls, heights, types of windows, construction materials, signage, and public realm integration. They will focus on rules for private lands.

PUBLIC REALM GUIDELINES

These guidelines will focus on the Village's own development and renewal of public spaces, including streetscapes, parks and trails. The design elements will be implemented through future capital projects (i.e. financed from public funds). The guidelines will focus on public lands, and give the Village a blueprint on how to implement such projects.

2 Analysis

2.1 Official Plan and Policy Review

The following summarizes points of relevance to the design process that were found in various plans and policies of the municipality.

Municipal Plan

This is the main document guiding the Village's future land use and development through long-term policies and proposals.

General Goals
The document begins with a community vision statement, which emphasizes several desirable characteristics. The plan outlines a vision of community that is:

+ healthy;
+ vibrant;
+ essentially a residential community with services and amenities;
+ a pleasant environment to live, and;
+ following principles of sustainability.

On the last point, the Plan further elaborates that New Maryland's future development should be in line with principles of smart growth, including the mixing of land uses, efficient, convenient and compact neighbourhoods, offer variety in housing types and mobility modes, and also promote economic growth as well as a culture of fostering community spirit, pride and identity.

Throughout the Plan, these principles are a recurring theme that manifests itself in various policies and objectives. For instance, the Plan's section on land uses reiterates that mixed uses, mixed densities, compact neighbourhoods and infilling are objectives of the Plan, and that cost-effective, efficient development through infill is a Policy of Council.

The Municipal Plan also enables the design criteria of the Zoning By-law by Policy, requiring developments that are adequate to the scale of streets and neighbourhoods. For commercial property, it stipulates the following design principles:

+ sense of place (i.e. visual identity);
+ building sizes and forms appropriate to surroundings;
+ contiguous pedestrian and vehicular movements;
+ unique and identifiable image through design, signage and landscaping.

On the subject of climate change, the Municipal Plan also notes that compact design decreases travel times and the need to use energy for vehicular transportation. Additionally, the planting and retention of trees and reduction of hard surfaces are adopted as policies to mitigate the effects of extreme heat events.

Residential
Specifically on residential development, the Plan mentions diversity and health as main goals for neighbourhoods.

Objectives translate these goals into calls for:

+ forms of higher density housing in acceptable locations and with compatible designs;
+ a mix of housing types that meets the diverse needs of residents with respect to age, income and lifestyle choices;
+ residential development that supports active transportation; and,
+ healthy lifestyles + efficient, convenient development.

Specifically on subdivision design, the Plan further notes that subdivision standards are employed to create "a safe environment for individuals and families to live, work and play."

Commercial
Referring to commercial development, the Plan mentions in the section's preamble that a commercial core should be developed which embraces the character of the Village.

Goals and Objectives of the Plan specify that:

+ the commercial areas should not expand as a 'ribbon development' (i.e. stretch of buildings along highway without any connectivity into neighbourhoods);
+ building designs need to be reflective of the character of the community and follow design criteria; and,
+ developments need to be easily accessible by residents of neighbouring subdivisions.

Recreation
The Municipal Plan includes a number of policies and statements on recreational services in the Village. As a declared goal, recreational facilities shall be "well integrated into both individual neighbourhoods and the overall community."

The Plan calls for special consideration of groups like seniors and persons living with disabilities, persons seeking competitive outdoor activities and general accessibility improvements through the provision of more public benches and washrooms.

Miscellaneous
Some other aspects of relevance for design standards and public realm guidelines can be found in the Plan:

+ In the section on transportation, the Plan reiterates the need for active modes of transportation, and to enable safe movement of pedestrians in and around New Maryland Highway.
+ Related to infrastructure, the Plan mentions that lesser amounts of hardscape and the usage of porous paving materials can contribute to better stormwater management during heavy rain events.
+ Finally, the Plan calls for creative usage of public art and cultural elements throughout the Village, both on public ground and on other visible locations. *"These could take the form of paintings, sculptures, statues, fountains / water features or more practical uses such as benches, garbage receptacles, bicycle racks."*

Survey Results
While not strictly part of the Village's Official Policy, a survey conducted in the context of the 2015 Municipal Plan review provides interesting insights about resident's views on development in New Maryland.

84 residents participated in the survey, and shared some interesting perspectives for the design of the New Maryland Highway corridor:

+ Townhouses or row houses were considered an acceptable type of development by 60%+ of the respondents; low rise apartments of two and three stories are still considered acceptable by 35% and 25% respectively; development of more than three stories were clearly rejected by the respondents.
+ 75% agreed that a business park land use can only be added if the bypass highway from the Vanier Highway to Nasonworth ever gets built, and that it should only be located on such a bypass.
+ 55% of respondents were in support of traffic calming measures on roads (e.g. narrowing at intersections, traffic islands, raised crosswalks).
+ 40% of respondents felt there should be more commercial amenities in the Village. A local coffee shop, liquor outlet, grocery store and family restaurant were on top of the wish list. Council adopted a Municipal Plan Policy to consider this finding.

Strategic Plan

The Strategic Plan creates an overall strategic direction for all aspects of municipal government. Its main components are mission and vision statements, a list of 'Values & Principles' and 'Key Result Areas'.

The vision and mission statements emphasize once more the aspects of a healthy living environment, quality of life, becoming a 'community of choice' and providing services in a 'responsible and innovative' manner.

By adopting this document, Council declared to be guided by the following principles in all decision making:

+ **Innovation:** seek progressive solutions to meet Village needs
+ **Environmental friendliness:** integrate and promote the principles of environmental stewardship practices
+ **Safety:** promote and advocate safety
+ **Neighbourliness:** encourage shared responsibility and a strong sense of community
+ **Healthy living:** promote active living and healthy lifestyles
+ **Responsibility:** sound fiscal planning and management

Key Result Areas (KRA) of the Plan are essentially all related to development of the central corridor in New Maryland. A strong community core will support primarily Fiscal Responsibility and Growth targets (KRA IV + VI). Facilitating an environment conducive of active transportation will reduce greenhouse gas emissions (KRA VII) and increase Active Living (KRA V).

Recreation Master Plan

Goals of the Recreation Master Plan are similar to those of the Municipal Plan. As designated objectives, the Recreation Plan lists the following:

+ To provide neighbourhood recreation facilities throughout the Village to serve as many residents as possible.
+ To provide recreation services and facilities for all age groups in the community.
+ To provide and protect open spaces for the enjoyment of all residents and promote health and wellness by providing opportunities for active lifestyles.

An interesting part of this plan is the summary of consultations that preceded its adoption. During the plan preparation in 2009, residents identified 'strong sense of place', 'knowing neighbours' and 'a lot of young families' among community strengths and named 'traffic on main road', 'isolation of subdivisions' and 'lack of walking/biking amenities' among the challenges in the Village of New Maryland.

Trails and Bikeways Master Plan

The Trails and Bikeways Master Plan was adopted by Council in 2012 and its map showing a six-level path system was also added to the Municipal Plan.

The stated purpose of the Plan is to:

+ Promote fitness, health and wellness;
+ Contribute to environmental health;
+ Contribute to social community building; and,
+ Create positive economic spin-off.

The Plan also covers in greater detail what types of health benefits are expected to materialize if residents of New Maryland can increase their levels of physical activity.

Climate Change Adaptation Strategy

This document focuses on assessments of infrastructure vulnerability and strategies to mitigate risks associated with predicted climate change patterns.

However, the document also contains some relevant points for the creation of urban design standards and public realm guidelines along New Maryland Highway.

The addition of trees is a recommended remedy to extreme heat events during the summer, since the shade of trees will allow vulnerable parts of the population to rest in the outdoors.

Compact development and increased densities—frequently mentioned in previously discussed documents—would also decrease travel time and enable more active transportation, which is a part of New Maryland's strategy to decrease its own greenhouse gas footprint.

Figure 8: Mature tree on New Maryland Highway

Age-Friendly Community Action Plan

This Plan was created based on a framework provided by the World Health Organization, aiming to guide a community development which will promote a healthy, inclusive and active aging, thereby mitigating the need to move to a city or different community to maintain an independent lifestyle. *"The overriding goal of this action plan (is to) implement actions that will improve upon the services and offerings to community seniors."*

For design standards and guidance on New Maryland Highway, the Action Plan's recommendations highlight several points of relevance:

+ The provision of suitable and affordable housing options for seniors emerged as the #1 objective of the plan. The document recommends to lead a dialogue with developers, utilize municipally-owned properties for development and to review the municipal zoning by-law through that lens.
+ In the section on design of outdoor spaces, there are multiple items that have relevance for age-friendly communities. Among these are provision of benches and resting spaces, adequate lighting at night for added safety and accessibility considerations around the Village Office, Victoria Hall, at crosswalks etc.

In a survey that was conducted as part of the age-friendly planning project, 296 seniors from New Maryland participated and provided responses to questions around housing. Half of the respondents feel that either the upkeep of their house, their property, or both, is driving their need to downsize to a different type of housing. 70 percent indicated declining health as another reason for the same.

Among the most preferred type of housing, 51% indicated a form of rental apartment or condo, while another 28% indicated row housing as the preferred option for living. Multi-unit housing does not exist in New Maryland, and townhouses are in very short supply.

2.2 Zoning By-law Review

Among the plans and by-laws of the Village of New Maryland, the Zoning By-law has an extraordinary role. This by-law is the main document creating rules related to development on any parcels of land within municipal boundaries. The Zoning By-law draws its authority from the Community Planning Act.

In accordance with the Act, the Zoning By-law implements the policy directions from the Municipal Plan by adding detail and specific requirements. General objectives related to land use and development in the Municipal Plan are being transformed to specific requirements and measurable standards of buildings and properties.

Consequently, Urban Design Standards to be established through this plan will also need to be implemented through the Zoning By-law. Before new standards are created, it is worth reviewing the existing by-law to determine its key components related to land uses and design requirements along New Maryland Highway.

Zones in Project Area

The project area is essentially composed of the following two zone types:

+ Residential Zones

  The majority of properties along New Maryland Highway are zoned 'Residential Two (R-2)', allowing mainly for residential land uses with one or two dwellings units per lot. Institutional land uses (e.g. provincial buildings or non-profits) and home occupations entirely contained within a home (i.e. home offices) are the only exceptions permitted in this zone.

  The usage of commercial signage is restricted to one small sign up to 279 square inches, which may advertise a home occupation operating within the building.

  Under current rules, the entire front yard (with a

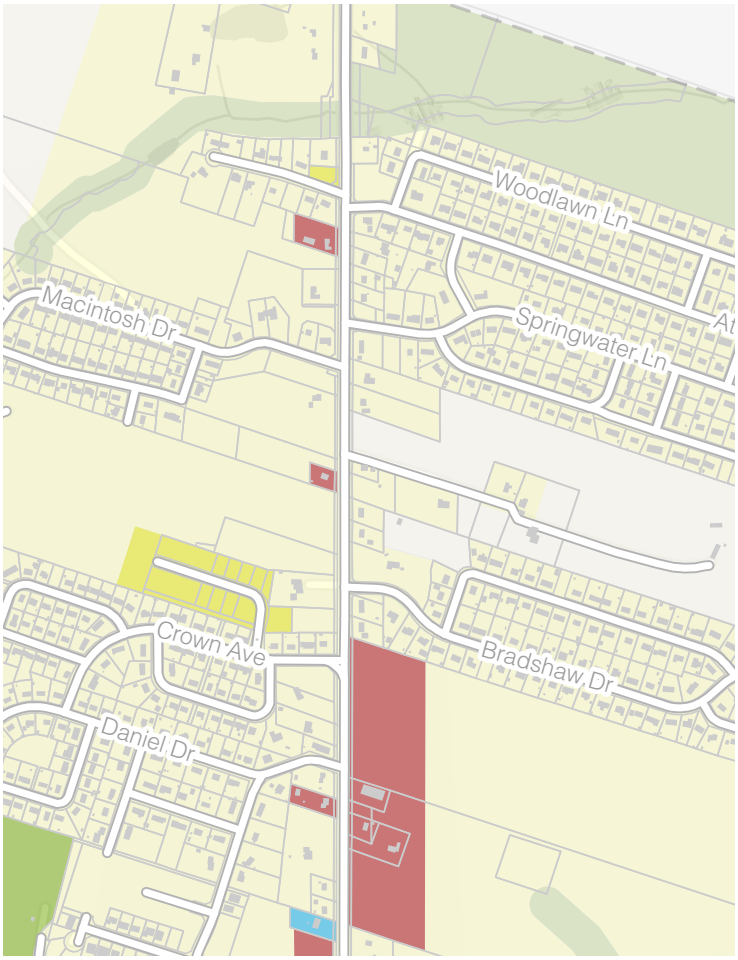


Figure 9: Zoning map of the project area (northern section)

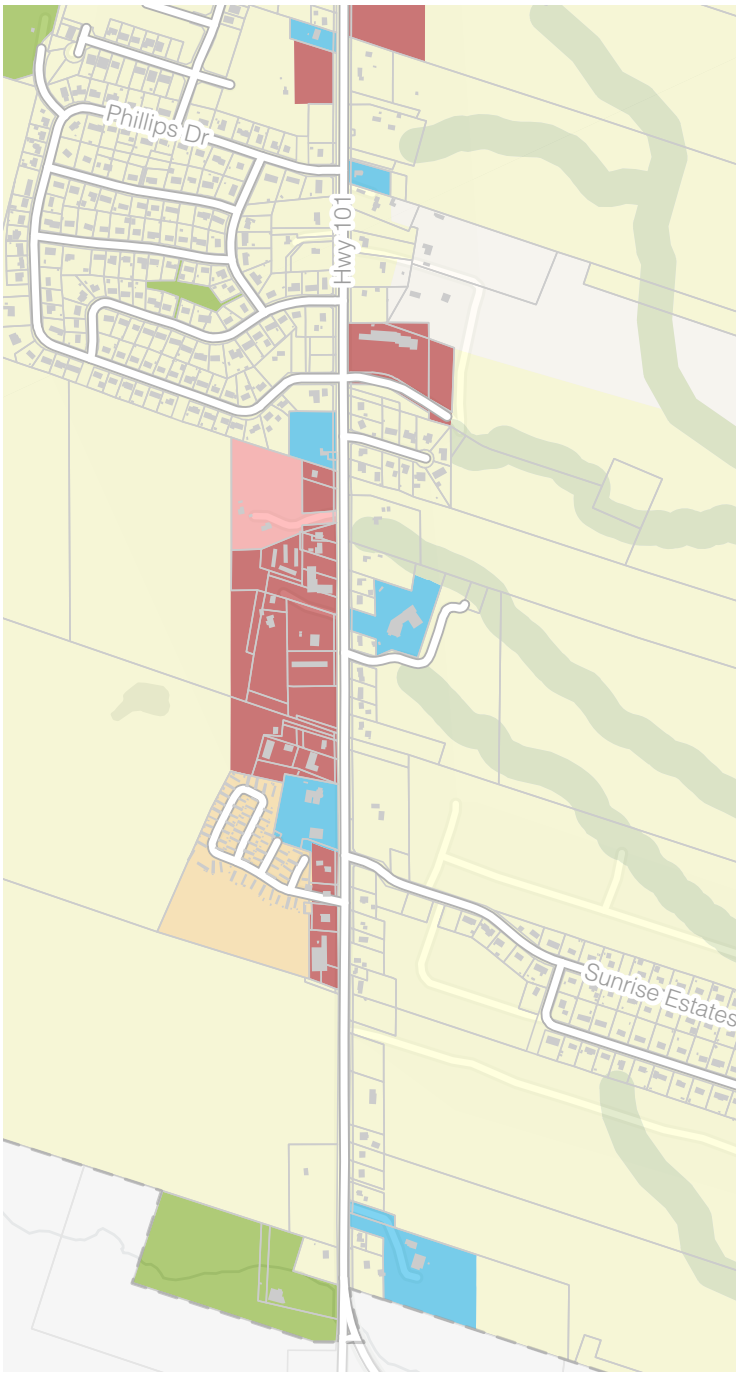


Figure 10:Zoning map of the project area (southern section)

minimum depth of 7.5 metres) and any lands within 2 metres of a building wall need to be landscaped.

There are two other residential zones sporadically applied in proximity to New Maryland Highway: the R-3 Zone and the Residential Mini Home Park Zone. The R-3 Zone allows for development multi-unit dwellings and town homes, and is applied to properties surrounding Lynda Lane and one property on the corner of New Maryland Highway with Baker Brook Court. The latter is—as the name suggests—specifically dedicated to mobile home parks and is only applied on the zoning map in the instance of 'Peterson's Mini Home Park'. Both are zones are subject to the same landscaping and signage requirements as the R-2 zone.

+ Community Commercial Zone (CC)

This zone is second-most frequently applied within the project area. It is the only used zone which allows for commercial land uses other than home occupations. However, open storage of goods and materials is prohibited, unless it constitutes a seasonal use subordinate to a main building. 'Community Commercial' is also the only zone in New Maryland that currently permits more than one main building per lot.

Residential developments in this zone are permitted as long as dwelling units do not occupy the ground floor frontage or more than 50% of a building's floor area.

Any developments within this zone will also need to comply with non-residential design criteria further specified on the next page. Developments with a floor area over 1,000 m^2 require a specific rezoning agreement as enabled by the Community Planning Act.

Commercial signage in the CC zone is limited to two facial wall signs per building wall (each not exceeding 0.3 by 0.3 metres), one pylon or ground sign not exceeding 6 metres in height and 9 m^2 in surface area, as well as signage attached to canopies or awnings and a single sandwich board sign.

+ Institutional Zone (I)

  This zone is for community or non-profit land uses such as government buildings, nursing homes or schools. It is largely kept flexible to allow accommodation of these crucial community functions. However, building in this zone also need to comply with design criteria for non-residential buildings shown below.

+ Park (P) and Open Space (OS) Zones

  These zones are established to enable and protect natural or park features. They do not allow for regular development, are typically owned by a level of government and are therefore largely unregulated. Much of the public investment discussed under the 'Public Realm Guidelines' section will typically occur in these zones.

Design Criteria for Non-Residential Zones

Outside of residential zones, new developments need to comply with the following requirements:

+ Visual articulation and proportioning is required on at least 60% of the facade, with some architectural elements listed as examples. However, it is not further defined what standard of facade treatments will comply with this requirement.
+ Front yard landscaping must include one tree per 6 metres of lot frontage or sidewalks with adjacent planting strips. These 'sidewalks' refer to pathways on-site and are supposed to connect with municipal sidewalks.
+ Half of the total area dedicated to parking spaces needs to be provided on the side or in the rear of the main building (i.e. maximum 50% can be placed in the front yard).

Design Criteria for All Zones

Further to the criteria only applicable outside of residential zones, the following requirements are valid throughout the project area:

+ Any development with a non-residential component abutting a residential zone needs a yard setback from that residential zone measuring twice the height of the proposed building.
+ Parking lots abutting a residential use need a 3 metres landscaped or screen buffer from the property line of that residential use.
+ Parking is prohibited in the front yard, which is supposed to be kept as 'landscaped open space'. For the CC Zone is this requirement is reduced to only the first six metres of the front yard.
+ Parking spaces cannot be closer than 2 metres from any building wall.

Conclusion on Current Design Requirements

The design rules of the New Maryland Zoning By-law cover some important basics and go beyond what other rural municipalities do to regulate their design approach. At the same time, the application of design rules through the Zoning By-law is also still limited in scope and effectiveness.

First, many of the design rules in the Zoning By-law are focused on prevention of land use conflicts. Buffers between commercial uses and residential properties, special setback and screening requirements are all elements that mainly aim at separating land uses. It is plausible that a large commercial parking lot or warehousing operation should not be directly abutting a residential back yard. Nevertheless,

the By-law has a strong focus on separation of land uses and provides little guidance on bringing compatible uses together. More attention to mixing of land uses will help to bring more vibrancy into New Maryland's core.

Second, some of the rules of the zoning by-law have the right goals, but they lack the detail to always work as intended. For example, a small commercial building with vast amounts of parking space could be developed, with only a few strips of green landscaping as required by the by-law. While the Zoning By-law requires 50% of parking spaces to be located on the side or rear of a building, it does not specify the overall size or the relationship between the size of such parking lots and the size of the building. There is also no mention of the parking lot design or pedestrian circulation.

Third, there are some ambitious statements which are not measurable and therefore hard to enforce. Without clear standards with minimum and maximum values attached to them, administration and enforcement of the rules may often be difficult.

For example, the requirement to 'subdivide and proportion' building facades facing the street is generally a helpful approach preventing bulky massing of buildings and promoting a type of architecture that is aligned with the rural character of the community. However, which extent of 'subdivision and proportioning' complies with this provision can be subject to differing judgements. Municipal planning staff can face difficulties in enforcing such a requirement, especially if a refused development permit would be appealed to the provincial Assessment and Planning Appeal Board of New Brunswick.

2.3 Streetscape Review

Road Profile

The core of the New Maryland Highway right of way measures 20 metres in width. This minimum width only applies to a few sections of the road. In most locations, 5 metre wide parcels added on one or on both sides of the road result in a total right-of-way width between 25 and 30 metres.

The roadway features one travel lane per direction with widths of approximately 3.8 metres each. A third, alternating turning lane is intermittently present in the middle.

Cross Sections

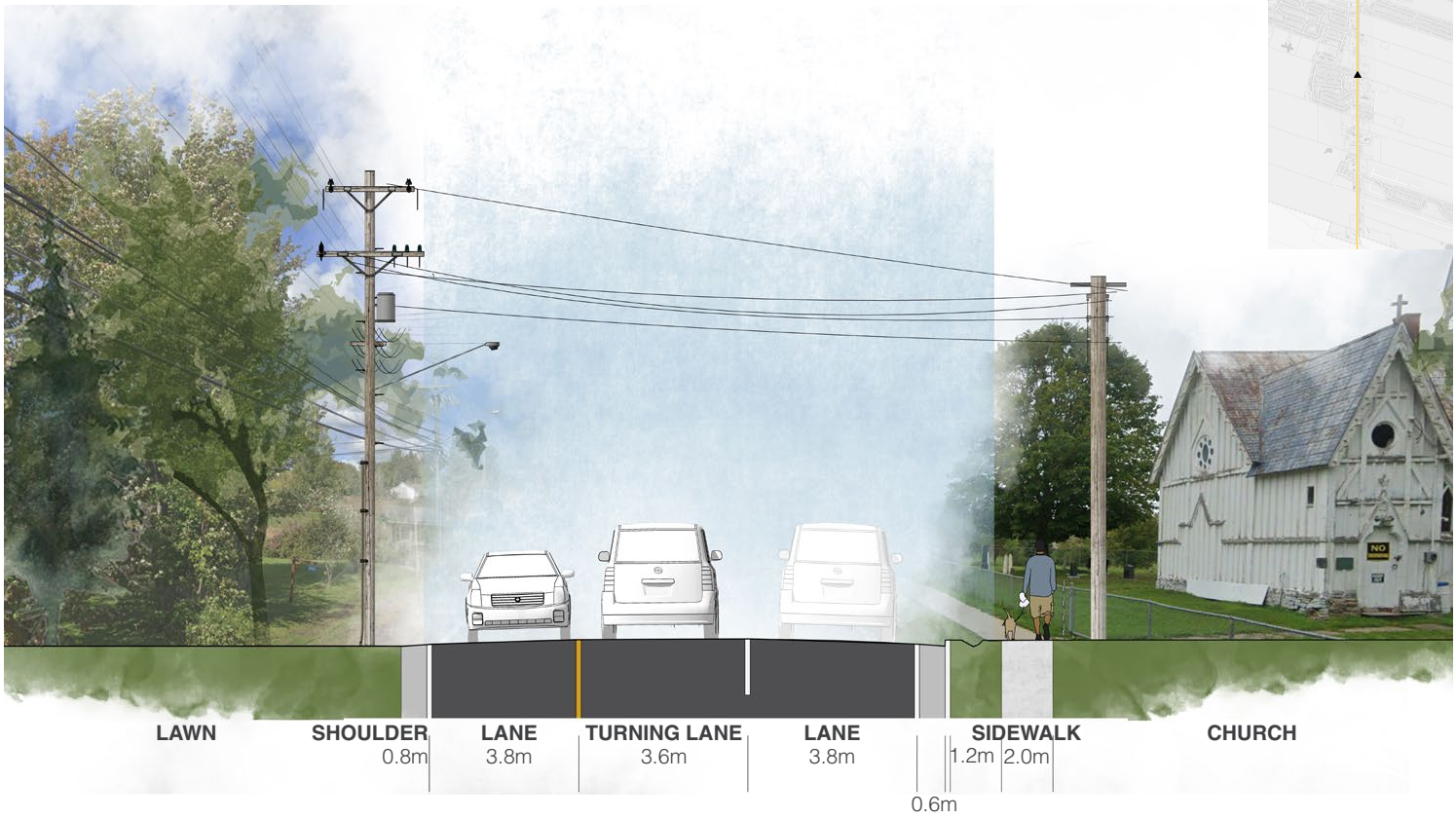
Analyzing the streetscape of New Maryland Highway, a total of four distinct cross section types emerges:

+ **Section 01: Recreation Centre to Sunrise Estates Drive**
  This section of road features a relatively narrow shoulder flanked by naturalized ditches on each side of the road.
+ **Section 02: Sunrise Estates Drive to Atkinson Lane**
  The main feature along this stretch of the road is the sidewalk on its eastern side. Since the sidewalk replaces the ditch on that side of the road, a different approach to storm water management is necessary. On the western side of the road, storm water is largely managed in ditches (Section 2A). However, in some sections of the road, New Maryland Highway simply transitions to a lawn on that side. The lane configuration of the road varies between two lanes of travel, and two lanes of travel with additionally alternating turning lanes.
+ **Section 03: Atkinson Drive to City of Fredericton**
  This northernmost section of New Maryland Highway largely resembles Section 01. However, the shoulders are wider in this section.

Section 01

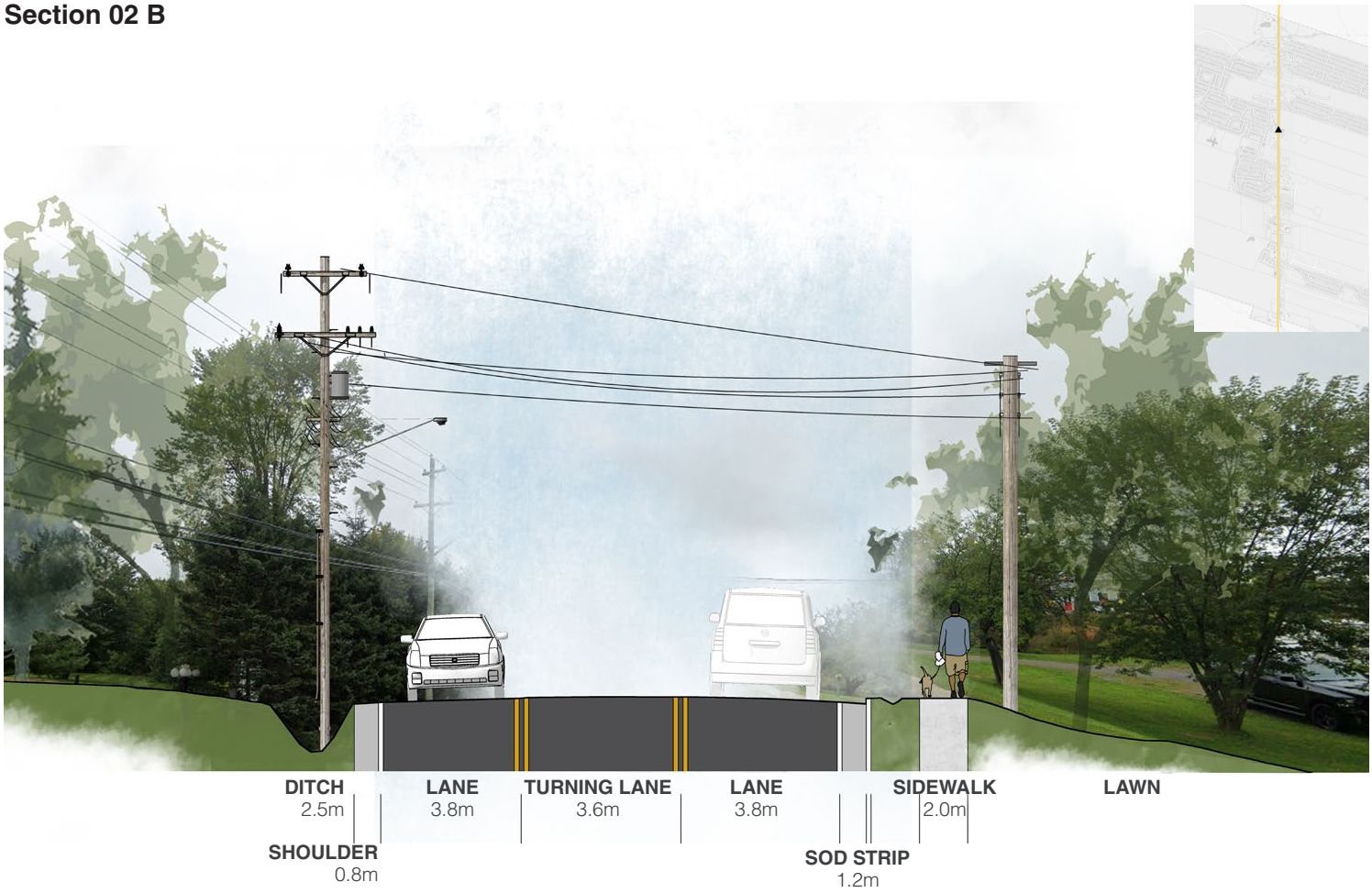
WOODS	DITCH 4.0m	SHOULDER 1.5m	LANE 3.8m	LANE 3.8m	SHOULDER 1.5m	DITCH 4.0m	WOODS

Section 02 A


LAWN
SHOULDER
0.8m
LANE
3.8m
TURNING LANE
3.6m
LANE
3.8m
0.6m
SIDEWALK
1.2m
2.0m
CHURCH


Street Light
Utility Poles & Overhead Wires
Road and Traffic Signs
Private property fencing
Sidewalk with grass verge
Sidewalk on one side of the road
Concrete curb

Section 02 B


DITCH
2.5m
SHOULDER
0.8m
LANE
3.8m
TURNING LANE
3.6m
LANE
3.8m
SOD STRIP
1.2m
SIDEWALK
2.0m
LAWN


Utility Poles & Overhead Wires
Local business signs
Natural green space
Naturalized ditch
Sod strip
Sidewalk on one side of the road
Concrete curb

Section 03


WOODS
DITCH
4.0m
SHOULDER
2.5m
LANE
3.8 m
LANE
3.8 m
SHOULDER
2.5m
DITCH
4.0m
WOODS


Utility Poles & Overhead Wires
Naturalized ditch
Naturalized ditch

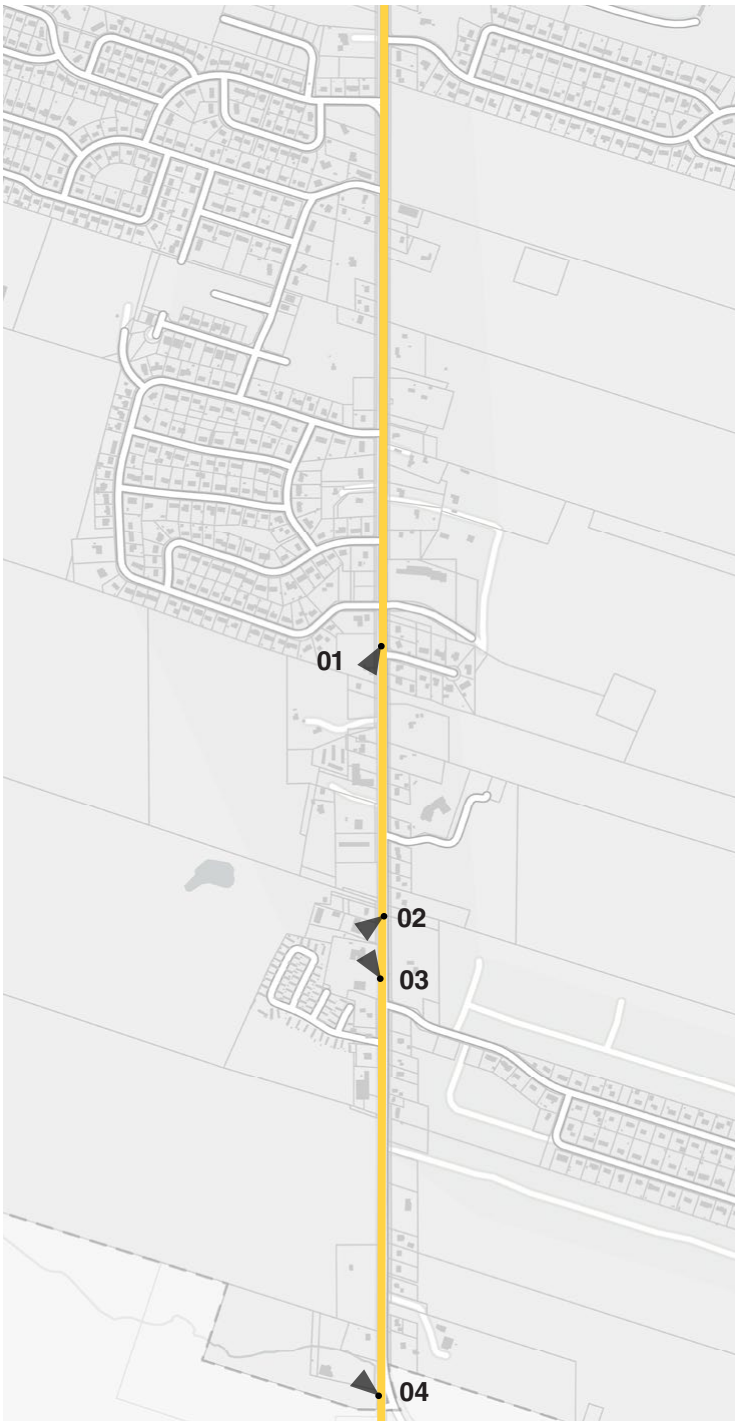
2.4 Public Realm Review

The public realm along New Maryland Highway can be divided into two categories: the road right-of-way and public spaces adjacent to the road. While the previous section reviewed the cross-section of the road, this section will review public spaces adjacent to it.

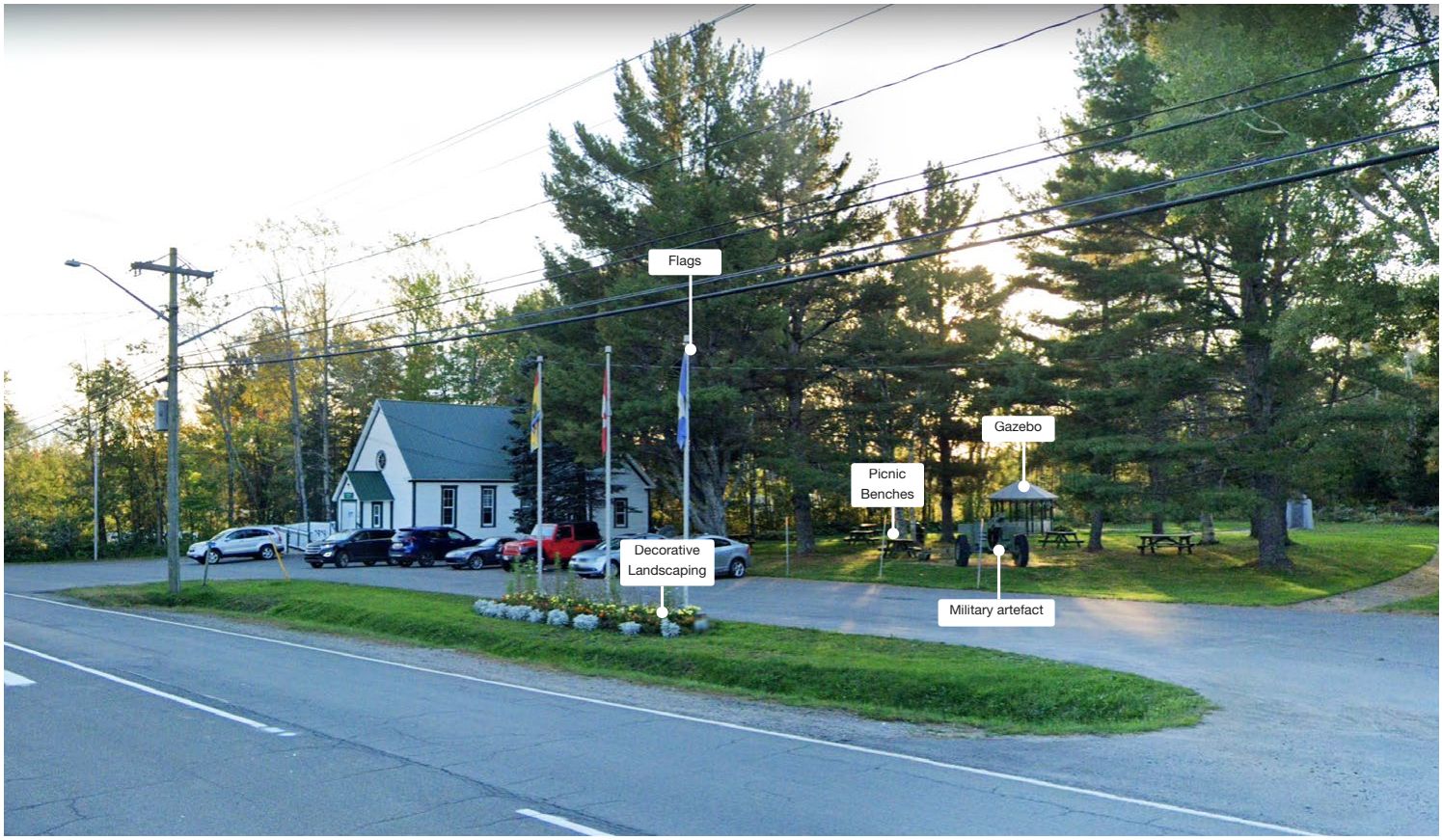
Overall, four notable public spaces can be identified, all within an 8-minute walk of each other.

Locations

+ **01: Victoria Hall Public Park**. This park located behind the Victoria Hall is slightly tucked away from the highway. The park includes a Veteran's Memorial Cenotaph, a gazebo, and a few picnic tables that are naturally shaded by mature white pine trees. This site also has a grass median along the highway with some decorative planting and flags.
+ **02: Dunn Learning Academy.** Even though technically a private business, the front yard of this building is situated adjacent to the municipal office and seemingly extends the public space in this area. It includes a lawn with a signage board, a few benches, some raised planters and a small portable greenhouse.
+ **03: Municipal Office.** This site features a grass median along the Highway and signage surrounded by decorative planting and flags.
+ **04: New Maryland Centre.** This site is an important piece of public realm infrastructure. It includes a baseball field and minimal planting along the highway. It also contains a playground with picnic tables, an open lawn for events, and access to three walking trails in the woodlands behind the building.



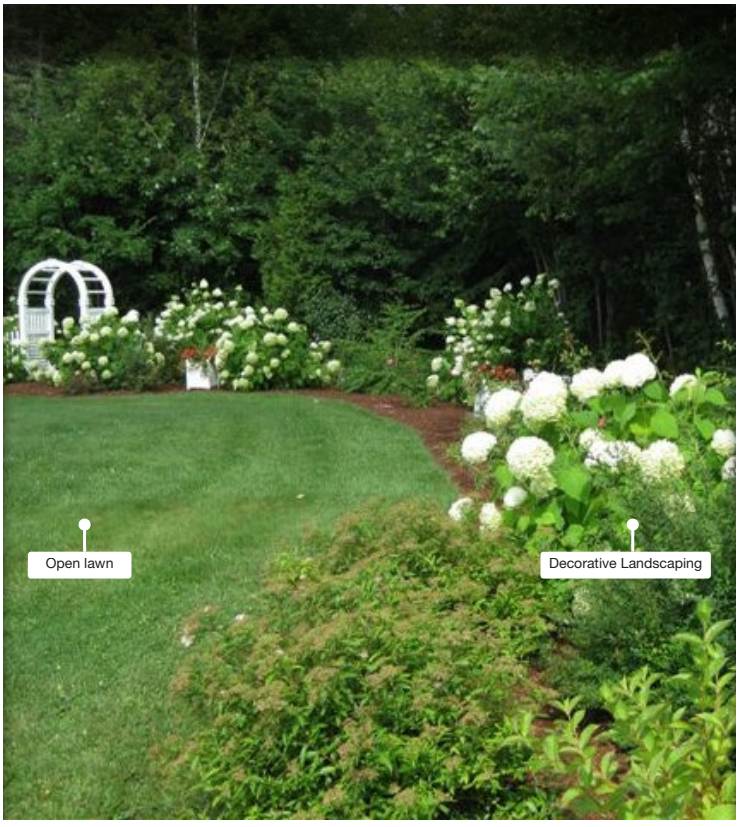
Victoria Hall Public Park



Dunn Learning Academy

Municipal Office

New Maryland Centre



3 Concept Development

There are various ways to design vibrant main streets. This is especially true for places that do not have a historic core and are still growing and evolving. The central area of New Maryland fits into that category. While residential subdivisions in the Village have their unique characters and identities, the main street connecting all these neighbourhoods feels more like a blank canvas, waiting to be filled with vision and imagination.

This situation presents a great opportunity: the many vacant or cautiously developed spaces along New Maryland Highway can still be shaped in a way that is seen as desirable by the community. The question is: what kind of development is desirable?

Before suggesting any design ideas for New Maryland's commercial corridor, it is therefore important to summarize which overarching principles the Urban Design Standards and Public Realm Guidelines should abide by.

The following methods were utilized to establish a set of strategic 'Design Priorities' for the development of standards and guidelines applicable to New Maryland Highway:

+ Analysis of official Village strategies, policies and master plans
+ Analysis of public feedback from previous Municipal Plan reviews
+ Meetings with the municipal Planning Advisory Committee, Project Steering Committee and Council
+ Initial consultations held with Village staff, Provincial staff and local stakeholders

The documents and conversations are summarized based on their relevance for this project. These strategic principles will be employed to build the standards and guidelines in the upcoming document sections.

3.1 Initial Consultations

The Urban Design Standard and Public Realm Guideline project began with a series of interviews in the spring of 2021. A total of 19 detailed interviews were conducted with municipal staff, provincial Department of Transportation and Infrastructure (DTI) staff, consultants working on other projects in New Maryland, the development community and some past members of Council. Due to the third wave of the pandemic experienced at that time, all interviews were completed through phone calls.

The purpose of this round of consultations was to obtain a comprehensive picture of issues in New Maryland through in-depth interviews. Most of these stakeholders are also residents of New Maryland, and added to the overall project understanding through a personal perspective. These early consultations helped to sharpen the focus of the project, so that the later public dialogue can be started off with solid proposals, thus making best use of residents' limited time for public meetings.

The interviews had an open, unstructured format and allowed interviewees to voice their top concerns and priorities with regard to the Village's Development. This method of interviewing resulted in the conversation summaries shown in the following tables. Many conversations revolved around missing land uses in New Maryland, or which types of development could be a good fit on the central corridor:

Topic / Issue	# of mentions
Missing amenities in New Maryland	**20**
+ Lack of affordable housing for seniors	
+ More amenities needed (cafe, groceries)	
+ Professional centre with local services	
+ Boutique style commercial development	
+ Better building and property design	
+ Look to Maritime cities for good examples	
+ Universal Design and Accessibility	

The second-most-frequent theme of conversation was related to the New Maryland Highway itself, which is largely perceived as a problem in the community. Comments involved the following:

Topic / Issue	# of mentions
Issues with Highway 101	**19**
+ Highway is dysfunctional, difficult to exit subdivisions due to traffic	
+ Speed reduction, traffic calming, noise mitigation needed	
+ Expansion of current streetscape beautification measures necessary	
+ Road widening would be bad for community	
+ Roundabouts proposed as gateway feature	
+ Active transportation still insufficient	

On the characteristics of desirable development, the following was noted in conversations:

Topic / Issue	# of mentions
Right type of development needed	**11**
+ No industrial development	
+ Walkability important and desired	
+ Large homes not in demand by younger generation	
+ No self-storage or municipal garages in central locations	
+ Sense of enclosure	
+ Consistency in development	
+ Anchor building	
+ Professional services	

A large number of noted comments were related to desired additions to public amenities in New Maryland:

Topic / Issue	# of mentions
New recreational amenities	**10**
+ Dog park	
+ Splash pad	
+ More trees	
+ Pump track	
+ Community gardening popular	
+ Pickleball	
+ Anglican church restoration	
+ Exercise circuit (outdoor gym)	

With regard to economic growth potentials along the central corridor, the following items were noted as takeaways:

Topic / Issue	# of mentions
Economy and Business	**9**
+ Difficult to compete for customers with Fredericton	
+ Some residents only live in their subdivision, don't know about existing businesses in Village	
+ Tensions over by-law interpretations between developers and Village	
+ Many attempts to extend transit from Fredericton failed	

Finally, there were numerous comments related to the positive character of the Village of New Maryland: residents describe it as a 'great place to live' with good social ties, many events and appreciate the principle of sustainable development, which the Village is committed to.

3.2 Strategic Design Priorities

Combining the main principles of the Village's official plans and policies with feedback received during initial consultations results in a collection of design priorities, which will guide the creation of Urban Design Standards and Public Realm Guidelines in the Village of New Maryland.

Looking at the Village's central corridor along New Maryland Highway: what kind of environment are we trying to create? This section will seek to answer this question, and the design work of the upcoming sections will be based thereon.

Analyzing all relevant plans and policies of the Village, health and active living of residents stand out as core principles of all planning efforts. Whatever may form on properties of New Maryland Highway will need to convince residents to leave their car in their driveway, and to explore the Village's 'main street' by mingling with friends and neighbours.

In order for this to happen in an equitable way, design efforts need to consider needs of all residents of New Maryland. Older adults may require more resting areas, shade and may benefit from a more accessible environment. The younger generation may be attracted by other features such as public art display and murals. To be a success, the main street corridor will need to work for all ages and abilities represented in the community.

One particularly pressing need for older adults is the lack of appropriate housing options to age in the community. Since the building fabric of New Maryland is primarily made up of large single family dwellings, there are limited options to downsize within the Village.

Even decade-long residents of New Maryland are essentially forced to leave the community for Fredericton or other places, whenever they cannot or choose not to maintain a large property anymore. Since denser types of housing developments are seen critically by local residents and would likely be rejected within established subdivision, lots in proximity to the New Maryland Highway will need to absorb the majority of this market demand.

There is also a close connection between main street design and economic development. Many residents of New Maryland have expressed their appetite for more commercial facilities in the Village. However, as stakeholders have rightfully noted, it is hard for local businesses to compete with prices of big box stores and the convenience of one-stop-shops in Fredericton's shopping malls, of which the closest one is only 3 kilometres away. Similarly, online shopping has grown stronger over the pandemic and will be an ever-present competitor to local shops.

To compete with these markets and allow local business to thrive, one must create a shopping/dining experience that is fundamentally different from the large shopping malls. A unique Village core with a community feel will go a long way in attracting customers to various shops and services. However, it is important that this central area is built in a way which is reflective of the community values and does not alienate local residents.

Finally, conversations with local stakeholders have revealed that Urban Design Standards and Public Realm Guidelines will both need to include strategies to mitigate risks and

discomforts originating from the steady flow of traffic on New Maryland Highway. With approximately 10,000 vehicle movements a day, New Maryland highway emits noise and poses a hazard for pedestrians and bicyclists trying to cross. Strategies for the centre of the Village will need to entail appropriate solutions to mitigate the negative effects of the street on its surroundings.

Everything considered, the standards and guidelines developed in this document will be based on the following priorities:

Urban Design Standards and Public Realm Guidelines for New Maryland should:

Public and semi-public open spaces

+ Motivate residents to actively walk and bike around the Village, thereby promoting physical and mental health;
+ Provide spaces for people to meet and mingle, keep these spaces enclosed and ideally protected from road noise;
+ Require connectivity into surrounding neighbourhoods from commercial properties;
+ Strive for facilities and amenities in open areas that satisfy the needs of persons of all ages and abilities;
+ Advance a main street environment that reduces speeds, filters noise and protects pedestrians and bicyclists during road crossings;
+ Aim to increase the tree canopy extent for more shade and reduction of noise;
+ Promote utilization of public art and elements of community heritage to foster identity and recognition;

Building characteristics

+ Create a clear visual identity for development which is in keeping with the 'rural charm' identity of the Village;
+ Create buildings capable of accommodating services and amenities desired by residents;
+ Require building forms that are adequate to their surroundings and facilitate interaction between residents;
+ Provide for a variety of housing options in the community, including buildings with multiple residential units;
+ Ensure that buildings with higher residential densities maintain rural or townhouse looks at street level;
+ Establish vibrant developments that become community magnets and slow down traffic speeds;

General

+ Make accessibility and universal design a precept for all design decisions;
+ Live up to environmental and fiscal sustainability principles through compact design;
+ Create interesting places that mix housing, commercial and recreational uses in close proximity; and,
+ Create clear rules that are easy to understand and follow, thereby reducing potential for misunderstandings between developers and the Village administration.

3.3 Objectives

The analysis of existing plan documents in New Maryland and 'Design Priorities' emerging therefrom lead to a set of objectives for the shaping of public spaces in the Village's centre.

These guiding objectives identify the main priorities that will help realize the overall vision of these public realm guidelines. Throughout this chapter, these objectives are used as the test against which the standard design elements are measured.

Health

+ Walking is already popular in New Maryland, and a well designed public realm has the potential to further promote physical activity, helping to combat obesity and chronic diseases.
+ The public realm can also support mental health by increasing the potential for social interaction, and by integrating green spaces which can improve sleep and reduce stress.

Society

+ Some groups or communities are often overlooked in decision making. The public realm should be welcoming to all, and designed with the least advantaged residents in mind.
+ The public realm should be designed to be universally accessible, acknowledging the rights of people who are affected by barriers in the built environment.

Environment

+ The public realm can impact local air quality, and has the potential to reduce greenhouse gas emissions by encouraging residents to walk or cycle for local trips.
+ A well designed public realm considers the local hydrology, and can help to filter runoff and mitigate flood risk.

Economy

+ The quality of the public realm has the potential to positively impact real estate values, and to facilitate a reduction in transportation costs as residents choose to choose shop locally.
+ There is economic development potential in good public realm design through the creation of a business-friendly environment that supports a healthy local tourism industry.

3.4 Illustrative Examples

What should be the appearance of New Maryland's central areas when these strategic design priorities and objectives are taken into account? This question needs to be answered by custom-made design rules that will be established in the upcoming section of this document.

Examples from other communities can help to highlight which design elements work well in other contexts, and may indicate which lessons can be learned from these main street corridors. Since every community is unique and needs a visual language that reflects its own history and values, examples from other places need to be interpreted with some caution.

Each of the following pages shows a case study with some notable urban design and public realm features. None of these scenes are perfect, nor are they necessarily a type of streetscape design that would be suitable for New Maryland to copy. However, the case studies display design elements of interest and will introduce vocabulary to be used in later sections of this plan.

Photo credit: Google Maps


Use of decorative awnings
Clearly visible signage
Vertical articulation of stories
2-5m setback from the street
Rhythm of facade articulation

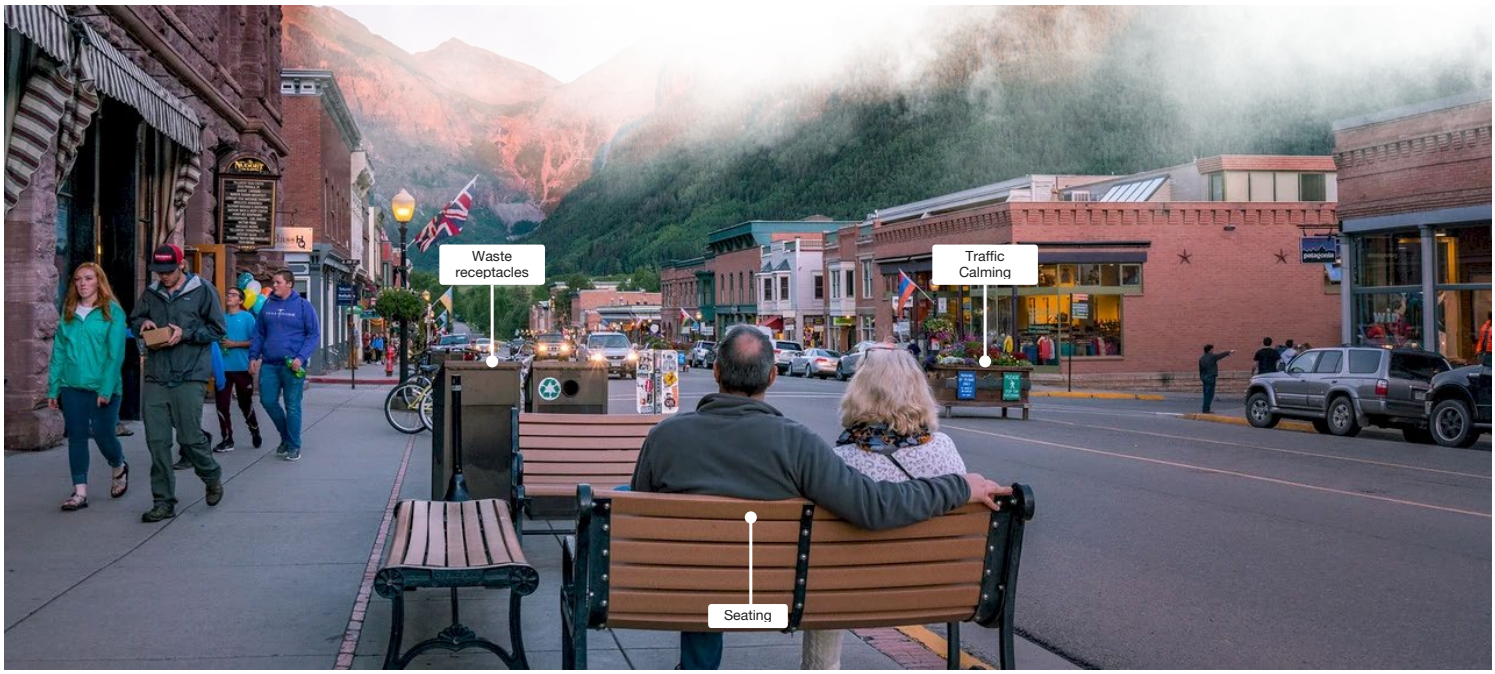

Limited number of materials used in the building
Facade articulation and rhythm using projections, recesses and balconies
Main entrance fronting the street and has direct access from the sidewalk
Vehicular circulation in the front limited to drop-off zone


Horizontal articulation of building into two parts
Lighting in regular interval
Parking on side of building
Vertical articulation of stories using string course
TENUE DE LIVRES
BOOKKEEPING
DOIRON PLUS
IMPÔTS
TAXES
Majority of ground floor is made of windows and doors (over 50% of wall)
Commercial entrance emphasized through recess in wall and pronounced black lintel.
Decorative street lighting


Articulation of roof line with emphasized corner
NO FRILLS
LCDL · NB · LIQUOR
CANNABIS NB
Tree planting
Pedestrian pathway through parking lot
Large windows
Landscaping
Seating opportunities
Buffer between parking and street
Main st


Limited number of colors and materials used in the facade
One style of lighting at regular intervals
Same style of signage located equidistantly from the columns
Over 70% of the building frontage is glazed
Horizontal and vertical alignment of windows
Ground floor has a height of at least 3m.
Same style of doors and windows used throughout the building
Silver Creek Realty Group
Vigor Law Group
PMZ
Primrose Bakery


Essential Business Concepts
Gary Patrick Salon
EXEC. OFFICES
For Rent
(925) 734-6300
Color Me Mine
The Paint-Your-Own Ceramics Studio
Passionate Athlete
Cantilevered passage on the upper floor acting as a covered walkway and entrance
Additional entrances located at the sides of the building
Doors partially or fully glazed
Clearly defined corner entrance


Waste receptacles
Traffic Calming
Seating


Tree planting
Decorative Lighting
Decorative Site furnishing
Seating
Bike Stands
Bump-outs and decorative planting


Pop-up Shops
Parklets
Pedestrian Crossing
Colorful Planting
THIRD BRANCH
WINES
The Café


Public art
Decorative Lighting

4 Draft Urban Design Standards

4.1 Introduction to Proposed Rules

The analysis of plans, policies and data related to New Maryland helped to form the first proposed approach to Urban Design Standards in the Village. The initial consultation and research of demonstrated good practice were also taken into account. All of these aspects were considered in this first draft of the design rules, as they are presented on the following pages.

The new design rules were only intended for the lands along New Maryland Highway, and would not extend into residential areas of the Village. Consequently, boundaries needed to be established to define areas where the proposed new rules would apply.

The resulting 'Design Standards Corridor' was generally proposed to be applied to the first two parcels of land from New Maryland Highway, or to the first 200 m from the road's centre line. Two central areas along the highway were identified, which are foreseen to develop as growth nodes of the community and will feature a higher standard of design in certain aspects.

The urban design standards were divided into two segments:

+ Rules for development including a commercial component, whether commercial only or mixed-use; and,
+ Rules for development of entirely residential buildings.

In order to ensure the municipality's ability to administer and enforce the standards, it is important that they are based on clear and measurable rules. However, added guidance on main street design can be still relevant for discretionary planning applications such as rezonings and development agreements, or for land owners who voluntarily want to exceed basic design requirements. Therefore, both the commercial + mixed-use and residential sections are divided into two distinct parts:

+ Standards; and,
+ Guidance.

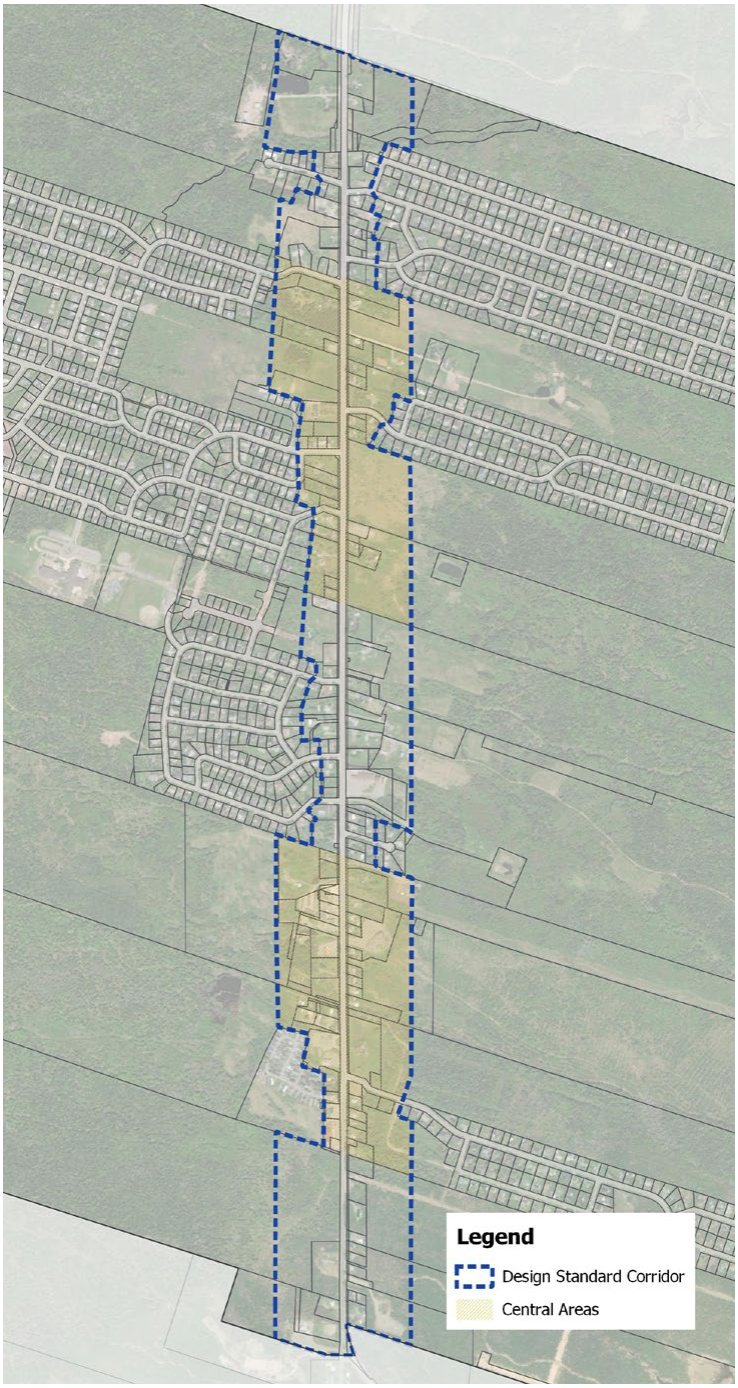


Figure 11: Design standard application area

4.2 Commercial + Mixed-Use Standards

4.2.1 Site Planning

Building Setbacks

i. 50% of a building's street walls should be parallel to the lot frontage and within 2 and 5 m from the front lot line to allow for a continuous street wall. (5 to 10 m outside of central areas).

ii. Larger front setbacks may be permitted for buildings with outdoor public spaces, decks and patios to attract and accommodate more people.

iii. On corner lots a minimum of the first 10 m of the building facades facing the front and flankage lot lines (as measured from the street corner) need to provide a street wall within 2 and 5 m from that respective lot line. (5 to 10 m outside of central areas), except for those areas required to maintain lines of visions at intersections.

iv. Where multiple buildings on a lot are allowed and planned, a building can be exempt from the street wall requirement if it is set back by at least 25 m from the lot frontage, and if the property's site plan leaves room for the development of a future building closer to the street.

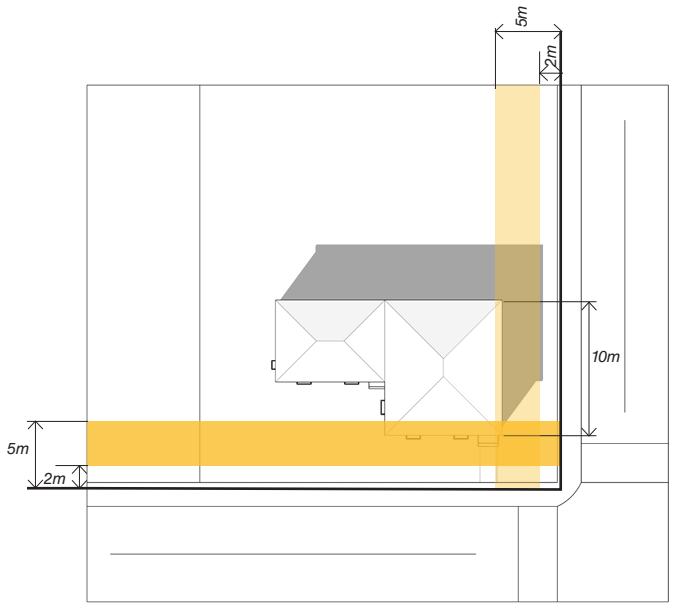


Figure 12: Street wall setback

Pedestrian Circulation

i. Pedestrian priority areas must be installed and defined through consistent use of materials (paving patterns), lighting, and other wayfinding elements that allow for a comfortable and safe pedestrian movement. These elements should be used to define walkways and sidewalks and clearly differentiate them from areas where pedestrians may encounter vehicular movement along their path (at drive aisles, intersections and crosswalks).

ii. On corner lots, pedestrian priority areas shall connect to sidewalks on both streets, thus creating a possible short cut of the street corner for pedestrians.

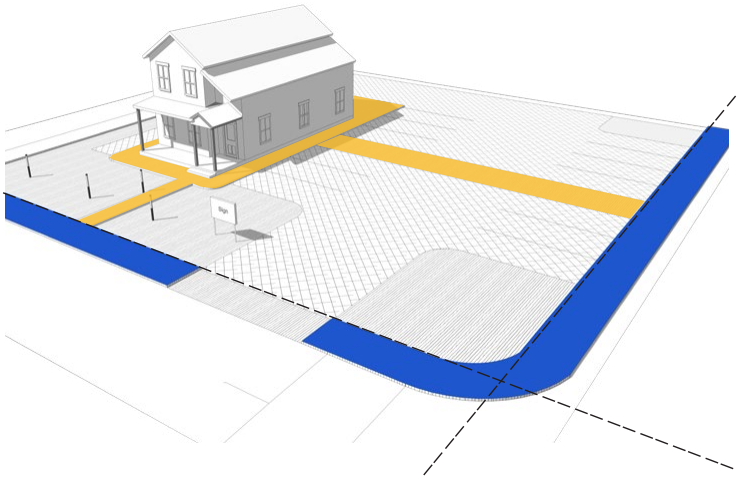


Figure 13: Pedestrian priority area (yellow) connecting to municipal sidewalk (blue)

Parking and Landscaping

i. Large areas of uninterrupted parking should be avoided. The parking lots shall not have more than 20 stalls in any direction without an interruption by landscaping of at least 2 m width.

ii. Combine parking lots of adjacent properties with shared driveways to allow for a better circulation of vehicles between adjacent sites. Provide for shared parking spaces wherever possible.

iii. Vehicular circulation in the front yards should be limited to single lane driveways and/or drop-off zones.

iv. Landscaped buffers of at least 1 m shall separate parking lots and driveways from any lot line, and at least 3 m from any lot line abutting a residential property.

v. Lot area which is not dedicated to buildings, parking, walkways or human activity should include one tree per 50 m^2 while respecting other rules on plantings (e.g. corner triangles).

vi. Every 10^{th} parking stall shall be equipped with underground wiring conduits which will facilitate future installations of electric vehicle chargers. Every 40^{th} parking space shall provide one electric vehicle charger.

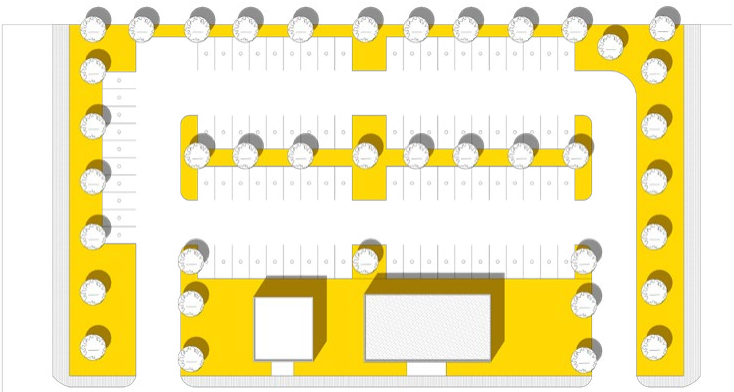


Figure 14: Maximum of 20 parking stalls

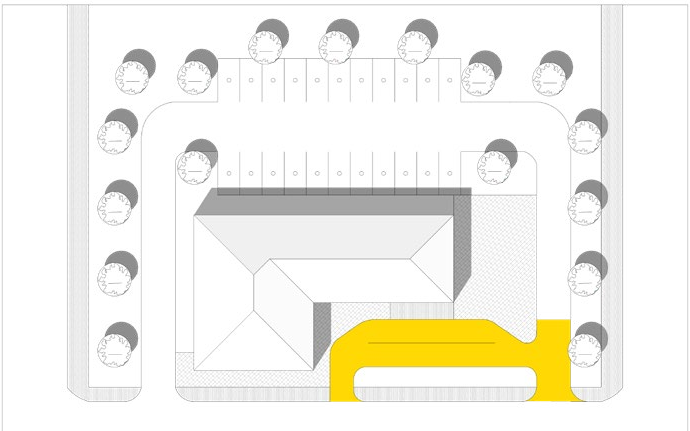


Figure 15: Drop-off area

4.2.2 Building Composition

Building Entrances

i. All new developments should be provide a clearly defined pedestrian entrance, to promote high visibility and make it more pedestrian friendly. The main entrance must be visually distinct from other openings in the street wall.

ii. All main entrances should be ornamented by one of the following:
- Awnings
- Emphasized door lintels
- Cantilevered roof
- Pilasters on the sides of the entrance
- Or none of the above if the entire ground floor is visually separated from upper floors by projecting string courses or cladding.

iii. All new developments should have their main commercial entrance fronting the street. Additional entrances may be located at the side or rear of the building.

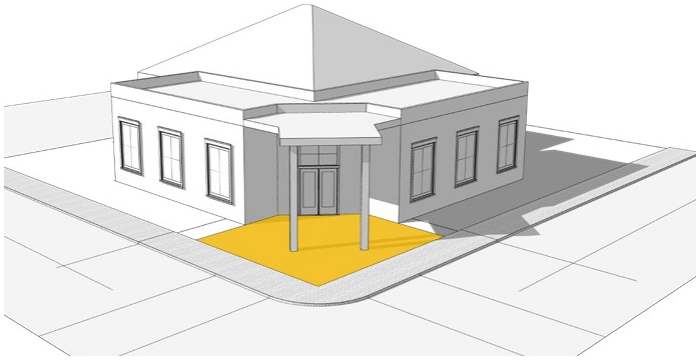
iv. Where secondary entrances exist, adequate lighting and visibility should be maintained to ensure pedestrian safety.

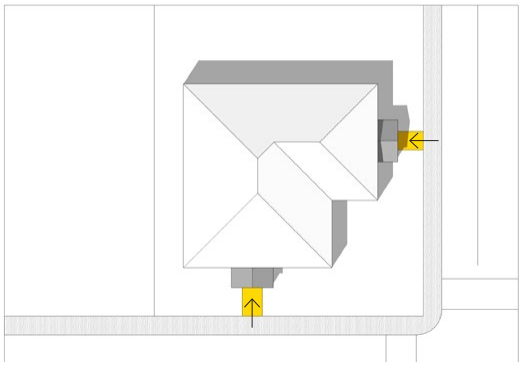
v. Buildings shall feature ground floor entrances within 0.3 m from the grade to every commercial use within a building.

vi. On corner lots, the building should have entrances on the corner within a bevel or on both lot frontages.

vii. The main entrances should have direct access from the closest sidewalk (no more than 125% of the shortest distance between entrance and sidewalk).

viii. Vehicular entrances to buildings shall be set back by at least 3 m from the street wall.





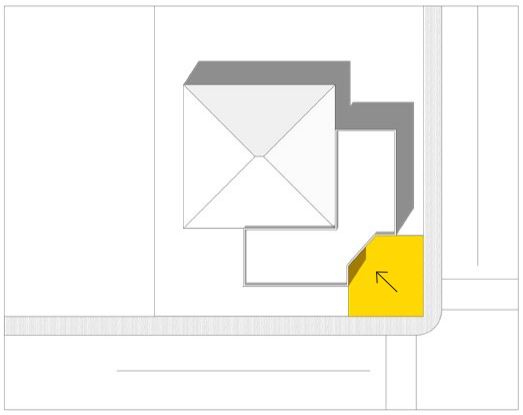


Figure 16: Corner lot entrances

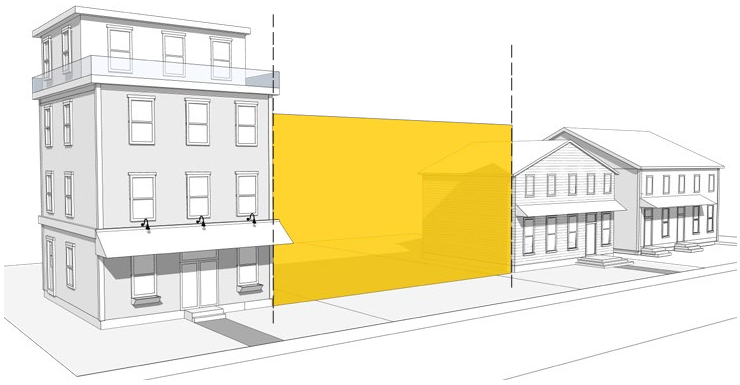


Figure 17:Section of a street wall to be filled

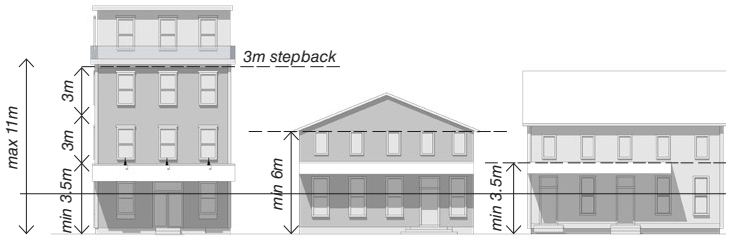


Figure 18:Streetwall and stepback

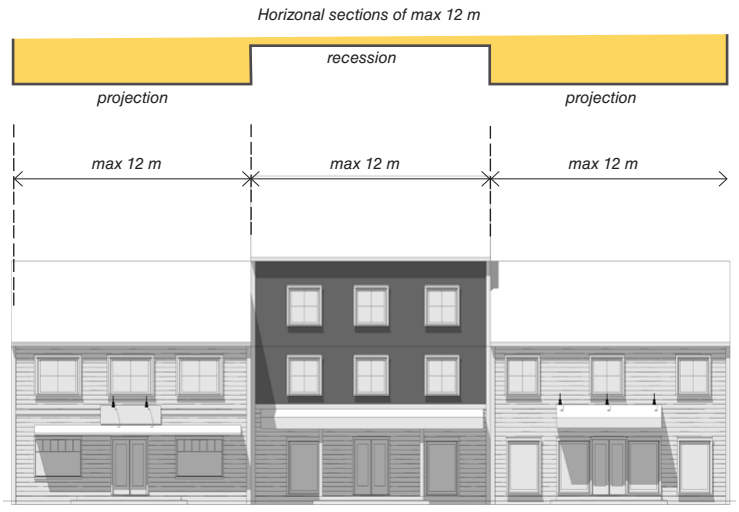


Figure 19: Facade articulation

Building Heights and Proportions

i. Buildings shall have a minimum streetwall height of 6 m in the central areas.

ii. After the maximum streetwall height of 11 m in central areas / 7 m outside of central areas, a stepback of 3 m is required or the next storey must be developed within the attic of a roof.

iii. A minimum floor-to-floor height of 3.5 m (or equivalent to the adjacent property) must be maintained at street level to provide a strong street presence and pedestrian interest.

iv. Stories above the ground floor should have a floor-to-ceiling height of minimum 3 m.

Facade Articulation

Buildings should typically be divided vertically and/or horizontally into symmetrical façade units called bays. This can be done through recession or projection of walls, and symmetrical spacing of pilasters and columns.

i. Facades shall be broken into sections of up to 12 m (if they exceed that width), using architectural elements such as projections, recesses, awnings, color, texture, and/or landscaping to reduce the continuous massing of the front elevation.

ii. In the first storey, blank walls without any articulation or windows may not exceed a horizontal length of 5 m.

iii. New mixed-use buildings should have identifiable vertical articulation that distinguishes the ground floor from the upper floors. For example: projections, change in materials, window treatments, string courses after first floor, signage bands etc.

Roof Articulation and Alignment

i. Roof pitches should be between 4:12 and 9:12. Steeper roof pitches or oversized roofs that are incompatible with the building styles and visual continuity of the streetscape should be avoided.

ii. Roof pitches below 4:12 may be still permitted if they contain green roofs, and/or landscaping designed by a landscape architect.

iii. Developments next to registered heritage buildings should mimic the roof materials, direction, and pitch of the neighbouring buildings.

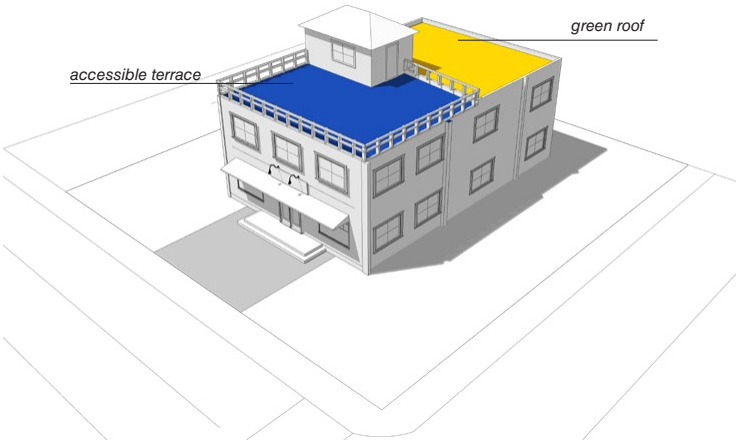


Figure 20: Green roofs

Screening

i. Mechanical and utility components should be located on the side or rear of the buildings and should be thoroughly screened with fencing and/or landscaping, with appropriate space for servicing.

Awnings, Canopies and Articulation

+ Awnings should have a minimum clearance of 2.5 m from the floor level, depending on whether the entrance is on, or above grade. If there are stairs and a landing leading to the main entrance, the clearance height should be measured from the finished floor level.

+ Awnings should project at least 1 m and a maximum of 2 m from the wall. Retractable awnings may be used to provide shade in the patios and decks.

+ Awnings and canopies may be permanent or retractable. However, they should be designed to match the main structural elements of the lower façade. They should also match the overall design of the storefronts.

+ Covered walkways and porticoes are encouraged for pedestrian convenience and protection from extreme weather conditions.

Figure 21: Typical rural commercial awning

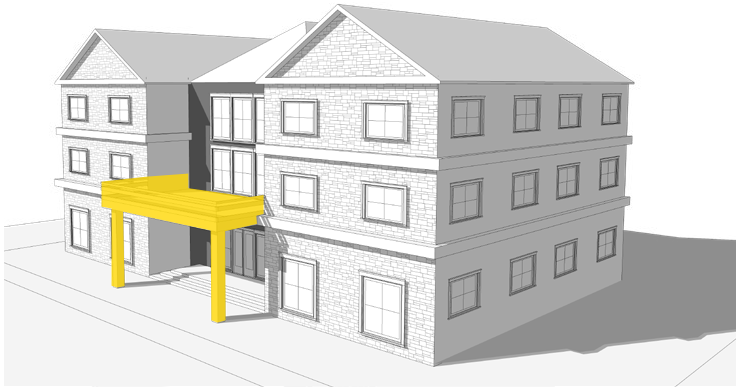


Figure 22: Canopies

+ Architectural detailing, landscape elements, signage and lighting should be incorporated into their design to emphasize the entrance, thus promoting their use.
+ A single style of canopy or awning should be used for the length of the building's facade, regardless of how many storefronts exist within that frontage.
+ If the second storey is cantilevered up to 2 m in the front, it can act as a covered entrance.

Door and Window Style

+ Doors to commercial uses must be partially or fully glazed.
+ Clear glass is preferred over tinted glass to promote a high level of visibility and mirrored glass should be avoided at the street level.
+ The main entrance must be visually distinct from other openings in the building.

The door and window types, material, shape and size should complement the architectural style of other buildings on the same lot.

Placement and Alignment

+ Doors to commercial uses must be partially or fully glazed.
+ Windows on all facades should be vertically and horizontally aligned with each other, and with other features of the building.
+ At least 60-75% of the building frontage on the ground floor should be glazed, allowing views of the building use and creating visual interest for pedestrians. Second floor commercial window coverage should be minimum 40-50%.
+ Windows on upper residential floors should cover between 25-40% of the second storey facade.
+ Wrap-around corner glazing is encouraged in corner buildings to promote higher visibility and pedestrian use.
+ Windows should be located to maximize daylighting, and to promote a sense of transparency from the main street. Clear glass is preferred over tinted or mirrored glass for better visibility. Mirrored glass should be avoided.

Figure 23: Vertical and horizontal window alignment

4.2.3 Materials and Colour

Exterior Materials

+ No more than 4 colors in the color palette are permitted for a single façade, excepting facial wall and pylon signs.
+ The buildings must have the same color scheme in all the facades.
+ If the projections, recesses or bay windows in the buildings are painted differently, they must have the same color on all 3 sides (front and 2 sides)
+ Corner projections must have the same material and color (or the same combination) on all surfaces, and should complement with the other materials and colors used in the building.

Figure 24: Window signs

4.2.4 Signage and Display

Location

+ Signages should be erected below the second storey windows.

Style, Scale and Proportion

+ If canopies are used below the second storey windows, signs should be attached to them to make them easily visible to the pedestrians.
+ Window signs should not exceed 20-30% of the window surface.

4.2.5 Lighting Fixtures

+ Spacing of wall-mounted lighting fixtures must be at regular intervals.
+ A single row of lighting (both wall-mount and free standing) must not include more than one style of lighting fixture.

4.3 Commercial + Mixed-Use Guidance

4.3.1 Siting

Site Planning

+ The inner side yards may be used for patios, informal seating, pedestrian connections and public art.
+ All service areas should be located in the side or rear, and screened from the main street.
+ Transit shelters and seating may be integrated into new buildings wherever possible/appropriate.
+ Front yards that act as public spaces/transition spaces should incorporate a barrier-free access to the building, and urban design elements such as seating, planting beds or hedges, and adequate lighting.

4.3.2 Building Composition

Facade Articulation

+ Where used, architectural features such as a porch, deck, or a bay window should wrap around the corner of the building to achieve a seamless transition from the front to the sides. A similar level of architectural detailing should be used in both frontages, including façade articulation, glazing, signage etc.

Rhythm

+ Repeated elements, such as columns or windows, should be used to create a sense of rhythm, through proper spacing and alignment.
+ Skylights, roof windows and dormers are encouraged.

Roofs

+ Pitched roofed buildings should incorporate, gables, dormers, front-facing accent roofs to emphasize the entrances and create interesting elevations that add variety and visual interest.

Green Roofs and Terraces

+ Green roofs, and terraces with plantings and pedestrian access are encouraged.
+ Accessible roof gardens may be incorporated in the corner buildings to give prominence to the two frontages, and create visual interest.

Exterior Staircases and Landings

+ Fire escape staircases are not permitted in the front yard. They should be located on the side or rear frontages of the building.
+ Landing and stairs connecting to the first storey are permitted in any yard. However, they should be compliant with the setback requirements.

4.3.3 Materials and Colour

+ Front and side elevations should have a consistent type and quality of materials and windows. Exterior cladding materials of the new developments should be compatible with the architectural style of the building and the adjacent buildings.
+ New construction should include building materials such as brick, natural or synthetic stone, wood, concrete (pre-cast and cast in-situ), textured stucco, and high quality clear or lightly tinted glass as windows or curtain walls.
+ The number of different materials used on a single façade should be limited, in order to maintain a consistent design language/expression throughout the corridor.

+ All materials must be high quality, durable and appropriate for the climate of New Brunswick.
+ Colors used in the new buildings should complement each other.

4.3.4 Signage and Display

Location

+ When a building accommodates multiple businesses, the size and location of their walls signs should be consistent.

Quality

+ Signs may be of any style but must be of durable and high quality.

4.3.5 Visibility and Lighting

Location

+ Building entrances and parking areas should be well lit to promote pedestrian safety.
+ Building walls facing a street should be well lit to create an inviting pedestrian environment.

Style

+ Special building or landscape features are encouraged to be emphasized with accent lighting to create visual interest.
+ Canopies and awnings at entrances should be appropriately proportioned to the size of the building. They should not obscure the building.
+ Lighting style should be harmonious with other design and structural elements of the facade, and other streetscape furniture.
+ Lighting should be incorporated in the signage and wayfinding elements wherever appropriate.
+ Exterior lights should be pointed downward, to prevent glare and/or light trespass onto neighbouring properties.

4.4 Residential Standards

4.4.1 Siting

Building Setbacks

i. 50% of a building's street walls should be parallel to the lot frontage and within 5 and 15 m from the front lot line to allow for a continuous street wall.

ii. Where multiple buildings on a lot are allowed and planned, a building can be exempt from the street wall requirement if it is set back by at least 25 m from the lot frontage, and if the property's site plan leaves room for the development of a future building closer to the street.

Entrances

i. All new apartments within central areas should have their main entrance fronting the street. Additional entrances may be located at the side of rear of the building.

ii. In all residential developments, main entrances should have direct access from the closest sidewalk (no more than 200% of the distance of the shortest line between main entrance and closest sidewalk).

iii. Fire escape staircases should be located on the side or rear yard.

Accessibility

i. Entrances should be at or over grade; split level or sunken entrances are not permitted.

ii. Entrances to the multi-unit dwellings above grade must be accessible by stairs (riser no more than 0.15 m) and appropriately sloped access ramps (1:12 ratio).

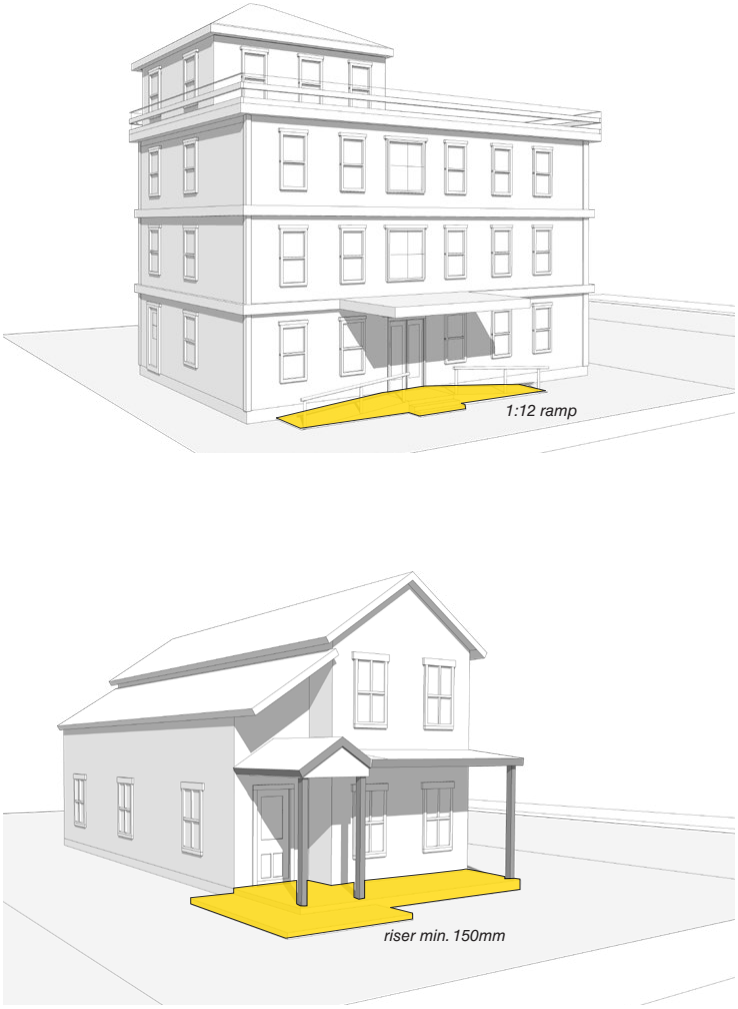


Figure 25: Accessibility Rules

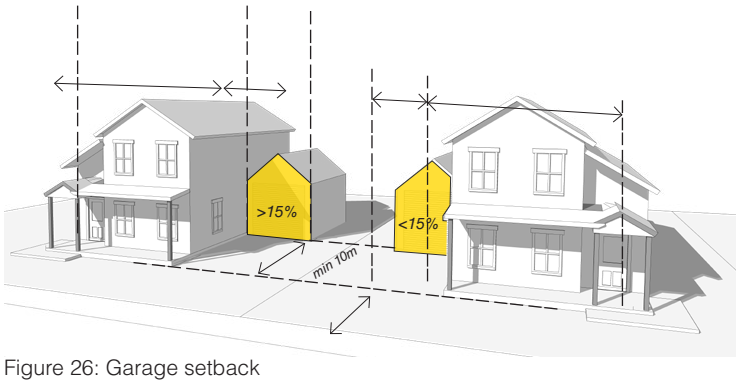


Figure 26: Garage setback

Garages and Servicing

i. Where garages are integrated into the main building on a lot, garage doors facing the lot frontage (i.e. in the front elevation of a building) may not exceed 15% of the building's front elevation, unless they are set back by at least 10 m from the building wall closest to the lot frontage.

4.4.2 Site Planning (apartment buildings only)

Pedestrian Circulation

i. Pedestrian priority areas must be defined through consistent use of materials (paving patterns), lighting, and other wayfinding elements that allow for a comfortable and safe pedestrian movement. These elements should be used to define walkways and sidewalks and clearly differentiate them from areas where pedestrians may encounter vehicular movement along their path (at drive aisles, intersections and crosswalks.

Parking and Landscaping

i. Large areas of uninterrupted parking should be avoided. The parking lots shall not have more than 20 bays in any direction without an interruption by landscaping of at least 2 m width.

ii. Vehicular circulation in the front yards should be limited to single lane driveways and/or drop-off zones.

iii. Landscaped buffers of at least 1 m shall separate parking lots and driveways from any lot line.

iv. Lot area which is not dedicated to buildings, parking, walkways or human activity should include one tree per 50 m^2 while respecting other rules on plantings (e.g. corner triangles).

4.4.3 Building Composition

Building Heights and Proportions

i. Buildings shall have a minimum streetwall height of 6 m in the central areas.

Façade Articulation and Building Features

i. Facades shall be broken into sections of up to 12 m (if they exceed that width), using architectural elements such as projections, recesses, awnings, color, texture, and/or landscaping to reduce the continuous massing of the front elevation.

ii. In flat roofed buildings (below a pitch of 4:12), the top storey should step-back a minimum of 3 m from the street wall. The step-back may be used as a green roof or as an accessible terrace.

iii. All new dwellings shall have a porch/deck oriented toward the main street, at least 1.5-2 m in depth.

Roof Articulation and Alignment

i. Roof pitches should be between 4:12 and 9:12 to reflect the 'rural charm' theme.

ii. Roof pitches below 4:12 may be still permitted if they contain green roofs, and/or landscaping designed by a landscape architect.

iii. Developments next to registered heritage buildings should mimic the roof materials, direction, pitch of the neighbouring buildings.

iv. Exhaust flues should be located within 0.5 m the roof ridge.

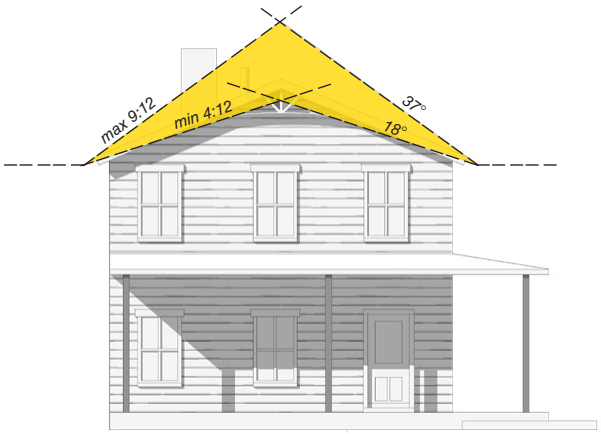


Figure 27: Roof pitches

Screening

i. Mechanical and utility components of the new developments should be located on the side or rear of the buildings and should be thoroughly screened with fencing and/or landscaping, with appropriate space for servicing.

4.4.4 Materials and Colour (apartments only)

i. Front, flankage, and rear elevations of corner lots should carry a consistent type and quality of materials and window treatments

ii. The number of different materials used on a single façade should be limited, in order to maintain a consistent design language/expression throughout the main street.

iii. No more than 4 colors in the color palette should be used for a single façade

iv. Colors used in the new buildings should complement each other buildings on the same lot.

4.4.5 Lighting Fixtures

i. Spacing of wall-mounted lighting fixtures must be at regular intervals.

ii. A single row of lighting (both wall-mount and free standing) must not include more than one style of lighting fixture.

Figure 28: Rows of light fixtures

4.5 Residential Guidance

4.5.1 Siting

Parking and Landscaping + Outdoor Furniture

+ Shared driveways and curb-cuts are encouraged for adjacent properties and multi-unit housing buildings.
+ A landscaped transition should be provided between the sidewalk and the face of the building.
+ Front yards that act as public spaces/transition spaces should incorporate a barrier-free access to the building, and urban design elements such as seating, planting beds or hedges, and adequate lighting.

Garages and Servicing

+ Mechanical and utility components of the new developments should be located on the side or rear of the buildings and should be thoroughly screened with fencing and/or landscaping, with appropriate space for servicing.

4.5.2 Building Composition

Façade Articulation and Building Features

+ Architectural elements used in the façade of residential buildings should recognize its local context.
+ On corner sites, architectural features such as a porch, deck, or a bay window should wrap around the corner of the building to achieve a seamless transition from the front to the sides. A similar level of architectural detailing should be used in both frontages, including façade articulation, window treatments, etc.
+ Front and side elevations should have a consistent type and quality of materials and windows.

Rhythm

+ Repeated elements, such as columns or windows, should be used to create a sense of rhythm, through proper spacing and alignment.
+ The rhythms of similar but not identical details and architectural elements should be consistent, in order to reinforce the streetscape and a strong image of the Village.

4.5.3 Openings and Entrances

Placement and Alignment

+ Windows on all facades should vertically and horizontally align with each other, and other features of the building.
+ Building facades that face streets, parks and open spaces should include a generous amount of windows/ openings to maximize daylighting, and to encourage a strong visual connection between the dwellings and the main street and park spaces.

4.5.4 Roofs

+ Front-facing roofs should include accent gables, dormers and/or other detailing to emphasize the main entrance.
+ All metal chimneys should be boxed-in and finished with cladding.
+ Pitched roofed buildings should incorporate, gables, dormers, front-facing accent roofs to emphasize the entrances and create interesting elevations that add variety and visual interest.

Green Roofs and Terraces

+ Green roofs, and terraces with plantings and pedestrian access are encouraged.
+ Accessible roof gardens may be incorporated in the corner buildings to give prominence to the two frontages, and create visual interest.

4.5.5 Materials and Colour

+ New construction should include building materials such as brick, natural or synthetic stone, wood, concrete (pre-cast and cast in-situ), textured stucco, and high quality clear or lightly tinted glass.
+ Corner projections must have the same material and color (or the same combination) on all surfaces, and should complement the other materials and colors used in the building.
+ All materials must be high quality, durable and appropriate for the climate of New Brunswick.

5 Public Realm Guidelines

5.1 Preamble

This section is intended to assist the Village of New Maryland in realizing the growth objectives of the 'Village Strategic Plan' and the 'Municipal Plan', thus guiding the development of a stronger Village core that attracts services, amenities, and opportunities for active living.

At a fundamental level, the public realm should be a place where people feel safe and comfortable, but it can also be a place that offers recreation and promotes social interaction. Thoughtfully designed public spaces can enrich the quality of life in the community by providing stimulating and enjoyable amenities that meet the needs of a wide range of users.

Well designed public spaces make it easy for people to get around the community on foot or by bicycle, and are flexible to respond to future changes in use, lifestyle, and demographics. Public spaces should be therefore designed to be future-proof. They should be resilient to climate change, minimize energy use, and work with the characteristics of the local geography.

Residents of New Maryland have access to extensive parks and open spaces suitable for a broad range of uses, but these spaces do not engage directly with the Village's main artery. This plan proposes a set of new open space types that would integrate with streetscape improvements along New Maryland Highway, and offer range and flexibility in both form and function.

This section includes a set of guiding objectives for the public realm, a hierarchy of public spaces, and a catalogue of standard design elements that are commonly featured in well designed public spaces.

The Village core along New Maryland Highway has the potential to reflect the local character and community identity of each unique subdivision and New Maryland as a whole. To achieve this, standard furniture, fixtures, materials, and patterns that reinforce the 'village feel' are called for throughout the project area.

"The Village is committed to maintaining a strong sense of community and enhancing our Village motto – Progress and Harmony.

Future goals will focus on enhancing the water supply and storm water systems, promoting active lifestyles and many other initiatives."

Village of New Maryland Strategic Plan

5.2 Public Realm Categories

When designing public spaces in any municipality, there is a wide range of public realm elements that appear desirable. A challenge for detailed space design often consists in the task to select which elements should be included in a particular location. This document aims to support the municipality in this endeavour by creating standards through a hierarchy of public spaces.

The following page matches each open space category with actual locations on the map of New Maryland Highway. Since the surroundings of New Maryland's main artery still contain large amounts of greenfield land, the locations of these designations are expected to evolve. New anchor developments can trigger the need to move some of these public space designations or to mark new locations on the map. However, these changes will be accommodated through graphical map amendments to the plan, and will not necessitate a redesign of the categories themselves.

With this functioning of the framework in mind, the following public space categories are introduced to the plan:

The Village Square

The highest order of civic public realm may be called the 'village square', capable to host large gatherings and community events such as farmers' markets, outdoor movie nights, concerts, or festivals. Only one or two places in the Village should receive such a designation.

The square would include features designed by landscape architects and ensure barrier-free universal access. It should feature a combination of flexible open spaces, seating, and lighting, and should be framed by large trees. The integration of a public art feature within the square is encouraged.

Parks

Another form of major public realm destination can be created through parks. They offer a less rigid setup typically involving more natural elements. However, parks can also include formal elements for organized sports such as ball fields, hockey rinks or running tracks. Where feasible, these spaces should be connected to active transportation routes in order to provide a continuous and universally accessible and safe routes for pedestrians and cyclists. Direct access to these routes should be visible from the street, and prominent nodes should be established in places where the parks network and street network intersect.

Small Plazas

Similar to the village square but smaller in size, small plazas can help to reinforce a local neighbourhood character. They can serve as secondary gathering places, and support older adults with more shade trees and a higher frequency of places to rest. Potential programming includes small informal gatherings, local events or performances, and outdoor classes.

Parkettes

Small amenity spaces that offer tiny, low-budget islands for public interaction may be called 'parkettes'. These spaces can be provided at street corners, in front of public buildings or in other locations where little public land is available.

Parkettes are small in character and can make seating opportunities more pleasant, create shade in waiting areas or buffer unpleasant views. Opportunities exist to incorporate food producing community gardens into parks and other public open spaces, where appropriate.

Parklettes along the corridor should be open to the street and well lit to achieve their maximum utility at all times of day.

Sidewalks, Cycling Lanes and Trails (Connective)

The realm of the road right of way that is not covered by roadway, i.e. the area behind the roads curbs, is the connective tissue in the public realm network. Every stretch of sidewalk counts to this type of public space, and so do

trails and cycling lanes. Residents of the community will spend much time on these types of public spaces when walking or cycling between various destinations in the Village. Therefore these seemingly insignificant spaces are in fact of great importance, and need to be guided by common minimum requirements.

At a minimum, adequate space should be provided for two people to walk comfortably side by side throughout the entire pedestrian network. In areas that experience higher pedestrian volumes, such as near busy intersections, the minimum pedestrian clearway should be 3.5 m.

Wherever opportunities exist, links should be made with major destinations such as schools, parks, commercial hubs, and other community facilities. Cycling lanes should be grade-separated from motor vehicle traffic by default, and where cycling lanes cross or run adjacent to a plaza or significant public space, a differentiating band of colour or surface material should be used to delineate the cycle lane. Cyclists should be encouraged to reduce their speed and yield to pedestrians in these shared spaces.

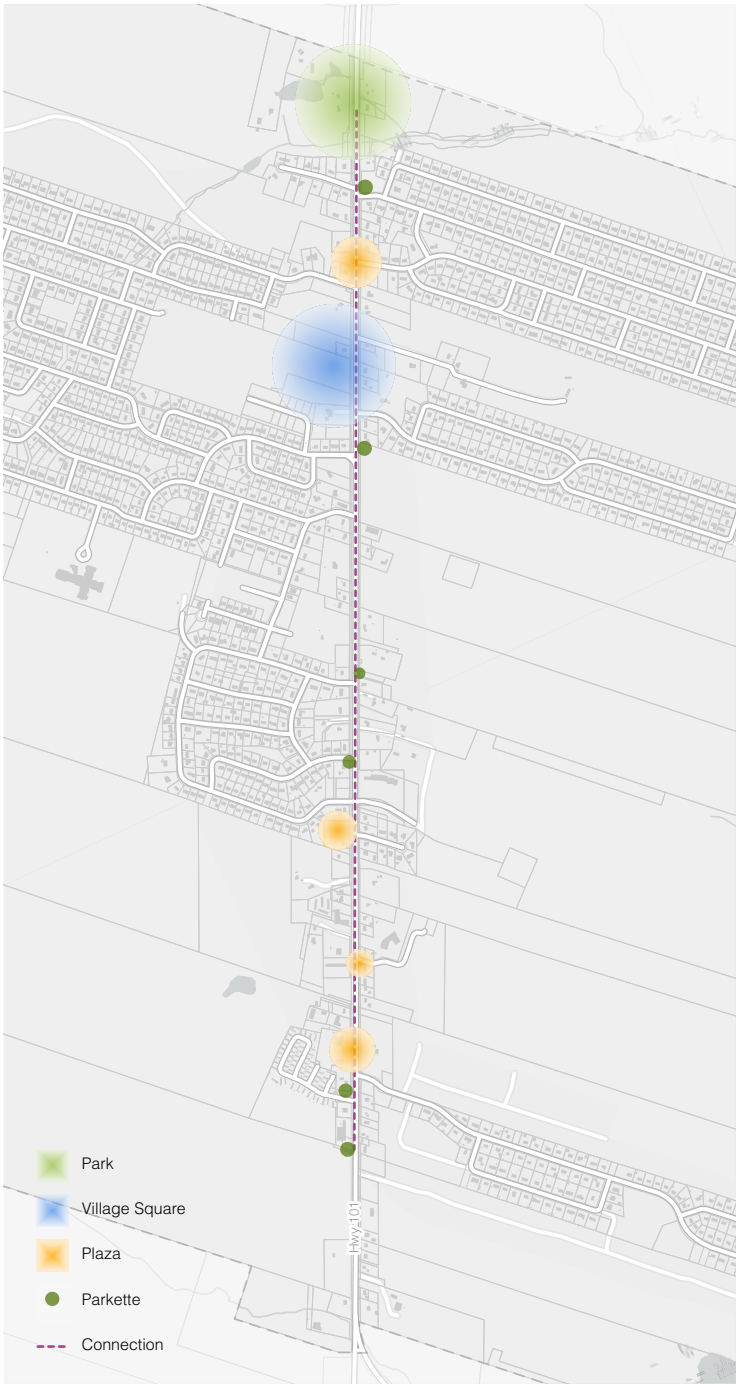


Figure 29: Proposed hierarchy of public spaces in New Maryland

5.3 Public Realm Design Elements

The quality of the public realm will depend on the elements that are included. This section describes a preliminary set of design elements and provides guidelines for how to integrate them as part of the public realm in New Maryland.

5.3.1 Street Furnishings

Lighting

Street lighting can help to create a consistent pedestrian environment while also providing opportunities to bring life to the street or announce the public nature of certain places. Lamps should be oriented so as to reduce light pollution and add to the public realm experience. Pedestrian scale lighting should be used in proximity to parks, trails, and public plazas.

Energy efficient LED lights should be installed in all new locations, and older luminaries should be replaced with newer LED lights over time. Light pole standards should be of a consistent style and colour throughout the corridor.

Figure 30: Street Lighting in the Village

Seating

Public seating is an important part of the public realm, and can facilitate gatherings of various sizes. Wherever possible, seating should be integrated into the design of planters and retaining walls. Where integrated seating is not possible, a standard bench should be used. Where seating is provided in public-private spaces, the same standard bench should be used.

Wherever appropriate, new seating should be provided as part of any new construction or road works, and integrated into public spaces wherever possible. The amounts of seating space offered should be commensurate to the type of public space provided. A parkette will typically only need to offer between four and six seats. Parks and plazas will have significantly higher capacities.

Figure 31: Group Seating Opportunities

Planters

Using planters is a great way to add visual interest to public spaces, especially in hard-scaped areas where soil plantings are not possible. This element of public spaces can break up plazas, parking spaces or frame entrances to public buildings.

Waste Receptacles

Separated garbage and recycling receptacles should be placed in tandem throughout the corridor, in alignment with the municipal blue and grey box collection programs. The size of the receptacle should reflect the amount it is expected to be used. Rather than one large receptacle, smaller receptacles that are emptied more frequently are preferred. In most areas, a 30 to 50 gallon container is adequate. Materials should be graffiti-, fire-, rust-, and stain-resistant.

Locations should be chosen based on where they are convenient for people to use, such as at busy intersections close to crosswalks, next to food vendors, in plazas, outside major building entrances, and near other street furniture such as benches or bike racks.

Figure 32: Planters

Drinking Fountains

Drinking fountains are an important feature for equitable usage of public spaces, which should be integrated at plazas and trail junctions throughout the corridor.

Figure 33: Typical public drinking Fountain

5.3.2 Natural Plantings

Trees

The street tree canopy plays an important role in the design of the public realm by providing shade and visual interest, improving biodiversity, air quality, rainwater management, and enhancing the character of the street.

Street tree species should be selected to suit the existing street, and to complement existing tree species. In 2021, street trees planted in the Village of New Maryland included Bur Oak, Red Maple, Sugar Maple, Ivory Silk Lilac, Ruby Slipper and Red Oak.

Soil improvement can help to increase rainwater infiltration capability and the lifespan of the tree. Directing rainwater into the ground through improved soil assists with rainwater management and irrigation for street trees. New or upgraded boulevards should integrate linear soil trenches with structural soil under sidewalks and cycling lanes whenever possible.

In considering both shrub and tree planting, ensure that tree placement allows sufficient room for mature plant growth and that sightlines for pedestrians and vehicles will not be compromised. Columnar trees should be used in constrained locations where there is potential for clipping from moving traffic, such as adjacent to right turn lanes. Within such constrained locations and other visibility clearance areas, vegetation should be kept below 0.75 m relative to adjacent roadway grade.

Figure 34: Existing tree canopy on New Maryland Highway

Community Gardens

A community garden is a piece of land gardened or cultivated by a group of residents. Typically the land is divided into individual plot, and each individual gardener is responsible for their own plot and can harvest their own produce. While residents of New Maryland have typically large properties that could accommodate individual gardening, there is an important social component to community gardening projects: residents exchange farming

Figure 35: Community Garden in Sunrise Estate Subdivision

techniques, learn from each other and build or expand social ties while doing all of that. Community gardens work also well in cooperation with schools, and can serve as instructive, real-world classroom settings for students of all ages.

Boulevard Gardens

The boulevard is the area between the street curb and the sidewalk that is typically planted with grass. In place of grass, boulevard gardens can add texture and diversity to the street, adding to the local street character and increasing community pride. They can also help to intercept rainwater runoff from the roadway, improving water quality and mitigating flooding impacts. They promote ecological diversity, providing habitat for birds, butterflies, and other pollinators. Boulevard gardens also introduce 'side friction', the concept that where there is more visual interest along the roadside, drivers tend to slow down.

Boulevard planting can be implemented in bump-outs, and other areas where the boulevard is wider or can be widened through the replacement of on-street parking. They can also be integrated into mid-block bump-outs that frame mid-block pedestrian crossings, and at entrances to trails and other significant active transportation connections.

Bioswales

Where ditches are filled in and sidewalks created, every public realm next to a road needs to deal with stormwater management. Plazas and larger hardscaped public realm features need to deal with the same. Regular approaches to stormwater management can be efficient, but often give public spaces an 'engineered' and artificial look. Bioswales are a good alternative to stormwater management. Soil and plantings provide opportunity for stormwater retention and slow release into the environment, while the plantings within a swale act essentially as landscaping and beautification features. Care needs to be taken in the choice of plants, to ensure they have a high tolerance for wet grounds.

Figure 36: Boulevard Garden (Image credit: City of Vancouver)

Figure 37: Bioswale example (Image Credit: Google Maps)

5.3.3 Street Elements

Gateway Features

A community gateway should be located at the principal entrances to a community, and is often located at a major intersection. The gateway can be reinforced by the orientation of adjacent buildings to frame the intersection, and can be accentuated by special public spaces that feature decorative landscaping elements, pedestrian islands crosswalk treatments, street lighting, and public art.

Community identity should be reflected in a gateway that welcomes the public into the Village. There is an opportunity to build upon the welcome sign at the north end of New Maryland Highway, establishing a grand entrance that improves comfort and accessibility for pedestrians at the trail crossing there.

Another gateway could be established at the southern end of the Village to frame the urban area from both ends of the main street.

Median Islands

Important public realm locations such as village squares or plazas should include design features in the roadway that indicate the importance of the locations to drivers. Median islands are a suitable indicator to show drivers that they have left the regular 'highway realm' and enter an area where pedestrian activity can be expected. For the latter reason, these islands also 'pair well' with gateway locations, since they can indicate the beginning and end of a community.

Islands can be combined with crosswalks. They can improve pedestrian safety, visuals of the street or both.

Mid-block connections

Mid-block connections improve pedestrian and cycling connectivity, and encourage active travel by making the Village easier to navigate on foot or by bike. Opportunities to expand the active transportation network with new mid-block multi-use path connections should be considered where

Figure 38: Median islands with + without pedestrian crossing in Fredericton

Figure 39: Gateway signage

possible, and especially in locations where travel routes from the trails master plan meet New Maryland Highway.

Corner Bump-outs
In cases where new development results in street improvements, corner bump-outs should be considered. Bump-outs have the benefit of decreasing the pedestrian crossing distance, and also provide opportunities to integrate public seating and rainwater management.

Roundabouts
An increasingly common form of traffic management to be found in Atlantic Canada are roundabouts. Similarly to median islands, they change the character of the road and highlight the entrance to a new segment of the roadway.

Crossings
Crosswalks should be considered in areas with high pedestrian and motor vehicle traffic volumes. Crosswalks should be visually different from the road surface, and should be universally accessible. Accessibility features should be included, Tactile Strips)

5.3.4 Accessibility Features (for all street elements)

Audible Signals
Mid-block connections improve pedestrian connectivity, increase access to commercial services, create a safer walking environment, and encourage active travel by making the Village easier to navigate on foot or by bike. There may also be opportunities to integrate planting and rainwater management at these locations.

Tactile Strips
Tactile paving is a system of textured ground surface indicators found on stairs and railway station platforms, to assist pedestrians living with impaired vision. Tactile warnings provide a distinctive surface pattern of truncated domes, cones or bars, detectable by a long cane or

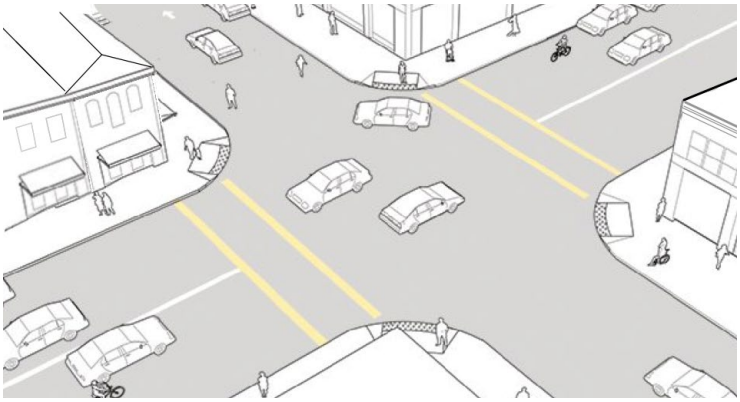


Figure 40: Intersection before bump-out treatment (adapted from NACTO)

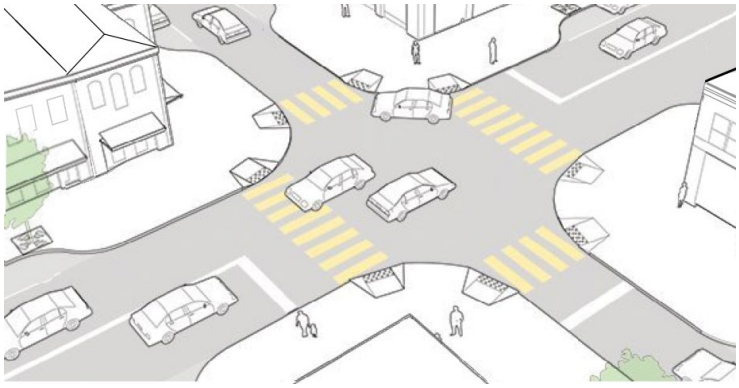


Figure 41: Intersection after bump-out treatment (adapted from NACTO).

Figure 42: Tactile strip (Image credit: J.smith, CC BY-SA 2.5)

underfoot, which are used to alert the vision-impaired of approaching streets and hazardous surface or grade changes.

Shading Canopies
During the increasingly hot summers of our changing climate, shading becomes a necessity for active transportation during heat events. Older adults and children are especially dependent on the availability of shade, especially in seating and resting areas.

While shading can be naturally provided by trees, this is not always feasible or the best option for every setting. Shading canopies can be a viable alternative in these cases and provide added visual interest.

Accessible parking
For buildings accessible parking is required through provisions of the bylaw. For public spaces, the municipality needs to apply discretion to estimate the right amount of accessible parking in each case. Accessible parking spaces need to meet the minimum dimensions from the bylaw and be provided in the larger public realm categories.

5.3.5 Wayfinding and Signage

Wayfinding includes signs, maps, and kiosks that present helpful orientation information. These elements should be clearly visible for pedestrians, cyclists, and motorists, and located at key decision points such as entry and exit points, intersections, and destinations. A parallel wayfinding signage system should be developed for the trail network.

Wayfinding should be coordinated with light standards and other street furniture so as to reduce signage clutter and maintain a pleasant street character along the corridor by minimizing the number of poles and posts. Wayfinding signage should present a clear and consistent message, and the sign format should easily accommodate changes or additions over time.

Figure 43: Shading canopy

Figure 44: Wayfinding signage for snow mobiles in New Maryland

Figure 45: Trail signage in Fredericton

UPLAND

Figure 46: Wayfinding post (left) in Lunenburg NS

Directional signs provide the necessary information to circulate drivers and pedestrians through the area. These signs must be located at key decision points such as entry and exit points, intersections and destinations.

Identification signs mark the location and name of premises within the Main Street area. They include the name or function of the building or space and also include entrance signs, markers or banners.

Orientation signs can be maps, directories, or kiosks that present information that helps people to orient themselves within an area. They typically include a "you are here" indicator for users to find their whereabouts quickly and easily.

Regulatory signs indicate the "rules" and protocols of a place. Examples of regulatory signs include parking signs, "no smoking" signs, or traffic control signs.

5.3.6 Bicycle Parking

Bicycle parking spaces should cater to a wide range of types of bicycles including children's bikes, fat bikes, cargo bikes, and trikes. Ideally, bicycle parking spaces should be protected from precipitation and located within a short distance of a building entrance. Where possible, electrical outlets should be provided for e-bike charging.

Each bicycle parking space should be spaced at least 1.5 m away from any obstacle such as a waste receptacle, light standard, or other bicycle parking space. To ensure adequate sidewalk space for people walking, bike racks should be placed outside of the pedestrian clearway.

5.3.7 Car Parking

Motor vehicle parking facilities within the New Maryland Highway corridor should not jeopardize the quality of the pedestrian realm. Parking lots should be located away from areas that experience higher pedestrian volumes, such as intersections, and parking lots should be set back or screened from the sidewalk edge so as to maintain continuity of the street wall.

In an effort to consolidate parking space within the corridor, the Village of New Maryland should explore opportunities for municipally-owned parking lots. The quality of amenities provided within these public parking lots should be consistent with those found within the public realm along the corridor. Directional signage to these lots should be designed to ensure drivers can safely identify the parking location with adequate reaction time to access the lot.

Private surface parking lots located on a site with a building should be situated at the rear of the property, away from the Highway 101 frontage. At least one well designed pedestrian link connecting the rear parking area with the main street should be encouraged.

To reduce surface runoff, bioswales and permeable paving should be integrated into the design of parking areas wherever possible.

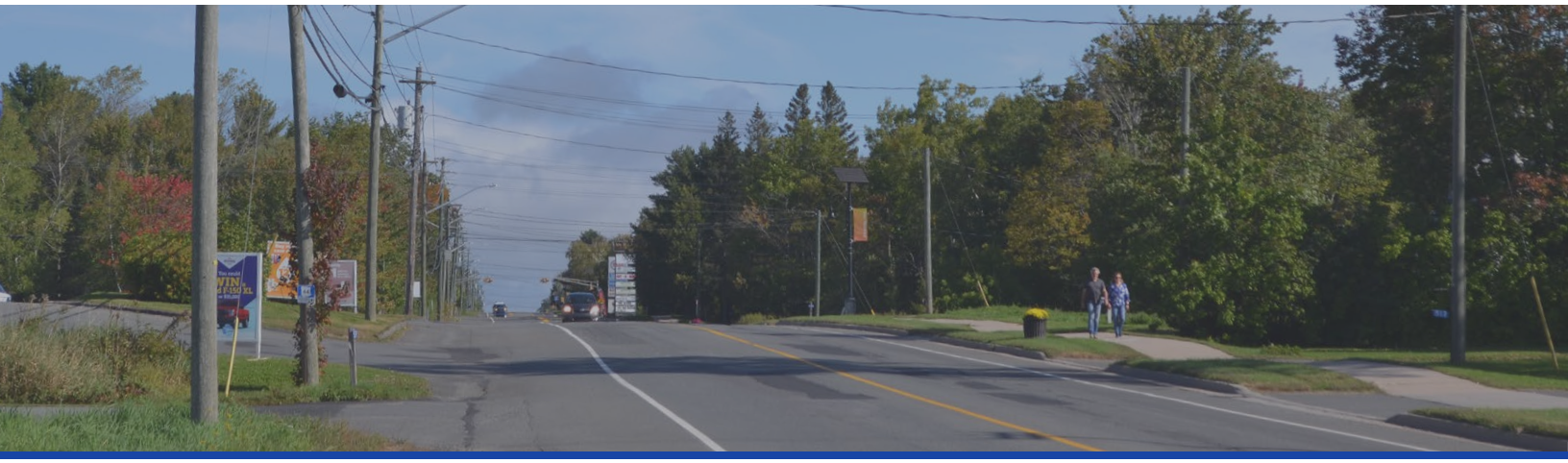
5.4 Public Realm Category Configuration

Combining the five types of public realm categories established for New Maryland with the public realm designed elements discussed in the previous section results in the following table of public realm guidelines for various types of spaces in the Village. Some of the design elements—especially those related to accessibility— should be a basic requirement for any public spaces in the Village.

Other design elements such as bike racks or median islands are not suitable for every type of public realm category, and will more commonly be installed in the most significant places along New Maryland Highway. These guidelines are of a flexible character and justified deviations from norms are possible.

	Village Squares	*Parks*	*Small Plazas*	*Parkettes*	*Connective elements*
Lighting	+	+	+	+	+
Seating	+	+	+	+	+
Planters	+		+	+	
Waste receptacles	+	+	+	+	
Drinking fountain	+	+	+		
Trees	+	+	+	+	
Community Gardens	+	+	+		
Boulevard Gardens			+	+	+
Bioswales	+		+	+	+
Gateway Features	+		+		
Median Islands	+		+		
Mid-block connections				+	
Corner bump-outs	+	+	+	+	+
Roundabouts		+			
Crossings	+	+	+		
Accessibility Features	+	+	+	+	+
Wayfinding	+	+	+		
Signage	+	+			
Bicycle Parking	+	+	+		

6 Public Consultations



6.1 Methods and Goals

6.1.1 Objectives

Public input on Urban Design Standards and Public Realm Guidelines was an essential component of this project, and the main phase of public consultations started after the first draft of the standards and guidelines was published on the website of the Village of New Maryland. It was very important to validate the approach to designing lands along New Maryland Highway, and to verify whether the proposed solutions have addressed prevalent public concerns about the look, feel and functionality of the Village's main artery.

The purpose of the public consultation phase was threefold: first, this phase of the project aimed to increase awareness of the project and to inform the public about the contents of the published draft standards and guidelines. Secondly, the goal was to promote an understanding of how the proposed documents could affect land owners and the general public. Thirdly and most importantly, the goal of the consultations was to gather feedback on the perceived appropriateness of proposed standards and guidelines.

Several methods of consultation were used in an effort to gain the perspectives of a wide cross-section of community members, including a public meeting, an online survey, and stakeholder meetings.

6.1.2 Methods

Public Meeting
The public open house and online presentation marked the public launch of the consultation materials and were hosted in May 2022. The events were an opportunity to introduce the project and the proposed standards and guidelines to the New Maryland community, and to begin a discussion about the value of vibrant main streets.

The in-person open house was hosted on the evening of May 11, 2022 at the New Maryland Centre. An identical online presentation was offered on May 17, 2022 for individuals who could not attend the in-person session, or who preferred to attend the presentation and discussion from the comfort or their homes. These sessions were advertised on social media, newsletters, on the Village of New Maryland website and on the billboard that stands at the road entrance to the Village.

Online Survey
An online survey was released to the public to ask questions about their aspirations and hopes for the future streetscape of the New Maryland Highway. The survey was hosted primarily as an on-line questionnaire. However, paper copies and phone surveys were available for individuals with digital literacy challenges or other barriers to completing the on-line version. The survey was also promoted through social media, newsletters, advertisements in municipal mail-outs, and through the Village of New Maryland website.

Stakeholder Meetings
In addition to these outreach activities aiming to engage the general public, stakeholders who participated in the initial round of consultations (i.e. "3.1 Initial Consultations") were invited to provide their feedback on the proposed standards and guidelines.

The purpose of these targeted conversations was to ensure that affected land owners understood the documents and had an opportunity to identify any aspects of the documents which they may not support or deem problematic. A total of 20 stakeholders were identified by the Village of New Maryland due to their proximity to or interest in the future of the New Maryland Highway. They were contacted through telephone calls and e-mails.

Written feedback was also collected and evaluated during the consultation phase. Letters, e-mails and other forms of communication on the matter of design standards and public realm guidelines were accepted, documented and included in the overview of public input.

6.2 Public Meeting

6.2.1 Presentation

The public open houses communicated the project particulars to the public through an introductory presentation and discussions with the project team. Approximately 40 individuals participated in the in-person and online meetings. Topics discussed during the presentation included:

+ The concept and value of vibrant main streets;
+ The context for development in New Maryland;
+ The planning framework established by other municipal documents and their relevance for this project;
+ A detailed introduction to the draft standards and guidelines.

6.2.2 Feedback

Feedback resulting from the public meeting was overwhelmingly positive. Meeting attendees were very excited about the project, and offered several positive comments about the proposed approach to creating standards and guidelines. No negative feedback was received. Some questions and feedback included:

+ Should New Maryland Highway be renamed to New Maryland Main Street?
+ How are we considering the needs of the current and future population?
+ What is the motivation for this project? Is it a needs assessment project?
+ Are new businesses looking to enter the community?
+ Is there any research that suggests seniors would be more comfortable and safe in buildings designed to meet these urban design standards?
+ Hazards in existing infrastructure, such as sidewalks, are overlooked and make sidewalks inaccessible for individuals with a disability.
+ Many more factors need to be considered than just the design.

6.3 Online Survey

6.3.1 Online Survey Background

The online survey was created to reach a broader audience and to widen the age spectrum of responses from the public. Similarly to the previous consultations methods, the project team asked questions about the community's aspirations and hopes for the future streetscape of the New Maryland Highway, and allowed residents to provide their feedback on the draft planning rules of this Report. The survey was taken up very well, reaching 76 responses collected during the months of May and June 2022.

6.3.2 Survey Setup and Functionality

The survey was divided into three sections:

+ commercial and mixed-use standards;
+ residential standards; and,
+ public realm guidelines.

It was structured to determine the respondents' level of support for the standards being proposed. Each question outlined the proposed standard which would apply within the proposed Design Standard Corridor and offered example drawings of development that would comply with the standard. Survey respondents would then be asked to select their level of support. There were open-ended questions at the end of each section to allow respondents to elaborate on their selection, and to offer any additional comments or feedback. The survey included a total of 18 questions and normally took between 10 to 15 minutes to complete.

6.3.3 Results

The survey results generally indicated a very strong level of support for the proposed measures. Some differences between the survey sections could be observed.

Commercial and Mixed-Use

The community supported the urban design guidelines related to commercial and mixed-use developments, with levels of agreement for the proposed measures ranging between 68.5% and 88.1% (see Table 1). Respondents particularly supported the guidelines relating to pedestrian walkways with 73.7% of respondents "fully supporting" these types of improvements to pedestrian spaces on private property.

The open-ended questions yielded similar levels of support for the proposed guidelines. Supporters were pleased to see an emphasis on keeping the ‘village feel’ of New Maryland, and liked the reduced setbacks, restricted heights, and not allowing a “block wall” of buildings. Of the non-supporters, many suggested that there are other issues in the Village that should be prioritized rather than considering new urban design guidelines, such as adding sidewalks and curbing in existing subdivisions. Other comments suggested that the standards are too restrictive, or that they would like the Village to retain its current form rather than continue to develop.

Several respondents discussed traffic on the New Maryland Highway. There is concern that any additional development will contribute to the already heavy traffic flow, and that there needs to be some updates to the existing road to ensure traffic can run smoothly. Many respondents also described additional features that they think should to be incorporated into the existing highway, including traffic lights, traffic calming infrastructure (such as speed bumps), bike lanes, and pedestrian amenities.

There were several comments that the community appreciates the nature, wildlife, and rural beauty of the Village of New Maryland. Respondents did not want to see new development impact these characteristics of the existing Village. Some viewed these urban design guidelines positively for protecting the existing landscape, and some view them negatively as inviting new development into the Village.

	Fully support	Somewhat suppport	Neutral	Somewhat don't support	Don't support at all
Short setbacks	39.5%	23.7%	5.3%	6.6%	25%
Pedestrian walkways	73.7%	11.8%	2.6%	2.6%	9.2%
Parking & landscaping	56%	24%	4%	4%	12%
Building height & proportions	32.4%	27%	9.5%	10.8%	20.3%
Facade articulation	41.3%	26.7%	10.7%	6.7%	14.7%
Building entrances	48%	16%	13.3%	5.3%	17.3%
Building composition	40%	18.7%	16%	12%	13.3%
Materials & colour	24.2%	16.7%	33.3%	7.6%	18.2%

Table 1: Summary of survey responses regarding levels of support for commercial and mixed-use urban design standards.

Residential

The overall support for residential urban design standards was also very high, although marginally lower than for commercial and mixed-use standards. In relation to residential building compositions (i.e. architectural style requirements), opinions were particularly divided.

Many responses to open-ended questions also discussed the types of residential buildings. Some felt that New Maryland Highway is an appropriate location for multi-unit buildings, but that the number of such buildings should be limited. There were also comments about infrastructure, upgrades that would be desirable prior to allowing new development. Respondents generally agreed that single family residences should be limited on New Maryland Highway, and that this type of housing is not suitable for the corridor area. There were several comments about ensuring that affordable and accessible housing is made a priority.

Some opposition was expressed towards the residential building composition standards. Many of the respondents

	Fully support	Somewhat suppport	Neutral	Somewhat don't support	Don't support at all
Residential property setbacks	24.3%	20%	18.6%	15.7%	21.4%
Residential building composition	15.7%	14.3%	22.9%	20%	27.1%
Special rules for apartment buildings and condos	47.1%	20%	12.9%	7.1%	12.9%
Materials and colour	27.1%	25.7%	15.7%	10%	21.5%

Table 2: Summary of survey responses regarding levels of support for residential urban design standards.

did not support limiting architectural styles, and felt that the guidelines were too restrictive. Some comments were related to specific standards, such as disagreement about residential decks facing the highway, and a suggestion that small residential setbacks could pose a safety risk for children playing.

Public Realm Guidelines

There was considerable support for the proposed public realm guidelines. The vast majority of respondents (85% and more) were in agreement with design elements proposed for each of the public realm categories. The perception of proposed public space categories and their distribution on the map was also positive overall.

Open-ended questions yielded a few mixed comments. People generally supported publicly accessible green space in the public realm. However, some respondents said that these guidelines appear overly urban, and that they will negatively impact the natural beauty and wildlife habitats in the area.

Similarly to previous sections, several comments were made about traffic, quality of roads and the need to improve traffic flows. Some responses also suggested that improvements should be made to subdivision safety prior to building new public realm spaces. Some were also curious about the bike infrastructure and hoped for bike lanes to be added to both sides of the highway.

One comment suggested that some of these public space types already exist in the Village and need to be updated prior to building new facilities. A range of responses discussed the components of the public realm that the community liked, or thought were missing. This included:

+ Support for the emphasis on parks and trails.
+ A desire for a public library or indoor swimming pool.
+ The importance of the Village Square being in a central location.
+ The importance of signage but that only a minimal amount is necessary.
+ The lack of guidelines around lighting to alleviate light pollution.

	Yes	No	Not sure
Do you agree with the proposed types of public spaces?	60.9%	11.6%	27.5%
Do you agree with how these spaces are distributed on the map above? (see "Figure 29: Proposed hierarchy of public spaces in New Maryland")	40.6%	21.7%	37.7%

Table 3: Summary of survey responses regarding levels of agreement for the public realm guidelines.

	Fully support	Somewhat suppport	Neutral	Somewhat don't support	Don't support at all
The Village Square	49.3%	23.2%	13%	4.4%	10.1%
Parks	55.9%	23.5%	11.8%	0%	8.8%
Small plazas	41.2%	22.1%	25%	4.4%	7.4%
Parkettes	46.4%	21.7%	17.4%	4.4%	10.1%
Connective elements	46.4%	20.3%	26.1%	0%	7.3%

Table 4: Summary of survey responses regarding levels of support for the public realm guidelines.

6.4 Stakeholder Interviews

6.4.1 Approach and Response Rate

Key stakeholders were invited to provide additional feedback on the draft Urban Design Standards and Public Realm Guidelines. Stakeholders were chosen for this activity by the Village of New Maryland, and were selected based on several factors including the location of the property they own, the likelihood of the property to be redeveloped soon and also based on whether they have participated in the initial consultation phase in 2021.

A total of 20 stakeholders were contacted with information about the proposed concepts and a meeting invitation to discuss any additional feedback. Several stakeholders responded to the initial communication confirming their receipt of the invitation, however, no stakeholders chose to participate in a follow-up meeting. One stakeholder responded with a question about whether land-use designations could be changed in the future, and what the process would entail.

6.4.2 Additional Stakeholder Input

One email submission was received regarding the draft standards and guidelines. The respondent thought that many of the ideas proposed were excellent, but felt that a few of the public realm guidelines did not appear suitable for retaining the "village-type" atmosphere. Suggestions from this input included:

+ The Village should strive towards creating a "park-like" environment along New Maryland Highway.
+ Cottages could be considered for seniors as a more suitable option compared to apartments or townhouses.
+ Traffic calming measures ought to be considered, such as traffic lights or central vegetated islands.
+ It is important to avoid a industrial look to commercial buildings.

6.5 Summary

The public consultation process engaged over 100 community members and other stakeholders. The results of the overall engagement were positive across all methods of consultation. Residents of New Maryland recognize the value of vibrant main streets, and generally feel that these new standards and guidelines will contribute positively to preserving the character of the Village along New Maryland Highway.

Feedback on Commercial and Mixed-Use Standards
There is strong support for the proposed commercial and mixed-use development standards. Community members emphasized the importance of having businesses in New Maryland and growing the local economy during the initial consultation, recognized the challenges of competing with businesses in the Fredericton, and showed a strong desire to see attractive types of development in the Village core. The public consultation process confirmed that the proposed standards and guidelines appear to be an effective way to maintain the rural charm of New Maryland from the perspective of most residents.

Feedback on Residential Standards
A high level of support for residential urban design standards can be overall concluded from the consultations, although the support is not as univocal as in the case of commercial or mixed-use properties. The community had a few reservations about the residential standards proposed, especially with regard to limitations on architectural styles. There is a some concern that the standards are too restrictive, and that a wider variety of building styles should be allowed.

Feedback on Public Realm Guidelines
There was considerable support for the Public Realm Guidelines. Residents value the natural beauty of New Maryland, and would like to see it protected as new development occurs. Parks and trails are particularly supported types of public space, and stakeholders have also emphasized the importance of landscaping elements such as trees and flowering bushes. The overall division of public space into different types as well as the design elements selected for those five categories enjoyed very a very high degree of support.

Other Feedback
Consultation periods on planning projects typically draw some general feedback on municipal development and government topics which are not necessarily related to the project in question. This has also been the case with these consultations in New Maryland.

In fact, most of the critical responses received from the public related to issues outside of the scope of this project (e.g. pedestrian safety within subdivisions) or even outside of municipal control (e.g. maintenance of New Maryland Highway, which is a provincial road).

In this category of feedback, the predominant criticism was that there are several infrastructure upgrades which residents consider essential prior to allowing new development. There is a wide-spread concern about the impacts that added development will have on traffic flow on the highway.

Conclusion
The results of the public consultation indicate that the proposed standards and guidelines reflect a consensus on how lands along the main artery of the Village of New Maryland should develop. Areas of the document which may require additional consideration are building composition standards for residential properties and the exact placement of public space categories on the map.

The majority of the critical comments do not directly affect the scope of this project. However, these comments still constitute important feedback. For example, the level of concern about traffic flow on New Maryland Highway indicates that the Village should lead discussions with the Province about road improvements and prioritize lobbying efforts to build a bypass road around the Village.

7 Final Design Framework

7.1 Rationale for Adjustments

The public consultations on the draft Urban Design Standards and Public Realm Guidelines provided valuable feedback on the initial draft of these design frameworks. The consultation outcomes generally suggested that residents of New Maryland support the creation of design rules and the promotion of a vibrant main street.

One key gain from the consultation process was the insight that most residents would consider it too restrictive to apply the full set of proposed design rules to individual, low-density dwellings such as single detached homes.

This constructive public response led to a slightly adapted approach to design rules, which differentiates urban design rules based on zoning in addition to the boundaries of the 'Design Standard Corridor'.

The following paragraphs summarize the adjustments to the design rules, which were implemented in response to the public consultations.

Commercial + Mixed-Use Standards
The Community Commercial (CC) Zone of the Zoning By-law was identified as the ideal regulatory envelope to accommodate the proposed set of rules. Since the CC Zone has historically only permitted residential units if they are co-located in a building with commercial businesses, the zone already defined mixed-use and commercial buildings as a standard and provides the ideal framing for the commercial and mixed-use design standards.

As the feedback on design rules for commercial and mixed-use buildings has been predominantly positive, no categoric adjustments had to be applied. However, the close examination of rules during the consultation phase highlighted some technical deficiencies of the original set of standards which were overhauled in the final version.

In summary, the Commercial + Mixed-Use Standards were largely unchanged, and will apply to properties that are located in the Urban Design Corridor and in the CC Zone at the same time.

Residential Standards
Two realizations became evident through the public consultations: that multi-unit residential buildings are generally desired in central locations of the Village and that residents wish to see these regulated through design rules.

Mutli-unit dwelling currently do not exist in New Maryland, and the public consultations have clearly shown that the predominantly existing type of residential properties (i.e. single detached homes) should not be affected by the design rules. Consequently, a new zone is recommended to be created in the Zoning By-law to specifically accommodate multi-unit residential developments in a main street environment.

Using this approach, it can be ensured that existing properties are not affected in case of alterations or expansions of existing buildings, or in the case of new home construction on vacant lots along New Maryland. However, larger investments into apartment or condo buildings will necessitate a rezoning to the new Residential Main Street (R4) Zone, in which the Residential Design Standards will be applied.

The rules were adjusted and tailored around multi-unit dwellings. For other residential zones within the Design Standards corridor, design guidance is proposed to be adopted in a separate Appendix to the Municipal Plan. This document—containing all initial design guidance related to single detached dwellings and other forms of low-density housing—can still be applied on a voluntary basis or considered in the case of rezonings.

Public Realm Guidelines
The documents containing the Public Realm Guidelines were the least contested proposals brought forward in this project. Although a few residents suggested to review the precise placement of park elements, a review by municipal staff concluded that the proposed arrangement should stay in place. The Public Realm Guidelines are therefore proposed as an Appendix to the Municipal Plan without changes.

7.2 Community Commercial (CC) Zone Standards

7.2.1 Site Planning

Building Setbacks

i. 50% of a building's street walls should be parallel to the lot frontage and within 3 and 5 m from the front lot line to allow for a continuous street wall. (5 to 10 m outside of central areas).

ii. Larger front setbacks may be permitted for buildings with outdoor public spaces, decks and patios to attract and accommodate more people.

iii. On a corner lot, at least 10.0 metres of street wall facing the flankage lot line must be within 15.0 metres of the front lot line, except for those areas required to maintain lines of visions at intersections.

iv. Where multiple buildings on a lot are allowed and planned, a building can be exempt from the street wall requirement if it is set back by at least 25 m from the lot frontage, and if the property's site plan leaves room for the development of a future building closer to the street.

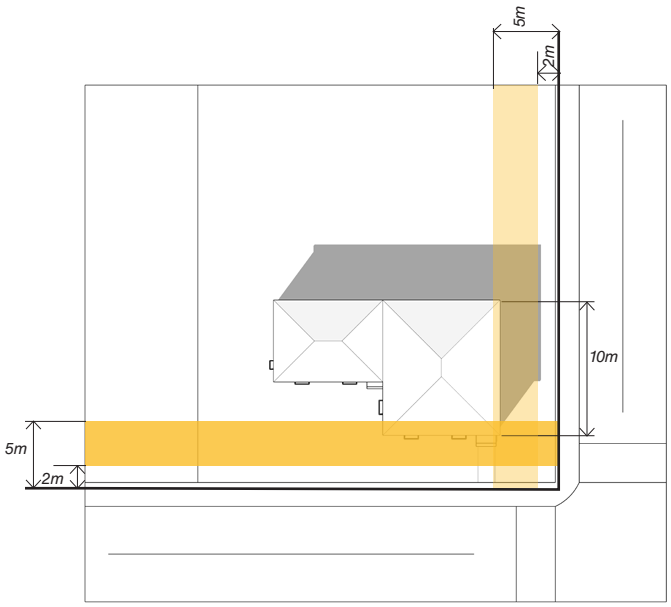


Figure 47: Street wall setback

Pedestrian Circulation

i. Pedestrian priority areas must be installed and defined through consistent use of materials (paving patterns), lighting, and other wayfinding elements that allow for a comfortable and safe pedestrian movement.

   These elements should be used to define walkways and sidewalks and clearly differentiate them from areas where pedestrians may encounter vehicular movement along their path (at drive aisles, intersections and crosswalks).

ii. On corner lots, pedestrian priority areas shall connect to sidewalks on both streets, thus creating a possible short cut of the street corner for pedestrians.

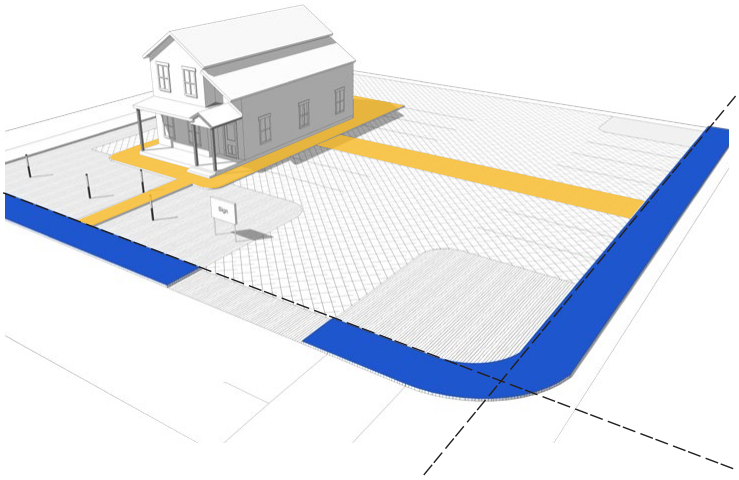


Figure 48: Pedestrian priority area (yellow) connecting to municipal sidewalk (blue)

Parking and Landscaping

i. Large areas of uninterrupted parking should be avoided. The parking lots shall not have more than 20 stalls in any direction without an interruption by landscaping of at least 2 m width.

ii. Parking lot shall include cross-connecting driveways between adjacent parking lots on properties of the same zone abutting each other.

iii. Vehicular circulation in the front yards should be limited to single lane driveways and/or drop-off zones.

iv. Drive-through windows should not face a street line, i.e., they should not be integrated in a street wall.

v. Vehicular entrances to buildings shall be set back by at least 3 m from the street wall.

vi. Landscaped buffers of at least 1 m shall separate parking lots and driveways from any lot line, and at least 3 m from any lot line abutting a residential property.

vii. Lot area which is not dedicated to buildings, parking, walkways or human activity should include one tree per 50 m^2 while respecting other rules on plantings (e.g. corner triangles).

viii. Every 10^{th} parking stall shall be equipped with underground wiring conduits which will facilitate future installations of electric vehicle chargers. Every 40^{th} parking space shall provide one electric vehicle charger.

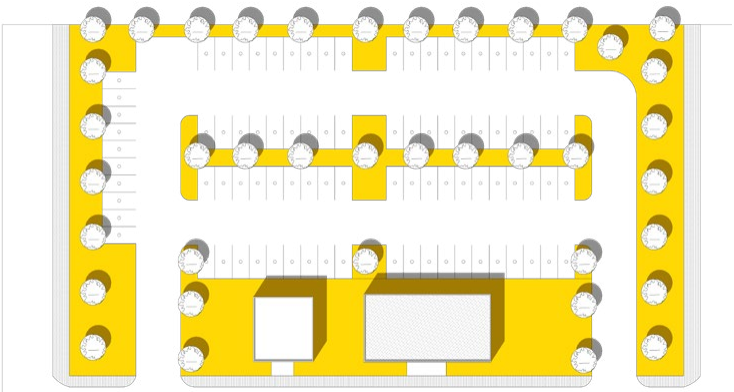


Figure 49: Maximum of 20 parking stalls

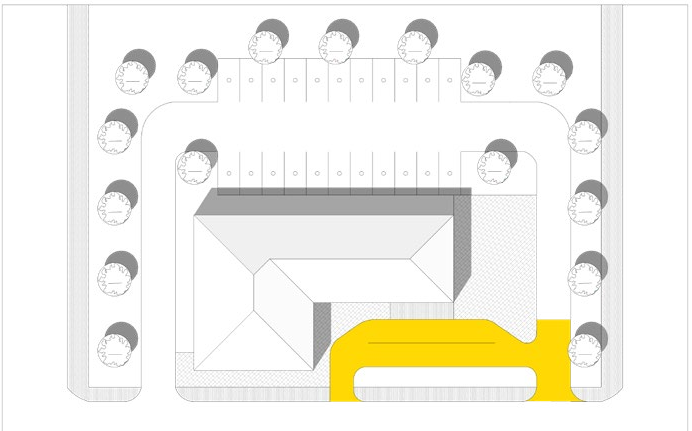


Figure 50: Drop-off area

7.2.2 Building Composition

Building Entrances

i. All new developments should be provide a clearly defined pedestrian entrance, to promote high visibility and make it more pedestrian friendly. The main entrance must be visually distinct from other openings in the street wall.

ii. All main entrances should be ornamented by one of the following:
- Awnings
- Emphasized door lintels
- Roof overhangs
- Canopies or porticos
- Pilasters on the sides of the entrance
- Arcades
- Or none of the above if the entire ground floor is visually separated from upper floors by projecting string courses or cladding.

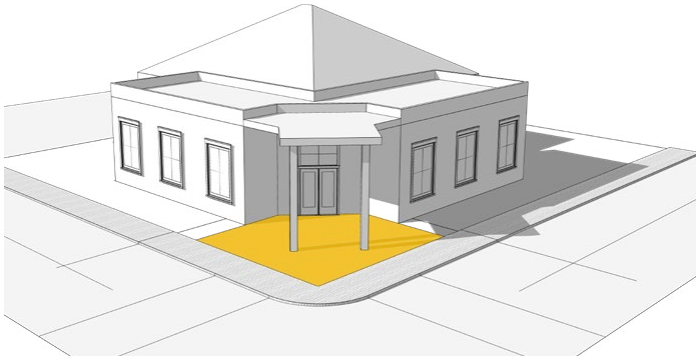
iii. All new developments should have their main commercial entrance fronting the street. Additional entrances may be located at the side or rear of the building.

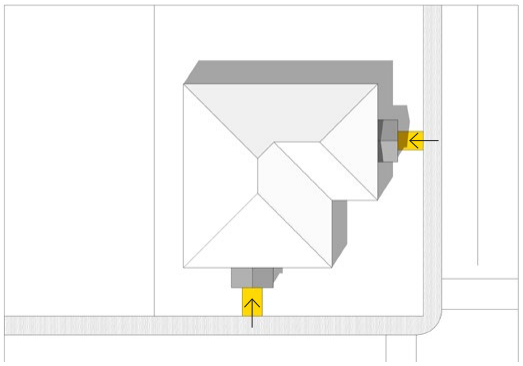
iv. Where secondary entrances exist, adequate lighting and visibility should be maintained to ensure pedestrian safety.

v. Buildings shall feature ground floor entrances within 0.3 m from the grade to every commercial use within a building.

vi. On corner lots, the building should have entrances on the corner within a bevel or on both lot frontages.

vii. The main entrances should have direct access from the closest sidewalk (no more than 125% of the shortest distance between entrance and sidewalk).





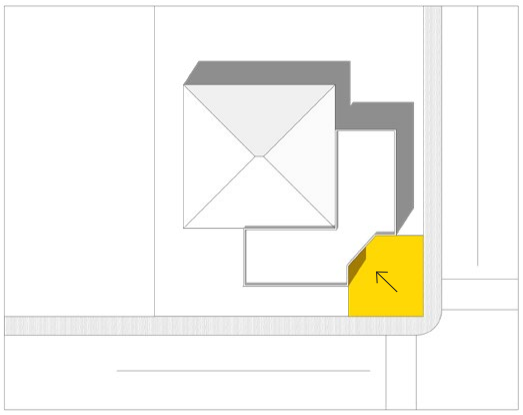


Figure 51: Corner lot entrances

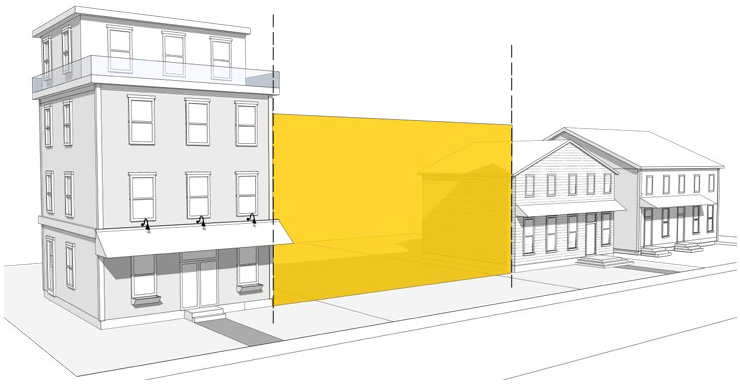


Figure 52: Section of a street wall to be filled

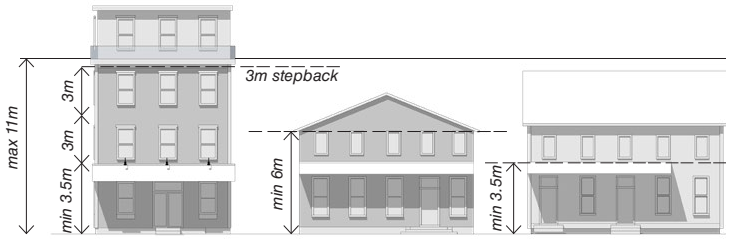


Figure 53: Streetwall and stepback

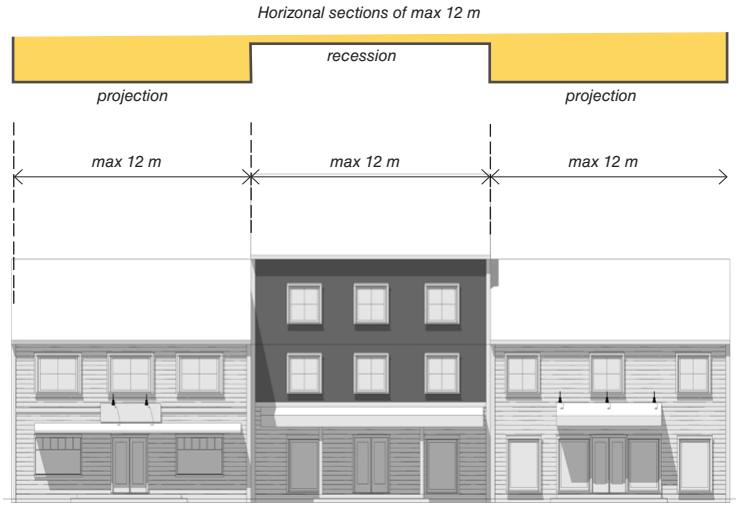


Figure 54: Facade articulation

Building Heights and Proportions

i. Buildings shall have a minimum streetwall height of 6.5 m in the central areas.

ii. After the maximum streetwall height of 11 m in central areas / 7 m outside of central areas, a stepback of 3 m is required or the next storey must be developed within the attic of a roof.

iii. A minimum floor-to-floor height of 3.5 m (or equivalent to the adjacent property) must be maintained at street level to provide a strong street presence and pedestrian interest.

Facade Articulation

Buildings should typically be divided vertically and/or horizontally into façade units. This can be done through recession or projection of walls, and symmetrical spacing of pilasters and columns.

i. Facades shall be broken into sections of up to 12 m (if they exceed that width), using architectural elements such as projections, recesses, awnings, color, texture, and/or landscaping to reduce the continuous massing of the front elevation.

ii. In the ground floor, blank walls without any windows or glazed doors may not exceed 5 m of width.

iii. New mixed-use buildings should have identifiable vertical articulation that distinguishes the ground floor from the upper floors. For example: projections, change in materials, window treatments, string courses after first floor, signage bands etc.

Roof Articulation and Alignment

i. Roof pitches should be between 4:12 and 9:12. Steeper roof pitches or oversized roofs that are incompatible with the building styles and visual continuity of the streetscape should be avoided.

ii. Roof pitches below 4:12 may be still permitted if the roof includes landscaped open space and/or rooftop patio space accessible to residents of the building or customers of commercial businesses and visible from the street.

iii. Developments next to registered heritage buildings should mimic the roof materials, direction, and pitch of the neighbouring buildings.

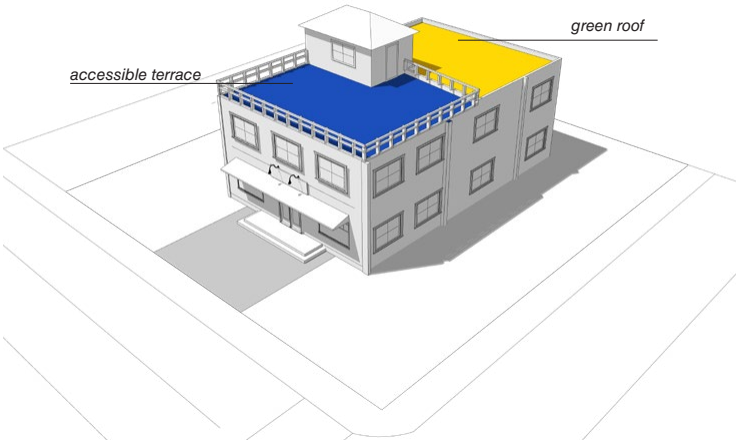


Figure 55: Green roofs

Screening

i. Rooftop mechanical and utility equipment such as satellite and other telecommunication equipment, air handling units, elevator equipment and exhaust fans shall be visually screened from the public street and adjacent properties. The screening shall include but not be limited to parapets and enclosures. Building screens shall be part of the architectural design with similar detailing and materials and not appear as add-ons.

ii. Ground level mechanical and utility components of the building should be screened with fencing and/or landscaping.

Awnings, Canopies and Articulation

+ Where awnings are used, they should have a minimum clearance of 2.5 m from the finished ground elevation of any pedestrian entrance.

+ Awnings should project at least 1.0 m and a maximum of 2.0 m from the wall.

Figure 56: Typical rural commercial awning

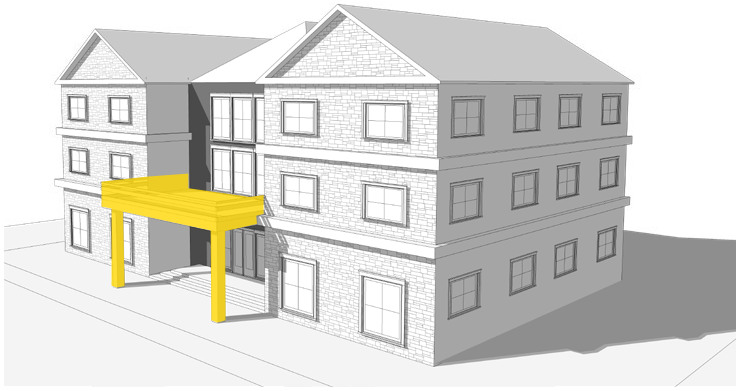


Figure 57: Canopies

Figure 58: Window signs

+ Recractable awnings may be used to provide shade in the patios and decks.

+ A single style of canopy or awning should be used for the length of the building's facade, regardless of how many storefronts exist within that frontage.

Door and Window Style

+ Doors to commercial uses must be partially or fully glazed.

+ Clear glass is preferred over tinted glass to promote a high level of visibility and mirrored glass should be avoided at the street level.

+ The main entrance must be visually distinct from other openings in the building.

7.2.3 Signage and Display

Location

+ Signage should be placed below the second storey windows.

Style, Scale and Proportion

+ If canopies are used below the second storey windows, signs should be attached to them to make them easily visible to the pedestrians.

+ Window or door signs should not exceed 30% of the glazed window surface.

7.2.4 Lighting Fixtures

+ Spacing of wall-mounted lighting fixtures must be at regular intervals.

+ A single row of lighting (both wall-mount and free standing) must not include more than one style of lighting fixture.

Placement and Alignment

+ Doors to commercial uses must be partially or fully glazed.
+ Windows on all facades should be vertically and horizontally aligned with each other, and with other features of the building.
+ At least 60% of the building frontage on the ground floor should be glazed, allowing views of the building use and creating visual interest for pedestrians. Other stories within the street wall require a minimum of 40% of glazing surface.
+ Above the street wall, windows should extend over a minimum of 20% of the storey's facade.
+ Wrap-around corner glazing is encouraged in corner buildings to promote higher visibility and pedestrian use.
+ Windows should be located to maximize daylighting, and to promote a sense of transparency from the main street. Clear glass is preferred over tinted or mirrored glass for better visibility. Mirrored glass should be avoided.

Figure 59: Vertical and horizontal window alignment

7.2.5 Materials and Colour

Exterior Materials

+ No more than 4 colors in the color palette are permitted for a single façade, excepting facial wall and pylon signs.
+ Where projections or recesses are applied, all of these elements should have the same colour.
+ Corner projections must have the same material and color (or the same combination) on all surfaces, and should complement with the other materials and colors used in the building.

7.3 Residential Main Street (R4) Zone Standards

7.3.1 Siting

Building Setbacks

i. 50% of a building's street walls should be parallel to the lot frontage and within 5.0 and 15.0 m from the front lot line to allow for a continuous street wall.

ii. On a corner lot, at least 5.0 metres of street wall facing the flankage lot line should be within 15.0 metres of the front lot line.

iii. Where multiple buildings on a lot are allowed and planned, a building can be exempt from the street wall requirement if it is set back by at least 25.0 m from the lot frontage, and if the property's site plan leaves room for the development of a future building closer to the street.

Entrances

i. All new apartments within central areas should have their main entrance fronting the street. Additional entrances may be located at the side of rear of the building.

ii. In all residential developments, main entrances should be within 0.3 m from the grade and provide direct access from the closest sidewalk (no more than 150% of the distance of the shortest line between main entrance and closest sidewalk).

iii. All new dwellings shall have a porch or deck oriented toward the main street, at least 2.0 m in depth.

iv. Fire escape staircases should be located on the side or rear yard.

Accessibility

v. Entrances to the multi-unit dwellings above grade must be accessible by stairs (riser no more than 0.15 m) and appropriately sloped access ramps (1:12 ratio).

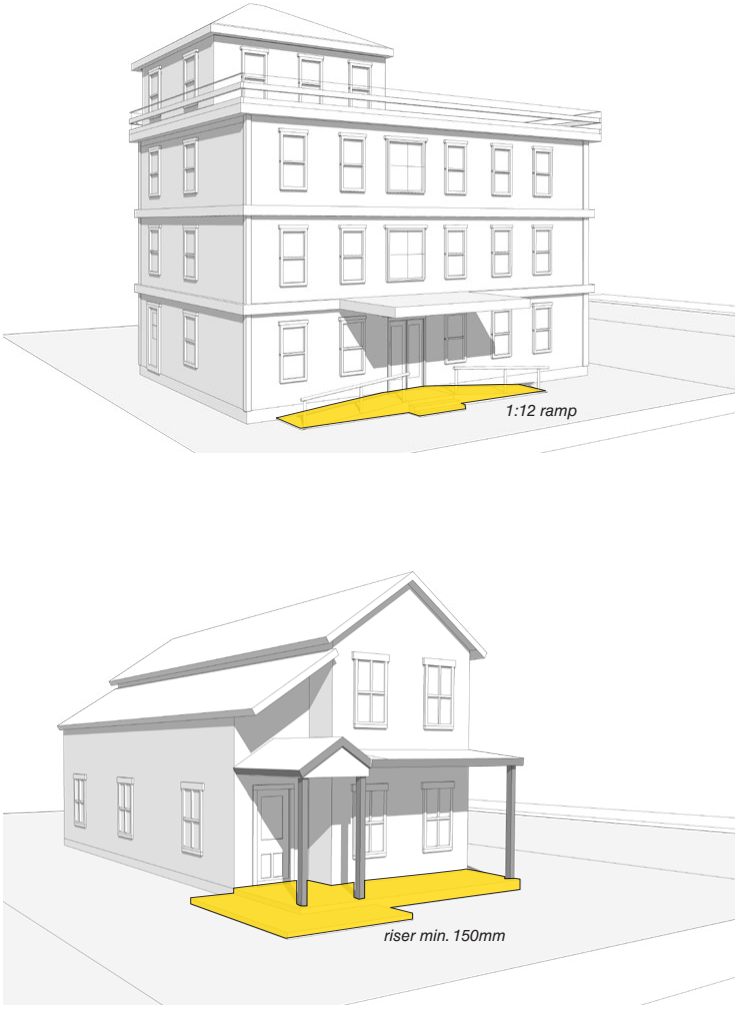


Figure 60: Accessibility Rules

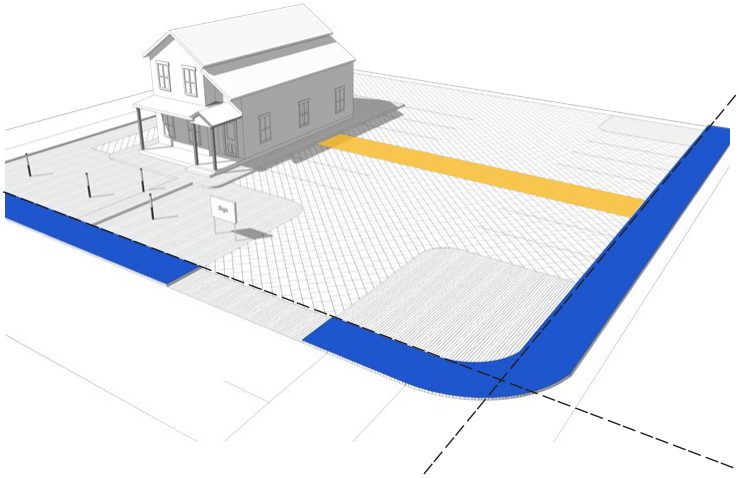


Figure 61: Pedestrian priority area (yellow) connecting to municipal sidewalk (blue)

7.3.2 Site Planning

Pedestrian Circulation

i. Pedestrian priority areas must be defined through consistent use of materials (paving patterns), lighting, and other wayfinding elements that allow for a comfortable and safe pedestrian movement. These elements should be used to define walkways and sidewalks and clearly differentiate them from areas where pedestrians may encounter vehicular movement along their path (at drive aisles, intersections and crosswalks.

Parking and Landscaping

i. Large areas of uninterrupted parking should be avoided. The parking lots shall not have more than 20 bays in any direction without an interruption by landscaping of at least 2 m width.

ii. Landscaped buffers of at least 1 m shall seperate parking lots and driveways from any lot line.

iii. Lot area which is not dedicated to buildings, parking, walkways or human activity should include one tree per 50 m^2 while respecting other rules on plantings (e.g. corner triangles).

7.3.3 Building Composition

Building Heights and Proportions

i. Buildings shall have a minimum streetwall height of 6.5 m in the central areas.

ii. After the maximum streetwall height of 8.0 m, a stepback of 3.0 m is required or the next storey must be developed within the attic of a roof.

Façade Articulation and Building Features

i. Facades shall be broken into sections of up to 12 m (if they exceed that width), using architectural elements such as projections, recesses, awnings, color, texture, and/or landscaping to reduce the continuous massing of the front elevation.

Roof Articulation and Alignment

i. Roof pitches should be between 4:12 and 9:12 to reflect the 'rural charm' theme.

ii. Roof pitches below 4:12 may be still permitted if the roof includes landscaped open space and/or rooftop patio space accessible to residents of the building or customers of commercial businesses and visible from the street.

iii. Developments next to registered heritage buildings should mimic the roof materials, direction, and pitch of the neighbouring buildings.

iv. Exhaust flues should be located within 0.5 m the roof ridge.

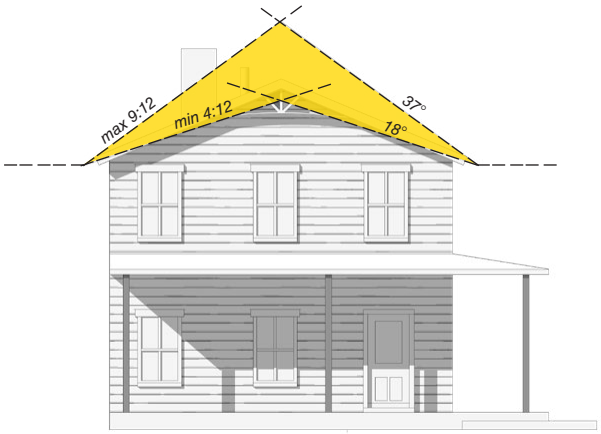


Figure 62: Roof pitches

Screening

i. Rooftop mechanical and utility equipment such as satellite and other telecommunication equipment, air handling units, elevator equipment and exhaust fans shall be visually screened from the public street and adjacent properties. The screening shall include but not be limited to parapets and enclosures. Building screens shall be part of the architectural design with similar detailing and materials and not appear as add-ons.

ii. Ground level mechanical and utility components of the building should be screened with fencing and/or landscaping.

7.3.4 Materials and Colour

i. Front, flankage, and rear elevations of corner lots should carry a consistent type and quality of materials and window treatments

ii. No more than 4 colors in the color palette are permitted for a single façade, excepting signage. Where projections or recesses are applied, all of these elements should have the same colour.

iii. Each building must have the same color scheme in all of its facades.

7.3.5 Lighting Fixtures

i. Spacing of wall-mounted lighting fixtures must be at regular intervals.

ii. A single row of lighting (both wall-mount and free standing) must not include more than one style of lighting fixture.

Figure 63: Rows of light fixtures

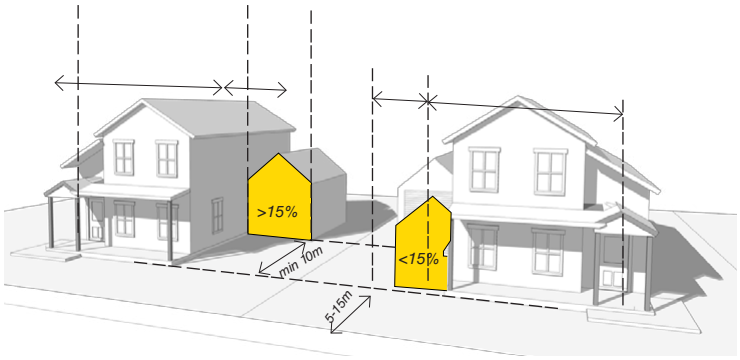
7.4 Residential Guidance within Design Corridor

1.1 Siting

Building Setbacks

i. 50% of a building's street walls should be parallel to the lot frontage and within 5 and 15 m from the front lot line to allow for a continuous street wall.

ii. Where multiple buildings on a lot are allowed and planned, a building can be exempt from the street wall requirement if it is set back by at least 25 m from the lot frontage, and if the property's site plan leaves room for the development of a future building closer to the street.

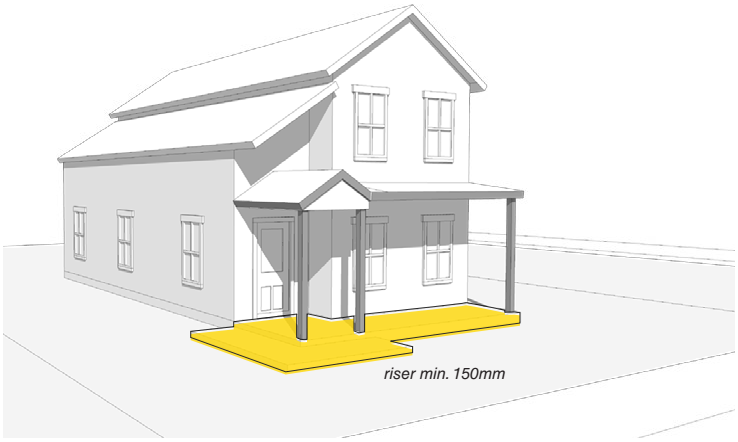


Garages Setbacks

i. Where garages are integrated into the main building on a lot, garage doors facing the lot frontage (i.e. in the front elevation of a building) should not exceed 15%of the building's front elevation, unless they are set back by at least 10 m from the building wall closest to the lot frontage.

Entrances

i. In all residential developments, main entrances should have direct access from the closest sidewalk (no more than 200% of the distance of the shortest line between main entrance and closest sidewalk).



Accessibility

i. Entrances should be at or over grade; split level or sunken entrances are discouraged.

ii. Entrances to the multi-unit dwellings above grade must be accessible by stairs (riser no more than 0.15 m) and appropriately sloped access ramps (1:12 ratio).

1.2 Building Composition

Building Heights and Proportions

i. Buildings should have a minimum streetwall height of 6 m in the central areas.

Façade Articulation and Building Features

i. Facades should be broken into sections of up to 12 m (if they exceed that width), using architectural elements such as projections, recesses, awnings, color, texture, and/or landscaping to reduce the continuous massing of the front elevation.

ii. In flat roofed buildings (below a pitch of 4:12), the top storey should step-back a minimum of 3 m from the street wall. The step-back may be used as a green roof or as an accessible terrace.

iii. All new dwellings shall have a porch/deck oriented toward the main street, at least 1.5-2 m in depth.

Roof Articulation and Alignment

i. Roof pitches should be between 4:12 and 9:12 to reflect the 'rural charm' theme.

ii. Roof pitches below 4:12 may be still permitted if they contain green roofs, and/or landscaping designed by a landscape architect.

iii. Developments next to registered heritage buildings should mimic the roof materials, direction, pitch of the neighbouring buildings.

iv. Exhaust flues should be located within 0.5 m the roof ridge.

Screening

i. Mechanical and utility components of the new developments should be located on the side or rear of the buildings and should be thoroughly screened with fencing and/or landscaping, with appropriate space for servicing.

Light fixtures

i. Spacing of wall-mounted lighting fixtures must be at regular intervals.

ii. A single row of lighting (both wall-mount and free standing) must not include more than one style of lighting fixture.

2.1 Siting

Parking and Landscaping + Outdoor Furniture

+ A landscaped transition should be provided between the sidewalk and the face of the building.
+ Front yards that act as public spaces/transition spaces should incorporate a barrier-free access to the building, and urban design elements such as seating, planting beds or hedges, and adequate lighting.

Garages and Servicing

+ Mechanical and utility components of the new developments should be located on the side or rear of the buildings and should be thoroughly screened with fencing and/or landscaping, with appropriate space for servicing.

2.2 Building Composition

Façade Articulation and Building Features

+ Architectural elements used in the façade of residential buildings should recognize its local context.
+ On corner sites, architectural features such as a porch, deck, or a bay window should wrap around the corner of the building to achieve a seamless transition from the front to the sides. A similar level of architectural detailing should be used in both frontages, including façade articulation, window treatments, etc.
+ Front and side elevations should have a consistent type and quality of materials and windows.

Rhythm

+ Repeated elements, such as columns or windows, should be used to create a sense of rhythm, through proper spacing and alignment.
+ The rhythms of similar but not identical details and architectural elements should be consistent, in order to reinforce the streetscape and a strong image of the Village.

2.3 Openings and Entrances

Placement and Alignment

+ Windows on all facades should vertically and horizontally align with each other, and other features of the building.
+ Building facades that face streets, parks and open spaces should include a generous amount of windows/ openings to maximize daylighting, and to encourage a strong visual connection between the dwellings and the main street and park spaces.

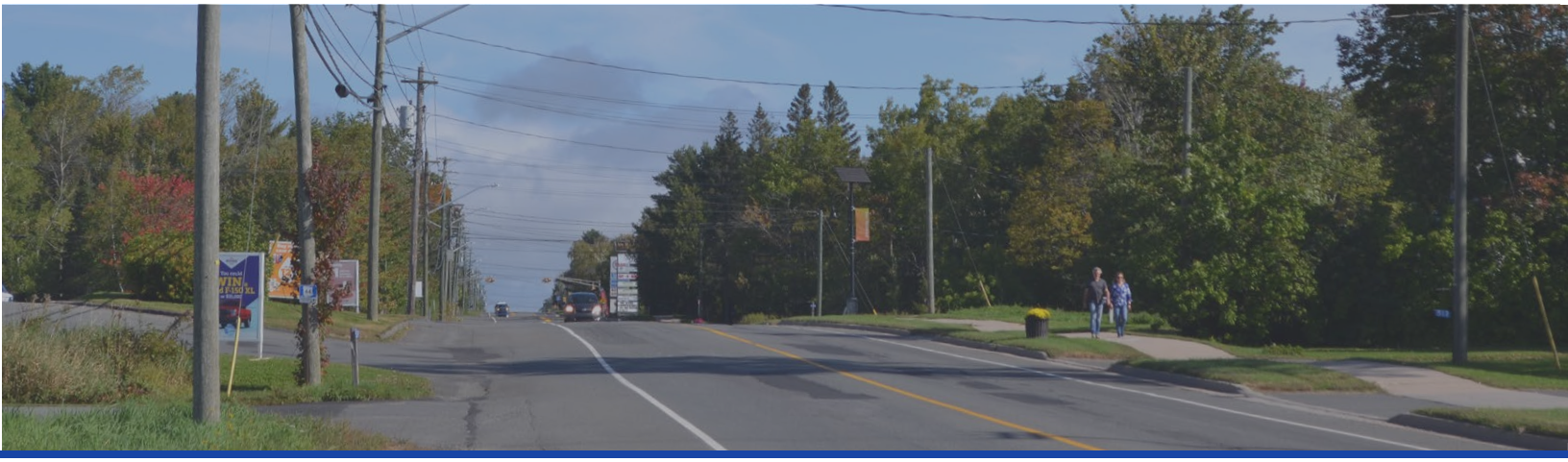
2.4 Roofs

+ Front-facing roofs should include accent gables, dormers and/or other detailing to emphasize the main entrance.
+ All metal chimneys should be boxed-in and finished with cladding.
+ Pitched roofed buildings should incorporate, gables, dormers, front-facing accent roofs to emphasize the entrances and create interesting elevations that add variety and visual interest.

Green Roofs and Terraces

+ Green roofs, and terraces with plantings and pedestrian access are encouraged.
+ Accessible roof gardens may be incorporated in the corner buildings to give prominence to the two frontages, and create visual interest.

8 Appendix



8.1 Glossary

Awnings

A textile covering, and any supporting structure, that projects from the wall of a building.

Canitlever

An enclosed portion of an upper floor extending beyond the ground floor façade, including window bays, but excluding balconies and any portion of the building above a recessed pedestrian entrance.

Fenestration

The design, construction, or presence of openings in a building (e.g. windows and doors).

Horizontal articulation

Creating the visual impression that a wide building is actually made up of several narrow buildings.

Lintel

Type of beam (a horizontal structural element) that spans openings such as portals, doors, windows and fireplaces. It can be a decorative architectural element, or a combined ornamented structural item.

Mixed-Use

Development containing both residential and commercial land uses within the same building (e.g. apartments over a commercial ground floor) or on the same property next to each other.

Pilaster

is an architectural element used to give the appearance of a supporting column and to articulate an extent of wall, with only an ornamental function.

Stepback

A setback of a building above a streetwall, measured from the face of the streetwall.

Street Wall

String of elements which may include buildings, landscaping, or other objects, which gives the impression of a continuous wall along the edge of a street.

String course

A belt course, also called a string course or sill course, is a continuous row or layer of material set in a wall. Set in line with window sills, it helps to make the horizontal line of the sills visually more prominent. Set between the floors of a house, it helps to make the separate floors distinguishable from the exterior of the building.

Roof pitch

Steepness of a roof expressed as a ratio of metres rise per horizontal metre, or as the angle in degrees its surface deviates from the horizontal.

UPLAND