

CITY OF CHARLOTTETOWN

East Royalty Master Plan

APPENDIX B

Design Guidelines for the Public Realm

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1.0 INTRODUCTION

The Design Criteria are separated into two distinctive areas to ensure continuity between the public and private realm. The Design Criteria for the private realm will form a part of the policy of the East Royalty Plan. The Design Criteria for the public realm will form a non-statutory part of the East Royalty Master Plan. The purpose of the design criteria is to promote an appropriate built form within the Master Plan Area that achieves a community with well-designed and high quality public and private realms. Providing clear Design Criteria also ensures a sense of identity is created through the design of built form, streetscape, and open spaces in the East Royalty Master Plan Area.

The use of design policy and guidelines is based on the understanding that a balance between policy and regulation provides flexibility that will encourage alternative and innovative design solutions, while responding to changes in the market over time. Within this framework, the overarching community design principles are to:

- Provide a full range and mix of housing types;
- Integrate a linked greenlands system that includes a variety of public parks, environmental features and stormwater management facilities;
- Protect and preserve existing environmental features from any negative impacts associated with new and adjacent development; and,
- Integrate a modified grid pattern of roads to maximize connectivity and continuity both within the community.

The policies of the Master Plan require that all new development be “consistent” with the design criteria. The guidelines on the other hand provide a significant degree of inherent flexibility in how they are interpreted and ultimately, applied.

These Design Criteria will function as an implementation tool for successive approval processes that are required to implement the East Royalty Master Plan, including Draft Plans of Subdivision and Site Plans. This document will guide developers, builders and the City to ensure that the expectation of design quality outlined in the East Royalty Master Plan is both understood and achieved. As noted, all development within the Area shall be generally consistent with both policy and design Guidelines, to the satisfaction of the City of Charlottetown.

The Design Criteria are divided into two parts: the public and private realm. The public realm will encompass streetscapes, parks and open spaces, off-road trails, and stormwater management facilities, while the private realm will include housing forms and mixed use developments developed primarily by the private sector.

2.0 DESIGN GUIDELINES FOR THE PUBLIC REALM

The public realm of the East Royalty Master Plan Area is comprised of public roads and their associated spaces and amenities (traffic circles, gateways, streetscaping), open spaces such as parks and parkettes, the off-road trail network, and stormwater management facilities. This section provides general guidance for the design of these major components of the public realm. The following Guidelines are intended to be read in conjunction with the East Royalty Master Plan. It is the intent that development pays for itself, and that benefitting landowners and developers pay the costs of development in conformity with this Plan.

2.1 ROADS

Development in the East Royalty Plan Area will accommodate a street network made up of ‘main street’ collector roads, two types of local roads, and laneways. The proposed street network is linked to the existing road network through the ‘main street’ collectors and the future trail system, identified in the Master Plan. In order to ensure maximum efficiency, connectivity, and mobility within the community, pedestrian, cyclist, and vehicular movement should function as an integrated network.

This Section of the Design Guidelines is intended to encourage various modes of transportation. All street treatments will be further finalized and detailed in Plans of Subdivision. General guidelines for road design include:

- Provide clear, safe and efficient access to community facilities such as commercial areas, and open space features;
- Ensure pedestrian access throughout the community by providing sidewalks and trails throughout the community; and,
- Promote tree-lined and well-shaded streets to create sense of comfort and promote walking and cycling.

These Design Guidelines identify the following street types, to be applied within the East Royalty Master Plan Area:

- St. Peter’s Road and other Arterial Roads;
- Collector Main Street;
- Local Street; and,
- Laneways.

2.1.1 St. Peter's Road/Arterial Roads

The Trans Canada Highway and St. Peter's Road are regulated by the Provincial Roads Act. St. Peter's Road bisects the East Royalty community. Other identified Arterial Roads are under the jurisdiction of the City.

St. Peter's Road and other Arterial Roads will act as major connecting links, connecting East Royalty to the Downtown and to the rest of Prince Edward Island.

In the long-term, St. Peter's Road and the other Arterial Roads may become 4-lane roads.

Arterial Roads, will have minimum 1.8 metre bicycle lanes on both sides, as well as minimum 1.8 metre sidewalks on both sides.

The following guidelines articulate the Arterial Roads typology, with variations intended to be compatible with surrounding land uses:

- Traffic lane widths should be 3.7 metres, as per the Provincial Regulations.
- Individual, direct access to any development site, or building lot abutting an Arterial Road shall be extremely limited and prohibited in the most part to improve traffic flow and the attractiveness of the street. Parking will not be allowed.
- Arterial Roads may accommodate transit facilities.

2.1.2 Collector Roads

Collector Main Streets will connect local residents to the existing City of Charlottetown street network and beyond.

To highlight Collector Roads as significant community roads, higher density development should line both sides of the street in most portions of the network, with bike lanes and sidewalks provided throughout the network.

A strong and continuous street façade should be achieved with high quality streetscaping details.

The following guidelines articulate the Collector Roads typology, with variations intended to be compatible with surrounding land uses:

- All Collector Roads should have a right-of-way width of between 20.0 and 22.0 metres.
- Traffic lane widths should be a maximum of 3.5 metres.
- Sidewalks shall be provided on both sides of the street and should be a minimum of 1.8 metres wide.
- Bike lanes shall be provided on both sides of the street, and should be at least 1.8 metres wide.
- Street trees should be provided on both sides of the street.
- Individual, direct access to any development site, or building lot abutting a Collector Road shall be minimized to both improve traffic flow and improve the attractiveness of the street.
- All Collector Roads may accommodate transit facilities.
- Parking may be permitted on both sides of the street, subject to an evaluation by the City. The parking lane should be a maximum of 2.2 metres in width.
- Where the abutting, at grade land use is residential, there should be a grass boulevard between the back of the curb and the edge of the sidewalk. This grass boulevard should be a minimum of 1.6 metres wide, and accommodate street lights and street trees.
- Where the abutting at grade land use is non-residential, the boulevard should be a minimum of 3.6 metres wide where curbside parking is provided on both sides of the street, or a minimum of 4.7 metres wide where curbside parking is provided on only one side of the street. This boulevard should accommodate an extended sidewalk, street trees and street lighting. The boulevard may also accommodate enhanced streetscape features, including benches, bike racks, planters and garbage receptacles.
- The City may vary any, or all of these requirements, subject to an appropriate technical evaluation, and the achievement of an appropriate pedestrian and cycling environment.

2.1.3 Local Streets

Local Streets connect to the Collector Road system and link public spaces and development sites.

Local Street

The Local Streets will provide an important connection from the off-street trail network, through the Residential Neighbourhoods to the Commercial and Employment Areas. The Local Street network should be particularly attractive for low density residential development. The following guidelines apply:

- The Local Street should have a maximum right-of-way width of 20.0 metres, and may have reduce rights-of-way depending on their development context. Rights-of-way of as low as 16.0 metres may be considered, subject to approval of the City.
- Sidewalks should be provided on one side of the street at a minimum width of 1.5 metres.
- Grass verges, as an alternative to a full urban cross-section are acceptable for these Local Streets.
- Deciduous street trees shall be provided on both sides of the street.
- Curbside parking may be provided on one side of the street in key locations.
- Pedestrian-scaled lighting is required on at least one side of the street.

2.1.4 Laneways

Laneways provide access to private garage facilities. Where laneways are used, the following general design requirements shall be considered:

- Laneways should have a right-of-way width of between 7.5 and 9.0 metres including a 1.25 utility corridor.
- Where there is sufficient drainage, permeable materials shall be encouraged in laneway construction.
- Appropriate lighting shall be provided.

2.1.5 Traffic Circles

Traffic circles may be located in the intersections of Collector Roads and/or Arterial Roads to calm and direct traffic flows. The landscaped circles, in combination with built form that addresses the circle, will create a space or 'sense of place' and make these features an identifiable characteristic of the community:

- Traffic circles should function as traffic calming devices and be significant landscape features.
- Traffic circles should be designed to accommodate pedestrians and bicyclists in a safe and convenient manner.
- A traffic circle may also be identified as a gateway feature.

2.2 STREETScape ELEMENTS

2.2.1 General Streetscaping

Streetscape elements are considered elements of detail design within the boulevard of the street right-of-way to enhance character and functionality of space. Elements include street furniture (waste receptacles, signage, newspaper boxes, community mail boxes, information kiosks, bike racks, transit shelters and benches), street trees, lighting, special pavement and patterns and materials, and planting.

- Deciduous street trees will be located in the centre of the grass verge.
- Tree species should be planted to form a continuous canopy at maturity, or 8.0 to 10.0 metres on-center.
- Street trees should include a variety of native, broad leaf species with a straight trunk.
- The minimum street tree caliper at the time of planting should be 80 mm.
- Street trees should generally be planted opposite each other on each side of the street.
- To minimize clutter and visual disruption of the road's character, poles, lights, signs and other services should be located along the street tree planting line.
- Height and style of lighting should be consistent with the hierarchy of the road, and lighting design should accommodate both pedestrian and vehicular movement and visibility requirements within the ROW.
- Mailboxes, trash cans, and recycling bins should be clustered together in single locations and placed adjacent to open spaces and/or commercial/community facilities.

- All utilities should be located underground, wherever possible. Where underground services are not possible, utility boxes, including transformers and “box” servicing should be placed in modest spaces (flankage locations, open space, laneways and private property or within the boulevard) where they can be screened with planting.

2.2.2 Streetscaping for Transit

The following guidelines are intended to enhance the attractiveness and convenience of public transit when it is introduced to the East Royalty Master Plan Area in the future.

- Transit stops should be located as close to intersections as possible, and their location coordinated with sidewalks and other neighbourhood trail connections and building entrances.
- Transit shelters should be designed with transparent sides for maximum visibility to and from the interior, so that transit users can see approaching buses and to maximize pedestrian safety.
- Shelters should be located on the boulevard adjacent to the pavement to maximize passenger convenience.
- Curbside transit stop loading areas should be a clear, hard surface area 1.5 to 2 metres wide in front of a shelter to permit safe exit by passengers, including wheelchair users. In all cases, shelters should be set back 0.5 metres from curbs and sidewalks to protect them from damage by snow ploughs.
- Surface texture changes should be provided at transit stops to assist the visually challenged in locating the stop and/or shelter location.
- Where four-sided transit shelters are not possible, overhead open-air canopies should be provided to protect transit users from sun, rain and snow.
- Transit stops should be designed to offer amenities such as seating areas and weather protection. Benches and other roadside furniture such as waste baskets, bike racks, telephones, notice boards, newspaper boxes and refuse containers should be concentrated at bus stops along the main street collectors to maximize their utility and create active public space.

2.2.3 Gateways

The following guidelines should apply to all major and minor gateways:

- A sense of arrival and entry should be created through the coordinated effort of landscaping, built form, high-quality corner development, and streetscape design (actual gates are not to be permitted).
- Streetscaping features at identified gateway locations should include enhanced landscaping and coordinated fencing to frame the entry into the community.
- Gateway features, such as community signage, low walls, fencing or enhanced landscape treatment should be incorporated in the design of entry road intersections and should be coordinated in design and materials with adjacent structure and consistent along main road right-of-way.
- Arterial and/or Collector Roads into the community should include a planted centre median and other design features to signify their importance.
- Gateway intersections should have distinctive surface treatment for pedestrian crossings, including wider sidewalks.
- Gateways may include a water feature that is linked to a stormwater management facility. A hierarchy of gateways should be accentuated by higher building heights, higher roofs, and unified architectural detailing of cornice height, doors, windows, bays, gables and porches.

2.3 TRAIL NETWORK

A trail network will link pedestrians and cyclists throughout the East Royalty Master Plan Area along natural features, stormwater ponds, developed open spaces and parks. Where necessary or desirable, the trail network may run along Local Streets or Collector Roads, and will change in character as it travels through various features depending on adjacent land uses. The following are objectives to be achieved for the trail network:

- Landscape grading along existing creeks, stormwater management facilities and drainage swales will provide a linear network that will be the basis of much of the trail network.
- The trail network will accommodate cyclists and pedestrians, and will provide links to on-street bicycle lanes and sidewalks along roads.
- Trails should have a minimum width of 3.0 metres, where possible.
- Trail design will be based on each site's sensitivity in order to minimize environmental impacts.

- Grades, where possible, should be under five percent. Sustained grades should be limited to 2% or 3%.
- Curb-cuts should be provided at all road crossings to improve accessibility.
- Trails should be clearly signed regarding permitted use and speed. Wayfinding signage should be provided throughout the trail network (including the on and off-street components).
- Trails should be designed to reflect safe passage and restrict access to neighbourhood properties.
- Benches, waste and recycling receptacles, lighting, bicycle racks and natural or built shade structures should be provided at trail heads and at regular intervals along the trails.
- Trails located in proximity to sensitive natural features or adjacent to stormwater management facilities should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.
- Where trails intersect with motorized vehicle infrastructure or roads, clear signage and safety features will be provided for the safety of both the trail user and motorized vehicle user.

2.4 PARKS/OPEN SPACE

Open spaces comprise critical structural elements of the community. Open spaces within the East Royalty neighbourhoods are to be a safe and accessible framework of parks, parkettes, natural features, and the trail network. To create focus towards these areas from surrounding roads, all parks will have generous roadway frontage. The site design of parks and open space will arise through formal collaboration between the City of Charlottetown and the developer and will accommodate the provisions listed below, based on three categories:

- Environmental Open Spaces;
- Neighbourhood parks; and,
- Parkettes.

2.4.1 Environmental Open Spaces

Environmental Open Spaces are to be protected and enhanced. The following design guidelines are intended to preserve, protect and integrate the environmental elements within the Master Plan Area.

- Development should consider areas where re-planting the environmental edge is necessary to improve the visual appeal and ecological integrity of the edge, in consultation with the City of Charlottetown or the Provincial and/or Federal governments having jurisdiction.
- Development impacts shall be minimized by protecting the environmental edge from sedimentation, soil erosion, or damage to tree trunks and the canopy.
- A planting philosophy should be adopted along the environmental edge that emphasizes drought tolerant and native species.
- Trails should be strategically located in defined buffer zones where possible to minimize soil compaction or disturbance to existing mature vegetation and significant natural features.
- Where appropriate, public views of environmental features should be enhanced by locating developed open spaces/parkettes at the terminus of local roads and homes, which should face onto the natural features.

2.4.2 Neighbourhood Parks

- Neighbourhood parks should provide opportunities for passive and active recreation, and should act as destination points and rest areas for the trail system, wherever possible.
- Neighbourhood parks should have significant road frontage.
- Neighbourhood parks should be designed to meet the needs of children in the neighbourhood (ranging in age from preschoolers to adolescents), providing opportunities for mostly active and some passive recreational activities.
- Neighbourhood parks should include elements such as play structures, informal playgrounds, seating, hard surface areas, shaded areas under tree canopies or open air structures, lighting, distinctive tree, shrub and ground cover planting.
- Landscape design should enhance microclimate opportunities (wind, sun, shade, etc.).

- Group mailboxes and community bulletin boards may be included within neighbourhood parks.
- Pedestrian access should be clearly defined using landscape or architectural elements to ensure an appealing park presence.
- Street trees should be planted along the edge of the park, while enhancing views into the park.
- Park design should ensure visual privacy for adjoining residents.
- Rear lotting adjacent to a neighbourhood park is discouraged.

2.4.3 Parkettes

A parkette is a small component of the open space system, that can be soft surfaced and green or hard surfaced.

- Where possible, parkettes should provide a link to other components of the Greenlands System, and act as destination points and rest areas for the trail system.
- Pathways within parkettes should connect to pedestrian sidewalks and the trail system.
- Parkettes should be located to develop a highly visible and central gathering/socialization area for the surrounding neighbourhood, with visible road frontage, and clearly defined entries.
- View corridors terminating at parkettes should be highlighted through landscape treatment and/or built form elements.
- A distinctive appearance should generally be achieved for parkettes through plant and construction materials.
- Parkettes should include seating, lighting, shaded areas under tree canopies or open air structures, group mailboxes, hard surface areas, distinctive tree, shrub and groundcover planting material and if suitable, a memorial space feature.
- Views to the parkettes should be maximized while ensuring visual privacy for adjoining residents.
- Street trees should be planted along the edge of the parkette, while enhancing views into the park.

2.5 STORMWATER MANAGEMENT FACILITIES

The stormwater pond and channel facilities are designed to help with the infiltration of run-off while promoting sustainability through the provision of habitat and enhancement of ecosystem functions. Stormwater ponds will also provide an amenity space that will address not only the immediate neighbourhood, but those adjacent as well.

- Stormwater facilities shall be designed as vital and significant landscape features that provide a neighbourhood amenity, while achieving functional objectives related to stormwater flow moderation and water quality.
- Ponds are envisioned to blend with the natural landscape, therefore the slope grading of stormwater facilities should ensure natural and variable side slopes and sinuous contours. Inlet and outlet structures will be concealed using a combination of planting, grading and natural stone.
- The banks of stormwater facilities should be stabilized with flood tolerant water's edge plants and native species, including herbaceous and woody vegetation. The perimeter pool should be planted with emergent, strand and submergent species to improve the aesthetics and enhance the performance of the facility.
- Where there is a need to discourage public access to areas around the perimeter of the ponds, living fences and barrier planting will be used in place of fencing. Barrier planting will be comprised of multiple rows of predominantly thorn bearing shrub species. Barrier planting will be installed along the crest of steep slopes, adjacent deep-water areas and around inlet and outlet structures.
- The stormwater ponds shall be accessible by pedestrian and cycling trails that will be part of, or provide connections to, the broader trails network.
- To ensure the ponds are accessible to pedestrians and cyclists, they should not be fenced.
- Stormwater channels may be designed with meandering and naturalized slopes in designated parks.

2.6 UTILITY SERVICES

- Development within the Utilities designation shall occur on the basis of the standards and provisions of the implementing Zoning By-law for the City of Charlottetown for the applicable Zone category that pertains to the Utilities designation.

- Council shall promote utilities to be planned for and installed in common trenches, where feasible, in a coordinated and integrated basis in order to be more efficient, cost effective and minimize disruption; and,
- Uses within the Utilities designation shall be unobtrusive and screened and generally be located at the side or the rear of the building.
- Utility services shall be developed to be compatible with the general character of the surrounding uses and minimize visual impact, where feasible. Council will encourage utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc, when determining appropriate locations for large utility equipment and utility cluster sites.