

SECTION

PUBLIC REALM

6.0



6.1 Parking

Parking for the proposed development has been carefully planned to accommodate the needs of residents, visitors, and businesses, while minimizing its impact on the streetscape and overall community character. The parking strategy balances convenience with aesthetics, ensuring it supports a vibrant, pedestrian-friendly environment.

Residential Parking

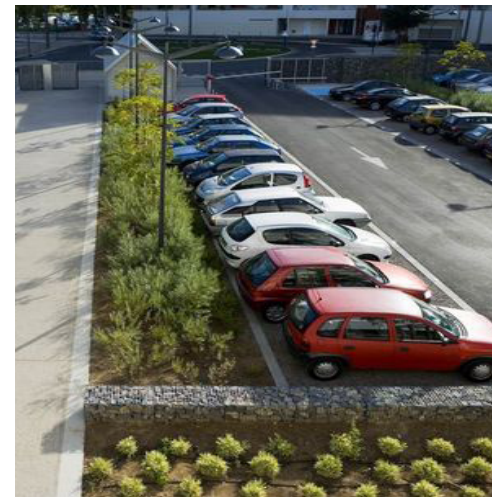
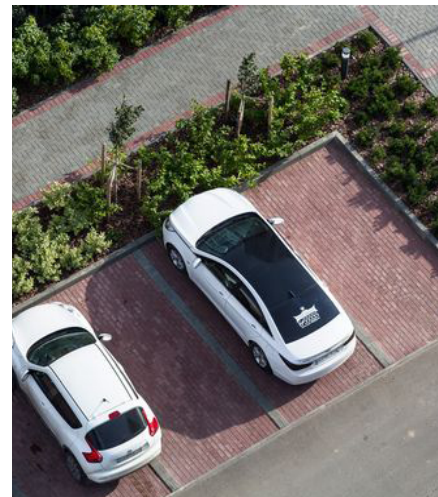
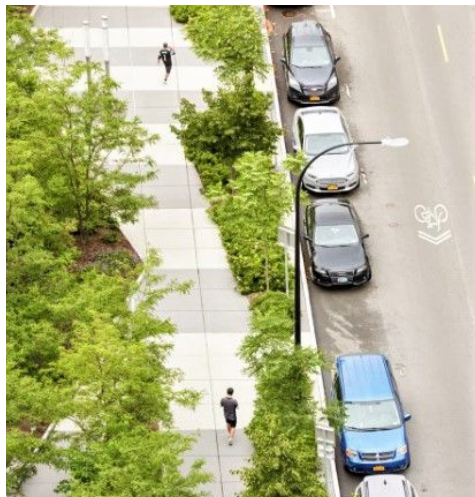
Residential units, including single-detached homes and dual-frontage townhouses, will feature private driveways and garages to provide convenient on-site parking for residents.

On-Street Parking

On-street parking will be provided along local streets and portions of collector roads where feasible, offering additional spaces for visitors and supporting active streetscapes. The design of on-street parking will prioritize pedestrian safety, with attention to visibility near intersections and pedestrian crossings.

Mixed-Use Block Parking

For the commercial/mixed-use block, parking will be provided in surface parking lots. While specific design details will be determined through the future site plan application process, landscaping and screening will be incorporated to soften the visual impact of surface parking areas and maintain the high-quality streetscape envisioned for this area.



6.2 Community Edges and Gateways

Community Edges

Community edges serve as key transitional areas that provide a first impression of the development. The design and treatment of these edges play a critical role in establishing the community's identity, character, and sense of place. Well-designed community edges incorporate high-quality architecture, landscaping, pedestrian-friendly streetscapes, and amenities such as multi-use pathways (MUPs), and signage.

The proposed development features three distinct community edges, each requiring careful design to ensure seamless integration with the surrounding context:

1. 10th Line (Western Edge)

The western edge of the site runs along 10th Line and features dual-frontage residential units with entrances oriented toward the street. These units will create active frontages that enhance the pedestrian experience and contribute to a lively streetscape. The inclusion of multi-use pathways (MUPs) along 10th Line ensures direct and safe pedestrian and cycling connections to the broader active transportation network. The built form will feature special architectural treatments along the primary frontage, maintaining a high-quality and cohesive streetscape.

2. 10 Side Road (Southern Edge)

The southern edge of the site runs along 10 Side Road and is defined by a mix of dual-frontage residential units and window streets. These treatments will establish a visually engaging and pedestrian-friendly edge, ensuring that the public realm remains active and welcoming. Units along this edge will receive enhanced architectural detailing on publicly visible elevations, while multi-use pathways along 10 Side Road provide further opportunities for active transportation and recreation. This edge serves as a critical interface between the community and adjacent areas.

3. Norval West Bypass

The Norval West Bypass serves as a key transportation link and a community boundary. Since it bisects the property, both edges require thoughtful design, featuring dual-frontage residential units, flankage conditions, and window streets to ensure that bypass-facing elevations maintain a high-quality architectural presence. The adjacent neighbourhood park will act as a key open space, providing a green buffer and enhancing the interface between the community and the bypass. Additionally, multi-use pathways along the bypass will connect seamlessly with internal pathways and trails, supporting active transportation and promoting pedestrian and cycling access throughout the community.

Gateways

Gateways are key visual and functional elements that mark prominent entrances into the community, enhancing its identity and sense of arrival. The proposed development features three primary gateway locations, as shown in Figure 6, at the following intersections:

- The intersection of 10 Side Road and Street 'B';
- The intersection of 10th Line and Street 'A'; and
- The intersection of 10th Line and Street 'E'

To highlight these key entrances, distinctive building models will be employed on prominent lots at gateway locations. These buildings will feature enhanced architectural treatments, including increased massing, articulation, and fenestration, ensuring they stand out as focal points. Additionally, landscaping, and signage, will further define these gateways, reinforcing the community's character and creating a welcoming atmosphere.

6.3 Streetscapes

The subject site is defined by the existing streetscape of 10th Line south of the subject site, 10 Side Road east of the subject site and Adamson Street South north east of subject site. The proposed vehicular network within the site includes collector roads and local roads.

The following are urban design guidelines that have been considered in the design of the proposed streetscapes:

- All buildings should be oriented towards the street and open spaces (where possible), to provide a sense of enclosure and enhance security in the public realm through casual surveillance;
- Coordinate built form with landscape features along the streetscape to support a comfortable pedestrian environment, with casual surveillance, enhanced accessibility and intuitive wayfinding;
- Entry features with planting in front of the gateway buildings should provide strong sense of arrival to the community;
- Pedestrian crossings should be clearly marked through surface treatments, signage or changes in paving material. They should be accessible and continuous, connecting to adjacent sidewalks;
- Sidewalks shall be constructed in concrete and brick pavers, and should be continuous over driveways and intersections, providing a barrier free pedestrian circulation network;
- Street trees should be planted in continuous rows, at approximately 6.0-9.0 metre intervals. Double rows of trees may be planted to signify key streetscapes, such as the minor collector road;
- Planting materials should include native species that are drought tolerant and require minimal maintenance. The use of high branching deciduous trees is encouraged to foster high visibility, clear sight lines and pedestrian security;
- Street furniture should be strategically located in areas with anticipated pedestrian traffic, and reflect the architectural style and character of the proposed community;
- Provide bicycle parking in areas with high pedestrian activity.



6.4 Fencing

1.8m wood privacy fences and 1.2m chain link fences with decorative metal fence details are to be constructed using high quality materials that contribute to the aesthetic quality of the community. Soft and hard landscaping is proposed to accent fencing that flanks public right-of-ways.

Decorative metal fence will be required to protect the rear yards and side yards of residential lots adjacent to open spaces such as parks, natural heritage systems and buffers, woodlots and stormwater management pond areas. Soft landscaping treatments are recommended to delineate property boundaries.



Example of soft landscaping treatment along with wood privacy fencing.



Example of chain link fencing along walkway block.



Example of black chain link fence

6.5 Public Parks

The proposed development incorporates one park and two parkettes strategically distributed across the site to enhance accessibility and recreational opportunities for residents.

Neighbourhood Park

Block 346 is a 1.72-hectare (4.25-acre) centrally located neighbourhood park envisioned to accommodate a range of recreational and social activities. Potential features may include pickleball courts, a children's playground, and open fields. A potential shade structure with seating could provide a sheltered gathering space, while benches and picnic tables may be placed throughout the park. A paved multi-use trail is planned to run through the site, connecting to the off-road trail system within the Natural Heritage System. Landscaped areas incorporating native plantings are anticipated to enhance the park's natural setting.

Parkette

Block 347 is a 0.26-hectare (0.64-acre) parkette situated in the northern portion of the site. This park is intended for more intimate community interactions with potential landscaped seating areas and play equipment for young children. It will also provide a connection to the off-road trail proposed in the Natural Heritage System.

Block 348, a vista block parkette covering 0.08 hectares (0.20 acres), is positioned near the western residential blocks. It serves as a supplementary recreational space, designed to include a connection to the proposed off-road trail and seating for casual use.



6.6 Trails and Pathways

The proposed trail network consists of multiple interconnected components, ensuring seamless connectivity across the site while integrating with both existing and planned Active Transportation (ATP) networks (refer to Figure 12).

A 3-metre-wide multi-use trail is proposed within the Natural Heritage System (NHS), providing a continuous off-road connection that preserves and enhances the natural landscape. In addition to this off-road component, the network includes multi-use pathways (MUPs) and sidewalks along key streets, as well as dedicated trail connections through walkway blocks to improve accessibility between neighbourhoods and open spaces. The overall conceptual trail system is illustrated in the Conceptual Trails Plan prepared by NAK Design Strategies (Figure 17).

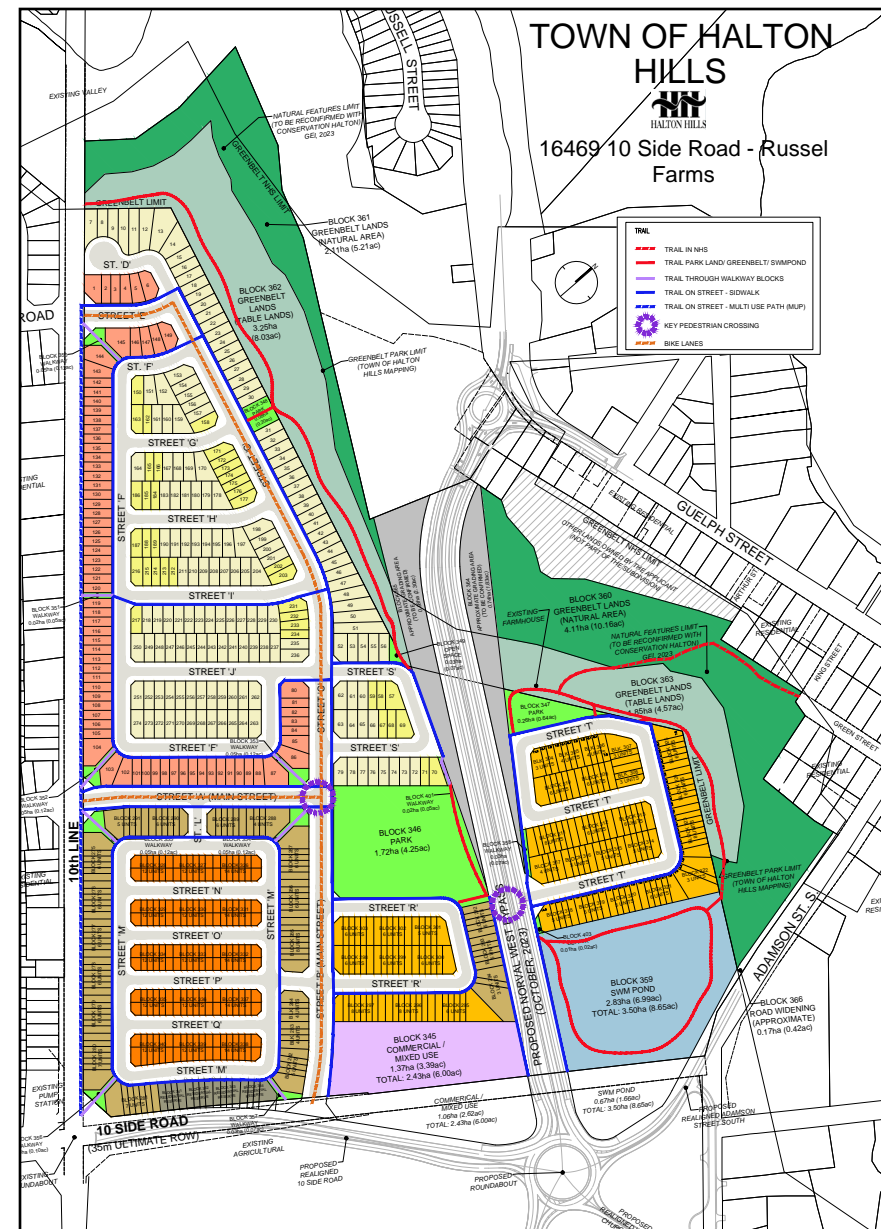


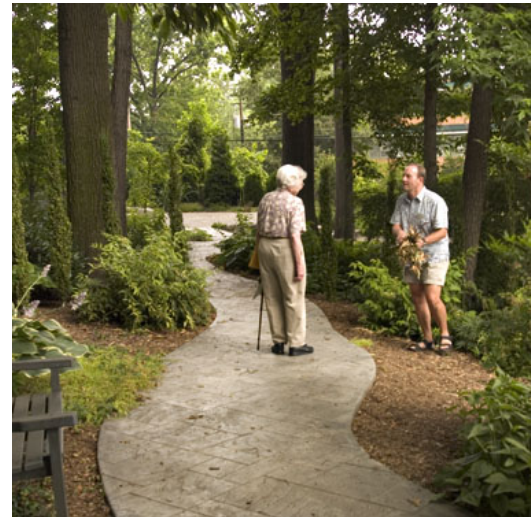
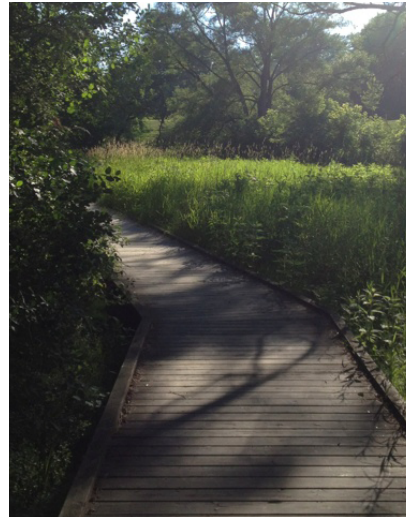
Figure 17: Conceptual Trail Plan (Prepared by NAK Design Strategies)

Strategically placed trailheads enhance accessibility throughout the community:

- One trailhead is located at the southwestern edge of the site, providing direct access from 10th Line.
- Another is positioned within the vista block parkette, serving as a convenient entry point for local residents.
- A third trailhead, accessible via open space from Street S, connects the trail system to the surrounding residential area.
- A fourth trailhead is planned at the parkette north of the site, further improving connectivity and encouraging pedestrian movement.

Additionally, the trail network connects to proposed parks and parkettes, offering residents direct access to green spaces for recreation and leisure. It also extends to the stormwater management pond, integrating natural and functional landscape features into the community's pedestrian pathways.

This comprehensive multi-layered trail system—consisting of off-road NHS trails, open space trails, MUPs, sidewalks, and walkway connections—aligns with the broader Active Transportation Plan and reflects the vision outlined in the Conceptual Trails Plan. These connections promote active transportation while preserving the site's natural features, ensuring a well-integrated and accessible recreational experience for residents.



6.7 Sustainability

The proposed development emphasizes sustainable design principles that foster environmental stewardship, enhance biodiversity, and create resilient, comfortable public spaces. Key sustainability initiatives include:

1. Landscape Buffers and Open Spaces

Adequate landscape buffers and open space land uses are integrated into the site to provide a seamless transition between the built and natural environments. These spaces contribute to the preservation of natural heritage features and ensure ecological continuity.

2. Comfortable Micro-Climates

Both proposed and existing open spaces are strategically designed to establish comfortable micro-climates. These areas will mitigate pedestrian-level wind effects while offering shade and protection from sun, rain, and snow, ensuring year-round usability.

3. Inclusive Seating in Public Realms

Seating areas within the public realm are designed with ergonomic considerations to cater to a diverse user base, from children to older adults, fostering inclusivity and comfort for all.

4. Urban Heat Island Mitigation

Street trees are strategically planted to provide shade, mitigate the urban heat island effect, and create comfortable environments for pedestrians and cyclists. These measures promote sustainable mobility and enhance the overall urban experience.

5. Aging-in-Place Design

Residential units, including townhouses and single-detached homes, are designed with features such as no-step access where feasible, ensuring accessibility and enabling residents to age in place gracefully.

6. Active Transportation Network

A comprehensive pedestrian network connects the site internally and to the surrounding community, including multi-use paths, sidewalks, bike lanes, and walkways. This network encourages active transportation, reduces automobile dependency, and ensures equitable access to parks and open spaces for users of all ages.

7. Stormwater Management

Stormwater management facilities are thoughtfully located near natural heritage features, leveraging existing topography and drainage patterns. These facilities are developed as naturalized ponds with native plantings to support pollinator species, enhance biodiversity, and contribute to ecological health.

This holistic approach ensures that sustainability is woven into the fabric of the development, supporting both environmental goals and community well-being.





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