

URBAN DESIGN GUIDELINES

CORK AND VINE COMMUNITY
Phase 2A, 3A & 4

December 2025
Wellington, Prince Edward County



WESTON
CONSULTING



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1 INTRODUCTION

This document presents the Urban Design Guidelines (UDG) prepared by Weston Consulting on behalf of 2238052 Ontario Ltd. for a new master-planned community (proposed community) located in Wellington, Prince Edward County. The proposed development aims to introduce a vibrant, mixed-use community that will include a diverse range of residential and commercial buildings, open spaces, parks, stormwater management features, and multi-use pathways.

The project will be implemented in several phases, with the UDG specifically addressing Phases 2A, 3A, and 4 of the development. The UDG establishes a comprehensive urban design framework, offering general guidelines for the community's built form and open space network. It also includes a contextual analysis of the site and its surroundings and a description of the conceptual master plan. Key design guidelines are also provided for the 'Belleville Street' area, envisioned as a vibrant, mixed-use corridor with commercial and residential components on both sides.

This document has been prepared to support applications for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision, which are necessary to facilitate the development of Phases 2A, 3A, and 4. All figures included within this UDG are for conceptual purposes and are intended to illustrate the vision for the community's development.

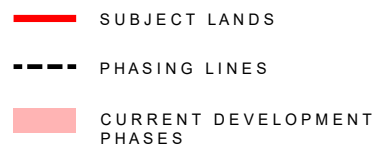


Figure 1: Location Map

2 CONTEXT & PROJECT DESCRIPTION

The subject lands for the proposed community are located within the Wellington Urban Centre, as defined by Schedule A Secondary Plan Land Use map. Wellington is a small, rural community situated on the north shore of Lake Ontario in Prince Edward County. The Millennium Trail, a major trail that runs through the community, connects Wellington with Picton to the east and Consecon to the west. Existing developments are primarily located south of the Millennium Trail, along the shoreline of Lake Ontario. Wellington's Main Street provides east-west connectivity through the town and is the "Main Street" of the community.

The subject lands comprise a total area of approximately 151.93 hectares and are bordered by the Millennium Trail to the south, Concession Street to the west, and agricultural lands to the north and east. Belleville Street, a north-south arterial road, runs through the property, in the eastern portion of the design.

The proposed development is divided into several phases, each with specific areas and estimated residential units.

Phases 2A, 3A East, 3A South and 4 include a total area of 89.59 hectares. These phases of the proposed development envision a mixed-use community featuring various residential typologies and commercial spaces, and recreational amenities. Residential options include single-detached homes with 13.4 and 11.0 metre lot frontages, street townhouses (including bungalow-style units), and condominium townhouses. The development will also include higher-density residential areas, such as low-rise apartment buildings. Special "Gateway Mixed-Use Blocks" will be positioned on both sides of Belleville Street, enhancing its identity as the community's 'mixed-use street.' The goal is to create a vibrant streetscape, with mixed-use buildings and street-level activities that encourage pedestrian

interaction, offering complimentary uses to the existing Main Street. Phase 4, located in the northern part of the development, will focus on tourism and recreational uses, further supporting both the existing and planned communities.

Equally important is the design of parks and open spaces through the provision of well-designed green space. The community will feature a few parks and common greens, providing ample recreational opportunities. Stormwater management ponds will be integrated into the development as functional infrastructure and areas for active and passive recreational opportunities. The natural areas along the watercourse and floodplain will provide opportunities for complimentary active and passive recreational facilities such as trails, community gardens and activities such as frisbee golf.

Connectivity is a key design principle. The development will include a comprehensive pedestrian and cycling network, consisting of multi-use paths, mid-block connections, primary and secondary pedestrian pathways, and sidewalks. This network will ensure easy access to major destinations within the community. See Figure 2 for the network.

Phases 1A, 1B, 2B, and 3B have already received approval for Official Plan Amendments, Zoning By-law Amendments, and Draft Plans of Subdivision. This UDG document provides detailed design guidance for the remaining phases (Phases 2A, 3A East, 3A South, and 4), particularly for Belleville Street, which will be transformed into a vibrant north-south "mixed-use street."



LEGEND

- Subject Lands
- - - Phasing Boundary
- Single-Detached
- Standard Condo and Free-hold Townhouses
- Bungalow Townhouses
- Mid-Rise/Future Development
- Gateway Mixed-Use (MU)
- Parks and Green Links
- Common Greens
- Natural Open Space
- Storm Pond
- Multi-use Pathway/Pedestrian Links
- Secondary Pathways
- Flood Line 2022
- Water Course
- Conceptual Parking Areas
- Conceptual Private Roads
- Conceptual Buildings in Gateway MU Areas
- Major Cross Walk
- Major Entry Feature, Signage, Landscaping etc
- Potential Community Garden Locations
- Potential Right-In/Right-Out Location
- Roundabouts

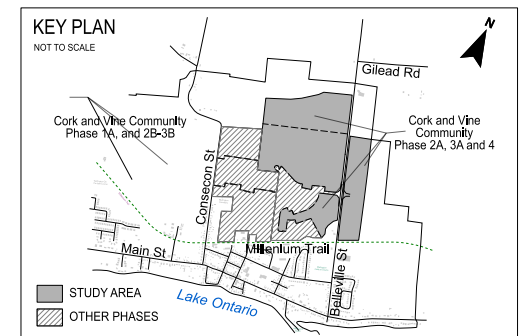


Figure 2: Composite Master Plan Concept

3 DESIGN GUIDELINES

3.1 Streets & Streetscape

Streetscapes are a fundamental public realm element, shaping a community's overall character and experience. As the largest public space component, the street network is the primary interface between the built form and the public domain. Streets are the most frequented infrastructure for residents and visitors and play a pivotal role in defining a neighbourhood's identity, atmosphere, and social dynamics.

This section introduces a set of design guidelines for the streets and streetscaping in the proposed community.

Guideline 1. Framing the Public Realm

- Buildings should be positioned close to the street line to define the public realm and create a human-scaled streetwall. Minimum setbacks from the street line will vary by street type, ensuring an appropriate spatial enclosure. Subtle variations in setbacks are encouraged to introduce diversity and enhance the streetscape's visual appeal. This is implemented through the zoning by-laws.
- A sense of place will be established by an appropriate enclosure of the streets. This will encourage walkability and activate the streets.
- Wider setbacks are anticipated along Belleville Street for commercial spill-out areas and street animation. This may result in a modified cross-section from Figure 3.

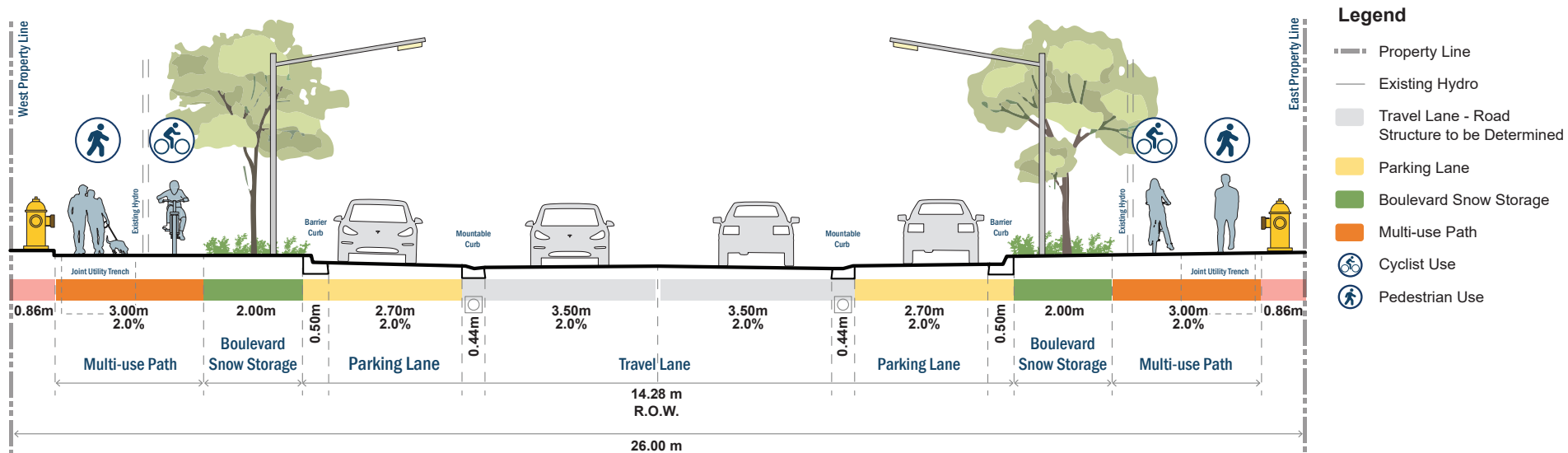
Guideline 2. Sidewalks and Multi-Use Pathways

- Sidewalks will be provided on at least one side of all local streets, designed to accommodate two-way pedestrian traffic, including individuals with accessibility needs, in accordance with the Accessibility for Ontarians with Disabilities Act (AODA).

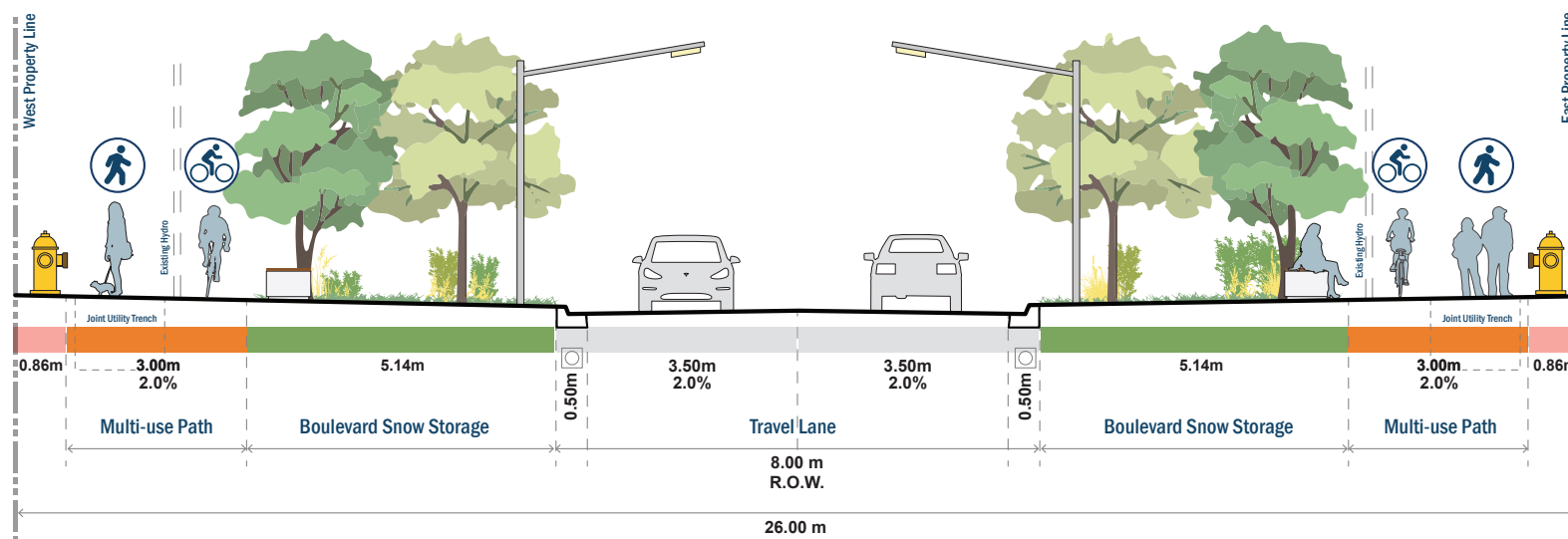
- If only one sidewalk is proposed, it should ideally be located on the side of the street with the majority of building frontages.
- Belleville Street will be designed as a 'mixed-use street' with multi-modal facilities. Both sides of Belleville Street will feature 3.0-meter-wide multi-use paths, supporting active transportation modes such as walking, cycling, and skateboarding. Belleville Street will be considered for potential right-in and right-out vehicular access movements.
- Additional multi-use pathways will connect major local streets to parks and other key destinations. The overall sidewalk and pathway network will be designed to seamlessly link to the existing recreational trail system, including the Millennium Trail and nearby parks.

Guideline 3. Boulevards

- Boulevard widths will be optimized to support green, permeable areas and the planting of street trees. They will also provide a buffer between pedestrians (and non-motorized users) on multi-use pathways and vehicular traffic.
- Figure 3 illustrates the varying boulevard widths along Belleville Street, with wider boulevards (5.14 meters) accommodating double rows of trees and snow storage, contributing to the 'mixed-use street' green character. In areas where on-street parking is needed, narrower boulevards (2.00 meters) will include a single row of trees.
- On local streets, green boulevards will extend on both sides, enhancing the greenery and supporting street tree planting.



BELLEVILLE STREET CROSS-SECTION WITH PARKING



BELLEVILLE STREET CROSS-SECTION WITH LARGE BOULEVARDS

Figure 3: Belleville Street cross-section (based on drawings provided by Jewel Engineering, updated by Weston Consulting)

This provides shade and improved micro-climatic conditions that support the tree canopy.

Guideline 4. Street Trees

- Street trees should be planted in boulevards between the curb and sidewalk.
- Where boulevard widths allow, street trees will be provided, particularly on Belleville Street, which serves as a key thoroughfare and gateway.
- Tree species should vary to enhance the streetscape and avoid monoculture. Careful selection should be made for resilience in harsh winter conditions and tolerance to road salts. The use of indigenous trees should be prioritized.



Figure 4: Precedent of mixed-use streetscape

Guideline 5. Utilities and Street Furniture

- The placement of utilities and street furniture will be coordinated with street tree locations to ensure functional and aesthetic integration.
- Above-ground utilities should be minimized in visually prominent areas, such as intersections, roundabouts, view terminuses, and T-intersections.
- Street furniture design will be consistent throughout the community, reinforcing the community's character and overall cohesiveness in design.



Figure 5: Examples of street trees and furniture

3.2 Built Form

The built form plays a pivotal role in establishing a community's visual character and identity. It helps frame the public realm, creating a sense of place while adding a human scale to the environment. In addition to contributing to the community's aesthetic appeal, the built form accommodates residential and non-residential uses.

The proposed development offers a variety of housing options to cater to different demographics and provides employment opportunities. In Phases 2A and 3A, residential buildings will include single-detached homes, street townhouses, bungalow-styled townhouses, condominium townhouses, and low-rise apartment buildings. Mixed-use developments are also proposed for the 'Gateway Mixed-Use Blocks' along Belleville Street.

The following design guidelines ensure that the built form is carefully integrated with the surrounding community, while supporting its growth and character.

Guideline 1. Compatibility and Transition

- The design of new buildings will be compatible with the existing physical character of Wellington.
- Development will vary in scale, with different heights strategically distributed throughout the community. Most building heights outside of Belleville Street will be two-three storeys.
- The highest concentration of massing will be located within the 'Gateway Mixed-Use Blocks' along both sides of Belleville Street and at major intersections to enhance the 'retail street' character (Figure 6).
- Buildings along the 'mixed-use street' will generally range from two to four storeys, with four-storey buildings generally situated closer to Belleville Street.

- Lower building heights will generally be located toward the rear of the 'Gateway Mixed-Use Blocks' to provide a transition to the surrounding areas.



Figure 6: Example of mixed-use with ground floor retail



Figure 7: Example of mixed-use building and street animation

Guideline 2. Public Realm and Built Form

- The facades of buildings that face the public realm will be of high design quality to enhance the streetscape.
- Buildings on corner lots or at key locations will address both street frontages with prominent, well-designed facades (Figure 9).
- Main facades should face the public realm, with entrances directly accessible from the street to activate the streetscape.
- Buildings should generally align with street edges and occupy the majority of the street frontage, ensuring a strong street wall and active streetscape (Figure 6).
- To contribute to the vibrancy of the streetscape, active uses should occupy the ground floor of residential apartment buildings or mixed-use buildings. These may include residential lobbies, amenity areas, retail spaces, and commercial uses.
- The ground floor of mixed-use and commercial buildings should include large windows or glazing to create visual connections between interior and exterior spaces. Outdoor spill-out areas should be encouraged where possible (Figure 9).
- Crime Prevention Through Environmental Design (CPTED) principles will guide the design to promote safety and natural surveillance, fostering an 'eyes on the street' approach.



Figure 8: Example of mixed-use building addressing corner location



Figure 9: Example of mixed-use building with large windows and spill-out areas

Guideline 3. Built Form Design and Materiality

- The scale, massing and design of the new buildings will be compatible with that of the buildings in Wellington.
- Architectural details and building articulation will establish a human-scale, and pedestrian-friendly environment.
- Front porches for residential detached dwellings and townhouses are encouraged to enhance street appeal and encourage social interaction (Figures 10-11).
- Garages should be flush or recessed from the main building wall or front porch (Figure 10), or accessed via rear laneways to reduce their visual prominence.
- The design of townhouses and apartment buildings should consider overall form, massing, proportions, and the rhythm of repetitive building elements and rooflines to create an aesthetically cohesive streetscape.
- Townhouse developments will generally be limited to six attached units, but may sometimes accommodate up to eight where necessary.
- A variety of materials and colours will be used to add visual interest while complementing the character of Wellington.
- All materials will be durable, high-quality, and selected for their long-term performance.



Figure 10: Examples of detached residential buildings. Courtesy of Cork and Vine



Figure 11: Examples of townhouses. Courtesy of Cork and Vine

3.3 Gateway Mixed-Use Blocks

The Gateway Mixed-Use blocks are located on both sides of Belleville Street to establish a "mixed-use corridor" that will complement Main Street with additional commercial uses to serve the community. The intent is to animate Belleville Street with active uses at grade and create a pedestrianized streetscape.

Guideline 1. Frame the Public Realm

- Buildings will be located close to the street edges (as per established setbacks in the zoning by-law) to frame the public realm.
- Main entrances of buildings will generally be fronting on Belleville Street and connected to the street sidewalk.
- Buildings along Belleville Street will generally maintain consistent setbacks to create a continuous streetwall. Subtle variations in setbacks are encouraged for an attractive streetscape.

Guideline 2. Street Animation and Pedestrian Priority

- Provide active uses at grade including non-residential and commercial uses to animate the streetscape where appropriate.
- Spill-out areas for commercial uses such as outdoor patios to increase street animation are encouraged.
- Include large display windows at grade to increase visibility between the interior and exterior and facilitate a safe environment for pedestrians.

Guideline 4. Parking Strategy

- Parking should generally be at the side or rear of buildings to maintain a pedestrianized streetscape along Belleville Street.
- Connect parking areas to building entrances with pedestrian pathways and crossings.



Figure 12: Examples of Gateway Mixed-Use area streetscape conditions.

3.4 Pedestrian & Cycling Paths

Pedestrian and cycling paths are essential to fostering a healthy and active community, offering sustainable transportation alternatives. A well-connected network encourages residents to walk or cycle, promoting eco-friendly mobility to and from destinations. The proposed community plan envisions a comprehensive network of multi-use pathways, primary and secondary pedestrian links, and well-maintained street sidewalks.

To ensure the safety, accessibility, and convenience of pedestrians and cyclists, the following guidelines are established:

- Provide direct, safe, continuous, and marked pedestrian access from public sidewalks to building entrances.
- Ensure street sidewalks are at least 1.5 meters wide, adhering to AODA and relevant accessibility standards.
- Install pedestrian crossings at major intersections with AODA-compliant design features.
- Design multi-use pathways a minimum of 3 meters wide to accommodate pedestrians, cyclists, and other active transportation users.
- Include street furniture, such as benches under shade trees and bicycle parking racks near building entrances, to enhance pedestrian comfort and convenience and encourage cycling.



Figure 13: Precedent image of pedestrian and cycling facilities

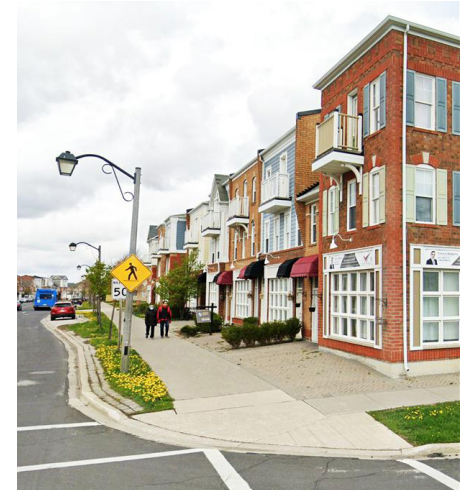


Figure 15: Multi-use pathway beside mixed-use development



Figure 14: Precedent image of multi-use pathway beside retail street



Figure 16: Circulation Diagram

3.5 Parking Area Design Strategy

The design strategy for vehicle parking areas should prioritize the preservation of a pedestrian-friendly streetscape and aim to minimize conflicts between pedestrians and vehicles.

Guideline 1. Shared Vehicular Access

Encourage shared access to parking areas between adjacent properties. This approach reduces the number of driveways, minimizes disruptions along the sidewalk, and maintains the continuity of the streetscape.

Guideline 2. Strategic Location of Parking Areas

Whenever possible, place surface parking behind or to the side of buildings, away from the public realm along Belleville Road. This helps preserve the aesthetic and functional integrity of the Belleville corridor streetscape.

Guideline 3. Landscape Buffers

Parking areas located along streets should be buffered by landscaping to reduce their visual impact. A recommended buffer width is 1.5 metres, providing a green barrier that enhances the pedestrian experience and softens the view of parked vehicles.

Guideline 4. Landscaping

Landscaped parking islands and medians are generally encouraged in parking areas to reduce the expanse of asphalt and introduce greenery. These landscape features should be adequately sized to accommodate the planting of trees and shrubs, contributing to the area's environmental quality and aesthetic appeal.

Guideline 5. Pedestrian Connectivity

Ensure clear, safe pedestrian connections between parking areas and building entrances. These pathways should be well-defined, with pedestrian crossings and sufficient lighting where necessary, to enhance safety and ease of movement.



Figure 17: Example of parking area at the rear of Gateway Mixed-use buildings

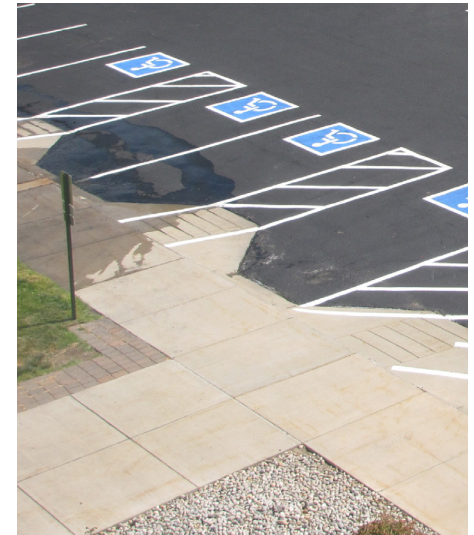


Figure 18: AODA parking spaces

3.6 Parks, Open Space & the Environment

The community's open space network consists of parks, common greens, storm ponds, and natural open spaces. These elements create a diverse and sustainable environment, promoting ecological integrity, recreational opportunities, and a strong sense of place. The proposed plan includes a number of public parks, stormwater management facilities, natural open spaces, and private green spaces. This network serves as a key structural element of the proposed community while complementing the built environment and provides critical spaces for relaxation, recreation, and connection to nature.

The following are general design guidelines for the open space network. By following these guidelines, the open space network will become a cornerstone of the community, enhancing both ecological sustainability and the quality of life for all residents. Each type of open space will work together to create a balanced, vibrant, and connected environment for all users.

Guidelines for Parks

Guideline 1. Street Frontage & Visibility

Public parks should generally front onto streets or public trails, wherever possible, to increase visibility and access. Street frontages will help create green breaks in the streetscape, enhancing the park's presence and making it more inviting to the community.

Guideline 2. Site Layout & Orientation

Parks should be strategically located and organized to aid in orientation, improve wayfinding, and add character to the surrounding area.



Figure 19: Example of Disc Golf in floodplain park areas



Figure 20: Precedent of park with play structure

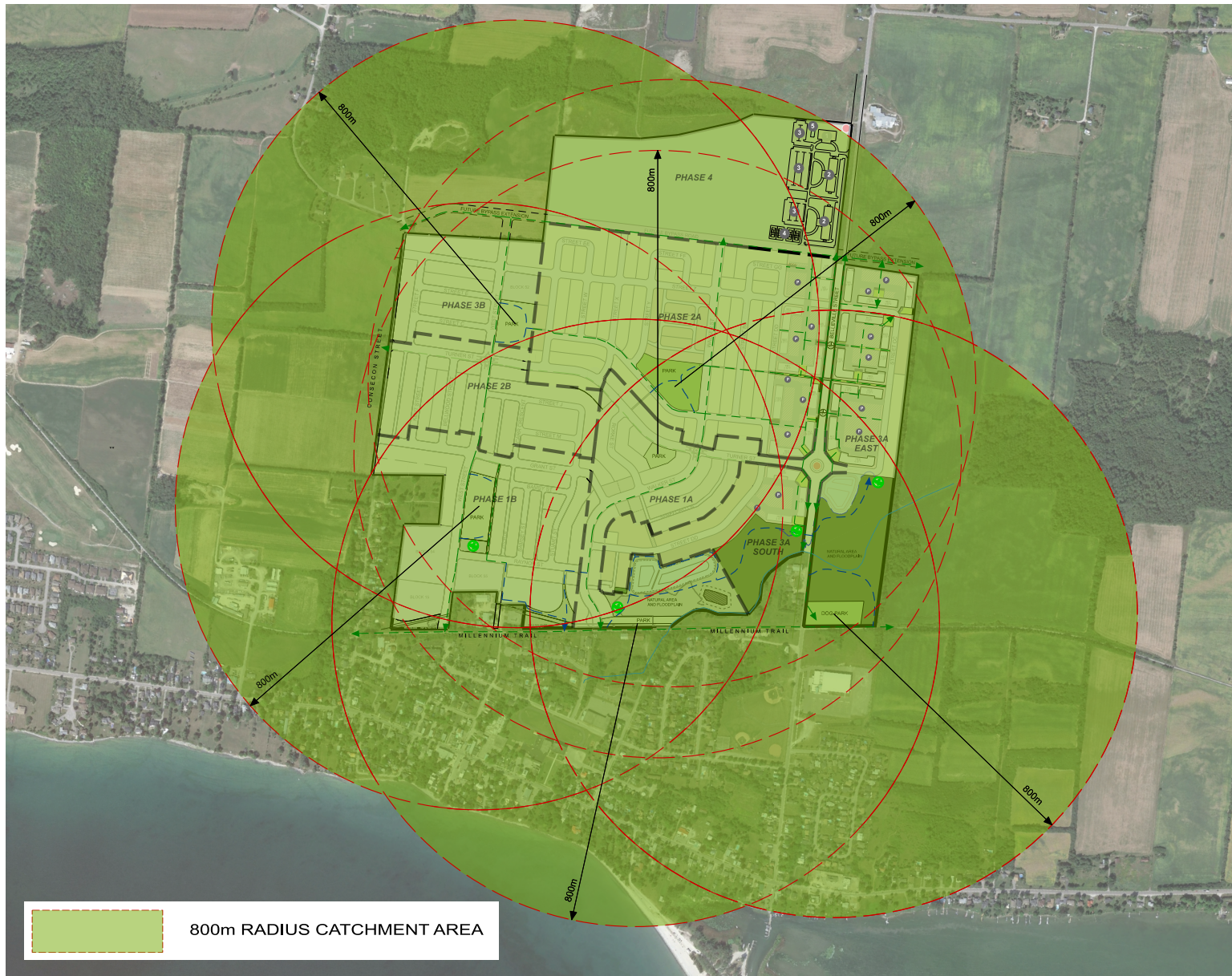


Figure 21: Park catchment area of 800m radius/10 minute walk

Guideline 3. Wayfinding

The integration of wayfinding signage and storyboards within parks, alongside the networking of parks, trails, open spaces, and natural features, will create a cohesive and well-connected green network.

Guideline 4. Recreational Opportunities

Design parks with a balance of active and passive recreational facilities, considering park size and intended programming. Programming should cater to diverse age groups, abilities, and community needs.

Guideline 5. Integration with Natural Features

Structures within parks should be carefully sited to respect the area's natural topography, vistas, and ecological features. The principal entry or arrival areas should enhance the public realm and create a welcoming atmosphere.

Guideline 6. Accessibility

Parks, or other open spaces, should be located within an 800-metre (approximately 10-minute walking) radius of most residential areas, ensuring easy access for all community members. See Figure 20.

Guidelines for Common Greens

Guideline 1. Distribution & Accessibility

Common greens are smaller public or private open spaces that complement larger parks and provide additional recreational opportunities. These greens should be well-distributed throughout the community, especially within the Gateway Mixed-Use blocks and townhouse areas.

Guideline 2. Location & Function

Position common greens between buildings to serve as extended amenity areas easily accessible to residents. These greens should function as shared spaces for relaxation, play, and social interaction.

Guideline 3. Amenities

Provide recreational amenities such as walkways, seating, landscaped areas, and shade trees to enhance the comfort and utility of common greens for the community.

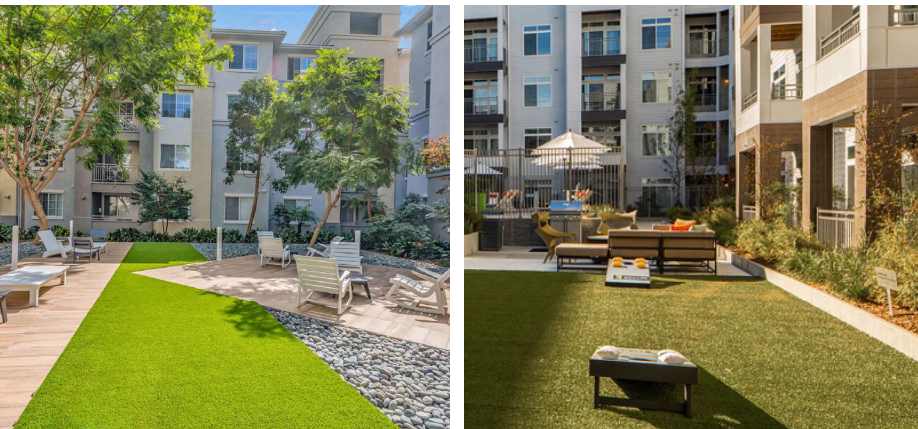


Figure 22: Examples of Common Greens

Guidelines for Stormwater Management Ponds

Guideline 1. Integration with Community Design

Stormwater management ponds (SWMP) should be incorporated into the neighbourhood design as integral components, ensuring they complement the surrounding development. SWMP facilities should be viewed as valuable community amenities designed to be both functional and aesthetically pleasing. SWMP where possible, should be linked to natural open spaces for continuous open space network.

Guideline 2. Visual Appeal & Functionality

SWMPs should be designed to function as structures that collect and slowly drain stormwater runoff from developed areas when it rains and reduce the negative ecological impacts of stormwater facilities and as visual assets within the community. Incorporate plantings, seating, and walkways that enhance the aesthetics and usability of the space without interfering with the primary stormwater management functions.

Guideline 3. Public Access & Trails

Where feasible, incorporate public access points, trails, and lookout areas into the design of SWMP. This will allow residents to enjoy the area's natural beauty while respecting the function of the SWMP.



Figure 23: Examples of stormwater management pond features

Guidelines for Natural Open Spaces

Guideline 1. Ecological Preservation

Natural open spaces should be preserved in their existing state to maintain their ecological integrity. They should be protected from over development and managed in a way that supports biodiversity and the health of local ecosystems.

Guideline 2. Pedestrian Access

Provide secondary pedestrian connections through natural open spaces to allow public access and facilitate enjoyment of nature. Trails should be carefully planned to minimize disturbance to the natural habitat and ensure the safety of users.

Guideline 3. Community Integration

Natural open spaces should be easily accessible to the local community, playing a vital role in enhancing residents' quality of life and fostering a stronger connection to nature. Incorporating community gardens within these spaces offers residents an opportunity to engage in outdoor activities, cultivate their own gardens, and build social ties, all while promoting environmental stewardship and well-being.

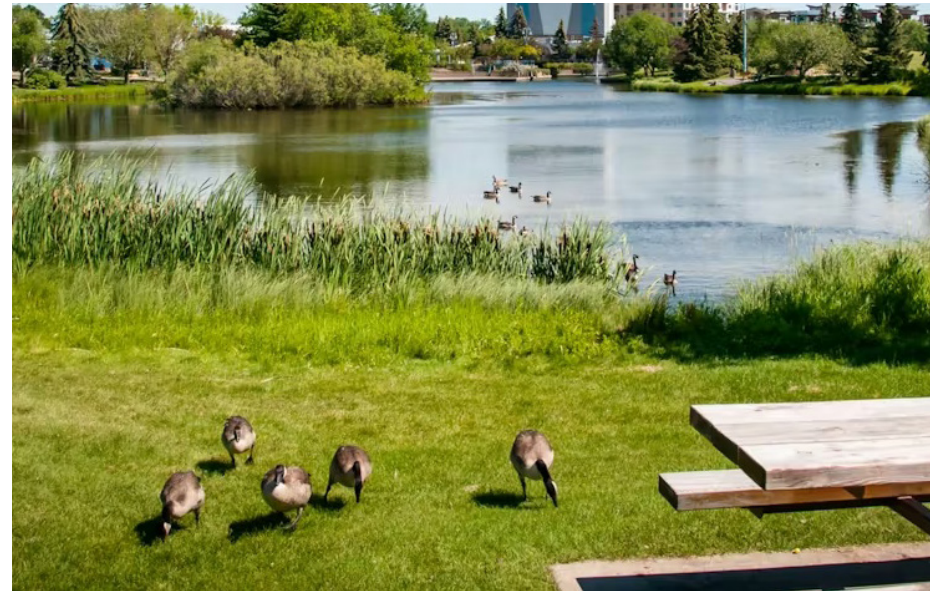


Figure 24: Examples of natural open spaces

3.7 Services & Utilities

Service areas, waste storage, collection points, and utilities are essential to a functional community infrastructure. When designing these elements, the primary consideration should be their location to minimize disruption to the streetscape and public visibility while ensuring ease of access for maintenance. By strategically locating service areas and utilities, we can enhance the community's functionality while minimizing their impact on the streetscape and public spaces.



Figure 25: Precedents of screened service areas/utilities

Guideline 1. Loading and Service Areas

Service and loading areas should be discreetly positioned within buildings or away from the street and other publicly visible spaces. This minimizes their impact on the public realm. When necessary, landscaping elements such as hedges or fences should be used to screen these areas further and enhance the streetscape’s appearance.

Guideline 2. Utilities

Utilities, including Bell DMS Units, Micro Hubs, transformers, and pedestals, should be carefully sited to reduce their visual impact on the streetscape. The placement of above-ground utilities should be considered about key visual axes, such as at the ends of streets, T-intersections, or view corridors, where their presence can detract from the overall aesthetics of the area.

Guideline 3. Location

Where possible, above-ground utilities should be located away from high-visibility areas, such as intersections, daylighting triangles, or view corridors. In cases where above-ground placement is unavoidable, careful screening and landscaping should be employed to mitigate their visual impact. Where feasible, utilities should be placed underground to preserve the visual integrity of the streetscape and reduce the clutter of above-ground infrastructure.

Guideline 4. Community Mailboxes

The Municipality should collaborate with Canada Post and developers to ensure that community mailboxes are placed in identifiable, easily accessible, convenient locations for residents while maintaining the overall design aesthetic.

3.8 Gateways & Wayfinding

Gateways

Gateways play a vital role in defining entry into a community and should be designed to reflect the area's desired image and identity. The design of gateway features must create a welcoming atmosphere and signal a sense of arrival for residents and visitors alike.

Guideline 1. Location

Community gateways should be strategically placed at prominent entry points to ensure high visibility and make a strong impression upon arrival. Figure 2 identifies two primary gateway locations: the roundabout at the intersection of Belleville Street and Turner Road (Street D), and the northeast of the site on Belleville Street. These points are the main entrances and should be designed to provide a clear, welcoming experience.

Secondary gateway locations may also be considered along key routes such as the Millennium Trail and Consecon Street, marking the arrival points from the south and west, respectively. These secondary gateways should reinforce the community's identity and provide a sense of continuity from different directions.

Guideline 2. Design

Gateways should embody the community's unique character while enhancing its strategic positioning within the public realm. The design of each gateway should be compatible with the surrounding built environment and landscape, ensuring seamless integration with the area's existing fabric.

These gateways also offer an opportunity to celebrate Wellington's historical and cultural significance and character. The gateway features' materials, forms, and visual language should reflect these values, drawing on locally relevant and contextually sensitive elements.



Figure 26: Examples of gateway landscaping features

Wayfinding Signage

Effective wayfinding is critical to ensuring accessibility, safety, and ease of navigation for all users. In addition, well-designed signage contributes to tourism and economic development by promoting key community landmarks and destinations.

Guideline 1. Design and Context Sensitivity

Wayfinding signage must be intuitive, consistent, and clear, with design elements that complement the area's character. It should minimize any potential negative impact on adjacent land uses and preserve the visual integrity of the surroundings. For example, rural-inspired materials or designs may be appropriate in certain locations to reinforce the community's identity.

Guideline 2. Accessibility Standards

Signage should also adhere to accessibility standards, ensuring legibility through appropriate font sizes, styles, and color contrasts.

Guideline 3. Types of Wayfinding Signage

The wayfinding system will be multi-faceted, with different types of signage depending on location and context. This may include ground-mounted signage with landscaping, building-mounted signs, pole-mounted signs, and canopy signage, all tailored to their respective settings.



Figure 27: Precedent images of wayfinding signage

3.9 Cultural Heritage

The following guidelines can help achieve a harmonious balance between development and the preservation of Wellington's cultural and natural heritage.

Guideline 1. Respecting scale and character of the village

Ensure development in the Proposed Community is context-sensitive and is compatible with the existing scale, rhythm, and character of the village.

Building heights will be limited to four storeys within the Proposed Community. The four storey buildings will primarily be situated along Belleville Street with lower buildings throughout the majority of the Proposed Community, for transitioning to the surrounding area.

Guideline 2. Connections to the Millennium Trail

Ensure appropriate trail connections are established to the Millennium Trail. Proposed primary and secondary trails should link to the Millennium Trail for a seamless network of pathways, providing clear signage and wayfinding along the route.

Guideline 3. Storey Telling

The inclusion of storytelling boards or interpretive signage that share the cultural and historical significance of Wellington along the Millennium Trail and public parks are encouraged.



Figure 28: Example of storytelling board



Figure 29: The Millennium Trail

4 CONCLUSION

These Urban Design Guidelines are intended to ensure that the Cork and Vine community is thoughtfully designed, emphasizing high-quality built forms and open spaces that respect Wellington's cultural character. The guidelines will promote a well-integrated and appropriate distribution of massing, scale, and architectural design throughout the community, fostering a balanced transition between structures, various building forms, and context-sensitive developments.

Regarding streetscape design, the guidelines will prioritize the creation of vibrant, green boulevards with mature trees while promoting active transportation options. The design will also focus on pedestrian and cyclist safety and ensure the streetscape is human-scaled, with a clearly defined public realm.

The guidelines will establish an integrated system for open spaces that complements the surrounding built environment, offering recreational amenities and environmental benefits. Additionally, the guidelines for services and utilities will ensure that all service areas are discreetly screened from public view, maintaining the aesthetic integrity of the public realm. The gateway and wayfinding guidelines will support easy navigation for both residents and visitors, contributing to a clear sense of place and fostering community identity.



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