## APPENDIX I DRAFT FOR DISCUSSION

## KESWICK SECONDARY PLAN URBAN DESIGN & ARCHITECTURAL CONTROL GUIDELINES

NOVEMBER 2020 • DRAFT



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# DRAFT



## **1.0 INTRODUCTION**

## 1.1 Role and Context of the Design Guidelines

#### 1.1.1 Context

The Keswick Secondary Plan is the guiding document used to direct and manage growth in Keswick. It articulates the vision and guiding principles for how the community should be developed and outlines the policies for how land in the community should be used.

The Secondary Plan helps to ensure that future planning and development meets the specific needs of the community. The Secondary Plan addresses topics such as:

- Where new housing, offices and shops will be located;
- What services like roads, watermains, sewers, parks and schools will be needed;
- When, how and in what order, parts of the community will grow; and,
- Community improvement initiatives.

The Town recognizes that one of the key objectives for the successful evolution and development of the community is ensuring design excellence.

## **1.1.2 What Are Urban Design and Architectural Control Guidelines?**

The Zoning by-law addresses matters such as lot coverage, parking, setbacks and height - the quantitative aspects of a community's physical form. While zoning regulates how buildings sit within a lot/ block, it represents only one of the planning tools that may be used to guide and shape development. Zoning is best used in conjunction with Urban Design and Architectural Control Guidelines to create development that promotes design excellence, and is compatible with, and fits within its surrounding context. Urban Design and Architectural Control Guidelines address the relative height, massing, and articulation of elements (buildings and landscapes), and their relationship to one another and to their surroundings. These qualitative aspects of physical form work in combination with zoning parameters to lend shape and character to a community.

Urban Design and Architectural Control Guidelines are statements that include design guidance, criteria, and standards for how to shape the built environment, both the individual elements, as well as how these should be spatially arranged and relate to one another. Urban Design and Architectural Control Guidelines address diverse scales of development, from site specific to communitywide and typically address the design of buildings and landscape features, their organization within a defined area, and their relationship to their built and natural surroundings.

#### 1.1.3 How Will They be Used?

The Urban Design and Architectural Control Guidelines:

- Will be used as the basis for the creation of site/development specific Urban Design and Architectural Control Guidelines, which in turn will be implemented through the site plan approval process or a control architect at the building permit stage of a subdivision;
- Are intended to provide guidance for homeowners, designers, architects, developers, and landscape architects by outlining the framework and design principles for the site layout, massing, and relationships of new and modified buildings in Keswick; and,
- Have inherent flexibility in their interpretation and application. As a planning tool, they may be changed or adjusted on a case-by-case basis. Changes to the document itself should be approved by Council.

## Land use plan to be included once finalized



#### 1.2 Vision

As per the Keswick Secondary Plan, the vision for Keswick is as follows:

Over the next 20 years, Keswick will become a more complete and vibrant community, balancing its existing lakeside character with new development that meets the community's employment, shopping and entertainment needs, and provides more rental and affordable housing to support a diverse population. As Keswick evolves, new development and investment will prioritize the creation of a stronger sense of community, a well-connected and multi-modal transportation network, the protection of natural areas and a commitment to environmental sustainability and resiliency.

#### 1.3 Urban Design Objectives

The vision for Keswick is further articulated through a set of urban design objectives, which guide how the community will be arranged and shaped to achieve the stated vision. These include:

- Ensure an attractive and distinctive community that has outstanding architecture that both respects the existing character and context through visual diversity, interest, and beauty;
- Establish a variety of beautiful public gathering spaces and access to the waterfront to support community life throughout the year including interconnected park spaces, trails, and sidewalk networks;
- Create vibrant, safe, and comfortable pedestrianoriented streets that enhance mobility for pedestrians, cyclists, and drivers and the provision of transit infrastructure;

- Promote a mix of uses in a variety of building forms, including a range of housing types and opportunities for retail, commercial, and community uses;
- Protect and enhance natural features while broadening opportunities for public access, enjoyment, education, and stewardship;
- Demonstrate high-quality design in new development and incorporate best practices that respect and complement the character of its adjacent neighbourhoods through sensitive and compatible integration; and,
- Incorporate sustainable development and construction practices to ensure new development contributes to building resiliency and mitigates the impacts of climate change.



Rear lane townhouse dwelling units with articulated frontages.



Mix of mid-rise residential, community facilities, and retail.



Mix and diversity of housing types.



A pedestrian-oriented environment encourages walking.

#### 1.4 Community Structure/ Character

Keswick's community structure helps to organize the distribution of built form and land use, and identifies the different functions of each component. Keswick's community structure includes:

- Natural Heritage System and Parks Network;
- Urban Centres;
- Mixed Use Corridors; and,
- Neighbourhoods.

## Natural Heritage System and Parks Network

The natural environment, urban forest, parks, open space, and trail systems are essential components of the community. The Natural Heritage System and Parks Network is a major functional, structural, and aesthetic component of Keswick and should be designed to provide a fair distribution of amenity spaces for a range of users.

#### **Urban Centres**

The urban centres of Glenwoods, Maskinonge and Uptown Keswick are intended to evolve as mixed use neighbourhoods, transit hubs, and destinations for residents, tourists, and businesses. Urban centres shall encourage: restaurant, retail and service commercial uses; a mix and range of housing types including mid-rise residential; institutional, cultural and entertainment uses; and, employment opportunities, including live-work and office uses.

#### **Mixed Use Corridors**

Mixed use corridors including The Queensway and Woodbine Avenue are intended to evolve as intensified mixed use areas and act as connective spines for the community. Office, restaurant, retail and service commercial, cultural, entertainment, and mid- to high-rise residential uses should be clustered along mixed use corridors and at key locations, such as the intersections of arterial roads.

#### Neighbourhoods

Neighbourhoods will accommodate a range and mix of housing options to meet the needs of current and future residents. Neighbourhoods will be accessible, pedestrian-oriented and highly permeable, as well as distinct in character and connected within the larger community context.

## 2.0 THE PUBLIC REALM

As the population of Keswick continues to grow, it will require a public realm that continues to support the needs of its existing residents, new residents, and visitors. This includes a variety and hierarchy of spaces for community gathering and every day activities such as walking, sitting, socializing, and engaging in street life, actively and passively.

A comprehensive understanding of how the components of the Public Realm network work together and complement each other and their adjacent uses, will lead to a more connected, accessible, and logical network of pedestrian friendly spaces throughout Keswick. Moving people into, out of, and through the community easily and safely, and providing a variety of public spaces for socializing and recreation, is a priority.

#### 2.1 General Guidelines

- 1. Encourage opportunities for vibrant, diverse and pedestrian-oriented urban environments that provide for public safety, changing experiences, social engagement, and meaningful destinations.
- Provide for mixed-use neighbourhoods that are walkable with connected public gathering places, where opportunities for social interaction are increased and services can be provided within easy walking or cycling distance or by use of public transit.
- 3. Promote internal connectivity and multiple connections to the community at large, taking into account the existing and proposed urban structure of adjacent and adjoining areas.
- 4. Ensure a typical walking distance of 400 metres (5 minute walk) to daily activities, such as transit (local bus routes), a component of the Natural Heritage System and Parks Network, and modest services, or 800 metres (10 minute walk) to active parks, elementary schools, or recreation centres.
- Locate residential buildings within 200 metres (3 minute walk) from each sub-neighbourhood focal point.



Street trees provide shade over the sidewalk.



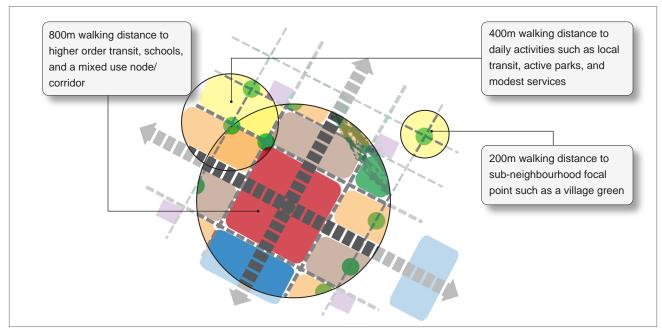
An enhanced public realm with plantings and seating.

- Provide for an interconnected network of sidewalks, bicycle routes, transit, and multiuse trails ensuring proper integration with surrounding neighbourhoods and a variety of destinations, allowing for continuous movement throughout the community.
- Design the street layout to ensure efficient walking routes to schools, centres, transit, and other key destinations. Provide continuous sidewalks, or equivalent provisions for walking, on both sides of the road.
- 8. Implement traffic calming measures in high activity areas, such as those around Urban Centres and Neighbourhood Centres, that may include on-street parking, reduced lane widths, public laneways, woonerfs or home zones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists), raised intersections, medians, curb bulb-outs, and/ or traffic circles to reduce vehicular traffic speeds and to ensure safe walking and cycling environments.
- Provide neighbourhood permeability by designing blocks to be between 150 to 180 metres in length (no more than 250 metres) to promote active transportation, discourage excessive driver speed, and disperse traffic movements.

#### 2.2 Guidelines for Roads

#### 2.2.1 General Guidelines

- 1. Design a permeable network of roads, with strong links and route choices between urban and neighbourhood centres, mixed use corridors, and neighbourhoods.
- Design the road and block pattern to emphasize connections and walkability both internally and with surrounding neighbourhoods, through a grid or modified grid pattern discouraging culde-sacs, p-loops and crescents, except where necessary due to grading and topography.
- 3. For blocks with grade-related residential units, encourage street and block alignments within 25-degrees of geographic east-west to maximize passive solar orientation of buildings.
- 4. Respond to natural heritage features in planning the road network and provide public streets along the edges of natural heritage features.
- 5. The design of all roads shall include defined and, wherever possible, continuous zones for plantings, street furnishings, utilities, pedestrian sidewalks, bicycle paths, and vehicular pavements.



Locating services and amenities within walking distance supports daily physical activity and reduces the reliance on the private automobile.

- 6. Sidewalks shall be constructed to municipal standards to facilitate pedestrian and bicycle circulation.
- 7. Incorporate enhanced landscape strips into the streetscape to provide a buffer between pedestrians and moving vehicles.
- 8. Plant street trees to create and enhance the urban tree canopy while providing shade over sidewalks.
- 9. Road design for Regional, Arterial, and Collector Roads are encouraged to include a raised centre median, with a minimum width of 4.0 metres, and will include trees, shrubs, and ground covers. Centre medians should be used to signify a gateway or entrance to a centre or a neighbourthood.
- 10. Introduce green infrastructure, such as bioswales, within the public right-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.
- 11. Where feasible, implement curb cuts along sidewalks and driveways to allow water to flow onto planted zones or infiltration basins.
- 12. Where possible, roads should terminate at public facilities or landmark buildings.

#### 2.2.2 Regional Roads

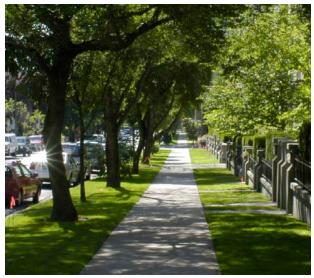
- Regional Roads, such as Woodbine Avenue, Old Homestead Road, and Ravenshoe Road are typically one-sided large scale roads which provide transition to surrounding 'rural' areas. These roads are primarily envisioned as transportation facilities, providing routes for vehicles, pedestrians, and cyclists through Keswick and across Georgina.
- Regional Roads will be designed to Regional standards and access to individual properties can be permitted although the number, design, and location of access points will be controlled.



Planted median used to signify an entrance to an urban centre.



Local Road with a bioswale in the right-of-way to assist with run-off and infiltration.



Large canopy trees provide shade over the sidewalk.

#### 2.2.3 Arterial Roads

- 1. Arterial Roads provide important connections between residential neighbourhoods and other community functions. They accommodate a range of travel modes, including passenger vehicles, transit, cyclists, and pedestrians.
- 2. Arterial Roads will have a maximum right-of-way width of 26.0 to 36.0 metres.
- 3. Arterials will include boulevards on both sides of the pavement area at a minimum of 4.5 metres and will accommodate a grass verge with street trees and sidewalks on both sides with a minimum width of 2.0 metres.
- 4. A multi-use trail, with a minimum width of 3.0 metres, may be provided on one side of an Arterial Road and separated from the traveled portion of the road by a boulevard.
- 5. Transit facilities may be accommodated on any Arterial Road.
- Individual direct access to any development site abutting an Arterial Roads shall be limited to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road.
- Buildings that abut Arterial Roads shall present a facade with architectural detailing and landscape features that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Arterial Roads.

#### 2.2.4 Collector Roads

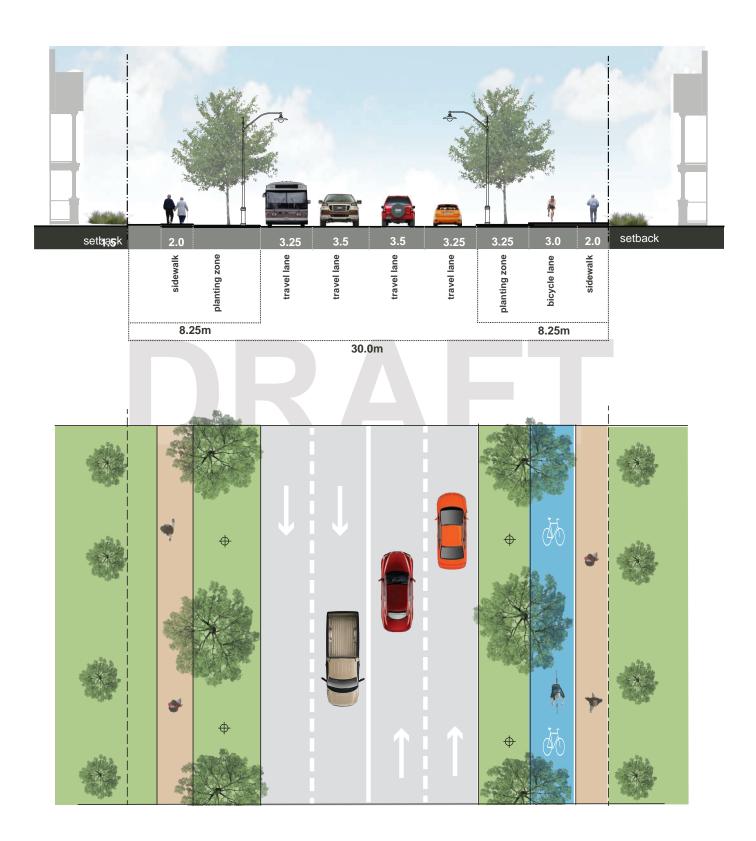
- 1. Collector Roads shall have a maximum right-ofway of 23.0 to 30.0 metres.
- 2. Collector Roads may include optional 3.0 metre on-street parking on both sides of the road.
- Collector Roads will have boulevards on both sides of the pavement and will accommodate a grass verge with street trees and minimum 1.5 metre sidewalks on both sides. Separated or shared space for cyclists should be provided with or without separation from traffic lanes.
- 4. Transit facilities may be located on any Collector Road.
- 5. Individual direct access to any development site shall be limited to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road.
- Buildings that abut Collector Roads shall present a facade with architectural detailing and landscape features that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Collector Road.



Collector street lined with rear lane live-work units and lay-by parking.

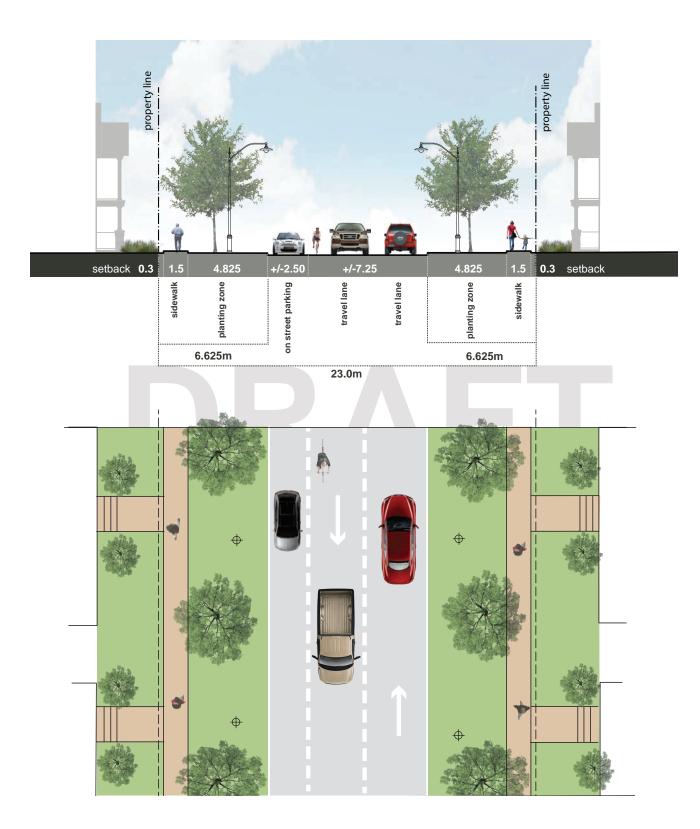
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#### Arterial Road - 30.0 metre ROW



#### **Collector Road - 23.0 metre ROW**





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#### 2.2.5 Local Roads

Local Roads provide the fine-grain transportation network for the community, connecting to Collector Roads and linking with public spaces.

- 1. Local Roads should be designed with a maximum right-of-way width of 18.0 to 20.0 metres.
- 2. The road surface, including a parking lane on one side of the road (that could alternate to both sides of the road) shall be a maximum of 8.5 metres.
- 3. Boulevards on both sides of the pavement shall be a maximum of 5.75 metres and will accommodate a grass verge with street trees and 1.5 metre sidewalks on both sides.
- Where a Local Road is adjacent to centres, corridors, and main streets on-street parking may be accommodated on both sides of the street.
- 5. Individual direct access onto Local Roads is permitted.
- 6. Buildings that abut Local Roads shall present a facade with architectural detailing and landscape features that address the road frontage.

#### 2.2.6 Main Streets

The Queensway provides a north-south route through Keswick and includes three Urban Centres - the Glenwoods Urban Centre, the Maskinonge Urban Centre, and the Uptown Keswick Urban Centre.

The character of The Queensway within the Urban Centres is that of a pedestrian scale Main Street with small scale street-oriented built form. These centres have an urban character and serve the needs of the existing neighbourhoods that surround them.

- 1. Main Streets should be designed to include the following:
  - a. Traffic calming measures at intersections;
  - b. Tightly spaced street trees in planters and continuous street pits;
  - Wider sidewalks with a minimum width of 1.8 to 3.0 metres in high pedestrian areas in Urban Centres particularly where retail is provided along the street;
  - d. Coordinated street furniture, lighting, and signage; and,
  - e. On-street and lay-by parking areas.



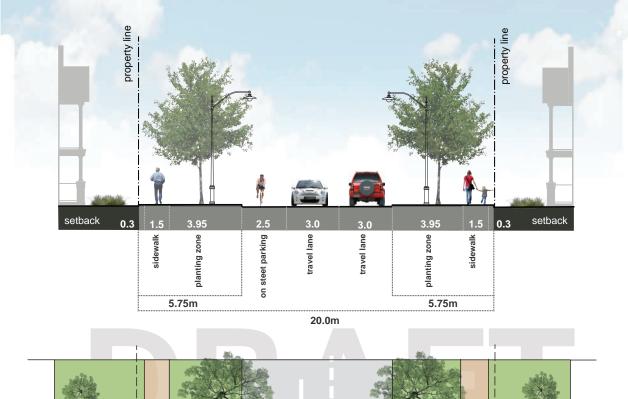
A local road with street tree planting.

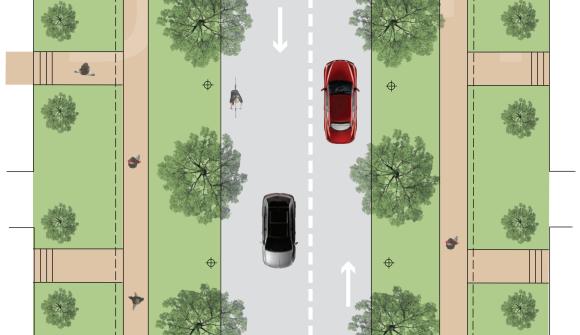


A main street with strong street presence through street parking, wide sidewalks, special paving, street trees, landscaping, and street furniture.

#### Local Road - 20.0 metre ROW







#### Local Road - 18.0 metre ROW

## DRAFT To be confirmed



#### 2.2.7 Window Streets

Window streets are proposed in particular situations to avoid residential reverse lotting and frontages directly along arterial roads. Window Streets can be Collector or Local Roads that are typically single-loaded and are parallel to adjacent Regional or Arterial Roads, and can be used along natural heritage features, to provide the opportunity to enhance the character of the community.

They are intended to provide a safe and comfortable pedestrian experience with allowances for driveway access from the window street.

- Window streets have a 18.0 metre right-of-way with one lane in each direction, on-street parking and a 1.5 metre wide sidewalk on the residential side. A second sidewalk or, where feasible, multi-use trail will be integrated into the right-ofway of the adjoining Regional or Arterial Road with direct pedestrian connections to the window street.
- The boulevard treatment shall consist of street trees on the dwelling side boulevard and trees with buffer planting and low decorative fencing within a grass boulevard adjacent to the Regional or Arterial Road boulevard. Landscaping of window streets shall be consistent in design.

- Design of window street treatments shall take into consideration noise attenuation, grading issues, the need for headlight screening and safe pedestrian access into the neighbourhood.
- 4. Pedestrian access points are encouraged to be highlighted with decorative hard or soft landscaping.
- 5. Single-loaded Collector or Local Roads, adjacent to natural features will provide unobstructed views to the natural areas and, where appropriate, accommodate a trail along the edge of the street for active uses, such as walking and cycling.







Window streets shall have street trees and buffer plantings and/or fencing on the boulevard adjacent to the arterial road.

#### 2.2.8 Private Roads

Private Roads provide access to private properties and include condominium roads providing access to units within a condominium development.

- 1. Private Roads shall have a minimum right-of way width of 9.0 metres with a minimum paved surface width of 6.0 metres.
- A minimum 1.5 metre landscaped utility corridor shall be provided on either side of the Private Road.
- 3. Sidewalks are required on at least one side of a Private Road, and may be located within the utility corridor.
- 4. Consider the use of permeable materials in areas where sufficient drainage exists.

#### 2.2.9 Lanes

The use of rear lanes provides significant benefits such as enabling continuous street tree planting and creating safer pedestrian environments through the removal of driveways from the street edge. Lanes may be used in key locations where private access along prominent streets should be minimized.

- Lanes should be provided along Arterial or Collector Roads where garages and front driveways are not permitted, and in areas where driveways will detract from the character of a specific location, such as along a retail street.
- 2. Lane right-of-ways shall be a maximum of 8.0 metres with a paved surface of 6.0 metres and a 1.0 metre utility corridor on either side of the lane.
- 3. The use of permeable materials shall be encouraged in lane construction in areas where sufficient drainage exists.
- 4. The garage shall be set back a minimum of 0.6 metres from the lane right-of-way.
- Where rear lanes are used, the desirable lane length is between 130 to 160 metres in order to provide for a maximum 80 metre hose length from fire hydrants located on road connections.
- 6. Lanes may also be considered in the rear of residential units facing Neighbourhood Parks.
- 7. Provide landscape areas where possible to enhance lane appeal and promote their use as gathering/playing areas.



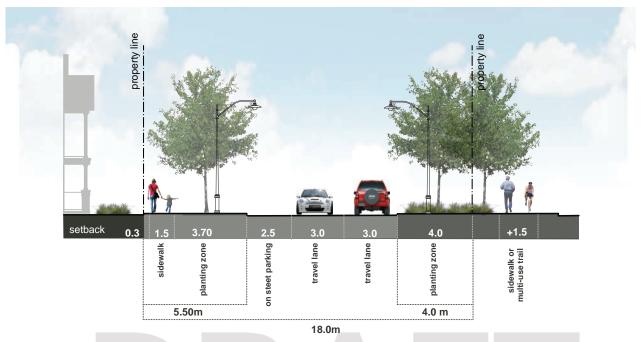
Lane with landscaping to enhance the visual appeal.

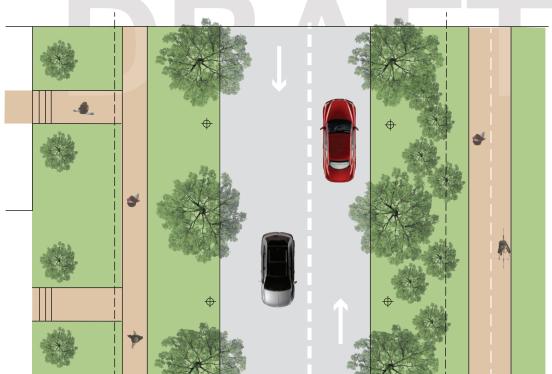


Rear lane with parking pad and private amenity space over the garage.

#### Window Street - 18.0 metre ROW

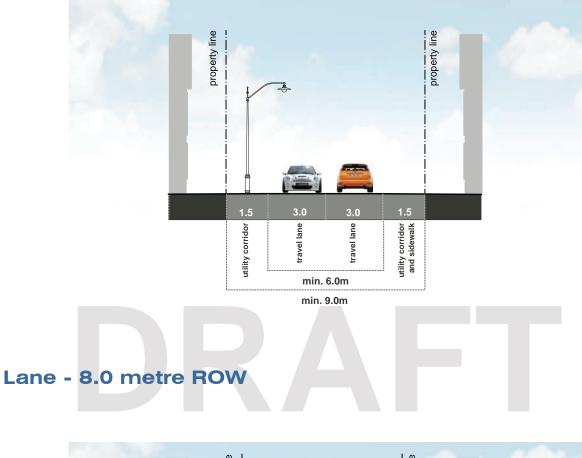
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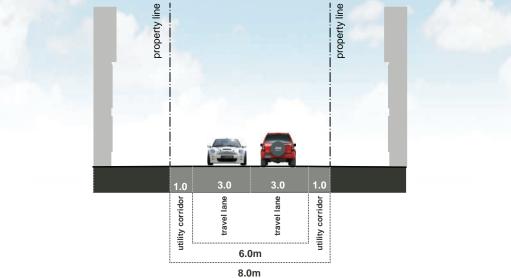




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#### Private Road - 9.0 metre ROW







Sidewalks with street trees to provide shade.



Planters, benches concentrated at key intersections.



#### 2.2.10 Streetscape Elements

#### a) Sidewalks

- Sidewalks should be continuous throughout the community and constitute an integral part of the pedestrian system to promote active transportation and should be designed as follows:
  - 1.5 metres on local roads;
  - 1.8 to 2.0 metres on collector and arterial roads; and,
  - 1.8 to 3.0 metres in high pedestrian areas in Urban Centres particularly where retail is provided along the street.

In all cases, sufficient space shall be provided for street furnishings, public utilities, tree plantings, and transit shelters.

 In order to accommodate the needs of persons with disabilities, and the elderly, sidewalks should be designed to applicable municipal standards.

#### b) Street Trees and Planting

- 1. Plant street trees to contribute to the urban tree canopy, to incorporate a buffer to separate the pedestrian from moving vehicles, and to create a canopy and shade over sidewalks in order to reduce heat island effect and enhance pedestrian comfort and safety.
- 2. Where appropriate, plant drought resistant and salt tolerant landscaping within medians to visually soften the pedestrian environment.
- 3. Ensure a comprehensive planting and soils strategy based upon species diversity, resiliency, and urban tolerance.
- 4. A diversity of native tree species should be considered along each street.

#### c) Street Furniture

1. Concentrate street furniture in areas with the highest pedestrian traffic, such as urban centres, key intersections, and parks.

Decorative paving, wider sidewalks.

2. Streetscape furniture should include elements such as pedestrian scaled lighting, benches, bicycle racks, newspaper boxes, and trash bins and where possible should be manufactured from recycled material.

#### d) Signage

- Develop a comprehensive wayfinding strategy, including directional signage and mapping at key locations, such as mixed use nodes, neighbourhood centres, and key intersections. Key destinations also include the waterfront, parks, public transit stations, community/ recreation centres, off-road trails to develop a plan to take residents or visitors from their location to a desired destination by walking or cycling.
- 2. Wayfinding signage should be easy to understand, highly visible, visually interesting, use high quality materials, and aid pedestrians and drivers in navigating the area, especially at night.

#### e) Pedestrian Crossings

- 1. In order to promote walkability and a pedestrian-focused environment, provide a formal pedestrian crossing at every four-way intersection in high pedestrian areas.
- Provide signalized pedestrian crosswalks at locations where important destinations and/ or significant walking traffic is anticipated, such as near retail shops, schools, and places of worship, provided traffic warrants and minimum spacing requirements are met.
- 3. Pedestrian crossings will have a minimum width of 3.0 metres, be continuous, and connected to adjacent sidewalks.
- To enhance pedestrian crossings visibility and quality, utilize distinctive feature paving through the use of alternative pavement markings or materials to minimize the conflict between vehicles and pedestrians. At minimum, crossings are identified with distinctive painted lines.

5. Minimize the height of curb cuts to facilitate wheel-chair and stroller usage in high pedestrian areas.

#### f) On-Street Parking

On-street parking functions as a traffic calming device to slow traffic and acts as a safety buffer separating the pedestrian realm from vehicles.

- 1. Parking should be provided on at least one side of the street for local and collector roads.
- 2. Provide lay-by parking or on-street parking bays on both sides of the road in the Urban Centres.



Marked crossing with signage and plantings at key intersections.



Lay-by parking in Urban Centres.



Integrate the natural heritage system with the community.



Incorporate recreational opportunities such as cycling trails within the natural heritage system to encourage physical activity.

#### 2.3 The Natural Heritage System and Parks Network

The Natural Heritage System and Parks Network is a major functional, structural, and aesthetic component of Keswick and should be designed to provide a fair distribution of amenity spaces for a range of users.

The natural environment, urban forest, parks, open space, and trail systems are essential components of a healthy, sustainable community ensuring residents have convenient access to a connected and diverse range of recreational opportunities.

#### 2.3.1 Natural Heritage Features

The natural heritage system (NHS) contributes to the community's character and is a key structural element of Keswick.

The following guidelines aim to protect, restore and enhance the natural heritage system, while mitigating any existing or potential negative impacts due to urbanization and development. They ensure natural heritage features are woven into the fabric of the community, providing important ecological functions, enhancements to community character through views, and recreational opportunities, where appropriate.

#### a) General Guidelines

- As opportunities arise, connect and integrate the NHS with the parks and open space network and the local and regional trail systems to buffer and expand natural heritage features and functions, ensuring ecological systems are not interrupted.
- Integrate the NHS as a key structural element in each neighbourhood's design by providing for a range of development interfaces that create opportunities for public vistas and connections to the NHS (e.g. terminal views at the end of prominent streets).
- 3. Ensure connectivity between natural heritage features, maintaining, and where possible improving or restoring corridor function.

- 4. Incorporate recreational opportunities such as trails within the NHS to encourage physical activity, where negative impacts will not occur.
- 5. Development that may encroach on the NHS and/or negatively affect its health and diversity, through noise, light pollution, debris, and unauthorized access, will not be permitted.
- 6. Provide frequent access points to, and significant street frontage along, NHS areas to promote views, where appropriate.
- 7. Provide naturalization planting and restoration to enhance the urban ecology and function of natural heritage features and their adjacent lands.

#### b) Woodlands

- 1. Preserve and expand existing tree cover to connect and buffer protected woodlands and other natural areas and to mitigate heat island impacts.
- 2. Provide opportunities for naturalized plantings and landscape restoration to enhance and help to establish local ecological features.
- 3. Protect the water table and drainage patterns to ensure the long term sustainability of existing woodlots within development areas.
- 4. Discourage direct access from private properties backing onto woodlands.
- 5. Limit pedestrian access through trails and provide only where there is no long term impact to the existing vegetation and wildlife communities.
- 6. Discourage lighting to protect ecological features and functions of the woodland natural setting.

#### c) Urban Forest

Trees provide ecological services that benefit human and environmental health, such as reducing the heat island effect, sequestering greenhouse gases, providing shade in the summer, separating pedestrians from vehicular traffic, and contributing to more appealing sidewalks and streets.



Opportunities for walking trails through the natural heritage system.



Trails to the natural heritage system should be connected to the public sidewalk.



Street tree canopy contributes to the urban forest.



Street tree canopy provides shade and comfort.



Houses fronting the park and trail system.



- 1. Provide robust species selection to anticipate climate change conditions and operational constraints.
- 2. Provide street trees on both sides of the road in the public right-of-way.
- 3. Encourage a diversity of tree species along each road, native to the Municipality and Region, non-invasive, drought and salt tolerant, and low maintenance.
- 4. A double rows of trees may be used in key areas, such as adjacent to parks and where a wider boulevard exists.
- Encourage the delivery of alternative planting strategies along high-pedestrian areas such as Silva-cells, sufficient soil medium, continuous planting trenches, etc. to sustain long-term growth and healthier tree life.

#### 2.3.2 Parks and Open Spaces

An open space network that is connected to the natural environment, and throughout the community, and provides for a variety of open spaces, parks, and recreation facilities creates opportunities for improved public health. Convenient access to these amenities encourages residents to walk and cycle, in addition to providing places for gathering, socializing, and active and passive recreation.

- 1. Incorporate Crime Prevention through Environmental Design (CPTED) principles into the design of parks to ensure clear views into and out of surrounding areas, including:
  - adequate lighting;
  - front buildings overlooking public spaces, especially playgrounds which should be highly visible to public streets and/or houses to enhance safety;
  - proper signs and design for ease of access and egress; and,
  - mix of activity for constant use of the space.

Houses overlooking a playground.

- 2. New trees and landscaping within parks should be native plant materials, and where possible, should be salvaged from the site or the local area.
- 3. Provide lighting that is Dark Sky/Nighttime Friendly compliant.
- Incorporate LED lighting or solar powered lighting for natural trails, park pathways, and other public spaces to reduce electric energy supply in the public realm.
- Consider public art as focal points in open spaces to reflect the cultural heritage of the location. Public art can include memorials, sculptures, water features, or individual installations at visually prominent sites.
- 6. Locate and design parks and open spaces to support, complement, and buffer the NHS.

#### 2.3.3 Community Parks

- 1. Community Parks are intended to primarily serve the broader community and shall have a minimum area of 4.0 hectares.
- 2. Locate Community Parks at the intersection of arterial or collector roads, with significant frontage for easy access to the surrounding neighbourhoods and/or a defined service area.
- Consider locating Community Parks adjacent to secondary schools to allow for shared use of facilities and parking.
- 4. Link Community Parks to the NHS and pedestrian and bicycle trails, where feasible.
- Lighting for sports fields within Community Parks shall be directed away from the NHS and designed to minimize disturbance to adjacent properties.
- Consider incorporating community facilities such as community centres, recreation centres, and/ or arenas in a Community Park.



Pathways encourage safe and efficient pedestrian circulation.



Parks located adjacent to the natural heritage system.



Public Art serves as a defining feature for a public park.

- 7. Community centres or recreation centres in Community Parks will be designed such that the building addresses the principal street edge and provides sidewalk connections to adjacent transit stops to create a pedestrian-oriented public edge. Multi-storey buildings are encouraged to make efficient use of land and contribute to a compact built form.
- 8. Community gardens should be considered in community parks to encourage social interaction and provide access to locally grown produce.

#### 2.3.4 Neighbourhood Parks

- 1. Neighbourhood Parks are intended to primarily serve local residents within a 10 minute walk (approximately 800 metres) and shall have a minimum area of 1.5 hectares.
- Plan Neighbourhood Parks as focal points of neighbourhoods, preferably centrally located at the terminus of a major street or at the corner of a main intersection, and within walking distance of schools and other community amenities and destinations.

- 3. Ensure Neighbourhood Parks have significant frontage on adjacent streets to promote views and reinforce their focal nature. Street frontage shall not be less than 30% of the park perimeter.
- 4. Locate Neighbourhood Parks adjacent to school sites, where appropriate, to allow for shared amenities, such as parking lots and recreational fields. Recreational fields shall be constructed using appropriate durable turf treatments to minimize maintenance and extend the life of the field.
- 5. Provide on-street parking adjacent to the park to create a barrier edge. Parking can be either layby parking or on-street, depending on the scale of the park and the nature of the streetscape.
- 6. Residential lots should be discouraged from backing onto Neighbourhood Parks.
- Coordinate the design of park structures, such as gazebos, with other neighbourhood elements such as transit stops and community mail boxes.



Residential fronting onto the neighbourhood park, with areas for seating and shade.

- 8. Neighbourhood Parks should include a range of active and passive recreation, such as playgrounds, courts, walkways, seating, planting areas, and/or natural or cultural features.
- 9. Bicycle parking should be provided. Bike racks should be accessible and conveniently located adjacent to play areas and park entrances, with hard surfaces under the bike rack.

#### 2.3.5 Village Greens

- Village Greens are intended to primarily serve higher density areas with a more urban character and/or where the provision of a neighbourhood park is not practical, serving the immediate adjacent population within 400 metres (5 minute walk).
- Village Greens shall have a minimum size of 0.5 hectares and are generally be located within urban centres and mixed use corridors. In certain instances, these parks may be located on private property that provides for public access.
- 3. Ensure Village Greens have street frontage on at least three public streets, four is encouraged.
- 4. Locate Village Greens to achieve significant public exposure and access. Urban design options include surrounding the park with streets or fronting dwellings directly onto the Village Green to create visually attractive 'edges' to these spaces and eyes-on the park.
- 5. The design of Village Greens should enhance the character of the adjacent land uses, provide spaces for gathering, areas for seating and shade, and active use spaces.
- 6. Ensure Village Greens complement and enhance the surrounding public realm by integrating the design of landscape treatments such as built form features, site furniture, and landscape elements with adjacent streetscapes and public spaces.
- Formalized paths within Village Greens should connect to pedestrian sidewalks and trails, and should be consistent with pedestrian desire lines.



Active recreation through the use of playgrounds.



Residential surrounding the Village Green.



Provide areas of shade and seating in Village Greens.



Larger urban Village Greens with distinctive and high quality paving can be used to hold large-scale, occasional events, such as a farmers market.



Open space linkages support active transportation and should connect to the natural heritage system.

- To ensure utilization and presence, the Village Green should be fronted by animated uses with a consistent building setback and a high level of transparency. These would be in high pedestrian areas with uses such as restaurants and cafes, preferably with some outdoor seating areas.
- 9. When located in an Urban Centre, distinctive, high quality paving treatments should be used for the Village Green, with consideration given to extending the paving treatment onto the street to give the space further prominence. This additional area would delineate an extended space that could be occasionally utilized for large-scale events such as a farmers market or festival.

#### 2.3.6 Open Space Linkages

- Open space linkages are linear parks that support active transportation, improve community connectivity, and link parks, open space areas, and the NHS. To support community connectivity, provide frequent openings and access points along open space linkages.
- 2. Utilize utility corridors, abandoned railway lines, or easements for open space linkages to contribute to a continuous linear open space system.
- 3. Open space linkages may include multi-purpose trails intended for passive recreational purposes such as walking, jogging, cycling, and mobility aid riding. Design multi-use trails to accommodate a range of users and abilities and to be barrier-free, where appropriate.
- 4. Refer to Section 2.5.1 for additional guidelines for the pedestrian and cycling system.

#### 2.3.7 Urban Agriculture

Urban agriculture provides the opportunity for an alternative use of green space, as a transition in land uses such as community gardens, and traditional farm areas at community peripheries.

1. Promote initiatives such as sustainable food production practices as a component of a new development.

2. Support urban agriculture as part of the neighbourhood's character and open space system, while also providing a transitional use between the natural and built environments.

#### 2.3.8 Gateways

- 1. Streetscaping features at identified gateway corners shall 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, shall be incorporated in the design of entry road intersection and shall be coordinated in design and materials with adjacent structures and consistent along main road right-of-way.
- 3. Primary roads into the community should include a planted centre median and other design features to signify their importance.
- Intersections should have distinctive surface treatment for pedestrian crossings, including wider sidewalks and connections to bus shelters
- Noise attenuation fences should only be used after all other mitigating options have been explored. Where fences are located adjacent to gateways, their material and design should be coordinated with streetscape features.

#### 2.3.9 Views and Vistas

Enhancing the views of important community elements for residents can assist in the creation of a sense of place. The best way to achieve those views is through the orientation of streets and buildings.

- Streets shall be oriented to maximize views to the NHS and Lake Simcoe. These views are an opportunity to reinforce these elements as landmark features.
- 2. Existing natural features should form the basis for directing views.
- 3. Significant views are to be protected through the location and configuration of open space opportunities.



Urban agriculture as a component of the parks system.



Streetscape features to enhance a gateway entrance.



Natural heritage features should be located at the terminus of view corridors.



Views to Lake Simcoe.





Ponds should blend with the natural landscape.

- 4. Where possible, community buildings such as schools, churches, and community facilities should be sited as view terminations.
- 5. Buildings that terminate views should be designed as special landmark buildings.

#### 2.3.10 Stormwater Management Facilities

Stormwater management facilities should be developed in a manner that will yield the greatest environmental and amenity benefit to the neighbourhood, which can be achieved through first reducing stormwater run-off and flow to the ponds, and secondly, through the design and landscaping of the pond. These facilities promote sustainability by providing habitat, enhancing ecosystem structure and resilience, and managing stormwater on site.

- Design stormwater management facilities as major open space features that provide passive recreational and educational opportunities, while augmenting the extent of the community's open spaces and associated microclimatic benefits.
- 2. Enhance views and access to ponds by designing a portion of the pond to be bounded by either streets and/or open space.
- 3. Pond Design and Landscaping:
  - a. Ponds are located offline and may contribute to buffering environmental features;
  - Ponds are landscaped to contribute to the urban tree canopy, add to the natural features of the community, and support wildlife habitat;
  - c. Ponds are designed as key focal/visual features within the community in addition to functional objectives related to flow moderation and water quality; and,
  - d. Ponds are designed as part of the overall pedestrian and trail system with view points and interpretive signage. Public walking/cycling trails encircle ponds and extend along stormwater channels.

- 4. Fencing of the entire perimeter of stormwater management ponds is discouraged, except where necessary along steep slopes, or the rear or flankage of residential property lines. Black-vinyl-coated chainlink fencing 1.8 m high, should be installed along the property line where the stormwater management facility block abuts private property, and it should be continuous with no gates permitted.
- 5. Fencing is not required along the property line where a stormwater management facility abuts a public park, open space, natural area, or road right-of-way.
- 6. Consider on-site treatment of stormwater through the use of green infrastructure such as bioswales, at source infiltration, and permeable pavement.
- 7. Design stormwater management facilities to blend with the natural landscape. Where feasible, conceal inlet and outlet structures using a combination of planting, grading, and natural stone.
- 8. The edges of ponds abutting natural heritage features should remain naturalized.
- 9. Install signage at a prominent location along the road frontage or in an appropriate location along the interface between the pond block and the adjacent open space to ensure it is highly visible to the public. The purpose of signage is to identify the site as a stormwater management facility and raise public awareness of the functional aspects and related potential hazards of the facility.
- 10. Landscape components such as look-outs, seating areas, fountains and gazebos should be coordinated to complement the overall character of the pond.



Formal hardscaped paths, seating, and playgrounds are located around the perimeter of the pond.



Permeable pavers to support on-site stormwater infiltration.



Ponds incorporated as an amenity, with trails and lookouts.



Pedestrian walkways through parks.



Bicycle parking at transit stops.



Clearly marked cycling lanes.

#### **2.4 Active Transportation**

#### 2.4.1 Pedestrian and Cycling System

Encourage active transportation as alternative modes of transportation, while supporting physical activity through the provision of a linked system of walking and cycling trails that ensure residents have increased access and mobility options to local destinations for work and play.

- Implement a network of continuous and varied active transportation facilities - inter-connected pedestrian and cycling routes and trails, walkways, sidewalks, bicycle lanes - that link the community with surrounding neighbourhoods, are integrated with existing and future public transit infrastructure and connected to sidewalks and open space systems.
- Encourage safe routes to schools by providing a network of connected local streets with inherent traffic calming measures (such as reduced lane widths, raised intersections, slower vehicle speeds, on-street parking, crosswalks) to ensure safe use by young pedestrians and cyclists.
- 3. Accommodate a cycling network that includes bike lanes and off-road cycling or multi-use trails. Connect the cycling network to existing bike lanes and trails and follow the standards of the York Region Pedestrian and Cycling Master Plan.
- 4. Design shared off-street pedestrian and bicycle paths for the requirements of the route. Provide for a continuous, linked, legible, and clearly marked system of trails throughout the community, as part of the open space network with the separation of cyclists and pedestrians. Pedestrian and cycling lanes should be painted along multi-use trails or clearly identified by other means to minimize pedestrian and cycling conflicts.
- 5. Provide, where feasible, clearly marked bike lanes on collectors, and consider further separation by including a painted buffer.
- 6. Wherever possible, pedestrian and cycling routes should travel to or from transit stops.

- Design trails to accommodate a range of users and abilities and be barrier-free, where appropriate. Slopes, where possible should be under 5%. Curb-cuts and other safety measures must be provided to improve access at road crossings.
- 8. Trails must be clearly signed regarding permitted uses and speed. Provide wayfinding signage and/or trail markers throughout the trail network.
- 9. Interpretive signage shall be incorporated on trails located in proximity to significant natural heritage features or adjacent to stormwater management facilities to educate and promote stewardship initiatives that will protect and enhance the features and functions of the natural landscape.
- 10. Special treatments at trail head entrances should be considered including features such as landscaping, benches, natural or built shade structures, decorative paving pattern, interpretive or directional signage, or wider pathway widths.
- 11. Design trails to minimize and mitigate impacts on natural heritage features where they are permitted. Consider the use of low impact materials such as wood chips, limestone screenings, or permeable materials for trail construction in areas where sufficient drainage exists.
- 12. Trails with asphalt surfaces may be incorporated into the trails system to address accessibility and active transportation needs.
- 13. Lighting for pedestrian safety shall be provided along primary connecting trails. Lighting is not acceptable in natural heritage features.
- 14. Avoid locating trails in low-lying areas. Where they do occur implement boardwalks, bridges, culverts and swales as support systems.
- 15. Use native, non-invasive species that can contribute to the urban tree canopy along trails abutting natural features and coordinate planting design to shade trails.



Wayfinding signage at trail heads.



Trails designed using permeable materials.



Trails designed to accommodate a range of users.



## 3.0 THE PRIVATE REALM

The private realm within Keswick is comprised of the built form development blocks and their relationship to open spaces and roads with respect to their location. The residential, institutional, and commercial/mixed use buildings within a community contribute to its character and can assist in further defining and complementing the public realm. Development of the private realm and built form shall be based upon principles of place-making and design excellence.

#### a) Place-Making

Place-making involves a multi-faceted approach to the planning, design, and management of private development including streetscapes. Placemaking is the recognition and enhancement of a community's unique aspects/assets. Recognizing the unique aspects of a neighbourhood requires an understanding of its existing attributes and how they contribute to creating a recognizable and defined character. They assist in understanding the physical make-up of an area and help to identify what sets an area apart from its surrounding context. These attributes are collectively experienced from the viewpoint of the public street.

#### b) Design Excellence

Good urban design practices will promote excellence in the design of the private realm. While the specifics of each development proposal may vary, the overall objectives will remain the same throughout Keswick.

The objectives will include:

- creating distinctive and appealing streetscapes through attention to building design and detailing;
- ensuring appropriate massing, materials, and building siting;
- design compatibility;
- identifying design requirements for specific priority lots having highly visible elevations; and,
- supporting a pedestrian friendly streetscape.

This section of the document provides general guidance for the design of built form and how it should address the streetscape and open space in the private realm. These Guidelines are to be read in conjunction with the policies of the Keswick Secondary Plan.



Townhouse units fronting onto a pedestrian walkway.



Four storey apartment building with an articulated facade.



Example of a Mid-rise building.



Example of Live-work units.



## 3.1 Guidelines for all Buildings

All development shall ensure excellence in design, be designed to achieve a high degree of environmental sustainability and demonstrate high quality architectural detailing, in accordance with the following guidelines.

### 3.1.1 General Guidelines

- 1. In Keswick, new building design shall:
  - Be barrier free and universally accessible to enable the widest spectrum of people, regardless of age or ability, to live within the community;
  - Have a textured architectural quality that can be achieved by introducing variation in certain elements of the façade treatment such as balconies, bay windows and porches, cornices, window trim, entrances, canopies, and the articulation of the building mass;
  - c. Promote street space that is scaled to the pedestrian and organized to present an appropriate façade to all adjacent public streets. Primary pedestrian entrances shall provide direct and universal access to the public sidewalk;
  - Include pedestrian weather and sun protection systems including awnings, canopies, or front porches along the sidewalk edge of pedestrian streets, adjacent to parks, and at entrances to buildings;
  - e. Ensure access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade, and shall be accessible to people who are mobility challenged; and,
  - f. Where feasible, have all transformers and other above ground utilities located within the building, or on private property located away, and/or screened, from public view.

Example of a single detached unit.

- All development shall demonstrate design excellence and compatibility with its surrounding context. Architectural detailing, landscape treatments, colour, and building materials shall be representative of the highest quality possible.
- Massing and siting of important buildings will acknowledge their location in the community through the use of architectural treatments, such as tower elements and/or upgraded elevations.

# 3.1.2 Urban Centres and Mixed Use Corridors

- All development within the three Urban Centres: Glenwoods Urban Centre, Maskinonge Urban Centre, and Uptown Keswick Urban Centre; and the two Mixed Use Corridors: The Queensway and Woodbine Avenue, shall be compatible with adjacent uses. Any proposed new development will have regard for adjacent low-rise residential built forms, with respect to existing building mass, height, setbacks, orientation, landscaping, and visual impact.
- Higher density forms of development, mixed uses, and live-work units shall be located in urban centres, along mixed use corridors, and at gateways, to create areas of community focus.
- 3. Promote multi-storey buildings that create an urban street condition with building façade proportions that contribute to a comfortable pedestrian experience.
- 4. All buildings abutting The Queensway shall include articulated façades with window displays and the use of quality materials and requiring high activity uses at-grade, such as retail stores and restaurants, that animate the streetscape.
- Public art should be encouraged in urban centres, mixed use corridors, and as focal points in open spaces to reflect the character of the location. Public art can include memorials, sculpture, water features, murals or individual installations at visually prominent sites.
- 6. Ensure building and site design supports and encourages the use of transit and/or active transportation, such as locating main entrances



Higher density building forms create an urban condition.



Multi-storey mixed use buildings with activity at the ground level.



Public art in an urban centre acts as a focal point.

with direct access to the street and near transit stops, buffering pedestrian access from vehicles, and the provision of secure bicycle parking and other amenities.

#### 3.1.3 Neighbourhoods

- New residential blocks shall contain a mix of unit types with a variety of elevations to ensure a diversity of housing types and to avoid a homogeneous streetscape.
- 2. Townhouse built forms may be used to transition denser areas with mid-/high-rise developments to low-rise neighbourhoods.
- Back-lotting or reverse lot frontages shall be avoided.
- 4. Where side and rear elevations of units are exposed and visible from a public space or visible from an Arterial Street, they shall have upgraded elevations that are consistent and continuous in design quality and main massing material as the front elevation. Continuous architectural detailing and material organization is required.
- 5. When siting different residential unit types on a street, appropriate transition should be considered to avoid drastic change in height.

6. Rear lane vehicular access is encouraged for grade related residential development to provide for a more pedestrian friendly streetscape.

#### 3.1.4 Cultural Heritage

- The development and sensitive integration of new buildings and landscapes shall ensure that adjacent cultural heritage resources are respected, protected, and enhanced.
- 2. The adaptive reuse of heritage structures shall be encouraged, where appropriate, and their relocation encouraged only where maintaining their original location is not feasible.
- 3. The retention, restoration, and adaptive reuse of existing heritage buildings in their original locations is a priority to provide a tangible example of the cultural heritage of the area.
- 4. Where cultural heritage resources have been identified, new development shall provide a transition in lot sizes, setbacks, massing, and grading that complements the cultural heritage resource.
- 5. For new buildings located adjacent to cultural heritage resources, ensure that designs are complementary to existing heritage buildings with respect to colour and material palettes.



Variety of single detached unit elevations.



Mix and variety of housing types.

## 3.2 Site Planning

Site planning plays an important role in how a development is experienced and how it functions, including elements such as building placement, site access, and landscaping.

## 3.2.1 Site Layout

- 1. Encourage community permeability by providing internal pedestrian connections through development sites which connect to external sidewalks and trails. These mid-block connections shall be a minimum of 6 metres wide, with a paved path of at least 2 metres.
- 2. The edges of a development should reflect and complement the character of the use at grade (residential or non-residential).
- 3. Provide a safe, clear and accessible site circulation system for pedestrians, cyclists and vehicles, including connections to the surrounding street network, public sidewalks,

transit stops, and parking areas. Pedestrian and bicycle movements should be prioritized through design and signage.

- Create a pedestrian-scaled site by arranging buildings to create comfortable and protected pedestrian spaces that have a sense of enclosure.
- All pedestrian connections and entrances shall be universally accessible. If ramps are needed, they should be incorporated into the building design. Distinguish walkways from driveways through a material change and/or by using a planted or sodded edge.
- In mixed use areas, consider flexible spaces, opportunities to reclaim underutilized roadway, or repurpose excess parking spaces to create additional public space for benches, planters, landscaping, bicycle parking, and café tables and chairs, where feasible.



Example of a site layout illustrating building placement, access, and landscaping.



Gateway feature as a wayfinding strategy.



Amenity areas and green roofs in a high-rise development.



Bioretention planters assist with street greening and have stormwater management benefit .

- In order to minimize the visual impact of long blocks, lots located on the end of blocks may be turned 90-degrees to face the other road, in cases where the other side of a block is noticeably shorter.
- 8. Enhance wayfinding by using buildings as gateways and landmarks, public spaces as focal points, and streetscapes that frame significant views.
- 9. The design of shared mailbox facilities should consider:
  - a. Locations where they act as integral components of the streetscape, or at central areas such as an amenity area or park space. Seating and waste receptacles may be provided, where appropriate; and,
  - b. Including landscaping and/or privacy fencing as a buffer when located at a corner or end lot.

## 3.2.2 General Site Landscaping

- 1. Landscaping design should reinforce the structure of the site with a focus on creating a safe, comfortable, and animated pedestrian environment, which includes streets, edges, corners, gateways, transitions, public spaces, and building entrances.
- 2. A comprehensive strategy should be developed for planting, built features, fencing, walls, paving, lighting, signage, and site furnishings.
- 3. Planting strategies should be based upon yearround interest, hardiness, drought, salt and disease tolerance, and bio-diversity.
- 4. Existing healthy and mature trees should be preserved, protected, and incorporated into the building and landscape designs.
- 5. The use of hard, paved areas should be minimized to reduce surface run-off and heat island effect. Permeable paving should be used wherever possible.

## 3.2.3 Landscape Details

- 1. High-quality, durable materials are to be used for all landscape features such as paving, fences, walls, planters, site furniture, and shade structures.
- 2. In front of residential units include landscaping elements, such as steps, low walls, and plantings that delineate private front-yards and provide a transition while maintaining visual connections between private areas and the public realm.
- For mid- and high-rise buildings, consider green rooftops where plantings could thrive and enhance the building appeal from the street. This will also assist with reducing urban heat island effects and improving air quality and noise insulation.
- Utilize berms in landscaped strips in high activity areas to minimize views and noise from parking, loading, service areas, and other disruptive uses on adjacent sites.
- 5. A combination of soft landscaping, planters, and trees should be incorporated along non-residential frontages to delineate and differentiate private open spaces, entrances, and individual units at grade.
- 6. Appropriate planting conditions such as soil depth, volume, and growing mediums must be provided for successful landscapes.
- 7. A photometric plan that coordinates site, building, and landscape lighting shall be provided to ensure pedestrian safety and comfort.
- The design of lighting for lighting for nonresidential sites shall avoid light spill over onto abutting properties and particularly adjacent residential neighbourhoods.



Low wall and plantings define the private and public realms.



Amenity areas and green roofs in a high-rise development.



Street tree planting to buffer the sidewalk from the street.



Decorative fencing with a gate.



Side yard fencing.



3.2.4 Fences and Walls

- 1. The design of fences and walls should be coordinated with building design and site layout.
- Corner lot privacy fencing for single detached, semi-detached, and townhouse dwelling units shall be provided in accordance with the following criteria:
  - Shall be provided for screening of rear yard amenity areas on all corner lots where the rear yard is exposed to the street;
  - b. Where side yard fencing occurs, the fence should meet the side of the house at a minimum distance of 1.5 metres to 2 metres from the rear corner of the unit and may extend up to a quarter of the length of the house or to a change of plane;
  - c. Is a minimum height of 1.8 metres or as recommended in a noise attenuation report;
  - d. Is consistent throughout a development;
  - e. Includes a gate provided on the portion of the fence that returns from the lot line to the side wall; and,
  - f. The exact location and design of corner lot privacy fencing will be approved by the Town and reflected in the Subdivision Agreement.
- 3. Along window streets, decorative fencing should be used to enhance the buffer zone and provide further separation between residences and the arterial road.
- Avoid using noise attenuation fences or walls if possible. Noise attenuation fencing shall be provided if no other solution is possible and should integrate pedestrian connections to the adjacent communities.
- Where noise attenuation fences or walls are used, integrate the design with their surroundings using a variety of designs, colours, and textures, vines, and other plantings. Refer to Region of York Guidelines for further guidelines and details for Noise Attenuation.

Noise attenuation fencing .

# 3.3 Low-Rise Built Form (up to 3 storeys)

The following guidelines apply to low-rise built form developments. Low-rise residential uses shall include single detached, semi-detached, duplex, and townhouse dwelling units, as well as low-rise apartment buildings.

## 3.3.1 Typologies

- a) Single Detached, Semi Detached, and Duplex Dwellings
- 1. Houses should be designed to frame the street edge with a consistent setback, and have front doors, windows, and entry features facing the road to create a consistent street wall.
- 2. Single Detached, Semi Detached, and Duplex Dwellings shall not exceed 3 storeys in height.
- 3. The front elevation of the dwelling should be designed so that its front entrance design and architectural elements reduce the visual dominance of the garage and the front drive.
- 4. Garages shall not protrude beyond the main front wall of the dwelling unit. Garages shall be set behind or flush with the main building face or accessed from a rear lane.
- 5. The setback to the main building face should be from 3.0 to 6.0 metres from the edge of the rightof-way. The setback to a main building face, which could be the main front wall, second floor room over or beside the garage, or significant element such as a roofed porch or verandah.
- 6. Porches, stairs, canopies, and other entrance features can encroach into the required setbacks.
- 7. Driveways should be designed to reduce the amount of asphalt on front yards and enhance the visibility of the street.
- 8. Semi-detached and duplex dwellings with a front facing garage and driveway should have the garages paired to maximize the extent of continuous green planting area.



Single detached dwelling with front porch and side driveway.



Rear land semi-detached dwelling.



Townhouse dwellings.



Duplex building with two units.



Front drive townhouses.



9. Semi-detached dwellings shall have a single unified roof form and continuous and consistent architectural details and materials for both dwelling units.

- 10 Duplex dwellings are two units in one building that can be side-by-side or stacked on top of each other. The dwelling shall have continuous and consistent architectural details and materials.
- 11. Duplex buildings shall have two separate entrances for each unit.

#### b) Townhouses and Other Multiple Unit Dwellings

- 1. The siting, massing, and facade design of townhouse units shall be coordinated on a block-by-block basis.
- 2. The elevation of the townhouse block shall be articulated in a manner that provides variation between units, and reinforces common characteristics that visually unites the block.
- 3. Variety in the design of roofs through the use of traditional gables and dormers, or more contemporary designs that include cantilevers and parapet details, is required to break up the massing of units within a block. However, the main roof should appear as one roof where possible and reflect the architectural style of the unit block.
- 4. Blocks of attached townhouse units shall be oriented to the street with integrated front garages accessed from the street. For rear lane townhouses an attached or detached garage will be located at the rear of the block and accessed from a lane.
- 5. The main front entry should be oriented to the front lot line or higher order street, for interior units, while the entry of the corner unit is encouraged to be oriented to the exterior lot line. Where a dwelling unit flanks a private street or laneway, the main entrance shall face the front lot line or an interior courtyard.
- 6. The massing and built form of townhouse units adjacent to single/semi-detached dwellings shall

Rear lane accessed townhouses.

be broken down with architectural elements to promote visual integration.

- Front garages shall not exceed 50% of the width of the unit. and should be paired to allow for more substantial front yard green space. Garages shall not protrude beyond the main front wall of the dwelling unit.
- Rows of street townhouses should be limited to a maximum of 8 units, with 6 units preferred. The length of the townhouse blocks should not exceed 50.0 metres, unless it is essential to the architectural style of the townhouse block.
- Rear lane townhouses are Ideally suited to reinforce important locations such as parks, public spaces, community nodes and primary streets, where continuous enhanced streetscapes are a priority.
- 10 Rear lane accessed garages shall be complementary in design and building material with the principal dwelling.
- For townhouses with an attached garage in the rear, a minimum amenity area requirement may be considered rather than a rear yard setback. Such amenity area may include outdoor space on a second floor deck.
- 12. Utility meters shall be screened from public view and integrated into the design of the units through the use of wall recesses, enclosures, or insetting within the building walls. Rear lane units shall locate utility meters at the rear lot line.

#### c) Live-Work Units

- 1. Live-Work units introduce a flexible built form use that allows for the unit to be used fully as a residence or a residence above with retail, commercial or office uses at grade.
- 2. Live-work units area ideally suited for the mixeduse context in the urban centres and along the mixed use corridors.
- 3. Live-Work building designs should support pedestrian activity through minimal front yard setbacks, pedestrian weather protection such



Architectural detailing gives visual interest to the facade.



Corner unit with an upgraded elevation.



Live-work units with lay-by parking.



Live-work units with consistent architectural details



Low-rise apartment with that addresses the street.



Low-rise building with balconies and entrances along the street.

as canopies and enlarged clear glazed windows and pedestrian-scaled detailing for commercial space.

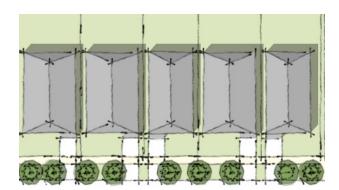
- On-street parking shall be provided as lay-by parking with resident parking provided at the rear of the building and accessed from a lane or a private road.
- 5.. Live-work units shall have continuous and consistent architectural details and materials for the entirety of the block.
- Mechanical equipment including air conditioning units and utility meters shall be screened and/or located away from public view.

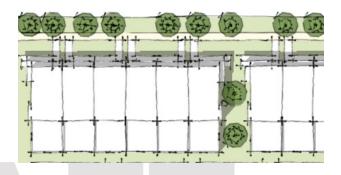
#### d) Low-Rise Apartment Buildings

- The design of the building and the site layout shall consider overall form, massing and proportions, and rhythm of major repetitive building elements, to create a streetscape that supports the pedestrian scale.
- The majority of the main building facade shall front the abutting street. The implementing Zoning By-law shall establish an appropriate build-within zone to ensure pedestrian comfort and streetscape activation.
- 3. Primary building entrances should be located and oriented to public roads, and designed to be visible and accessible to the public.
- 4. Parking shall be located below grade, where possible. Visitor parking, loading, and service areas shall be located in areas of low public visibility in side or rear yards and set back from the front facade of the building.
- 5. A visitor drop off area should be located at the side or rear of the building with lane access or private drive.
- 6. Where it is only possible to provide parking at grade, it shall be screened from street view through the use of landscaping, including features such as wrought-iron/metal fencing with masonry pillars and landscaping or a similar combination that is consistent with the building's architectural style.

## 3.3.2 Siting and Setbacks

- 1. Integrate existing topography and natural features into the development, and minimize alteration to the existing grading of the site, if feasible.
- 2. Dwelling units and townhouse blocks should be located close to the street edge to create a pedestrian-oriented streetscape.
- Dwelling units and townhouse blocks should be oriented to face the public realm, and particularly any adjacent streetscape, pedestrian connection and open space, to promote a high level of comfort and create a safe environment.
- 4. The front yard setback of new units should be consistent with that of adjacent units. If there are differing setbacks on adjacent lots, the new unit should be located to act as a transition between the differing setbacks.
- 5. Where infill development occurs through the severance of large lots into smaller lots, the resulting lots should reflect the rhythm and scale of lots in the surrounding area.
- Where lot depths permit, dwellings on long, straight streets greater than 180 metres in length. shall be designed to give the appearance of a diversity of setbacks, through architectural details and permitted encroachments.
- 7. The following elements may be permitted to encroach into front, rear ,and exterior side yards, when appropriate:
  - a. Bay windows;
  - b. Balconies or decks; and,
  - c. Porches of up to 1 storey.
- 8. Where the first floor of the dwelling or townhouse unit within the front yard is within 3 meters of a sidewalk, the entry of the unit shall be raised a minimum of 0.9 metres to a maximum of 1.2 metres above the sidewalk grade. The change of grade should be reinforced through landscaping features.





- Maintain consistent side yard setbacks along the streetscape. If there are differing setbacks on adjacent lots, the side yard setbacks of new units should be the average distance of those on either side of the development.
- 10. Increase side yard setbacks at pedestrian links and public open spaces.
- 11. Low-rise developments are to have front-to-front or back-to-back dwelling configuration along streets, lanes, or around open spaces.
- 12. Front-to-back façade configurations should be avoided where possible. If necessary, the 'rear' facing units of front-to-back façade configurations are to include:
  - a. Recessed garages;
  - b. Enhanced landscaping; and,
  - c. Upgraded façades.
- 13. Built form should be located to minimize the need for noise attenuation walls.
- 14. Side and rear elevations visible from public areas shall have upgraded façade treatment.



Garages should not dominate the facade.



Front garages flush with the front facade.



Glazed top panels in the garage door.

## 3.3.3 Garages and Driveways

The design of garages can have a major impact on the visual character of the individual dwelling and the collective streetscape. A cohesive streetscape where garages compliment instead of dominate the streetscape is intended.

#### a) Front Garages

In order to minimize the presence of the garage, the following guidelines shall be applied for attached and detached garage buildings accessed from the front.

- 1. Garages must be a natural extension of the design, massing, and materials of the main dwelling.
- Garages should be set behind or flush with the main building face and shall not project beyond the main wall of the dwelling. Garage doors facing a public road, should be setback a distance of 6.0 metres from the road right-ofway.
- 3. Attached garages should be designed as follows:
  - To de-emphasize their presence on the streetscape. Consider recessing garages
     0.5 to 1.5 metres from the main wall of the dwelling;
  - b. Garages fronting the street may accommodate a maximum of 2 overhead garage doors, the width of which may be

a maximum of 50% of the dwelling width. Three garage doors may be permitted for large lot single detached dwellings but is not encouraged;

- c. Two-car garages should include two single bay doors separated by a masonry pier;
- d. A maximum 2.5 metre recess shall be permitted from the front of the garage wall for a second storey built over garage;
- e. Glazed top panels in garage doors and/ or transom lights above garage doors should be considered on all garage doors, especially for traditional style dwellings; and,
- f. A consistent garage style should be used throughout a townhouse block.
- 4. For an attached garage accessed from the front and located at the back of the lot, the garage should be setback a minimum of 6.0 metres from the main wall of the dwelling.
- 5. Detached garages are permitted in the rear yard and interior side yard only.
- Secondary suites located above detached garages are encouraged for lot sizes greater than 6.0 metres, and should be located on end units.
- 7. Detached garages should be designed as follows:
  - Be accessed either from a rear lane or the street by a driveway having a maximum width of 3.0 metres;
  - Have main cladding materials consistent with those of the exterior of the main dwelling;
  - c. Have staggering garage door depths and planes, and varying roof styles and details along lanes;
  - d. Have a minimum setback of 2.0 metres from the dwelling;



Attached garage setback from the main building face.



Detached garage with consistent materials as the main dwelling.



Detached garage with a secondary suite.

- e. Be setback a minimum of 1.2 metres from the side lot line; and,
- f. Have a maximum height of 2 storeys.
- Dropped garages generally occur where rear to front sloping conditions exist. This often creates "top heavy" garage massing resulting from additional height above the garage door opening. Dropped garage conditions shall be mitigated by:
  - a. Increasing the garage door height;
  - b. Lowering the garage roof;
  - c. Providing additional detailing above the garage such as masonry detailing, a louvre, or cambered or arched lintels; and,
  - d. Including a window above the garage door.

#### b) Lane-Accessed Garages

Garages that are accessed from a laneway can either be detached or attached to the main dwelling at the rear. Attached garages can either be set into the house with access at the rear, or they can be attached to the main dwelling through a breezeway which forms a side courtyard for amenity space.

- 1. The minimum setback for garages accessed by a lane should be 0.60 metres from the lane rightof-way.
- 2. Side yard setbacks should be 1.2 metres if the garage building has doors and/or windows other



Lane based garages in groups of three.

than the main vehicular entrance facing the side yard.

- 3. Side yard setbacks should be 0.3 minimum if the garage building has no doors and/or windows other than the main vehicular entrance facing the side yard but may be 0 m where the garages on abutting lots are attached.
- 4. Where possible, garages should be paired to allow for increased rear yard, or an outdoor parking pad to accommodate resident parking.
- 5. The maximum number of attached garages on adjacent lots should be 4.

#### c) Driveways

- Driveway widths should generally be no larger than the interior width of the garage. A maximum driveway width of 2.75 metres shall be permitted for single car garages and a maximum driveway width of 6.0 metres shall be permitted for double car garages.
- 2. Driveways are encouraged to be paved with light-coloured material to reduce stormwater run off.
- 3. The use of porous or permeable pavement for surfacing driveways and parking areas is encouraged, instead of asphalt and concrete.
- 4. Driveways should be located as far as possible from parks, open space features, public walkways, schools, and intersections.



Light coloured materials reduce heat island effect.

## 3.3.4 Waste Storage

- 1. Waste facilities within an external structure shall be consistent in design, colour and materials to that of the main dwelling, and shall not be located in a prominent location.
- Where centralized waste pick up cannot be avoided, pads may be provided for day of pick up placement only. Such centralized waste shall be located away from unit entrances and out of view of public spaces.
- Design outdoor waste storage containers to be consistent with the architectural design of the dwelling.

## 3.3.5 Priority Lots

Architectural and siting treatments for different lot configurations are recommended, in order to promote a defined and an attractive streetscape with constructed focal points. Individual developers will submit final approved draft plans to the Control Architect for the preparation of priority lot maps.

Priority lots are those which are situated in prominent locations and are highly visible from the public realm. Priority lots include:

- Gateway lots;
- Corner lots;
- Lots which terminate at "T" intersections;
- Lots facing, adjacent to, or backing onto parks, open spaces, and pedestrian links; and,
- Window street lots.

Priority Lots occur where two streets intersect, a street terminates, or where lots are sited next to community amenity spaces and are open to views. For example, where a townhouse is sited on a corner lot, the end unit flanking a street is defined as a priority lot. In cases where a semi-detached dwelling (2 units) is sited on a corner lot, both units should be defined as a priority lot.

#### a) Gateway lots

1. Gateway dwellings shall be given special consideration in architectural design, massing, orientation, siting, and materials, and shall be of high architectural quality.

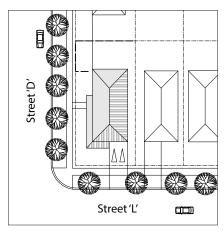
- 2. Entry elements and porches are encouraged to produce interest in the facade, as well as to help define the entrance to the neighbourhood.
- Pairing of similar model units on lots directly opposite to each other to establish and enhance a gateway condition is encouraged. Use stone or other quality materials as the main massing material for gateway units where possible.
- Provide upgraded landscape features on gateway lots, including decorative fencing if appropriate.
- 5. Coordinate the materials of dwellings on gateway lots with those used on gateway features.



Priority corner lot designed to address both streets.



Upgraded facade of gateway unit.



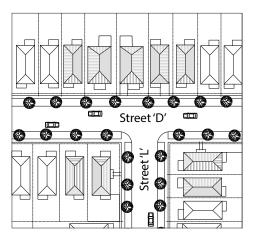
Dwellings located at the intersection of two streets shall address both streets



Example of corner lot condition.

#### b) Corner lots

- 1. Wrap around windows, porches and other architectural treatments shall be considered for corner lot dwelling units.
- 2. Ensure active living spaces are designed for the rooms adjacent to the corner.
- 3. Locate main entry features on the flankage elevation where possible.
- Coordinate privacy fencing design for all corner lots to prevent views into the private rear yard amenity area.
- Articulate rooflines to include vertical features and elements such as a tower or turret, incorporate steeper roof slopes on traditional units, and/or break the roof plane in keeping with any wall projection for contemporary styles.



Dwellings located at the "T" intersection shall be considered a group



Unit at the end of a "T" intersection

#### c) "T" Intersections

"T" intersections occur when one street terminates at a right angle to another.

- Architecture on lots at the end of "T" intersections shall have highly articulated facade designs such as coordinated fenestration, masonry detailing, and entry elements. "T" intersection lots shall incorporate special built form such as added height, turrets, and/or bay windows.
- Pairing of side yards is encouraged to form a landscaped area at the terminus of the "T" intersection.
- 3. Garages shall be located away from the 'T' intersection of the streets.
- 4. Provide larger front yard setbacks at the view terminus for 'T' intersections.

#### d) Lots facing, adjacent to, or backing onto parks, open spaces, pedestrian links, and window streets

- Front, side and rear elevations exposed to public spaces such as neighbourhood parks and village greens, should be highly articulated. A combination of fenestration, bay windows, material changes and dormers may be used in addition to other design elements to achieve the objective.
- Side and rear elevations should adopt a similar design and use materials that are consistent with those used on front elevations. Architectural detailing such as corbelling should continue from front to side elevations, where visible to the public.
- For units flanking onto parks and open spaces, a highly articulated side façade is encouraged. Side main entrances are an alternate means to achieve this.
- 4. The location of porches, windows, and entry doors for units surrounding parks and village greens should maximize opportunities for overview and safety.
- 5. Projecting porches should emphasize the entrance as well as to reduce the presence of the garage.
- 6 Driveways of adjacent homes should be located as far away as possible from the public space.

#### e) End units of Townhouse blocks

- 1. Provide adequate setbacks to allow for highly articulated elevations with wrap around porches, additional fenestration and wall plane changes.
- 2. Maintain consistent and continuous materials and architectural details from the front elevation to external elevations.
- 3. Incorporate main or a secondary door on the side elevation of the unit, with access to the sidewalk.
- 4. Incorporate unique roof details and massing.



A porch flanking a park creates "eyes on the park".



Front Porches overlook amenity areas.



Main entrance to the townhouse unit located on the side elevation.

#### f) Window Street Lots

- Units facing or flanking onto arterial or collector roads should be given special consideration in architectural design, massing, orientation, siting and materials and should be of high architectural quality.
- 2. For units flanking an arterial or collector road, the main front door should be visible from, and oriented to, the exterior side elevation of the house with access to the sidewalk. The entries should be articulated through the use of entry features such as projecting porches facing the street.
- 3. Garages are encouraged to recess from the front wall of the dwelling to reduce their presence on the streetscape.
- Front and side elevations facing or flanking the window street should be highly articulated through coordinated fenestration, masonry detailing, accent gables, dormers, and/or other special treatment.





Units facing a window street should be highly articulated.

## 3.3.6 Building Design

#### a) Height and Massing

- 1. Ensure generally consistent height and massing along a street.
- Provide appropriate transitions between all unit types to avoid drastic changes in height and/or massing.
- 3. Ensure appropriate design compatibility where different unit types are located adjacent to each other.
- 4. The height of new dwellings should be limited in existing neighbourhoods to no more than one storey greater than the height of existing, adjacent buildings.

#### b) Articulation and Architectural Features

- 1. Ensure the width of the first floor and top floors of a dwelling are consistent.
- For infill development, ensure the elevation design reflects that of the adjacent homes.
   For example, the horizontal expression of the windows and door should be similar to surrounding homes and their vertical rhythm should reflect those of adjacent homes.
- 3. For new subdivisions, the following requirements apply:
  - a. Each model shall have at least 3 distinct elevations;
  - b. Identical building elevations shall be separated by a minimum of 3 lots;
  - c. Both units of a semi-detached dwelling share the same elevation;
  - Both units on a semi-detached dwelling are considered one elevation and shall be separated by a minimum of 3 lots;
  - e. Identical building elevations may comprise a maximum of 30% of a street block; and,
  - f. Colour packages shall be separated by a minimum of 3 lots.

- 4. Ensure façade details throughout all building elevations are consistent with their intended architectural style.
- 5. Avoid mixing historic architectural elements with other architectural style elements within a single dwelling.
- 6. Any masonry details shall project a minimum of 12 millimetres from the wall face.
- 7. Provide high quality and complementary light fixtures at main entrances and above garage doors.

#### c) Porches and Entry Features

- Articulate front elevations by highlighting front entries with features like porches, verandahs, arches, generous overhangs, and massing elements such as a cantilevered or recessed upper storeys.
- 2. Front entry features with more than three steps shall be poured in concrete with masonry casing.
- 3. For detached or semi-detached dwellings, the front entry should be a maximum of 6 steps or 0.9 metres above grade, whichever is less. The front entry for townhouse dwellings should be a maximum of 8 steps or 1.2 metres above grade, whichever is less. If additional steps are required, they should be provided internally and/ or in the transition from the sidewalk.
- 4. Steps from a porch shall not be located closer than 1 metre from a property line.
- 5. To ensure porches and verandahs are useable, they should be between 1.5 metres and 2 metres in depth.
- 6. Encourage the use of a variety of column styles such as single columns, double columns and columns with a masonry base.
- Provide porch railings which are pre-finished and maintenance-free. Encourage a variety of railing styles and materials such as pre-finished aluminum, vinyl, wrought iron, painted or natural wood or glass.



Front porch highlights the entrance and addresses the street.



Low wall, plantings, and articulated front porch.



Variety of porch railing styles.



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Articulated front entry elements include front steps, roofs, variation in colour and materials.





Corner windows, turrets, and gable roofs provide variety.

- 8. Provide prominently displayed municipal address signage that is visible and legible from the street.
- 9. Ensure that porch base materials extend to grade and are consistent with the chosen architectural style.

#### d) Windows and Doors

- 1. Consistent window types, shapes, and styles shall be used on all individual dwellings and townhouse blocks.
- 2. Large ground floor windows shall be provided where appropriate to the selected architectural style.
- 3. Provide windows which are maintenance free, thermally sealed, double glazed, and either casement, single hung, or double hung type.
- 4. The use of black glass shall be avoided.
- 5. Incorporate transom windows where floor heights permit.
- 6. Position windows on interior side elevations away from the windows of adjacent dwellings.
- 7. Ensure the window frame colour is compatible with the exterior colour package.
- Include main entry doors and doorways that are scaled to complement the building's facade. Avoid sliding doors on front and exposed elevations.
- Single entry doors are encouraged to incorporate sidelights and/or transoms. Where these are not possible due to floor plan arrangement, a vision panel (glazing) should be provided in the entry door.

#### e) Roofs

1. A variety of roof forms are encouraged, including cottage or hipped roof, front gabled, side gabled, cross gabled, mansard and flat roofs, however the chosen roof style and pitch should reflect and complement the dwelling's architectural style.

- 2. A variety of roof features are encouraged, including accent gables, dormers, porches and variation of roof ridges.
- 3. The roof material and colour for detached garages should be coordinated with the main building.
- 4. For townhouse blocks, emphasize individual units through the articulation of roof lines (e.g. variations in roof slopes at end units, dormers, differing roof pitches, etc.) while maintaining a consistent roof style throughout the same block.
- 5. Provide frieze boards below house and garage roof eaves on front and flanking elevations, as the architectural style permits.
- 6. Fake dormers should be avoided.
- 7. All roof vents and plumbing stacks shall be coloured to blend with the roof colour and located on the rear slope of the roof and away from public view, where possible.
- 8. Use only flush mount skylights and ensure their colours are similar to the colours of the roof tiles.
- For solar panels visible to the public, avoid aluminum frames and white backing sheets. Choose colors that are similar to those of the roof tiles and, when feasible, set photovoltaic panels flush to the roof.

#### f) Foundations

- 1. Exposed foundation walls are to be avoided.
- 2. The main wall cladding shall be a maximum of:
  - a. 10 inches (250 millimetres) from finished grade on elevations exposed to the public; or,
  - b. 12 inches (300 millimetres) from finished grade on interior or rear elevations not exposed to the public.
- 3. Foundation walls must be appropriately checkstepped along sloping grades.

# g) Exterior Materials/Wall Cladding and Colours

- 1. Ensure materials reflect and complement the architectural style of the unit.
- 2. For traditional styles, provide a variety of high quality and complementary wall cladding materials such as brick, stone, stucco or cementitious siding.
- For contemporary styles, include materials like brick masonry with smooth finishes, high quality stone cut to larger calibre pieces, wood corrugated steel panelling, marble, metal, concrete, and metal roofing.
- 4. A maximum of two main wall cladding materials shall be permitted on a unit, with a third permitted for accents and architectural details such as gables, box-outs and bay windows.
- 5. Incorporate metal flashing which matches wall cladding or roof material.
- 6. Encourage a variety of colour palettes that include different, but complementary tones.
- 7. Ensure soffits, eave troughs, frieze boards, and fascias are the same colour throughout the dwelling.
- 8. On exposed elevations, ensure material changes occur at transition points, such as a change of plane.
- 9. The use of accent colours are promoted for brick detailing.
- 10. Rear and side walls exposed to public view shall be of similar composition to the front wall.
- 11. Garage door colour should generally blend with the colour of the adjacent walls.





Utility meters are built into the facade of the exterior wall of the house, or to the side of the house with some landscaping in order to screen the meters from public view.

#### h) Utility Meters and Mechanical Equipment

- 1. Where possible, locate utilities and meters in interior side yards, away from public view.
- 2 Utility and service meters shall be located discreetly by considering the following:
  - a. Integrate into the design of the building;
  - b. Screen through landscaping;
  - c. When located on front elevation, recess and/or enclose in porch entry or landing;
  - d. Install below porch slabs and porch steps;
  - e. Group in one location where their presence has been addressed through a wall recess, enclosure and/or, where appropriate, a small roof overhang; and/or,
  - f. Screen meters on exposed elevations by integrating them into a wall or below porches and steps, providing complementary landscaping, or placing them behind a change in plane towards the rear of the elevation.
- 3. Locate dryer vents, exhaust fans, furnaces and hot water tanks on rear elevations.
- Locate air conditioning units in the rear yard of units, in interior side yards or on/under rear decks. For flat roofs, locate units on the roof, setback from the roof edge so they are out of sight from the public view.

## 3.4 Mid-Rise (3.5 to 8 storeys) and High-Rise (8.5 to 12 storeys)

The following guidelines apply to mid- and highrise built form developments. Mid- and high-rise developments provide opportunities for framing and defining the public realm, while allowing for increased densities that more efficiently use land and infrastructure. They support mixed use communities, promote active transportation and, if done properly, generate livable pedestrian experiences.

## 3.4.1 Typologies

#### a) Stacked Townhouses and Back-to-Back Stacked Townhouses

Stacked townhouses are typically 3 to 4 storey blocks of attached units which are stacked one above the other and oriented to the street.

Stacked, Back to Back Townhouses share a rear wall, as well as a sidewall and have units stacked vertically. This can include three units located on top of each other, two-level units stacked on top of one-level units, or two-level units stacked on top of two-level units. Each unit has its own entrance at grade.

- 1. The elevation of the townhouse block shall be articulated in a manner that provides variation between units and reinforces common characteristics that visually unites the block.
- 2. Variety in the design of roofs through the use of traditional gables and dormers, or more contemporary designs that include cantilevers and parapet details, is required to break up the massing of units within a block. However, the main roof should appear as a single unified roof where possible and reflect the architectural style of the unit block.
- Locate and orient windows, decks and balconies to limit overlook into nearby windows and amenity spaces of adjacent properties while enabling "eyes on the street" for common public areas.



Stacked townhouses



Back-to-back townhouse units



Back-to-back stacked townhouses.

- 4. Stacked townhouse buildings should be limited to 3 to 8 units per block and the length of the townhouse block should not exceed 50.0 metres, unless it is essential to the architectural style of the townhouse block.
- 5. Continuous and consistent architectural details and materials shall be used for the entirety of the block.
- 6. Attached garages are located at the rear of the block and accessed from a lane or private drive.
- 7. Stacked back-to-back units shall have underground parking with direct access to each unit.
- 8. Limit the use of retaining walls, particularly along street frontages, parks, ravines and other areas of the public realm.
- 9. Where retaining walls cannot be avoided, provide them in the form of low terraces with the total height not to exceed 1.0 metre. Incorporate intensive soft landscaping in these low terraces and construct with durable and attractive materials.
- 10. The front entrance shall provide a transition from the public realm to private space with visual

cues such as a change in materials, grade, landscaping, and architectural elements.

- 11. Provide prominent, well-designed and integrated building entrances such as porches, porticos or canopies along the building frontage.
- 12. On corner or double-fronting sites, locate building fronts and entrances facing both streets. Buildings on corner sites require additional attention to detail in order to enhance the corner.

#### b) Podium and Liner Townhouses

These dwellings are typically 3 to 4 storey blocks of townhouse units that wrap around or are located at the base of an apartment building or parking structure.

- Podium and liner townhouses shall have continuous and consistent architectural details and materials among units, coordinated with those of the main mid- or high-rise building or structure.
- 2. Podium and liner townhouses should be used as a residential veneer to create a 'street' or 'groundrelated' façade to enhance the pedestrian realm of mid- and high-rise developments.
- 3. Parking shall be provided in a structure associated with the mid- or high-rise development.



Front entrance provides a transition to private space.



Example of podium townhouses.

#### c) Mid-Rise and High-Rise Apartment Buildings

These buildings are multi-storey structures that contribute to complete communities, provide a mix of housing and activity, and are built at densities that improve the viability of transit.

- 1. Apartment buildings should be oriented to front onto and address the public road.
- 2. Primary building entrances should be located and oriented to public roads, and designed to be visible and accessible to the public.
- 3. A visitor drop off area should be located at the side or rear of the building with lane access or private drive.
- Rooftop mechanical equipment shall be screened from view through architectural design that reflects the building's façade treatment. Add-on screening elements such as lattice are prohibited.
- 6. Taller buildings should have a clearly articulated base, middle, and top, through the use of horizontal or vertical extrusions or projections, or changes in material.
- 7. Interior courtyards should be designed to maximize sun exposure through the massing and location of tall building elements.
- Outdoor amenity areas can be provided in a variety of forms including front verandas (buildings where the podium is designed to incorporate townhouse units), roof-top deck, balconies, or a design with similar intent.
- 9. In mixed use areas apartment buildings may include commercial space at grade.

## 3.4.2 Siting and Setbacks

 Locate buildings close to the street edge to frame and animate the public realm. Where it supports a high quality public realm, new development should generally maintain and reinforce existing setbacks by aligning the base with adjacent building bases, or by placing it at the average distance between those of adjacent properties.



4 and 6 storey apartment buildings.



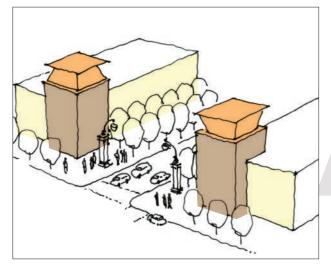
6 storey apartment.



12 storey apartment building located adjacent to low-rise.



9-storey building located close to the street edge.





2. Minimize shadow and wind impacts through building height, massing, placement and orientation.

- 3. Organize and design the site (internal circulation and arrangement of structures) to reflect the urban context and fabric of the surrounding neighbourhood.
- 4. Provide pedestrian mid-block connections and multiple access-points to enhance visual and pedestrian permeability.
- 5. Include the provision of a minimum separation distance of 25 metres between high-rise on the same site and a minimum tower setback of 12.5 metres from middle to side and rear property lines. This will maximize sky views and natural sunlight, provide proper privacy, and minimize wind and shade impacts on surrounding areas.
- Allow balconies to encroach on the 25 metre separation between buildings, while not contributing excessively to the building massing.
- 7. Use prominent built form to address gateway and other key locations within the community. On larger sites, create 'paired' corner buildings on either side of a street to emphasize a sense of entry or to distinguish one street district from another.

## 3.4.3 Access, Parking, and Servicing

- Access to parking, servicing and loading shall be provided from the rear of the building, or a laneway where possible. On corner sites, access may be provided from secondary streets provided the entrance facilities are well integrated into the rest of the frontage.
- Encourage lane-based and/or underground parking. Where not feasible, at grade and structured parking above grade may be permitted to the back of the building, preferably lined with active uses along all public frontages.
- 3. Locate and screen parking, loading, utilities, mechanical equipment and servicing areas away from the public view through a combination of soft and hard landscaping, as well as other

Corner building as a gateway feature.

integrated architectural elements such as walls and pergolas.

- 4. Avoid at grade parking areas and if needed, split them into small courtyards and use walkways, public art and/or landscaped strips to define them.
- 5. Consider shared parking facilities with adjacent buildings and provide preferential parking for fuel efficient vehicles.
- 6. Avoid vehicular site access from main streets and provide it from local streets or rear lanes where possible.
- 7. Consolidate vehicular entrances to serve multiple buildings in order to minimize the number of interruptions to the street wall and sidewalk network. Limit the number of accesses from the same street to two.
- 8. Design underground/above ground parking ramps and service entrances as part of the building façade.
- 9. Provide long-term bicycle storage inside the building and short-term bicycle parking areas and racks close to entrances external to the building.

## 3.4.4 Building Design

#### a) Height and Massing

Mid-rise and high-rise buildings are generally comprised of a 'base' (podium), 'middle' (tower), and 'top'.

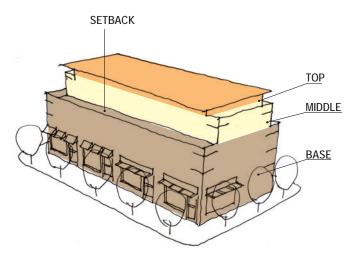
- 1. Limit building height to 100% of the adjacent right-of-way.
- 2. Ensure the height of the base (podium) matches existing adjacent structures and is a minimum of 2 storeys to reinforce the pedestrian scale of the streetscape.
- 3. Where a podium form is not established, the building should achieve a minimum base or podium height of 3 storeys and maximum height of 6 storeys to maintain a human scale.



Parking for stacked townhouses located in a rear lane.



Parking garage access screened by decorative door.





Mid-rise apartment buildings.



4 and 5 storey apartments transition appropriately to lower housing forms, such as 3 storey houses.



Top of the building designed with visual interest.

- 4. Stepping back upper level building volumes is encouraged to assist with transitions between neighbouring buildings with lower heights.
- 5. Step-back towers or the middle part of the building a minimum of 3.0 metres from the building base or edge of podium. The height at which a step-back is incorporated is flexible but will generally be between the third and sixth floors and should respond to the existing and planned context.
- 6. Consider an additional step-back for buildings taller than 8 storeys in height.
- Provide a height transition towards adjacent existing or planned built form. Provide rear and side step-backs for upper storeys to provide contextually appropriate transitions from mid-rise buildings to lower-rise surrounding neighbourhoods.
- 8. Design mid- and high-rise buildings to include a unique, visually appealing and clearly defined top/rooftop complementary to the architecture of the overall building and a roofline consistent with that of any adjacent buildings.
- 9. For high-rise development, design the top to:
  - a. Incorporate design elements that add interest to the overall skyline and provide a sense of orientation;
  - b. Address important locations in the community by designing the top of the building to become a visual gateway; and,
  - Incorporate lighting as part of the roof design, while ensuring no negative impacts on adjacent buildings, residential areas, or migratory birds.
- 10. Buildings should not exceed a length of 60.0 metres apart from L-shaped building forms. Longer buildings, approaching 60.0 metres, should be broken up physically and visually using architectural and design elements that sufficiently differentiate the building mass to appear as separate building forms.

- 11. Avoid blank or long expansive elevations which are exposed to the public view. Where unavoidable, consider art and/or special wall treatments (screens, green walls, metallic/ wooden textures, etc.).
- 12. Consolidate utilities and meters by integrating them into the building design, preferably in internal rooms, or locate in a laneway.
- 13. For developments with more than one building, provide a range of heights and establish a height hierarchy related to site conditions and context (existing and planned).
- 14. Facilities for handling, storing and separating waste and recycling should be integrated into the building design and/or screened from public view through landscaping and/or architectural elements.

#### b) Articulation and Architectural Features

- Establish a clear and proportional articulation of base, middle, and top parts of the building in which the middle part has significantly greater dimension than the base or top for high-rise buildings.
- 2. Encourage active uses at grade, based on the street character (retail, commercial uses, day-care facilities, townhouses, etc), to animate the public realm and promote safe environments.
- 3. Mitigate the actual and perceived massing impacts of a mid-rise building by breaking up the mass horizontally and vertically, through the creative incorporation of changes in materials, balcony and floor plate design, architectural features, and unit/amenity locations.
- 4. Design all elevations to be highly articulated, both vertically and horizontally, through changes in planes with materials, base bands, step backs and other types of fenestration and architectural elements. Incorporate windows and balconies on all elevations, especially if exposed to public view.
- 5. Ensure a cohesive elevation design between the base and the middle in terms of architectural style, proportions, rhythm, and materials.

- 6. Locate entrances strategically so they are highly visible and well connected to the public realm.
- 7. Provide a high level of glazing at ground level, especially for those areas related to lobbies, common/amenity areas and non-residential uses (i.e. commercial uses).
- 8. Incorporate weather protection elements such as canopies, awnings, and overhangs at the ground level and for balconies above.
- 9. Locate mechanical rooms to the centre of the building rooftop so they are not visible from the public realm and/or integrate them into the rooftop design.





Highly articulated design through use of materials and balconies.

- 10. If visible, use the mechanical room's exterior structure to complement and enhance the design of the top of the building.
- 11. Screen mechanical equipment with integral architectural structures and complementary materials to those used on the building façade, and where possible, screen them with usable spaces (i.e. amenity or living areas).
- 12. Integrate outdoor amenity spaces, such as gardens, into the design of the roofscape, where possible. Provide private or semi-private amenity space on all roof areas, including terraces or step-backs.

#### c) Exterior Materials

- 1. Ensure high quality and durable materials are used on all elements and elevations of the development.
- 2. Select materials to complement the architecture, character, size and style of the building as well as the streetscape.
- 3. Maintain consistent materials between elevations.
- 4. Use materials with good aging qualities such as glass, stone, brick, concrete and metal.
- 5. Use changes in materials to visually break-up the building massing.

- 6. Use reflective, low intensity colours on rooftops to reduce heat island effect and HVAC loads.
- 7. Minimize danger to migratory birds by:
  - Avoiding untreated reflective glass or clear glass that reflects trees and the sky;
  - Ensuring glass has visual markers and is not reflective within the first 12 metres of building height; and,
  - c. Locating and managing lighting to reduce reflections that might confuse migratory birds.

#### d) Developments within Heritage Contexts

- 1. Locate and design buildings to respect and complement the scale, character, form and siting of on-site and surrounding cultural heritage resources.
- 2. Use existing heritage buildings to inform the site plan/podium layout and design.
- 3. Building bases should respect the grain and scale of the surrounding historic fabric.
- 4. When an existing building is adapted / incorporated into the base of a tall building, the size and shape of the original window openings and entrances should be maintained.



Changes in materials lessen the visual impact of the building.



## **3.5 Public Service Facilities**

Public service facilities provide important opportunities for place-making and landmarking. With distinct architecture and high quality public spaces, and the potential to co-locate and share facilities, these sites can become hubs of activity and focal points for social interaction, gathering, and civic events.

Buildings serving these uses include schools, recreation centres, libraries, places of worship, and fire stations. Careful attention must be paid to the design of these structures to ensure that they reflect the built quality and integrate with the scale of the surrounding neighbourhood.

## 3.5.1 General Guidelines

- 1. Public service facilities should be sited prominently and where possible, should terminate views. Buildings should be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.
- Public service facilities will be located in community hubs to promote cost-effectiveness and facilitate service integration and access to transit.
- 3. Public service buildings should be located close to the road to reinforce the street wall and define intersections.
- Public service facilities shall have direct access from the surrounding community through a comprehensive and connected active transportation network with linked trails and parks.
- 5. The site should be well landscaped and visible at the pedestrian level, in recognition of the buildings prominent location.
- 6. Vehicular parking should be located at the side or rear of the building. Parking for cyclists should be located near building entrances and where visual surveillance can be maximized.

- Drop-off areas should be provided for buses and cars in the public right-of-way where possible, but where located on site they should be at the side of the building, and not in front of the building.
- 8. All public service facilities should contribute to the creation of compact neighbourhoods through multi-storey buildings in order to maximize the site and services, minimize floor area, as well as contribute to an urban street condition through a building façade proportion that contributes to a sense of enclosure at the street.
- 9. Ensure the site and building incorporates accessibly for all individuals of varying ages, abilities, and modes of transportation.



The building is located close to the road to frame the street edge.



Bicycle parking is provided in close proximity to the front entrance of the building.



Multi-storey building is massed around a central open space.



Architectural features to denote community facilities.



The front entrance of the school is accentuated with architectural features and detailing, and is connected with a walkway.

## 3.5.2 Building Design

- The most active portions of the buildings should be located facing higher order streets. Large portions of buildings such as gymnasiums or auditoriums should be located to the sides, rear, or interior of buildings.
- 2. Public service buildings should be designed as special landmark buildings with high quality architectural design, materials, and finishes.
- 3. Incorporate architectural elements such as massing and special features to terminate important views and vistas.
- 4. Respond to the local context and site conditions when siting the building. Where applicable, design the building to respond to the site's topography.
- 5. Ensure highly articulated façade design for all elevations exposed to public view. This includes changes in plane and materials, fenestration, projections, relief, and horizontal and vertical elements. Blank, uninterrupted walls shall be avoided.
- For buildings located at corners, design elevations to equally address the two street frontages. Additionally, use prominent massing, height, architectural elements and detailing to emphasize these locations.
- 7. Provide integrated weather protection elements at main entrances and ensure they complement the building's design.
- 8. The front door of all public service buildings should be connected with a walkway to the sidewalk and should have direct access to transit stops.
- 9. Coordinate building materials and ensure they reflect, complement, and enhance the building's architectural style and detailing.
- 10. Provide a high level of visual transparency and permeability at eye level for lobbies by using windows and prominent entrances.

- Utilize daylighting strategies, such as building orientation, uniform windows across the facade, and/or skylights to capture natural light and reduce the need for electric lights during the day.
- 12. Consider roof forms other than flat roofs to respond to the context and character of the neighbourhood, particularly where there is a heritage context, and to highlight the nature of the public or institutional building.
- 13. Where flat roofs are used, incorporate green roofs in the design of the building to minimize surface runoff, reduce urban heat island effect, provide noise insulation, and improve local air quality.
- 14. Rooftop mechanical equipment should be screened with materials that are complementary to the building or through parapet height where applicable.
- 15. Ensure the design of ancillary buildings and structures is coordinated with that of the principal building in terms of height, massing, architectural details, lighting, signage, materials, and colours.
- 16. Integrate signage within the building design and ensure it complements the building's elevation, animates the ground level, and enhances the streetscape.

- 17. Signage lighting should be directed to limit light trespass to surrounding properties, and should be downcast to prevent light pollution.
- 18. Signage should provide a high level of clarity, visibility, and visual interest, and should aid pedestrians and drivers in navigating the area, especially at night.

#### 3.5.3 School Sites

- The land area required for school sites should be minimized in order to promote compact development and conserve land. School Boards are encouraged to build more compact facilities including three storey elementary schools and buildings located close to the street.
- 2. Where possible, Elementary School sites should be located adjacent to a neighbourhood park so that playfields can be shared to promote compact development and minimize land area requirements. Appropriate and innovative engineered turf material should be explored to increase the durability of the playfields and minimize maintenance requirements.
- Shared parking lots for Elementary School sites with neighbourhood parks, and Secondary School sites with community parks, should be considered in order to reduce the number of parking requirements. The shared parking lot



Parking is located to the rear of the building off the main road and the front entrance to the building is directly connected to the public sidewalk.

should be located and sited to facilitate easy and safe access, and to minimize the need for crossing required by students.

- Schools sites that are located adjacent to the NHS should maximize the opportunity for using the NHS for passive open space uses such as trails and trail heads.
- Schools should be designed to ensure safe pedestrian crossing and cycling practices. Whenever possible, students should be able to easily reach building entrances without crossing bus zones, parking entrances, and student dropoff areas.
- School sites should be designed to provide for visitor parking and bus pickup and drop off in bays in the adjacent collector road right of way.

#### 3.5.4 Fire Stations

- Fire stations shall be located in a prominent and visible location with convenient access to Regional Roads or Arterial Roads.
- Fire stations shall have a close relationship to the intended service area and shall be integrated with the surrounding development, through appropriate architectural design, landscaping and buffering from residential buildings.

#### 3.5.5 Places of Worship

- 1. Sites should be located on arterial or collector roads along public transit routes in order to maximize transit ridership.
- 2. Especially in mixed use areas, the joint use of parking areas with adjacent uses is encouraged in order to reduce land requirements and promote compact development.
- The massing and scale of the building should be compatible with the character of adjacent development, especially within Low and Medium Density Areas through the use of similar setbacks, material selection, and the use of architectural elements.



Multi-storey elementary school.



Place of worship.

# 3.6 Commercial and Mixed Use Buildings

In Keswick, commercial and mixed use development is directed to Urban Centres and Mixed-Use Corridors.

Urban Centres will generally contain a mixture of retail, service commercial, office, institutional/ community, and mid-rise built forms. The Mixed-Use Corridor along the Queensway will support the Urban Centres and generally accommodate higher intensity development with a mid rise, mixed-use character, in a manner that is sensitive to the adjacent existing neighbourhood areas. The Mixed-Use Corridor along Woodbine Avenue is intended to provide an array of retail shopping opportunities, community facilities, and mid-to high-rise development.

#### 3.6.1 Building Design

#### a) Building Placement and Orientation

Building placement refers to the location of the building in relation to the street. The orientation and placement of buildings along the street can help to reinforce the public realm by enhancing the pedestrian environment through creating a sense of enclosure. Key guidelines for the orientation and placement of buildings are as follows:

- 1. Mixed-use buildings and smaller scale retail/ commercial stores should frame the street with a consistent building setback.
- At key corner sites, sidewalk cafes, kiosks, and street vendors are encouraged, and larger setbacks may be permitted. The area within the front yard setback should be hardscaped with paving for visual extension into the sidewalk.
- 3. The siting and massing of buildings should provide a consistent relationship, continuity and enclosure to adjacent public roads.
- 4. Buildings located adjacent to, or at the edge of, parks or urban squares should provide opportunities for overlook into the public space with windows and doors. The massing, siting and scale of these buildings should create a





A consistent building wall helps define the streetscape and creates a sense of enclosure.



Corner buildings address both sides of the street with windows, signage, lighting, and a continuation of public walkways.



Primary entrances along the street frontage.



The entrance is located on the corner of the building, and wraparound windows continue along both sides of the street.



Parking is accommodated by on-street parking and surface lots located in the interior of the site.

degree of enclosure or definition appropriate to the type of open space they enclose.

- 5. Primary entrances to buildings should be clearly visible and located on a public road or onto public open spaces in order to support public transit and for reasons of public safety and convenience. Secondary doors, such as those that face the parking area, emergency exits or service doors should be designed to blend in with the building façade.
- Access from sidewalks and public open space areas to primary building entrances should be convenient and direct, with minimum changes in grade.
- 7. Steps and ramps should be architecturally incorporated into the building entrance.
- 8. No parking, driveways, or lanes should be located between the buildings and the street, except for large buildings on large sites with multiple buildings where the larger buildings may be situated to the interior of the block provided smaller buildings abut and face the street.
- Outdoor amenity areas in mixed use buildings can be provided in a variety of forms including front verandas, rear deck above the garage, roof-top deck, balconies or a design with similar intent.
- 10 Patios should be located along primary streets in areas that maximize sun exposure, and in locations that effectively animate the public realm.
- 11. Accessible and secure bicycle racks and parking should be provided at retail, commercial, and employment developments, as well as at other key locations to promote active transportation.
- 12. Where permitted along Woodbine Avenue, drive-thru facilities shall:
  - Provide vehicular access from the side or rear of the building, and away from adjacent residential uses, streetscapes, and open spaces;
  - b. Locate the main entrance directly off the public sidewalk; and,

- c. Provide parking adjacent to the secondary entrance to the facility so it is not necessary for pedestrians who arrive by car to cross driveways or stacking lanes to enter the building.
- 13. Locate garbage and recycling, and loading and service areas away and fully screened from public view. These facilities should be located in the rear or side yards and away from residential uses, major roads and open space areas. Where possible, integrate these functions within buildings.
- 14. Garbage and recycling storage bins that can be accessed for pick up shall be incorporated into the principal building design. Food waste shall always be stored in climate controlled rooms.

# b) Building Articulation, Massing, and Architecture

- Retail frontages greater than 10.0 metres should articulate narrow storefronts and be designed with windows and/or doors to minimize blank facades, except for large buildings on large sites with multiple buildings, where the larger buildings are situated to the interior of the block provided smaller buildings abut the street.
- 2. Large walls visible from the street should be articulated through various treatments such as offsets in massing, façade and fenestration treatments.
- 3. For stand-alone commercial uses, the building footprint should be minimized by providing a multi-storey building in order to deliver compact form and conserve land.
- 4. A high level of architectural quality should be required for the facade of buildings located at corner sites along arterial roads and collector roads.
- 5. Sites with multiple buildings should be designed to reflect a similar / consistent architectural theme, such as colour, materials, signage, base and top of buildings. However, individual buildings should be designed to offer visual interest and variety in design through architectural features.



The building is designed with a clearly defined base, middle and top, expressed in its material selection and architectural quality.



Articulated retail facades, recessed windows, lighting, and planters contribute to a positive streetscape.



Awnings, canopies, and signage provide shade and weather protection for pedestrians.



Active uses such as restaurants and cafes extend their uses onto the sidewalks with outdoor seating, planters, and distinctive paving.



High level of transparency with glass windows create visual interest along the street.

- 6. High quality building design and architectural elements should be consistent on all building elevations, particularly on facades in public view or backing onto residential properties.
- 7. Where appropriate to the architectural style of the building, double height entries at key gateway sites and visually prominent sites should be encouraged to reflect the importance of the site.
- Establish a rhythm of minor breaks or articulation along the façade, distinguishing one unit (retail or residential) or building component from the next. When selecting the rhythm scale and proportion, take cues from neighbouring buildings.
- For buildings located at street corners, design elevations to equally address the two street frontages. Additionally, use prominent massing, height, architectural elements and detailing to emphasize these locations.
- 10. Incorporate architectural elements to enhance the pedestrian environment such as canopies, overhangs, awnings, projecting display windows, architectural arcades and colonnades. These elements should be designed as integral parts of the building in terms of form, style, materials and colours.
- 11. Provide spill-out space around the base of buildings for uses such as patios, street furniture and special events.

#### c) Storefronts

- Retail and service commercial uses should be provided on the ground floors of buildings to bring animation to the street and encourage pedestrian activity. Such uses should have a minimum 4.5 metre floor-to-ceiling height.
- Entrances to stores and the ground-floor of livework units should be designed to be universally accessible and be highly visible and clearly articulated. Entrances should be located at or near grade, and should be universally accessible.

- 3. Awning or canopies are encouraged to be provided above windows and doors.
- 4. The front elevation of Buildings should have substantial fenestration. Windows on the front elevation should have a high level of transparency especially on the ground floor to encourage pedestrian interaction with retail and commercial activities. Clear vision glass must be utilized for all ground floor nonresidential uses.
- 5. On corner sites, storefronts should address both street frontages through entries and/or glazing.

#### d) Signage

Signage plays an important role in the overall image of any area. Signs contribute to the quality of individual buildings and the overall streetscape, and reflect the unique characteristic of their context. Signage should be subject to the following guidelines:

1. Integrate signage in the building design and ensure it complements the building's elevation, animates the ground level and enhances the streetscape.

- 2. Design signage to be consistent with respect to materials, size, location (on a building), lettering and lighting, while also allowing some flexibility for tenant branding.
- 3. Signage lighting design should complement the design of the building.
- 4. Signage lighting should be directed to limit light trespass to surrounding properties, and should be downcast to prevent light pollution.
- Signage should add diversity and interest to the street and not overwhelm either the storefront or the streetscape. Building signage should be designed to be compatible and complement the architecture of the building in its scale, material, consistency and design.
- 6. Signage should not obscure windows, cornices or other architectural elements.
- 7. Back-lit illuminated rectangular sign boxes are discouraged.
- 8. Projecting/hanging signs should be permitted to encroach over the streetline provided that they do not project more than 1.0 metre from



Hanging signs encroach over the streetline and extend into the pedestrian realm.



Lighting above signage is directed at the sign and complements the design of the building.



High quality signage is in keeping with the scale and material of the rest of the building.



Lowered parking surfaces and landscaped buffers help screen parking areas from street view.



Landscaped islands, pedestrian walkways with distinct paving, lighting, and plantings provide safe crossing across the parking lot and help to minimize heat island effect.



Landscaped island with a bioswale to filter run-off.

the building, and they should generally have a minimum 2.4 metre clearance between the bottom of the sign and grade.

#### 3.6.2 Parking

- Provide a variety of parking options, including on-street parking, underground parking and screened at-rear parking courtyards. Large surface parking areas should be avoided where possible.
- 2. Locate parking areas away from the street frontage, at the rear or sides of the principal building, screen them from public view with the use of buildings, structures and landscaping, and split them into landscaped parking courtyards.
- Design surface parking to minimize environmental impacts by reducing parking area size, considering shared parking facilities with adjacent buildings, and providing preferential parking for fuel efficient vehicles.
- 4. Surface parking lots should be screened from view from roads, open spaces, and adjacent residential areas with low fencing, architectural features, landscaping, berms, and/or other mitigating design measures, such as lowered parking surfaces with landscaped buffers.
- 5. Landscaping should be used to break up the parking areas and reduce the heat-island effect. Landscaping islands should have a minimum width of 2.5 metres.
- Pedestrian walkways and landscaping should be incorporated into large surface parking areas along primary vehicular routes within the parking lot to enable safe, barrier free, and direct movement to principal building entrances and to the sidewalk.
- Large parking areas should be broken up into smaller courts by providing walkways, at minimum every 8 rows of parking. Walkways should be located between 2 parking rows or flanking a lane.
- 8. Walkways should be designed with a minimum width of 1.8 metres.

- 9. Where walkways cross drive aisles, they should be differentiated from the driving surface through the use of surface materials and colour.
- 10. Above or below grade parking structures should be considered, where possible and feasible in efforts to conserve land, promote compact development, and reduce heat island effect.
- 11. Parking facilities at-grade and/or in structures shall be appropriately designed and landscaped to complement the urban streetscape.
- 12. Above grade parking structures shall incorporate active uses at-grade facing onto any Regional, Arterial or Collector Road, where possible.
- 13. Where structured parking abuts a road, the visual impact of the structured parking shall be minimized through screening or by treating the building face like an occupied building through expressing an architectural vocabulary and material compatible with adjacent façades. In addition, structured parking, where adjacent to a street, shall be encouraged to be faced with commercial/ employment uses at street level.

### 3.6.3 Utilities And Servicing

- 1. Service and utility areas should be located away from public streets and screened from public view.
- All utilities shall be located underground. Where components of utilities must be located above ground, utility providers will be encouraged to consider innovative methods of containing utility services on or within streetscape features.
- For all restaurant uses, restaurant cooking ventilation systems should incorporate ecologizer, water wash, ultraviolet or other equivalent odour extraction mechanisms sufficient to ensure that the resulting exhaust is substantially odour free and will not affect surrounding residents.
- 4. For restaurant uses, refuse and recycling storage should be designed and incorporated in the building and must be refrigerated to suppress odours.

5. Parapet heights of the buildings should be high enough to screen roof-mounted equipment from finished grade at roads immediately adjacent to the sites. All mechanical equipment located at roof level should be integrated into the building design. Screening such as enclosures that are consistent with the colour and material of the building should be considered.



Structured parking set back from the street.



Roof-top mechanical equipment is screened from public view.



# 4.0 GREEN INFRASTRUCTURE AND BUILDING

While sustainability is an overarching objective throughout the Guideline, this section provides guidance on green infrastructure and building practices and helps achieve the broad sustainability principles of the Official Plan and the specific policies as set out in Secondary Plan.

As part of the strategy to achieve a high level of sustainability in regards to the reduction of energy, water, and waste within Keswick, the Green Infrastructure and Building Guidelines apply to both the private and public realm.

# 4.1 Energy Conservation

Provide for the reduction of energy use and consider the inclusion of alternative energy sources.

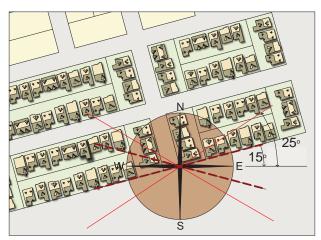
- Where feasible, provide alternative community energy systems such as district energy, geoexchange, sewer heat recovery, and/or interseasonal thermal energy.
- Consider reducing demand for energy from the grid and encourage renewable energy production. Renewable energy sources that could be employed may include the use of solar thermal and photo voltaic equipment, and/ or wind power. Proposed alternative energy source(s) could be used in combination with energy from the grid.
- Encourage passive solar orientation to permit enhanced energy efficiencies by creating optimum conditions for the use of passive and active solar strategies. The integration of passive building systems is enhanced with buildings oriented to maximize the potential for sunlight and natural ventilation.
- Where feasible, implement street and block alignment within 25 degrees of geographic eastwest to maximize passive solar orientation of buildings front and rear windows.



Wind turbines on the roof of an office building.



Solar canopies in surface parking lots.



To maximize passive solar orientation the street and block alignment should be designed within 25 degrees of geographic east-west.



Solar panels on the roof of low-rise development.



Light coloured pavers assist with the reduction of heat island effect.



- 5. Consider constructing all low and medium density residential buildings to be Solar Ready. (built with all the necessary piping and equipment that would be needed to install a rooftop solar power system)
- 6. Consider the purchase of energy from renewable resources available from local utility/energy providers.
- 7. Reduce heat absorption through the use of cool roofs that are designed to reflect more sunlight and absorb less heat than a standard roof. Cool roofs can be made of a highly reflective type of paint, a sheet covering, or highly reflective tiles or shingles. Consider cool roofing material with a minimum initial solar reflectance of 0.65 and minimum thermal emittance of 0.90.
- For a low sloped roof, typical of commercial and institutional buildings, the cool roof Solar Reflectance Index (SRI) value should be 0.64 and for steep sloped roofs, typical of residential, the SRI value should be 15.
- 9. Mitigate heat island impacts through the use of paving material with high solar reflectance, strategic use of deciduous trees or preserve existing trees as part of a free cooling strategy to help with evapotranspiration and shading of sidewalks and hard surface areas in summer and solar access in winter.
- 10. Charging stations that would supply electricity for electric vehicles are encouraged in Draft Plans/Site Plans. Charging stations could be provided in parking areas of mixed-uses, office, employment, institutional ,or employment uses, or within underground garages for multistorey residential buildings or other residential buildings.
- 11. Grade related residential unit driveways are encouraged to be paved with light-coloured material to reduce the heat island effect.

Charging stations for electric vehicles in mixed use areas.

## 4.2 Water Use and Management

The benefits of high performance, compact, mixed use projects include reduction in household water consumption and water utility costs, as well as the protection of the natural water supply. Compact development reduces impervious surfaces and makes it easier to protect natural areas which are the most important steps a community can take to maintain water quality.

- Encourage the implementation of Low Impact Design Standards that emphasize the use of bio-swales, innovative stormwater practices, constructed wetlands, at-source infiltration, greywater re-use system, and alternative filtration systems such as treatment trains.
- 2. Implement a comprehensive rainwater and water recharge strategy in conjunction with required stormwater management facilities.
- 3. Implement policies for stormwater retention and run-off such as:
  - a. Retain stormwater on-site through rainwater harvesting, on-site infiltration, and evapotranspiration;
  - Consider the inclusion of third pipe greywater systems and rain water harvesting for watering lawns, gardening, to reduce demand on potable water use;
  - Direct flow to landscaped areas and minimize the use of hard surfaces in order to reduce the volume of run-off into the storm drainage system;
  - d. Store snow piles away from drainage courses, storm drain inlets, and planted areas; and,
  - e. Use infiltration trenches, dry swales and naturalized bioswales adjacent to parking areas to improve on-site infiltration.
- 4. Introduce green infrastructure, such as bioswales, within the public right-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.



Bioswales in the public right of way to improve infiltration.



Innovative stormwater management facility.



Collect, store and distribute rainwater in underground storage tanks.

- Encourage the use of porous or permeable pavement instead of standard asphalt and concrete for surfacing sidewalks, driveways, parking areas, and many types of road surfaces as a stormwater run-off management strategy.
- Implement a rainwater harvesting program to provide the passive irrigation of public and/ or private greenspace, including absorbent landscaping, cisterns, rain barrels, underground storage tanks, infiltration trenches, etc.
- 7. Implement xeriscaping using native, droughttolerant plants, a cost-effective landscape method to conserve water and other resources on a residential and community-wide level.
- 8. Where feasible, implement curb cuts along sidewalks and driveways to allow water to flow onto planted zones or infiltration basins.
- 9. Consider the installation of subsurface basins below parking lots to enable stormwater to be stored and absorbed slowly into surrounding soils.



# 4.3 Material Resources and Solid Waste

Assist in the reduction and diversion of waste from landfills and increase measures for recycling and reuse.

- Consider the use of recycled/reclaimed materials or new infrastructure including roadways, parking lots, sidewalks, unit pavings, curbs, water retention tanks and vaults, stormwater management facilities, sanitary sewers, and/or water pipes.
- 2. Reduce waste volumes through the provision of recycling/reuse stations, drop-off points for potentially hazardous waste, and centralized composting stations.
- 4. Consider incorporating existing heritage buildings in situ through retention, restoration, and adaptive reuse to avoid further construction waste.
- 5. In large buildings, such as multi-unit residential buildings and institutional or public buildings, provide on-site recycling facilities for handling, storing, and separation of recyclables.
- Recycle and/or salvage at least 50% of nonhazardous construction and demolition debris and locate a designated area on site during construction for recyclable materials.

# 4.4 Air Quality

In order to minimize the air quality and climate change impacts associated with new growth, the following measures are encouraged:

 Reduce the impact of air pollution by encouraging the development of 'complete' communities that are characterized by greater densities placed at neighbourhood centres, mixed use nodes, or near transit facilities; mixed land uses; mix and diversity of housing types; connected and walkable road patterns, and are designed to encourage active transportation.

Permeable paving material.

- Encourage and promote alternative modes of transportation such as public transit, walking, and cycling. Provide transit within a 200 to 400 metre (3 to 5 minute) walking distance of residential development.
- 3. Ensure the separation of sensitive land uses from air pollutant sources through land use planning and zoning. Refer to the Ministry of the Environment guidelines.
- To promote transit ridership, programs such as developer-sponsored transit passes at reducedcosts for each residential unit or employee are encouraged.
- 5. Provide the minimum number of parking spaces to minimize the impact of car parking.
  - Mixed use developments should include shared use of parking among uses that have different peaking characteristics;
  - Design parking areas so they are not the primary visual component of a neighbourhood;
  - c. Reduce the parking ratio required in areas that are served by transit; and,
  - Dedicate priority parking spaces for carpool, ride sharing, and ultra low emission vehicles
     5% of total parking spaces.
- Secure, outdoor bicycle racks should be strategically located at destination points, including public squares, public buildings, and parks.
- 7. Outdoor bicycle racks should be located in a highly visible, easily accessible, and well-lit location, ideally in close proximity to primarily entrances.



Outdoor bicycle storage racks should be highly visible and provided in high pedestrian areas, such as parks and public buildings.



Dedicated parking spaces for car share programs should be designed with clear signage.



LED street lighting.



Solar powered lighting for trials and parks.



Green roofs reduce surface run-off on mid-and high-rise buildings.

## 4.5 Lighting

- Promote Dark Sky/Nighttime Friendly compliant practices to minimize light pollution and the intrusion of unwanted lighting on natural areas.
- 2. Consider high efficiency street lighting to reduce energy use.
- Consider opportunities for renewable energy use to reduce electric energy supply in the public realm, such as solar powered lighting for natural trails and park pathways.

## 4.6 Green Buildings/Green Sites

Promote innovative programs to encourage the design and construction of energy efficient green buildings and sites.

- 1. Consider third-party certification and rating programs, such as Leadership in Energy and Environmental Design (LEED)© for New Development.
- 2. Consider innovative residential development designs which contribute to affordability and energy and natural resource conservation.
- Consider building(s) that are LEED® Certified or recognized or accredited by a third-party certification program i.e. Energy Star, LEED H, LEED NC, LEED for Schools, BREAM, etc,.
- 4. Green roofs are encouraged for high-density residential, office buildings, as well as, public, institutional buildings to minimize surface runoff, reduce urban heat island effect, provide noise insulation, and improve local air quality.
- 5. Encourage synergies between buildings and site management practices that conserve water, reduce waste, and are energy efficient.
- Provide green roofs for 80% of all high density development. In high-density residential buildings, design roofs as amenity areas.
- 7. Develop a heat island reduction strategy for community and public buildings to install green

roofs with 50% coverage, remainder covered with light coloured material. Light coloured roofs have a high solar reflectance, which reduces energy costs and reduces urban heat island effect. Refer to 4.1.7 and 4.1.8.

- 8. Promote Energy Efficiency:
  - a. Where feasible, provide alternative community energy systems such as geoexchange, sewer heat recovery, or inter-seasonal thermal energy; and,
  - Development plans and building design shall provide opportunities for south facing windows and building orientation to maximize potential for passive and active solar energy.
- 9. Promote Water Efficiency:
  - New buildings shall achieve a minimum 10% water savings beyond Ontario Building Code requirements. Refer to York Region Official Plan Policy 5.2.2.2.
  - All buildings comply with Ontario's Building Code required water fixtures efficiency;
  - Building uses Low Impact Development strategies to deal with on-site run-off and heat island effects;
  - d. Building's landscaping is water efficient and drought resistant by using native planting materials; and,
  - e. Pre-design for grey-water pipe infrastructure.



Light coloured roofs have a high solar reflectance, which reduces energy cost and reduces urban heat island effect.

- 10 Promote Green Materials:
  - a. Incorporate waste reduction work plans and construction best practices that reduce construction waste;
  - Incorporate green building material standards to reduce impact on the environment and ensure materials are purchased/obtained from a responsible ethical sources;
  - c. Utilize low or no volatile organic compound products in building construction and finishing to enhance indoor air quality; and,
  - d. Materials sourced from certified local businesses.

## 4.7 Stewardship and Education

For new development in Keswick the following should be considered to support homeowner education and stewardship.

- 1. Create a well-documented master plan including illustrations that promote sustainable aspects of the development.
- 2. Include environmental builder specifications in all subcontracts.
- Produce detailed sales and promotion materials that feature conservation aspects of the development.
- Develop subdivision covenants that establish ground rules for the maintenance of shared open lands and individual lots.
- 5. Create a Homebuyer's Environmental Instruction Guide that explains the unique environmental aspects of the subdivision/site and special maintenance considerations.
- Include an owner/tenant education package at the time of purchase or rental regarding household activities to improve energy and water efficiency, access to transit, location of recycling station, etc. Coordinate with existing municipal and regional information.



Water efficient/drought resistant landscaping reduces water consumption.



Rain barrels are storage tanks for temporarily holding stormwater. A house can have more than one rain barrel, and barrels vary in size and features.

# 4.8 Retrofitting Existing Private Properties

Flooding is an issue of concern for the residents of Keswick. The following guidelines provide suggestions for improvements to individual properties to protect from flooding.

Related Information can be found on the <u>Lake Simcoe</u> <u>Region Conservation Authority</u> website.

- 1. Ensure the property is properly graded and that water drains away from basement walls.
- 2. Install a rain barrel to capture water runoff.
- 3. Ensure that downspouts extend a minimum 2.0 metres from the basement wall.
- 4. Install porous or permeable pavement or pavers instead of standard asphalt and concrete for surfacing walkways, driveways, or parking areas to assist with the capture and absorption of rain water.
- 5. Plant a rain garden to capture and store rain where it falls, filtering through the soil. Rain gardens should be located:
  - a. at least 3.0 metres from the dwelling unit;
  - b. at least 4.0 metres from a septic system; and,
  - c. 15.0 metres from any steep slope (more than 15%) on or around the property.
- Rain gardens should be planted with native plants that are hardy to the area. The following is a list of native plants that are suitable for rain gardens. Related Information can be found on the <u>Toronto Region Conservation Authority</u> website.

#### Grasses

- Big bluestem (Andropogon gerardii)
- Canada wild rye (Elymus Canadensis)
- Tufted hairgrass (Deschampsia cespitosa)
- Little bluestem (Schizachyrium scoparium)

#### Flowering herbaceous plants

- Wild columbine (Aquilegia canadensis)
- Butterfly weed (Asclepias tuberose)
- White turtlehead (Chelone glabra)
- Showy tick-trefoil (Desmodium canadense)
- Spotted Joe-pye weed (Eupatorium maculatum)
- Oxeye sunflower (Heliopsis helianthoides)
   sun
- Wild bergamot (Monarda fistulosa)
- Black-eyed Susan (Rudbeckia hirta)
- New England aster (Symphyotrichum novae-angliae)
- Swamp milkweed (Asclepias incarnata)

#### Shrubs

- Red-osier dogwood (Cornus sericea)
- Eastern ninebark (Physocarpus opulifolius)
- Nannyberry (Viburnum lentago)
- Common elderberry (Sambucus canadensis)



wild columbine (Aquilegia canadensis)



Native plants for rain gardens.

Source: A Selection of Native Plants for Your Garden, TRCA.

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