

U r b a n D e s i g n G u i d e l i n e s f o r K e s w i c k

O c t o b e r 3 1 , 2 0 0 3

A Component of the
Keswick Secondary Plan Review/
Woodbine and The Queensway Corridors Study



Prepared for the
T o w n o f G e o r g i n a

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INTRODUCTION

The purpose of the urban design guidelines is to describe the vision for Keswick's urban centres, new neighbourhoods, Woodbine Avenue and The Queensway. The guidelines are intended to ensure the achievement of municipal goals and objectives for the overall layout and character of Keswick. Further detail will be required through the preparation of detailed plans, implementing zoning by-laws, development agreements, and site plan approvals. The guidelines for new buildings are intended to clarify the municipality's ambition with respect to the general use, character and form of development. The guidelines for roads and streetscape are included to direct the initiatives of the Municipality and Region.

The successful realization of municipal objectives requires that fundamental planning principles be placed in a framework that provides the means for both setting out and evaluating development proposals. Rather than making the approvals process more cumbersome and complex, it is the intent of urban design guidelines to make the process more efficient and less adversarial by clearly articulating public expectations. As such, the urban design guidelines are prepared to:

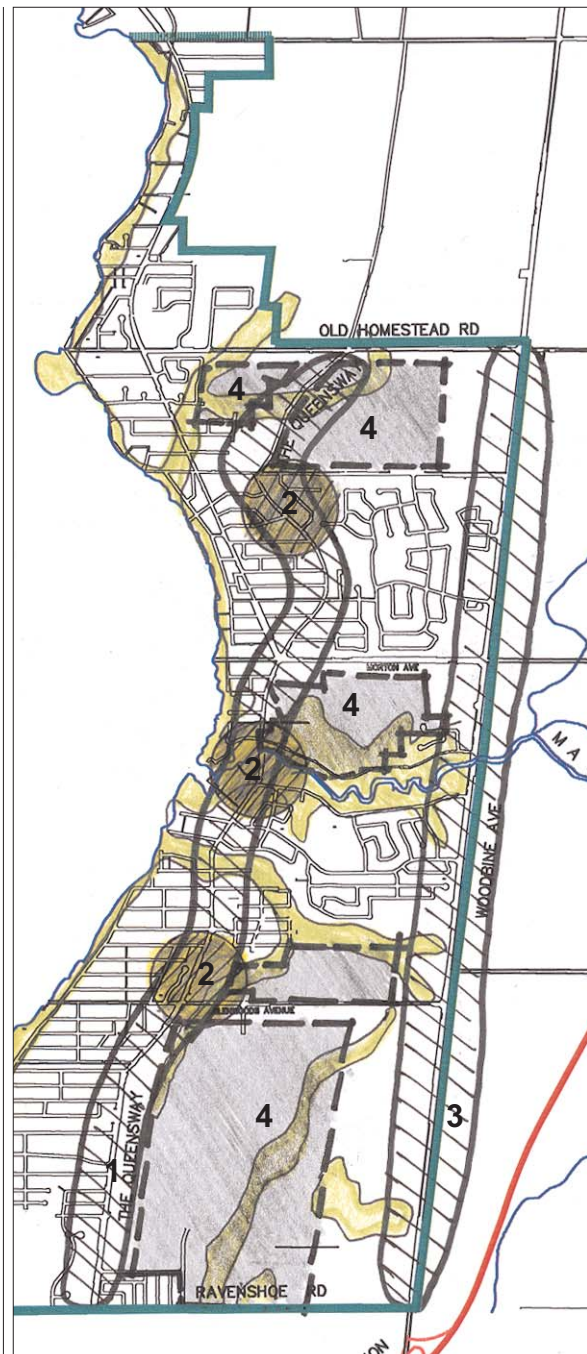
- strike a balance between control and flexibility;
- be realistic and implementable;
- be easily understood; and,
- be generally accepted.

This report sets out guidelines for:

- The Queensway corridor;
- three urban centres along The Queensway;
- Woodbine Avenue; and,
- new residential neighbourhoods.

The guidelines are intended as stand alone sections and, as such, there may be some repetition among the four chapters of this document.

The report includes demonstration plans for The Queensway, The Queensway Urban Centres, and Woodbine Avenue as conceptual illustrations of key development and re-development principles. Demonstrations plans for the three Urban Centres were developed during the March 2003 workshop and are included here as a record of workshop discussions. These plans do not represent approved development applications.



above: Guidelines address:

1. The Queensway corridor;
2. Three Urban Centres along The Queensway;
3. Woodbine Avenue; and,
4. New residential neighbourhoods.

CHAPTER 1.0 THE QUEENSWAY

1.1 STRATEGIES FOR REVITALIZATION

1.2 SITE SPECIFIC INITIATIVES

1.3 URBAN DESIGN GUIDELINES



above: The Queensway, Keswick

1.0 THE QUEENSWAY

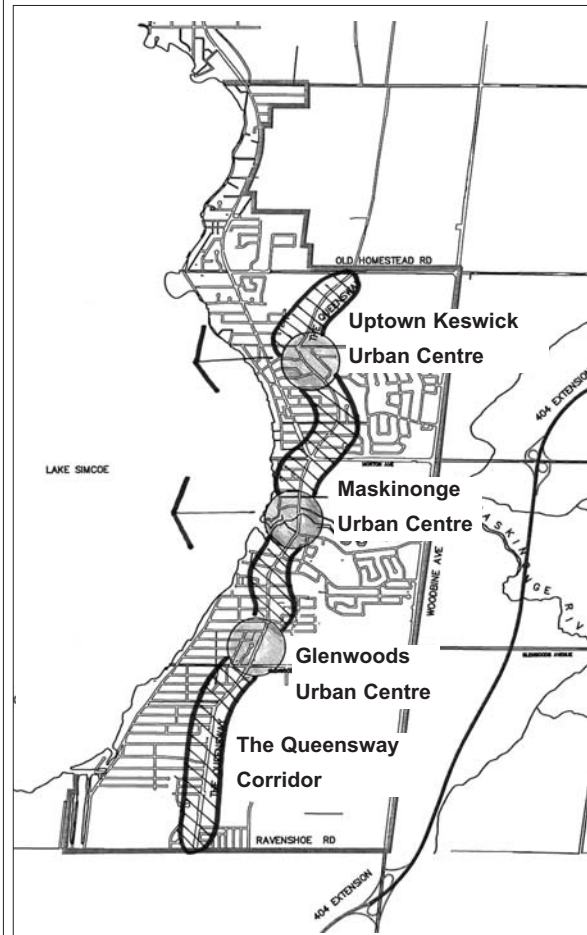
The Queensway is Keswick's traditional main street that knits together residential neighbourhoods originally comprised of summer cottages strung along the Lake Simcoe shoreline, planned residential neighbourhoods along the south portion of the road, a historic downtown, the Maskinonge river, as well as marinas, stores, and services. The small-town, main street character of The Queensway differs markedly from Woodbine Avenue - Keswick's other major north-south road and growing commercial corridor. Notably, The Queensway is characterized by a diverse mixture of homes with yards fronting the road, commercial uses interspersed with residences the length of the road all with direct access. The south end of The Queensway currently has new residential development planned or under construction on the east side of the street. The topography is variable and, at intervals, there are direct views of the lake.

The intent of the revitalization strategy is to concentrate new commercial and mixed use development in the urban centres. There are three urban centres identified:

- the Glenwoods Urban Centre;
- Maskinonge Urban Centre; and
- Uptown Keswick Urban Centre.

The incorporation of new public spaces and facilities with access to the water's edge is particularly important in the Maskinonge and Uptown Keswick Urban Centres to establish a new public connection to Keswick's prime natural features.

Outside of the urban centres, The Queensway should be developed with higher density residential uses to create a more urban condition and to help support transit and the urban centres. The following strategies, initiatives, and guidelines for The Queensway envision a beautiful, tree-lined main street whereon traffic is calm, people can safely cross the road, and buildings make a distinctive and attractive edge to the street. This chapter deals with The Queensway outside of the three centres. Guidelines for the three centres follow in the next chapter.



top: Location of the corridor and centres

bottom: A view of The Queensway



above: Distinctive streets characterize many small towns such as Unionville, Markham and Lunenburg, NS

1.1 STRATEGIES TO REVIVE THE QUEENSWAY

Create a beautiful street.

The Queensway is recognized as Keswick's main street and, appropriately, special treatment should be given to signage and components of the streetscape - the boulevard, sidewalk, lighting, and street furniture.

There has been a stated desire to calm traffic on the road. This is essential to facilitate pedestrian crossing and use of the street, and is necessary to fully revitalize The Queensway as a place to shop and visit. A beautiful landscaped boulevard, on-street parking in off peak hours in the centres and new street-related development will help to calm traffic. Further road widening is discouraged, in favour of creating more substantial pedestrian zones at the curb edge.

The Queensway in the south end currently has two lanes of traffic in each direction, with the addition of a periodic left turn lane. The wide lanes are ample to accommodate car travel and a regular bus route. Reconfiguring the roadway will maintain four drive lanes and accommodate a planted median in the fifth, centre lane, where a left turn is not required.

Concentrate commercial, mixed-use and higher density residential in urban centres.

Commercial, mixed use, and higher density residential uses will be concentrated in the three urban centres: the Glenwoods, Maskinonge, and Uptown Keswick Urban Centres.

Provide opportunities for public access to the water's edge.

Keswick has very limited opportunities for public access to the water's edge. Most of the shoreline along both the lake and river is privately owned. Through redevelopment in the Maskinonge and Uptown Keswick Urban Centres, every opportunity to establish new connections or to enhance existing connections to the water's edge should be explored.

1.2 SITE SPECIFIC INITIATIVES

The adjacent map indicates the location of site specific improvements along The Queensway.

1. Create a gateway to The Queensway.

One of a series of gateways suggested for Keswick, this location would define the beginning of The Queensway at Ravenshoe Road. The sense of gateway or entry should be created with the use of built form at the corner and streetscape/landscape design. Actual gates are not required.

The coordinated urban design for all corners of the gateway location is suggested. The massing and design of buildings should indicate the important gateway location. This includes higher buildings, higher roofs and unified architectural detailing of cornice height, doors, window, bays, gables and porches.

2. Introduce significant streetscape along the edge of the new residential development.

New residential areas should incorporate the streetscape treatment envisioned in the urban design guidelines. It will set a precedent for the character and quality of the public realm.

3. Beautify residential areas.

Homes fronting onto The Queensway lend a charming, small town character to the corridor. The Town should implement an attractive boulevard and continuous sidewalks within the public right-of-way, as incentive for homeowners to maintain attractive yards fronting the street.

4. Create a Retail Focus for the Glenwoods Urban Centre.

The Glenwoods Urban Centre is focused on the existing plaza and will be primarily a retail centre. Initiatives and guidelines to revitalize this centre are described in the following chapter.

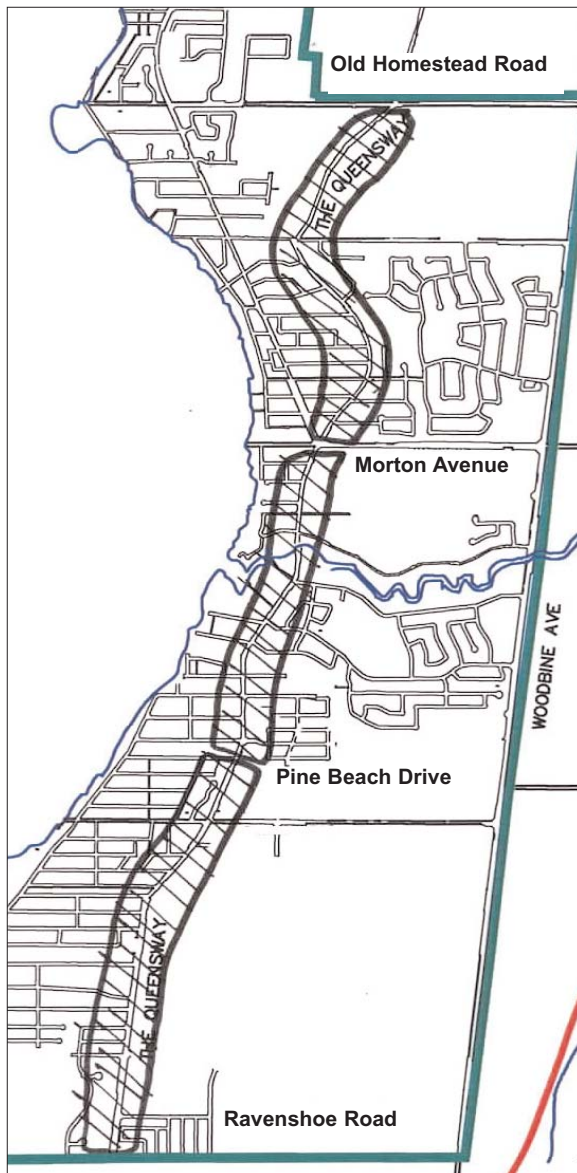
5. Focus Tourist-related Facilities in the Maskinonge Urban Centre.

The Maskinonge River Centre is adjacent to both the river and Lake Simcoe. As such, it is envisioned that it serve as a focus for tourist-related facilities and services. The following chapter describes initiatives and guidelines for this centre.



top: Site specific initiatives along The Queensway

bottom: Community gateway, Ajax



above: Three distinct conditions of the road right-of-way on The Queensway

6. Redevelop the “five corners.”

The Morton Road, Metro Road, and The Queensway intersection is a significant crossroads in the community. The Town should encourage redevelopment of the intersection to create an attractive and pedestrian oriented streetscape. Existing parking and car lots should be screened from the intersection.

7. Encourage a Range of Uses in the Uptown Keswick Urban Centre.

The Uptown Keswick Urban Centre is the historic core of the Keswick community. As such, it is envisioned that it serve as a focus for a range of commercial, mixed and higher density residential uses. Initiatives and guidelines to encourage revitalization of this centre are described in the following chapter.

1.3 URBAN DESIGN GUIDELINES FOR THE QUEENSWAY

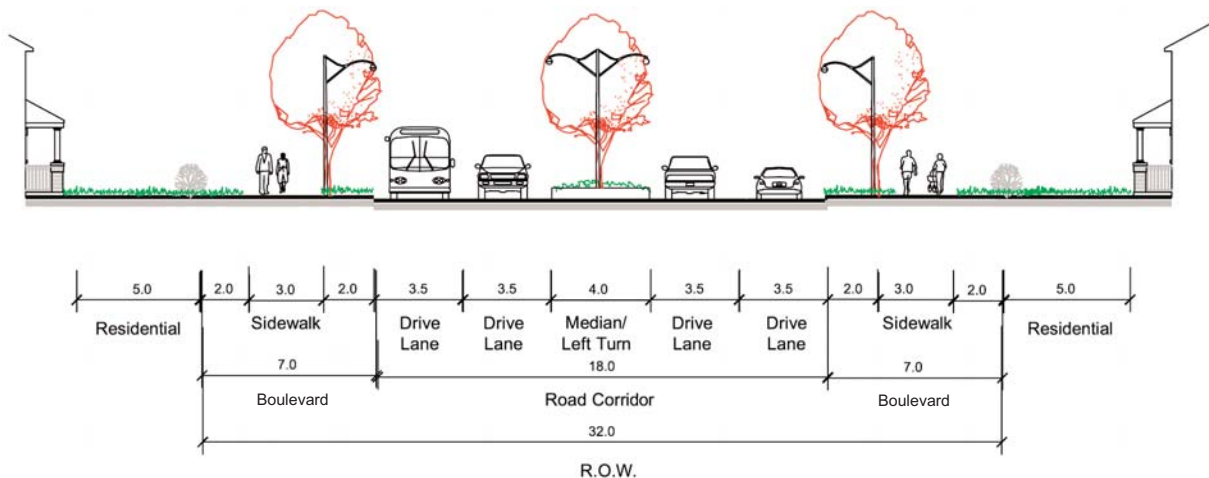
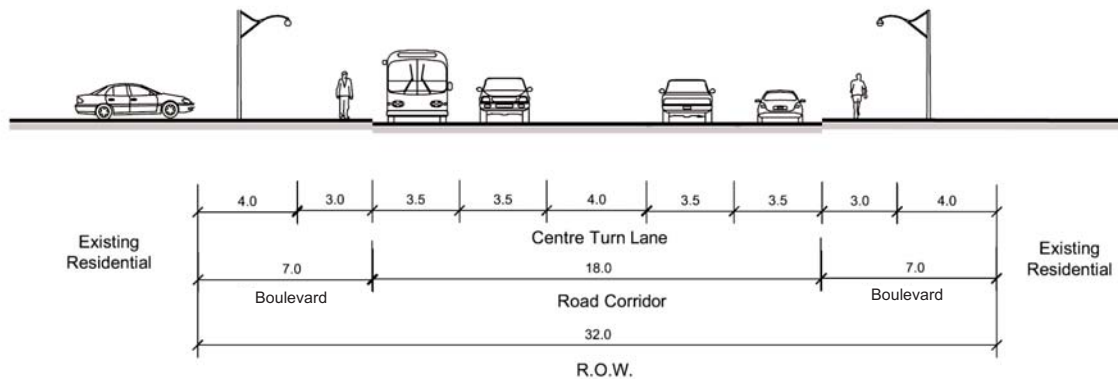
These urban design guidelines are intended to provide direction for both public and private sector development with the goal of revitalizing The Queensway corridor and creating a strong linkage between the collection of neighbourhoods and the three centres.

1. A varying right-of-way along The Queensway accommodates two travel lanes in each direction and significant streetscape treatment.

The Queensway right-of-way varies in width from Ravenshoe Road to Old Homestead Road. The revitalization strategy for The Queensway divides the road into three distinct conditions according to the changes in right-of-way and character of the road:

- from Ravenshoe Road to Pine Beach Drive the right-of-way varies from 30-36 m;
- from Pine Beach Drive to Morton Avenue the right-of-way varies from 24-30 m; and,
- from Morton Avenue to Old Homestead Road the right-of-way varies from 20-24 m.

The south end, from Ravenshoe Road to Pine Beach Drive comprises a portion of The Queensway that is under Regional jurisdiction. It varies from 30-36 metres in width. It exists in part as a 5-lane road, and the Region anticipates that a centre turning lane will be continuous through this area when the South Keswick development is complete. A proposed cross section maintains the width of pavement, but illustrates a raised median for planting trees, shrubs, and groundcovers in the centre lane where a left turn lane is not necessary. The centre median distinguishes The Queensway as the main street corridor in Keswick. The cross section also proposes light standards, a grass verge separating the sidewalk from the road, sidewalks on both sides of the road, and a landscaped boulevard. Where feasible, it is proposed that a dedicated cycling path be incorporated within the boulevard.



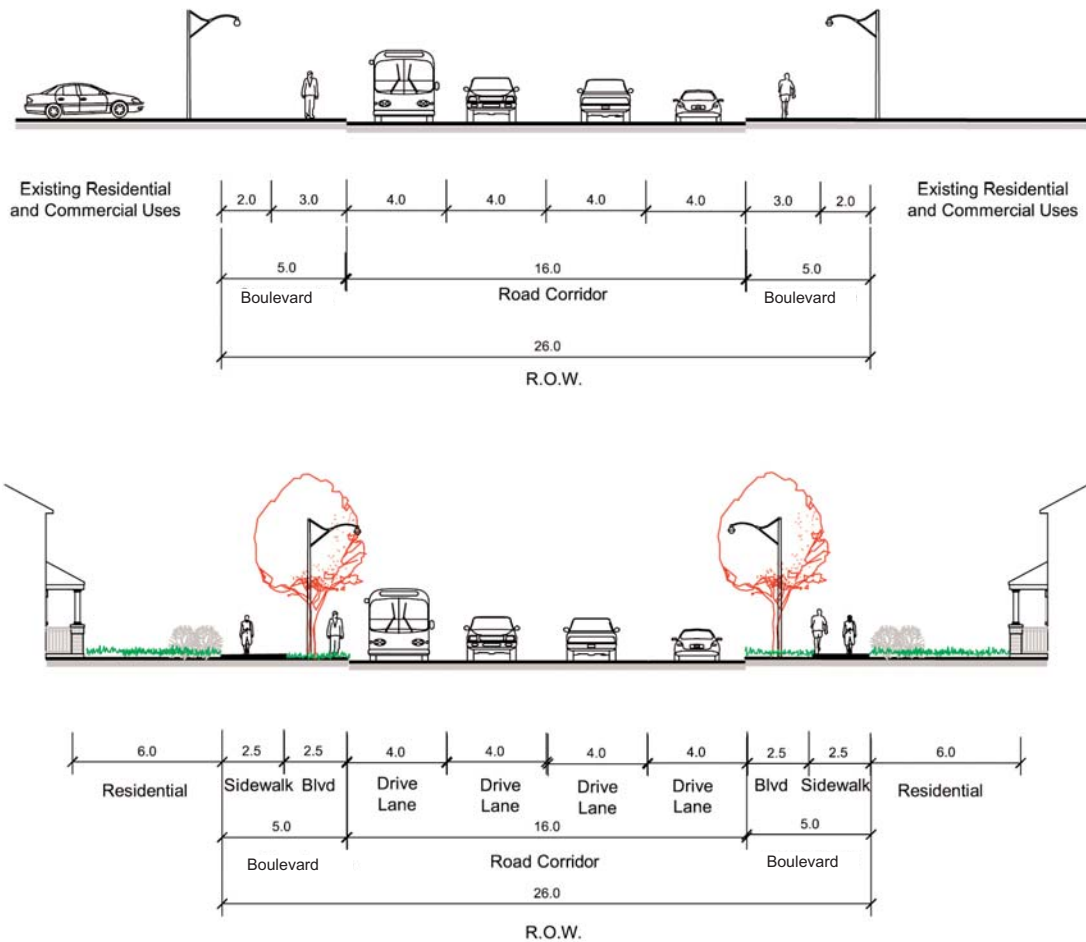
top: A planted median

middle: A cross section of The Queensway shows typical existing conditions from Ravenshoe to Pine Beach Drive, within a right-of-way of 32 metres

bottom: Proposals include a centre median, street trees, and sidewalks on both sides of the street



The central area, from Pine Beach Drive to Morton Avenue, has a right-of-way that varies from 24-30 metres and accommodates 4 drive lanes. There is a hard surface area at the edge of the curb for pedestrians. The boulevard zone should be re-constructed to include a grass verge and street trees to buffer the sidewalk from the road.

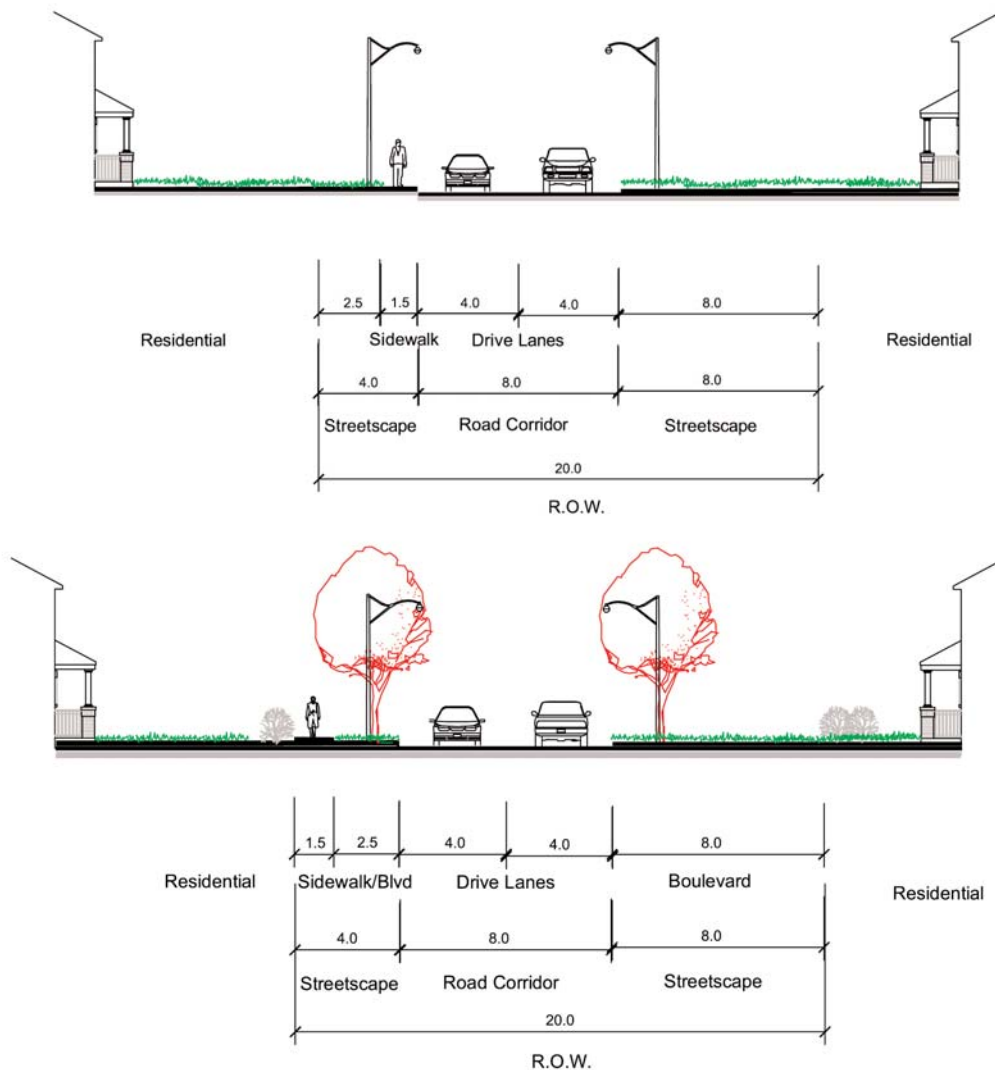


top: A view south along The Queensway from Morton Avenue

middle: As it exists presently, The Queensway between Pine Beach Drive and Morton Avenue is typically a 4-lane configuration

bottom: Street trees and a sidewalks on both sides of the street are suggested

The north area, from Morton Avenue to Old Homestead Road, has a right-of-way that varies from 20-24 metres. It is the narrowest section of The Queensway and includes the historic downtown of Keswick. Presently there is one drive lane in each direction and a narrow lane in which parking is permitted. Outside of the Uptown Keswick Urban Centre, The Queensway should accommodate one travel lane in each direction. The road is generally offset in the right-of-way resulting in a wider boulevard on the east side. Street trees should be planted near the curb. A 2.5 m wide grass verge on the west side should be provided along the curb for trees and to buffer pedestrians on the sidewalk.



top: A narrower Queensway

middle: The existing condition along The Queensway north of Morton Avenue

bottom: Two drive lanes, street trees, and a sidewalk are proposed



above: A varied facade and street relationship characterizes retail development in Vaughan, Ontario

2. Create a beautiful streetscape.

A planted boulevard enhances the streetscape the length of The Queensway outside of the three Urban Centres.

Along the residential areas of The Queensway, the sidewalks should be set back from the curb edge by a planted boulevard. Sidewalks on both sides of the street support transit. The design of the streetscape should consider a standard 250 m transit stop. Consistent pedestrian-scale lighting should be consistently used along the road. Tree planting in the boulevard augments the canopy cover provided by existing trees on private lawns.

Crosswalks should be provided at mid-block and located at lit intersections along The South Queensway. The current speed of traffic along the southern portion of the corridor does not allow for crosswalks outside of signalized road intersections. However, additional signal lights - such as one proposed at the Glenwoods Plaza - and traffic calming measures, such as on-street parking and planted boulevards, may have the eventual effect of slowing traffic to allow more frequent pedestrian crossings.

The Town should encourage consistent street signage the length of the road to link the commercial centres and to advertize seasonal events.

3. Encourage new buildings that create an improved image for the street, contain the street, and accentuate intersections.

The revitalization strategy for The Queensway Corridor promotes individual buildings of high architectural quality that contribute - one-by-one - to make an attractive street. Buildings should be designed to:

- provide a maximum amount of ground floor coverage;
- face the street;
- enclose and define a pedestrian street space;
- provide entrances to the building from the front sidewalk; and,
- include windows that look out onto the street.

Along the length of The Queensway, buildings should create a continuous built frontage close to the edge of the right-of-way. Buildings at the corners of intersections may be taller, and their facades should face both streets.

4. Promote development at higher densities in taller buildings to establish a more urban form and to help support transit.

The areas between the Centres are appropriate locations for higher density residential uses. This will establish a more urban character to the street and help support transit. Increased density is also considered an incentive to encourage redevelopment and revitalization of the corridor.

Residential and institutional uses are suggested for The Queensway Corridor. At the south end between Glenwoods Avenue and Ravenshoe Road, commercial uses are also appropriate.

Generally, development up to four storeys is suggested at 2.0 FAR. Density is typically measured as a Floor Area Ratio (FAR). This is a measure of the amount of Gross Floor Area divided by the area of the site. This strategy suggests that density be measured only through the FAR approach which is a better tool for understanding the built form that results from development.

The proportion of the ground floor coverage of the building footprint on the site should be at least 50%.

5. Establish “build within” zones to ensure that an urban street edge is created and that at-grade parking does not dominate the street.

The regulations for coverage, frontage, yards, and setbacks are intended to promote a level of consistency along the corridor.

New buildings should be located within 0-7.5 m of the edge of the right-of-way for The Queensway. The main wall of the building should occupy at least 50% of the frontage adjacent to The Queensway. On a corner site, the building should occupy at least 75% of the frontage. This will encourage parking to be located at the rear of the building.

The yards are as follows:

- exterior side yard 0-4 m;
- interior side yard 2-6 m; and,
- rear yard 7.5 m minimum.



above: Residential development at higher densities



6. Reduce parking to stimulate redevelopment.

It is the intent of the revitalization strategy to manage the evolution of The Queensway as it changes into a more vibrant and urban street, where the accommodation of the car is not ignored, but is not the most dominant feature.

Parking should be located at the side or rear of buildings. For residential uses, 1.5 spaces per unit is suggested. For all other uses 1.5 spaces/40 m² of gfa is suggested. The residential component of the parking requirement for a mixed use development shall be set aside exclusively for residents' use.

7. Promote a reduction in the number of individual accesses to The Queensway in favour of sharing access among property owners.

Fewer accesses onto The Queensway from adjacent uses lessens vehicular turning movements and ensures a better flow of traffic along the road. Fewer accesses also create a safer cycling environment, and support the future initiative to implement an on-road cycling route from Bayview Avenue to Morton Avenue.

In addition, shared driveways are a means to reduce the amount of paved surfacing adjacent to The Queensway. Shared access should be considered for higher density residential developments.

CHAPTER 2.0 THE QUEENSWAY URBAN CENTRES

2.1 STRATEGIES FOR REVITALIZATION

2.2 SITE SPECIFIC INITIATIVES IN THE GLENWOODS URBAN CENTRE

2.3 SITE SPECIFIC INITIATIVES IN THE MASKINONGE URBAN CENTRE

2.4 SITE SPECIFIC INITIATIVES IN THE UPTOWN KESWICK URBAN CENTRE

2.5 URBAN DESIGN GUIDELINES



above: The Queensway centres clockwise from top:
Uptown Keswick, Maskinonge, and Glenwoods Urban
Centres

2.0 THE QUEENSWAY URBAN CENTRES

The revitalization program for The Queensway envisions commercial, mixed use and higher density residential uses concentrated in the three centres. The Glenwoods Urban Centre is focused on the existing plaza and will primarily be a commercial area. The Maskinonge Urban Centre is expected to be the focus of tourist-related activities based on the marina and the river. The Uptown Keswick Urban Centre is intended to function as a small urban core area with a mix of uses, including mixed use buildings with retail at grade and residential or office above.

2.1 STRATEGIES FOR REVITALIZATION

Four strategies to revitalize the urban centres are described below, followed by a description of initiatives specific to each urban centre, and urban design guidelines for the urban centres.

Create waterfront places.

The Town should establish a system of public spaces on both the lake and riverfront for residents and visitors to enjoy the physical and natural attributes of Keswick. The Town will encourage environmental stewardship and take a variety of measures to secure lands and/or access, such as development charges, tax incentives, trusts, easements, and various means of working with right-of-ways.

Create distinct and vibrant urban centres.

The Glenwoods Urban Centre, Maskinonge Urban Centre, and Uptown Keswick Urban Centre are recognized as distinct, commercial/mixed use nodes with potential to serve some of the local retail needs and to attract tourists.

Each of the urban centres should be defined with the addition of an ample sidewalk, signage, lighting, and street furniture. The intent is to create areas within which it is pleasant to walk, cycle, and shop - and to create a beautiful streetscape that encourages and supports desirable retail uses. Although there should be consistency in the quality and provision of streetscape amenities along the length of The Queensway, there is opportunity to introduce a distinct arrangement and theme appropriate to the built character of each urban centre.



top and middle: Great waterfronts are of many kinds: Here, in Stratford, Ontario and Lunenburg, Nova Scotia
bottom: A beautiful street treatment, Saskatoon, Sask.



Street-related development is suggested to define an urban street edge and accentuate intersections within the three urban centres. The Queensway at Simcoe Avenue is the original Keswick downtown. The older retail buildings on the west side of The Queensway north of Simcoe Avenue are located close to the road, and in this respect are precedents for new buildings to revitalize this district. Similarly, existing retail near the Maskinonge River, such as the tackle and bait shop and the Crates Marina Showroom, are street-related. Homes fronting onto The Queensway both north and south of the river reflect a traditional housing character.

There is opportunity to establish a system of streets and development blocks to organize existing buildings in Glenwoods Plaza. This framework would then provide locations to infill with retail uses. On the adjacent Queensway, the Town has successfully negotiated street-related retail on a recent site plan application.

Establish partnerships to enable revitalization.

The revitalization of The Queensway urban centres will occur incrementally and through public/private sector partnerships. The public sector should lead the way by demonstrating a commitment to revitalization of The Queensway and its urban centres through investment in the quality and amenity of the public realm. A clear, demonstrated commitment on the part of the public sector will spur private initiatives.

Establish an incentives-based planning policy regime that promotes revitalization in the three urban centres.

A planning policy regime is suggested that provides sufficient and realistic incentives to promote development and revitalization. Urban design guidelines for private property development are required to ensure that the public's intentions for redevelopment are well understood by business operators and the development community.

2.2 INITIATIVES IN THE GLENWOODS URBAN CENTRE

The revitalization strategy for the Glenwoods Urban Centre presents initiatives for the public and private sectors to redevelop the commercial plaza and to promote new street-related retail on individual sites along the east side of The Queensway. The initiatives described below and demonstration plan on the following page were prepared as part of the March 2003 public workshop:

1. Augment retail space within Glenwoods Plaza.

The Town may consider expansion of retail space in Glenwoods Plaza and new uses to retain and attract quality tenants.

2. Introduce a pedestrian environment.

A separation between the sidewalk and drive aisles of the parking lot could be achieved with areas of planting at regular intervals. This will enhance pedestrian circulation through the site, reducing vehicle movement.

3. Create an internal street system within the plaza.

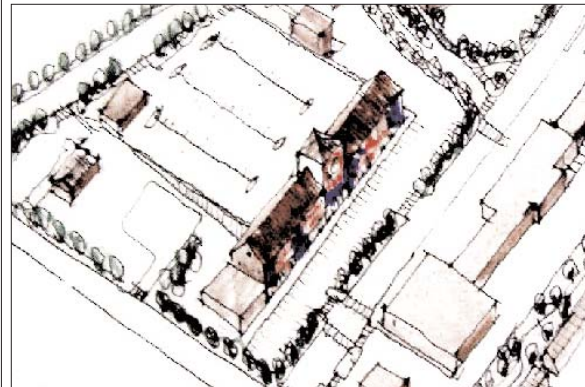
It is equally important that new retail uses help to better organize the plaza and begin to define an internal street pattern. Although in private ownership, a central spine within the plaza should nonetheless function as a street with two driving lanes, access to adjacent parking lots, and boulevards and walkways defining a pedestrian system. The demonstration plan on the following page suggests that the street carry through to connect with adjacent retail.

4. Provide a signalized entrance to Glenwoods Plaza.

Residents suggest an additional entrance to regulate traffic turning in and out of the plaza and to provide a safe, signalized pedestrian crossing. The demonstration plan shows a new entrance approximately 300 m from the intersection of Glenwoods Avenue and The Queensway.

5. Connect adjacent retail uses.

Notwithstanding the need for a signalized intersection, shoppers should be able to drive and walk from the plaza to adjacent commercial and retail establishments. These connections would reduce the number of vehicles using The Queensway as a means to access adjacent uses.



top: Site specific initiatives within the Glenwoods Urban Centre

middle: A significant retail use is proposed for the plaza, with a parking structure accessible from The Queensway

above: Internal streets through a plaza in Saint Sauveur, Quebec



6. Provide a boulevard to separate sidewalks and road.



Consideration for pedestrians should extend from the plaza to The Queensway. A wide boulevard and street trees would function to separate driving lanes and sidewalks, a condition that lends a great measure of physical safety and comfort to pedestrians and, not in the least, creates a pleasing street.

7. Allow street-related retail along The Queensway

There is opportunity to encourage retail along the east side of The Queensway that addresses the street and is conducive to pedestrian traffic.



top: A retail franchise that maintains neighbourhood character, Markham

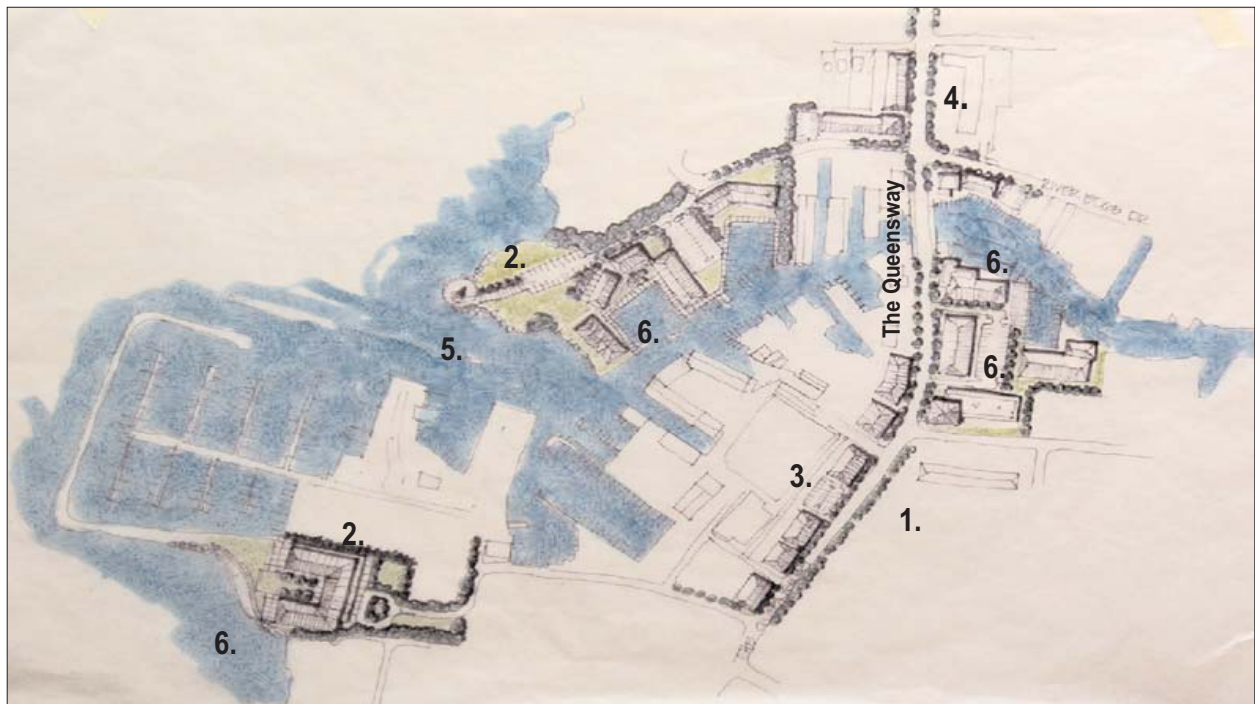
bottom: A demonstration plan for the Glenwoods Plaza Urban Centre showing new retail, connections to adjacent uses, an enhanced pedestrian system through the plaza, and streetscape treatment

2.3 INITIATIVES FOR THE MASKINONGE URBAN CENTRE

Participants of the March 2003 workshop explored development opportunities to enhance the Maskinonge River Centre, as shown in a demonstration plan below. The plan describes initiatives to create a new urban character in the vicinity of the marinas, visitor services, and the river. Of importance to this urban centre revitalization program is the requirement for defining the floodline hazard in collaboration with the Lake Simcoe Region Conservation Authority. This issue needs careful consideration in advance of detailed planning work.

1. Promote on-street parking during off peak hours.

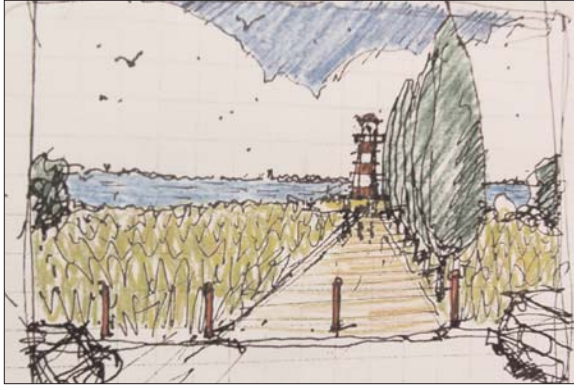
Occasional on-street parking should be considered along commercial frontages as a means to slow traffic. Parking could be defined with widened planting beds, or simply by line painting and signs.



top: site specific initiatives in the Maskinonge Urban Centre

middle: Conceptual sketch illustrating a waterfront park on the north shore of the Maskinonge River

bottom: A demonstration plan for the centre shows intensified uses along the street and in key areas



top: Conceptual sketch illustrating a pedestrian pier on the north shore of the Maskinonge River

middle: New street related retail development, Port Dover, Ontario

bottom: Bridge treatment in St. Jacobs, Ontario

2. Bring people to the waterfront.

Residential and mixed use developments adjacent to the water bring renewed activity to the waterfront. There is the opportunity both north and south of the river to encourage development of desirable places to live, walk, and visit.

3. Encourage street-related retail uses.

Retail that fronts and is close to the street allows direct pedestrian access. This form of development also defines the street edge and creates a “public room” along the street. Shop fronts, restaurants, and services create an appealing pedestrian environment

4. Enhance the streetscape of the bridge.

The bridge should be a focal point for the surrounding commercial district - and for the community as a whole. There should be ample pedestrian space from which to view the river and the boating activities at its mouth. Special seasonal planting can add variety and interest to the streetscape and accentuate the bridge.

5. Create a public waterfront park.

There may be opportunity to create a waterfront park a short walking distance from retail shops and services of the Maskinonge Urban Centre - an attraction for both residents and visitors - and a significant demonstration in the value of waterfront land acquisition for public use.

The acquisition and use of waterfront land for public use is a central ambition of the revitalization strategy in this centre. The Crates-owned land at the north side of the Maskinonge River offers an opportunity to secure, through the planning approvals process, a sizable portion of land for a public, waterfront park under the statutory requirements of the Planning Act - and could be a demonstration of desirable, future development along the waterfront.

6. Encourage mixed uses and higher density residential uses.

A variety of housing forms and densities will provide more choices for residents and opportunities to bring additional people and activities to support commercial uses. Development along the water's edge must accommodate public access through and along the shoreline. New buildings must also be oriented to provide views to the water.

2.4 INITIATIVES FOR THE UPTOWN KESWICK URBAN CENTRE

Development opportunities to revitalize the Uptown Keswick Urban Centre were identified during the March 2003 workshop. This section describes the initiatives that demonstrate key strategies for the historic core.

1. Create a connection to the water at the street end.

The right-of-way for Simcoe Avenue currently extends to meet the lake. The road right-of-way must be protected as public space. This location should include a pedestrian walkway to the lake edge to signify public access. A waterfront connection at Simcoe Avenue begins to define a lakeside community and provides essential public access, as shown in the demonstration plan on the following page.

2. Create a meeting place.

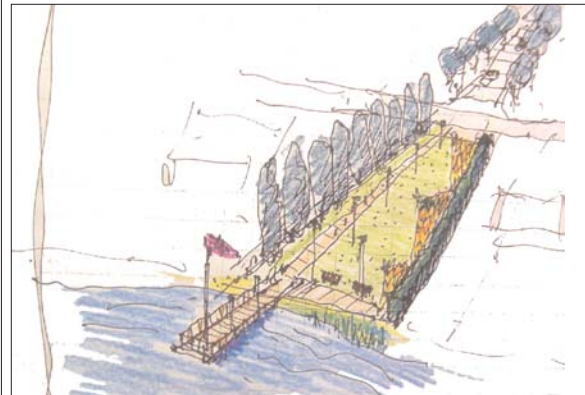
The historic core currently lacks significant public spaces. The demonstration plan on the following page illustrates a much needed public square on Simcoe Avenue, as a focus for new development. Some cities, such as Belleville and Owen Sound, have erected structures in downtown parking lots that are used as a focus to stage other activities. The parking lot of Food Basics, for example, could include a structure that would maintain the parking capacity of the lot and could function as a civic meeting place and special events venue.

3. Create a distinct and consistent streetscape for the historic core.

Presently, the street edge in the historic core lacks definition, and could benefit from a generous and attractive streetscape. Buildings set close to the street create a backdrop, seasonal patio spaces lend further support to the edge.

4. Infill with retail/office uses.

A greater concentration of specialized retail and office uses is required to support a vibrant commercial centre. The demonstration plan identifies locations for infill opportunities. The east side of The Queensway south of Church Street is a key location for a mix of retail, office, and residential development. New retail uses on the ground floor will help to support commercial activity. Residential uses on the second and third floor will provide a greater choice of housing and new residents to support this core area.



top: Site specific initiatives within the Uptown Keswick Urban Centre

middle: Public access to the water's edge on the right-of-way for Simcoe Avenue

bottom: A new structure as a focus for new activities in the parking lot of Food Basics



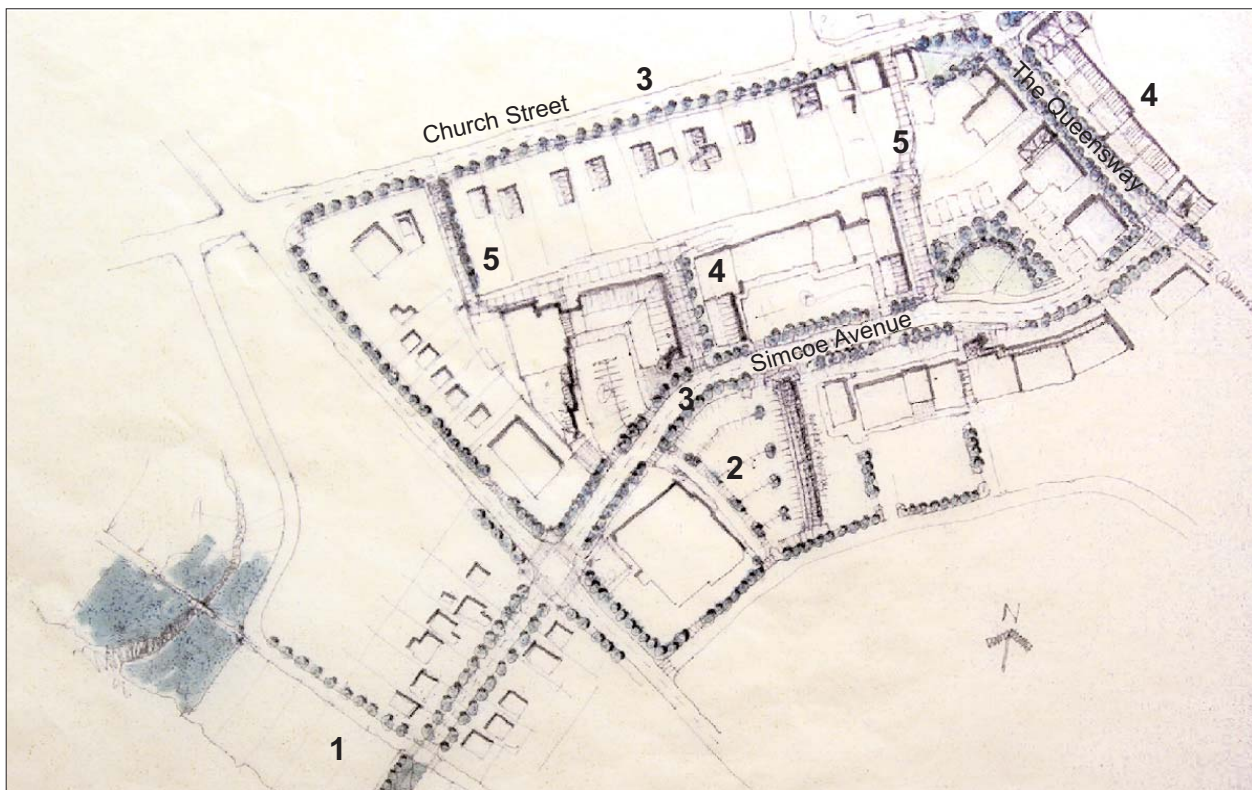
5. Provide pedestrian laneways.

The demonstration plan illustrates new mid-block pedestrian connections to enable easy access and connections throughout the core.

6. Expand the urban centre designation to include schools.

An attractive and distinctive streetscape should extend to include the school properties north of Church Street, and should provide a safe pedestrian linkage that students can use to access stores, restaurants, and events in the historic core.

7. Promote a reduction in the number of individual accesses to The Queensway in favour of sharing access among property owners.



top: A structure in the parking lot of City Hall, Belleville, Ontario provides a focus for weekend markets

bottom: A demonstration plan for the Uptown Keswick Urban Centre

2.5 URBAN DESIGN GUIDELINES

1. The right-of-way within the centres should accommodate on-street parking.

Proposed road sections on the following page illustrate that the outer lanes of The Queensway in the Urban Centres should support on-street parking at off-peak hours. Over time, parking should be permitted throughout the day. Parked vehicles are an effective traffic calming measure, as traffic slows when there is more happening on and adjacent to the street.

2. The centres should incorporate the character of an urban streetscape to identify them as special places and enhance pedestrian activity.

The streetscape within the centres should define them as distinct areas. In locations of street-related retail uses, the sidewalk should extend from the building front to the curb. In other locations the sidewalk should be setback from the curb edge by a planted boulevard.

Trees should be planted in continuous planting beds, raised or at grade. Trees should be planted at regular intervals to offer pedestrians a degree of separation from traffic. As the paved surface of the road begins to accommodate parking, a wider planting bed should extend in strategic locations to define on-street parking areas.

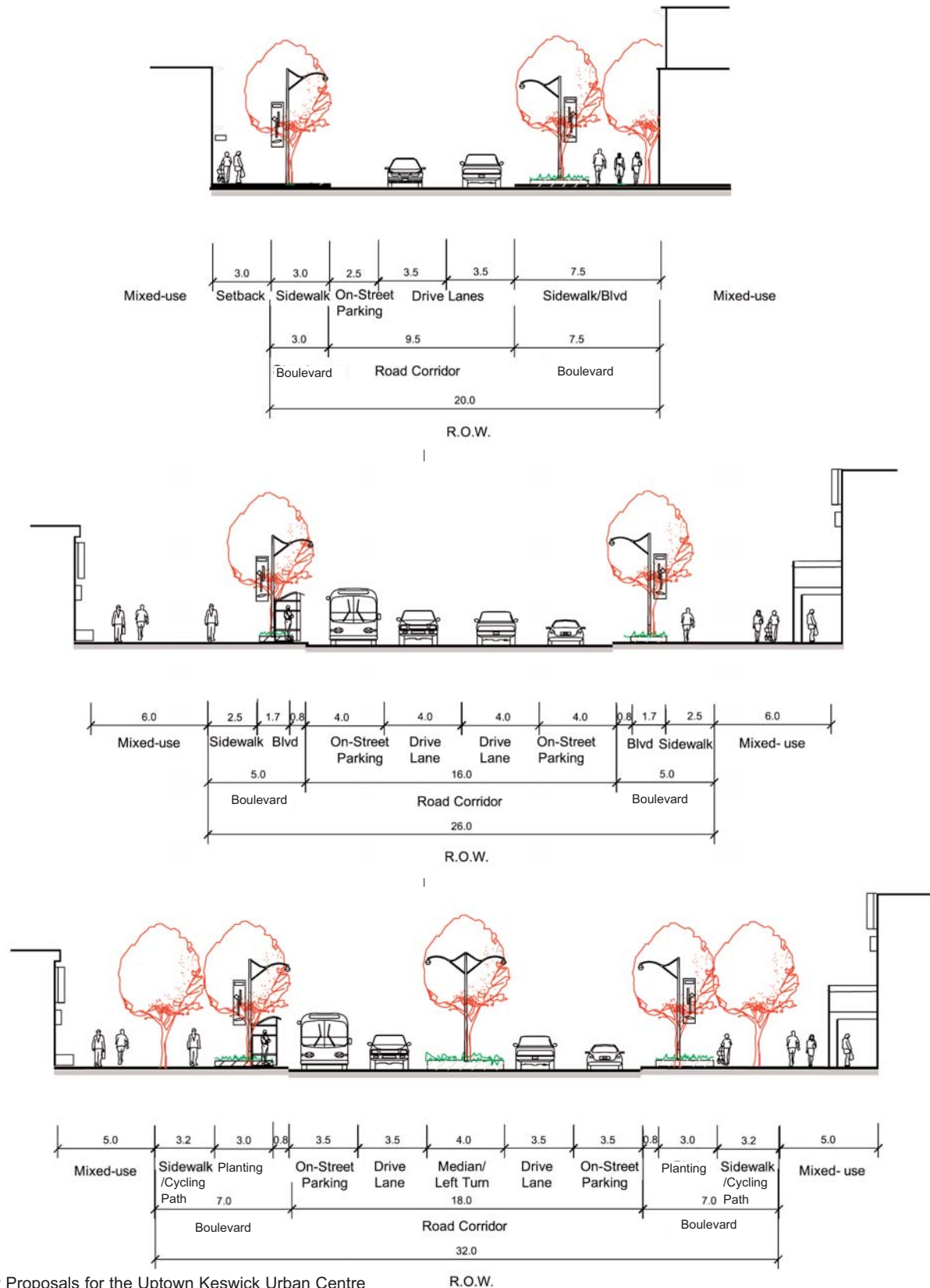
The current speed of traffic along The Queensway does not allow for crosswalks outside of signalized road intersections. A signal light is suggested at the Glenwoods Plaza to facilitate pedestrian crossing. Additional traffic calming measures such as on-street parking and planting boulevards may have the eventual effect of slowing traffic to allow more frequent pedestrian crossings.



top: A planted boulevard in Niagara-on-the-Lake, Ontario

middle: Paved boulevard and pedestrian lighting along a main street in downtown Ottawa, Ontario

top: Low planting and a concrete wall separates pedestrians from traffic on St. George Street, Toronto, Ontario



top: Proposals for the Uptown Keswick Urban Centre

middle: Proposals for the Maskinonge Urban Centre

bottom: Proposals for the Glenwoods Urban Centre

3. Encourage revitalization with an intensification and mix of land uses within the centres.

It is the intention of the revitalization strategy to encourage commercial and mixed uses in the centres with higher density residential uses in the Uptown Keswick Urban Centre and Maskinonge Urban Centre.

The permitted land uses can be made compatible through sensitive urban design on a site-by-site basis. Mixed use can be understood to mean a mix of uses within a building or it can describe a mix of adjacent land uses over a number of sites. Site plans will be reviewed with the intent to maintain an overall mix within the centres.

4. New buildings should create an improved image for the urban centres and the corridor, contain the street, and accentuate intersections.

This revitalization strategy promotes individual buildings of high architectural quality that contribute one-by-one to make an attractive street. Buildings should be designed to:

- provide a maximum amount of ground floor coverage;
- face the street;
- enclose and define a pedestrian street space;
- provide entrances to the building from the front sidewalk; and,
- include windows that look out onto the street.

Along the length of the street within the centres, buildings should together create a continuous frontage close to the edge of the right-of-way. Buildings at the corners of intersections may be taller, and their facades should face both streets.

5. New development in the centres should be permitted to a maximum of 6 storeys with a FAR as follows:

- ***Glenwoods Urban Centre: 2.0 FAR***
- ***Maskinonge Urban Centre: 3.0 FAR***
- ***Uptown Keswick Urban Centre: 3.0 FAR***

Development in the Maskinonge Urban Centre will be subject to the regulations of the Lake Simcoe Region Conservation Authority. Development on key gateway sites within the Maskinonge Urban Centre may be 8 storeys. A two-storey minimum height is encouraged for new development in all three centres. In all centres, the proportion of the ground floor coverage of the building footprint on the site should be at least 50%.



top: New mixed use development at four storeys in Woodbridge, Ontario.

middle: Mixed use development, Aurora Town Centre, Ontario

bottom: Residential and ground floor retail, Oakville, Ontario



top: New development in Portland Oregon defines the street edge

bottom: Retail with residential above, Cornell, Markham, Ontario

The key issue related to height is proximity to adjacent low density residential uses and the interface between them. Redevelopment proposals in all centres will be subject to tests of compatibility with adjacent uses to avoid, for example, loss of privacy and sunlight.

6. Development in the Maskinonge Urban Centre at the water's edge must provide public access.

Development in the Maskinonge Urban Centre along the shoreline of the Maskinonge River or Lake Simcoe must provide public access to the water's edge. Buildings must be oriented to ensure views through to and along the water's edge. Building scale adjacent to the water's edge must be compatible with public use of the shoreline. Development must also address the environmental sensitivity of the shoreline.

7. Establish "build within" zones to ensure that an urban street edge is created and that at-grade parking does not dominate the street.

The regulations for coverage, frontage, yards and setbacks are intended to promote a urban character to new development and redevelopment in the centres.

New buildings should be located within 0-4 m of the edge of the right-of-way of The Queensway. The main wall of the building should occupy at least 75% of the frontage adjacent to The Queensway. This will help to ensure that parking is located at the rear of the building.

The yards are as follows:

- exterior side yard 0-4 m;
- interior side yard 2-6 m; and,
- rear yard 7.5 m minimum.

8. Minimum frontage is required to accommodate development or redevelopment.

There is opportunity to develop new and infill uses in the centres. Given the intention to promote development close to the street line, with parking to the side or rear of the lot, the issue of frontage plays a crucial role in the redevelopment strategy, primarily because of the need to gain vehicle access to the rear yard parking areas. Redevelopment of any significance requires a minimum frontage of 18 m where rear yard access can be gained over the exterior side yard, or via a rear lane. If rear access cannot be provided, minimum frontage of 24 m is required.

9. New development should incorporate significant pedestrian amenities along the building facades.

Large scale commercial development should provide significant pedestrian amenities along building fronts. This is particularly relevant in the Glenwoods Urban Centre. Wide sidewalks, planting, overhead shelter, seating and lighting should be provided. Storefront pedestrian areas should be connected to the roadside sidewalk.

10. Reduce parking standards and permit on-street parking to support intensified development and to help calm traffic. Promote access between adjacent commercial uses.

On-street parking should be permitted in the centres.

Redevelopment should be based on reduced on-site parking requirements to recognize the intent to support a transit, bicycle, and pedestrian friendly environment. For residential uses, 1.5 spaces per unit should be required. For all other uses, 1.0 space per 40 m² of gfa should be required.

No parking should be proposed between the front of the building and the street. Existing parking lots adjacent to the road should be screened from view and physically separated from the streetscape of The Queensway.

Adjacent commercial uses should have pedestrian walkways and parking lots that connect to make it attractive and safe to walk between retail destinations and to alleviate the need to use the arterial road to reach next door.



top: Enhanced pedestrian areas along store fronts in Pittsburgh, Pennsylvania

middle: Front yard parking screened in Ottawa, Ontario

bottom: On-street parking and streetscape in Huntsville, Ontario

CHAPTER 3.0 WOODBINE AVENUE

3.1 STRATEGIES FOR REVITALIZATION

3.2 SITE SPECIFIC INITIATIVES

3.2 URBAN DESIGN GUIDELINES



above: Woodbine Avenue

3.0 WOODBINE AVENUE

Woodbine Avenue displays a wide array of urban and rural conditions along its 6 kilometre length from Ravenshoe Road to Old Homestead Road. The east side is largely agricultural, with the exception of two small commercial areas. The west side from Ravenshoe to Glenwoods has a development area plan approval proposing commercial and employment uses fronting onto Woodbine Avenue.

The area between Glenwoods and Church has residential, commercial and institutional uses, mainly with a suburban character. New residential neighbourhoods have backyards onto Woodbine Avenue (reverse frontage), commercial development is large format retail, drive through restaurants and plazas.

The Maskinonge River crosses Woodbine Avenue at a location where there are also some original residential and commercial uses fronting onto the street.

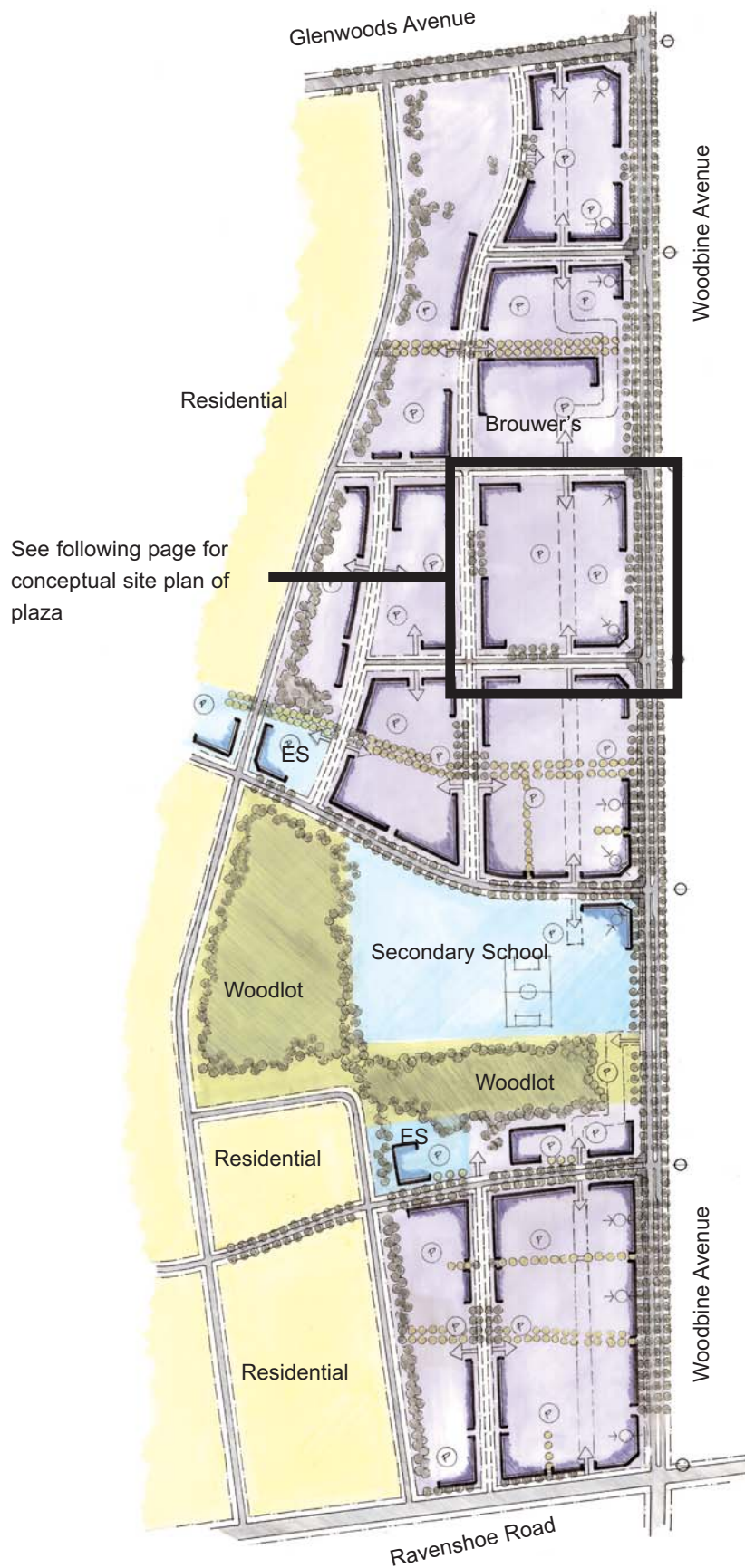
Woodbine Avenue has one travel lane in each direction with a centre turning lane. The sidewalk is discontinuous along the road. There are no streetscape features such as consistent street tree planting, pedestrian lights or furnishings.

Unlike the historic character of retail uses and residences along The Queensway, Woodbine Avenue is defined by new, large format retail developments, reverse frontage residential and the new Community Centre. A strategy for the balance of the corridor suggests a mix of employment uses such as retail, service commercial, office, light industry, and warehousing. Additional reverse frontage residential is discouraged. Adjacent land uses would be connected through parking lots. The following strategies give overall direction for a number of site-specific initiatives.



top: Woodbine Avenue Corridor

middle and bottom: Existing signage and commercial uses on Woodbine Avenue



Legend

- Principal Building Facade
- Primary Building Entry
- Pedestrian Access
- Signalized Intersection
- Vehicular Access
- Connected Drive Aisle
- Parking
- Urban Streetscape
- Landscape Buffer
- Open Space

this page: An urban design plan for the west side of Woodbine Avenue from Ravenshoe Road to Glenwoods Avenue illustrates a long term vision for the corridor. Built form defines the entrance to Keswick. Woodbine Avenue is envisioned as a distinctive street with planted centre median and street trees. Further details for the road corridor are provided in the following section. The principal facades of commercial and employment buildings enclose the street. Limited access to plazas is provided from Woodbine Avenue. Instead, a connected drive lane links adjacent uses. Pedestrians are accommodated both along Woodbine Avenue, collector streets, and within plazas.

3.1 STRATEGIES FOR DEVELOPMENT

Create an entrance to Keswick.

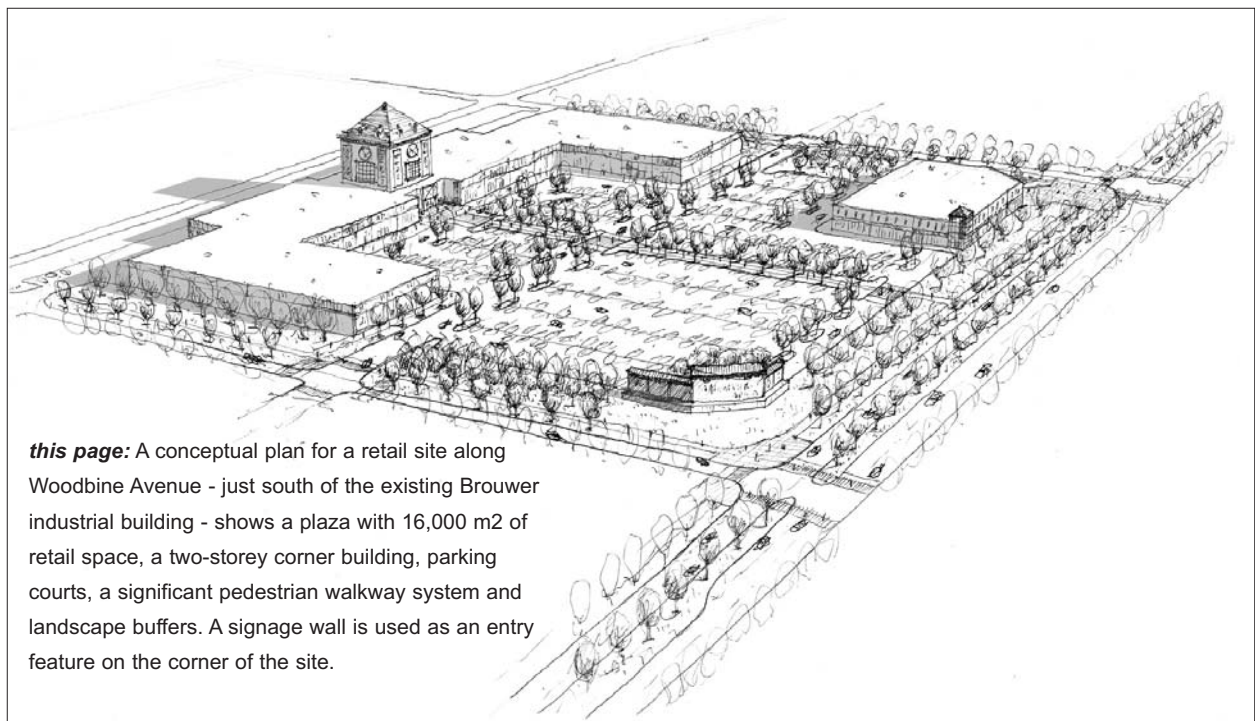
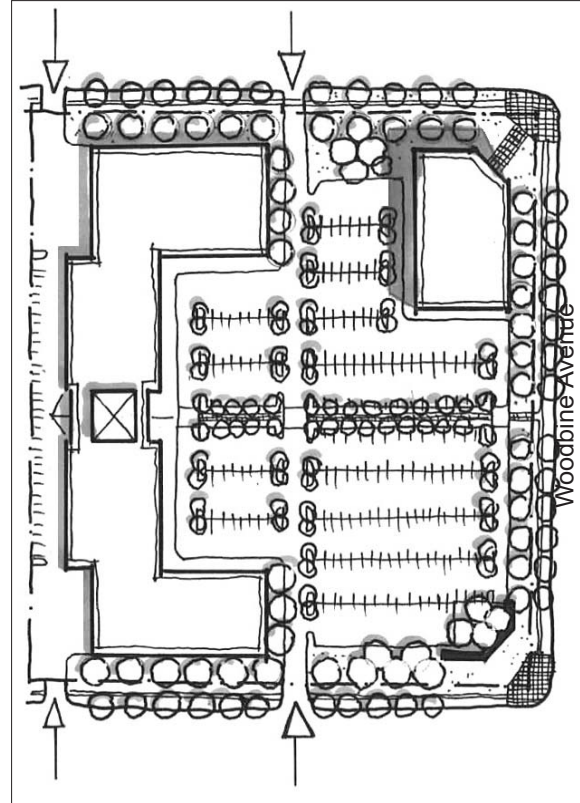
The Town recognizes the potential to create an identifiable gateway at the intersection of Woodbine Avenue and Ravenshoe Road. The introduction of a well-designed gateway at the southern end of Woodbine Avenue sets an aesthetic precedent for the entire road. Elements of the gateway - surface treatment, lighting, planting - may be extended along Woodbine Avenue.

Create a beautiful street.

Woodbine Avenue should have substantial landscape treatment. An enhanced streetscape distinguishes Woodbine Avenue as a new commercial and employment corridor of the community. An enhanced streetscape also creates a street that invites cyclists and pedestrians.

Create a well-connected district of integrated land uses.

Vehicular and pedestrian connections between adjacent commercial/employment land uses removes the need for multiple accesses to retail and services from Woodbine Avenue. Fewer cars making left turns from Woodbine Avenue simplifies traffic movement.



this page: A conceptual plan for a retail site along Woodbine Avenue - just south of the existing Brouwer industrial building - shows a plaza with 16,000 m2 of retail space, a two-storey corner building, parking courts, a significant pedestrian walkway system and landscape buffers. A signage wall is used as an entry feature on the corner of the site.



3.2 SITE SPECIFIC INITIATIVES

1. Establish a gateway at Woodbine Avenue and Ravenshoe Road.

A separate study and public workshop is proposed by the Town to determine a design for the gateway at this location.

2. Enhance the existing gas station such that it complements the gateway.

The existing gas station is at a critical entrance to the Town. The landscape should be upgraded to contribute to marking an appealing entry to Keswick.

3. Maintain the existing wooded area.

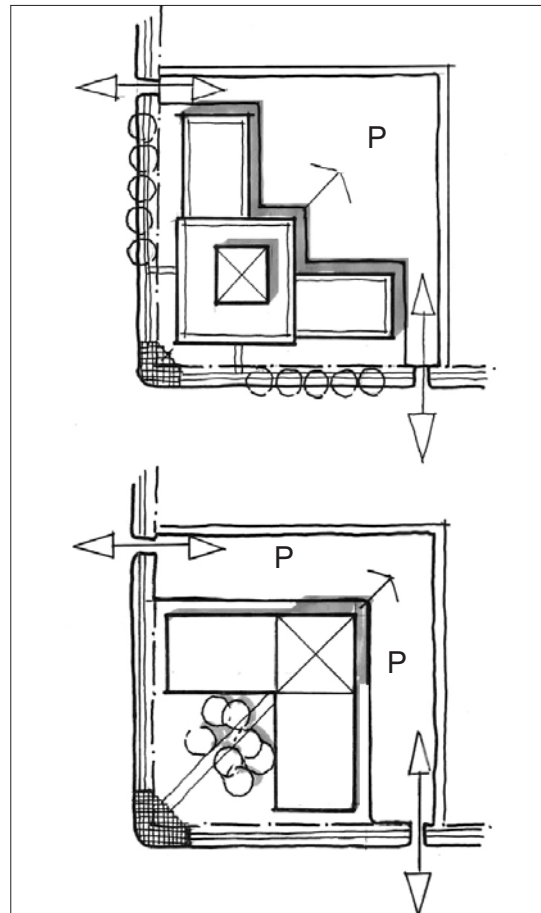
The existing woodlot is maintained in the planned development on the west side of Woodbine Avenue. There is opportunity for public access to the park from Woodbine Avenue. The forested character and design quality of the park will introduce a new landscape to Woodbine Avenue.



top: Site specific initiatives along Woodbine Avenue

bottom: A demonstration of pedestrian accommodation and laneway to nearby neighbourhood

right: Two options for a gateway: a) a building that defines the corner or b) a building set around a landscaped court. Parking in both options is at the rear



4. New commercial development should follow the urban design guidelines.

New commercial development should provide street-related buildings or locate buildings to define parking courts. Significant pedestrian amenities should be provided, including connections to the public sidewalk and adjacent neighbourhoods.

5. Existing employment uses should be encouraged to upgrade their landscape.

The front yard of employment uses should incorporate significant landscape treatment including pedestrian connections. Parking areas should be well landscaped, particularly those visible from the street.

6. Existing commercial development should be encouraged to upgrade their landscape and pedestrian amenities along building facades.

An ample pedestrian walkway should be provided along existing plazas and stand-alone retail establishments to provide a comfortable space for pedestrians separate from the parking lot. These walkways should connect to the sidewalk along Woodbine Avenue. Commercial facades should incorporate significant pedestrian amenities, including overhead shelter, seating and planting.

7. Enhance the Maskinonge River area.

Special consideration should be given to the crossing of the Maskinonge River in the form of signage and, possibly, a wider sidewalk from where to view the river. There is potential on Woodbine Avenue to repeat the proposed treatment of the bridge on The Queensway. The river edge landscape should be upgraded.

8. Enhance the Georgina Ice Palace.

As a signature public facility in Keswick, and as a demonstration of the guidelines in this report, an inviting pedestrian environment should characterize the Georgina Ice Palace. The parking lot of the facility should include pedestrian routes between parking aisles leading to the entrance and front facade of the arena, planted buffers, and shade trees. A well-designed, defined pedestrian route should extend from the bus stop, nearby retail and restaurants, and adjacent residences to the main entrance.



top: Front facade of a Crates and Barrel, Dallas, Texas

second: Example of pedestrian walkways and features within a retail plaza and along the main building facade

third: Planting aisles within a parking lot

bottom: Landscape treatment screens and defines a parking area, Markham, Ontario



above: Overlea Boulevard, Toronto, Ontario is an example of a centre median on a wide road

bottom: Median planting on Bloor Street, Toronto, Ontario

3.3 URBAN DESIGN GUIDELINES

1. A gateway should identify the Keswick community on Woodbine Avenue.

The intersection of Woodbine Avenue and Ravenshoe Road is effectively the entrance to Keswick for many people driving north along Highway 404 from Newmarket, Markham, and Toronto. As such, there is great potential to advertise a community identity at the intersection. This is an obvious location to extend the special qualities of Keswick's natural features into the landscape design of the gateway. Both sides of the road should be considered in the design of the gateway. The Town has initiated a design study to realize this goal.

2. The Woodbine Avenue right-of-way should accommodate 2 lanes of traffic in each direction. The right-of-way should include a combination left turn lane and centre median and ample, planted boulevards.

In light of the proposed extension of Highway 404 and the expected, resultant changes in traffic patterns and volumes along Woodbine Avenue, a 36m road right-of-way is recommended by the Region. The revitalization strategy for Woodbine Avenue suggests this right-of-way dimension can incorporate a centre median and wide, planted boulevards to create an attractive, commercial corridor.

3. A boulevard of 8.5m is suggested for streetscape treatment along the length of the Woodbine Corridor.

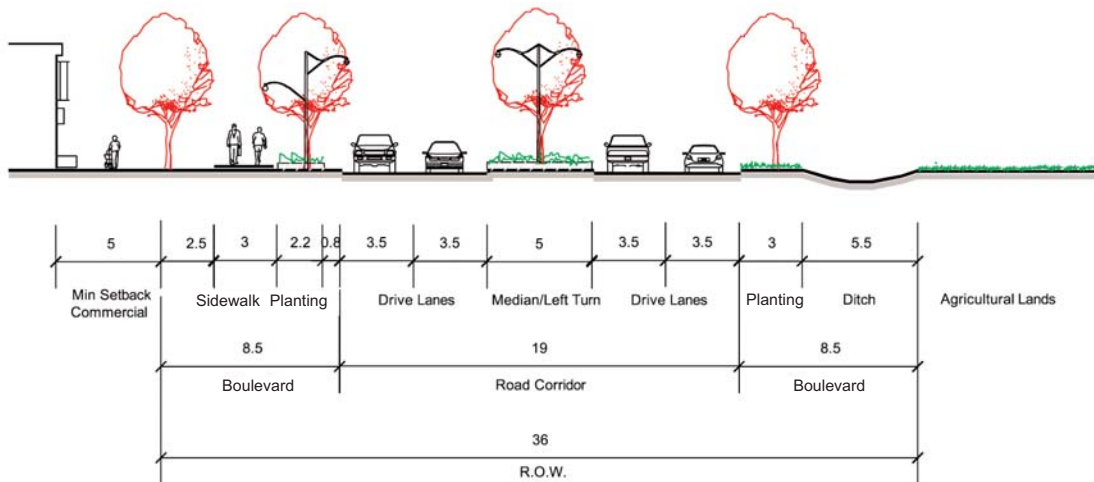
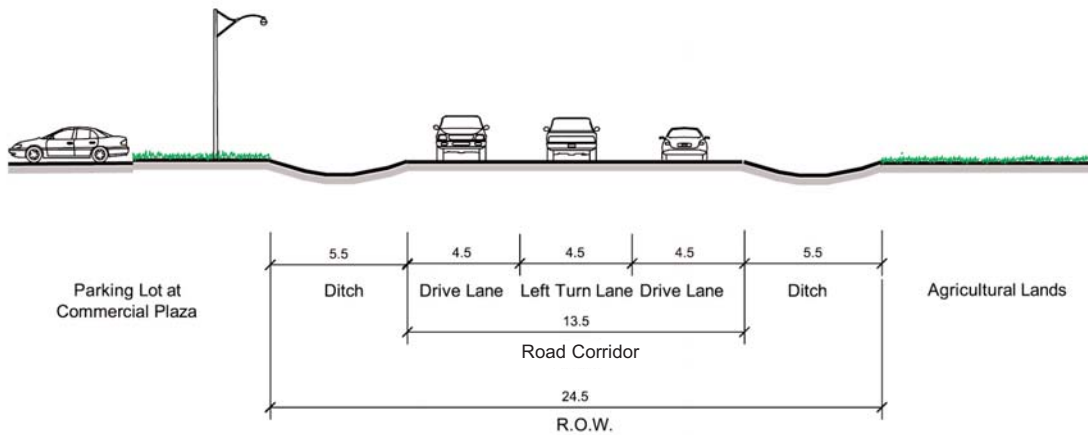
The boulevard zone is from the curb to the edge of the right-of-way. This zone will accommodate a sidewalk, cycling path, planting bed and pedestrian amenities, such as benches and shelters.

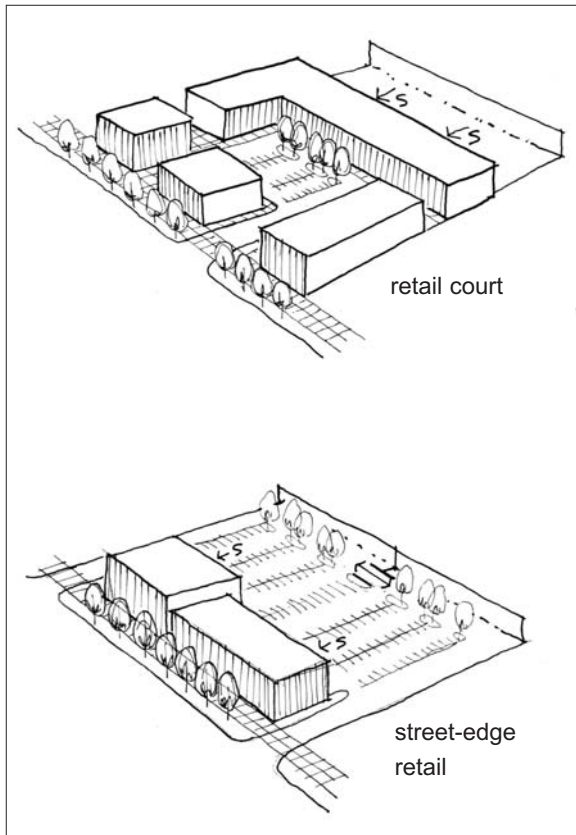
The most important attribute of a good pedestrian system is its continuity: continuity of the alignment and surface of the sidewalks, without hazardous breaks and obstructions, continuity in the walls or other elements which define the edges of the pedestrian zone and continuity of materials.

The rural, east side will of the road will remain with a grass boulevard and roadside ditch. The typical boulevard zone should include a 2.2 m wide continuous planting bed at the curb edge, a 3 m wide sidewalk and a 2.5 m buffer to landscape the edge of front yard parking, or for additional landscape treatment in front of street related buildings.

top: The typical, existing condition along Woodbine Avenue: a rural cross section with an occasional left turn lane

bottom: A proposed cross section for Woodbine Avenue shows an ample centre median and boulevard along the commercial corridor.





top: Buildings can be arranged to address the street and define spaces on a site

bottom: Street edge patio in Cornell, Markham, Ontario

4. Encourage a range of retail and employment uses.

A combined commercial/employment designation on the west side of Woodbine Avenue is proposed to facilitate a range of development along the road and to satisfy the Town's desire for additional employment opportunities in Keswick.

This strategy suggests that sensitive urban design on a site-by-site basis can result in compatible, adjacent development of different land uses. There is no need to separate them through zoning categories. Permitted land uses include:

- retail stores, personal service establishments, and restaurants;
- office and light industrial employers;
- automobile service station and repair facilities;
- institutional and government facilities;
- hotels; and,
- cultural and entertainment uses.

Notwithstanding permitted land uses, outside storage shall be specifically prohibited.

5. Develop either street-edge buildings or court buildings which are directly connected to the perimeter of blocks.

Buildings should be located to help define the street edge. Depending on the format of the proposed use, some proportion of the building may be required to be set back. In such cases, buildings should be organized to define "courtyards."

Buildings with multiple retail and commercial uses could have parking in the interior of the block, in the "courtyard" space, with access between frontage buildings or at the back.

All buildings should have windows at grade and onto the street and principal entrances which are directly accessible from the street. Retail and service outlets should be at grade level, with doors and windows on the edge of the sidewalks to visually and physically connect the shop interiors with the public areas of the street.

This form of development will help to articulate the corridor into definable areas and bring some part of the building to the street edge.

6. Promote buildings that create an improved image for the corridor. Higher buildings in key locations such as corners will help to define the street.

The following are proposed:

- a maximum height of 4 storeys, with permission for up to 6 storeys for office and/or mixed retail/office buildings;
- a maximum density of 1.5 FAR, with permission for up to 2.5 FAR for office and/or mixed retail/office buildings; and,
- a maximum lot coverage of 35%.

7. Provide a safe and comfortable pedestrian realm in all private development, which is connected to the pedestrian system along public roads.

The private sector has an important role in providing significant pedestrian areas and amenities in development projects. These include sidewalks and enhanced meeting spaces associated with buildings.

Private sidewalks along the frontage of most of the present stores and plazas are discontinuous, not only between developments, but also along single plazas. Where sidewalks are provided there is typically a lack of pedestrian amenities. As a result, shoppers frequently choose to drive, rather than walk, from one store to another.

All new development must provide well furnished, protected and continuous pedestrian sidewalks along retail and commercial frontages.

All retail frontages should be designed or redesigned to provide continuous pedestrian sidewalks, separated from parking and/or service vehicle areas, directly connected across the parking lots to the sidewalks of the adjoining streets. Where appropriate, some portion of the frontage should include a significant landscape and public area.

Speed ramps, curbs, changes in paving materials and other means should be used to separate pedestrian paths from internal site vehicle access routes and parking aisles.



top Mixed use development, Cornell, Markham, Ontario

middle: a mixed retail and office building creates an attractive corner, Reston, Virginia

bottom two images: Pedestrian amenities in retail plazas in Huntsville and Guelph, Ontario



top: Pedestrian connections to commercial uses in Thunder Bay, Ontario

middle: Covered pedestrian walkway system on employment campus, Bolton, Ontario

bottom: A paved parking lot with wide buffers of birch plantings in Thunder Bay, Ontario

8. Encourage shared accesses and connected parking lots

There are few opportunities to travel from one plaza to another along Woodbine Avenue. The majority of the larger sites are accessed from Woodbine Avenue by a single entrance. Corner sites have a driveway off both Woodbine and the side street.

It is recommended that parking aisles and parking bays (as well as the pedestrian sidewalks) on the adjoining sites within each block be linked.

Land owners within each block should be encouraged to cooperatively implement and maintain internal linkages between their separate parking and service facilities.

Site entrances should be coordinated to provide convenient road links between the blocks.

9. Parking lots should have substantial landscape treatment to define large parking areas into small pods and to help define pedestrian routes.

Where possible, parking lots should be recessed from Woodbine Avenue, preferably to the sides and rear of buildings. Where this is not feasible, front yard parking should be made attractive and accommodate pedestrian movement.

Landscape planting should be used to enhance the visual appeal of large parking areas. A combination of trees, low hedges, planters, low wall/screen fencing, or a change in grade through a low retaining wall may be used to help soften the view of cars from the road. However, plants should be carefully chosen to allow directed views to retail facades and signs, i.e., it is possible to use trees with a high canopy or fences and shrubs of a maximum height of 1 m.

Substantial landscape treatment should be used to define large parking areas into small pods, with planting strips at a minimum of 1 m.

The landscape planting through the parking area should integrate with the treatment of pedestrian areas along building facades.

Pedestrian circulation within large parking areas should be clearly defined through surface pathways and signage. Pathways should provide direct access to building entrances.

10. Billboards and temporary signs will be subject to a by-law that limits their number and identifies appropriate locations.

The Town specifically requested a strategy to contend with existing, conspicuous signage and to guide future signage. To mitigate the prevalence of billboards, it is suggested that the new boulevard along Woodbine Avenue incorporate a signage element that will identify street addresses. The new element will be located in the view plane between the bottom of the tree canopy and the sidewalk, in easy view of motorists.

CHAPTER 4.0 NEW RESIDENTIAL NEIGHBOURHOODS

4.1 STRATEGIES FOR REVITALIZATION

4.2 URBAN DESIGN GUIDELINES



above: Residential neighbourhoods in Keswick

4.0 NEW RESIDENTIAL NEIGHBOURHOODS

4.1 GENERAL STRATEGIES

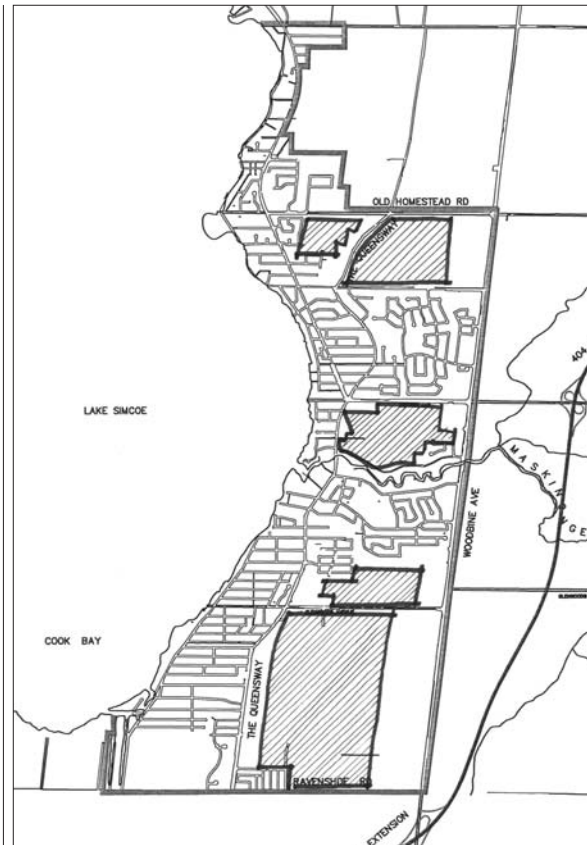
The current Keswick Secondary Plan provides urban design guidelines for neighbourhoods and neighbourhood centres that were the basis of the following guidelines. The guidelines assume that a neighbourhood will contain a full complement of housing types, amenities, and parks and open spaces.

New residential neighbourhoods in Keswick should be planned to create a sense of identity through design of housing, streets and open spaces that residents and visitors can recognize as characteristics of the community. The design and construction of new housing in each neighbourhood should integrate a variety of housing forms, avoid the visual dominance of garages along street frontages and encourage the use of front yards and building facades to facilitate social interaction on the street and security within the community. Pedestrian comfort and amenity should be addressed through the provision of tree-lined streets and an integrated network of open space areas.

The Planning Framework Report of June 28, 2003 identifies a composite of lands in Keswick that recent studies have deemed environmentally significant. The adjacent map identifies the natural and environmental significance of the shoreline of Lake Simcoe, the floodplain of the Maskinonge River, and small tributaries crossing through The Queensway West, Glenwoods, and South Keswick Development Areas. These natural features should provide the framework for new development. Their protection will help the Town realize an ambition for a connected system of public open space that allows public access to natural features.

The following urban design guidelines are provided to direct the form of both public and private development with respect to:

- natural features;
- stormwater management;
- parks and open space;
- streets and blocks;
- neighbourhood centres;
- housing; and,
- services and utilities.



top: Major areas of future residential development in Keswick

bottom: Identified Greenlands within Keswick



above: A road adjacent a natural area affords an enhanced public realm in a neighbourhood, as in the community of Lakeside, Ajax, Ontario

4.2 URBAN DESIGN GUIDELINES

Natural Areas

1. Provide a public face along natural features.

Most natural features are river based and are therefore linear features. There are a number of methods to enhance visibility and public access to these features.

Where possible, a public road that runs parallel and adjacent to a natural area provides a clear public route, views into the natural area, and limits encroachment on the natural area by private development. An alternative option to a continuous public road is a series of loop streets that provide a pattern of public access at the short ends of the loops. Another option is the provision of a public park along the edges of the natural area. If proposed, the linear public park should incorporate 'windows,' i.e., public open space located at the ends of roads and enabling views and physical access from adjacent communities.

2. Consider locating neighbourhood centres adjacent to natural features.

There should be opportunity to integrate neighbourhood amenities, public gathering spaces, within or immediately adjacent to natural areas.

The proximity of complementary community uses brings greater visibility to the natural areas and invites increased public use of them. Essentially, a natural area is an ordering system for the location and distribution of neighbourhood centres and other community amenities.

3. Locate public and semi-public recreation uses adjacent to natural features.

Parks, storm water management facilities, and schools or other institutional uses that require a good proportion of open space associated with buildings, should be located immediately adjacent to natural areas.

The location of recreational facilities and stormwater facilities adjacent to natural areas provides an additional buffer to the natural area and provides nodes for public access and recreation.

4. Encourage compatible built form adjacent to natural features.

Buildings should be located to ensure an appropriate setback and landscaped buffer adjacent to natural features.

Setback and buffer treatments will be determined during the site planning and design process. Continuous public access should be maintained along a natural area.

The height and mass of a building should not diminish the visual integrity of the natural area.

Buildings should be designed with facades addressing both the street and the natural feature. Servicing and parking areas should be carefully located and designed to ensure that the natural edge is not degraded with inappropriate development.

5. Allow views of and from natural areas.

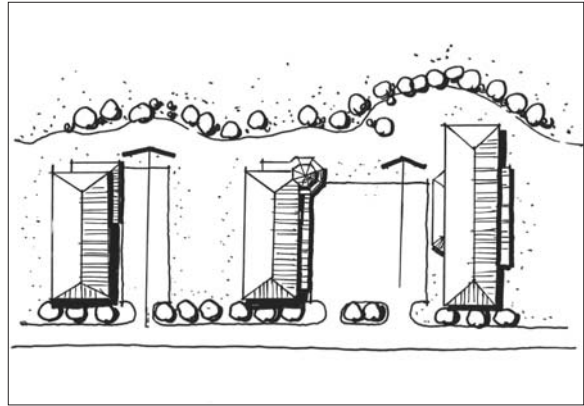
View corridors to natural areas should be carefully considered in the pattern of streets and lots in a new community.

Views of natural areas should be maintained along streets, at the termini of streets, and between buildings. The visual experience of exceptional landscapes and prominent features merits special consideration in the planning and design of new communities.

Stormwater Management

6. Stormwater management facilities should be designed to complement a community's open space system and be a significant landscape features.

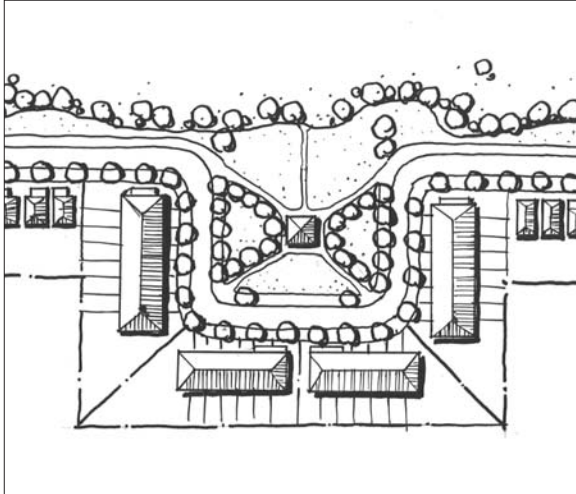
Stormwater ponds and facilities should be designed as recreational, aesthetic, and ecological amenities. Therefore, storm water management ponds should have natural and variable side slopes and sinuous contours and natural, *in situ* materials should be used where possible in the construction of facilities. Existing vegetation should be retained and new native, flood tolerant planting introduced to stabilize banks. Stormwater management ponds should not be fenced. Public walking/cycling trails should encircle ponds and extend along storm water channels.



top: Buildings should be sited to allow open views to natural areas

middle: Residents should see open space from their front windows, from the street, and from activity areas

bottom: A naturalized storm water management facility



above: Neighbourhood amenities such as recreational facilities and smaller parks should be an extension of natural areas

Parks and Open Space

7. Provide a dispersed and varied parks and open space system.

Open spaces are fundamental components of a neighbourhood and should be designed to provide a fair distribution of amenity space, a variety of experience, and as a connected system of spaces throughout the community.

The guidelines suggest four different types of parks and open space within a residential community: community parks, neighbourhood parks, parkettes; and pedestrian linkages between parks and areas of the community. The parks should be organized to provide community focus, a fair distribution of amenity space, a variety of experiences, and a continuous pedestrian system through the community. The programming and detailed design should occur through formal collaboration between the Town and the developer.

8. A community park in the range of 4.0 to 5.0 hectares (10-12 acres) should provide a recreational focus for several neighbourhoods.

The community park should:

- have substantial frontage on roads;
- provide for active recreation such as soccer, football, baseball and/or basketball;
- provide children's play facilities;
- incorporate significant landscape treatment to structure use; and,
- be combined with schools where possible.

9. A neighbourhood park in the range of 1.5 to 2 hectares (3.5-5 acres) should be highly visible with significant frontage on roads to function as a focus and destination for the entire neighbourhood.

The neighbourhood park should:

- have substantial frontage on roads;
- be defined with landscaping and architectural features;
- be located to have views terminating at the park;
- preserve existing vegetation in park design;
- include a recreational play area for different age groups as well as informal resting areas;
- accommodate mail boxes and community information boards;

- be located near on-street parking or lay-bys for convenient access to the park and to mailboxes; and,
- incorporate pedestrian paths and sidewalks to promote it as a walkable destination.

10. Small parkettes, or pocket parks up to 0.4 hectares (1 acre) should be dispersed throughout the community to serve varied recreational needs of the community.

Parkettes are typically used by residents on the immediate street and within a 5-minute walking distance. The Town may consider parkettes for park land dedication if appropriate. The inclusion of parkettes may have implications on the size of community and neighbourhood parks in a community. In addition, the parkette should be designed to:

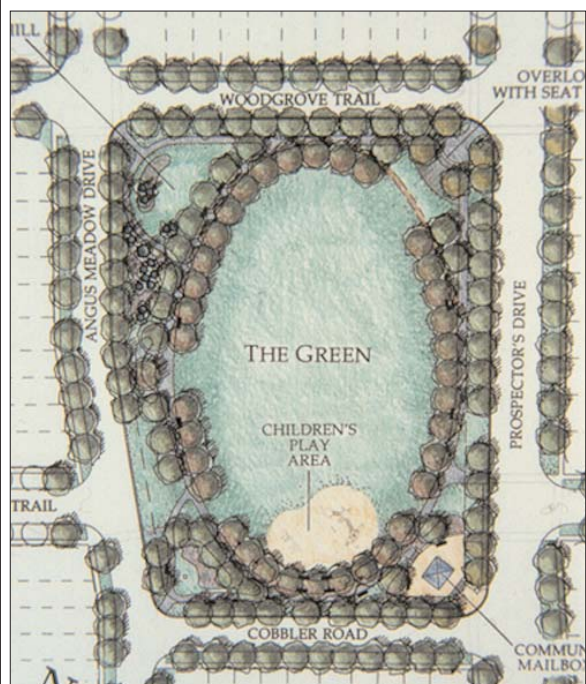
- be visible from the street and from surrounding homes;
- cater to passive and informal uses;
- include a tot lot or playground;
- have barrier-free access;
- incorporate pedestrian connections, benches and special landscape treatment; and,
- ensure privacy for adjoining residents.

11. Pedestrian linkages should provide safe and attractive connections to the open space system.

Linkages should include appropriate lighting, landscaping and distinctive paving. Pedestrian linkages should be treated as important view corridors connecting the various open spaces.

12. Provide a memorable and distinct entry to the community.

Gateway entries into the neighbourhoods should be identified with entrance features and landscape elements to promote a sense of community identity and to provide orientation.



top and middle: Small parkettes in Cornell, Markham, Ontario serve different needs

bottom: A parkette design for Angus Glen, Markham, Ontario

left: Gateway for the community of Lakeside, Ajax, Ontario



above: The City of Markham, Ontario stipulates a maximum block length of 185 m

Streets and Blocks

13. Plan neighbourhoods based on a modified grid system of streets.

The street system in the residential neighbourhoods should be based on a modified grid network to provide a well connected, integrated and permeable road system.

Streets create the basic form of a neighbourhood. They define the pattern of development and the distribution of development blocks. The layout of streets will influence pedestrian and vehicular movement and should function as a connected network to provide order and legibility to the community.

14. Design the neighbourhood with a pattern of short blocks.

Development blocks should be between 100 and 200 m in length. The purpose of controlling the maximum length is to ensure visual diversity.

Longer blocks (up to 300 m) may be permitted depending on topography and road alignment (undulating terrain and road curves also provide visual diversity).

Typical residential blocks should range between 45 and 70 m in depth, depending on the house form.

15. Provide a hierarchy of neighbourhood streets.

The pattern of streets within a neighbourhood should be planned to give clear and direct access to arterial and collector roads.

Streets should be designed to enhance and encourage pedestrian and public activity. A hierarchy of streets will define areas of varied character within a neighbourhood.

Collector streets should have a right-of-way of up to 23 m to accommodate a 3.25 m drive lane in each direction, two on-street parking lanes at 2.5 m and a 5.75 m boulevard on both sides of the street. The streetscape of collector road should recognize the need for bus stops approximately every 150 m.

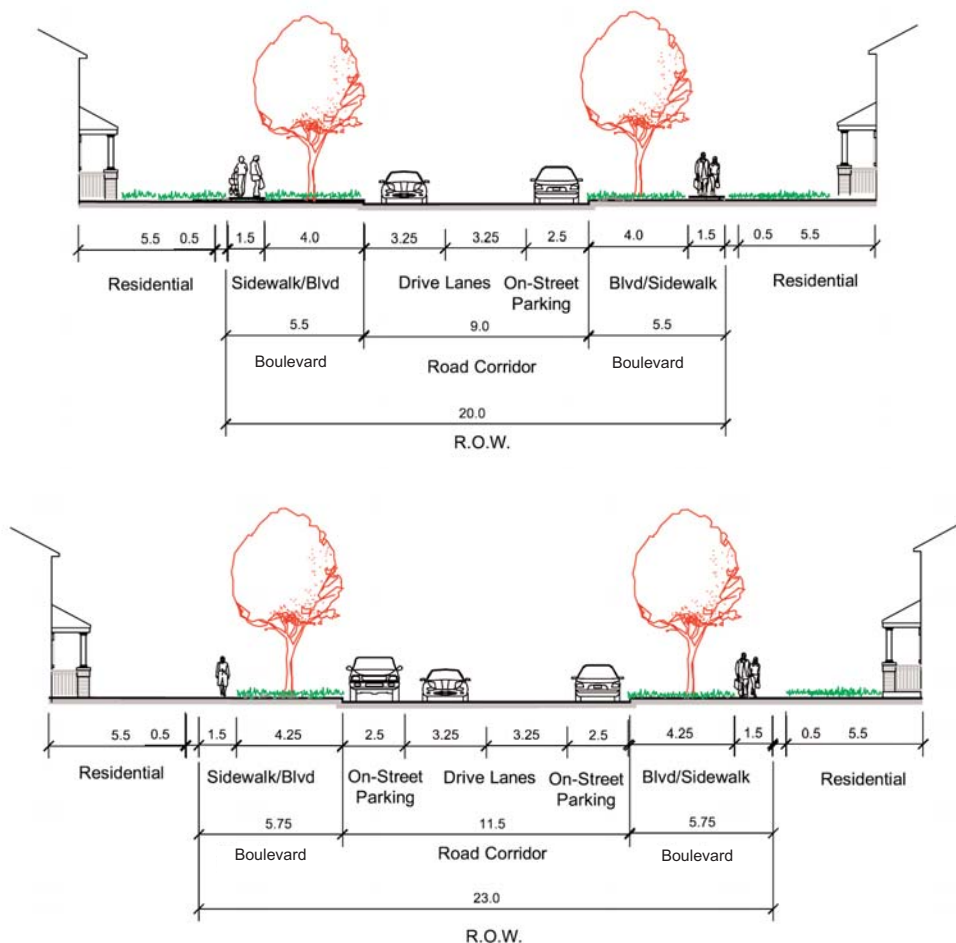
Local streets should have a right-of-way of 20 m with a 3.25 m driving lane in each direction, one on-street parking lane at 2.5 m and a 5.5 m boulevard on both sides of the street.

The Town may consider a right-of-way less than 20 m in special circumstances.

below: Proposed sections for neighbourhood roads

top: local road with a 20 m right-of-way

bottom: collector with a 23 m right-of-way





top: Residential street, Fonthill, Pelham, Ontario

bottom: Residential street, Cornell, Markham, Ontario

16. Create a distinctive streetscape.

The streetscape should help to create a distinct character to the neighbourhood and help to distinguish the hierarchy of streets.

Streetscape treatment is the design of the area within the boulevard of the right-of-way of the street. It includes consideration of special paving patterns and materials, planting, lighting, street furniture, (such as transit shelters, benches, waste receptacles, bicycle stands, signage, information kiosks, newspaper, and mail boxes).

Each type of street within a neighbourhood should have distinct and uniform streetscape treatment.

A variety of street trees should be planted on individual streets to add visual consistency to the streetscape. Trees should be planted 8-10 m on-centre to form a continuous canopy at maturity, and located consistently in the boulevard.

Other streetscape elements such as lights, signs, transformers and other service boxes should be located along the tree planting line to minimize clutter and disruptions of the road's characters.

Mailboxes and other amenities such as waste receptacles, and recycling bins should be consolidated in a central location in walking distance of homes, and built adjacent to bus shelters where possible.

Utilities, including transformers and other "box" servicing should be located unobtrusively in areas where they can be screened with planting, in flankage locations, in open space, laneways and on private property or within the boulevard.

Neighbourhood Centres

17. Each neighbourhood should be designed with a distinct centre.

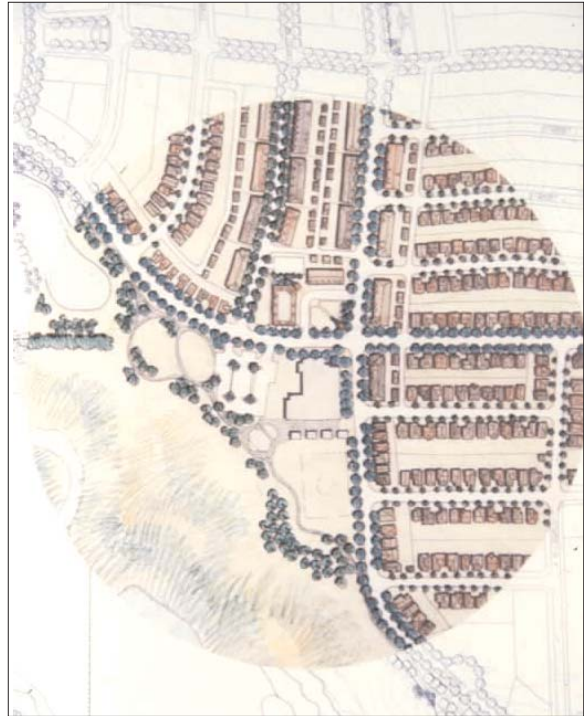
A neighbourhood centre could comprise important public buildings, local convenience services, or public space. Higher buildings would be appropriate, as well as on-street parking.

Buildings located at prominent locations, corners, and major intersections should have special built form elements such as added height or corner features.

Civic/institutional buildings should be sited at prominent locations and act as focal points at street intersections.

The massing, siting and architectural treatment of buildings should address the street. Buildings should have maximum frontages at a minimum setback, and be sited at a consistent setback to create a defined street edge.

Principle building entries should be defined with entry forecourts and/or substantial pedestrian areas along the facades.



above: Residences located to define a central, public space and amenities in Lakeside, Ajax, Ontario



above: A diversity of house styles on the street provides visual interest

Housing

18. A range of housing should be provided to offer choice and diversity in each residential neighbourhood.

A primary ambition of the guidelines is to change the typical suburban character of neighbourhoods. Generally, each neighbourhood should include a variety of housing types, reduced front yard setbacks to reinforce the street edge, and garages set behind the front of the house or accessed from a rear lane.

Dwellings should be sited on lots to promote visual variety in the streetscape. The architectural style of the dwellings should be compatible but should allow variation in height, massing, and roof line. Specifically:

- a diversity of lot sizes in a range should be provided;
- houses should be proportionate to their lot size;
- front yard setbacks should be within a consistent range and complementary to immediate neighbours; and,
- a buildings' height should range from a single storey to two and a half storeys and should complement adjacent homes.

Buildings should have front walls parallel to the street with front doors, windows and porches on the street to create a consistent view. Corner unit designs are encouraged to provide significant corner features such as wrap-around porch, turret, or bay windows. Specifically:

- the main door of the house should be clearly visible from the street;
- a front porch or entry feature should comprise 50% of the main front wall of the dwelling to define the front facade of the building;
- the front wall of the house should have windows of a traditional scale and proportion, i.e., higher than they are wide and occupy between 25 and 50% of the front facade; and,
- roof lines should be pitched with slopes between 30 and 60 degrees.

Flankage and rear elevations exposed to public viewing should be upgraded and carry the same quality of design as the front elevation. Reverse frontage development along arterial and collector roads shall not be permitted.

19. The visual dominance of the garage when viewed from the street should be minimized.

The front door of a house, not the garage nor parked cars, should be the defining element of the front facade and immediately visible from the street. Efforts should be made to minimize the view of parked cars in a front yard setback. Front yard driveways should be strongly discouraged. Where this is not possible, all effort should be made to site garages inconspicuously. There are various means to address problems related to vehicular accommodation on a residential lot, including the following considerations:

- access to a garage should be provided over exterior side yards;
- a front facing garage, integral to the house or detached, should be set back from the main wall of house;
- an increased lot frontage minimizes the number of driveways on a street; and,
- shared or grouped driveways reduce the amount of pavement occupying the front yard.

20. Townhouses should be mixed with other housing types to add affordability and architectural variation to a neighbourhood.

Townhouses are a recent introduction to suburban communities in Southern Ontario. In a short span of time, they are more frequently a popular choice of development because they provide affordable housing and housing at greater densities than the traditional single family detached dwelling.

The general appearance and placement of townhouses is characteristically different from other forms of residential development. The greater the density of building per lot area, including the lack of side yards and diminished front yards, is a new introduction to the traditional housing stock in Keswick.

The architectural character of attached units has the potential to exert a greater impact on the neighbourhood than that of free-standing units.



top: Townhouses integrated into a neighbourhood, Angus Glen, Markham, Ontario

middle: Garages that do not dominate the street in Lakeside, Ajax, Ontario

bottom: King and Bathurst area, Toronto, Ontario



top and middle: Fencing options in a residential community

bottom: An entrance to the Cornell neighbourhood in Markham, Ontario is made significant with the addition of a median and other landscape features

Townhouse developments typically present a longer and unified building face to the street, that should not be out of character with the neighbourhood. To ensure a good fit with the neighbourhood and to create a cohesive street:

- the main door of the townhouse should be clearly visible;
- porches, stairs, canopies and other entrance features related to the individual units should be permitted in the front yard setback to contribute the streetscape and promote social interaction;
- the front door should be no more than 1.2 m above grade so as to have a direct relationship to the street;
- the townhouse should be located a minimum of 3m and a maximum of 5.5 m from the edge of the ROW;
- a pitched roof (of a slope between 30 and 60 degrees) is attractive, in concert with dormer windows and varied roof panes;
- 2 storeys is the preferred height of townhouses, and height should be compatible with surrounding homes;
- parking and garages should be placed at the rear of the unit in lieu of a driveway dominating a narrow lot;
- where rear access is not feasible, the garage should not protrude in front of the main building face; and,
- the landscape treatment of front yards should be coordinated.

21. Fences should complement residences.

Fences help distinguish the edge of the private realm, contribute to the landscape quality of the neighbourhood, and identify the path to the front door.

However, fences and hedging should be low enough to maintain a view of the street from front windows and porches. Fences around side and rear yards can be 2 m high. Fences around front yards should be limited to a height of 1.2 m, and should be primarily open structures and plantings.

Residential fences abutting parks should establish a consistent and coherent backdrop for the park's landscape design and use.

Services and Utilities

22. At-grade boxes, metres, and transformers should be located unobtrusively within a community and should be screened from view.

Within a Neighbourhood Centre, it is suggested that :

- service/loading areas and mechanical rooms be screened from adjacent land uses and public streets; and,
- roof top equipment be screened to reduce the impact of noise and visibility on adjacent residential land uses and public streets.

Along residential streets it is suggested that:

- transformers located in the grass boulevard should be screened with shrub planting;
- transformers should be located at least 1 m from the curb, 1.5 m from the sidewalk and at a minimum 6 m from a building wall; and,
- utility metres should be screened from view and incorporated into the overall design of the housing unit. Architectural elements such as projecting low walls or niches should be used to screen metre locations.

23. Implement underground services with minimal environmental impacts.

Servicing infrastructure should be located to preserve the integrity of environmental features and natural areas. Guidelines to mitigate impacts resulting from the implementation of services or ongoing maintenance of infrastructure include the following considerations:

- services within natural areas parallel to watercourses should be minimized;
- * utility crossings should be confined to road crossing;
- storm sewer outfalls should be confined to road crossings;
- on roads paralleling a natural feature, services should be confined to the far edge of the right-of-way with respect to natural features; and,
- the importance of groundwater movement and the potential impact on base flow in the stream system must be recognized in the design and installation of underground utilities.

5.0 IMPLEMENTATION STRATEGY

The implementation of well-designed development along Woodbine and within new “greenfield” neighborhoods throughout Keswick can be appropriately dealt with through the traditional planning approaches of Secondary Plan policy, implementing zoning, site plan control, and the application of urban design guidelines throughout the approvals process. However, redevelopment, especially along The Queensway, is more difficult to achieve. Not only do traditional market forces, which favour low density neighbourhoods, frustrate higher density development, but ratepayer objections often reduce heights and densities over impact concerns – diluting the positive impacts that the Urban Centres are intended to achieve. In addition, Municipal, Regional and agency policies, requirements and criteria are often at odds with the achievement of a truly urban environment. For example:

- standards and site criteria for public open space do not recognize a different type of development pattern. Public parkland should be used strategically in Urban Centres to support the activities of adjacent commercial and higher density residential activities.
- parking requirements are obstacles to overcome in developing an Urban Centre. Reduced parking standards for individual developments must be considered, as must all opportunities for shared parking. The municipality needs to consider public parking as a resource to offset the costs of private sector development. Virtually all successful urban core areas have a public parking component.
- engineering standards for road and for stormwater management are incredibly space extensive, and need to be reconsidered in an Urban Centre. Stormwater should be dealt with in larger facilities located outside of the Centre whenever possible.

The Queensway corridor has been identified as the primary element of Keswick’s urban structure. Much of the corridor is already developed, but a significant percentage of the area, especially within the three identified Urban Centres, is ready for revitalization. There exists today a tremendous opportunity to establish a new vision for the future and a clear and innovative framework for implementation despite the obstacles to development common in revitalizing Urban Centres.



To achieve the potential for redevelopment along The Queensway, The Secondary Plan and Urban Design Guidelines must be seen as the vehicles to coordinate public investment decisions with respect to land use and density, urban design and streetscape, transportation and the development of public buildings and facilities. The Town, supported by the Region, must lead the revitalization of the Urban Centres in Keswick. This can be influenced dramatically by a combination of political will to achieve stated planning objectives, public sector investment in infrastructure and buildings, and a desire to assist the private sector by reducing the costs of development and reducing the risks inherent in the planning approval processes. The following are considered the key components necessary for revitalization to occur:

- *Establish the vision* – the Secondary Plan establishes the vision for the future and is intended to be clear and comprehensive, with density targets, built form and performance standards that establish the foundation for change. The Urban Design Guidelines further articulate this vision.
- *Establish the environment for change* – the Town must be the promoter of change. It must dedicate funds for the building of infrastructure and offer financial incentives to the private sector. Some actions that might be considered include:
 - invest in infrastructure;
 - build new public parks;
 - establish clear rules and the political will to enforce them;
 - reduce parking requirements for individual and private sector developments;
 - ensure that development charges, taxation, permit fees, planning policies, and approval processes are not a barrier to new, appropriate development; and,
 - develop an incentives-based implementation strategy and provide funding to ensure success.
- *Help the private sector respond to the market* – the private sector will respond to municipal initiatives only once it can be satisfied that the combination of infrastructure building and any incentives package has substantially reduced the costs/risks of development to ensure a reasonable return on investment – especially in comparison to other greenfield development opportunities within the Town.

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- *Recognize that an array of planning and financial tools will be required* – it is important to recognize that a combination of actions and tools will be required to stimulate change along the corridor and in the centres. The actions or tools that will have the greatest impact are improvements to the public realm such as streetscape improvements, building parks, and providing public access to the water.

It is recommended that the Town, in collaboration with the Region and other agencies, move forward to complete Community Improvement Plans for the Uptown Keswick Urban Centre and Maskinonge Urban Centre. The documents should detail:

- the package of financial incentives that may be available to the private sector to facilitate appropriate forms of development (nature of incentive, amount of incentive, funding source, rules and process for qualification); and,
- a comprehensive zoning regime that will provide the detailed rules for development, mix of uses, and as-of-right heights and densities.

The following table identifies an array of tools available to the municipality to assist in facilitating redevelopment:



Building Infrastructure / Public Realm Improvement

Tool – Listed in Order of Importance	Brief Description
Construction of Public Facilities	<ul style="list-style-type: none">▪ Build public facilities (courthouses, municipal buildings) in Urban Centres▪ Responsibility with Local and Regional municipalities as well as with Provincial and Federal governments
Municipal Parking Authority	<ul style="list-style-type: none">▪ Establish municipal parking authority, build parking facilities and operate to serve new development with the Urban Centres▪ Primary responsibility with Local municipality
Public-Private Partnerships	<ul style="list-style-type: none">▪ Contractual arrangement between a public agency and a for-profit corporation, for the purpose of providing public infrastructure, community facilities and/or related services▪ Multiple public and private sector responsibilities depending upon scale of project
BIA Revitalization Program	<ul style="list-style-type: none">▪ Initiate a number of projects, at shared expenses, to help enhance the BIA (e.g., facades, streetlights, hanging plants)▪ Responsibility with Local municipality

Planning Policy

Tool - Listed in Order of Importance	Brief Description
Clear Density Targets	<ul style="list-style-type: none"> Clear and supportable density targets, including density objectives, minimum densities and performance standards tied to financial incentives Requires political will to enforce Responsibility of Province, Local and Regional municipalities
Implement Community Improvement Project Areas	<ul style="list-style-type: none"> Establish principles for change Required for implementation of financial incentives programs A tool to focus/prioritize municipal investment Provide financial assistance for contaminated sites Use incentive based planning process where the qualification criteria is based on achieving built-form and density performance standards Primary responsibility with Local municipality
Support Development Approvals for Medium and High Density Development	<ul style="list-style-type: none"> As-of-right development, pre-zoning Certainty in approval process by reducing public involvement Issues of development compatibility dealt with comprehensively in centres Local and Regional municipalities to be proponent of higher density development, including support for developers at OMB Responsibility with Local and Regional municipalities
Streamline Approval Process for Medium and High Density Development	<ul style="list-style-type: none"> Reduce administrative requirements and timeframe for approvals More careful consideration by OMB prior to hearing (frivolous and vexatious appeals) Municipality to do engineering, traffic, environmental studies in advance of development Responsibility with Local and Regional municipalities
Review Applications with Regard to Long-term Capability of Providing Intensified Development	<ul style="list-style-type: none"> Site plan and zoning applications to take into consideration and recommend measures to allow current or future redevelopment intensification, recognizing some uses could be redeveloped/intensified over time, particularly those properties within Centres & Corridors Primary responsibility with Local municipality
Reduced Parking Requirements/Include maximum Parking Requirement/Remove Cash-in-lieu of Parking	<ul style="list-style-type: none"> Remove cash-in-lieu parking requirement Consideration of municipal provision of parking in lieu of developer responsibility and tied with transit considerations and establishment of municipal parking authority Maximum parking requirement provided there is transit and/or parking authority Primary responsibility with Local municipality
Remove or Reduce Parkland Dedication and Cash-in-lieu of Parkland Requirements	<ul style="list-style-type: none"> Remove or reduce parkland dedication or cash-in-lieu requirement in centres and along corridors Municipality to provide parkland in appropriate locations Primary responsibility with Local municipality
Bonus provisions for Height & Density	<ul style="list-style-type: none"> Tool to achieve planning objectives Concept must be included in Official Plan Primary responsibility with Local municipality
Implement Development Permit Regime	<ul style="list-style-type: none"> Administrative approvals improve certainty in process Combines zoning and site plan approval Primary responsibility with Local municipality



Financial Incentives (Public and Private)

Tool – Listed in Order of Importance	Brief Description
Tax Increment Equivalent Grants and Loans (aka TIF)	<ul style="list-style-type: none"> ▪ In the U.S., municipalities create a TIF district and can freeze taxes at a certain level. Increases in taxes, resulting from new development, can be diverted to provide financial incentives to promote further development ▪ Ontario legislation does not allow for the creation of TIF's, however, some municipalities have created similar "zones" under S.28 of the <i>Planning Act</i> ▪ Education component of property tax for increment financing is in use in Ontario ▪ Primary responsibility with Local and Regional municipalities with approval from Province and potential extension to School Boards
Tax Rebates/ Waiving Tax Arrears	<ul style="list-style-type: none"> ▪ Property tax rebates can be considered for those types of development that are consistent with municipal objectives in Centres & Corridors ▪ Contaminated lands often have tax arrears that preclude sale – waiving tax arrears can facilitate development ▪ Primary responsibility with local and regional municipalities with potential extension to school boards
Development Corporations (Devcos)	<ul style="list-style-type: none"> ▪ New municipal corporate structures created to undertake large, complex urban development projects aimed at revitalizing or stimulating urban cores or waterfronts or municipal infrastructure ▪ Devcos provide structure for innovative financing techniques ▪ Primary responsibility with local and regional municipalities with private sector involvement.
Municipal Redevelopment Grant	<ul style="list-style-type: none"> ▪ A direct grant from municipality for redevelopments that coincide with objectives can be provided with recognition that future taxes or indirect benefits will justify grant ▪ Primary responsibility with local and regional municipality
Council Grants and Loans	<ul style="list-style-type: none"> ▪ Council must set aside a sufficient amount either at the onset or on an annual basis to fund the program - loans may be preferential to provide for a revolving fund for future loans and are usually interest free or below market rates ▪ Primary responsibility with local and regional municipalities
Tax Exempt Bonds	<ul style="list-style-type: none"> ▪ A debt instrument that provides a cheap source of financing for a community development/project ▪ Interest income is exempt from federal and provincial taxes ▪ Responsibility with local and regional government with private sector finance enticed through federal and provincial tax exemptions
Funding of Technical Studies	<ul style="list-style-type: none"> ▪ Municipality provides a grant towards a technical studies (i.e., traffic studies, EIS, servicing studies, etc.) to encourage development in a certain area of the municipality

Development Charges and Other Fees

Tool – Listed in Order of Importance	Brief Description
Development Charges – Full or Partial Exemptions	<ul style="list-style-type: none"> ▪ Reduction or elimination of development charges for defined land uses in the Urban Centres ▪ Responsibility with local and regional municipalities and school boards with Provincial government consultation
Area Specific Development Charges	<ul style="list-style-type: none"> ▪ Re-examine DC rates to determine if area-rates would result in a more equitable distribution and recovery of real capital costs resulting in lower DC rates in the Centres ▪ Responsibility with local and regional municipalities and school boards
Development Charges Basis	<ul style="list-style-type: none"> ▪ Examine ways of calculating development charges that better reflect real costs for greenfield development versus intensification (e.g., solely on land area basis as opposed to GFA or per residential unit) ▪ Reflect real costs of development based on geographic location and type of development ▪ Shift cost burden within the existing framework ▪ Responsibility with local and regional municipalities and school boards
Exemption, Refund or Reduction of Planning Fees	<ul style="list-style-type: none"> ▪ Waiving or reduction of various planning and development related fees: building permit fees, application fees and cash-in-lieu parkland dedication and cash-in-lieu parking ▪ Responsibility with local and regional municipalities and school boards



Taxation and Charges

Tool – Listed in Order of Importance	Brief Description
Property Taxes	<ul style="list-style-type: none">▪ Alternative approaches within the existing property tax regime that might serve to encourage Centres development▪ Remove education and social costs from property taxes to income tax and ensure government spending is distributed accordingly▪ Responsibility with Provincial government and municipal governments
Land-Value Capture Taxes	<ul style="list-style-type: none">▪ Taxes are levied to capture the increase in commercial value created as a result of major public investment in infrastructure▪ Responsibility with Provincial government and municipal governments
Business Taxation	<ul style="list-style-type: none">▪ Tax credit for transit vouchers provided to employees, income tax credits for providers of intensified development and affordable housing▪ Responsibility with Provincial government

Other Tools

Tool	Brief Description
Public-Private-Partnerships (PPP)	<ul style="list-style-type: none"> ▪ A whole range of public private partnerships can be established (including Devcos, transit infrastructure and housing corporations) to begin and promote desired development in Centres ▪ Responsibilities are among multiple stakeholders
Land Banking/Land Trusts	<ul style="list-style-type: none"> ▪ Municipalities can purchase land they are trying to protect, perhaps receiving agricultural land rents, and only transferring ownership when plans are consistent with government objectives ▪ A Land Trust can be a non-government, not-for-profit private version of land banking established to protect lands that are beneficial to the community. These trusts can receive some preferential tax treatment, but there are no guarantees that their interests coincide with those of the municipality ▪ Primary responsibility with local and regional municipalities
