Uptown Mixed Use Centre

Urban Design Guidelines

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A

Commercial, Office and Mixed Use Development

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A
Commercial, Office and Mixed Use Development

Urban Design Guidelines

Section
1

GUIDELINE FRAMEWORK

INTENT

The intent of this framework and the guidelines it supports, is to:

1.1 Encourage private development to focus on the public realm.

In an urban place, buildings should face public streets so that most activity is concentrated there. This enlivens the street and enhances community identity.

1.2 Establish parameters that allow the public rights of way to facilitate this focus.

If private development is to orient towards the public street, then the street must be useful to that development along its edge by allowing such features as on street parking, easy access and frequent intersections. There must also be good pedestrian circulation and the ability to cross streets with a frequency which reflects the needs of the pedestrian.

Parts of the public rights of way should allow encroachment for outdoor commercial activities such as outdoor restaurant patio's, fruit and vegetable markets etc.

1.3 Limit block size to an urban scale.

An urban development form usually consists of a generally rectilinear grid of restricted size, as opposed to the large curvilinear blocks common in suburban development in the past thirty years. The grid is often

distorted by natural features such as rivers , topography, major thoroughfares or pre existing property lines.

A tight urban grid is more conducive to a mix of uses and phased street oriented growth. It also allows easy neighbourhood vehicular and pedestrian movement. The block gives form to the street by orienting buildings as closely as practical to the street edge rather than setting them back in mid or rear block. This avoids the suburban problem of continuous parking lots adjacent to public streets.

Suburban patterns of use, in the initial stages of development, will mean that the primary means of transport will almost exclusively be the car. Vehicular movement and parking will still take up a large area compared to building and pedestrian uses. To minimize the impact of the car, parking should be broken into pods with limited streetfront parking and the placement of larger parking area's in the mid block, which are shared by a range of user's.

1.4 **Coordinate street and block relationships to ensure functional linkages** between different properties and encourage appropriate building development on either side of the streets.

If the range of uses and size of buildings on a block are well integrated, then the need for one way's, no entry signs and defensive landscaping, to control movement, is lessened.

1.5 **Indicate, in some detail, the type and character of development, on a block basis, consistent with the overall plan.**

Within the secondary plan, there is adequate flexibility for property owners to develop a street and block plan suitable to their own needs, however, it is possible to identify what the basic block types are and where they should be located within each quadrant.

For instance, a block at the intersection of Upper Middle Road and Appleby Line is a primary block and should have a building of urban significance at the intersection

brought up to the property line, to act as a gateway or marker.

1.6 Put in place construction parameters for phased growth, allowing for interim development to maintain an urban character.

The complete buildout of this node may take between ten and twenty years or longer. During this time buildings proposed for the initial phase may be replaced by denser development as population in the surrounding area increases.

This area may only have minimal development for some time. It is important that proposed development plans indicate generally how the area will appear when completely developed and how it is to proceed through phases. This does not mean that the sequence or extent of development will be prescribed. Rather, what should be indicated in the subdivision at the siteplan stage is how selected portions, to be developed first, should look and what measures are to be taken on the interim, undeveloped land.

Section
2

IMPLEMENTATION

METHOD

Implementation of Urban Design Guidelines require a two step approach by development applicants.

The first step is gaining an understanding of the general limits and process according to the Official Plan and Zoning by-Law. The second step, is the commitment to provide the best building possible within any given market segment. Without this intent it is very difficult for the approval process to guarantee a good result.

These guidelines, therefore, are mainly in place to serve as a coordinating and informing tool for the applicant.

They are intentionally general to allow for flexibility by the applicant. However this does not reduce the need for detail design to play a role in the overall excellence of the development. For instance, the manner in which a building addresses a street and the design integration of its frontage landscaping with the municipal sidewalk may, at times, be more important than the absolute distance between building and sidewalk.

These guidelines lay out a hierarchy of priorities for building placement and design that allow detail design elements to be viewed within the context of the overall intent as set out in Section 1.

DEVELOPMENT COMPONENTS

The basis for creating a vital urban precinct in a greenfield location is coordination and a mutually supportive program by both public and private sectors. This framework identifies major urban components. Some components include both public and private land. Where possible, public access between blocks should be provided to maintain adequate urban linkages.

The Urban Components are identified as follows:

2.1 PRIMARY URBAN CORRIDOR

Corridors consisting of key portions of the major streets, Upper Middle Road, Appleby Line and Corporate Drive, with buildings built on or close to the property line. *(See Figure 1)*

Both sides of the street have sidewalks, public transit and on-street parking. Limited parking in front of some buildings may be permitted.

Buildings on these frontages are to have sufficient scale and be arranged to form a consistent street edge. *(Refer to Figures 1 and 2.)*

2.2 SECONDARY URBAN CORRIDOR

Corridors consisting of portions of streets abutting major streets. *(See Figure 1.)*

Buildings do not need to align consistently along the street frontage, however at certain key locations along these blocks buildings and landscaping should front on the property line. This means that buildings can be set back from the property line but should be laid out with some building face on the frontage property line to maintain a street oriented focus. *(See Figures 1 and 2.)*

2.3 MID-BLOCK URBAN SPACE

The mid-block area serves Primary and Secondary Urban Corridors. This space is the reservoir for the large area's required for parking and servicing.

In order to avoid becoming dead spaces, these areas should serve several buildings on the periphery of the block rather than only one. A vehicular circulation system system should connect these mid block areas forming a clear internal driveway pattern where the uses are compatible.

Even though this mid block condition will consist largely of parking, the quality of these spaces can be made more appealing by defining clear pedestrian routes and breaking up large areas of asphalt with landscaped buffers wide enough to support trees.

As the area develops over time and there is a need for more dense building forms, the mid block space is ideal to introduce off-grade parking solutions. This is not the case where buildings have been laid out in the centre of blocks surrounded by parking. The only way to redevelop in that instance is to demolish the existing buildings. *(See Figure 4.)*

2.4 URBAN INTERSECTIONS & LINKS

Two intersection types are identified. The first is the crossing of two Primary Urban Corridors, the second the crossing of Primary and Secondary Corridors.

PRIMARY

The primary intersection is the area most urban in character. These intersections are Appleby Line and Upper Middle Road, Corporate Drive and Appleby Line and Appleby Line and Mainway.

At these locations, the street is signalized and the pedestrian crossing designed as significant urban, open space. Buildings at the corners are built up to the property line and have street oriented uses at grade.

These corner buildings should have sufficient scale to act as corner markers or gateway's. *(See Figure 3.)*
A frontage road between the street line and and building at the intersection will be permitted, provided the building or buildings are four stories or higher. A lower storey first phase with a frontage road will not be acceptable.

PRIMARY / SECONDARY

Buildings located at Primary/Secondary Urban Corridor intersections are not required to align with both property lines. These intersections are however still important urban conditions, and buildings at these locations must retain a degree of street orientation.

This is achieved by limiting the depth of parking in front of the buildings and ensuring that they face towards the street. Urban landscape treatment along the streetfront will also improve the quality of the streetscape. *(See Figure 5.)*

LINKS

Links occur where two corridors connect but do not cross.

At these conditions the urban character of the primary corridor prevails. However, buildings should "turn the corner" into the secondary corridor. This creates depth in the development and avoids a stagefront appearance. *(See Figure 7.)*

2.5 BLOCKS

Blocks form the pattern or "grain" of an urban node. In this study area, block size varies according to location, use and external constraints.

Blocks along the Primary Urban Corridors generally have mixed uses proposed and are as restricted in size as practical. Blocks along Secondary Urban Corridors are generally modified by external conditions such as the

railway line. The results is attenuated or larger blocks necessary to achieve good development yield.

The governing factor in overall block size is a street grid that creates a permeable urban environment. A human scale, easy to walk, cycle or drive in. It also permits buildings to be constructed in phases along with the blocks they are built on.

This will result in clear developed blocks complete with infrastructure. Undeveloped land will be defined by roads, driveways and landscaping.

2.6 THE PUBLIC RIGHT OF WAY

Previous sections have dealt with Urban Space as a combination of Private and Public Space identified as Primary and Secondary Urban Space. This section deals exclusively with Public Space as defined by the Street. It details its character and connections with private buildings and open space.

ARTERIALS AND MAJOR STREETS

The major roads of Appleby Line, Upper Middle Road, Corporate Drive and Mainway, bear the responsibility of establishing the overall image of the area. The intersections of these major streets should be designed as coordinated space and provide points of orientation for the whole area.

All major streets should foster weather protected transit access and all buildings should display clearly visible street addresses.

INTERNAL STREETS

Internal as well as arterial streets should be designed and landscaped to accommodate and encourage pedestrian and bicycle activity.

The intersection of internal streets with existing arterials should give a sense of welcome and entry to mixed use area's and residential neighbourhoods

Internal streets should encourage an intimate local scale by minimizing right of way widths, pavement

widths and the provision of on street parking where possible. The introduction of rear laneway's in residential area's, where possible, will also decrease the impact of the automobile on the streetscape.

Particular attention should be given to the design of illumination and landscaping in public space to promote public safety.

RIGHT OF WAY TREATEMENT

Sidewalks

Sidewalks on major roads should provide for continuous, uninterrupted pedestrian movement as well as additional space for rest area's and connection to street oriented buildings at grade.

Sidewalks on major roads should be 1.8 m's in width or greater and align closely to the property line. Sidewalks on internal streets should be 1.5 m's or greater

All pedestrian realms should be designed to be accommodating throughout the day and night and in all seasons. They should accommodate all kinds of mobility including wheelchairs, strollers, grocery carts as well as the visually and hearing impaired.

Where bike paths are designated off the street pavement, care must be taken to avoid conflict between pedestrian and cycle traffic.

Surfaces

Surface treatments on sidewalks or at intersections should be safe, attractive and convenient to use in all weathers. Textured concrete with score lines is encouraged because of its pedestrian scale, ease of maintenance and ability to withstand longer term deterioration.

Street Furniture

Pedestrian oriented activity as envisioned on Appleby Line or Corporate Drive, requires the provision of frequently spaced sitting area's in the form of benches,

sitting walls and ledges. The convenient siting of well designed transit shelters, lighting, landscaping, hard surfaces, automatic dispensers and garbage containers is fundamental to an active street life.

The siting of transit access and sitting area's should associate with building and landscaping that affords wind protection, shade or sunlight where convenient. This creates a pedestrian friendly microclimate.

Signage

In general, the private realm is oversigned and the public realm undersigned. The municipal sign bylaw controls private signage; these guidelines encourage the increase of information available to the public realm.

Items such as bold pavement markings, information symbols, street level community billboards and banners, all provide information at pedestrian scale. Buildings close to the street should provide pedestrian signage as well as the more prevalent automobile oriented signage.

Lighting

The use of the "Millcroft" lighting standard is encouraged on all internal streets and on Corporate Drive as well as Upper Middle Road and Appleby Line, within the quadrants formed by the ring road.

Safety and convenience dictate that location and illumination levels should be designed specifically for pedestrian area's and not depend only on spillover from vehicular street lighting. Conversely, pedestrian lighting should not cause deleterious effects on the travelled portion of the right of way through pools of light and dark.

Planting

Native species are preferred in the form of larger initial specimens.
Careful consideration should be given to species

choice, so as to provide blossoms in the spring, full shade in the summer and colours in the fall. Avoid species that drop excessively on roads and sidewalks.

Locate trees and landscaping to allow for service vehicles to approach close to the sidewalks and service bays. Also ensure that fully developed trees don't interfere with lighting or Hydro installations.

Public Art

Public spaces should be designed to be able to accept and provide access to artworks of public significance.

SPECIFIC STREET DESIGN GUIDELINES

Appleby Line

Provide on street, parallel parking bays fronting development on the east and west sides of the street from Mainway to the northern arm of the ring road. Parking bays are to contain a maximum of 6 cars per bay.

Align sidewalks and street furniture to permit installation of bikeway's on the east and west sides of the street.

Provide for underground service lines in the east, fronting development.

Provide continuous scored, textured concrete, pedestrian sidewalk surface, across all vehicular accesses in the north/south direction of the road.

Upper Middle Road

There will be no on street parking on this road.

Provide continuous scored, textured concrete, pedestrian sidewalk surface, across vehicular accesses in the east/west direction of the road.

Provide for a bikepath on the south side of the road.

Corporate Drive

Provide on street, parallel parking bays, fronting development on the north and south sides of the street from the Appleby Line intersection to the entrance to Burloak Office Park. Parking bays are to contain a maximum of 6 cars per bay.

Provide continuous scored, textured concrete, pedestrian sidewalk surface, across vehicular accesses in the east/west direction of the road.

Internal Streets

Parking on one side of the street, day and night is encouraged, where possible.

Intersections

At the intersections of Appleby Line/Upper Middle Road and Appleby Line/Corporate Drive, continuous scored, textured concrete pedestrian sidewalk surface, is to be provided across both sides of the intersection.

All other intersections will have continuous treatment in the direction of the major road only.

Section
3

USE AND SCALE

In the first phase of development, predominant uses appear to be single storey retail with optional second floor office and medium density residential buildings. Second phase, in the future, may see mid rise office and residential building.

Interim uses will be considered along the Primary Urban Corridors, providing that the architectural resolution and scale of these structures is appropriate. Other options for interim development include building only the lower floors of mixed use buildings and planning for their future completion.

The mix of uses envisioned in the Official Plan may occur within single building forms or in multiple buildings on single sites.

Different uses carry with them implied scale differences. The least flexible and most difficult to integrate into an urban site is large scale retail use. Traditionally these users are not amenable to different uses connected to, or in close proximity to them for operational and visibility reasons.

To investigate the impact of such uses, proponents should be encouraged to consider their own ancillary uses such as garden sales, as part of the overall building architecture. Locating restaurants and similar uses in stand alone buildings within the same blocks as the retail users, will also allow a better mix of non conflicting uses.

DETAIL GUIDELINE TABLE

The tables in this section form a guide for the Urban Design controls as they apply to specific conditions in the Primary and Secondary Urban Corridors and Mid-Block Urban Spaces.

They are intended to be used in conjunction with the diagrams (Figures 1 to 7) that follow the tables.

	PRIMARY URBAN CORRIDORS	*SECONDARY URBAN CORRIDORS*	*MID-BLOCK URBAN SPACE*
BUILD-TO LINES	**B**uild- to lines (BTL's) vary according to their location within each urban corridor or urban space. They are defined by: **1. At the Appleby Line and Upper middle Road, Appleby line and Corporate Drive intersections:** Within 45m from these intersections along Appleby Line and 30m along Upper Middle Road and Corporate Drive, building faces should be within 4m of the major street lines. A frontage road exception will be granted for buildings over 4 storeys. The setback, in this case , will be increased to 10m. No ancillary parking will be permitted on this section of the frontage road. (A drop-off can however be accommodated at the building entrance.) (cont./ over)	**Do not apply**	**Do not apply**

BUILD-TO LINES
(Cont.)

2. At all other exterior property lines:
BTL of 4m or:

75% building frontage can conform to a BTL of 16m. (This allows for a row of single loaded parking in front of the building).

25% building frontage can conform to BTL of 22.5m. (This allows for a row of double loaded parking in front of building).

	PRIMARY URBAN CORRIDORS	*SECONDARY URBAN CORRIDORS*	*MID-BLOCK URBAN SPACE*
BUILDING ORIENTATION	In general,the long face of any building should be placed parallel to any property line at the road to provide for street focused development and to free up Mid-Block Urban Space. Where possible, proposed buildings should acknowledge development patterns on the opposite side of the road. *For example, open spaces between buildings could align, promoting continuity and easy movement where possible between and across blocks.*		
BUILDING ACCESS	**Marker Buildings:** Marker buildings should have through lobbies facing on, or near the road intersection . **Other buildings:** Buildings should have a through-lobby where possible or a demarcated entrance facing onto the street with a pedestrian link to the inner block pedestrian system. Retail uses with grade access should face the inner-block as well as the street where possible.	Buildings should have a through-lobby where possible or a demarcated secondary entrance facing onto the street with a pedestrian link to the inner- block pedestrian system. Some uses with grade access should face the inner block as well as the street.	Building entrances off the inner-block area should be clearly demarcated and tie directly into the pedestrian system.

	PRIMARY URBAN CORRIDORS	*SECONDARY URBAN CORRIDORS*	*MID-BLOCK URBAN SPACE*
VEHICULAR ACCESS	**Direct access:** Direct access to development in this corridor is limited by overall traffic concerns. **Indirect access** The majority of vehicular access to buildings in this corridor from roads connected to Upper Middle Road, Appelby Line and Corporate Drive. *(See Figure 2.)*	The majority of vehicular site access is made from Secondary Corridors. Alignment of these accesses provide easy movement between blocks. Access between sites should be as direct as possible across ownership lines.	Circulation within the block is by means of private driveways. They should provide direct access to each site without the need for circulating through the parking area of any site. Access between sites should should be as direct as possible across ownership lines.
PARKING	A limited amount of parking is provided for between the road and the buildings. The depth of this parking is controlled by the Build-to lines. On single loaded parking parallel to the face of the building, the drive isle should be adjacent to the building. Parking areas should be broken into pods of no more than 100 cars and an average of 80 cars, separated by an approximately 2.8m wide landscaped strip. At pedestrian ways, an approximately 3.5m landscaped strip should be used. (Cont. over)	On-street parallel parking is encouraged along all streets where possible.	Primary access to the inner block parking areas of each parcel should be directly off the inner block driveways and not through the parking area of an adjacent parcel.

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PARKING
(Cont.)

In large parking areas, alternate landscaping design solutions will be considered, provided they are capable of minimizing the impact of asphalt comparably.

On street parallel parking is encouraged along all streets where possible.

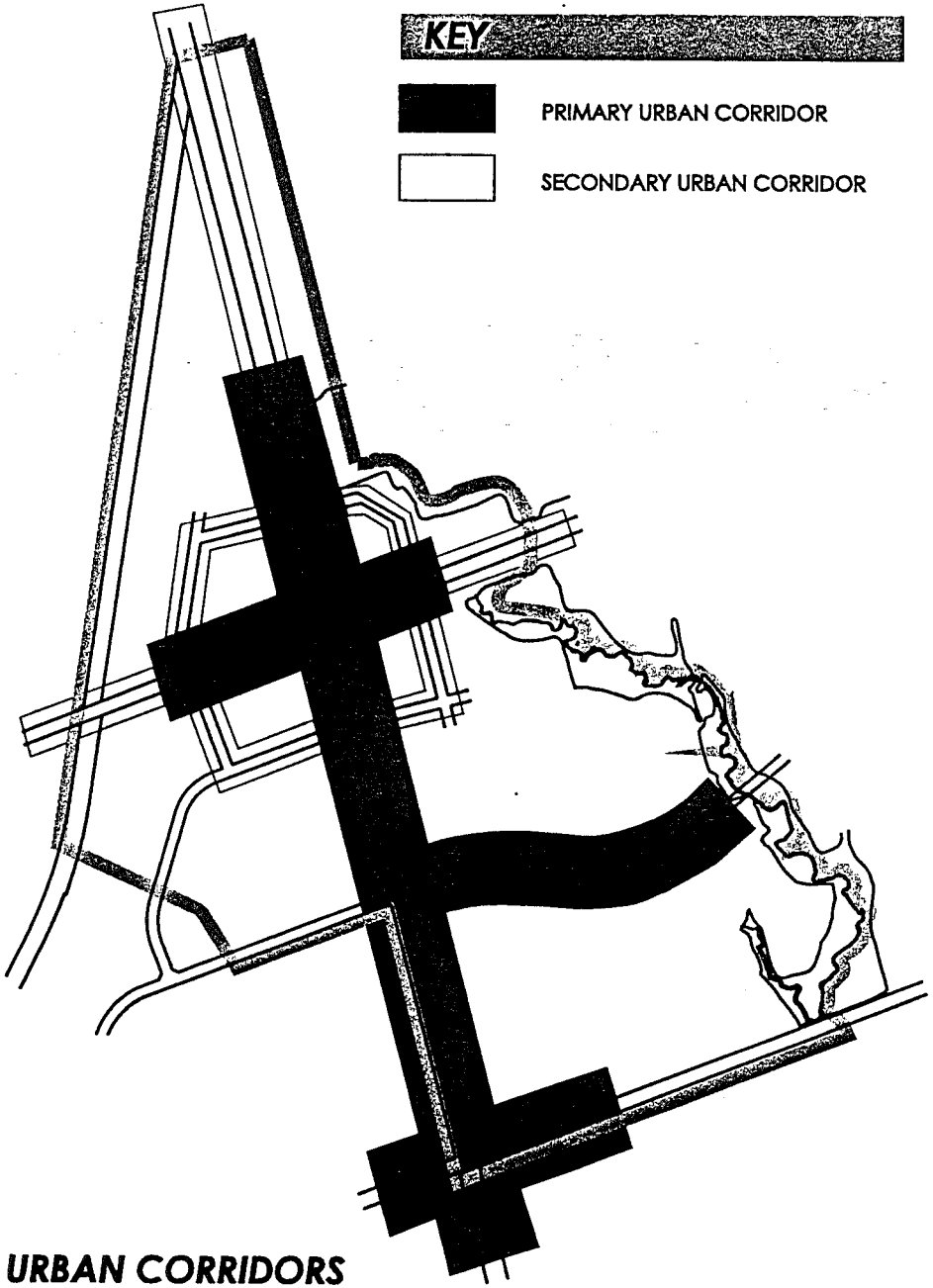
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	PRIMARY URBAN CORRIDORS	SECONDARY URBAN CORRIDORS	MID-BLOCK URBAN SPACE
PEDESTRIAN CIRCULATION SYSTEMS	*These areas should have urban pedestrian walkway systems which consist of:* Minimum 1.8m wide side-walks on both sides of the road. Paved pedestrian plaza areas at the corner setbacks of marker buildings which should link to the building entrances. Paving features at other building entrances , transit stops, and road intersections. Periodic seating areas with benches and bicycle stands and clad trash containers. Sidewalk finishes that continue across roads with dropped curbs. Pedestrian scale light standards along walks at approximately 30m intervals.	*The pedestrian systems in these areas should consist of:* Minimum 1.5m wide side-walks on both sides of the road. Wider areas of paving at building entrances , transit stops, and road intersections. Periodic seating areas with benches and bicycle stands and clad trash containers. Pedestrian scale light standards along walks.	*The pedestrian systems in these areas should consist of:* All pedestrian links should consist of of a minimum 1.5m wide side-walk. At high traffic areas, wider walks and plazas should be used. Conveniently placed, low scaled, pedestrian oriented signage and information systems should be placed at convenient locations. Pedestrian systems should be separated from vehicular traffic here practicable. Where systems cross, the pedestrian walk should be clearly demarcated and well lit at night.

DIAGRAMS

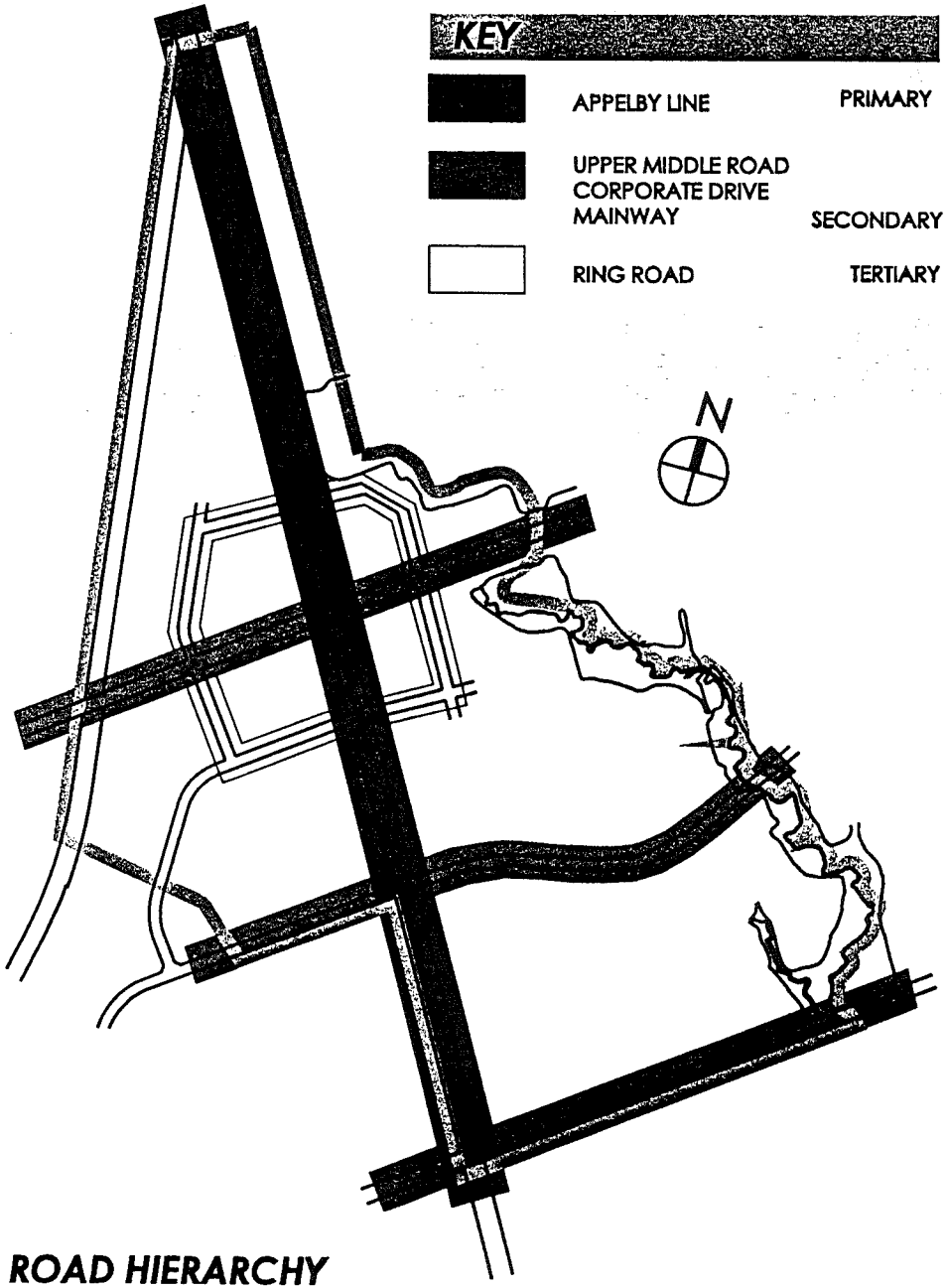
These diagrams are intended to provide a direct method for analyzing land for proposed development.

They illustrate issues discussed under Urban Components and show the extent of the Open Space, Bikeway and Transit systems. The last diagram is an application of the guidelines to a typical block.



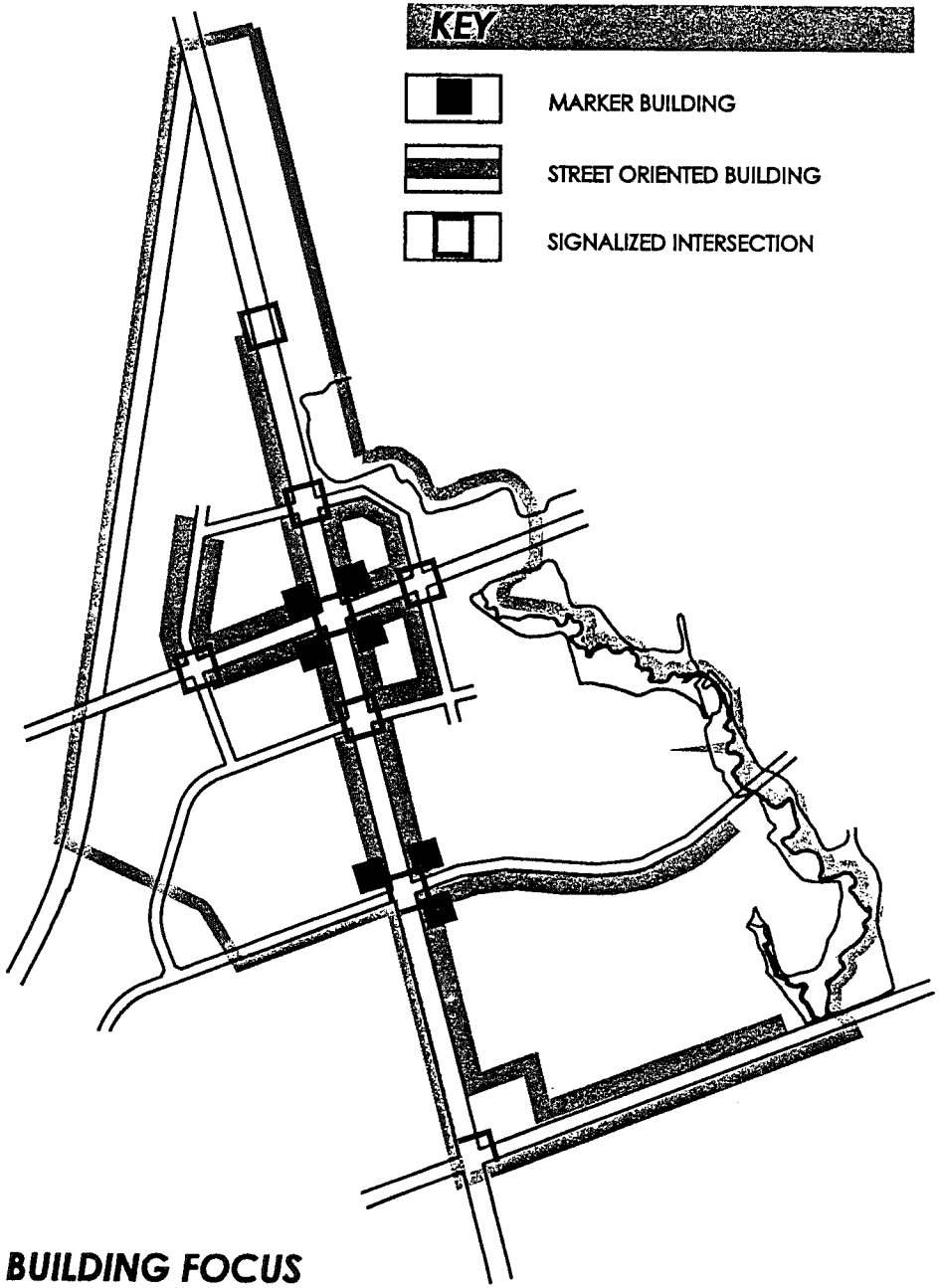
URBAN CORRIDORS

Figure 1.



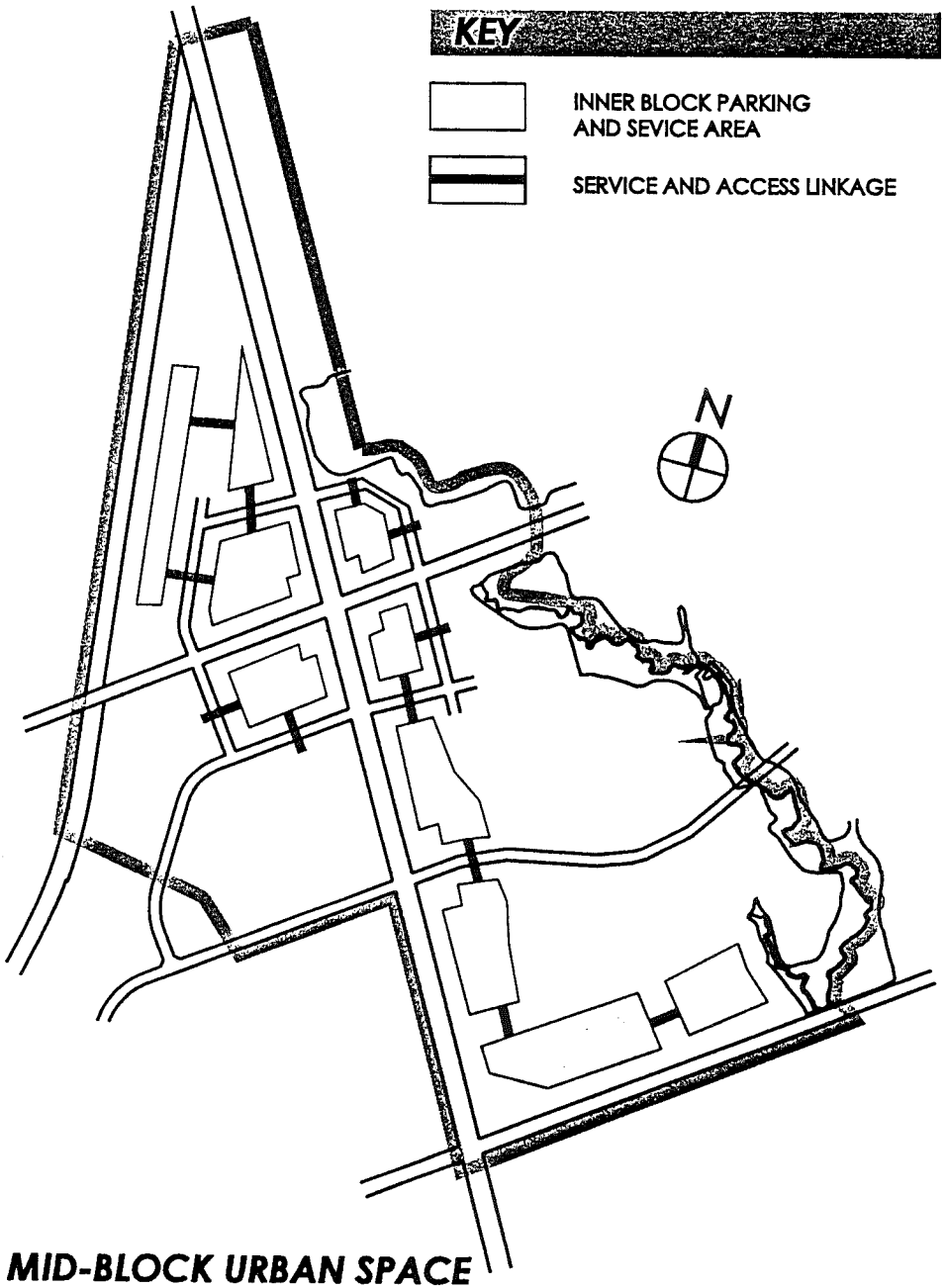
ROAD HIERARCHY

Figure 2.



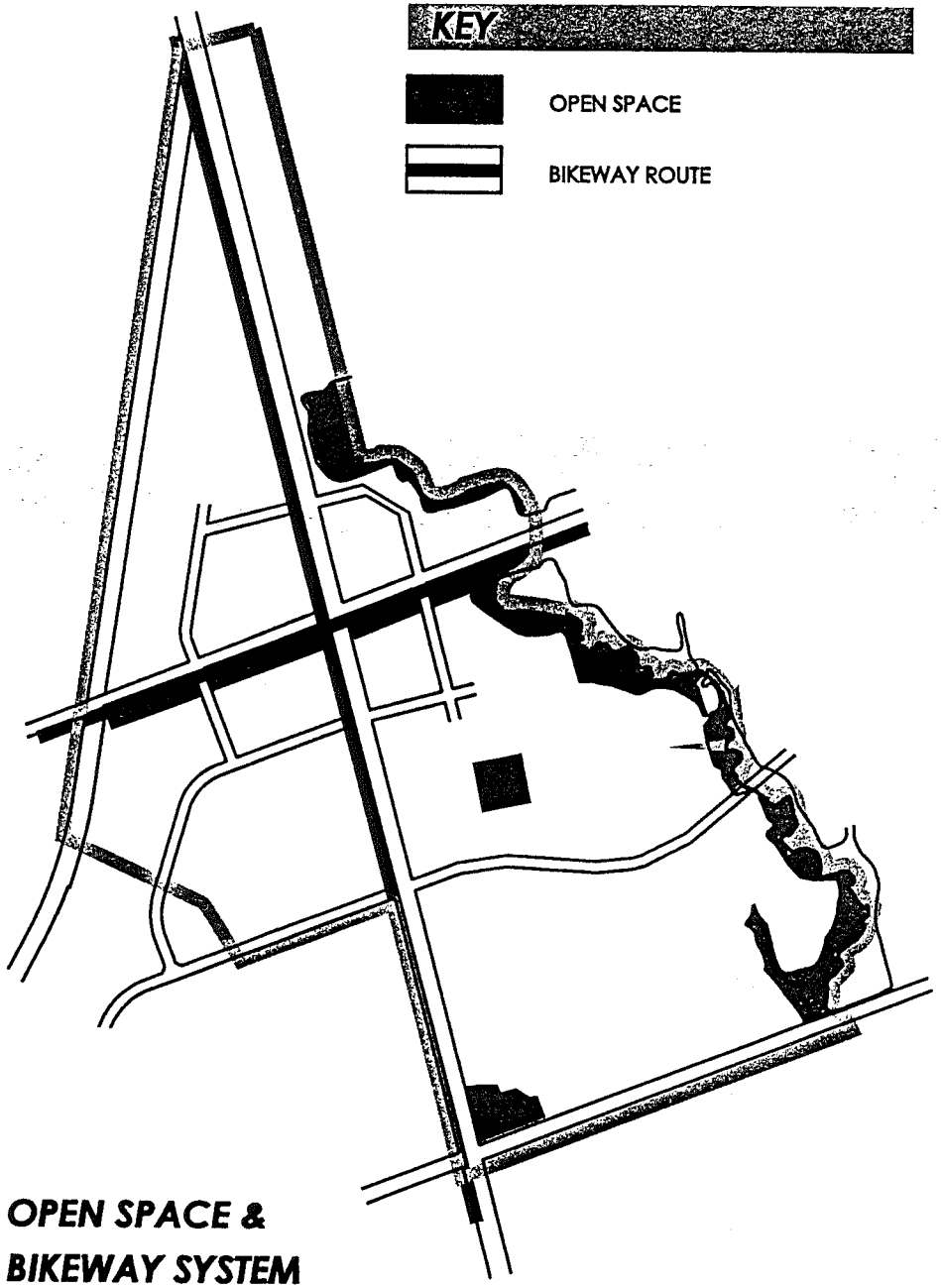
BUILDING FOCUS

Figure 3.



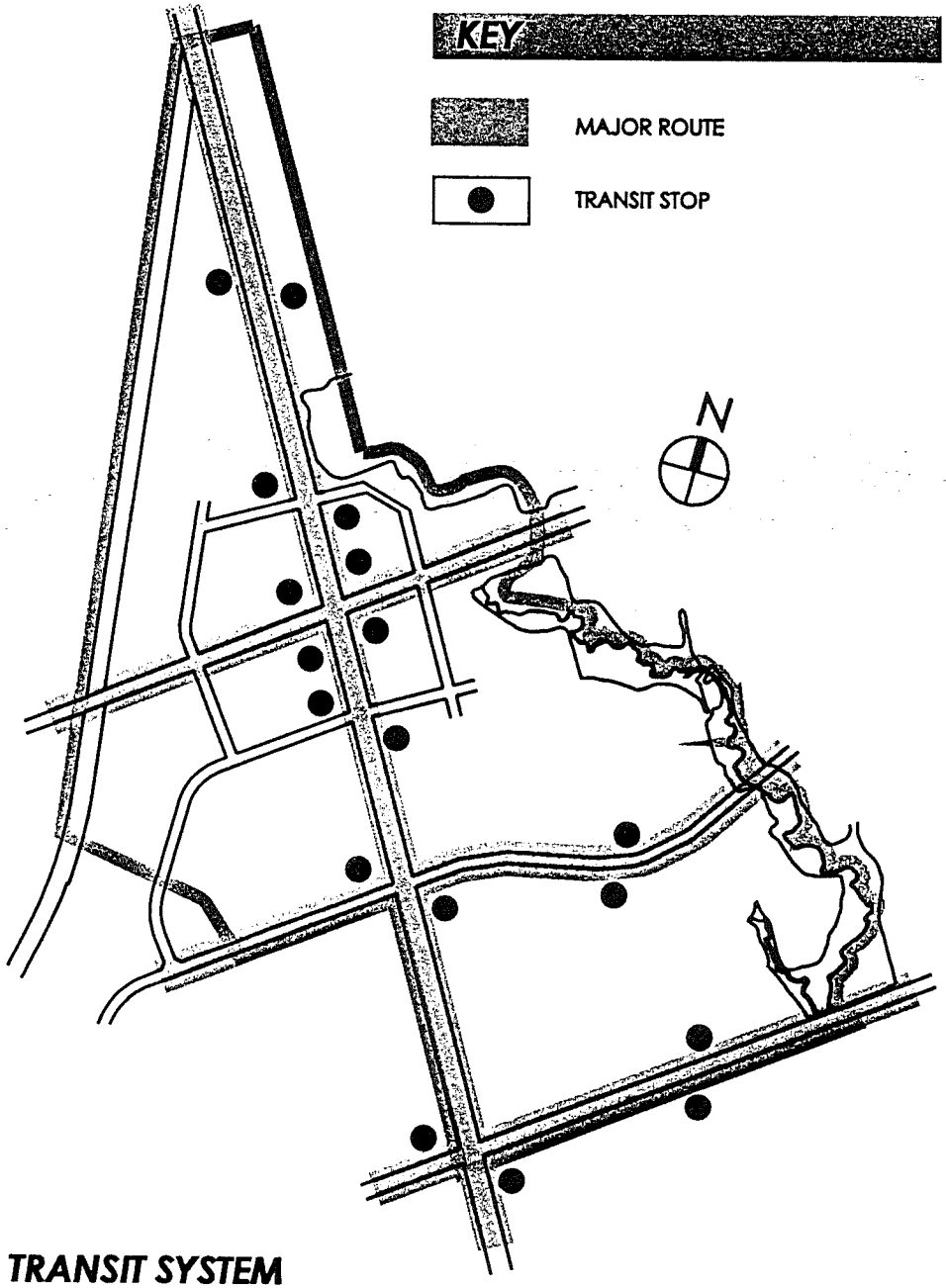
MID-BLOCK URBAN SPACE

Figure 4.



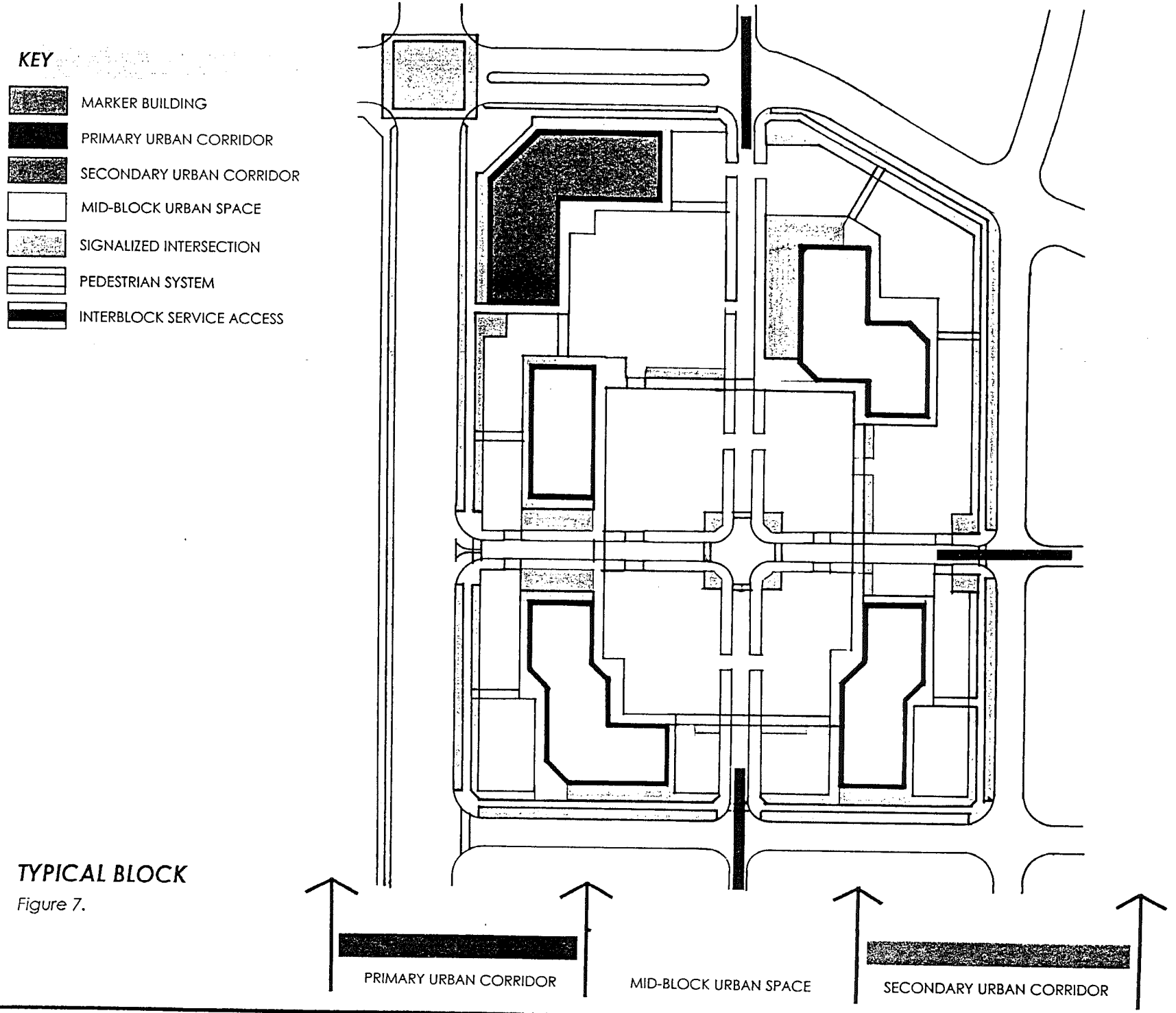
OPEN SPACE & BIKEWAY SYSTEM

Figure 5.



TRANSIT SYSTEM

Figure 6.



TYPICAL BLOCK

Figure 7.

B
Medium and High Density Residential Uses

and Their Relationship to Mixed Use Development

Urban Design Guidelines

Because of the fundamentally different character of this building form, it is appropriate to separate this component into a category of its own. This does not imply that this housing need not tie in functionally and aesthetically to surrounding development; rather it can integrate more effectively by addressing its particular limits and opportunities independently.

Section
1

GUIDELINE FRAMEWORK

INTENT

The intent of this framework is to:

1.1 **Create residential precincts that integrate with the surrounding mix of uses.**

1.2 **Ensure that the development of the residential area result in coherent neighbourhoods with a diverse range of housing types.**

Heterogeneous residential communities provide diversity and variety and allow for housing of a broader range of age groups. This instills a sense of "place" in the community, resulting in a more pedestrianized, vital neighbourhood.

IMPLEMENTATION

These guidelines deal more with building treatment than location. Therefore, the site diagrams used in the first part of the study, are replaced by building grouping and treatment controls. These are not site specific but apply to specific conditions such as corners or end units.

In order to achieve a

GUIDELINE CONTROLS

COMPATIBILITY

compatible relationship between buildings of different scales and densities, the following are recommended control elements:

VEHICULAR ROUTING AND PARKING

The internal street system must integrate with the street grid set up by the adjacent mixed use blocks.

Unit layout should minimize block size and permit a reasonable amount of flankage space on the streets to allow space for cars to park on the streets between driveways, unit blocks and on the side of housing units.

PEDESTRIAN SYSTEMS

The pedestrian system is intended to link parks, public transit systems and key pedestrian routes together. Pedestrian/bikeway routes and open space, green areas, are linked to form a comprehensive system that permits circulation through the entire mixed-use activity area. Pedestrian routes and access points should be suitably identified whether adjacent to roads or running through open space. Continuity should be emphasized.

Adjacent to roads, routes should be flanked by a row of trees. Walkway finishes that continue across driveways enhance continuity.

Where shown traversing open spaces, routes should tie into anticipated recreational uses and be separated from adjacent residences to preserve privacy. Placement of these routes should take advantage of natural topographic features to minimize gradients and

provide interest. A particular opportunity is the land adjacent to the Main Sheldon Creek Valley.

MASSING AND LANDSCAPING

Overshadowing and incompatible massing are not inherent problems within the study area as there will be limited amount of high rise housing in close proximity to the low rise residential. A setback envelope will be proposed to avoid particular conflicts and landscaping solutions can further alleviate potential scale problems between the proposed high and low rise uses.

Multi family, mid rise housing is usually ringed by its secondary requirements such as parking, loading bays, mechanical equipment and the like. Careful consideration should be given to their placement.

Servicing paraphernalia on the units and in common areas should be incorporated into the architecture and landscape design schemes.

Architectural solutions to possible incompatibility in scale should also be considered. For instance, buildings higher than two storeys should have a clearly expressed two or three storey base of similar design, material, treatment and scale to residential clusters adjacent to them. Low walls parallel to the face of the building create semi private and public zones which can tie back into the street system and help integrate the building with the site.

MEDIUM DENSITY STREETSCAPES

Residential medium density development patterns automatically result in a definable street edge. The problem, is to lessen the impact of the car on the building frontage. Garages may tend to predominate over front entries and result in a streetscape of garage doors obscuring the front doors.

The intent of the guidelines is to emphasize a live residential edge by balancing entry with garage size, encouraging porches, recessing of garage doors or lane conditions where practical.

Section
2

BUILDING GROUPS

SINGLE FAMILY HOUSING CLUSTERS

GROUPING

The intent of this section of the guideline is to encourage the design of the subdivision streetscape as a whole. By controlling the placement of building parts and the use of materials, the monotony and lack of continuity created by random and repetitious siting of houses can be avoided.

Both sides of the street should be considered in the grouping of houses. The intention is to create neighbourhood groupings along the streets and avoid long, uninterrupted vistas.

FACTORS TO BE CONSIDERED IN STREETSCAPE DESIGN

Symmetrical front yard setback
Gables or other features to reinforce the sense of containment of the cluster
Landscaping or garden walls and ornamental fences
Basic house shape coordination
Garage setbacks can also be organized to enhance identity of the clusters

Driveway lengths should be minimized to help reinforce the continuity of the street edge

TOWNHOUSES

MASSING

The massing of townhouse groupings should be broken down, so that they do not present a single monotonous elevation at the street. They should not, however, consist of a "patchwork" of unit types and materials.

Entrances should be clearly identifiable, providing a sense of address for each unit.

It is a common practice to pair townhouses so that two residential units appear as one larger unit. This tends to give emphasis to the garage elements rather than the front door or porch.

Interspersing longer townhouse blocks with shorter ones is encouraged. The reason for this is that the shorter block roofscapes allow them to be conceived as self contained, single buildings while the longer blocks have more of the character of a continuous form, punctuated by rhythmic prominences.

The interspersion of the two forms not only allows for variety of rhythm but also for more units fronting on the street grid instead of flanking on the short block ends.

SETBACKS

The building setback at the street should be minimized to maintain the street edge presence of the buildings.

CORNER LOTS

Corner lot units should have windows on three sides and be designed to face two streets.

HIGH DENSITY HOUSING

LONG BUILDINGS

The face of long buildings should be broken up by stepping or other form of plan articulation.

ROOFS

The roof or "capping" of the building mass should be considered when integrating the building with the surrounding uses.

Rooftop servicing paraphernalia should be should be considered as some of the most visible components of the building and therefore it is necessary they be integrated into the building design.

ROAD INTERSECTIONS AND OTHER STREET CONDITIONS

CURVED STREETS

Landscaping should be denser on the inside of a curved street. Lot and unit widths on the inside of the curve may need to be increased to prevent the confluence of driveways resulting in a series of narrow triangular landscape slivers.

ENTRY GATEWAYS

Houses and townhouses at the entrances of communities or streets should be coordinated with entry landscape features to create gateways.

FACTORS TO BE CONSIDERED IN DEFINING STREET ENTRY:

House form
Projected gables or bays forming entries
Masonry fences, primary and secondary
Specialized planting at important intersections to coordinate with community entrance architecture and other important transition points.

DOUBLE FRONTAGE

In some circumstances it may be impossible to avoid a situation where residential units have two frontages. That is, they face one street and are required to have a public, "live" face onto another. In this instance special units are to be designed and plans submitted indicating how they would work both functionally and aesthetically.

Section
3

BUILDING DESIGN

BUILDING MASSING AND DETAIL

ROOF PITCHES

Main roof on single family and townhouse units not to be less than 6/12 (27 degrees)

On multi-family midrise and townhouse units, large expanses of the main roof form should be broken up with architectural features. Gables, turrets or other roof pitches of these features are not to be less than 8/12 (32 degrees)

MAIN ENTRANCES

Entrances to multi-family mid-rise housing should be oriented towards the entrance of the site and be close to a vehicular drop-off if designed in an apartment form. If the mid rise housing is designed as a stack or housing form then internal roadways should be placed as close to entrances as possible to create a sense of address for all the units as well as allow convenient parallel parking for visitors.

GARAGE DESIGN TREATMENT

Locate the garage within the main massing of the house or townhouse. No projection of the garage beyond the "main" front wall will be permitted. The garage should be integrated with the balance of the unit.

Other acceptable design solutions are to provide rear laneways for garage access or provide paired driveway access between units to access garages in the rear of houses or townhouses.

CORNER LOT ARCHITECTURE

Single family and townhouses on corner lot flankages or facing public facilities should be designed as special unit types.

FACTORS TO BE CONSIDERED ARE:

Detailing similar to front elevation on side elevation
An amount of fenestration consistent with the scale of the long elevation
House massing that addresses the corner or special units with main entrances on the long (side yard) face.

BUILDING COMPONENTS

FACADES

Changes of material ,if applicable, should not happen at the outside corners of buildings but should change at building elements or at inside corners.

WINDOWS

Windows should be grouped to form larger glazed areas where possible. On multi-family buildings, the largest practical window sizes should be used where possible.

LANDSCAPING

The total streetscape should be considered as a whole. All streets are to be landscaped with shade trees on the boulevards.

FENCING

Fencing should conceal the rear yard of corner and end units. This is not the case where housing has two public faces and requires to be open in both directions. In this case, it is preferable to use landscaping or ornamental metal fencing to maintain street focus. It may be possible to integrate carefully designed, partial wood or masonry privacy fencing within the yard area.

At street edges, fences and low garden walls should assume the character of the the street. At open spaces, they should be more informal and should be used to enhance the picturesque setting. In all cases, an effort should be made to reduce the dividing impact of fences by planting.

STREET LIGHTING

Special provisions should be made to ensure well lit pedestrian zones at night. Lighting should be used to enhance the subdivision appearance at night as well as to provide an adequate sense of address to each unit. Outdoor areas should be lit to maintain there usability and to prevent security problems. Care should be taken to relate the height and frequency of lighting standards and bollards to the scale and function of specific locations.

STREET FURNITURE

Benches, bike racks and other street furniture should be provided at convenient intervals to augment pedestrian uses. Care should be taken in its placement to assure its usefulness and to justify its maintenance cost.

DESIGN REVIEW CHECKLIST

The following is a list of items which will be reviewed during the development process:

ARCHITECTURAL CHECKLIST

SITE PLAN

Driveways, including curb details and surface materials
Sidewalks and other paved areas
Existing trees worthy of presevation, with existing grades identified in tree saving analysis
Lot grading and drainage
Service lead-ins (storm, sanitary, water, hydro, gas and telephone)
Hydro transformers, meters, fire plugs
Fence and wall locations, design, height, materials and colours
Elevations
Location and size of all rooftop mechanical equipment

ENGINEERING CHECKLIST

Lot grading and drainage
Building location, driveway, walks
Hydro transformer
Telephone company vaults
Hydrants
Street lights
All existing trees with original grades

trees to be removed
trees to be preserved
proposed grade
snow fencing
Service lead-ins and hook-ups, meters, regulators, etc.
Property dimensions, bearings
Noise abatement measures
Exterior doors, steps or stairs.

COMPLETE GRADING INFORMATION

Finish floor elevations
Undergrade of flooring elevations
Road/lot elevations
Drainage flow arrows
Swales
Retaining walls and details

SUGGESTED GRADING

Minimum swales of 2%
Maximum slopes
Landscape 3:1
driveways 7%

C
Urban Design Guidelines
Corporate Drive

PREAMBLE

Corporate Drive is intended to be one of the main urban boulevards of the Mixed Use Centre, linking some of the primary sectors of the Centre, as well as providing an important gateway to the Burloak Office Park. Its role as a primary urban corridor differs from Appleby Line and Upper Middle Road in vehicular capacity, mix of uses, and viability as an active pedestrian realm.

The character of Corporate Drive will be dictated by its urban scale, road right-of-way, consistency of building setbacks, and formality of median and landscape treatments along its route. In order to animate the pedestrian activity of this primary urban corridor, street parking and at-grade mixed uses are encouraged along Corporate Drive.

It is important that the overall treatment of the pedestrian realm of Corporate Drive facilitate connections while promoting comfort, and safety for pedestrians. As such, additional urban design guidelines are required to ensure Corporate Drive's special role and character as a primary urban corridor.

GENERAL PRINCIPLES

To create a streetscape that encourages activity within a safe, comfortable pedestrian environment and promotes this roadway as a prominent entrance to the Burloak Office Park.

To orient buildings and their main entrances to face the public street to create safe, pleasant walking environments and encourage public activity.

To reinforce the "gateway" role of buildings at the primary intersection through massing, setbacks, and special building corner treatments.

BUILDINGS

Buildings and their primary entrances should face the public street.

Building setbacks should refer to the Build-to Lines table on pages 19 and 20 of this document.

Building façades should generally respect a consistent, close relationship to the right-of-way and allow opportunities for generous sidewalks which may also accommodate an extension of commercial activity such as cafés or market stands.

Buildings should contain a variety of uses to encourage regular activity on the street throughout the day and evening.

Building elements and façades facing Corporate Drive should be given primary significance over those relating to internal streets.

Building façades at intersections should step back from the build-to-line to create a variety of amenity areas where additional landscaping and pedestrian amenities may be incorporated to provide pedestrian comfort for lingering or moving from one side of the street to the other side.

Buildings at the intersection of Corporate Drive and

Appleby Line should be designed and scaled to reflect their role as prominent "gateway" structures.

Building heights range between 3 - 5 storeys, with the exception of buildings within the Mixed Use Corridor Area and Mixed Use Centre Area V which should be in accordance with the maximum heights permitted in the Secondary Plan.

Balconies facing Corporate Drive should be incorporated within the building structure as enclosed, windowed amenity areas.

Building design should be compatible to promote a consistency within the overall streetscape.

Building arcades and awnings should be considered for weather protection and pedestrian comfort.

Building development should allow for adaptation to allow a variety of uses as market forces dictate in the long term.

PARKING AND SERVICES

Parking arrangements should provide a combination of facilities either within the building structure and/or at the rear of buildings, where appropriate.

On-street parallel parking should be encouraged.

Distinction between residential and non-residential parking should be made to facilitate schedules of use and security.

Consideration should be given to shared parking arrangements to reduce the overall requirement of parking facilities.

In mixed use buildings, innovative parking solutions which may provide additional outdoor amenity space should be considered where possible.

Access to service areas should be designed not to

interfere with primary pedestrian routes.

Service areas should not be visible from Corporate Drive.