

DESIGNING GREAT PLACES!

TOWN OF NEWMARKET BUILT FORM & POPS GUIDELINES

Council Workshop
June 28, 2021



PRESENTATION OUTLINE

INTRODUCTION

- Project Overview
- Project Team
- Project Timeline
- Purpose of the PIC

GUIDELINES

- Application and Use
- Design Objectives
- Approach and Overview
- Implementation

PUBLIC INPUT

- PIC # 1 and 2
- HeyNewmarket!



INTRODUCTION

PURPOSE OF THE WORKSHOP

FOR US

- Introduce study/team
- Outline feedback to date
- Present draft Design Guidelines
- Get direct feedback from Council

FOR YOU

- Ask questions related to the Design Guidelines
- Provide feedback on the materials presented
- Provide direct, 'hands on' feedback through workshop activity



INTRODUCTION PROJECT OVERVIEW



PURPOSE: Building on the Town's existing policies, the Town-wide guidelines create a 'one stop shop' to ensure new development promotes high-quality design and reinforces a healthy, vibrant and complete community.

INTRODUCTION PROJECT OVERVIEW

FOR DEVELOPERS

- Clarify Town's priorities and expectations and entice strong design by providing certainty

FOR THE TOWN

- Provide a robust and flexible evaluation tool

FOR THE PUBLIC

- Educate and raise awareness about urban design



INTRODUCTION PROJECT TEAM

TOWN STAFF + FOTENN PLANNING + DESIGN



PROJECT MANAGER
MATT REID
RPP, MCIP, LEED AP
Principal, Planning + Policy



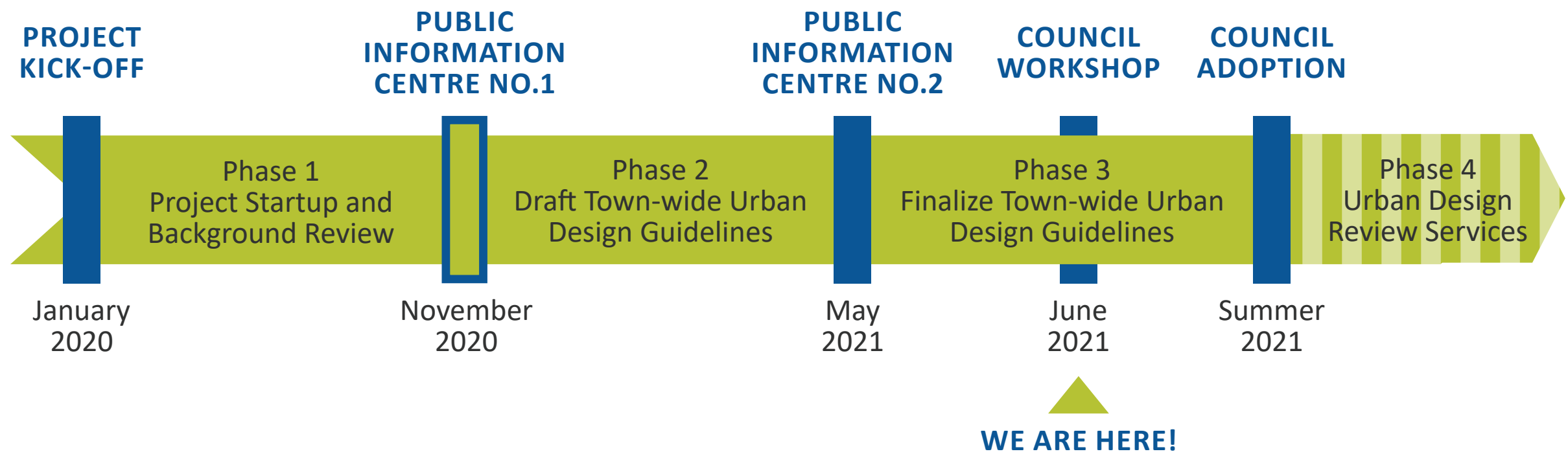
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Senior Urban Designer

INTRODUCTION

PROJECT TIMELINE



GUIDELINES APPLICATION AND USE

**APPLIES TO ALL DEVELOPMENT
APPLICATIONS ACROSS THE TOWN**



LOW-RISE BUILDINGS
4 Storeys or Lower



MID-RISE BUILDINGS
5-11 Storeys



HIGH-RISE BUILDINGS
12 Storeys and Higher



**PRIVATELY OWNED PUBLIC
SPACES (POPS)**

GUIDELINES APPLICATION AND USE

BUILT FORM FOCUSED

- Site design and massing
- Not land use (Official Plan)

INSPIRATIONAL/INSTRUCTIONAL

- Foundation of great buildings
- High-quality precedents
- Quick reference tool

FLEXIBLE AND INTENT-DRIVEN

- Best practices for discussion
- Guidelines not bylaws
- Should not stifle creativity



GUIDELINES APPLICATION AND USE

FLEXIBLE AND INTENT-DRIVEN

- Organized by broad Design Objectives and a typology-specific Design Vision
- Clearly articulates the ‘**intent**’ of each guideline
- Alternative solutions may be appropriate
- Onus is on the developer to demonstrate how intent is achieved



GUIDELINES DESIGN OBJECTIVES

TYPICAL APPROACH

- Site Design and Building Design
- Highly-specific and lack a clear connection to intent
- Interpreted as requirements

DESIGNING GREAT PLACES!

- Build on policies of Official Plan
- Asks 'what are the elements that make a development great?'
- Each guideline tied to a Design Objective
- More qualitative evaluation grounded in intent



GUIDELINES

DESIGN OBJECTIVES



Fit Harmoniously into the Established Context



Mitigate impacts on adjacent properties



Create attractive, human-scaled buildings



Support walkability and active transportation



Minimize vehicle presence in the public realm



Promote vibrant streets



Provide amenity space for all residents



Ensure safety and accessibility for all

GUIDELINES DESIGN OBJECTIVES

OBJECTIVE 1: FIT HARMONIOUSLY INTO THE ESTABLISHED CONTEXT



GUIDELINES DESIGN OBJECTIVES

OBJECTIVE 2: MITIGATE IMPACTS ON ADJACENT PROPERTIES



GUIDELINES

DESIGN OBJECTIVES

OBJECTIVE 3: CREATE ATTRACTIVE, HUMAN-SCALED BUILDINGS



GUIDELINES DESIGN OBJECTIVES

OBJECTIVE 4: SUPPORT WALKABILITY AND ACTIVE TRANSPORTATION



GUIDELINES DESIGN OBJECTIVES

OBJECTIVE 5: MINIMIZE VEHICLE PRESENCE IN THE PUBLIC REALM



GUIDELINES DESIGN OBJECTIVES

OBJECTIVE 6: PROMOTE VIBRANT STREETS



GUIDELINES DESIGN OBJECTIVES

OBJECTIVE 7: PROVIDE AMENITY SPACE FOR ALL RESIDENTS



GUIDELINES DESIGN OBJECTIVES

OBJECTIVE 8: ENSURE SAFETY AND ACCESSIBILITY FOR ALL



GUIDELINES APPROACH AND OVERVIEW

DESCRIPTION

- Introduces the built form typology
- Describes its role and function in the Town
- Outlines recommended locations based on Official Plan
- Provides precedents that illustrate a range of applications

4.5 MID-RISE BUILDINGS

4.5.1 DESCRIPTION

Between 5 to 11-storeys in height, mid-rise buildings accommodate transit-supportive densities in a form that can be carefully designed and massed to reinforce a human scale and promote strong connections to adjacent streets, neighbourhoods and open spaces. Through the provision of consistent density along key Arterial and Collector Roads, mid-rise buildings absorb much of the density that would otherwise be achieved through high-rise buildings.

Mid-rise buildings function much like low-rise buildings, but consist of a 3 to 5-storey podium, with a number of storeys above. The podium of a mid-rise building acts as an anchor, and is meant to frame the street, and reinforce a human-scale when the building is perceived from the street level. Above the podium, mid-rise buildings are generally set back and carefully sculpted and designed to mitigate the impacts of height on the public realm.

As a predominantly grade-related typology, mid-rise buildings are generally designed to animate adjacent streets through a mix of at-grade retail uses, individual residential entrances, public plazas or amenity spaces, and/or active internal uses (i.e. amenity space, lobbies, etc.). Likewise,

parking is located underground, or at the rear of the building, where it will have no impact on the public realm.

As mid-rise buildings are generally located in more active areas, and accommodate a substantial amount of density, they are generally able to provide more unique and/or communal amenities, including community facilities, POPS and/or pedestrian mews to adjacent destinations. Similarly, mid-rise buildings support alternative modes of transportation through enhanced cycling facilities (i.e. locks, storage, on-site showers, etc.), car-share services, etc.

Mid-rise buildings are encouraged throughout the Urban Centres and Corridors where greater density is desired to maximize existing infrastructure (i.e. transit, servicing, etc.) and where new and vibrant commercial uses are desirable within walking distance of established neighbourhoods.

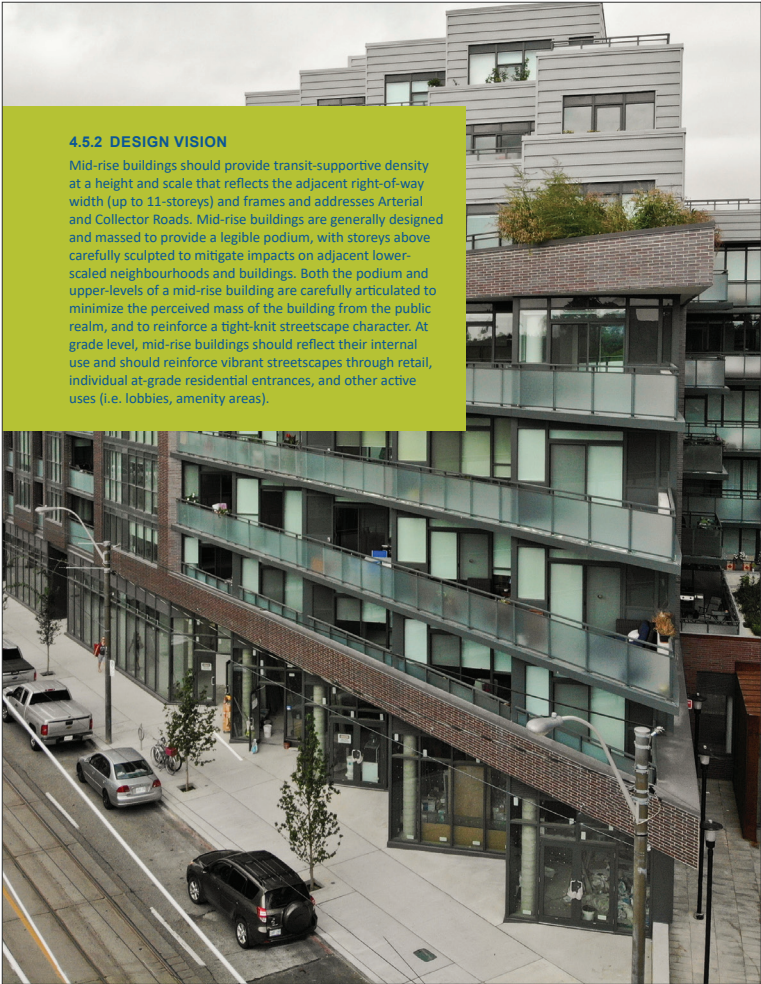


Mid-rise buildings provide significant density in a relatively compact form. They can take a variety of forms and functions, but are generally defined by a human-scaled podium with upper-storeys stepped back above.

GUIDELINES APPROACH AND OVERVIEW

DESIGN VISION

- Provides a simple, high-level statement that outlines how each building typology should look, feel and perform
- Provides the foundation for the guidelines that follow



4.5.3 DESIGN GUIDELINES

To achieve the Design Vision, the Design Objectives in Section 3.0 were used to organize a series of design guidelines to ensure that new mid-rise buildings:

FIT HARMONIOUSLY INTO THE ESTABLISHED CONTEXT

- A) Mid-rise buildings should be oriented parallel to the street to reinforce the established streetwall. Where buildings occupy an entire block, both frontages should align with their respective streets.
- B) Mid-rise buildings should be located close to the front property line to generally reinforce a continuous streetwall. On corner lots, mid-rise buildings should be located to reinforce both streetwalls.
- C) Notwithstanding the above, slight variations in setbacks may be appropriate to create a more interesting streetscape.
- D) Side-yard setbacks of 5.5m should be provided to maintain ample spacing (11.0m) between buildings. Where a continuous streetscape has been established by existing buildings, no side-yard setback is required.
- E) The design, massing and articulation of mid-rise buildings should reference (but not replicate) the prevailing character, including height, roof and cornice lines, ground floor heights and treatment, pilasters, window location and proportions, brick and material colours, etc.
- F) Where mid-rise buildings are located directly adjacent to an existing low-rise residential

property and/or park, the podium height should be limited to 3-storeys directly adjacent to the low-rise property, and subject to a 45-degree angular plane beyond that.

G) Notwithstanding the above, a range of distinct but complementary façade designs, rooflines, materials and architectural details are encouraged, particularly between adjacent mid-rise developments, to create variation within a streetscape.



Side-yard setbacks, materials and window alignment used to create a strong transition to adjacent uses.

GUIDELINES APPROACH AND OVERVIEW

DESIGN GUIDELINES

- Comprehensive guidance to achieve Design Objectives
- Provides detailed metrics (where appropriate) including minimums/maximums
- Establish a baseline for building performance
- Supported by high-quality precedents

MITIGATE IMPACTS ON ADJACENT PROPERTIES

- A) All mid-rise buildings should be subject to a comprehensive shadow study that demonstrates, to the satisfaction of the Town, that all efforts have been made to mitigate incremental shadow impacts on adjacent streets and buildings. As a general rule, all streets and buildings should maintain five hours of continuous sunlight per day.
- B) No shadows should be present on public parkland.
- C) Where mid-rise buildings abut lower building typologies, the overall building height should be carefully considered to provide a gradual transition to the adjacent building, and to mitigate shadow impacts. Where the overall height does not vary greatly from the adjacent building, this transition may be accommodated through side-yard stepbacks.
- D) Where mid-rise buildings abut lower building typologies, incompatible uses (i.e. parking, loading, storage, etc.) and impacts (i.e. noise, vibration, odor privacy) should be buffered through a mix of high-quality landscaping, fences, walls, trellises, or other structures. Structures used for buffering should be designed to the same standard as the primary building.
- E) Where mid-rise buildings create a continuous streetwall, side-yard stepbacks are recommended between the 3rd and 5th storey to maximize sky views and sunlight access to adjacent buildings. Additional stepbacks should be provided, as appropriate, to further mitigate shadow impacts on adjacent properties.

- F) Where side windows are provided on upper storeys, the above stepback should be 5.5m to ensure appropriate separation distance (11.0m) between buildings.
- G) Where mid-rise buildings back onto lower building typologies, they should be set back 7.5m from the rear property line to provide space from adjacent properties and/or to accommodate a rear lane.
- H) Where mid-rise buildings back onto lower building typologies, a 45-degree angular plane from the rear property line (at a height of 1.7m) should be applied to mitigate shadow/privacy impacts of the upper storeys of the building.
- I) Where mid-rise buildings back onto a public street opposite lower building typologies, a 22-degree angular plane should be provided at a height of 8.9-12.1m (based on the right of way width) from the opposite property line.



A rear-angular plane used to inform the mass of the building and provide a transition to adjacent dwellings.

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CREATE ATTRACTIVE, HUMAN-SCALED BUILDINGS

- J) Where side windows are desirable on the lower storeys, an 11.0m separation distance should be provided between mid-rise buildings to mitigate privacy issues. Where side yard windows are only on one side, a 5.5m separation distance is appropriate.
- K) Mechanical penthouses should be carefully designed and located to minimize shadow impacts.



Clear podiums (top) and vertical articulation (bottom) used to define a human-scale in larger buildings.

- A) Mid-rise buildings should be no more than 60.0m in width to reinforce small, tight-knit blocks.
- B) Mid-rise buildings should have a minimum height of 5 storeys (13.5m) and a maximum height of 11 storeys (34.5m). The height of the building should generally reflect a 1:1 ratio with the width of the right-of-way in which it is located to create a well-scaled street. Within the Urban Centres, maximum heights are identified on Schedule B of the Urban Centres Zoning By-Law 2019-06.
- C) Floor-to-floor heights should be 3.0m and should be easily discernible from the exterior of the building to break the height of the building into easily perceivable sections.
- D) The ground floor of mid-rise buildings should be 4.5m in height to reinforce a strong visual presence.
- E) Slight differences in height between adjacent mid-rise buildings are encouraged to create an interesting and varied skyline.
- F) Stepbacks are encouraged between the 3rd and 5th storey to mitigate the perceived height of the building and reinforce a human scaled podium. Additional stepbacks should be provided, as appropriate, to further mitigate the perceived mass of the building.
- G) Where appropriate, alternative treatments may be considered for the upper storeys to distinguish the top of the building and create a more interesting roofline.
- H) Mid-rise buildings should be carefully designed and articulated to break their mass

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GUIDELINES APPROACH AND OVERVIEW

EVALUATION MATRIX

- Provides quick reference to key metrics organized by theme (i.e. setbacks, stepbacks, building height, etc.)
- Provides a self-evaluation tool for developers (particularly important when a design does not meet the guidelines)
- Facilitates evaluation by Town Staff

4.5.4 EVALUATION MATRIX

The following Evaluation Matrix compiles key metrics for Mid-Rise Buildings. It is meant to be used for quick reference purposes, and does not replace the guidelines in the previous section. Developers should use the Evaluation Matrix to

identify where a proposal does/does not comply with the guidelines. Where a proposal does not comply, the Evaluation Matrix should be used to provide a rationale. A digital file is available from the Town if additional space is required.

KEY METRICS		COMPLIES			
		YES	NO	PARTLY	N/A
FRONT-YARD SETBACKS					
At-Grade Residential	3.0-5.0m				
At-Grade Retail	4.5-6.0m				
No Encroachment Zone (From Front Property Line of Residential Use)	1.5m				
SIDE-YARD SETBACKS					
Continuous Streetscape	0.0m				
Adjacent Podiums (With Windows)	5.5m Setback 11.0m Separation				
Adjacent Podiums (No Windows)	3.0m Setback 6.0m Separation				
REAR-YARD SETBACKS					
Rear-Yard Separation	7.5m				
Between Facing Buildings	15.0m				
STEPBACKS/ANGULAR PLANES					
Rear-Yard Angular Plane (From Rear-Yard Property Line)	45 Degrees (At 1.7m Height)				
Rear-Yard Angular Plane (From Rear-Yard Property Line Abutting Public Street and Lower Typology)	22 Degrees (At 8.9-12.1m Height, subject to ROW Width)				
Front-Yard Stepbacks	3rd/5th Storey				
Side-Yard Stepbacks	3rd/5th Storey				
Stepback Depth	1.5-3.0m				
Stepback Depth (Facing Windows)	5.5m				

RATIONALE
(How are the Design Objectives in Section 3.0 and the Design Vision in Section 4.5.2 achieved?)

[illegible]

GUIDELINES APPROACH AND OVERVIEW

PRIVATELY-OWNED PUBLIC SPACES (POPS)

- Parkland Dedication By-law ($>1000\text{m}^2 = 7.5\%$ in Urban Centres)
- Unique typologies in Urban Centres (Neighbourhood Parks; Urban Squares; Plazas; Pocket Parks; Sliver Spaces; Pedestrian Mews; Strata Park)



GUIDELINES APPROACH AND OVERVIEW

KEY CONSIDERATIONS

- Location
- Design
- Programming
- Safety
- Access and Accessibility
- Microclimate



GUIDELINES APPROACH AND OVERVIEW

DEMONSTRATION PLANS

- Hypothetical development scenarios that reflect Newmarket context
- Illustrate how a development responds to its existing context
- Illustrate how different built form typologies work together (i.e. separation distance, height transitions, etc.)



GUIDELINES IMPLEMENTATION

NEXT STEPS

- Success is dependent on the integration of the guidelines as a key part of the development approvals process
- To ensure seamless implementation, it is recommended that the Town take the following eight steps



PUBLIC INPUT

WHAT HAVE WE HEARD

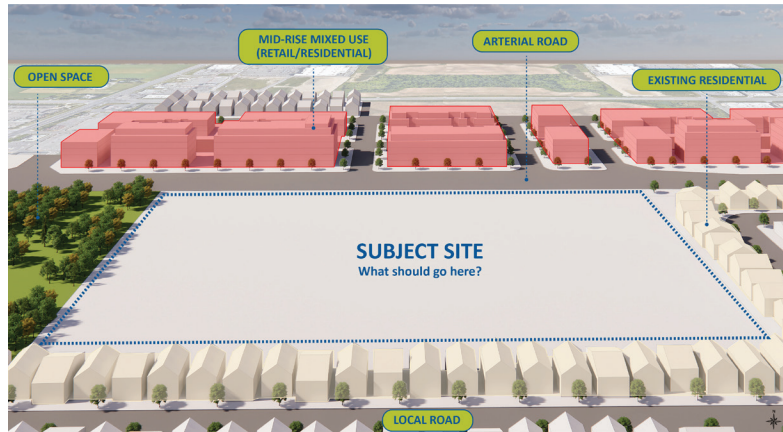
PIC QUESTIONS

- Difference between UDG's and OP/Bylaw;
- How will UDG's be enforced?
- How common are UDG's in other municipalities?
- When will the UDG's come into effect?
- How could the UDG's support meaningful public engagement?
- Have we used the correct height categories?
- Will staff need training on the UDG's?



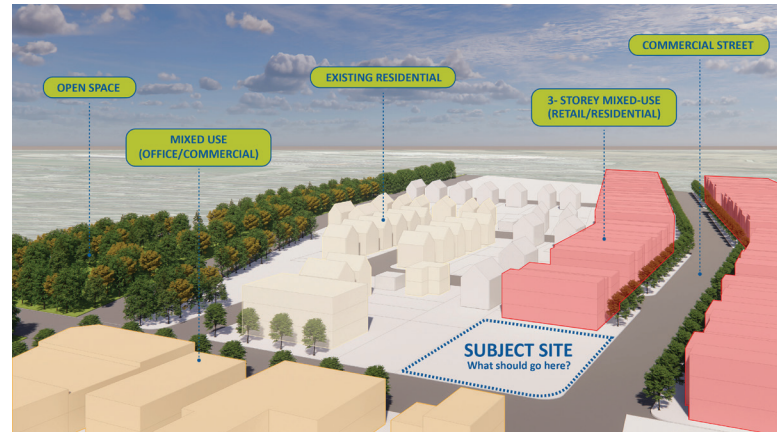
PUBLIC INPUT

WHAT HAVE WE HEARD



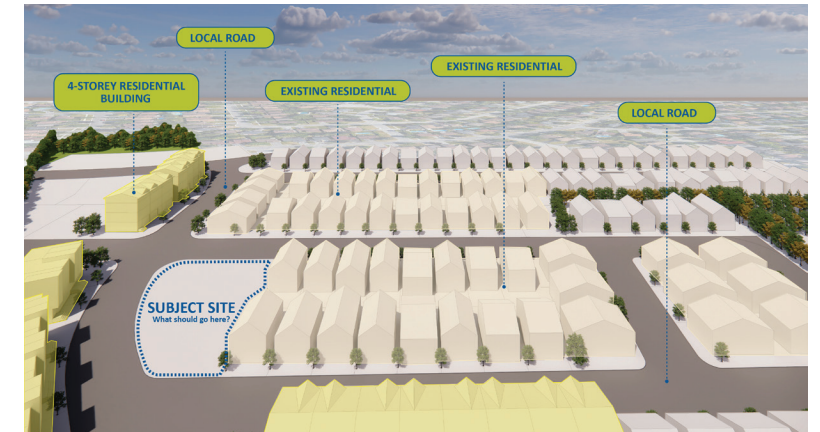
LARGE SITE ON AN ARTERIAL ROAD

- Mixed-use buildings on Arterial Road (retail with residential above)
- Mid-rise buildings on Arterial Road with Townhouses in the back
- More green space near residential areas
- Natural green areas with trees, ponds, etc.
- Community gardens



GATEWAY SITE ON COMMERCIAL STREET

- Low or mid-rise mixed-use buildings
- Unique open spaces (i.e. cultural/art park) to complement the mix of uses in the area

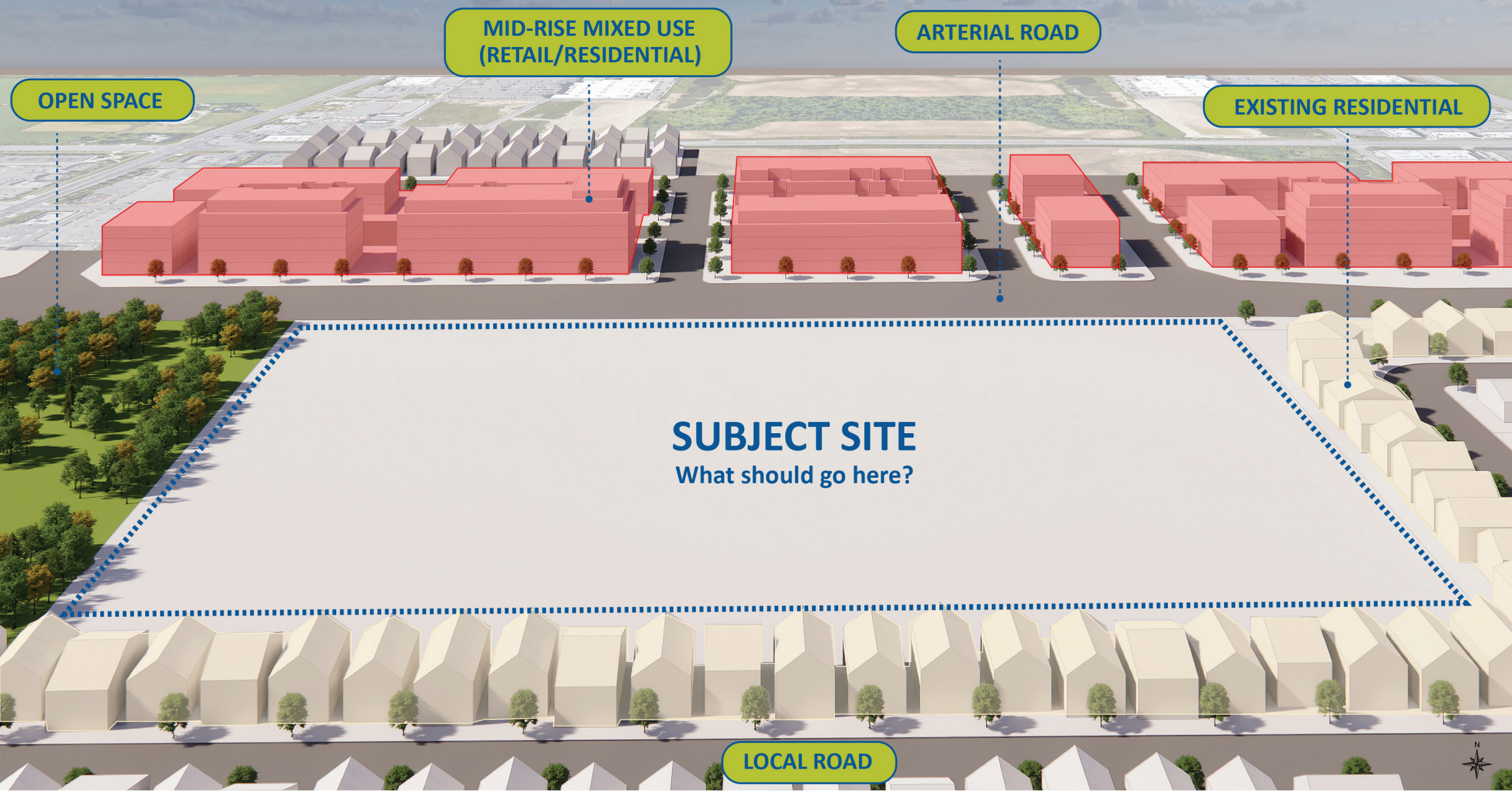


RESIDENTIAL INFILL SITE

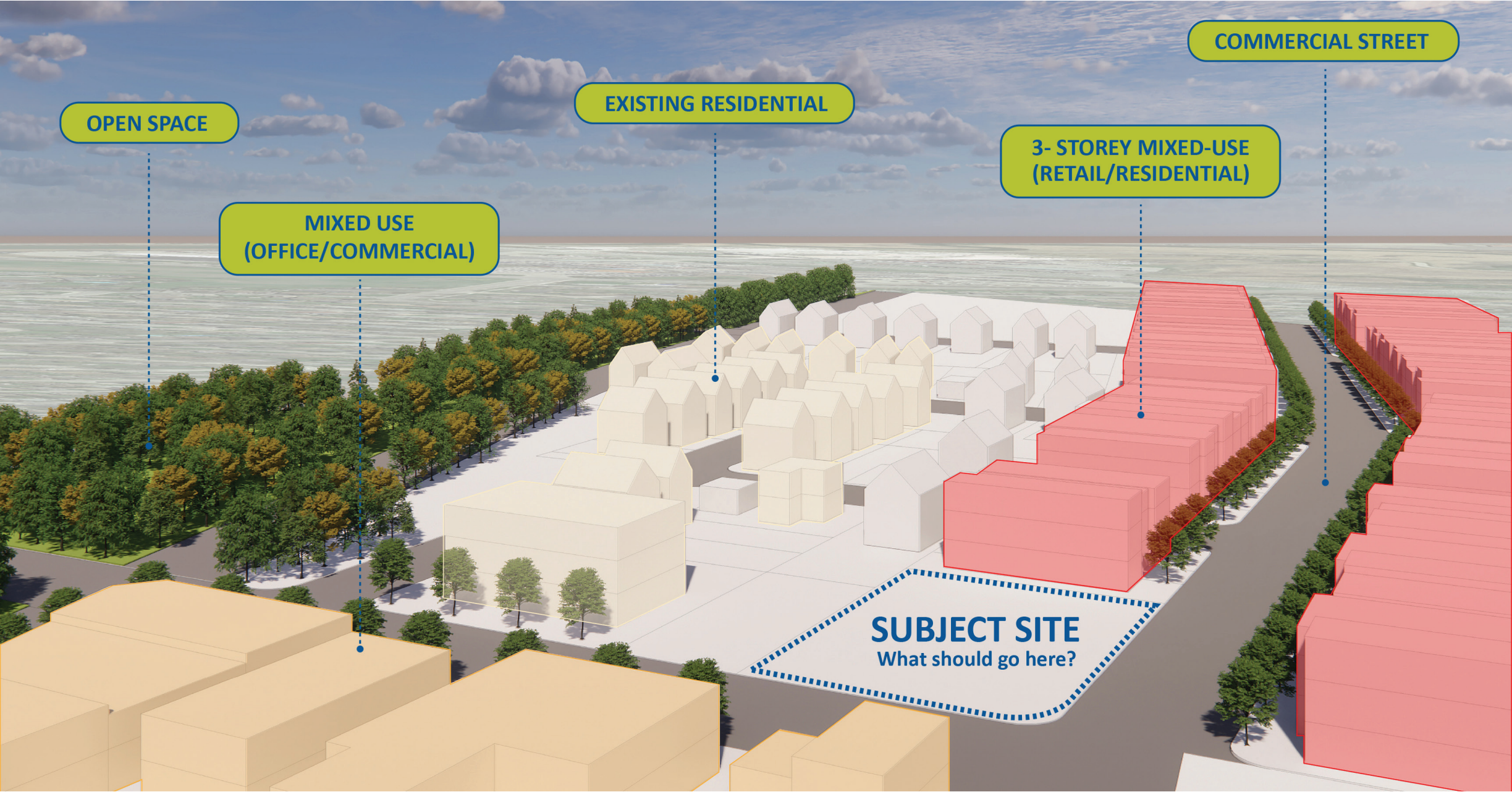
- 3 to 4-storey townhouses
- Open space for current residents (splash pad, playground, etc.)

THANK YOU

DEMONSTRATION SITE # 1: LARGE SITE ON AN ARTERIAL ROAD



DEMONSTRATION SITE # 2: GATEWAY SITE ON A COMMERCIAL STREET



DEMONSTRATION SITE # 3: RESIDENTIAL INFILL SITE

