



| Town Of Newmarket

Urban Design Guidelines



August
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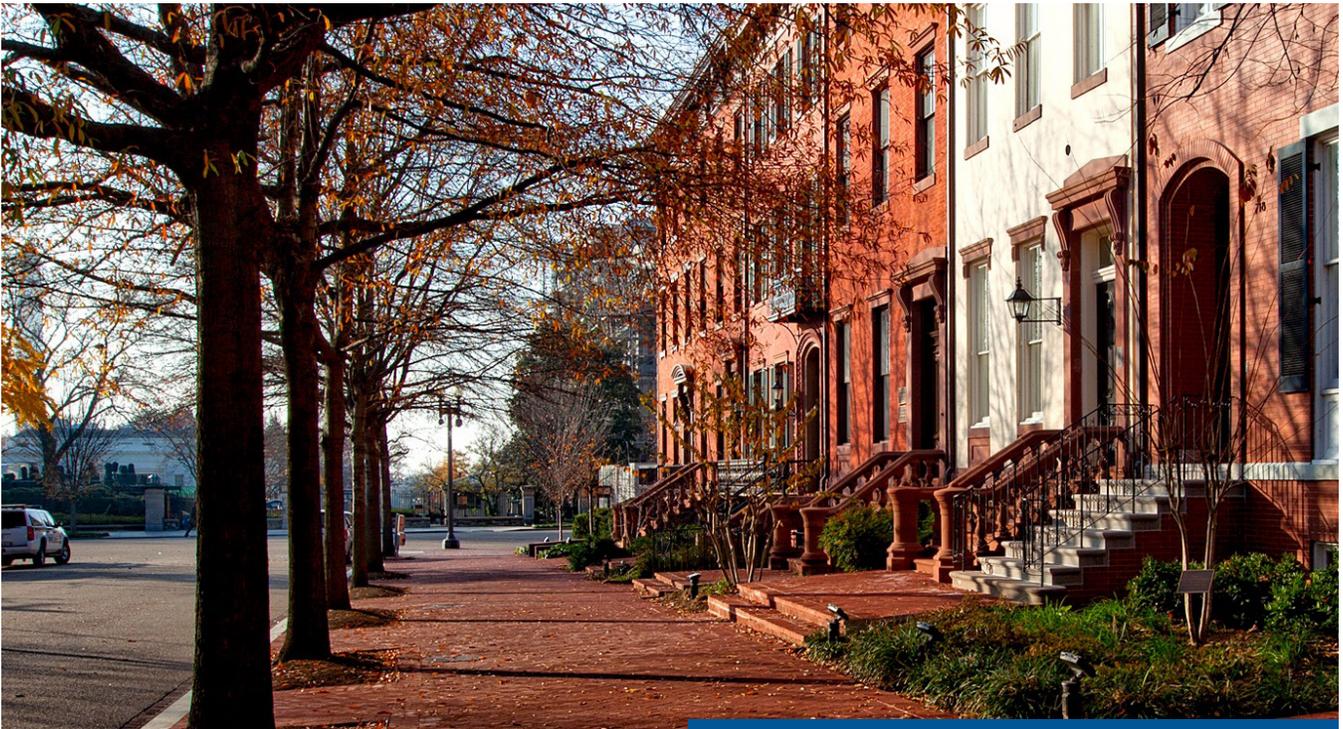
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1.0 Introduction and Overview

1.1 Purpose of the Guidelines

The Town of Newmarket is experiencing steady growth and development with a targeted population of 97,400 people by 2031. In accommodating this growth, it is important to ensure that new development projects are inspirational and promote and support the highest quality of urban design and placemaking.

At the highest level, the Town of Newmarket Official Plan provides the core goals and foundational policies to pursue design excellence through new development projects, including Town-wide Urban Design and Compatibility policies, and area-specific policies for the Urban Centres and Historic Downtown. As the primary location for new growth and intensification, the Yonge Street and Davis Drive Urban Centres are further informed by detailed Urban Design and Sustainability policies within the Urban Centres Secondary Plan and subsequent direction in the Newmarket GO Station Mobility Hub Study. Likewise, as development pressure increases within its established neighbourhoods, the Town has recently approved amendments to



Great buildings frame and address attractive, tree-lined streets to create enjoyable pedestrian environments.

its Official Plan and Zoning By-law to ensure design compatibility for new buildings within existing residential neighbourhoods. Finally, the Town's Parks Policy Development Manual and Parkland Dedication Bylaw offer guidance for the design and implementation of parkland within new development. In addition to these policies, numerous existing subdivisions are subject to their own Urban Design Guidelines prepared as part of their approvals processes.

As exemplified above, some areas of the Town are subject to a variety of urban design policies while other areas have a unique character/quality that could benefit from more context-sensitive urban design policies. In either case, both the development community and the Town are tasked with referencing multiple documents when preparing and evaluating development applications. Building on and augmenting existing policies, the Urban Design Guidelines for the Town of Newmarket (the Guidelines) aim to provide consolidated and comprehensive design direction that fulfills multiple roles in the Town's

development process by (1) enticing developers to create great buildings by providing certainty through the clear articulation of the Town's priorities and expectations for new development; (2) equipping the Town with a robust, yet simple, evaluation process tied to design intent; and, (3) educating the public about the elements of great buildings, and their importance as the Town grows and faces increasingly complex challenges.

The Guidelines identify and ingrain the foundational elements of great buildings into the Town's development review process. They will ensure that new development promotes and supports high-quality design, and that all new private-realm projects reinforce healthy, vibrant and complete communities. They provide a flexible, intent-based approach that addresses the range of building typologies and scales that exist throughout the Town. In addition, high-level Privately-Owned Public Space (POPS) Guidelines provide design standards for parkland within the Yonge Street and Davis Drive Urban Centres.

1.2 Application of the Guidelines

The Urban Design Guidelines address a range of building typologies, including low-rise, mid-rise and high-rise buildings, and are applicable to all development applications in the Town of Newmarket. The POPS guidelines (Section 5.0) are applicable within the Yonge Street and Davis Drive Urban Centres, where a range of progressive parkland typologies are permitted. However, where appropriate, the POPS guidelines may be used to inform the design of similar parkland proposals elsewhere in the Town.

The Guidelines will be used by Planning staff in the review and evaluation of development applications. Therefore, the Guidelines should be used by landowners/developers, and their consultant teams, to inform projects as early as the pre-consultation stage.

The land uses outlined on Schedule A (Land Use) of the Town's Official Plan are used to inform and focus the Guidelines. However, it is the intention of the Guidelines to provide direction related to built form rather than to determine the appropriateness of a particular use within its proposed location. The policies and permissions of the Official Plan should take precedence in determining the appropriateness of a particular land use.

Similarly, where a property is subject to existing subdivision/area-specific design guidelines, those documents take precedence over the Guidelines.

The Urban Design Guidelines are designed as both an inspirational and an instructional document. They identify and describe the foundational elements that underly great buildings and use these as the primary structuring element for the guidelines in Section 4.0. For quick reference and evaluation purposes, the Key Metrics for each typology are summarized in an Evaluation Matrix at the end of section.

Prior to undertaking a design, it is expected that a developer will become familiar with the Design Objectives described in Section 3.0. From there, only the relevant building typology/ies in Section 4.0 need to be referenced. Where a development proposal includes multiple building typologies, the relevant guideline sections should be augmented using the Demonstration Plans in Section 6.0 to understand how different typologies should work together on a site.

The guidelines in Section 4.0 are best practices and should be used as a starting point to facilitate meaningful discussions between Planning staff and the development community.

The Guidelines should not be interpreted as the only design solution and should not stifle unique and/or creative designs.

In organizing the guidelines by Design Objectives, the goal is to clearly articulate and highlight the importance of intent when interpreting the guidelines. While a proposal should generally conform to the guidelines, it is recognized that alternative solutions may be appropriate to respond to a specific context, or to achieve a

particular design/development objective. In such cases, the onus is on an applicant to demonstrate that their project satisfies the Design Vision of each typology, and that the building performs in a way that is consistent with the Design Objectives outlined in Section 3.0. In these cases, the merits of a project should be considered on a case-by-case basis, and if additional advice is required, subject to a Peer Review process.



Buildings with vibrant, active frontages ensure the safe use of adjacent open spaces at all times of the day.

1.3 Structure of the Document

The Guidelines are divided into seven sections, as follows:

1.0 Introduction & Overview: Outlines the purpose of the Guidelines, including their role within the existing policy framework. Identifies where the Guidelines are applicable across the Town, and how they should be used by the development community, Planning staff and the public. Highlights the important role that intent plays when interpreting and applying the Guidelines.

2.0 Public Engagement Overview: Provides an overview of the two Public Information Centres that were held as part of the process, including an overview of the activities undertaken, the data collected, and how it was used to inform the Guidelines.

3.0 Design Objectives: Distills and describes the common foundational elements that make up a great building, regardless of its scale or typology. Introduces the organizational structure that informs the design guidelines that follow. Supports flexibility and creativity in the application of the Guidelines by introducing and describing the broader objectives that the Guidelines intend to address.

4.0 Built Form Design Guidelines: Introduces the building typologies, including single- and semi-detached, townhouses, low-rise, and high-rise buildings. Provides a sub-section for each that includes (1) a general description; (2) the Design Vision (as translated from the Design Objectives in Section 3.0); (3) comprehensive guidelines organized by the Design Objectives; and, (4) an Evaluation Matrix that summarizes the key metrics.

5.0 POPS Design Guidelines: Introduces the POPS typologies covered in the Guidelines, including pocket parks, urban squares and plazas, sliver spaces, strata parks, internal courtyards, and pedestrian mews. Outlines the Design Vision for POPS, comprehensive guidelines organized by the Design Objectives in Section 3.0, and an Evaluation Matrix that summarizes the key metrics.

6.0 Demonstration Plans: Illustrates the application of the Guidelines, using three representative sites, to demonstrate how multiple typologies can work together to create an attractive and unified site.

7.0 Guideline Implementation: Provides a step-by-step overview of the implementation process recommended for the Town to ensure successful use and application of the Guidelines, including action items, education and training programs, and monitoring and updating programs.

2.0 Public Engagement Overview

The Urban Design Guidelines were completed in close collaboration with the Newmarket community and local Councillors and included two Public Information Centres (PICs), a Council Presentation/Workshop, and ongoing opportunities to provide feedback online through HeyNewmarket.ca.

An overview of each of these sessions, including the feedback received, is provided in the following sections.

Public Information Centre # 1

The first Public Information Centre was held on Nov 10, 2020. This PIC included an online presentation on the Town's Youtube page that could be viewed at any time. The objective of the presentation was to:

- Provide an overview of the study and process;
- Introduce the study team;

- Present the relevant Policy Framework;
- Provide an overview of Urban Design and Urban Design Guidelines; and,
- Outline the building typologies to be addressed (i.e. Low-Rise, Mid-Rise, High-Rise and POPS).

The presentation was viewed over 300 times and provided the foundation for meaningful input for the remainder of the project.

An online survey was prepared and posted on HeyNewmarket.ca. For each of the built form typologies, the survey asked what design elements are most important, and then presented a series of precedents to determine what participants liked/disliked about each, and whether they were appropriate in Newmarket.

The findings of the survey are summarized in the table on the following page, and were used to inform the development of the draft Urban Design Guidelines:

Guideline Typology	Most Important Design Elements	Visual Preference Survey
<p data-bbox="167 201 375 228">Low-Rise Buildings</p> 	<p data-bbox="451 201 878 258">The most important things to consider include:</p> <ul data-bbox="459 275 818 401" style="list-style-type: none"> - Neighbourhood Character - Driveway and Garage Location - Privacy/Overlook - Building Height and Massing 	<p data-bbox="917 201 1442 258">Of the images presented, participant responses favoured:</p> <ul data-bbox="925 275 1382 621" style="list-style-type: none"> - A modest scale and density - A variety of design styles (traditional, contemporary, etc.) - Complementary building styles - High-quality materials and features - Well landscaped properties - Parking hidden from street - Large, numerous windows - Connection to the street (i.e. front-yard entrances and patios) - Ease of accessibility (i.e. minimal steps)
<p data-bbox="167 648 375 676">Mid-Rise Buildings</p> 	<p data-bbox="451 648 878 705">The most important things to consider include:</p> <ul data-bbox="459 722 870 879" style="list-style-type: none"> - Building Design and Articulation - Relationship to Adjacent Properties - Building Height and Massing - Sun Access and Sky Views - Ground Floor Design 	<p data-bbox="917 648 1442 705">Of the images presented, participant responses favoured:</p> <ul data-bbox="925 722 1422 1037" style="list-style-type: none"> - Greater scale and density - Buildings that reflected their context - Human-scaled massing (i.e. podium) - Well articulated buildings (i.e. stepbacks, terraces, etc.) - A mix of uses (i.e. ground level retail) - Energy efficient buildings (i.e. limited glass) - Well landscaped properties - Parking hidden from street - Private patio and amenity spaces
<p data-bbox="167 1087 375 1115">High-Rise Buildings</p> 	<p data-bbox="451 1087 878 1144">The most important things to consider include:</p> <ul data-bbox="459 1161 842 1318" style="list-style-type: none"> - Fit and Transition - At-Grade Condition - Building Elements - Tower Floorplate and Separation - Ground Floor Height 	<p data-bbox="917 1087 1442 1144">Of the images presented, participant responses favoured:</p> <ul data-bbox="925 1161 1422 1507" style="list-style-type: none"> - Careful consideration of height, density and separation - Contemporary design - Well articulated buildings (i.e. architectural details, etc.) - A mix of uses (i.e. ground level retail) - A variety of materials - Large, numerous windows - Well landscaped properties with amenity - Parking hidden from street - Private patio and amenity spaces
<p data-bbox="167 1535 228 1562">POPS</p> 	<p data-bbox="451 1535 878 1591">The most important things to consider include:</p> <ul data-bbox="459 1608 751 1797" style="list-style-type: none"> - Pedestrian Amenities - Safety and Visibility - Size and Shape - Public/Private Interface - Signage and Wayfinding - Shade and Microclimate 	<p data-bbox="917 1535 1442 1591">Of the images presented, participant responses favoured:</p> <ul data-bbox="925 1608 1268 1829" style="list-style-type: none"> - Visually attractive spaces - Human-scaled spaces - Space to gather and socialize - Well landscaped spaces - Public access and ownership - Walkability - Safety and cleanliness

Public Information Centre # 2

The second Public Information Centre was held on May 27, 2021. The PIC included a presentation on the Town's Facebook Live page. The objective of the presentation was to present and receive feedback on the draft Urban Design Guidelines, which were also posted on HeyNewmarket.ca for review.

After a brief introduction of the project team and overview of the project, the presentation focused on the Guidelines, including:

- Application and Use;
- Design Objectives;
- Approach and Overview; and,
- Implementation.

The presentation also provided a brief question and answer period to allow members of the public to ask questions about the guidelines.

The presentation was augmented by a hands-on activity on HeyNewmarket.ca where participants were encouraged to review three hypothetical Demonstration Sites (see next page) and to provide feedback on the type of development that is appropriate for the space. Specifically, participants were asked to consider:

- Land uses (i.e. retail, residential, office, parkland)
- Building typologies (i.e. townhouse, low-rise, mid-rise)
- Building heights

- Transitions to adjacent properties/uses
- Building design and features
- Access and parking
- New streets (if appropriate)
- Street interface
- Pedestrian connections

The feedback received was combined with the feedback from the Council Presentation/Workshop and used to populate the Demonstration Sites in Section 6.0.

Council Presentation/Workshop

A Council Presentation/Workshop was held on June 28, 2021. The objective of the presentation was to present and receive additional feedback on the draft Urban Design Guidelines and to provide Council with the opportunity to ask questions related to the Guidelines and their implementation.

Following the presentation, and the questions and answer session, Councillors built on the findings of PIC # 2 by providing their thoughts on the development potential for Demonstration Site # 1.

The feedback received was combined with the feedback from PIC # 2 and used to populate the Demonstration Sites in Section 6.0.

Key feedback for PIC # 2 and the Council Presentation/Workshop are summarized on the following page and were used to inform the Development Sites in Section 6.0:



Demonstration Site # 1 Large Site on an Arterial Road

- Provide connected green space including natural areas, parks, community gardens, etc.
- Pull adjacent green space into the site (i.e. central garden with retail fronting)
- Mid-rise, mixed-use buildings on Arterial Road with minimal shadow impacts
- Wide, pedestrian sidewalks on Arterial Road
- Townhouses to transition to adjacent residential
- Provide parking for local amenities



Demonstration Site # 2 Gateway Site on a Commercial Street

- Continue with a continuous row of mixed-use buildings
- Low-rise buildings to complement the existing character
- Provide green space to complement the mix of uses in the area



Demonstration Site # 3 Residential Infill Site

- Provide 3 to 4-storey townhouses to complement the existing character
- Provide additional green space for local residents
- Provide neighbourhood amenities (i.e. splash pad, playground, etc.)

3.0

Design Objectives

The Urban Design and Compatibility policies of the Town of Newmarket Official Plan (Section 12) identify six simple but important design principles that apply to all types of development:

- Design in context with the natural and built environments;
- Connectivity;
- Pedestrian amenities;
- Usable common areas;
- Safety; and,
- Visual quality and aesthetics.

The objective of the Urban Design Guidelines are to build on this foundation to ensure that new development in the Town of Newmarket reflects the highest quality of urban design in built form and site planning, and reinforces a strong sense of place by creating great buildings and places where people want to be.

Traditionally, urban design guidelines aim to inform development by providing comprehensive direction related to all aspects of a project, including site planning (i.e. building location and setbacks, access and loading, landscaping, etc.) and built form (i.e. building height, massing and setbacks, angular plane transitions, façade articulation, etc.). Often, the result of this process is a highly prescriptive guideline document with detailed metrics that lack a direct connection to the intended objective of creating great buildings and places. Consequently, the guidelines are sometimes interpreted as requirements, rather than ‘guidelines,’ which underscores a contentious relationship with landowners/developers who feel the guidelines unjustly impact their pro-forma. Furthermore, overly-prescriptive guidelines risk limiting creativity by not providing an alternative evaluation process for a development that does not meet the guidelines.



Great buildings should be context-specific and should create a strong public interface.

Like the design principles in the Official Plan, the Urban Design Guidelines aim to provide an overarching framework of objectives by asking the question ‘what are the elements that make a development great?’

By understanding the elements that make a great development, each individual guideline can be tied directly to a clear Design Objective. In this approach, it becomes more important that a development project satisfies the intent of the objective, rather than achieving the specific metric provided. For unique or creative projects, this affords an alternative, more qualitative or performance-based method of evaluation. For more traditional projects, detailed metrics and best practices are provided to ensure great developments achieve the objectives that follow.

Inherently, the goal of any urban design guideline document is to ensure great development. In thoroughly reviewing a number of these documents, and asking the question, ‘what is the

intent of each guideline?’ eight Design Objectives were distilled that reflect and augment the design principles of the Official Plan.

Each of these objectives are described further in the sections that follow and are used to structure the design guidelines in Section 4.0.

“What are the elements that make a development great?”



Objective 1: Fit Harmoniously into the Established Context

Where a new building, or an addition to an existing building, is proposed within an established neighbourhood, it should be designed, massed and located to respect the predominant context. New buildings should be located to reinforce the established streetwall and front-yard interface with the public realm. A proposed development should generally reflect the height, and be compatible with the density, of adjacent properties. In the case of a transition area, a gradual and appropriate shift in height and density between built form typologies is appropriate. New buildings should not mimic adjacent and/or historic buildings, and should instead create variation in design through massing, articulation and materials, while respecting and referencing established datum lines (i.e. podium heights, cornices, window alignment). Similarly, where new buildings (of similar or varying typologies) are included in a larger development where no established context exists, they should be carefully executed to ensure they work together to create a cohesive and complementary character.



Objective 2: Mitigate Impacts on Adjacent Properties

Where a new building is proposed, it should be carefully located and massed to mitigate impacts on adjacent and nearby properties, including both existing and future buildings. Most importantly, where a new building transitions to a lower building typology, shadow impacts and privacy concerns should be mitigated through reductions in the overall height of the building, the strategic sculpting of the building's upper storeys, and the design and location of building elements such as balconies, patios, terraces and mechanical equipment. Subject to the established or desired context, new buildings should be located to ensure ample distance between adjacent buildings, to accommodate spacious properties, pedestrian mews, etc. In addition, buildings should have minimal impacts on adjacent streetscapes and should not create any adverse impacts on adjacent or nearby parks and open spaces.



Objective 3: Create Attractive, Human-Scaled Buildings

The design and massing of buildings, including the overall height, as well as the setbacks and facade articulation, should reinforce a human-scaled building that frames the street, and creates a comfortable and legible pedestrian experience. Reflecting their overall scale, buildings should be carefully massed to express their verticality, including clearly differentiating between the ground-level pedestrian plane and the upper levels of the building. Similarly, buildings should use a variety of design techniques (i.e. articulation, materials, etc.) and architectural features (i.e. datum lines, windows, entrances, etc.) to ensure that the internal use of the building is reflected in its external character and that the building is understandable and engaging at a variety of scales.



Objective 4: Support Walkability and Active Transportation

New buildings, both in their design and location, should consider their broader context in order to promote and support walkability and active transportation. At the highest level, buildings should be located and arranged to reinforce permeable blocks that promote convenient access to, and through, their neighbourhoods and that provide strategic connections to neighbourhood destinations, including parks and amenity spaces, community facilities, etc. Buildings should be located to ensure that high-traffic uses, such as main entrances, indoor/outdoor amenity areas, pedestrian mews, etc. align with existing pedestrian circulation routes and where possible, transit stops. Cycling should be prioritized in all buildings, including ample parking in close proximity to main entrances and amenity spaces. Safe, easily accessible and weather-protected bicycle storage should be provided for longer-term use.



Objective 5: Minimize Vehicle Presence in the Public Realm

On-street parking plays a pivotal role in neighbourhoods, providing convenient resident, visitor and patron parking, while enhancing safety by narrowing streets and reducing traffic speed. However, parking and vehicle access and circulation should not encumber pedestrian safety, access and/or enjoyment of the street. Where vehicle parking is provided, it should be located where it will have minimal impacts on the public realm. This includes visual impacts, such as vehicles being a predominant feature of the streetscape, as well as physical impacts, such as disruptions to pedestrian circulation routes (i.e. continuous curb-cuts) and potential pedestrian/vehicle conflicts. Vehicles should not be a substantial driver in the design of a building, and garages, access, etc. should be discreet and unobtrusive from the public realm.



Objective 6: Promote Vibrant Streets

Much of the enjoyment of a public street is tied to the interface with adjacent private uses. New buildings should be oriented, located and designed to respond to and activate the adjacent public street. While buildings should generally be located close to the street, ample space should be provided to accommodate a positive transition between the public and private realm. This transitional space should reflect and support the interior use of the building, and may be public, semi- or entirely private. In either case, it should be carefully designed to reinforce a varied, attractive and memorable streetscape. Equally important, the ground floor of the building, including both its design and arrangement of internal uses, should activate the public streetscape, provide opportunities for internal/external exchange, and enhance public safety through casual surveillance.



Objective 7: Provide Amenity Space for all Residents

New buildings should provide amenity space for all residents, including a mix of public/private space, as well as indoor/outdoor space. Where appropriate this may simply include traditional, private rear-yards. However, in larger buildings, amenity space may be provided through a mix of internal space, private outdoor space (i.e. patios) and/or shared outdoor amenity space (i.e. terraces, courtyards, etc.). Regardless of its configuration, the design and location of amenity space should be carefully considered to maximize sunlight access, connectivity (where appropriate), safety and usability. Amenity space may also play a pivotal role in on-site stormwater, reducing impervious surfaces and providing opportunities for low impact development and landscape techniques that can capture and absorb stormwater.



Objective 8: Ensure Safety and Accessibility for All

The design of all new buildings should adhere to a 'Safe by Design' approach to ensure the safety and accessibility of all users, at all times of day. Buildings, and their surrounding sites, should adhere to, and wherever possible exceed, the requirements of the Accessibility for Ontarians with Disabilities Act (AODA) to ensure barrier-free access for people of all ages and abilities. Similarly, building and site design should follow the principles of Crime Prevention Through Environmental Design to ensure the safety of users at all times of day through careful consideration of building location and ground-level design, lighting standards and location, and opportunities for casual surveillance or 'eyes on the street.'

4.0

Built Form Design Guidelines

4.1 Overview

The Town of Newmarket is experiencing steady growth and development, with a targeted population of 97,400 persons by 2031. This growth will be accommodated in a variety of building forms and typologies, from single-detached dwellings to high-rise buildings, and within a variety of contexts, from new large scale developments to smaller infill projects. In anticipation of this growth, it is important to ensure that new development promotes and supports sustainability and urban resilience, and that all new development projects, in both the public and private realm, reinforce healthy, vibrant and complete communities.

Built form design guidelines promote a higher standard of design across the Town that is grounded in a comprehensive understanding of the local opportunities and constraints, and



Built form addresses the way a building is perceived but also how it impacts the public realm.

the unique characteristics that define the Town of Newmarket, such as its historic downtown Main Street and Urban Centres, its reputation for being one of the country's most dynamic, diverse and desirable towns to live and work, and a place with a reputation for innovation.

The following section provides an overview of the building typologies that may be appropriate in Newmarket, and includes:

- Single- and Semi-Detached Dwellings;
- Townhouses;
- Low-Rise Buildings;
- Mid-Rise Buildings; and,
- High-Rise Buildings.

For each of the above typologies, a Design Vision outlines the general intent of these buildings. Comprehensive guidelines and precedents are provided to inform the design and development of each building typology, and an Evaluation Matrix summarizes the key metrics for quick reference and evaluation.

“Built form design guidelines promote a higher standard of design across the Town”

4.2 Single- and Semi-Detached Dwellings

4.2.1 Description

Single-detached dwellings are a stand-alone building that generally houses a single (or multi-generational) family, with individual access to both private front and rear yard amenity space. A semi-detached dwelling shares an internal wall with its immediate neighbour, and is often narrower than a single-detached dwelling, but otherwise enjoys all the same amenities. Single- and semi-detached dwellings may have a more standard, peaked roof style or a contemporary, often flat roofed style.

Single- and semi-detached dwellings are the least dense type of housing, and generally characterize existing and established residential neighbourhoods. They provide the most private and spacious residential experience, and are therefore often less affordable than other forms of housing. Given their limited capacity for intensification, new single- and semi-detached dwellings are generally discouraged in an urban context outside of established neighbourhoods. However, existing dwellings are regularly replaced, and vacant lots infilled, and it is important that these new dwellings are designed, massed and located to a high standard.

Within Residential Areas, single- and semi-detached dwellings should be used to promote infill and new development at a scale and character that is compatible with the established neighbourhood.



Single- and semi-detached dwellings include a range of designs and styles, and may include more traditional peaked-roof forms or more contemporary and modern flat roof designs.

4.2.2 Design Vision

New single- and semi-detached dwellings should reinforce the height, scale and lot coverage of the neighbourhood in which they are located. Within new sub-divisions, single- and semi-detached dwellings should be used strategically to provide diverse housing options and should generally provide greater density than established neighbourhoods. Single- and semi-detached dwellings may reflect a variety of styles, but should generally be compatible with each other. They should be designed and oriented to facilitate interactions between neighbours, and passers-by, and should enhance and create variety along adjacent streets through private front yard treatments. Garages should be secondary to the primary building, and parking should be located on-street, where permitted, or at the back of the dwelling where possible.



4.2.3 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 single- and semi-detached dwellings:

4.2.3(1) Fit Harmoniously into the Established Context

- A) Single- and semi-detached dwellings should be oriented parallel to the street to reinforce the established streetwall.
- B) Single- and semi-detached dwellings should be set back from the front lot line no greater than 1.0m from the average setback of the adjacent properties within 60m on each side to generally reinforce the existing streetwall. On corner lots, dwellings should be located to reinforce both streetwalls.
- C) Where front-yard parking is proposed, and is a predominant characteristic of the neighbourhood, a 6.0m setback is recommended to accommodate a driveway.
- D) Notwithstanding the above, slight variations in setbacks may be appropriate to create a more interesting streetscape.
- E) Side-yard setbacks should provide ample spacing between buildings and should generally reinforce the average setbacks established by existing buildings on the same street.
- F) Where no side-yard setbacks exist, 1.5m should be provided to maintain ample spacing between buildings.
- G) Single- and semi-detached dwellings should be designed, massed and located to generally reflect their context, including building height, lot dimensions, lot frontage, setbacks, lot coverage, etc.
- H) More contemporary dwelling styles may be appropriate, but their design and articulation should reference (but not replicate) the prevailing character, including height, roof and cornice lines, ground floor heights, pilasters, window location and proportions, porches, brick and material colours, etc.
- I) Notwithstanding the above, a range of distinct but complementary façade designs, rooflines, materials and architectural details are encouraged to create variation within a streetscape.



New dwellings should match established setbacks and datum lines to fit harmoniously into their context.

4.2.3(2) Mitigate Impacts on Adjacent Properties

- A) Large, blank walls should be avoided. A material treatment that is generally consistent with the primary frontages should be extended to all sides of the dwelling.

4.2.3(3) Create Attractive, Human-Scaled Buildings

- A) Within Residential Areas, single- and semi-detached dwellings should have a maximum height of 8.5m with the exception of those areas identified within the Town's Maximum Building Height Special Provisions Area, which should be 8.0m.
- B) Individual floors should be easily discernible from the exterior of the building to break the height of the building into easily perceivable sections.
- C) Slight differences in height between dwellings are encouraged to create an interesting and varied roofline along the street.
- D) On single- and semi-detached dwellings with a flat roof, articulation may be appropriate at the upper-storey to mitigate the perceived height of the building and reinforce a human scale.
- E) Single- and semi-detached dwellings should be well articulated through vertical recesses and projections, window bays, and the alignment of doors, windows, porches and other architectural features.
- F) Single- and semi-detached dwellings should use high-quality materials that are appropriate within their local context, and may predominantly include brick, wood and or/stone.
- G) Facade materials should reflect their intended use, and should not be used to imitate other materials.
- H) Monolithic elements, such as vertical features and/or materials that extend the entire height of the dwelling should be avoided.
- I) On corner dwellings, a similar degree of facade articulation should be provided on both frontages and building elements, such as porches, should wrap the corner.



Well-spaced, human-scaled building with clearly articulated entrances, levels and upper storeys.

4.2.3(4) Support Walkability and Active Transportation

- A) Where single- and semi-detached dwellings are provided as part of a larger development, they should be broken up by pedestrian mews at regular (i.e. 60.0m) intervals.

4.2.3(5) Minimize Vehicle Presence in the Public Realm

- A) Parking should generally be accommodated at the rear of the property or through on-street permit parking, where permitted, to de-emphasize the role of vehicles within private properties.
- B) Where garages are provided, they should be located at the back of each dwelling and accessed from a rear lane to avoid curb-cuts on the public sidewalk.
- C) Front-yard garages/driveways should only be considered where this is a predominant characteristic of the street.
- D) Where front yard garages are provided, they should appear visually subservient to the main building, and should not occupy more than 50% of the building frontage.
- E) Where driveways are provided in the yard abutting a public street, they should be at least 6.0m in depth to ensure cars do not impede the public sidewalk or extend onto the public street.
- F) Where front-yard access is provided to rear-yard garages on adjacent properties, driveway access should be consolidated (i.e. shared parking easement) to minimize curb-cuts on the public sidewalk.



On-street parking and rear-yard garages help to ensure a pedestrian-focused streetscape and public realm.

4.2.3(6) Promote Vibrant Streets

- A) Single- and semi-detached dwellings should be oriented toward the street.
- B) Single- and semi-detached dwellings should be set back 3.0-6.0m from the lot line to accommodate private landscaping and unique and interesting front yard treatments.
- C) Slight variations in setbacks may be appropriate to create a varied and visually interesting streetscape.
- D) No substantial built elements (i.e. stairs, porches) should encroach into the first 1.5m of the front- or exterior side-yard lot line.
- E) Where front-yard parking is provided, at least 50% of the front yard should remain landscaped.
- F) Private front-yard landscaping should create a clear, but unobtrusive interface between the public and private realm. Low, highly-transparent fences may be appropriate.
- G) Private trees are encouraged in the front yard to enhance the urban tree canopy. All trees should have access to 30.0m³ of high-quality soil.
- H) Front doors, large windows and active uses (i.e. kitchens, living rooms) should be oriented toward the public street to provide animation and opportunities for public/private exchange.
- I) Front porches are encouraged to provide space for street animation, and to create a grade separation between the public and private realm. They should be designed as an integrated element of the building.
- J) Where front porches are provided, they should be limited to a single storey in height.
- K) The ground floor of a dwelling may be up to 1.2m above grade to accommodate steps/porches. In such cases, the materiality of the primary façade should extend all the way to the ground to minimize exposed concrete foundations.
- L) Where dwelling have a basement apartment, a secondary access may be provided up to 1.5m below grade. This access should be well integrated into the building and should not be visually obtrusive from the public realm.



Front-yard setbacks allow for unique and attractive private landscaping to create a varied public realm.

4.2.3(7) Provide Amenity Space for all Residents

- A) All single- and semi-detached dwellings should be set back a minimum of 7.0m from the rear lot line to accommodate private rear yards.

4.2.3(8) Ensure Safety and Accessibility for All

- A) Front doors, large windows and active uses (i.e. kitchens, living rooms) should be oriented toward the street to provide opportunities for casual surveillance.
- B) Where single- and semi-detached dwellings abut pedestrian mews, active uses (i.e. kitchens, living rooms) should be oriented toward the connections to enhance safety through casual surveillance.
- C) Pedestrian-scale lighting should be provided at regular intervals along pedestrian mews.



Top: Communal amenity space to augment rear yards.
Middle/Bottom: Public uses facing the streetscape.

4.2.4 Evaluation Matrix

The following Evaluation Matrix compiles key metrics for Single- and Semi-Detached Dwellings. 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					
Within Existing Neighbourhoods	No greater than 1.0m from the average of the adjacent properties within 60m on each side.				
Within New Neighbourhoods	3.0-6.0m				
No Encroachment Zone (From Front- or Exterior Side-Yard Lot Line)	1.5m				
Side-Yard Setbacks					
Where Existing	Average Setback				
Where No Existing	1.5m 3.0m Separation				
Rear-Yard Setbacks					
Private Rear Yards	7.0m				
Building Width/Depth					
Garage Width	<50% of Overall Building Width				
Building Height					
Residential Areas	8.5m				
Max. Building Height Special Provision Areas	8.0m				
Front Steps Height (Above Grade)	1.2m				
Front Steps Height (Below Grade)	1.5m				

Rationale

(How are the Design Objectives in Section 3.0 and the Design Vision in Section 4.2.2 achieved?)

4.3 Townhouses

4.3.1 Description

Townhouses are a type of low-rise building comprised of at least three dwelling units. As multiple units are typically attached to each other, townhouses provide a greater density than single- or semi-detached dwellings in a form that is generally compatible within an established neighbourhood. Townhouses provide similar amenities to a single- or semi-detached dwelling at a more affordable price, promoting neighbourhood diversity. As a form of 'gentle density,' townhouses are often used as transitional buildings between new low- and mid-rise buildings and existing residential neighbourhoods.

Townhouses can take a number of forms, and may include:

- **Traditional:** Typically 2 to 3-storeys in height, traditional townhouses share side walls with their neighbouring units. Each unit has an independent entrance to a front and rear-yard. Parking is accommodated through individual garages at the back or front of the building.
- **Stacked:** Typically 3 to 4-storeys in height, stacked townhouses share side walls with their neighbouring units, but also have units stacked vertically. Each unit has an independent entrance with access to upper units provided from an interior stairway. Upper units often have access to rooftop amenity space while lower units utilize rear-

yards. Parking is accommodated through individual rear-yard garages or within a larger underground structure.

- **Back-to-Back:** Typically 2 to 3-storeys in height, back-to-back townhouses share side walls with their neighbouring units, as well as a rear wall with another unit (facing the opposite direction). Each unit has an independent entrance to a front-yard. Parking is accommodated through private garages or a larger underground structure.
- **Stacked Back-to-Back:** Typically 3 to 4-storeys in height, stacked back-to-back townhouses share side and rear walls with neighbouring units, but also have units stacked vertically. Each unit has an independent entrance with access to upper units provided from an interior stairway. Upper units often have access to rooftop amenity space, while larger, shared amenity space is provided for all units. Parking is accommodated through private garages or a larger underground structure.

Within the Urban Centres and Corridors, townhouses should be used to provide a transition to more sensitive uses, including established residential neighbourhoods, natural heritage features, etc. Lower-density forms of townhouses, such as traditional or stacked, may be appropriate at the edges of Residential Areas to accommodate greater density with minimal impacts.



Townhouses provide additional density in a form that is compatible with established residential uses and can take a variety of forms, from traditional townhouses to much denser stacked and stacked back-to-back townhouses.

4.3.2 Design Vision

Townhouses should reinforce a height, scale and density that is compatible with the neighbourhood in which they are located. They should provide a positive relationship with adjacent streets through the inclusion of attractive, well-landscaped front yards that reflect their context and provide a clear transition between the public and private realm. Individual units should be well articulated within townhouse blocks to promote a tight-knit, human-scaled streetscape. Amenity space should be provided through a mix of shared and private facilities and should be connected to adjacent uses where appropriate. Parking should be accommodated with minimal impact on the established character of the neighbourhood.



4.3.3 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 townhouses:

4.3.3(1) Fit Harmoniously into the Established Context

- A) Townhouse blocks should be oriented parallel to the street to reinforce the established streetwall. Within back-to-back or stacked back-to-back townhouse blocks, both units should align with their respective streets.
- B) Townhouses should be set back from the front lot line to generally reinforce the existing streetwall. On corner lots, townhouses should be located to reinforce both streetwalls.
- C) Where front-yard parking is proposed, and is a predominant characteristic of the neighbourhood, a 6.0m setback is recommended to accommodate a driveway.
- D) Notwithstanding the above, slight variations in setbacks may be appropriate to create a more interesting streetscape.
- E) Side-yard setbacks of 1.5-3.0m should be provided to maintain ample spacing between buildings.
- F) Townhouses should be designed and massed to generally reflect their context. This may include more traditional designs in Residential Areas and more contemporary designs within the Urban Centres and Corridors.
- G) Where townhouses are located in, or immediately adjacent to, Residential Areas, their design and articulation should reference (but not replicate) the prevailing character, including height, roof and cornice lines, ground floor heights, pilasters, window location and proportions, porches, brick and material colours, etc.
- H) Notwithstanding the above, a range of distinct but complementary façade designs, rooflines, materials and architectural details are encouraged, particularly between adjacent townhouse developments, to create variation within a streetscape.



Townhouse utilizing scale, massing and materials to provide consistency with adjacent uses.

4.3.3(2) Mitigate Impacts on Adjacent Properties

- A) Where townhouses abut single- or semi-detached dwellings, side-yard stepbacks are encouraged on the upper storey(s) to increase separation to the adjacent dwelling.
- B) Where stacked and stacked back-to-back townhouses abut single- or semi-detached dwellings, the entire end unit (at a minimum) should step down in height to minimize overlook/shadow on the adjacent property.
- C) Where stacked and stacked back-to-back townhouses back onto single or semi-detached dwellings, a 45-degree angular plane from the rear lot line should be applied to mitigate shadow/privacy impacts of the upper storeys of the building.
- D) A 3.0-6.0m separation distance should be provided between townhouse blocks.
- E) Where windows are provided on end units, a minimum 6.0m separation distance is recommended between townhouse blocks to maximize privacy.
- F) Where back-to-back and stacked back-to-back townhouse buildings face each other within a block, a 15.0m separation distance should be provided to minimize shadow/privacy impacts.



Townhouses using side-yard stepbacks and materials to provide a seamless transition to adjacent uses.

4.3.3(3) Create Attractive, Human-Scaled Buildings

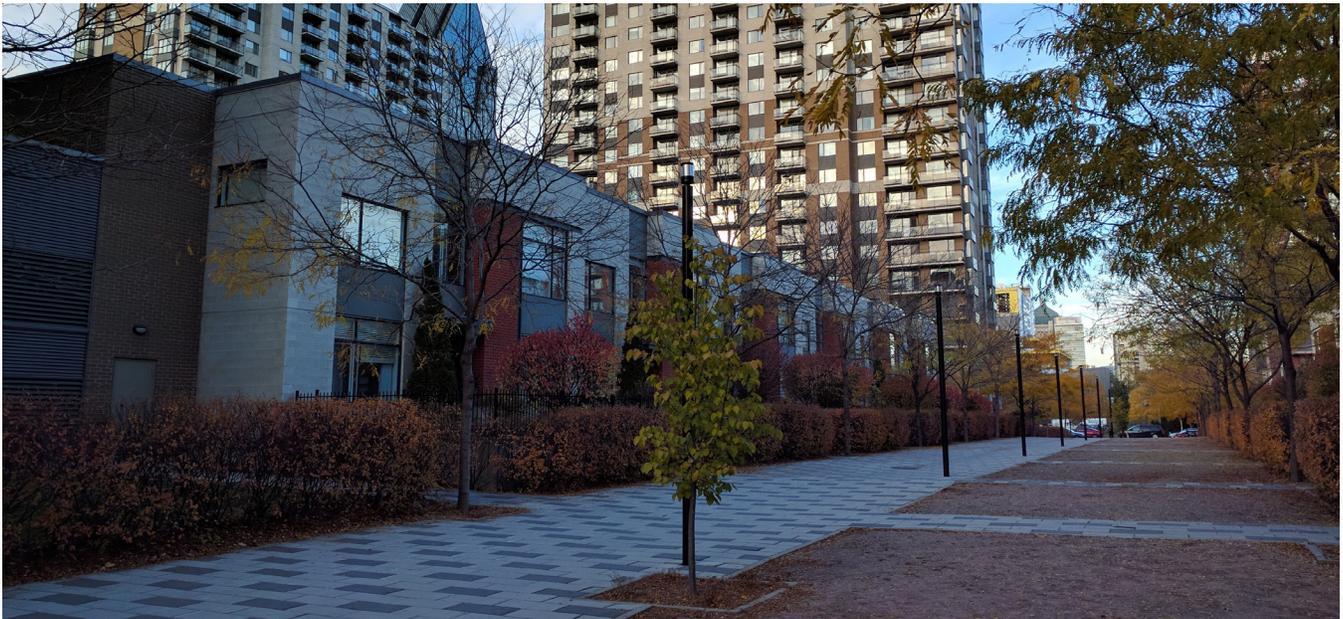
- A) Townhouse buildings should be no more than 60.0m in width, and limited to 8 units, to reinforce small, tight-knit blocks.
- B) Townhouses should have a maximum height of 11.0m. Stacked and back-to-back townhouses should have a maximum height of 15.0m.
- C) Individual floors should be easily discernible from the exterior of the building to break the height of the building into easily perceivable sections.
- D) Slight differences in height between units are encouraged to create an interesting and varied roofline.
- E) Stepbacks are encouraged at the 3rd or 4th storey to mitigate the perceived height of the building and reinforce a human scale.
- F) Back-to-back townhouses should have a maximum unit depth of 10.0m to permit full sunlight throughout the unit.
- G) Individual units should be a minimum of 6.0m wide where garages are integrated in the front of the building, or 4.5m wide where access from a rear lane is provided.
- H) Individual units should be well articulated through vertical recesses and projections, window bays, and the alignment of doors, windows, porches and other architectural features.
- I) Townhouses should use high-quality materials that are appropriate within their local context, and may predominantly include brick, wood and or/stone.
- J) Facade materials should reflect their intended use, and should not be used to imitate other materials.
- K) Monolithic elements, such as vertical features and/or materials that extend the entire height of the building should be avoided.
- L) On corner units, a similar degree of facade articulation should be provided on both frontages and building elements, such as porches, should wrap the corner.



Recesses and projections create vertical articulation, while materials are used to define horizontal scale.

4.3.3(4) Support Walkability and Active Transportation

- A) Townhouse blocks should be no more than 60.0m in width to provide ample opportunity for pedestrian mews.
- B) On larger blocks, where multiple townhouse buildings abut each other, pedestrian mews should be provided between buildings.
- C) Where back-to-back and stacked back-to-back townhouse buildings face each other, a mid-block connection should be provided between the buildings.
- D) Townhouses should provide ample bicycle parking/storage opportunities. Where parking is provided underground, safe and convenient access should be provided.



Pedestrian mews provide permeable blocks that promote and support active transportation.

4.3.3(5) Minimize Vehicle Presence in the Public Realm

- A) Front-yard driveways/garages should only be considered where this is a predominant characteristic of the street. In such cases, they should be at least 6.0m in depth to ensure cars do not impede the public sidewalk.
- B) Vehicle access to townhouse parking should be provided from a rear lane and/or secondary street.
- C) Where garages are provided within townhouses, they should be located at the back of each unit and accessed from a rear lane to avoid curb-cuts on the public sidewalk.
- D) For stacked and back-to-back townhouses, parking should be provided underground either as a stand-alone structure or as part of a larger development.
- E) Where underground parking is not feasible, surface parking should be located at the rear of the site and buffered from public view.
- F) Surface parking lots should be well landscaped, including landscaped islands at the end of all parking aisles to break up expansive paved areas, and edge landscaping to screen the parking area from public view.



Providing parking at the rear, and integrated into the building, minimizes the impacts on the public realm.

4.3.3(6) Promote Vibrant Streets

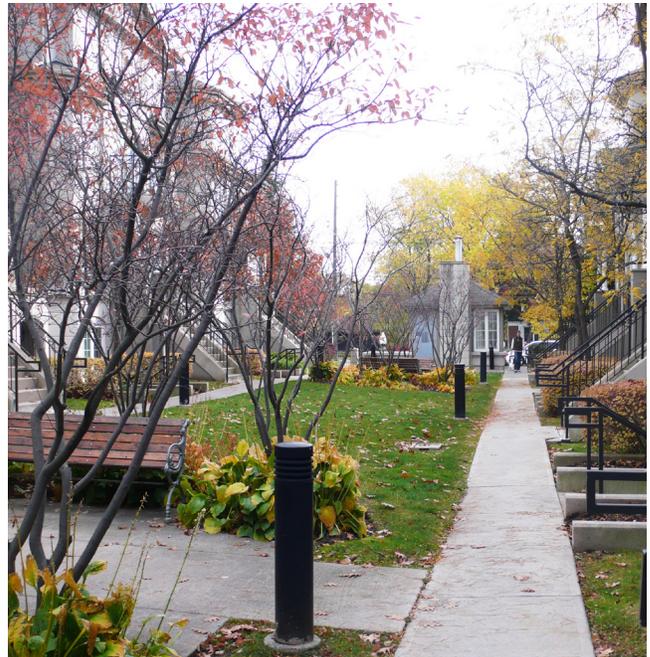
- A) Townhouses should be oriented toward the street.
- B) Where townhouse blocks are located perpendicular to streets (i.e. due to lot constraints), end units should be oriented toward the street.
- C) Townhouses should be set back a minimum of 4.5m from the lot line to accommodate private landscaping and unique and interesting front yard treatments.
- D) Slight variations in setbacks may be appropriate to create a varied and visually interesting streetscape.
- E) No substantial built elements (i.e. stairs, porches) should encroach into the first 1.5m from the lot line of the front- or exterior side-yard.
- F) Where front-yard parking is provided, at least 50% of the front yard should remain landscaped.
- G) Private front-yard landscaping should create a clear, but unobtrusive interface between the public and private realm. Low, highly-transparent fences may be appropriate.
- H) Private trees are encouraged in the front yard to enhance the urban tree canopy. All trees should have access to 30.0m³ of high-quality soil.
- I) Front doors, large windows and active uses (i.e. kitchens, living rooms) should be oriented toward the street to provide animation and opportunities for public/private exchange.
- J) Front porches are encouraged to provide space for street animation, and to create a grade separation between the public and private realm. They should be designed as an integrated element of the building.
- K) Where front porches are provided, the ground floor may be up to 1.2m above grade and the materiality of the primary façade should extend all the way to the ground to minimize exposed concrete foundations.
- L) On stacked townhouses, access to lower units may be provided up to 1.5m below grade. This access should be well integrated into the building and should not be visually obtrusive from the public realm.
- M) Uses that detract from the pedestrian experience, such as garbage and storage areas, should be located at the rear of townhouses and integrated into the building where possible.
- N) Where these uses cannot be integrated into the building, they should be screened from public view through an enclosure that is tall enough to fully cover the use.
- O) Garbage and storage areas should be designed using materials that are consistent with the overall design of the building and should utilize a base material that will not absorb leaks. Chain link fence is strongly discouraged.



Front entrances, private gardens, and active internal uses help to create vibrant, active streets.

4.3.3(7) Provide Amenity Space for all Residents

- A) All townhouses should have access to private outdoor amenity space, including rear yards and/or upper storey or rooftop patios.
- B) Where rear yards are provided, they should be 6.0-7.5m to accommodate active outdoor amenity space. For stacked townhouses, a 9.0m setback is required.
- C) Where upper-storey stepbacks are provided, they should be 1.5-3.0m to accommodate usable outdoor amenity space (i.e. patios).
- D) In back-to-back and stacked back-to-back townhouses, where rear yards are not feasible, amenity space should be provided through a combination of centrally-located shared outdoor amenity areas and upper-storey and/or rooftop patios.
- E) Where back-to-back townhouse blocks face each other, shared outdoor amenity space should be provided within the recommended 15.0m separation distance.
- F) Where shared outdoor amenity spaces are provided, they may include internal courtyards, shared rooftop terraces, hardscaped plazas, etc.
- G) Shared outdoor amenity areas should be located in concert with internal amenity areas.
- H) Shared outdoor amenity areas should be conveniently located, scaled and configured to maximize functionality, and oriented to maximize sunlight access.
- I) Shared outdoor amenity space should be well-connected to surrounding streets through either direct frontage and/or pedestrian mews.
- J) Where possible, shared outdoor amenity spaces should be part of a broader network of integrated open spaces.
- K) Shared outdoor amenity areas should include a variety of amenities, including seating, shade structures, exercise equipment and/or children's play areas.



Amenity should be provided through a mix of public at-grade space (top) and private rooftop space (bottom).

4.3.3(8) Ensure Safety and Accessibility for All

- A) All public areas should adhere to the principles of CPTED, including (but not limited to) natural surveillance, clear sightlines, adequate lighting, and the avoidance of entrapment areas.
- B) All public areas should be universally accessible and should adhere to the principles and policies of the Accessibility for Ontarians with Disabilities Act.
- C) Front doors, large windows and active uses (i.e. kitchens, living rooms) should be oriented toward the street to provide opportunities for casual surveillance.
- D) Where pedestrian mews are provided, they should be framed by active uses (i.e. kitchens, living rooms) to enhance safety through casual surveillance.
- E) Pedestrian-scale lighting should be provided at regular intervals within shared outdoor amenity areas and along pedestrian mews.
- F) Attention and directional tactile wayfinding (TWSI) should be installed in all shared outdoor amenity areas.



Orienting active internal uses (i.e. kitchens, living rooms) helps to provide 'eyes on the street.'

4.3.4 Evaluation Matrix

The following Evaluation Matrix compiles key metrics for Townhouses. 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					
With Driveway	6.0m				
No Driveway	4.5m (Min.)				
No Encroachment Zone (From Front and Exterior Side-Yard Lot Line)	1.5m				
Side-Yard Setbacks					
To Townhouses	1.5-3.0m Setback 3.0-6.0m Separation				
To Townhouse (With Windows)	3.0m Setback 6.0m Separation				
To Single or Semi	3.0m Setback 6.0m Separation				
Rear-Yard Setbacks					
Townhouses	6.0-7.5m				
Stacked Townhouses	9.0m				
Between Facing Townhouses	15.0m				
Stepbacks/Angular Planes					
Rear-Yard Angular Plane (From Rear-Yard Lot Line)	45 Degrees				
Front-Yard Stepbacks	At 3rd/4th Storey				
Stepback Depth	1.5-3.0m				
Building Width/Depth					
Building Width	60.0m or 8 Units				
Unit Width (with Garage)	6.0m				
Unit Width (No Garage)	4.5m				
Unit Depth (Back-to-Back Only)	10.0m				
Building Height					
Traditional	11.0m				
Stacked/Back-to-Back	15.0m				
Front Steps Height (Above Grade)	1.2m				
Front Steps Height (Below Grade)	1.5m				

4.4 Low-Rise Buildings

4.4.1 Description

Low-rise buildings include buildings with multiple units up to 4-storeys in height. While some units may have direct access from grade level, upper units are generally accessed via internal stairs, elevators and shared corridors. Units within a low-rise building are generally single-level, allowing a large number of units within each building and providing increased density in a form that can be compatible with a range of building typologies, from single- and semi-detached dwellings to high-rise buildings.

Low-rise buildings may be single use (i.e. residential, office), or may provide a mix of uses with retail generally provided at the ground level when located along an established commercial street.

Units range in size, amenity, and affordability which attracts and supports a diverse population. Within a residential building, this may range from students living in bachelor apartments to families in three or more bedroom units. Where commercial and office uses are provided, units may support small start-ups with minimal space needs, or large retail chains that require substantial ground floor space.

Typically, amenity space within a low-rise building will include a mix of internal programming (i.e. fitness, amenity rooms, pools, etc.) and external shared open spaces (i.e. parkettes, plazas, playgrounds, etc.).

Low-rise buildings may be appropriate at the edge of Residential Areas where frontage can be provided on Arterial and Collector Roads and where greater density is desired to maximize existing infrastructure (i.e. transit, servicing, etc.). Within new developments in the Urban Centres and Corridors, low-rise buildings may be the predominant form of development or may be used to provide a transition between mid- and high-rise buildings and lower density buildings like townhouses, single- and semi-detached dwellings.



Low-rise buildings can take a variety of forms and functions, and may include residential buildings, office buildings, and/or a mix of both. Often, retail uses are provided at grade.

4.4.2 Design Vision

Low-rise buildings should provide transit-supportive density in a form that transitions carefully to adjacent lower-scaled neighbourhoods and buildings. They should frame and address adjacent streets while reinforcing a human-scaled public realm. Low-rise buildings should provide a strong interface between the public and private realm that reflects their at-grade use and generally reinforces a well-defined and tight-knit streetscape. Low-rise buildings should provide active uses at grade, including individual residential entrances, retail, lobbies, and amenity areas. Where appropriate, these uses should animate the public realm and support a vibrant and engaging streetscape. A mix of private and public amenity space should provide variation in the streetscape, opportunities for people to gather and socialize, and connections to a broader network of open spaces wherever possible.



4.4.3 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 low-rise buildings:

4.4.3(1) Fit Harmoniously into the Established Context

- A)** Low-rise buildings should be oriented parallel to the street to reinforce the established streetwall. Where through lot buildings are proposed, both frontages should align with their respective streets.
- B)** Low-rise buildings should be located close to the front lot line to generally reinforce a continuous streetwall. On corner lots, low-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 may be appropriate on a case-by-case basis.
- E)** The design, massing and articulation of low-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)** Notwithstanding the above, a range of distinct but complementary façade designs, rooflines, materials and architectural details are encouraged, particularly between adjacent low-rise developments, to create variation within a streetscape.



Mid-rise buildings should be massed to respond to their adjacent and established context.

4.4.3(2) Mitigate Impacts on Adjacent Properties

- A) Where low-rise buildings abut single-detached, semi-detached and townhouse dwellings, side-yard stepbacks are encouraged on the upper storey(s) to provide an gradual transition in height to the adjacent dwelling, and to mitigate shadow impacts.
- B) Where low-rise buildings create a continuous streetwall, side-yard stepbacks are recommended on the upper storey(s) to maximize sky views and sunlight access to adjacent buildings.
- C) Where side windows are provided on upper storeys, the stepbacks in B) should be 5.5m from the side lot line to ensure appropriate separation distance (11.0m) between upper storeys of the buildings.
- D) Where low-rise buildings back onto lower building typologies, they should be set back 9.0m from the rear lot line to provide space from adjacent properties and/or to accommodate a rear lane.
- E) Where low-rise buildings abut lower building typologies, a 45-degree angular plane from the rear- and/or exterior side-yard lot line (at a height of 1.7m) should be applied to mitigate shadow/privacy impacts of the upper storeys of the building.
- F) Where low-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 (refer to Table 6.2.4.6 in By-law 2019-06) from the opposite lot line.
- G) Where low-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.
- H) Where side windows are desirable on lower levels, an 11.0m separation distance should be provided between low-rise buildings to mitigate privacy issues. Where side yard windows are only on one side, a 5.5m separation distance may be appropriate.
- I) Where low-rise buildings face each other within a block, a 15.0m separation distance should be provided to minimize shadow/privacy impacts.
- J) Where large mechanical equipment is provided, including a mechanical penthouse, it should be carefully located to minimize shadow impacts.



Stepbacks at the upper levels of a building help to mitigate shadows on adjacent streetscapes and parks.

4.4.3(3) Create Attractive, Human-Scaled Buildings

- A) Low-rise buildings should be no more than 60.0m in width to reinforce small, tight-knit blocks.
- B) Low-rise buildings should have a maximum height of 4 storeys (15.0m).
- 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 low-rise buildings should be 4.5m in height to reinforce a strong visual presence.
- E) Slight differences in height between adjacent low-rise buildings are encouraged to create an interesting and varied roofline.
- F) Stepbacks are encouraged at the 3rd and/or 4th storey to mitigate the perceived height of the building and reinforce a human scale.
- 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) Low-rise buildings should be carefully designed and articulated to break their mass into smaller components through vertical recesses and projections, and the alignment of doors, windows, and other architectural features. As a general rule, 20% of the building frontage should be articulated.
- I) Articulation should generally reflect the internal use, but should limited continuous building sections to less than 25.0m.
- J) Low-rise buildings should use high-quality materials that are appropriate within their

local context, and may predominantly include brick, wood and or/stone.

- K) Facade materials should reflect their intended use, and should not be used to imitate other materials.
- L) On corner buildings, a similar degree of facade articulation should be provided on both frontages and an enhanced treatment should be considered to accentuate the corner.



Recesses, projections, materials and balconies break these buildings into smaller components visually.

4.4.3(4) Support Walkability and Active Transportation

- A) Low-rise buildings should be no more than 60.0m in width to provide ample opportunity for pedestrian mews.
- B) On larger blocks, where multiple low-rise buildings abut each other, pedestrian mews should be provided between buildings.
- C) Where low-rise buildings face each other within a block, a mid-block connection should be provided between the buildings.
- D) Where possible, primary building entrances (i.e. lobbies) should be located in close proximity to transit stops.
- E) Where low-rise buildings have commercial uses at grade, or public uses within residential buildings (i.e. lobbies, amenity space), continuous weather protection should be provided to encourage active modes of transportation.
- F) Low-rise buildings should provide ample bicycle parking/storage opportunities. Where parking is provided underground, safe and convenient access should be provided.
- G) Short-term and visitor bicycle parking should be provided in close proximity to main entrances, lobbies, pedestrian mews and shared amenity spaces.



Top: Short, well-spaced buildings create walkable blocks.
Bottom: Ample and convenient bicycle parking provided.

4.4.3(5) Minimize Vehicle Presence in the Public Realm

- A) Front-yard parking for low-rise buildings is highly discouraged.
- B) Parking, servicing and loading for low-rise buildings should be located at the rear of the building. Where this cannot be achieved, side yard solutions may be considered on a case-by-case basis provided vehicle impacts on the public realm are minimal.
- C) Vehicle access for parking, servicing and loading should be provided from a rear lane and/or secondary street to avoid vehicle conflicts with the public sidewalk.
- D) Surface parking lots should be well landscaped, including landscaped islands at the end of all parking aisles to break up expansive paved areas, and edge landscaping to screen the parking area from public view.



Providing parking at the rear or side yard minimizes the impacts on the public realm.

4.4.3(6) Promote Vibrant Streets

- A) Where no streetwall exists, low-rise buildings should be oriented to maximize frontages on Arterial and Collector Roads.
- B) Where no streetwall exists, low-rise buildings with residential at grade should be set back 3.0-5.0m to accommodate front yard landscaping. Where retail is provided at grade, a 4.5-6.0m setback is recommended to accommodate wide, active boulevards.
- C) Within the Urban Centres, additional setbacks may be required to accommodate the future burying of hydro and other utilities.
- D) Slight variations in setbacks may be appropriate to create a varied and visually interesting streetscape, and to provide opportunities for commercial plazas and/or enhanced boulevard treatments.
- E) On corner buildings, and/or where buildings address POPS or other open spaces, opportunities to create unique building forms or integrate public art into the building design should be explored.
- F) The ground floor of low-rise buildings should reinforce vibrant streets. For residential buildings, this includes active uses, such as lobbies and amenity areas, as well as individual at-grade unit entrances and private front yards. For mixed-use buildings, grade-related commercial uses should be provided.
- G) Within those areas identified as Priority Commercial Areas in the Urban Centres, 75% of the ground floor frontage should be comprised of commercial uses.
- H) Where grade-related commercial uses are proposed, a substantial amount of the ground floor (i.e. greater than 60%) should be clear-glazed to provide opportunities for public/private exchange.
- I) Where appropriate, commercial uses should 'spill' onto the public sidewalk through patios, outdoor seating, and sale and display areas.
- J) Where private front-yards are provided, no substantial built elements (i.e. stairs, porches) should encroach into the first 1.5m from the lot line of the front- or exterior side-yard.
- K) Private front-yard landscaping should create a clear, but unobtrusive interface between the public and private realm. Low, highly-transparent fences may be appropriate.
- L) Private front yard trees are encouraged to enhance the urban tree canopy. All trees should have access to 30.0m³ of high-quality soil.
- M) Where residential uses are proposed at grade, front doors, large windows and active uses (i.e. kitchens, living rooms) should be oriented toward the street to provide animation and opportunities for public/private exchange.
- N) Front porches are encouraged to provide space for street animation, and to create a grade separation between the public and private realm. They should be designed as an integrated element of the building.
- O) Where front porches are provided, the ground floor may be up to 1.5m above grade and the materiality of the primary façade should extend all the way to the ground to minimize exposed concrete foundations.
- P) Uses that detract from the pedestrian experience, such as garbage and storage areas, should be located at the rear of low-rise buildings and integrated into the building where possible.

- Q)** Where these uses cannot be integrated into the building, they should be screened from public view through an enclosure that is tall enough to fully cover the use.
- R)** Garbage and storage areas should be designed using materials that are consistent with the overall design of the building and should utilize a base material that will not absorb leaks. Chain link fence is strongly discouraged.
- S)** Garbage and storage facilities should be co-ordinated with parking areas to minimize their collective footprint.



Commercial uses help to define a vibrant public realm, particularly where they 'spill out' onto the street.

4.4.3(7) Provide Amenity Space for all Residents

- A) All low-rise buildings should have access to indoor and outdoor amenity space, including a combination of centrally-located shared outdoor amenity areas and upper-storey and/or rooftop patios.
- B) Within the Urban Centres and Corridors, POPS are recommended wherever possible to create a continuous network of public open spaces.
- C) Where upper-storey stepbacks are provided, they should be 1.5-3.0m to accommodate usable outdoor amenity space (i.e. patios).
- D) Where low-rise buildings face each other within a block, shared outdoor amenity space should be provided within the recommended 15.0m separation distance.
- E) Where shared outdoor amenity spaces are provided, they may include internal courtyards, shared rooftop terraces, landscaped plazas, etc.
- F) Shared outdoor amenity areas should be located in concert with internal amenity areas.
- G) Shared outdoor amenity areas should be conveniently located, scaled and configured to maximize functionality, and oriented to maximize sunlight access.
- H) Shared outdoor amenity space should be well-connected to surrounding streets through either direct frontage and/or pedestrian mews.
- I) Where possible, shared outdoor amenity spaces should be part of a broader network of integrated open spaces.

- J) Shared outdoor amenity areas should include a variety of amenities, including seating, shade structures, exercise equipment and/or children's play areas.



Amenity should be provided through a mix of public at-grade space (top) and private rooftop space (bottom).

4.4.3(8) Ensure Safety and Accessibility for All

- A) All public areas should adhere to the principles of CPTED, including (but not limited to) natural surveillance, clear sightlines, adequate lighting, and the avoidance of entrapment areas.
- B) All public areas should be universally accessible and should adhere to the principles and policies of the Accessibility for Ontarians with Disabilities Act.
- C) Active uses (i.e. retail, lobbies, amenity areas, kitchens, living rooms) should be oriented toward the street to provide opportunities for casual surveillance.
- D) Where pedestrian mews are provided, they should be framed by active uses (i.e. retail, lobbies, amenity areas, kitchens, living rooms) to enhance safety through casual surveillance.
- E) Pedestrian-scale lighting should be provided at regular intervals along building frontages, within shared outdoor amenity areas and along pedestrian mews.
- F) Attention and directional tactile wayfinding (TWSI) should be installed in all shared outdoor amenity areas.



Large, grade-level windows helps to provide 'eyes on the street' while creating internal/external exchange.

4.4.4 Evaluation Matrix

The following Evaluation Matrix compiles key metrics for Low-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 and Exterior Side-Yard Lot Line of Residential Use)	1.5m				
Side-Yard Setbacks					
Where a Continuous Streetscape is Appropriate (Case-by-Case Basis)	0.0m				
Adjacent Building (With Windows)	5.5m Setback 11.0m Separation				
Adjacent Building (No Windows)	2.75m Setback 5.5m Separation				
Rear-Yard Setbacks					
Private Rear Yards	9.0m				
Between Facing Buildings	15.0m				
Stepbacks/Angular Planes					
Rear and Side-Yard Angular Plane (From Rear- and Side Yard Lot Line Abutting Lower Building Typologies)	45 Degrees (At 1.7m Height)				
Rear-Yard Angular Plane (From Rear-Yard Lot Line Abutting Public Street and Lower Typology)	22 Degrees (At 8.9-12.1m Height, subject to Table 6.2.4.6 in By-law 2019-06)				
Front-Yard Stepbacks	3rd/4th Storey				
Side-Yard Stepbacks	3rd/4th Storey				
Stepback Depth	1.5-3.0m				
Stepback Depth (Facing Windows)	5.5m (from Side Lot Line)				

Rationale

(How are the Design Objectives in Section 3.0 and the Design Vision in Section 4.4.2 achieved?)

Evaluation Matrix (Cont.)

Key Metrics		Complies			
		Yes	No	Partly	N/A
Building Width/Articulation					
Building Width	60.0m				
Building Articulation (Cumulative)	20%				
Building Articulation (Section Width)	25.0m				
Building Height					
General	4-Storeys (15.0m)				
Floor-to-Floor Height (General)	3.0m				
Floor-to-Floor Height (Ground)	4.5m				
Front Steps Height (Above Grade)	1.5m				
Front Steps Height (Below Grade)	1.5m				
Ground Floor Treatment					
Commercial Use (Within Priority Commercial Areas)	75%				

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.

4.5.2 Design Vision

Mid-rise buildings should provide transit-supportive density at a height and scale that reflects the adjacent right-of-way width (up to 11-storeys) and frames and addresses Arterial and Collector Roads. Mid-rise buildings are generally designed and massed to provide a legible podium, with storeys above carefully sculpted to mitigate impacts on adjacent lower-scaled neighbourhoods and buildings. Both the podium and upper-levels of a mid-rise building are carefully articulated to minimize the perceived mass of the building from the public realm, and to reinforce a tight-knit streetscape character. At grade level, mid-rise buildings should reflect their internal use and should reinforce vibrant streetscapes through retail, individual at-grade residential entrances, and other active uses (i.e. lobbies, amenity areas).



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:

4.5.3(1) Fit Harmoniously into the Established Context

- A) Mid-rise buildings should be oriented parallel to the street to reinforce the established streetwall. Where through-lot buildings are proposed, both frontages should align with their respective streets.
- B) Mid-rise buildings should be located close to the front lot 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 may be appropriate on a case-by-case basis.
- 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.

4.5.3(2) 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 stepbacks in E) should be 5.5m from the side lot line to ensure appropriate separation distance (11.0m) between upper storeys of the buildings.
- G) Where mid-rise buildings back onto lower building typologies, they should be set back 9.0m from the rear lot line to provide space from adjacent properties and/or to accommodate a rear lane.
- H) Where mid-rise buildings abut lower building typologies, a 45-degree angular plane from the rear- and/or exterior side-yard lot 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 (refer to Table 6.2.4.6 in By-law 2019-06) from the opposite lot line.



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

- 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 may be 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.

4.5.3(3) Create Attractive, Human-Scaled 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 (16.5m) 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 may be 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

into smaller components through vertical recesses and projections, and the alignment of doors, windows, and other architectural features. As a general rule, 20% of the building frontage should be articulated.

- I) Articulation should generally reflect the internal use, but should be limited to continuous building sections to less than 25.0m.
- J) Mid-rise buildings should use high-quality materials that are appropriate within their local context, and may predominantly include brick, wood and or/stone.
- K) Facade materials should reflect their intended use, and should not be used to imitate other materials.
- L) On corner buildings, a similar degree of facade articulation should be provided on both frontages and an enhanced treatment should be considered to accentuate the corner.

4.5.3(4) Support Walkability and Active Transportation

- A) Mid-rise buildings should be no more than 60.0m in width to provide ample opportunity for pedestrian mews.
- B) On larger blocks, where multiple mid-rise buildings abut each other, pedestrian mews should be provided between buildings.
- C) Where possible, primary building entrances (i.e. lobbies) should be located in close proximity to transit stops.
- D) Where mid-rise buildings have commercial uses at grade, or public uses within residential buildings (i.e. lobbies, amenity

space), continuous weather protection should be provided to encourage active modes of transportation.

- E) Mid-rise buildings should provide ample bicycle parking/storage opportunities. Where parking is provided underground, safe and convenient access should be provided.
- F) Short-term and visitor bicycle parking should be provided in close proximity to main entrances, lobbies, pedestrian mews and shared amenity spaces.



Top: Short buildings promote walkable blocks.
Bottom: Pedestrian mews facilitate connectivity.

4.5.3(5) Minimize Vehicle Presence in the Public Realm

- A) Front-yard parking for mid-rise buildings is highly discouraged.
- B) Parking, servicing and loading for mid-rise buildings should be located underground.
- C) Where below-grade parking is not feasible, above-grade structured parking may be considered within the lower building levels, on a case-by-case basis, provided it is framed by active uses on streets and open spaces.
- D) Where above- and/or below-grade structured parking is not feasible, rear- or side-yard surface parking may be considered on a case-by-case basis provided vehicle impacts on the public realm are minimal.
- E) Vehicle access for parking, servicing and loading should be provided from a rear lane and/or secondary street to avoid vehicle conflicts with the public sidewalk.
- F) Where provided, surface parking lots should be well landscaped, including landscaped islands at the end of all parking aisles to break up expansive paved areas, and edge landscaping to screen the parking area from public view.

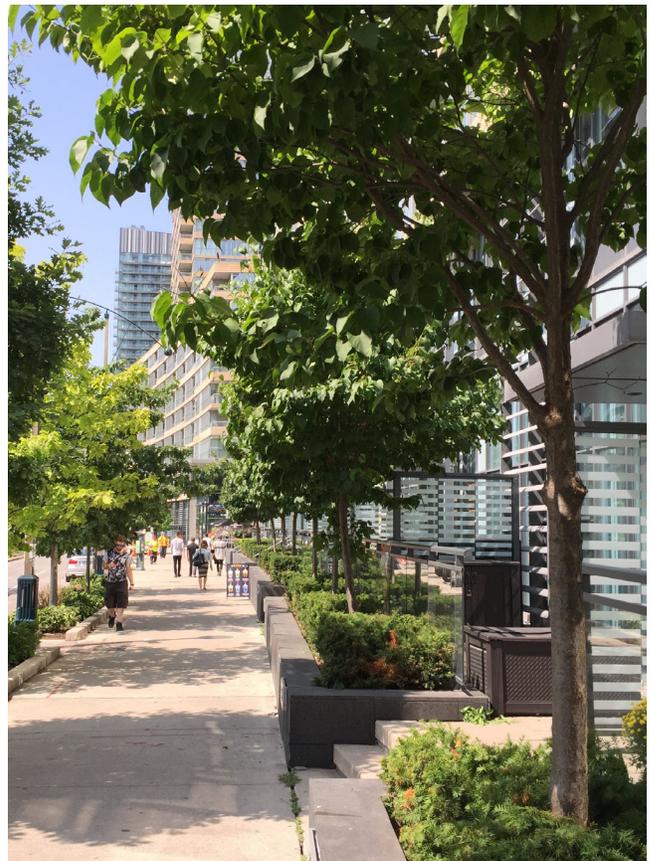


Vehicle uses, such as parking and garbage storage, located away from the street and screened from view.

4.5.3(6) Promote Vibrant Streets

- A) Where no streetwall exists, mid-rise buildings should be oriented to maximize frontages on Arterial and Collector Roads.
- B) Where no streetwall exists, mid-rise buildings with residential at grade should be set back 3.0-5.0m to accommodate front yard landscaping. Where retail is provided at grade, a 4.5-6.0m setback is recommended to accommodate wide, active boulevards.
- C) Within the Urban Centres, additional setbacks may be required to accommodate the future burying of hydro and other utilities.
- D) On corner buildings, and/or where buildings address POPS or other open spaces, opportunities to create unique building forms or integrate public art into the building design should be explored.
- E) Slight variations in setbacks may be appropriate to create a varied and visually interesting streetscape, and to provide opportunities for commercial plazas and/or enhanced boulevard treatments.
- F) The ground floor of mid-rise buildings should reinforce vibrant streets. For residential buildings, this includes active uses, such as lobbies and amenity areas, as well as individual at-grade unit entrances and private front yards. For mixed-use buildings, grade-related commercial uses should be provided.
- G) Within those areas identified as Priority Commercial Areas in the Urban Centres, 75% of the ground floor frontage should be comprised of commercial uses.
- H) Where grade-related commercial uses are proposed, a substantial amount of the ground floor (i.e. greater than 60%) should be clear-glazed to provide opportunities for public/private exchange.
- I) Where appropriate, commercial uses should 'spill' onto the public sidewalk through patios, outdoor seating, and sale and display areas.
- J) Where private front-yards are provided, no substantial built elements (i.e. stairs, porches) should encroach into the first 1.5m from the lot line of the front- or exterior side-yard.
- K) Private front-yard landscaping should create a clear, but unobtrusive interface between the public and private realm. Low, highly-transparent fences may be appropriate.
- L) Private front yard trees are encouraged to enhance the urban tree canopy. All trees should have access to 30.0m³ of high-quality soil.
- M) Where residential uses are proposed at grade, front doors, large windows and active uses (i.e. kitchens, living rooms) should be oriented toward the street to provide animation and opportunities for public/private exchange.
- N) Front porches are encouraged to provide space for street animation, and to create a grade separation between the public and private realm. They should be designed as an integrated element of the building.
- O) Where front porches are provided, the ground floor may be up to 1.5m above grade and the materiality of the primary façade should extend all the way to the ground to minimize exposed concrete foundations.
- P) Uses that detract from the pedestrian experience, such as garbage and storage areas, should be located at the rear of mid-rise buildings and integrated into the building where possible.

- Q)** Where these uses cannot be integrated into the building, they should be screened from public view through an enclosure that is tall enough to fully cover the use.
- R)** Garbage and storage areas should be designed using materials that are consistent with the overall design of the building and should utilize a base material that will not absorb leaks. Chain link fence is strongly discouraged.
- S)** Garbage and storage facilities should be co-ordinated with parking areas to minimize their collective footprint.



Top: Active, at-grade retail uses create vibrant streets.
Bottom: Private landscaping create a varied streetscape.

4.5.3(7) Provide Amenity Space for all Residents

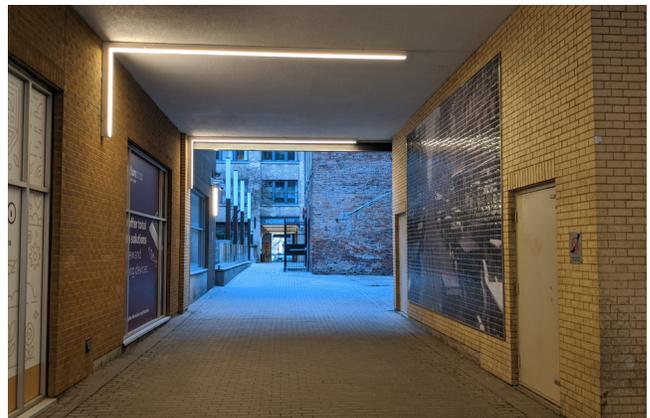
- A) All mid-rise buildings should have access to indoor and outdoor amenity space, including a combination of centrally-located shared outdoor amenity areas and upper-storey and/or rooftop patios.
- B) Within the Urban Centres and Corridors, POPS are recommended wherever possible to create a continuous network of public open spaces.
- C) Where upper-storey stepbacks are provided, they should be 1.5-3.0m to accommodate usable outdoor amenity space (i.e. patios).
- D) Where shared outdoor amenity spaces are provided, they may include internal courtyards, shared rooftop terraces, hardscaped plazas, softscaped/green amenity spaces, etc.
- E) Shared outdoor amenity areas should be located in concert with internal amenity areas.
- F) Shared outdoor amenity areas should be conveniently located, scaled and configured to maximize functionality, and oriented to maximize sunlight access.
- G) Shared outdoor amenity space should be well-connected to surrounding streets through either direct frontage and/or pedestrian mews.
- H) Where possible, shared outdoor amenity spaces should be part of a broader network of integrated open spaces.
- I) Shared outdoor amenity areas should include a variety of amenities, including seating, shade structures, exercise equipment and/or children's play areas.



Amenity space can take a range of forms, including large open parks and/or smaller urban parks and plazas.

4.5.3(8) Ensure Safety and Accessibility for All

- A) All public areas should adhere to the principles of CPTED, including (but not limited to) natural surveillance, clear sightlines, adequate lighting, and the avoidance of entrapment areas.
- B) All public areas should be universally accessible and should adhere to the principles and policies of the Accessibility for Ontarians with Disabilities Act.
- C) Active uses (i.e. retail, lobbies, amenity areas, kitchens, living rooms) should be oriented toward the street to provide opportunities for casual surveillance.
- D) Where pedestrian mews are provided, they should be framed by active uses (i.e. retail lobbies, amenity areas, kitchens, living rooms) to enhance safety through casual surveillance.
- E) Pedestrian-scale lighting should be provided at regular intervals along building frontages, within shared outdoor amenity areas and along pedestrian mews.
- F) Attention and directional tactile wayfinding (TWSI) should be installed in all shared outdoor amenity areas.



Pedestrian-scaled lighting used to create safe pedestrian connections at all times of day.

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 and Exterior Side-Yard Lot Line of Residential Use)	1.5m				
Side-Yard Setbacks					
Where a Continuous Streetscape is Appropriate (Case-by-Case Basis)	0.0m				
Adjacent Podiums (With Windows)	5.5m Setback 11.0m Separation				
Adjacent Podiums (No Windows)	2.75m Setback 5.5m Separation				
Rear-Yard Setbacks					
Private Rear-Yards	9.0m				
Between Facing Buildings	15.0m				
Stepbacks/Angular Planes					
Rear and Side-Yard Angular Plane (From Rear- and Side Yard Lot Line Abutting Lower Building Typologies)	45 Degrees (At 1.7m Height)				
Rear-Yard Angular Plane (From Rear-Yard Lot Line Abutting Public Street and Lower Typology)	22 Degrees (At 8.9-12.1m Height, subject to Table 6.2.4.6 in By-law 2019-06)				
Front-Yard Stepbacks	3rd/5th Storey				
Side-Yard Stepbacks	3rd/5th Storey				
Stepback Depth	1.5-3.0m				
Stepback Depth (Facing Windows)	5.5m (from Side Lot Line)				

Evaluation Matrix (Cont.)

Key Metrics		Complies			
		Yes	No	Partly	N/A
Building Width/Articulation					
Building Width	60.0m				
Building Articulation (Cumulative)	20%				
Building Articulation (Section Width)	25.0m				
Building/Podium Height					
Building Height (Min)	5-Storeys (16.5m)				
Building Height (Max)	11-Storeys (34.5m) (Subject to Urban Centres Zoning)				
Podium Height (Adjacent to Lower Typology)	3-Storeys (+ 45 Degree Angular Plane from Rear and/or Side Lot Line)				
Floor-to-Floor Height (General)	3.0m				
Floor-to-Floor Height (Ground)	4.5m				
Front Steps Height (Above Grade)	1.5m				
Front Steps Height (Below Grade)	1.5m				
Ground Floor Treatment					
Commercial Use (Within Priority Commercial Areas)	75%				
Clear Glazing (Commercial Uses)	60%				

4.6 High-Rise Buildings

4.6.1 Description

High-rise buildings are 12-storeys or more in height and are typically comprised of three parts:

- **The Podium:** The podium of a high-rise building, generally the first 4 to 6-storeys, anchors the tower and dictates the building's relationship to the street and how pedestrians perceive and interact with the building.
- **The Tower:** The tower of a high-rise building contains the bulk of the density, and plays an important role in defining the urban skyline. The tower also has the greatest potential for impacts on adjacent properties, including shadows and wind.
- **The Top:** The top of a high-rise building usually contains mechanical equipment, but can be wrapped with active uses (i.e. residential units, amenity spaces, etc.). The top of a high-rise building provides the opportunity to utilize unique materials and designs to further reinforce a strong skyline.

High-rise buildings maximize density and are appropriate at strategic locations, such as rapid transit nodes and key intersections, where they can make the most efficient use of existing infrastructure (i.e. transit, servicing, etc.). When properly designed, high-rise buildings create highly imageable urban landmarks that enhance a Town's sense of place.

High-rise buildings function much like low- and mid-rise buildings, and may include a mix of residential, office and/or retail uses with a mix of unit sizes to attract diverse residents and tenants.

High-rise buildings generally define the most significant urban gateways and nodes. They are highly visible and require the highest quality of design excellence.

As the most intense form of urban development, high-rise buildings offset their density with the greatest investment in the public realm, including large public parks and plazas, community facilities, smaller POPS and/or pedestrian mews to adjacent destinations. Similarly, high-rise buildings actively promote alternative modes of transportation through enhanced cycling facilities (i.e. locks, storage, on-site showers, etc.), car-share services, etc.

As part of the investment in the public realm, parking for high-rise buildings is located underground, with access provided from a rear lane or secondary street, where it will have no impacts.

High-rise buildings should be located within the Urban Corridors and Centres. They should complement a generally mid-rise character, while providing strategic opportunities to punctuate the skyline and provide targeted investment at key nodes (i.e. Yonge Street/Davis Drive and Yonge Street/Mulock Drive).



High-rise buildings provide the greatest density in strategic locations. They are generally defined by three clear components, including a human-scaled podium, a highly-legible tower, and an articulated top.

4.6.2 Design Vision

High-rise buildings should maximize density in the most urban and transit-oriented areas. At 12-stories and greater, they should be strategically located to provide visual landmarks that establish an attractive and memorable skyline. They should achieve the highest quality of design excellence, including a clear base, middle and top that are designed and articulated to reduce their perceived mass. The podium of a high-rise building should anchor the tower, frame the adjacent street, and provide a human-scale experience supported by vibrant and active at-grade uses. Above the podium, the tower should be carefully located and appropriately sized to minimize shadow impacts. The top of a high-rise building should further reinforce an interesting skyline. High-rise buildings should be supported by extensive public and private amenity space, including POPS, community facilities, etc.



4.6.3 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 high-rise buildings:

4.6.3(1) Fit Harmoniously into the Established Context

- A) In general, high-rise buildings should be strategically located within the Centres and along Corridors to punctuate the skyline, highlight important nodes, and to work with other building typologies to ensure a gradual and appropriate transition to established neighbourhoods.
- B) High-rise buildings should be oriented parallel to the street to reinforce the established streetwall. Where through-lot buildings are proposed, both frontages should align with their respective streets.
- C) High-rise buildings should be located close to the front lot line to generally reinforce a continuous streetwall. On corner lots, high-rise buildings should be located to reinforce both streetwalls.
- D) Notwithstanding the above, slight variations in setbacks may be appropriate to create a more interesting streetscape.
- E) Side-yard setbacks of 5.5m should be provided to maintain ample spacing (11.0m) between building podiums. Where a continuous streetscape has been established by existing buildings, no side-yard setback may be appropriate on a case-by-case basis.
- F) The design, massing and articulation of high-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.

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



The height of a high-rise building should clearly relate to adjacent buildings.

4.6.3(2) Mitigate Impacts on Adjacent Properties

- A) All high-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 high-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.
- D) Where high-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) Above the podium, the tower should provide a 12.5m setback from adjacent lot lines to accommodate a 25m separation distance (from building face to building face) between abutting towers in order to minimize cumulative shadow impacts, preserve sky views, and mitigate privacy concerns.
- F) Towers should be strategically located on the podium to minimize their impacts on adjacent streets and buildings.
- G) Towers floorplates should be slender, and should be limited to 750.0m² (excluding balconies) to ensure that shadows move off adjacent sites quickly as the sun changes position. A maximum width of 30.0m is recommended.
- H) Where high-rise buildings create a continuous streetwall, side-yard stepbacks are recommended between the 3rd and 5th storey of the podium to maximize sky views and sunlight access to adjacent buildings.
- I) Where side windows are provided on upper storeys, the stepbacks in H) should be 5.5m from the side lot line to ensure appropriate separation distance (11.0m) between upper storeys of the buildings.
- J) Where high-rise buildings back onto lower building typologies, they should be set back 9.0m from the rear lot line to provide space from adjacent properties and/or to accommodate a rear lane.
- K) Where high-rise buildings abut lower building typologies, a 45-degree angular plane from the rear- and/or exterior side-yard lot line (at a height of 1.7m) should be applied to mitigate shadow/privacy impacts of the upper storeys of the podium.
- L) Where high-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 (refer to Table 6.2.4.6 in By-law 2019-06) from the opposite lot line.

- M) Where side windows are desirable on the lower storeys, an 11.0m separation distance should be provided between high-rise building podiums to mitigate privacy issues. Where side yard windows are only on one side, a 5.5m separation distance may be appropriate.
- N) Mechanical penthouses should be carefully designed and located to minimize shadow impacts.



Top: Narrow towers minimize shadow impacts.
 Bottom: A human-scaled podium anchors the tower.

4.6.3(3) Create Attractive, Human-Scaled Buildings

- A) High-rise buildings should have a clearly articulated podium, tower, and top to break up the perceived vertical mass of the building and ensure legibility at a variety of scales.
- B) The podiums of high-rise buildings should be no more than 60.0m in width to reinforce small, tight-knit blocks.
- C) High-rise buildings should have a minimum height of 12 storeys (37.5m). Within the Urban Centres, maximum heights are identified on Schedule B of the Urban Centres Zoning By-Law 2019-06.
- D) The podium height of a high-rise building should be at least 3-storeys, and 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.
- E) Notwithstanding the above, a maximum podium height of 6-storeys is recommended.
- F) 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.
- G) The ground floor of high-rise buildings should be 4.5m in height to reinforce a strong visual presence.
- H) Slight differences in height between adjacent high-rise buildings are encouraged to create an interesting and varied skyline.
- I) 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 may be appropriate to further mitigate the perceived mass of the building.



A human-scaled podium helps to create a strong presence at grade while anchoring the tower above.

- J)** High-rise buildings should be carefully designed and articulated to break their mass into smaller components through vertical recesses and projections, and the alignment of doors, windows, and other architectural features. As a general rule, 20% of the building frontage should be articulated.
- K)** Articulation should generally reflect the internal use, but should limited continuous building sections to less than 25.0m.
- L)** High-rise buildings should use high-quality materials that are appropriate within their local context, and may predominantly include brick, wood and or/stone.
- M)** Generally, ‘heavier’ materials (i.e. stone, brick, metal) should be sued within the podium to anchor the tower. Within the tower, these materials should be used to accentuate vertical and horizontal elements, and to highlight architectural features.
- N)** The towers of high-rise buildings are generally visible from all directions, and should apply a similar level of articulation and materials quality to all sides of the tower.
- O)** Where appropriate, alternative treatments may be considered to distinguish the top of the building and create a more interesting skyline.
- P)** Facade materials should reflect their intended use, and should not be used to imitate other materials.
- Q)** On corner buildings, a similar degree of facade articulation should be provided on both frontages within the podium and an enhanced treatment should be considered to accentuate the corner.

4.6.3(4) Support Walkability and Active Transportation

- A) High-rise building podiums should be no more than 60.0m in width to provide ample opportunity for pedestrian mews.
- B) On larger blocks, where multiple high-rise buildings abut each other, pedestrian mews should be provided between podiums.
- C) Where possible, primary building entrances (i.e. lobbies) should be located in close proximity to transit stops.
- D) Where high-rise buildings have commercial uses at grade, or public uses within residential buildings (i.e. lobbies, amenity space), continuous weather protection should be provided to encourage active modes of transportation.
- E) High-rise buildings should provide ample bicycle parking/storage opportunities. Where parking is provided underground, safe and convenient access should be provided.
- F) Short-term and visitor bicycle parking should be provided in close proximity to main entrances, lobbies, pedestrian mews and shared amenity spaces.



Top: Pedestrian mews between high-rise buildings.
Bottom: Bicycle parking close to a building entrance.

4.6.3(5) Minimize Vehicle Presence in the Public Realm

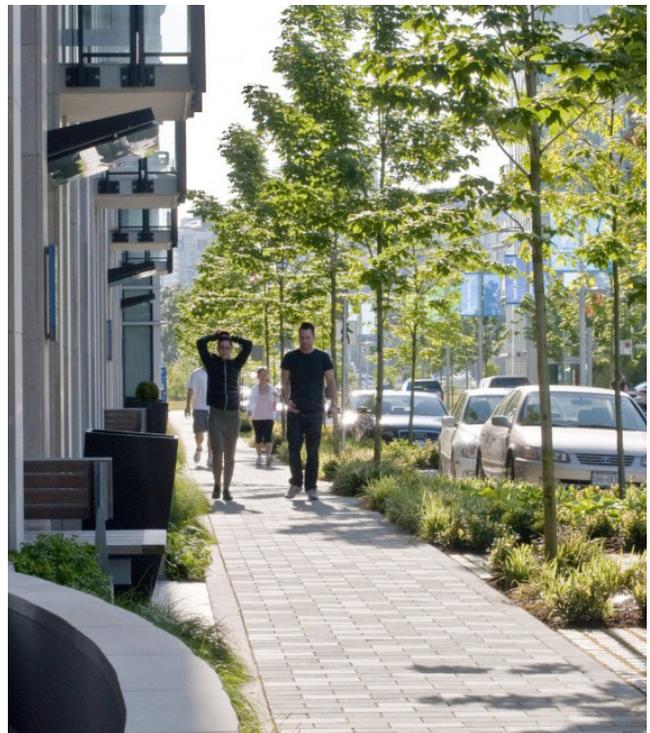
- A) Front-yard parking for high-rise buildings is highly discouraged.
- B) Parking, servicing and loading for high-rise buildings should be located underground unless it can be demonstrated, to the satisfaction of the Town, that this is not possible.
- C) Where below-grade parking is not possible, above-grade structured parking within the lower building levels is the preferred alternative, provided it is framed by active uses on streets and open spaces. In such cases, the parking levels should be designed and constructed to maximize flexibility for future conversion.
- D) Where above- and/or below-grade structured parking is not feasible, rear- or side-yard surface parking may be considered on a case-by-case basis provided vehicle impacts on the public realm are minimal.
- E) Vehicle access for parking, servicing and loading should be provided from a rear lane and/or secondary street to avoid vehicle conflicts with the public sidewalk.
- F) Where provided, surface parking lots should be well landscaped, including landscaped islands at the end of all parking aisles to break up expansive paved areas, and edge landscaping to screen the parking area from public view.



Parking and parking access provided at the rear of the building to mitigate impacts on the public realm.

4.6.3(6) Promote Vibrant Streets

- A) Where no streetwall exists, high-rise buildings should be oriented to maximize frontages on Arterial and Collector Roads.
- B) Where no streetwall exists, high-rise buildings with residential at grade should be set back 3.0-5.0m to accommodate front yard landscaping. Where retail is provided at grade, a 4.5-6.0m setback is recommended to accommodate wide, active boulevards.
- C) Within the Urban Centres, additional setbacks may be required to accommodate the future burying of hydro and other utilities.
- D) On corner buildings, and/or where buildings address POPS or other open spaces, opportunities to create unique building forms or integrate public art into the building design should be explored.
- E) Slight variations in setbacks may be appropriate to create a varied and visually interesting streetscape, and to provide opportunities for commercial plazas and/or enhanced boulevard treatments.
- F) The ground floor of high-rise buildings should reinforce vibrant streets. For residential buildings, this includes active uses, such as lobbies and amenity areas, as well as individual at-grade unit entrances and private front yards. For mixed-use buildings, grade-related commercial uses should be provided.
- G) Within those areas identified as Priority Commercial Areas in the Urban Centres, 75% of the ground floor frontage should be comprised of commercial uses.
- H) Where grade-related commercial uses are proposed, a substantial amount of the ground floor (i.e. greater than 60%) should be clear-glazed to provide opportunities for public/private exchange.
- I) Where appropriate, commercial uses should 'spill' onto the public sidewalk through patios, outdoor seating, and sale and display areas.
- J) Where private front-yards are provided, no substantial built elements (i.e. stairs, porches) should encroach into the first 1.5m from the lot line of the front- or exterior side-yard.
- K) Private front-yard landscaping should create a clear, but unobtrusive interface between the public and private realm. Low, highly-transparent fences may be appropriate.
- L) Private front yard trees are encouraged to enhance the urban tree canopy. All trees should have access to 30.0m³ of high-quality soil.



Residential building set back to incorporate private, front-yard landscaping to create an attractive

- M)** Where residential uses are proposed at grade, front doors, large windows and active uses (i.e. kitchens, living rooms) should be oriented toward the street to provide animation and opportunities for public/private exchange.
- N)** Front porches are encouraged to provide space for street animation, and to create a grade separation between the public and private realm. They should be designed as an integrated element of the building.
- O)** Where front porches are provided, the ground floor may be up to 1.5m above grade and the materiality of the primary façade should extend all the way to the ground to minimize exposed concrete foundations.
- P)** Uses that detract from the pedestrian experience, such as garbage and storage areas, should be located at the rear of high-rise buildings and integrated into the building where possible.
- Q)** Where these uses cannot be integrated into the building, they should be screened from public view through an enclosure that is tall enough to fully cover the use.
- R)** Garbage and storage areas should be designed using materials that are consistent with the overall design of the building and should utilize a base material that will not absorb leaks. Chain link fence is strongly discouraged.
- S)** Garbage and storage facilities should be co-ordinated with parking areas to minimize their collective footprint.

4.6.3(7) Provide Amenity Space for all Residents

- A)** All high-rise buildings should have access to indoor and outdoor amenity space, including a combination of centrally-located shared outdoor amenity areas and upper-storey and/or rooftop patios.
- B)** Within the Urban Centres and Corridors, POPS are recommended wherever possible to create a continuous network of public open spaces.
- C)** Where upper-storey stepbacks are provided, they should be 1.5-3.0m to accommodate usable outdoor amenity space (i.e. patios).
- D)** Where shared outdoor amenity spaces are provided, they may include internal courtyards, shared rooftop terraces, hardscaped plazas, etc.
- E)** Shared outdoor amenity areas should be located in concert with internal amenity areas.
- F)** Shared outdoor amenity areas should be conveniently located, scaled and configured to maximize functionality, and oriented to maximize sunlight access.
- G)** Shared outdoor amenity space should be well-connected to surrounding streets through either direct frontage and/or pedestrian mews.
- H)** Where possible, shared outdoor amenity spaces should be part of a broader network of integrated open spaces.
- I)** Shared outdoor amenity areas should include a variety of amenities, including seating, shade structures, exercise equipment and/or children's play areas.



Amenity space can take a range of forms, but often includes rooftop parks and/or patio space.

4.6.3(8) Ensure Safety and Accessibility for All

- A) All public areas should adhere to the principles of CPTED, including (but not limited to) natural surveillance, clear sightlines, adequate lighting, and the avoidance of entrapment areas.
- B) All public areas should be universally accessible and should adhere to the principles and policies of the Accessibility for Ontarians with Disabilities Act.
- C) Active uses (i.e. retail, lobbies, amenity areas, kitchens, living rooms) should be oriented toward the street to provide opportunities for casual surveillance.
- D) Where pedestrian mews are provided, they should be framed by active uses (i.e. retail lobbies, amenity areas, kitchens, living rooms) to enhance safety through casual surveillance.
- E) Pedestrian-scale lighting should be provided at regular intervals along building frontages, within shared outdoor amenity areas and along pedestrian mews.
- F) Attention and directional tactile wayfinding (TWSI) should be installed in all shared outdoor amenity areas.

4.6.4 Evaluation Matrix

The following Evaluation Matrix compiles key metrics for High-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 and Exterior Side-Yard Lot Line of Residential Use)	1.5m				
Side-Yard Setbacks					
Where a Continuous Streetscape is Appropriate (Case-by-Case Basis)	0.0m				
Adjacent Podiums (With Windows)	5.5m Setback 11.0m Separation				
Adjacent Podiums (No Windows)	2.75m Setback 5.5m Separation				
Rear-Yard Setbacks					
Private Rear-Yards	9.0m				
Between Facing Buildings	15.0m				
Stepbacks/Angular Planes					
Rear and Side-Yard Angular Plane (From Rear- and Side Yard Lot Line Abutting Lower Building Typologies)	45 Degrees (At 1.7m Height)				
Rear-Yard Angular Plane (From Rear-Yard Lot Line Abutting Public Street and Lower Typology)	22 Degrees (At 8.9-12.1m Height, subject to Table 6.2.4.6 in By-law 2019-06)				
Front-Yard Stepbacks	3rd/5th Storey				
Side-Yard Stepbacks	3rd/5th Storey 12.5m Setbacks				
Stepback Depth	1.5-3.0m				
Stepback Depth (Facing Windows)	5.5m (From Side Lot Line)				

Evaluation Matrix (Cont.)

Key Metrics		Complies			
		Yes	No	Partly	N/A
TOWER DESIGN/PLACEMENT					
Tower Separation	25.0m				
Tower Floorplate	750.0m ²				
Tower Width	30.0m				
Building Width/Articulation					
Building Width	60.0m				
Building Articulation (Cumulative)	20%				
Building Articulation (Section Width)	25.0m				
Building/Podium Height					
Building Height (Min)	12-Storeys (37.5m)				
Building Height (Max)	Subject to Urban Centres Zoning)				
Podium Height (Min)	3-Storeys				
Podium Height (Max)	6-Storeys (Subject to 1:1 Ratio with Adjacent ROW)				
Floor-to-Floor Height (General)	3.0m				
Floor-to-Floor Height (Ground)	4.5m				
Front Steps Height (Above Grade)	1.5m				
Front Steps Height (Below Grade)	1.5m				
Ground Floor Treatment					
Commercial Use (Within Priority Commercial Areas)	75%				
Clear Glazing (Commercial Uses)	60%				

Rationale

(How are the Design Objectives in Section 3.0 and the Design Vision in Section 4.6.2 achieved?)

4.7 Heritage Infill Buildings

4.7.1 Description

Heritage infill buildings are generally low- to mid-rise buildings located within an existing heritage context, such as Main Street South. Heritage infill buildings may be new buildings on vacant or underutilized sites, or significant additions to existing buildings.

New heritage infill buildings typically reflect the established character of the street, including the streetwall height, building setbacks, and the general style and arrangement of architectural features, such as windows, cornice lines, entrances, etc. In most cases, heritage infill buildings are located on a commercial street, and significant efforts are made to ensure the ground floor treatment reinforces the established tight-knit retail character.

Notwithstanding the above, heritage infill buildings do not necessarily mimic the existing character, or try to recreate heritage. In many cases, new heritage infill buildings are more contemporary in style, and it is this juxtaposition that makes them a successful addition to the streetscape.

Where heritage infill buildings consist of an addition to an existing heritage building, efforts are generally made to restore the original character of the primary building (as necessary), while the new addition reflects a more contemporary style.

In either case, where a heritage infill building is taller than the established streetscape, upper-storeys are generally stepped back to reduce shadows, mitigate the perceived mass of the building, and to facilitate appropriate transitions to adjacent properties.

Heritage infill buildings can add significant residential density within a downtown and/or main street context, and can substantially help to activate the area.

Parking for a heritage infill building is ideally located underground. However, as these sites are often constrained, unique parking solutions may be required. Similarly, while private amenity space can be easily accommodated through rooftop terraces and interior facilities, outdoor amenity space at grade may not be achievable.



Heritage infill buildings include new buildings within a heritage main street context and/or additions and renovations to existing heritage buildings.

4.7.2 Design Vision

Heritage infill buildings, including new buildings and/or additions to existing buildings, should respect and enhance the established character of the street while creating a unique and exciting project. Rather than mimicking the existing character, the design should reinforce key elements and features, including streetwall height, materials and datum lines (i.e. ground floor height, cornices, window size and alignment, entrances, etc.). Where heritage infill buildings are taller than the established context, they should be carefully designed and massed to mitigate their impacts on adjacent properties. Within the ground floor, heritage infill buildings should reinforce a tight-knit retail street with smaller retail units that attract and encourage a diversity of tenants.



4.7.3 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 heritage infill buildings:

4.7.3(1) Fit Harmoniously into the Established Context

- A) Heritage infill buildings should be oriented parallel to the street to reinforce the established streetwall.
- B) Heritage infill buildings should be located close to the front lot line to generally reinforce a continuous streetwall. Heritage infill buildings on corner lots 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) Within a porous streetscape, 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, this setback can be reduced (or removed entirely).
- E) Where an existing heritage building is adaptively re-used, original features (i.e. windows, doors, cladding, storefront features, etc.) should be maintained and/or restored to their original condition and used to determine the style and proportion of new elements within the existing building.
- F) The design, massing and articulation of heritage infill buildings, or additions to existing heritage buildings, should reference (but not replicate) the prevailing heritage

character, including height, roof and cornice lines, ground floor heights and treatment, pilasters, window location and proportions, brick and material colours, etc. Specific care should be taken to ensure storefronts, including recessed entries, signage style and location, lighting, awnings, etc. are heritage appropriate.

- G) Notwithstanding the above, a range of distinct but complementary façade designs, rooflines, materials and architectural details are encouraged.
- H) Where a new addition is provided on an existing heritage building, the addition should be clearly distinguishable from the existing building. In many cases, a more contemporary style may be appropriate to provide a clear juxtaposition between past and present.



Additions to existing heritage buildings should reinforce existing datum lines.

4.7.3(2) Mitigate Impacts on Adjacent Properties

- A) Where heritage infill buildings above 4-storeys are permitted, they 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 heritage infill buildings, or additions to existing heritage buildings, are taller than adjacent buildings, 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 existing heritage buildings create a continuous streetwall, side-yard stepbacks are recommended above the established streetwall height 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.
- E) Where side windows are provided above the established streetwall, the stepbacks in D) should be 5.5m from the side lot line to ensure appropriate separation distance (11.0m) between buildings.
- F) Where heritage infill buildings back onto lower building typologies, they should be set back 7.5m from the rear lot line to provide space from adjacent properties and/or to accommodate a rear lane.
- G) Where heritage infill buildings back onto lower building typologies, a 45-degree angular plane from the rear lot line should be applied to mitigate shadow/privacy impacts of the upper storeys of the building.
- H) On a new heritage infill building, where side windows are desirable, an 11.0m separation distance should be provided between adjacent buildings to mitigate privacy issues. Where there are no side-yard windows on the existing building, a 5.5m separation distance may be appropriate provided it does not hinder the development potential of the adjacent site.
- I) Mechanical penthouses should be carefully designed and located to minimize shadow impacts.



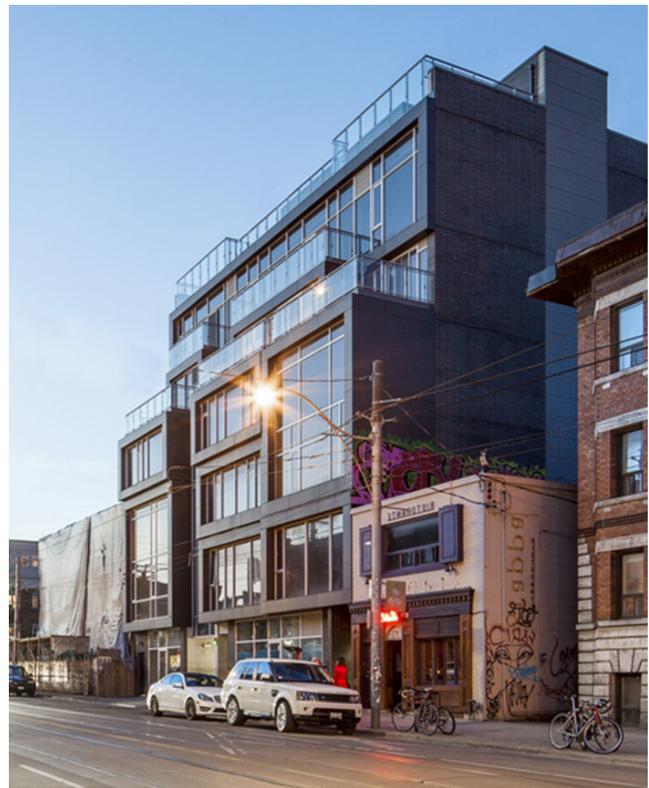
Stepbacks are used to provide transitions to adjacent properties and to mitigate shadows impacts.

4.7.3(3) Create Attractive, Human-Scaled Buildings

- A) Where multiple lots are consolidated, heritage infill buildings should be no more than 60.0m in width to reinforce small, tight-knit blocks.
- B) Heritage infill buildings should have a minimum height that is consistent with the established heritage streetwall and a maximum height that generally reflects a 1:1 ratio with the width of the right-of-way in which it is located to create a well-scaled street.
- 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 heritage infill buildings should reflect the historic ground floor height. Slight variations may be acceptable to reflect adjacent uses.
- E) Heritage infill buildings, and additions to existing heritage buildings, are encouraged to create slight differences in height between adjacent buildings to create an interesting and varied skyline.
- F) Stepbacks are encouraged above the established streetwall 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) Heritage infill buildings should be carefully designed and articulated to break their mass into smaller components that reflect the established pattern of tight-knit retail uses

through vertical recesses and projections, and the alignment of doors, windows, and other architectural features.

- I) Heritage infill buildings should use high-quality materials that are appropriate within their established streetscape, and may predominantly include brick, wood and or/ stone.
- J) Facade materials should reflect their intended use, and should not be used to imitate other materials.
- K) On corner buildings, a similar degree of facade articulation should be provided on both frontages and an enhanced treatment should be considered to accentuate the corner.



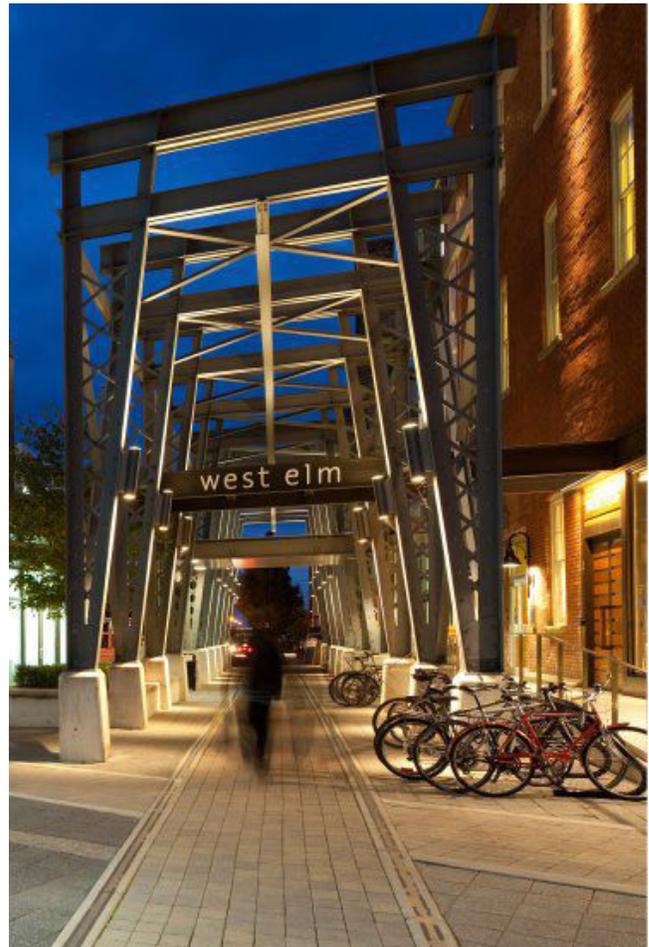
Podiums can be used to reinforce an established streetwall while providing private patio space.

4.7.3(4) Support Walkability and Active Transportation

- A) Heritage infill buildings should be no more than 60.0m in width to provide ample opportunity for pedestrian mews.
 - B) Where possible, primary building entrances (i.e. lobbies) should be located in close proximity to transit stops.
 - C) Where heritage infill buildings have commercial uses at grade, or public uses within residential buildings (i.e. lobbies, amenity space), continuous weather protection should be provided to encourage active modes of transportation.
 - D) Heritage infill buildings should provide ample bicycle parking/storage opportunities. Where parking is provided underground, safe and convenient access should be provided.
 - E) Short-term and visitor bicycle parking should be provided in close proximity to main entrances, lobbies, pedestrian mews and shared amenity spaces.
- D) Vehicle access for parking, servicing and loading should be provided from a rear lane and/or secondary street to avoid vehicle conflicts with the public sidewalk.
 - E) Where provided, surface parking lots should be well landscaped, including landscaped islands at the end of all parking aisles to break up expansive paved areas, and edge landscaping to screen the parking area from public view.

4.7.3(5) Minimize Vehicle Presence in the Public Realm

- A) Front-yard parking for infill buildings within a heritage context should be prohibited.
- B) Parking, servicing and loading for mid-rise buildings should be located on street and/or underground.
- C) Where below-grade structured parking is not feasible, rear- or side-yard surface parking may be considered on a case-by-case basis provided vehicle impacts on the public realm are minimal.



Pedestrian mews and conveniently-located bike parking reinforce walkability and reduce vehicle dependency.

4.7.3(6) Promote Vibrant Streets

- A) Heritage infill buildings should generally reinforce the existing streetwall. However, slight variations in setbacks may be appropriate to create a varied and visually interesting streetscape, and to provide opportunities for commercial plazas and/or enhanced boulevard treatments.
- B) The ground floor of heritage infill buildings should reinforce vibrant streets, including grade-related commercial uses where appropriate.
- C) Where grade-related commercial uses are proposed, a substantial amount of the ground floor (i.e. greater than 60%) should be clear-glazed to provide opportunities for public/private exchange.
- D) Where appropriate, commercial uses should 'spill' onto the public sidewalk through patios, outdoor seating, and sale and display areas.
- E) Uses that detract from the pedestrian experience, such as garbage and storage areas, should be located at the rear of heritage infill buildings and integrated into the building where possible.
- F) Where these uses cannot be integrated into the building, they should be screened from public view through an enclosure that is tall enough to fully cover the use.
- G) Garbage and storage areas should be designed using materials that are consistent with the overall design of the building and should utilize a base material that will not absorb leaks. Chain link fence is strongly discouraged.

- H) Garbage and storage facilities should be co-ordinated with parking areas to minimize their collective footprint.



Vertical articulation used to break buildings into smaller components that reflect existing tight-knit retail streets.

4.7.3(7) Provide Amenity Space for all Residents

- A) Heritage infill buildings with a substantial residential component should have access to indoor and outdoor amenity space, including shared outdoor amenity areas (where space permits) and/or upper-storey and rooftop patios.
- B) Within the Urban Centres and Corridors, POPS are recommended wherever possible to create a continuous network of public open spaces.
- C) Where upper-storey stepbacks are provided, they should be 1.5-3.0m to accommodate usable outdoor amenity space (i.e. patios).
- D) Where shared outdoor amenity spaces are provided, they may include internal courtyards, shared rooftop terraces, hardscaped plazas, etc.
- E) Shared outdoor amenity areas should be located in concert with internal amenity areas.
- F) Shared outdoor amenity areas should be conveniently located, scaled and configured to maximize functionality, and oriented to maximize sunlight access.
- G) Shared outdoor amenity space should be well-connected to surrounding streets through either direct frontage and/or pedestrian mews.
- H) Where possible, shared outdoor amenity spaces should be part of a broader network of integrated open spaces.
- I) Shared outdoor amenity areas should include a variety of amenities, including seating, shade structures, exercise equipment and/or children's play areas.



Shared outdoor spaces should provide a variety of amenities, including seating, public art, and landscaping.

4.7.3(8) Ensure Safety and Accessibility for All

- A) All public areas should adhere to the principles of CPTED, including (but not limited to) natural surveillance, clear sightlines, adequate lighting, and the avoidance of entrapment areas.
- B) All public areas should be universally accessible and should adhere to the principles and policies of the Accessibility for Ontarians with Disabilities Act.
- C) Active uses (i.e. retail, lobbies, amenity areas, kitchens, living rooms) should be oriented toward the street to provide opportunities for casual surveillance.
- D) Where pedestrian mews are provided, they should be framed by active uses (i.e. retail lobbies, amenity areas, kitchens, living rooms) to enhance safety through casual surveillance.
- E) Pedestrian-scale lighting should be provided at regular intervals along building frontages, within shared outdoor amenity areas and along pedestrian mews.
- F) Attention and directional tactile wayfinding (TWSI) should be installed in all shared outdoor amenity areas.



Large, highly transparent grade-level windows enhance safety and provide opportunities for casual surveillance.

4.7.4 Evaluation Matrix

The following Evaluation Matrix compiles key metrics for Heritage Infill 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

Key Metrics		Complies			
		Yes	No	Partly	N/A
Front-Yard Setbacks					
At-Grade Residential	Established Setback				
At-Grade Retail	Established Setback				
Side-Yard Setbacks					
Where a Continuous Streetscape is Appropriate (Case-by-Case Basis)	0.0m				
Adjacent Podiums (With Windows)	5.5m Setback 11.0m Separation				
Adjacent Podiums (No Windows)	2.75m Setback 5.5m Separation				
Rear-Yard Setbacks					
Private Rear-Yards	9.0m				
Between Facing Buildings	15.0m				
Stepbacks/Angular Planes					
Rear-Yard Angular Plane (From Rear-Yard Lot Line)	45 Degrees				
Front-Yard Stepbacks	Established Streetwall				
Side-Yard Stepbacks	Established Streetwall				
Stepback Depth	1.5-3.0m				
Stepback Depth (Facing Windows)	5.5m (From Side Lot Line)				

Rationale

(How are the Design Objectives in Section 3.0 and the Design Vision in Section 4.7.2 achieved?)

Evaluation Matrix (Cont.)

Key Metrics		Complies			
		Yes	No	Partly	N/A
Building Width/Articulation					
Building Width	60.0m				
Building/Podium Height					
Building Height (Min)	Established Streetwall				
Building Height (Max)	Up to 1:1 Ratio with ROW Width				
Podium Height (Adjacent to Lower Typology)	Established Streetscape				
Floor-to-Floor Height (General)	3.0m				
Floor-to-Floor Height (Ground)	4.5m				
Ground Floor Treatment					
Clear Glazing (Commercial Uses)	60%				

Rationale

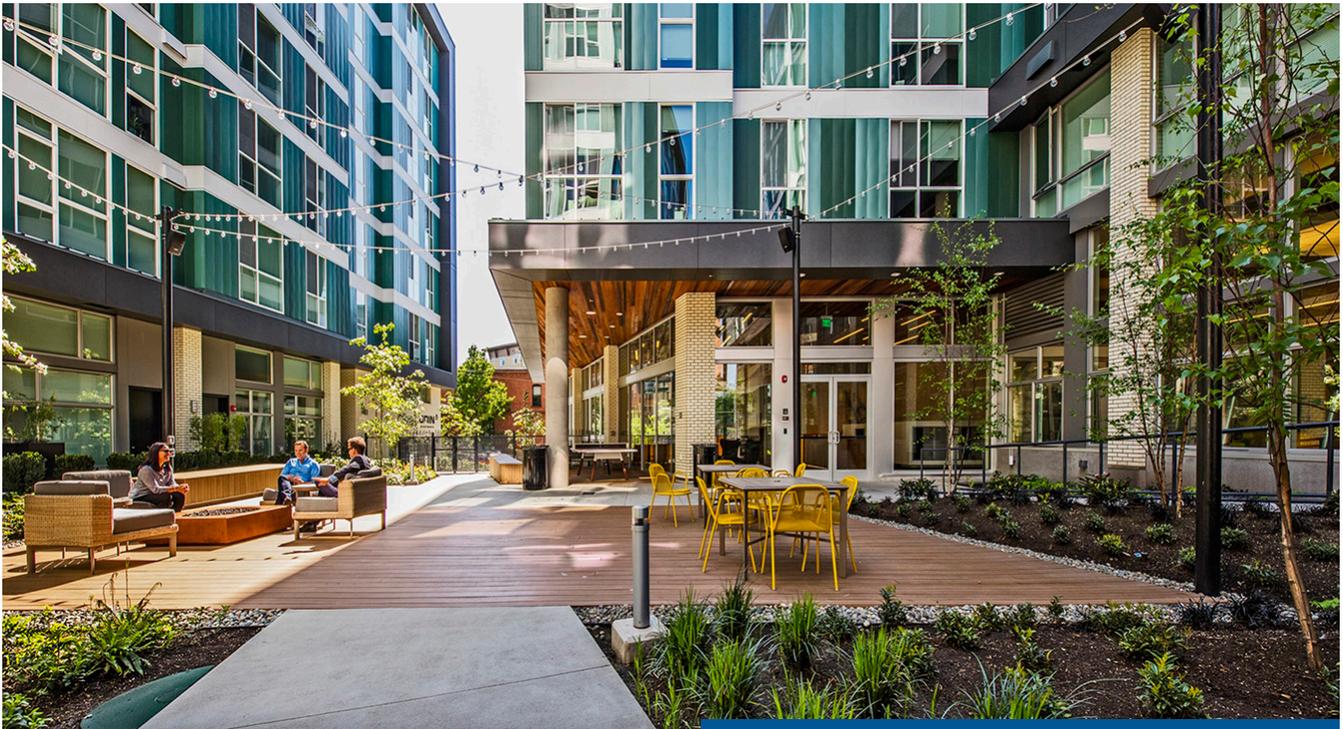
(How are the Design Objectives in Section 3.0 and the Design Vision in Section 4.7.2 achieved?)

5.0 POPS Design Guidelines

5.1 Overview

The Town of Newmarket has recently approved a Parkland Dedication By-law that requires residential development (greater than 1000.0m²) within the Urban Centres to provide a physical land contribution (7.5% minimum) to the Urban Parks System. In support of this, the by-law encourages progressive, urban parkland typologies such as:

- Neighbourhood Parks;
- Urban Squares;
- Plazas;
- Pocket Parks;
- Sliver Spaces;
- Pedestrian Mews;
- Privately Owned Public Spaces (POPS); and,
- Strata Parks.



POPS should provide attractive, comfortable amenity space for private residents and public users.

As new development occurs, specifically mid- and high-rise projects in the Urban Centres, POPS will be important in offsetting increased densities by providing a variety of unique and engaging public spaces for all residents of Newmarket to enjoy.

The following section provides an overview of the POPS spaces that may be appropriate in Newmarket. A Design Vision outlines the general intent of these spaces, comprehensive guidelines are provided to inform the design and development of POPS, and an Evaluation Matrix summarizes the key metrics for quick reference and evaluation.

“POPS offset increased density by providing a variety of unique and engaging public spaces”

5.1.1 Description

The Town's Parkland Dedication By-law defines POPS as 'physical space that is privately owned but appears and functions as public space.' As new development occurs, POPS are secured through easements provided to the Town and are designed and maintained to the satisfaction of the Town. POPS are fully accessible to all members of the public, though can be subject to a schedule at the discretion of the Town.

POPS can take a variety of forms, and may include:

- **Pocket Parks:** Small (70-2,500m²), predominantly hard-surfaced (minimum 75.0m²) parks with frontage on a public street that accommodate passive recreation activities and other unstructured activities.
- **Urban Squares and Plazas:** Urban parkland that includes smaller, specialized spaces that are intended to provide locations for unorganized and passive social, cultural and leisure activities, and should emphasize opportunities for the provision of public art and cultural expression. They may include formal and informal playgrounds, seating areas and unstructured green space.
- **Sliver Spaces:** Physical amenity space, such as plazas and forecourts, that add to the width of the existing sidewalk. As a POPS, sliver spaces should be large enough to accommodate informal programming (i.e. buskers, small performances, seating, etc.).
- **Strata Parks:** Physical amenity space located on top of a building or structure, such as a parking garage or a public facility (i.e. library, community centre, etc.).
- **Internal Courtyards:** Large, open spaces at the base of a building with direct access to the public sidewalk. May include internal retail entrances and 'spill-out' areas, but should predominantly include free, welcoming pedestrian space.
- **Pedestrian Mews:** Short, 6.0m wide pedestrian-only laneways that provide key mid-block connections and/or access to additional amenity space.

POPS should be provided throughout the Urban Centres to increase the Town's Urban Park System, promote healthy, active lifestyles, and to support alternatives modes of transportation.



POPS provide a variety of attractive and engaging public amenity spaces, and may include pocket parks, urban squares and plazas, courtyards and pedestrian mews.

5.1.2 Design Vision

Privately Owned Public Spaces (POPS) should be provided throughout the urban centres to enhance the Town's urban park system, promote active, healthy lifestyles and to facilitate active transportation and connectivity through permeable blocks. Where POPS are provided, they should be directly accessible from the public sidewalk or easily located through clearly-identified pedestrian mews. POPS should be urban in nature, and should provide opportunities for a range of activities subject to their context. POPS should be safe, universally accessible, and should be framed by active uses to enhance their vibrancy and provide opportunities for casual surveillance. Where POPS are located on top of, or within a structure, they should be clearly signed to ensure they are recognized as public spaces.



5.1.3 Design Guidelines

To achieve the Design Vision, the following design guidelines apply to POPS.

5.1.3(1) Location

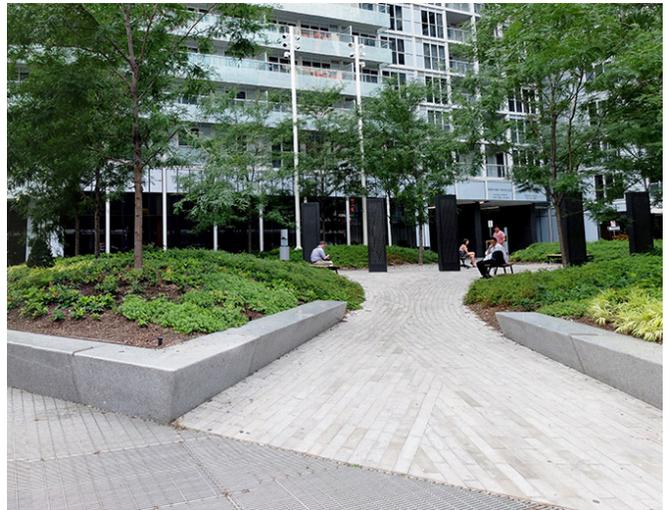
- A)** POPS should be located wherever possible, but should be considered within the broader Urban Parks System to ensure that all residents have access to a park or public amenity space within 400.0m (5 minute walking distance).
- B)** Notwithstanding the above, all efforts should be made to secure POPS at strategic locations, including gateways, key nodes, terminus streets, etc.
- C)** POPS should generally be located at grade, in highly visible areas, with at least 7.5m of direct frontage on a public street.
- D)** Internal amenity space may be considered as a POPS provided that it is clearly accessible, both visually and physically, for users of all ages and abilities.
- E)** For the above space to be considered in lieu of a street fronting space, it must be demonstrated that it offers a specific value (i.e. unique views, enhanced microclimate, historic significance, natural heritage connections, etc.).
- F)** Where POPS are located internally to a site, or in another less visible areas, clear directional signage should be provided.
- G)** Where POPS include pedestrian mews, they should be located between buildings to enhance permeability, break up larger blocks, and promote walkability.



POPS should be located at the street edge and where appropriate, provide connections between buildings.

5.1.3(2) Design

- A)** POPS should be a minimum of 75.0m² to ensure active use and enjoyment. Where pedestrian mews are provided as part of the Urban Park System, they should be a minimum of 6.0m in width.
- B)** POPS may reflect a variety of forms, including urban squares and plazas, pocket parks, sliver spaces, strata parks, internal atriums, and/or pedestrian mews.
- C)** POPS should be designed to ensure a seamless transition between the public and private realm, free of physical and/or visual barriers that may suggest the space is private. They should not be designed as a 'feature' of the adjacent building.
- D)** POPS should be designed as a complete space and/or amenity. Sections of a POPS should not be physically or visually separated from the larger space to serve a private function (i.e. building access).
- E)** POPS should be considered and designed as an integral component of overall Urban Park System and should facilitate important community connections and/or a required function within the system.
- F)** POPS should play an important role in on-site stormwater management, providing innovative opportunities for Low Impact Development (i.e. permeable paving, rain gardens, bioswales, etc.) that can capture and absorb stormwater.
- G)** POPS should generally reflect the character of the area in which they are located. As the Urban Centres redevelop, this is likely to inform a more unique and contemporary character.
- H)** Where POPS are located at gateways, they should reflect a high level of design that reinforces a 'front door' and may include community event space, decorative planting, public art, special paving, furniture and other built elements (i.e. water features, feature walls, etc.).
- I)** Where POPS are located adjacent to natural heritage features, they should read as an extension of the natural heritage feature into the site through tree planting, species selection, and the arrangement of features.
- J)** Where POPS are predominantly hardscaped (i.e. urban plazas), a variety of paving materials and techniques are encouraged to create variety and distinguish POPS from the remainder of the streetscape.
- K)** Landscaping, trees and seating areas are encouraged within POPS to break up the space and provide for passive gathering and socializing. Opportunities may also be delineated for public art displays, small performance spaces, etc.
- L)** Where landscaping is provided within POPS, native species should be utilized to provide habitat for small insects, birds, etc. and to minimize maintenance and irrigation requirements.
- M)** Where trees are provided within POPS, they should have access to a minimum of 30.0m³ of good quality soil. This can be shared between trees.
- N)** In predominantly hardscaped POPS, trees should be accommodated in structural soil cells to achieve, or exceed minimum soil requirements.



POPS can take a variety of forms, but should generally reflect their context and be highly visible and accessible.

5.1.3(3) Programming

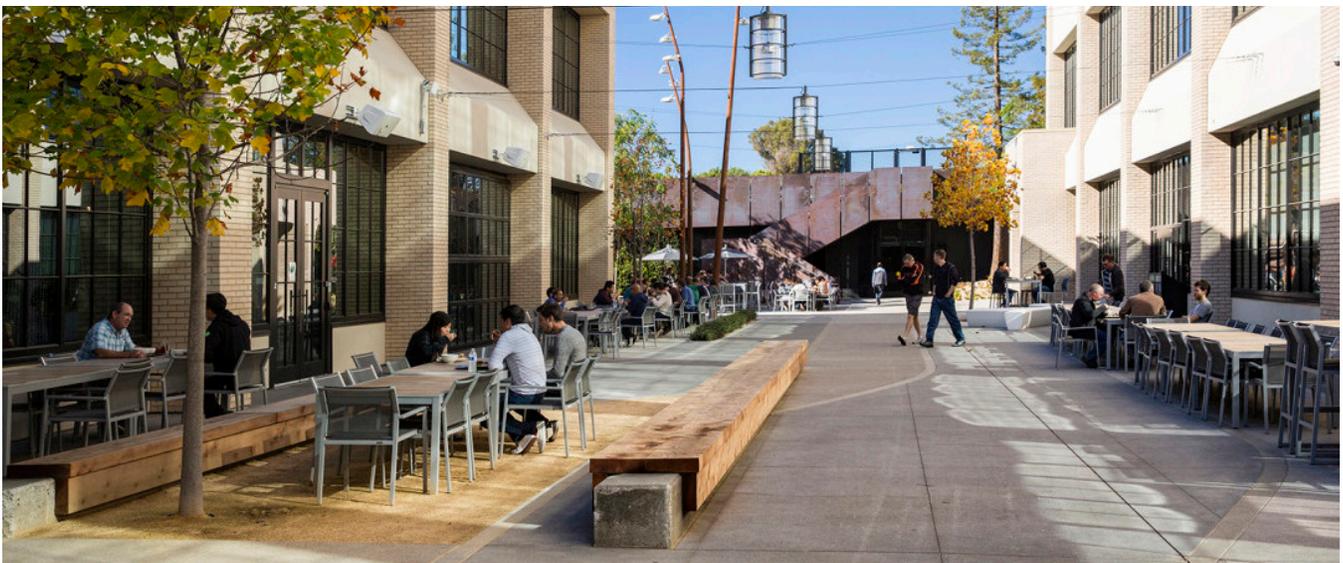
- A) POPS should be purposefully designed and programmed and should not be ‘leftover’ space and/or space used for other on-site requirements (i.e. fire access, snow storage, landscape setbacks, etc.).
- B) POPS should accommodate a mix of small-scale passive and active uses for users of all ages and abilities, and may include seating areas, children’s playgrounds, exercise equipment, and/or community gardens.
- C) Where seating is provided, a variety of standards are encouraged to accommodate a range of social activities and group dynamics. Movable seating is encouraged.
- D) Playground equipment should be imaginative, easily maintained and located in areas that are well shaded.
- E) Along pedestrian mews, regular seating should be provided to provide opportunities to rest and to socialize.
- F) Where commercial uses front onto POPS, they should have spill-out uses (i.e. cafes, patios, etc.) that frame the edge of the POPS. In such cases, the commercial uses should not interfere with pedestrian circulation or the general function of the POPS.
- G) Where residential uses front onto larger POPS (i.e. large Pocket Parks), consideration should be given to providing individual at-grade entrances to further animate the space and provide greater diversity through private landscaping. In such cases, a public pathway should be provided at the edge of the POPS to ensure it is not perceived as private amenity space.
- H) Where residential uses front onto pedestrian mews, secondary building entrances should be provided to activate the space.
- I) Where POPS are provided in tandem with at-grade commercial uses, they should be accessible without having to access the commercial use and without making a purchase.
- J) Public art and/or landscape design features should be provided within POPS to enhance the character of the space.
- K) Where appropriate, opportunities for outdoor education (i.e. signage, interactive features, etc.) should be integrated into POPS that are on special sites, or within unique areas in the Town.



Seating in POPS should be flexible to accommodate a variety of users and interactions.

5.1.3(4) Safety

- A)** POPS should adhere to the principles of Crime Prevention through Environmental Design (CPTED) and should be safe at all times of the day.
- B)** The perimeter of POPS should be framed by buildings and/or streets to maximize safety and visibility. At least one edge of a POPS should connect to a public street.
- C)** Internally, active building elements (i.e. retail uses, living areas, amenity rooms) should be oriented toward the POPS to enhance safety through casual surveillance.
- D)** Where trees are provided within POPS, they should be regularly pruned to ensure branches do not obstruct pedestrian pathways.
- E)** Where trees and/or landscaping is provided at the edge of a POPS, they should not obscure views into the space.
- F)** Pedestrian-scaled lighting and emergency beacons should be provided within POPS to enhance safety.



POPS should be lined with active uses, where possible, to enhance safety through casual surveillance.

5.1.3(5) Access and Accessibility

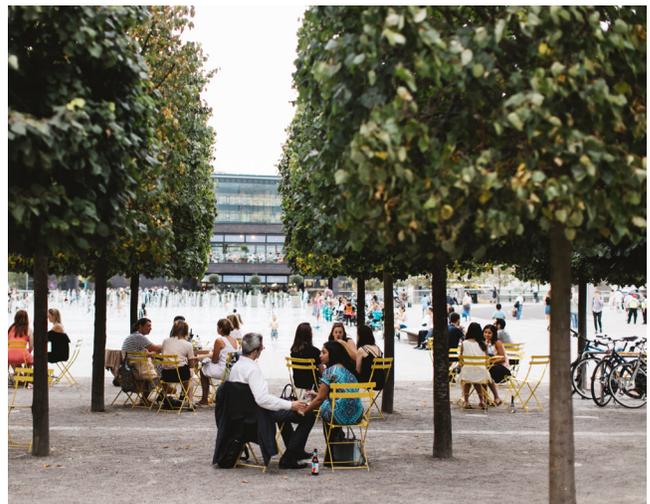
- A) POPS should be safe, and fully accessible, at all operating times and for people of all ages and abilities.
- B) POPS should be barrier-free, adhere to AODA principles, and be accessible for people of all ages and abilities.
- C) All pathways within POPS should be a minimum of 2.1m to facilitate two-way traffic.
- D) Attention and directional tactile wayfinding signage should be installed throughout POPS.
- E) Signage for POPS should be designed and located to clearly indicate that the space is intended for public access.
- F) Where vehicular access to POPS is required, it should be limited to maintenance and emergency vehicles and should be controlled using removable bollards.



Top: POPS should be accessible for all users.
Bottom: Signage should be used to clearly identify POPS.

5.1.3(6) Microclimate

- A)** POPS should be situated to maximize their sunlight access (i.e. south facing where possible) and should be designed to mitigate the impacts of excessive wind.
- B)** Paving materials used in POPS should be high albedo to mitigate the urban heat island effect.
- C)** Trees should be planted, where appropriate, within POPS to provide shade and expand the urban tree canopy.
- D)** Where new trees are proposed within a POPS, they should have a minimum caliper of 70mm to promote shade and mitigate the urban heat island effect.
- E)** POPS should utilize the principles of Low Impact Development to offset the extensive paving elements and to minimize the impacts of stormwater run-off.
- F)** Where lighting is provided within POPS, it should be LED, and designed and located to be dark sky friendly.



Trees, canopies and the general location of POPS should be used to control microclimate impacts.

5.1.4 Evaluation Matrix

The following Evaluation Matrix compiles key metrics for POPS. 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
Location					
Access to Urban Parks System	Within 400.0m				
Public Frontage	7.5m				
Design and Programming					
Minimum Size (Parks, Plazas, Etc.)	75.0m ²				
Minimum Width (Pedestrian Mews)	6.0m				
Tree Soil Access	30.0m ³				
Microclimate					
Minimum Tree Caliper	70.0mm				
Access and Accessibility					
Pathway Width	2.1m				

Rationale

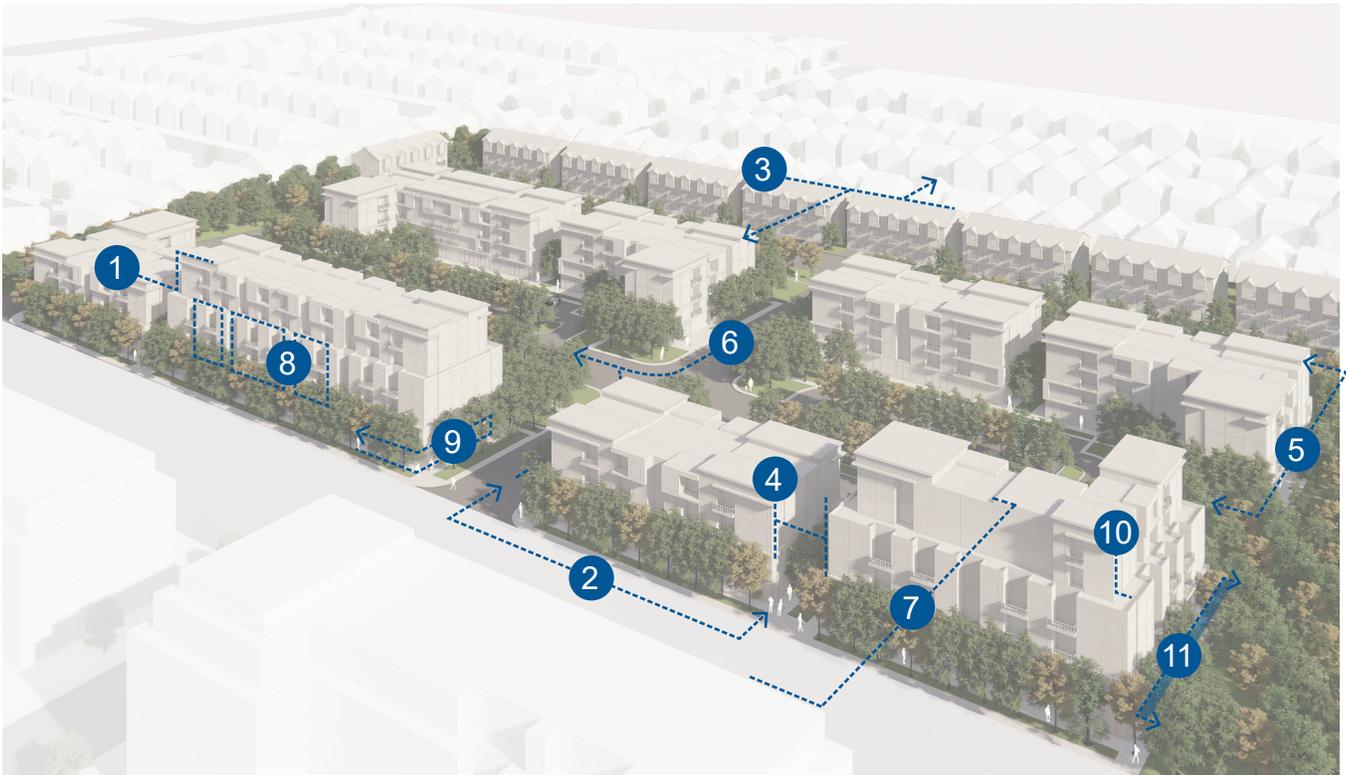
(How are the Design Objectives in Section 3.0 and the Design Vision in Section 5.1.2 achieved?)

6.0 Demonstration Plans

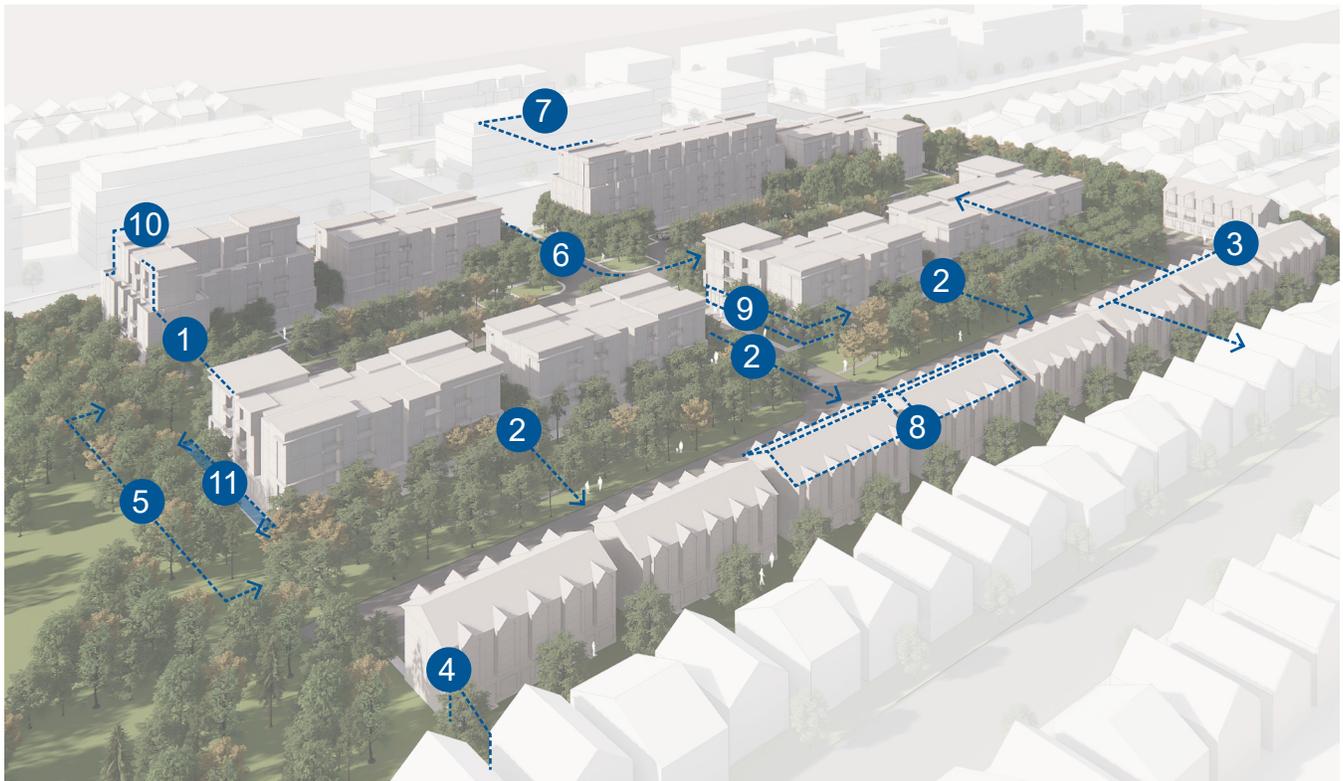
The Demonstration Plans that follow use representative sites to illustrate how the guidelines work together to create an attractive and unified site, including the integration of a range of building heights and typologies, open spaces, and streetscape and public realm

elements. The demonstration plans represent one possible way in which the guidelines can be achieved, and it is anticipated that a number of design solutions could similarly achieve the intent of the design guidelines.

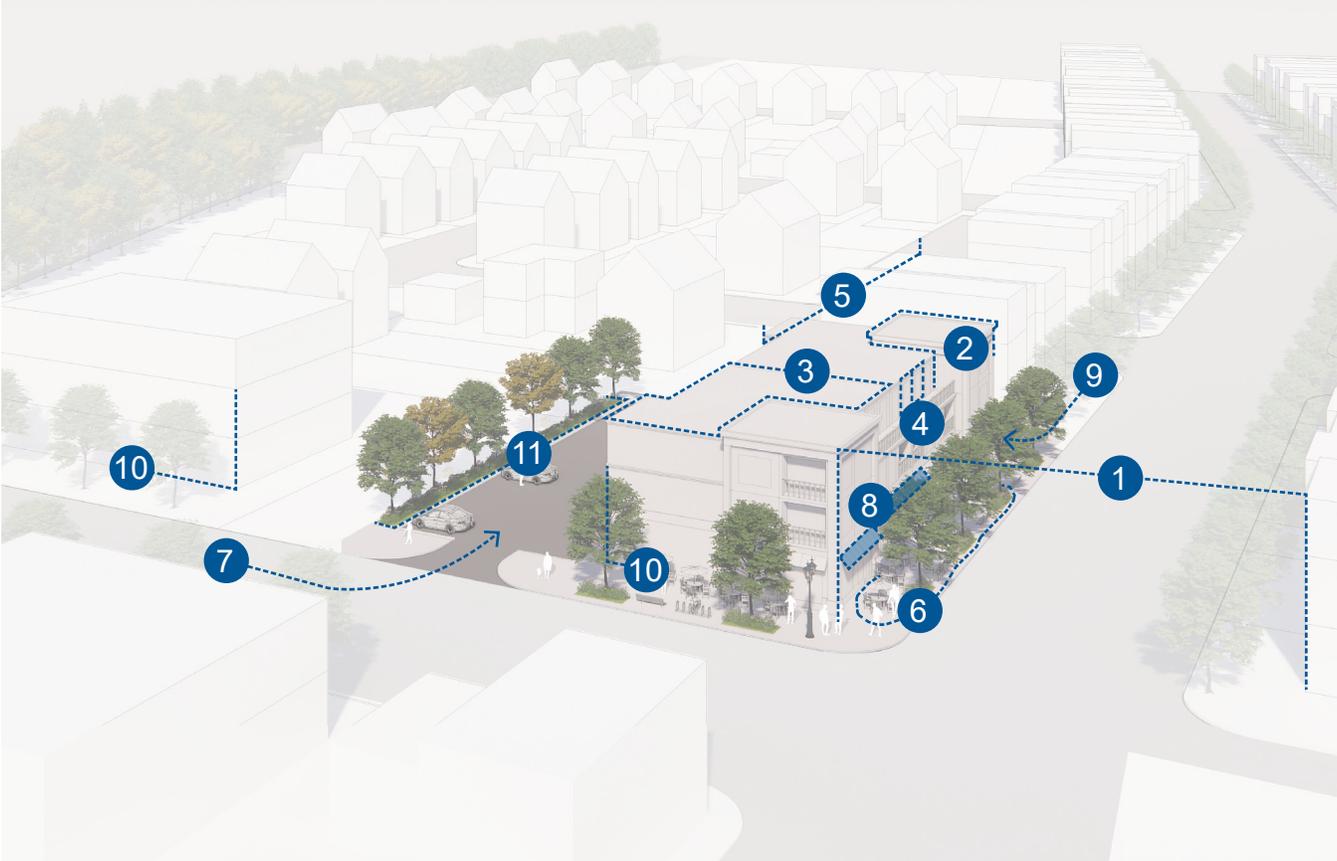
6.1 Site # 1: Large Site on an Arterial Road



- 1 Stepbacks and height reductions provide height transitions between adjacent uses.
- 2 Internal streets and pedestrian mews used to create small, permeable blocks.
- 3 Townhouses provide a transition between mid-rise and existing neighbourhoods.
- 4 Ample spacing between buildings mitigates shadows and maximizes privacy.
- 5 Street trees, wide-sidewalks and a linear park 'pull' the adjacent park into the site.
- 6 Parking, servicing and loading located at the rear of buildings where it is not visible.
- 7 New mid-rise buildings reflect the scale established by existing buildings.
- 8 Larger buildings are articulated to reflect the smaller-scale adjacent neighbourhoods.
- 9 Active at-grade uses (i.e. retail) support active streets and provide local amenities.
- 10 Building stepbacks create a human-scale podium and mitigate shadows on the park.
- 11 Active uses wrap the corner and provide 'spill-out' opportunities on the park.



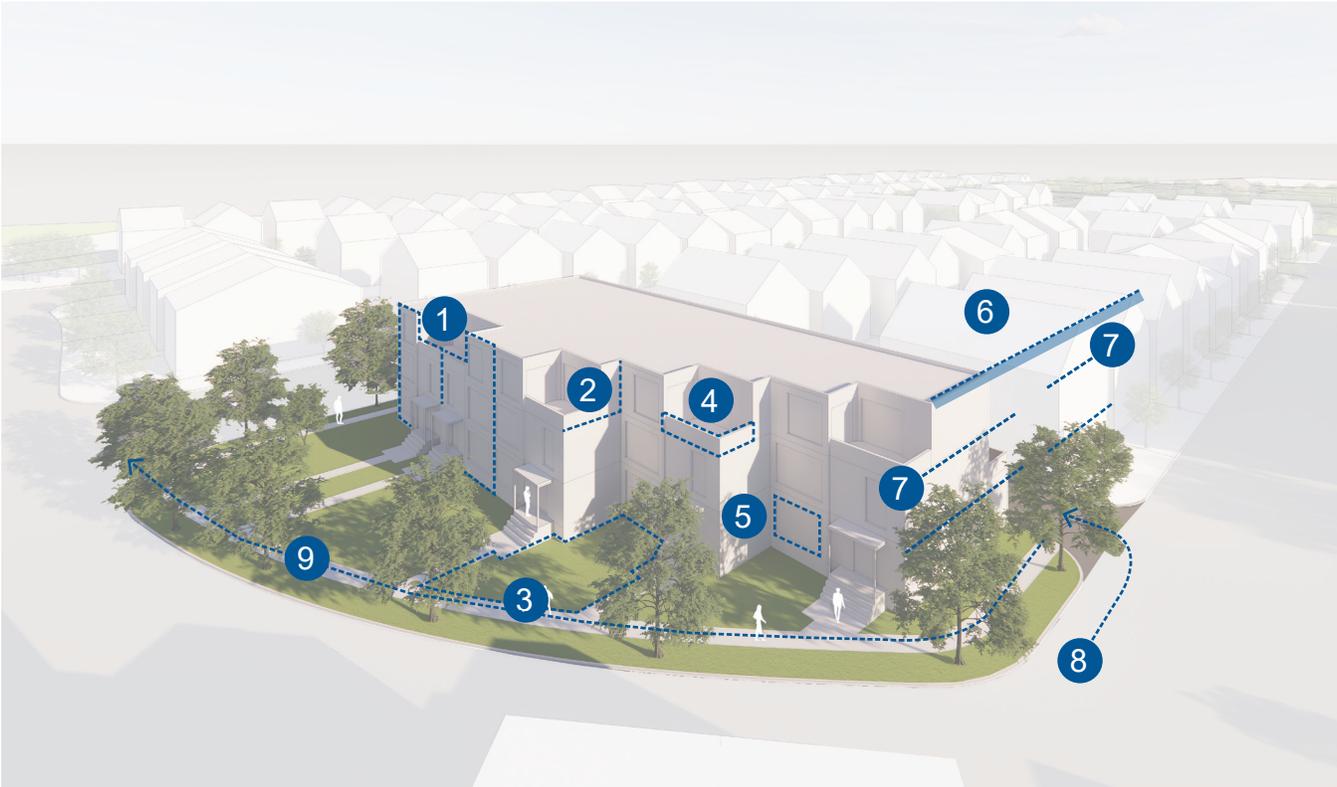
6.2 Site # 2: Gateway Site on a Commercial Street



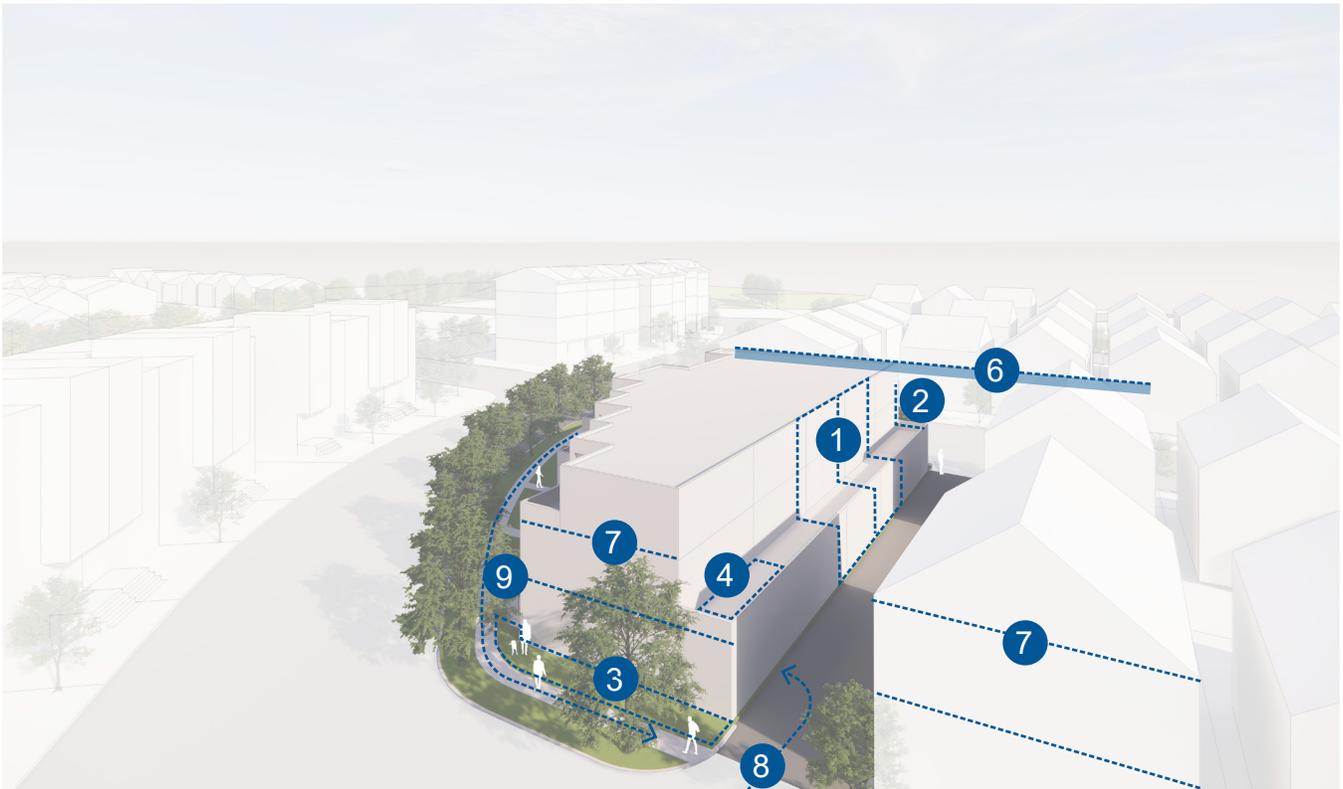
- 1 Building height frames the street and reflects the established low-rise context.
- 2 Articulation and unique building forms reinforce the important gateway location.
- 3 Smaller building units reflect the tight-knit fabric that characterizes the street.
- 4 Residential uses above grade provide opportunities for 'eyes on the street.'
- 5 Building height creates a continuous, human-scaled streetscape.
- 6 Wide sidewalks accommodate active, at-grade uses with 'spill out' amenities.
- 7 Parking, servicing and loading located at the rear of buildings where it is not visible.
- 8 Continuous weather-protection provided at the building edge.
- 9 Well-spaced buildings promote permeable block and pedestrian mews.
- 10 New buildings reinforce the streetwall established by existing buildings.
- 11 Trees and landscaping provide a buffer between surface parking and adjacent uses.



6.3 Site # 3: Residential Infill Site



- 1 Well-articulated townhouse units reflect the scale of the adjacent neighbourhood.
- 2 Stepbacks and/or articulation of the upper floors reinforce a human-scale at grade.
- 3 Front- and side-yard setbacks provide amenity space and landscaping areas.
- 4 Upper-storey terraces allow for outdoor amenity space for residents.
- 5 Large front windows with active internal uses create 'eyes on the street.'
- 6 Townhouse height reflects the adjacent residential neighbourhood.
- 7 Townhouse units reflect established datum lines (i.e. floor height, windows, porches).
- 8 Rear-yard garage access to minimize the visual impact of vehicles.
- 9 Rear-yard parking allows for a continuous sidewalk with no curb-cuts.



7.0 Guideline Implementation

7.1 Overview

The success of the Urban Design Guidelines in shaping and informing new development will be 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 steps.



Stepbacks at upper storeys help to provide transitions to adjacent existing lower buildings.

Step 1: Assign Ownership

The Urban Design Guidelines are not intended to be static. As development approaches change and evolve, so too should the Guidelines. It is anticipated that as the Guidelines are implemented, and used in the review and evaluation of development proposals, specific recommendations may emerge as problematic for Town Staff, the development community, and/or the public. Similarly, a number of the recommendations that follow may lead to future updates and amendments to the Guidelines.

It is recommended that the Town assign responsibility of the Guidelines to a senior-level person (or persons) in the Planning Department. This person would be responsible for receiving, compiling and analyzing feedback received on the Guidelines leading up to the recommended five-year update (see Step 6).

Step 2: Staff Awareness and Education

As the Urban Design Guidelines represent best practices in urban design and placemaking, it is anticipated that Planning and Building Services Staff will generally support and promote their implementation. However, while focused on building and site design, the Urban Design Guidelines provide broad-ranging recommendations that may have impacts on a number of Town departments, including, but not limited to, Engineering Services, Public Works Services, Recreation and Culture, Economic Development and Legal Services.

The success of the Guidelines depend on their full support by Town Staff. Therefore, it is recommended that an information session(s) be held with all relevant Town departments prior to the use of the Guidelines for evaluation purposes. These sessions should be used to introduce the Guidelines, outline the Design Objectives, and encourage a commitment to the Guidelines amongst all Town Staff.

As part of these session(s), Town Staff are encouraged to track their involvement with the Guidelines (if any) throughout the year. Most importantly, staff should be encouraged to track any instances where the Guidelines have resulted in unintentional difficulties on their projects and processes.

Step 3: Peer Review/Staff Training

Upon Council approval and subsequent adoption of the Guidelines, and as identified in RFP 2019-056, Planning Services Staff should work closely with the authors of this report to review and evaluate development proposals through a formal Peer Review process. This will allow Planning Staff to work closely with the Peer Reviewers to become familiar with how the Guidelines should be interpreted and applied. Specifically, as an education and training mechanism, this process should focus on empowering Planning Staff to interpret the Guidelines as a flexible and nuanced tool rather than required provisions. Through these Peer Reviews, it is anticipated that members of the Planning Department will become comfortable interpreting 'design intent' when a development does not fully conform to the Guidelines.

It is recommended that this Peer Review process continue for a minimum of three years as this will allow a variety of project scopes and contexts to be considered.

Step 4: Developer Education Package

Through recent policy amendments, the Town of Newmarket has made significant strides in prioritizing urban design and placemaking. It is anticipated that the Urban Design Guidelines will further solidify the Town's commitment to ensuring that all new development promotes the highest quality of urban design. For the development community, this will likely represent a departure from their standard approach to development.

It is recommended that the Town prepare a Developer Education Package that provides an overview of the Guidelines, outlines how they should be used during the design stage, and the role that they will have in the evaluation process (including the Peer Review process in Step 3).

As part of this package, contact information for the staff persons identified in Step 1 should be provided, as well as a process for providing feedback on the Guidelines and the broader development review process.

Step 5: Urban Design Awards

As new developments are approved and constructed under the Urban Design Guidelines, the Town should consider hosting regular (i.e. bi-annual) Urban Design Awards to celebrate projects that exemplify the Design Objectives of the Guidelines and enhance urban design and placemaking across the Town.

For developers and their design teams, Urban Design Awards provide projects with greater recognition and enhanced marketability. For the public, Urban Design Awards help to promote awareness of the importance of good urban design in creating vibrant, attractive and sustainable developments in Newmarket.



Consistent, but varied, materials help to create an attractive streetscape.

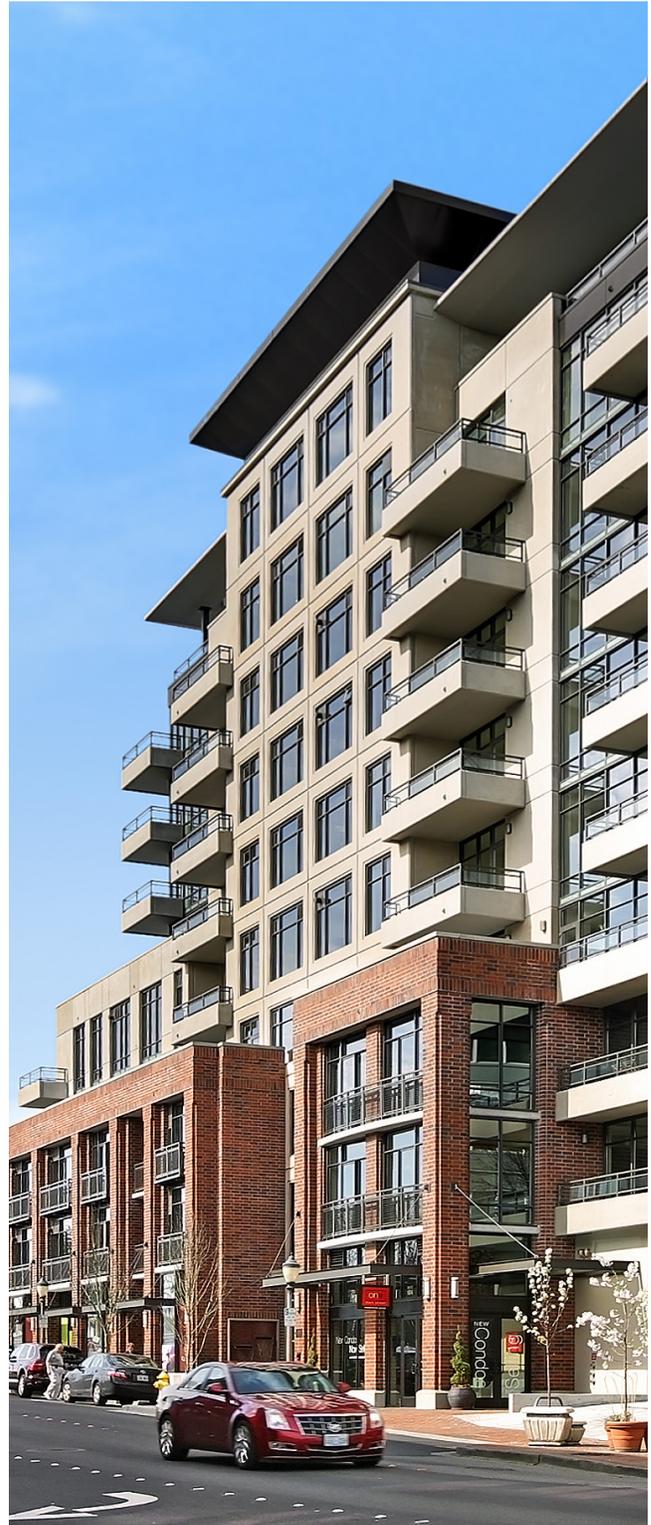
Step 6: Review, Updates and Amendments

As the Guidelines are applied through the Peer Review process, and as ongoing feedback is received from Town Staff, the development community and the public, it is anticipated that specific guidelines may need to be revised to resolve ongoing issues and/or to identify guidelines that are not performing as intended.

Most issues are likely to be submitted directly to Town Staff (see Step 1). However, to ensure that issues are not a one-off instance, they should not be addressed immediately but rather compiled and subject to a thorough review/analysis at a regular interval (i.e. every five years).

At the commencement of the three-year Peer Review process, it is recommended that the Town commission a memorandum from the Peer Reviewers to summarize their experience with the Guidelines, and to outline specific guidelines/directions that proved problematic throughout their review period. This feedback will form a significant component of the initial five-year review and update to the Guidelines.

Similarly, it is recommended that any policy and/or process amendments resulting from the Guidelines be subject to a detailed review and analysis as part of this regular five-year review process.



A clearly defined podium frames the street and helps to create a pedestrian-scaled public realm.

