

COMMUNITY DESIGN

January 2014



Building a community
that is healthy,
successful and
sustainable.



MANUAL





COMMUNITY DESIGN

Community design/urban design is a complex subject, not only in terms of what it relates to, but who does the actual design work. There is no universally accepted definition of Community design/urban design, and the professional practices of Planners, Landscape Architects, Engineers, and Architects often include urban design.

The Canadian Institute of Planners, Urban Design Interest Group has adopted the definition written by one of the contemporary authorities on this subject, Jonathan Barnett:

Urban design is the generally accepted name for the process of giving physical design direction to urban growth, conservation, and change. It is understood to include landscape as well as buildings, both preservation and new construction, and rural areas as well as cities.

In fact, community design, is best executed through the cooperative work of all these professional disciplines and informed by the community. Essentially community design is:

The definition of space through the careful arrangement and design of architecture, landscaping, and use, to create livable places for people.

The requirements of the Community Design Manual have been established to direct developments in ways that integrate their various components to achieve projects that function well; are aesthetically pleasing; support community health; and, improve the overall livability of Penetanguishene for the benefits of residents and visitors alike.



VISIONMESSAGE

French message from Council



VISIONMESSAGE

English message from Council



DESIGN MANUAL use

Purpose

The Penetanguishene Community Design Manual (PCDM) directs the design of development to create a built environment that supports community well-being, while being consistent with the existing character of Penetanguishene and the community's vision for the future. The PCDM provides guidance to ensure that projects are:

- of high quality;
- human-scaled and pedestrian-oriented;
- interconnected;
- sensitive to the natural and built environment;
- support active transportation; and,
- provide necessary public facilities and infrastructure.

The PCDM provides predictability for applicants, the Municipality and stakeholders, by providing consistent direction about design criteria for proposed developments. It allows for imaginative approaches, while maintaining high quality for the community.

The PCDM should be used as the foundation of design for all development projects, and will be used in the assessment of proposals.

Structure

The requirements of the PCDM are arranged in six separate, but interrelated, Sections. Each one describes the overall intent and focus.

The applicability of any given Section is dependent upon the characteristics of the proposed project, and shall be determined by the Municipality.

Note that the illustrations and photographs in the PCDM are intended to illustrate concepts, describe requirements and provide examples. These should not be interpreted as being definitive or specific design solutions.

Applications with unique site arrangements, and/or use combinations not specifically addressed by the PCDM may be required to provide additional information such as design briefs to facilitate appropriate review. For example: waterfront developments; sports complexes; nature centres; auto-malls; eco-industrial parks; major event/conference/entertainment centres; industrial brownfield redevelopment; large commercial/retail centres; significant mixed-use developments; and, educational or institutional developments.

The Municipality may require design amendments to proposals to meet the requirements of the PCDM.

Applicability

The PCDM shall apply to all projects subject to review and Planning approval by the Municipality through subdivisions, condominiums, and site plan control applications as permitted under the Planning Act and the adoption of Bylaws XXXXX and XXXXXX.

Through the course of review for each project, the design and application of the PCDM will be reviewed in their entirety. It is the responsibility of the project applicant and designer(s) to synthesize all of the applicable requirements of the PCDM into their proposal.

Compliance with the requirements of the PCDM does not preclude compliance with other development regulations associated with an application as required by the Municipality or other applicable jurisdiction. Where provisions of the PCDM may conflict due to the characteristics of a proposal, the more restrictive shall apply and/or an alternative design solution(s) may be required that meet the intent of the applicable Sections.

Provisions of the PCDM are activated by "shall" when required, "should" when recommended; and "may" when optional.

DESIGN MANUAL use

Submissions & Alternative Design

To assist decision makers, stakeholders, and the community in understanding proposals, applicants shall provide all necessary material to describe the project and demonstrate compliance with the PCDM, including: reports; illustrations and photographs; 3-D digital models; and, design briefs.

Conditions such as topography, and existing developments, along with a many others may require flexibility and creative design solutions. Flexibility may be given consideration provided the intent and principles of the PCDM Sections are met to the satisfaction of the Municipality. It is the applicant's responsibility to provide justification for review and approval of such alternative design compliance.

PCDM Sections indicate exceptions based on the uses present. The table below shows these and the initials used for identification:

<u>Use</u>	<u>Symbol</u>
Detached residential	DR
Multiple-unit residential	MUR
Commercial	COM
Industrial	IND
Mixed-use	MU
Civic/Public	CIV
Residential subdivisions	RSub
Non-residential subdivisions	NRSub

Universal Design

As a principle of the PCDM, projects shall seek to ensure that all community members have opportunities to move freely in a safe built environment. Therefore, designs shall enhance people's comfort with features that follow the principles of Universal Design.

Universal Design seeks to ensure that the built environment will be usable by people regardless of age, ability, or situation. Its key principles include:

- Broad design solutions;
- Equitable use;
- Flexibility in use (accommodating a wide range of user preferences and abilities);
- Simple and intuitive (understandable regardless of experience, knowledge, or language skills);
- Low physical effort (can be used efficiently and comfortably);
- Perceptible information;
- Tolerance for error (minimizes hazards and adverse consequences);
- Size and space for approach and use.

Through the development review process, the Municipality may require design amendments to proposals to help achieve the principles of Universal Design.

Crime Prevention

CPTED (Crime Prevention Through Environmental Design) shall be considered in review of projects based on the following principles:

- Define Territoriality- Areas shall be defined with features that express ownership and boundaries. The arrangement, dimensions and scale of spaces and elements shall be designed to encourage comfortable interactions among people, avoiding spaces that appear confined; dark; isolated or unconnected with neighbouring uses; or without a clear purpose or function.
- Integrate Natural Surveillance- Physical features shall be oriented and designed to provide visibility, light and openness throughout the site; including creating window streets; location of walkways and entrances; and, wayfinding.
- Activity Support- Design shall encourage legitimate activity in public spaces. Locating uses in complementary arrangements or activity nodes, that create more activity than if separated.

Through the development review process, the Municipality may require design amendments to proposals to help achieve the principles of CPTED.



CONTENTS

Site Character & Context

Standards to help direct design to ensure that the natural site features and functions (such as terrain, landscape, and drainage) are preserved and become part of new projects. The intent is for sites to be designed to work with the landscape; striking a balance between the natural and built environment; using each site's characteristics to maximize amenity and energy conservation; integrating natural functions such as drainage patterns into site design; and, protecting and enhancing the tree canopy.

Subsections

Nature	xx
Topography	xx
Site Features	xx

Blocks & Streets

Establishes standards for maintaining and building upon the community's existing, pedestrian-scaled blocks through requirements for the creation of new blocks and the arrangement of development sites. The purpose is to direct the design of blocks and large development footprints in a way that balances the conditions found in the existing community; the transportation requirements of the proposed uses safely serve all modes of transportation; and, the needs of pedestrians, and community well being.

Subsections

Block Size	xx
Street Pattern	xx
Laneways & Private Thoroughfares	xx

Subdivisions & Lots

Guides subdivision layout to be suited to, and maximize, the positive attributes of natural features of the area so that new subdivisions continue prevalent development patterns, of walkable blocks and an interconnected and human-scaled network of thoroughfares punctuated by open spaces and parks of varying types.

Subsections

Layout	xx
Perimeter	xx
Lots	xx



CONTENTS

Site Layout & Buildings

To facilitate designs that are contextually appropriate and highly livable, through the successful arrangement and integration of uses; transportation facilities; landscape; public spaces; and, buildings. And to direct the design of buildings to create positive and supportive relationships with the public realm.

Subsections

Streetscape	xx
Parking	xx
Relationship of Uses	xx
Outdoor Amenity Spaces	xx
Building & Site Services	xx
Site Arrangement	xx
Auto-oriented	xx
Building Design	xx
Special Sites	xx
Residential Design	xx

Active Transportation

Active transportation oriented requirements are intended to elevate the needs of pedestrians, cyclists, and mass transit to a state of balance with automobile use as a mode of transportation.

Subsections

Pedestrian Circulation	xx
Bicycle Circulation	xx
Transit	xx

Landscaping & Public Spaces

Intended to direct the design characteristics of project landscaping and public spaces so that new development is safe, attractive, and environmentally sensitive, and supports community wellbeing.

Subsections

Materials	xx
Plantings	xx
Parks	xx



Site Character & Context



“We need to stop looking at contact with nature as a problem to fix and start looking at contact with nature as a solution to the problems that we must solve”

Adam Bienenstock

Purpose

The natural landscape of the region possesses a visual and physical character that creates its distinctive quality. The patterns of the riparian corridors, wooded areas, rolling hills, cultural landscapes, and shoreline areas, create the natural identity of the area.

Nature is an especially key part of what defines Penetanguishene, providing visually attractive, habitat-rich areas and comfortable spaces in which to spend leisure time; with many physical linkages to the natural environment existing

through local open spaces, shorelines and trails.

The following standards help direct design to ensure that the natural site features and functions (such as terrain, landscape, and drainage) are preserved and become part of new projects. The intent is for sites to be designed to work with the landscape; striking a balance between the natural and built environment; using each site's characteristics to maximize amenity and energy conservation; integrating natural functions such as drainage patterns into site design; and, protecting and enhancing the tree canopy.

Nature

Site Character & Context

1. To preserve and enhance watercourses; to maintain their habitat value; to maintain community health benefits; and to protect the sense of place that the natural environment creates, all streams, creeks and rivers shall remain open and uncovered.
2. Covered or buried natural water courses may be required to be daylighted as part of new developments or redevelopments where practical. This involves uncovering and appropriately rehabilitating the watercourses.
3. The shoreline along the bay shall always be maintained and developed with public access, with the development or continuation of public walkways along the water's edge, and should also include:
 - a. Lookouts; and/or,
 - b. Physical access to the water including any number of the following: boat launches; open shoreline access for pedestrians; fishing spots; docks; and other similar uses as most appropriate to the location, site proposal, and reasonably expected use.

DR Single family subdivisions with three or fewer lots may be exempted from this requirement.

4. Streets serving new developments adjacent to the shoreline shall be designed to terminate at the shoreline to provide both physical and visual access to the water.
5. Parks, open spaces, trails, public spaces, and streets shall be designed to protect and provide views and lookouts from public areas to prominent site features such as wooded areas, and

watercourses. This shall be done in a synchronized and balanced fashion with the other requirements outlined in the PCDM.

6. Lookouts should be designed to provide undisturbed viewing areas away from vehicle, foot or bike traffic at locations that maximize the potential for users to comfortably experience nature.
7. Existing rights-of-way terminating at the bay, or watercourses, including those that are unused, unopened, or consolidated with a development shall be maintained and/or improved to support visual and physical connections to the water.

8.



In this example, the careful arrangement of site features (streets; laneways; open space; walkways; residential lots; park; and, trails), creates improved street end views, attractive streetscapes, and connections between uses. The uses are not arranged to be segregated, but interconnected. Source: Google

Topography

Site Character & Context

1. Topography and natural drainage patterns should be treated as an integral part of site configuration rather than as elements that can be changed to follow a preferred development scheme. Therefore, necessary grade changes shall be in keeping with the general appearance and topography of the neighbouring areas, and be designed and landscaped accordingly, to provide a functional and visually compatible fit.
2. Development should follow the natural contours of the land to preserve the shape of the natural land forms and to minimize grade differences with adjoining lands.
3. The use of retaining walls, particularly along street frontages, parks, riparian corridors and other public areas should be limited as much as practical.
2. Where retaining walls are used their overall height shall be minimized, or terraces used which shall include landscaping to improve aesthetics and screen the walls.
3. Retaining walls visible from the street or public areas shall be screened at least 50% with landscaping.

“Developers and municipalities are saving money and increasing the marketability of projects by integrating ecological considerations into the development”

Smart Growth BC

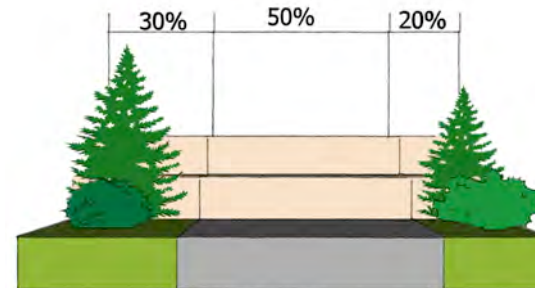
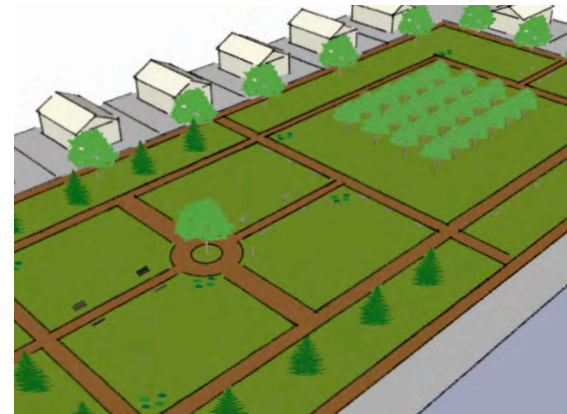


Illustration showing the way 50% screening can be accomplished on a retaining wall.

Site Features

Site Character & Context

1. The arrangement of development sites shall be such as to maintain, and/or enhance the following:
 - a. Natural topography;
 - b. Wetlands;
 - c. Tree canopy cover; and,
 - d. Views and public access to shorelines, and areas providing significant views over surrounding landscapes due to elevation.
2. With regard to block and street layout standards defined in the PCDM, streets shall be designed and located to:
 - a. Maintain natural features, cultural assets, historic buildings and sites;
 - b. Maintain significant trees;
 - c. Minimize cut and fill; and,
 - d. Preserve, create and enhance access and views of water, shoreline, and surrounding nature.
3. The removal or disruption of historically or culturally significant uses, landscapes, structures, or architectural elements should be minimized, with features integrated into the site design as amenities when practical.
4. Existing trees and/or vegetation should be maintained to satisfy the requirements for buffers, landscape perimeters, or tree canopy, provided the vegetation in question is: healthy; non-invasive or native species; of appropriate sizes; and in sufficient quantities to achieve the intended purpose(s). **DR**
5. Planter areas of a size determined necessary by a Certified Landscape Architect or Certified Arborist, may be required for all significant trees to ensure their health.



A remnant of a cultural landscape, in this case an orchard, is integrated into the park design of a residential subdivision.

Blocks & Streets



“A ‘complete streets’ approach should be adopted to guide the redevelopment of existing communities and the creation of new communities throughout Ontario”

Office of the Chief Coroner for Ontario

transportation requirements of the proposed uses; and safely serve all modes of transportation.

Purpose

All the various thoroughfares of a community form a connected network that facilitates the movement of people and goods. For the health of the community and overall livability, the best networks support all forms of transportation, with ease of access, and route choices in an overall pattern that ensures that people can easily walk, cycle, take transit, and drive to the various areas of the community.

The historic development of Penetanguishene includes regular blocks whose size and arrangement creates

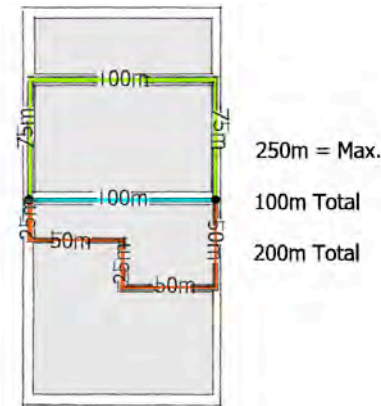
development patterns supporting not only vehicular traffic, but all forms of transportation including active transportation and, in turn, community health and well being.

This section establishes standards for maintaining and building upon the community’s existing, pedestrian-scaled blocks through requirements for the creation of new blocks and the arrangement of development sites.

The purpose is to direct the design of blocks and large development footprints in a way that balances the conditions found in the existing community; the

Block Size Blocks & Streets

1. Blocks shall be of a regular shape, measuring no more than 100m in width and 200m in length, with the following exceptions:
 - a. Industrial areas: maximum block dimensions shall be 300m for length and width.
 - b. Irregularly shaped or sized blocks: may be permitted to:
 - i. Respond to natural features;
 - ii. Define public spaces such as parks;
 - iii. Create priority lots/sites; and,
 - iv. Respond to existing development.
2. For large projects and/or those with private thoroughfares, the internal development pattern shall meet the requirements of this Section; through the introduction and location of: streets; vehicle maneuvering lanes; pedestrian walkways; and, building sites.
3. Residential blocks may be up to a maximum of 400m in length provided:
 - a. There is an exceptional circumstance such as: topography; the location of critical natural areas; a shift in block pattern occurs; or, the location of collector or arterial streets makes the standards impractical; and,
 - b. Mid-block pedestrian connections are provided for all blocks over 200m in length.
4. Commercial and mixed-use developments shall provide pedestrian connections through buildings and/or blocks of buildings such that the maximum walking distance from the midpoint of the wider side of the block to the midpoint on the opposite side is no more than 250m. This may be achieved through
 - a. Walkways, sidewalks, paseos, galleria, or other similar features; and/or
 - b. Connections to publicly accessible spaces such as parks, and courtyards.
5. Enclosed/covered walkways through buildings may meet the requirements above provided:
 - a. The height of the cover/ceiling shall be proportional to the width of the walkway not giving the impression of a narrow hallway;
 - b. For enclosed walkways, entrances shall be enhanced to differentiate them from other entrances and make them appear welcoming to the public; and,
 - c. Public access is provided.



To provide development footprints that do not act as barriers for pedestrians, a maximum walking distance from one side of a development block to the other shall be 250m. This may require the introduction of pedestrian walkways through development blocks.

Street Pattern Blocks & Streets

1. The pattern of thoroughfares utilized for subdivisions and developments shall be predominantly a grid or modified grid pattern with intersections designed at right angles or T intersections.
2. Street grid patterns may be modified provided they:
 - a. Provide a similar number of street intersections, for connectivity, as would the regular grid pattern; and
 - b. Are part of a coherent development pattern that creates priority lots/sites; and/or,
 - c. Create parks and open space; and/or,
 - d. Are in response to existing features, or development.
3. Short and curved or irregular streets can contribute to variety and a sense of place, and may also be appropriate where there are topographical or other site constraints. They may be permitted; however, using excessive curves shall be avoided, as they make access for active transportation particularly difficult.
4. To ensure the effective continuity of the street pattern, and implementation of long range active transportation networks:
 - a. Gaps in the existing street grid shall be completed by providing connecting streets;
 - b. Adjoining streets shall be extended into developments and subdivisions; and,
 - c. Streets shall be extended to the boundaries of the development to accommodate further interconnections with future development.

“Connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries”

Provincial Policy Statement

5. The connections defined above may be limited to public pedestrian and bicycle ways provided:
 - a. The proposed alternative is practical;
 - b. There is no demonstrable benefit for a street connection;



A street pattern and irregular block shape that create a priority site at the street end that is well suited for the park. This provides an interesting street end view and helps define the sense of place for the neighbourhood.
Source: Google

Street Pattern Blocks & Streets

- c. They allow for full pedestrian and bicycle access in both directions across the site;
 - d. They are generally aligned with the street grid or connect two or more existing dead-ends of the street network; and,
 - e. They provide a minimum:
 - i. Space for 6m wide walkway, with minimum 3m paved/improved;
 - ii. 3m wide planter beds with shade trees; and,
 - iii. Pedestrian-oriented lighting.
6. If exceptional circumstances, such as topography, protected natural areas, or existing development prohibit street connections as per the above, right-of-way may be required to accommodate long-term redevelopment and connectivity.
7. All streets shall be designed to support walkability, with appropriate speeds for their intended use, and include pedestrian-oriented intersections that facilitate safe and enjoyable active transportation.
8. To facilitate active transportation and reduce vehicle dependence, developments may be required to provide active transportation connections across water courses, and open spaces. These shall be appropriately designed as functional multi-season connections.
9. Streets shall relate to natural areas, water courses, parks, and/or Municipal borders, and borders of future neighbourhood developments to create a strong sense of place. This may be achieved through:
 - a. Single-loaded streets at these edges with development fronting the borders; and/or,
 - b. Street alignments that terminate views at parks, open spaces, or rural areas.
10. To provide active transportation linkages, development sites that consolidate with existing rights-of-way may be required to maintain/establish pedestrian and bicycling thoroughfares in these areas which are:
 - a. Publicly accessible;
 - b. Generally located in the same area as the original right-of-way where practical; and,
 - c. Include a 3m wide hard surface paving and 3m wide planter bed/landscape boulevards with landscaping and shade trees.



Blocks and streets can relate to natural areas, parks and neighbouring developments by providing interesting street end views, and having buildings relating to the street, not inward to the development.

Street Pattern Blocks & Streets

11. The following alternative street designs may be permitted to supplement the street layout:
 - a. Crescent: a semicircular shaped street with a central planting island extending from the local street. The central space within the crescent shall be landscaped. The Municipality may define the dimensions of the crescent.
 - b. Cottage home or pedestrian court: consists of houses facing a central common green space extending from the local road. Vehicular access is provided by rear laneways only.
12. The central common green space in a cottage home/pedestrian court arrangement shall provide a minimum of 20m between facing rows of buildings.
13. The design and arrangement of the cottage home/pedestrian court elements should give the impression of the area as a unified space.
14. Cottage home/pedestrian courts shall contain:
 - a. Pedestrian walkways to provide access to the building entrances;
 - b. Landscaping to define the common space of the pedestrian court; and,
 - c. Landscaping that defines the edges between the semi-public pedestrian court and public street and/or sidewalks.
15. Dead-end streets shall only be permitted where:
 - a. Due to demonstrable physical constraints no future connection to the larger street pattern is physically possible; or,
 - b. There exists an exceptional circumstance such as steep topography, shoreline, critical

“Mobility is not an end unto itself and is predominantly intended to provide access to needed and desired goods, services, and experiences. Transportation planning must take this into account as a chief principle”

Victoria Transport Policy Institute

- natural area, or existing development which prohibits a connection; and,
- c. A pedestrian connection may be required through the dead end for active transportation connectivity.



A cottage home development in WA that has vehicular access through rear laneways. Source: Wenzlau Architects

Street Pattern Blocks & Streets

16. A temporary dead-end may be approved when connections to adjacent properties cannot be extended at the time of development, but will be provided in the future. At a minimum, stub streets shall be required to allow for future connectivity, although a turn-around may be required for emergency vehicles.
17. Target speeds, and lane widths for streets, shall be determined by the Municipality.
18. Additional traffic calming may be integrated into developments as necessary. Traffic calming designs must be approved by the Municipality.
19. Curb extensions may be required on streets entering residential developments, to:
 - a. Improve pedestrian safety through reduced crossing distances; and,
 - b. To reduce vehicle speeds.



An example of a pedestrian connection provided where a street has not been carried through a block. Source: Karen Delucas

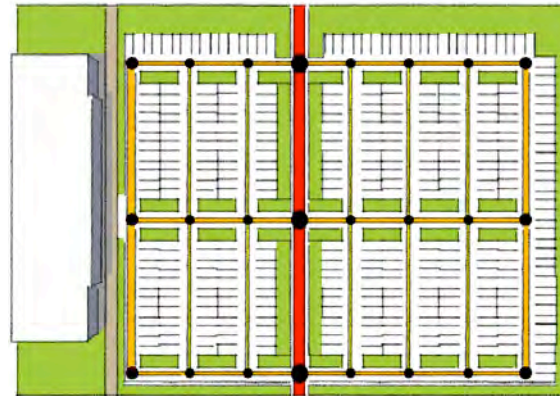
Laneways and Private Thoroughfares Blocks & Streets

1. Public and private thoroughfares internal to developments shall be:
 - a. Aligned with the street network; and,
 - b. Shall conform to the street pattern and landscape standards of the PCDM.
2. Parking lots shall be designed with a clear hierarchy of circulation as follows:
 - a. Major entry thoroughfares with little or no parking (these shall meet the requirements of 1 above);
 - b. Primary circulation lanes with little or no parking; and,
 - c. Parking maneuvering lanes for direct access to parking spaces.
3. Major entry thoroughfares through parking areas shall be located in such a manner as to minimize the number of pedestrian crossings required when traveling from parking spaces to primary entrances of the destination, and/or additional safety measures shall be integrated at the pedestrian crossings to improve safety (however, relying only on these measures may not be permitted when other site arrangements are practical).
4. Pavement markings and directional signs may be required to clarify vehicular movement patterns.
5. Thoroughfares, circulation lanes and maneuvering lanes, and parking and vehicular accesses, shall not exceed the dimensions necessary to meet the intended vehicle target speed of 20 km/h.

“Passageways that cut through blocks and connect with small courtyards and other fragments of urban space represent opportunities to extend the fabric of the public realm and should not be treated as throwaway spaces”

Urban Land Institute

6. Laneway access is an acceptable component of the street pattern and may be required based on development design, use, and site characteristics to:
 - a. Improve the visual quality of a streetscape;



The hierarchy of vehicle travel lanes in a parking area:

- Red: major entry thoroughfare;
- Orange: primary circulation lanes;
- Yellow: parking maneuvering lanes

Laneways and Private Thoroughfares Blocks & Streets

- b. Create window streets;
 - c. Create frontage onto open spaces, river or stream corridors, or parks;
 - d. Reduce conflicts for active transportation; and/or,
 - e. To provide service access to commercial and industrial areas.
- 10.
7. Where laneways are used to provide vehicle access for housing, pedestrian access shall be provided to lot frontages as per the PCDM Section, Landscaping & Public Spaces.
 8. The design of laneways shall address issues associated with building access, snow storage, parking access, and other characteristics associated with their function.
 9. Laneways may be required to be privately owned and maintained.



This development uses laneway access, and has the residences arranged to front onto the park; improving natural surveillance of the park and creating more attractive streetscapes not dominated by garages and driveways.
Source: Google

Subdivisions & Lots



“Placemaking is the process through which we collectively shape our public realm to maximize shared value”

PPS



community character; suitable for intended uses and development type; create urban development patterns that support active transportation and a healthy community; ensure a positive relationship between adjacent uses and, facilitate eventual adaptive reuse, infill and redevelopment in the long-term.

Purpose

The size, shape and arrangement of lots defines the framework from which many site specific development requirements are based. This is because Zoning By-laws, and many other applicable regulations are based on property boundaries, for example: building setbacks, development density and lot coverage.

The following standards address the design of subdivisions and are intended to: support community health; promote protection and access to natural features; open space and cultural landscapes;

facilitate active transportation and connections to neighbouring uses; and, create visually attractive neighbourhoods.

These standards will guide subdivision layout to be suited to, and maximize, the positive attributes of natural features of the area so that new subdivisions continue prevalent development patterns, of walkable blocks and an interconnected and human-scaled network of thoroughfares punctuated by open spaces and parks of varying types.

They will also guide lot configuration and designs that are fitting with existing



Layout Subdivisions & Lots

1. Subdivisions shall be designed in patterns of interconnecting streets, defined by buildings, open space and parks, landscaping, and pedestrian ways.
2. Subdivisions should use street layout and lot sizes, shapes and orientations to facilitate a mix of housing types and the efficient use and conservation of energy, with attention to maximizing passive solar energy.
3. Subdivisions shall be designed and arranged to be distinguishable from the peripheral and open space by well-defined streetscape edges so that developed areas will transition very quickly to rural or undeveloped lands, promoting a clear sense of place.
4. The arrangement of lots for different types of residential densities and/or uses should meet the following as much as practical:
 - a. Residential densities should be mixed throughout the development with denser residential uses located adjacent to parks, community amenities, or civic uses and buildings, and collector and arterial streets; and,
 - b. Land use and density changes should transition in rear yards, or in adjacent blocks, as opposed to facing blocks across streets, as much as practical to maintain consistent streetscapes.
5. Land use mixes shall be arranged to maximize the function of all uses.
6. Parks and open spaces shall be located to establish an interconnected system to: support pedestrian movement throughout the development or neighbourhood; act as activity nodes; and, to function as visual and physical focal points within the community.
7. Lot patterns, park locations, and pedestrian connections shall be developed to provide convenient access to parks from homes with the following characteristics:
 - a. No residence shall be more than 400m walking distance to a park or active open space; and,
 - b. Mid-block pedestrian connections, shall be used to provide access where necessary.



An example of land use transition on an adjacent block, as opposed to across the street. Source: Canada Lands Company

Layout Subdivisions & Lots

8. Parks shall be visible from the street or neighbouring uses.
9. Parks shall be designed as per the Landscaping & Public Spaces Section of the PCDM.
10. Parks should be designed to take advantage of climate conditions as much as practical by:
 - a. Sheltering users from winter winds through orientation and landscape design; and,
 - b. Maximizing sun access throughout the park with southern exposure and appropriately designed and located landscape elements, and park features and amenities.
11. For residential and/or mixed-use projects where the parkland dedication is 1.0ha or greater, the first priority for park development shall be to design these as neighbourhood centre parks. These shall be designed as activity nodes, and to provide an identity for the neighborhood, reinforcing the park as a symbolic and spatial heart of a neighbourhood. **IND NRSub**
12. In addition to the requirements of PCDM Landscaping & Public Spaces Section, neighbourhood centre parks shall have the following specific characteristics as permitted by the size and intended uses of the park:
 - a. Be visually and/or functionally located in the centre of the project or neighbourhood;
 - b. Located adjacent to natural features such as watercourses, or community institutions such as places of worship and civic buildings/sites;
 - c. They shall incorporate a public art installation;

“Pedestrian crossings may be marked at non-intersection points where substantial pedestrian movements occur or where a safe crossing point would not otherwise be obvious, particularly to children”

Ontario Traffic Manual Book 11

- d. Shall have enhanced marked pedestrian crossings leading to the park; and,
- e. Shall incorporate a natural play space as per the PCDM.



This multi-unit residential development shares a boundary with a park that acts as a unifying feature in the neighbourhood. The residential units front the park and a pedestrian walkway is provided. Source: Google

Perimeter Subdivisions & Lots

1. Subdivisions bordered by arterial streets shall:
 - a. Create blocks that run perpendicular to these streets; or,
 - b. Provide laneway access to residences fronting the arterial; or,
 - c. Provide a landscape strip of minimum 10m in depth along lot sides adjacent to the arterial street corridor which contains a minimum 3m wide pedestrian walkway running its entire length. In some instances portions of this area may be included as part of the parkland dedication calculation depending on the overall design merit and connectivity to other parks or active transportation infrastructure. **IND NRSub**

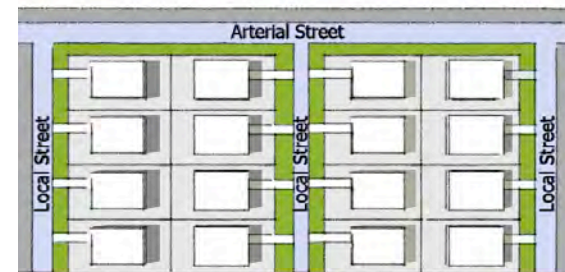
2. A parallel service street that addresses arterial streets may be permitted by the Municipality for high density residential developments. Service streets running parallel to arterial streets shall be designed to be separated from the arterial by a minimum 10m landscape strip that contains:
 - a. A sidewalk;
 - b. Landscaped planter bed of at least 3m wide on each side of the sidewalk; and,
 - c. Street trees planted in both planter beds.

3. The maximum length of uninterrupted reverse frontage lots should not exceed 200m or 30% of the total frontage along an arterial road for any project.

4. Subdivision gateway/entrance spaces shall be designed to act as landmarks and amenities in the community, as opposed to artificial barriers, implied gates, and advertising.

5. Gateway/entrance spaces should be designed with the following intents:
 - a. To add to the aesthetics of the streetscape;
 - b. To provide pedestrian amenities, such as: transit stops; seating; and, shade trees;
 - c. To add to wayfinding with distinctive designs, signage, and maps; and,
 - d. To mark the entrance to the development with signage and landscaping that enhances the design concept of the development and streetscape.

6. One gateway/entrance space may be permitted for each development and shall be limited to 100 square metres in area.



This drawing shows a shift in the block pattern along the arterial street so that side lots face the busy street as opposed to the development turning its back to the street.

Perimeter Subdivisions & Lots

7. Signage in gateway/entrance spaces shall be limited to the following maximum dimensions: height- 1.5m; width- 3m.
8. Signage shall be manufactured of materials that are long lasting, and fitting with the aesthetics of the streetscape (primarily metal, natural stone, brick, and decorative block).
9. Gateway/entrance spaces should be located on the side of the street or entrance most appropriate for a bus stop.

“Moderately intense physical activity such as walking and cycling increases health benefits and has the potential to reduce cardiovascular disease by as much as 50 percent”

Simcoe Muskoka District Health Unit

Lots

Subdivisions & Lots

1. Lots shall be shaped to facilitate effective use and development. Generally, the depth of the lot should not be more than three times the width of the lot, and of a regular shape.
2. Side lot lines shall be at right angles to street lines or radial to curved street lines, and no more than 15 degrees from perpendicular to the front property line.
3. Side and rear lot lines shall be straight, or composed of straight line elements.
4. Lots shall be arranged in a manner that:
 - a. Address and create public spaces;
 - b. Create development sites that are appropriately sized, proportioned, and oriented for their intended use and to support the uses of public spaces; and,
 - c. Support integration of other amenities, uses, and spaces such as water courses, waterfront, trails, parks, public spaces, and neighbouring uses.
5. Irregularly shaped lots may be permitted to respond to:
 - a. Topography and natural features;
 - b. Block pattern shifts;
 - c. For the creation of focal points or public spaces such as parks;
 - d. Priority sites; and,
 - e. Existing development.
6. Based on their prominent location such as at the highest elevation point, street intersections, or street ends, and transitions such as bridgeheads, some sites may be required to be designed as priority sites to add to the visual and functional form of the community.
7. Priority sites shall integrate design elements and features into their site arrangement, landscape design, and architectural design, that highlight and/or enhance their visual and physical prominence, and their ability to act as orientation points within the urban fabric of the community.



Priority sites can highlight their prominence through features such as public art. This photograph shows a public art mural on the side of a building.

Lots

Subdivisions & Lots

8. The following may be considered priority sites for the purposes of the PCDM:
 - a. Lots located at the terminus of a street that runs the length of 3 or more block frontages;
 - b. Lots located at the intersections of pairs of collector and/or arterial streets;
 - c. Lots located at bridgeheads of bridges over 20m in length;
 - d. Lots at central/focal points of a larger arrangement of lots;
 - e. Lots with a physical prominence over others due to topography;
 - f. Lots with identified heritage features; and,
 - g. Lots whose proposed development is a use of a civic nature, including: library; town hall; school; hospital; community centre; municipal offices; recreational facilities; parks; community gardens; place of worship; and, other similar uses.

9. For reverse frontage lots facing a neighbourhood centre park, a pedestrian walkway shall be provided along the property line shared with the park and shall be designed as per the PCDM.

10. To reduce the visual impact of garages and driveways along residential streetscapes with many narrow lots, and/or townhouses, laneways may be required to provide vehicle access and parking if garages would be in excess of 50% of the building's primary frontage facade width.

11. The residential units in these areas shall front on the main street, not the laneway.

- 12.

“This is something everyone knows: A well-used city street is apt to be a safe street. A deserted city street is apt to be unsafe”

Jane Jacobs



Example of narrow lot development with rear laneway access for vehicles.

Subdivisions & Lots



Site Layout & Buildings



Source: Dan Burden

“People favour a neighborhood with a mix of houses and stores and other businesses that are easy to walk to, rather than neighborhoods that require more driving between home, work and recreation”

National Association of Realtors

Purpose

The site layout requirements are intended to facilitate designs that are contextually appropriate and highly livable, through the successful arrangement and integration of uses; transportation facilities; landscape; public spaces; and, buildings.

The PCDM requirements dealing with building design and architecture provide both specific and broad requirements that direct the design of buildings that will create positive and supportive relationships between them and the public realm. The goal is high-quality design that has evolved

from the local context and culture to create livable, functional, safe, and attractive built environment.

In addition to the specific requirements of the PCDM, the design of shall meet one of the three general architectural styles/themes listed below and detailed in Appendix One (noting the provisions for alternative design defined in the Design Manual Use section):

- Local Heritage,
- Lakeshore Recreation; and,
- Contemporary New Urbanism.

Streetscape Site Layout & Buildings

1. All development (including subdivisions) shall be arranged to address streets, excepting laneways, as window streets, by lining them with: building front facades; active uses; public spaces; and, functional windows and entrances, rather than parking lots, garages, or blank walls. **IND**
2. Buildings shall be placed at the front setback line. **IND**
3. Multiple-unit residential developments may position buildings behind the front setback line, provided the increased setback area is designed to enhance the streetscape with increased landscaping and/or pedestrian amenities.
4. Buildings shall not be permitted to face their loading or service areas onto existing or planned parks, civic buildings and spaces, or public right-of-way.
5. Screening/noise attenuation fencing shall not be permitted along residential subdivision boundaries nor along collector streets in arrangements where they form the principle feature as viewed from the street. Where they are used, landscaping and decorative fencing materials shall be included in the design.
6. Building masses on one site should relate to those on neighbouring sites to create a coherent streetwall by extending the street grid lines and building setback lines when defining building envelopes and arrangements.
7. Variation of development patterns within residential subdivisions is required to achieve visual diversity and avoid monotonous streetscapes. Applicants shall exhibit to the Municipality how this is will be achieved. townhouse (attached), and apartment-style residential developments, or blocks, may be exempted.
8. Laneway building entrances should be designed to encourage pedestrian access.
9. The location and arrangement of structures fronting laneways shall take snow storage and removal into account.
10. The design of parking areas shall be based on the proposition that parking is not an end in itself; its purpose is to support/generate a



Residences facing the street at the edge of a development. Source: Urban Design Associates

Parking Site Layout & Buildings

pedestrian environment where people and cars mix under controlled circumstances that favour the person on foot.

11. Parking lots shall be configured, designed and landscaped as well defined areas linked to a particular building with safe and convenient pedestrian ways; and, with no more parking stalls than is necessary to comply with the Zoning By-law; as opposed to poorly defined asphalted spaces whose only control mechanism is provided by surface markings.
12. Surface parking shall be located behind buildings, and accessed from a laneway where practical. **DR IND**
13. Parking and vehicle travel lanes shall not be located within the front setback area; excepting the portions necessary for:
 - a. Vehicle entrances;
 - b. Priority parking stalls; and/or,
 - c. Drop-off areas for uses with high volumes of drop-off arrivals and departures.

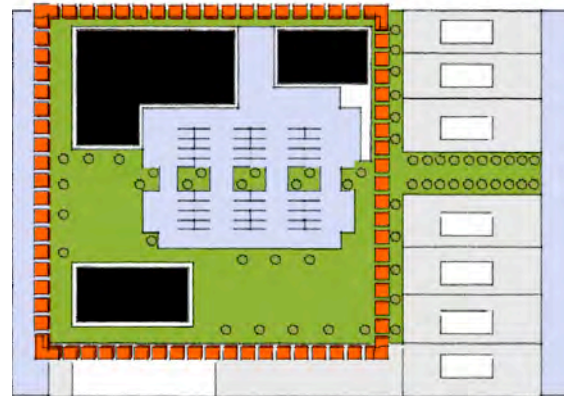
The amount of area, and number of spaces, permitted to be dedicated to the above uses shall be determined by the Municipality and based on the proposal's characteristics.

14. For commercial and mixed use projects, surface parking may be located beside a building along the primary street frontage provided:
 - a. It does not take up more than 30% of the lot frontage or 30m which ever is less; and,

“In general, the most successful shopping sections are those that provide the most comfort and pleasure for pedestrians”

AASHTO

- b. It is no closer to the street than the front of the building; and,
- c. Enhanced parking lot screening is provided; and,



In this example the buildings are located at the setback line, parking is shared and behind buildings, and pedestrian connections to neighbouring areas are provided. This better defines the streetwall and makes the streetscape more appealing, while also improving active transportation options.

Parking

Site Layout & Buildings

- d. The parking area should be bounded by buildings on two sides when practical.
15. A limited number of parking spaces may be located between the building and the street frontage provided:
- a. The project has more than one building (not including accessory structures); and,
 - b. Enhanced landscape screening is provided along the primary street frontage; and,
 - c. There are no more than two rows of parking between the front of the main building and the street; and,
 - d. At least one pedestrian walkway from the frontage sidewalk to the building entrance is enhanced with additional landscaping. **DR**
16. Each site shall have a single car entrance designated. Additional entrances may be permitted provided:
- a. It is demonstrated to be a reasonable option due to site conditions or use; and,
 - b. Design features are used to ensure that potential impacts to pedestrian walkways, and site character are mitigated.
17. Access to parking shall be from laneways where one exists or can be provided.
18. Where practical, vehicular access to parking areas between adjacent properties should be shared, to reduce the number of conflict points along the sidewalk and the streetscape.
19. Parking areas shall be designed to include direct, comfortable, and safe pedestrian linkages.
20. Paving shall be reduced to the minimum necessary to accomplish site circulation and parking needs with other areas set aside for landscaping, or amenity spaces.
21. When head-on parking is directly adjacent to a wall, a 2m landscaped planter bed shall be provided.
22. Up to 50% of the parking lot may be designated and configured for compact car parking stalls. These shall be appropriately signed.



Example of multiple buildings arranged to address streets with active uses; and, parking areas are located behind buildings and away from the streets. Source: Canada Lands Company

Parking Site Layout & Buildings

23. Parking structures shall:
- a. Be lined with habitable ground floor area along window street frontages; or,
 - b. Integrated into the design of the buildings while providing visual interest along street frontages.
24. Parallel parking spaces shall be bounded by curb extensions with the following characteristics:
- a. These shall extend out to the edge of the parking space;
 - b. These should not be included on public roads unless specifically required or approved by the Municipality; and,
 - c. Landscaping should be included in these where practical with such things as curb extensions and planters.

“Healthy community design builds health, and wealth”

Robert Voigt



Example of a parking lot along a street frontage, bordered on two sides by buildings.

Relationship of Uses Site Layout & Buildings

1. A combination of landscaping; compatible building massing, façade design and detailing; and, use of public spaces shall be the methods used to reduce negative impacts and transition between developments and neighbouring uses (developments shall not rely on blank walls and fencing as the primary means to avoid possible negative impacts on neighbours)
2. Buildings groups should be arranged such that they define streets and outdoor spaces, versus a collection of separate development pods.
3. Patios and dining areas shall be designed to create a compatible and complementary relationship with adjacent streetscapes, building architecture and uses. This includes size and proportion to neighbouring site elements; materials; and landscape design.
DR MUR IND
4. Outdoor dining areas shall be well defined by landscaping and/or decorative fencing or other vertical barriers, while still being generally open and visible from public areas. Chain link, or vinyl fencing is not permitted for this purpose.
DR MUR IND
5. Required walkways, parking, and loading areas shall not be permitted for use as outdoor display or product retail, including vending machines.
6. Limited outdoor product display and product retail areas may be permitted provided:
 - a. These areas are visible and clearly defined from other areas through architectural of landscape treatments;
 - b. These areas shall not be used primarily as storage; and,
 - c. Fencing visible from public areas shall be no more than 3m in height and shall be decorative in design.
7. Small outdoor display areas adjacent to walkways and building facades shall meet the following:
 - a. The maximum depth of the display area shall be 3m; and,
 - b. Displays shall not obstruct walkways or windows, or other building openings.



Example of a courtyard space with street trees to help define the space and continue the streetwall. Source: Google

Outdoor Amenity Spaces Site Layout & Buildings

8. Vending machines shall be located in designated areas and should be treated as pedestrian amenities/street furniture fixtures and integrated into site or building design.
9. Open areas shall be grouped into useable, prominent landscaped areas, rather than equally distributed into configurations with low impact, such as at peripheries, or at locations not visible from public areas.
10. Site layout shall facilitate physical and visual access to adjacent or nearby parks, trails, open spaces, water courses, waterfront, and similar spaces to reinforce their public profile and safety.

“If you can’t differentiate your community from any other, you have no competitive advantage”

Ed McMahon



Open areas, walkways, and buildings arranged to work together, creating useable, prominent landscaped areas, rather than equally distributed into configurations of low impact locations not visible from public areas.

Outdoor Amenity Spaces Site Layout & Buildings

1. Each building shall provide 16m² of human-scaled, pedestrian oriented outdoor amenity space. These should be publicly accessible spaces. The downtown district is exempt. **DR**
2. Based on their intended use and occupancies, buildings, or projects over 3,000 m² may be required to provide additional area for outdoor amenity spaces.
3. Multiple building projects may be required to combine outdoor amenity spaces to create activity nodes. These shall:
 - a. Be designed as focal features; and,
 - b. May be combined with park land dedication to create central focal features of the project.
4. Outdoor amenity spaces shall be safe, well-designed spaces at practical locations to act as organizing elements, enhance uses, and add to the overall function of the site.
5. Outdoor amenity spaces shall be combined with other site uses and features to create activity nodes.
6. Large outdoor amenity spaces may be required to be at least partially defined by buildings with active uses fronting the space.
7. Outdoor amenity spaces shall be designed with concern for spatial enclosure to create spaces comfortable for pedestrians as follows:
 - a. The sides should be defined by buildings, landscape features, street trees, or other appropriate means; and,
 - b. They should have active uses with windows and pedestrian entrances that open onto the space.



Decorative pavement material, and landscape planters define the entrance area and sidewalk adjacent to this multiple-unit residential building. This kind of design could meet the outdoor amenity space requirements.
Source: Google

Building & Site Services

Site Layout & Buildings

1. A cohesive light plan shall be developed where the quality of light produced, and type of light sources used on the exterior of buildings, signs, parking areas, pedestrian walkways, and other areas of a site, are compatible with, and appropriate to the overall design and use of the site.
2. Lighting of the street system, adjacent walkways, sidewalks, and public spaces shall be specific to the intended area, and properly scaled to increase security and comfort for users.
3. Lighting shall be dark sky compliant, providing full cut off, or cut off, light fixtures; and be designed and located to prevent light from leaving the site.
4. All building entrances, and pedestrian areas shall be lit with pedestrian-scale lighting. Trails may be exempt from this requirement. **DR**
5. Light fixtures and associated hardware attached to the exterior of buildings shall be architecturally compatible with the building.
6. Specifically designated areas shall be provided for uses such as service entrances, delivery and sorting, temporary storage, garbage and recycling, outdoor storage, outdoor work areas, and other similar uses. These shall be:
 - a. Located behind buildings;
 - b. Appropriately sized for intended use; and,
 - c. Screened from public areas and residential uses to reduce visual, or sound impacts on adjacent uses, as per PCDM Section 10-Landscaping & Public Spaces. **DR**

“The "walkability factor" is now a key consideration for home buyers in Toronto”

Toronto Sun Real Estate News

7. Truck maneuvering, circulation, and queuing lanes shall be signed, and marked accordingly on the pavement.



Lighting shall be designed to avoid glare, and light being cast off site or into the sky.
Source: Dan Burden

Building & Site Services

Site Layout & Buildings

8. Outdoor storage shall only occur within physically-defined areas. **DR**
9. Loading and delivery areas should not be located in a required setback area.
10. Uses shall provide sufficient onsite truck queuing areas as necessary for the expected numbers of trucks. These shall be located behind buildings.
11. Truck maneuvering/circulation areas should be designated to avoid trucks from parking and idling in locations adjacent to residential uses.
12. Switch boxes, transformers, electrical and gas meters, ground mounted air conditioning units, and other above-ground or building-mounted mechanical equipment and utility elements (including antennae or satellite dishes), shall be located away from development entrances, public spaces, or the front façades of buildings; due consideration shall be given to locating these where they can provide the necessary service with a balance between economical and aesthetic parameters. **DR IND**
13. The items listed above should be located and arranged so as to appear visually integrated within their particular context by locating them:
 - a. At the edges of landscape areas and open spaces;
 - b. Back from pedestrian walkways;
 - c. At lot lines between properties when this can reduce their visual prominence;
 - d. At the edges of buildings; and,
 - e. In under-tree locations where practical.
14. Additional landscaping to screen the items listed above from view from public areas may be required.
15. All utility lines from the service drop to the site shall be underground.
16. Utility equipment such as electric and gas meters, electrical panels, and junction boxes should be located in a utility room within the building, or screened from view of public areas. **DR IND**



Example of a trash and recycling area integrated into the building while being visually pleasing. Source: Peter French

Building & Site Services

Site Layout & Buildings

17. Electrical transformers, mechanical equipment and other similar equipment should be located in and accessed from a laneway where one exists, or can be provided. **DR IND**

“15-25% of peak am traffic attributed to kids being driven to school”

Nick Polous

18. Utilities should be clustered or grouped where possible to minimize visual impact.

19. Utility providers should consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etcetera, when determining appropriate locations for large utility equipment and utility cluster sites.

25. Trash and recycling enclosures shall be constructed to be compatible with the project architecture and materials. **DR IND**

20. Rooftop equipment shall be screened from view with the façade/roof, not an independent equipment screen.

26. Enclosure gates shall be constructed of durable materials that screen the view into the trash enclosure. Chain link gates are not permitted.

21. Trash and recycling storage and servicing areas should be inside of, or integrated into the building design. **DR**

27. Snow storage/melt areas shall be designed so as not to negatively impact:

- a. Landscape areas (with particular attention to trees);
- b. Views of buildings and public outdoor spaces from the street;
- c. Transit facilities; and,
- d. Pedestrian circulation routes.

22. Outdoor trash and recycling enclosures shall not be visible from the main street frontage. **DR**

23. Trash and recycling enclosures shall be located so that they are not visually prominent from public areas, outdoor amenity spaces, and trail entrances.

28. Stormwater management facilities shall be designed and located as per the following:

- a. Consideration to aesthetics in their design;
- b. Incorporate them as amenities with features such as landscaping, naturalistic SWM pond forms, and natural building materials; and,
- c. Integrate them with open areas, parks, trails and tree retention areas.

24. Trash and recycling enclosures shall be built to house sufficiently sized bins for the intended use, and shall be designed with a wall height that is sufficient to completely conceal bins.

Building & Site Services

Site Layout & Buildings

29. Stormwater management facilities shall be designed to limit the number of ponds necessary to serve the development.
30. Stormwater management ponds should be visually accessible. Generally, not more than 50% of a stormwater management pond perimeter should be bounded by the rear or side yards of adjacent development. **IND**
31. Where feasible, stormwater facilities for large parking lots should be integrated into the parking area and designed as aesthetic landscape features.
32. Stormwater management pond design shall be done to eliminate the need for safety fencing.



Example of a walkway that allows stormwater to enter a planter area as part of a Low Impact Development stormwater management system.

Site Arrangement

Site Layout & Buildings

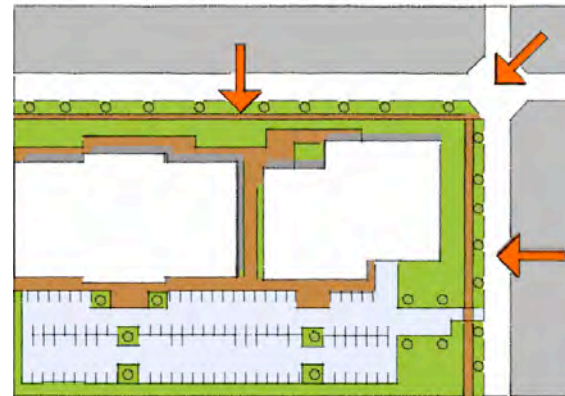
1. Buildings shall be designed for an urban context directing their primary facades to the street. Rather than being simply pushed closer together, as in many suburban developments, buildings must be designed for close siting which facilitates street activity and active transportation, with views directed to the street and public spaces not toward neighbouring sites.
2. Buildings shall be placed at the front setback line, except where the following are provided between the building and the setback line: **DR IND**
 - a. Public spaces;
 - b. Spaces specifically designed for active uses (such as outdoor dining); and/or
 - c. Public amenities such as trailheads and/or outdoor amenity spaces; and/or
 - d. Public art.

Entry forecourts, courtyards, and similar site features are exempt.

3. Multi-building developments shall use a combination of building placement, landscaping, outdoor amenity spaces, and other techniques to physically define street walls along front setback lines. With priority given to public streets. **DR IND**
4. The length of buildings along street frontages should be maximized as much as practical. **IND**
5. Main entrances shall be visible from, and directly accessible from, the street.

April 15, 2011 - Governing Council of UN-Habitat adopted the first-ever public space resolution urging development of a policy approach for Placemaking; for fostering social, cultural, economic and environmental benefits for the overall livability of communities.

6. Buildings shall be designed and placed so that outdoor spaces are created that have clear, useable spaces that are not simply leftover areas between buildings. These spaces shall be

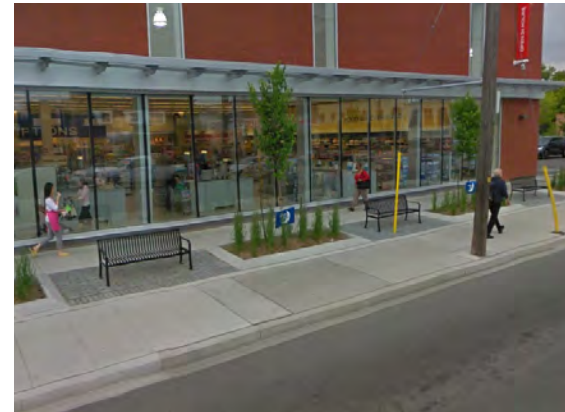


Buildings at corner sites shall be placed at the setback line for both street frontages.

Site Arrangement

Site Layout & Buildings

- designed to be human-scaled and provide pedestrian-oriented amenities. **DR**
7. Breaks in the streetwall defined by buildings should be limited to those necessary to accommodate pedestrian walkways, public spaces, entry forecourts, permitted vehicular access driveways and parking areas, drop-off areas, and view corridors, or other features based on design merit. **DR RSub**
 8. Based on design merit, infill projects may have building setbacks that relate to patterns along the street on which the development is located.
 9. Buildings, entrances, windows and activities shall be oriented to relate to the street and public spaces, to establish a coherent development pattern that is people-oriented, creates window streets and defines the streetwall.
 10. Building design and placement should address sunlight penetration; ventilation; protection from prevailing winds; public views from adjoining structures; and, public spaces so that they maintain their utility.
 11. Buildings on corner sites shall be located at the setback lines of each street frontage. This does not preclude angled or sculpted building corners. **DR IND**
 12. Buildings on corner lots that are identified as priority sites shall provide at least two of the following: **DR IND**
 - a. Special/decorative treatments of pedestrian weather protection as an architectural element at the corner of the building;
 - b. A significant decorative corner architectural feature or element that is fitting with the design of the building (such as angled, or sculpted corner design for the building; bay windows, turret, roof deck, balconies, tower element, corner-articulated roof line feature; or other feature to emphasize the corner location);
 - c. A corner entrance and decorative landscape feature such as raised planters;
 - d. An outdoor amenity space between the building and corner setbacks; or,
 - e. A prominent public art element; or,
 - f. Other design feature(s) proposed by the applicant that highlights the priority site.



Example of a streetscape enhanced by a supermarket that is designed to address the street with windows and pedestrian amenities.
Source: Google

Site Arrangement

Site Layout & Buildings

13. Multiple buildings in a single project shall demonstrate a functional relationship with one another and the public spaces of the development, by:
 - a. Taking into account micro-climate including:
 - i. Daylight and sunlight exposure; and,
 - ii. Wind and temperature; and,
 - iii. Minimizing the impacts of shadows on outdoor spaces for people;
 - b. Minimizing the impacts of undesirable shadows on adjacent buildings;
 - c. Creating compatible relationships and access between exterior spaces and entrances of buildings;

and,
 - d. Creating open areas that have comfortably human-scaled relationships between building height and open area dimensions.

14. Outdoor amenity spaces, and public areas should receive sunlight for the portion of the day they are intended to be used.

15. Visual and physical pedestrian links shall be established between buildings that are not located along a street. These links may be accomplished through the use of arcades, trellises or other similar open structures, or landscape features.

DR IND

"A healthy community supports the quality of human well-being, nourished and nurtured by an interrelationship between the build environment and nature that facilitates, social, psychological, physical, spiritual and cultural development for all individuals and the community alike"

Robert Voigt



Example where a large amenity space/park has been provided between a group of buildings.
Source: Google

Auto-oriented Site Layout & Buildings

1. Car-oriented commercial establishments are those that provide or dispense products or services, through an attendant or automated machine, to persons remaining in vehicles that are in designated lanes and/or sites specifically intended for the sale, service or maintenance of vehicles. The following design requirements are intending to reduce the negative impacts of these uses, and enhance public streets and overall livability where they are located.
2. Automobile queuing lanes shall be located at the side or rear of buildings.
3. Drive-through queuing lanes shall be physically separated from parking areas with a 1.5m landscaped planter bed that includes sufficient landscaping to screen views to a maximum height of 1m.
4. Adequate queuing distances, based on expected use, shall be provided to prevent vehicle traffic from blocking streets, pedestrian ways, or onsite circulation
5. The storage areas for vehicle inventory, and vehicles being serviced, shall meet the landscape requirements of parking lots relating to screening.
6. Vehicle displays should be located no closer to the street than the required building setback.
7. Buildings on vehicle sales sites may be set back from the frontage setback line to allow up to 2 rows of parking and or vehicle inventory between the building and street. In such cases an enhanced pedestrian walkway shall be provided from the sidewalk to the building entrance.
8. Display areas along the street frontage may be raised up to a maximum of 2m above grade, provided these areas include:
 - a. Special landscaping treatments to highlight the display area;
 - b. Task-specific lighting; and,
 - c. The maximum frontage dedicated for these raised vehicle display areas shall be 50%, with a total maximum frontage display area of 75% (all remaining frontage areas shall be landscaped to enhance the aesthetic quality of the streetscape).



Landscaped planter separating a drive-through teller from the parking area and vehicle travel lanes.

Auto-oriented Site Layout & Buildings

9. Drive-through, car wash and service bay structures shall be the minimum height necessary for their intended use.
10. These structures shall be compatible in design and materials with the architectural elements of the main building.
11. The primary street frontage shall not be dominated by the drive-through canopy or bay component of the development.
12. Multiple bays for drive-through, car washes, or service facilities shall provide architectural or landscape features to provide a visual break separating every three bays.

“The quality of your life is inversely proportional to the amount of time you spend in a car”

Mark Holland

Building Design

Site Layout & Buildings

Streetscape

1. Buildings and additions shall be designed to:
 - a. Improve the overall streetscape, and public realm and;
 - b. Generally relate in scale, materials and design features to the surrounding buildings; and,
 - c. Express traditions of Penetanguishene and the region in their design, materials, and colour.
2. Building design shall respond to the local climate with features such as pedestrian weather protection, overhangs for sloped roofs, facilitating access to direct sunlight, and choice of façade materials.
3. When compared to neighbouring developments and buildings, the use of significant contrast in building design, scale, and materials can be used to:
 - a. Make a project unique for the purpose of announcing the importance of a use;
 - b. Provide a focal point within a district;
 - c. Highlight a priority site; and,
 - d. To create accent along a streetscape.

However, significant contrast in these areas is not necessary for creating variety or distinctive projects and when significant contrast and/or significant or multiple deviations from the standards identified by the PCDM are proposed, there shall be a clear and compelling design rationale provided.

This shall exhibit how the proposed design will add to the overall order and coherence of the streetscape, district or neighbourhood, beyond just for the purpose of creating random differentiation

or for defining mercantile or brand identity in the built form. **IND**

Places of worship incorporating historically appropriate architectural forms are exempt (such as towers; spires; domes; arches; and, minarets for example).

Facade

4. Buildings over 10m in height (of facade) shall step back the front facade at the fourth storey a minimum of 3m to reduce their apparent mass along the street. **DR IND**



Commercial/retail building that addresses the street with well defined storefronts and design details that make it appealing to pedestrians.
Source: Google

Building Design Site Layout & Buildings

5. Buildings with more than three stories, or 10m greater in height (of façade), than adjacent uses shall incorporate any combination of the following design elements to reduce their apparent mass along side yard property lines **IND**:

- a. Stepping back the building at the 5th storey a minimum of 3m from the side façade; and/or,
- b. Incorporating specific landscaping to screen views; and/or,
- c. Other alternative design solutions that effectively reduce the visual impact of these larger buildings on adjacent uses and create a more human-scaled or compatible design.

6. To provide appropriate contextual fit with existing development or neighbourhoods, projects may be required to amend their designs.

7. Facades shall provide visual interest through a combination of windows, entrances, architectural details, projections, and recesses. These elements shall create a consistent rhythm, and express a hierarchy of entrances, and identify individual businesses where applicable.

8. Façade material changes generally relate to changes in plane, floor plate, and mass, and generally maintain consistent wall material throughout the upper façade areas. **IND**

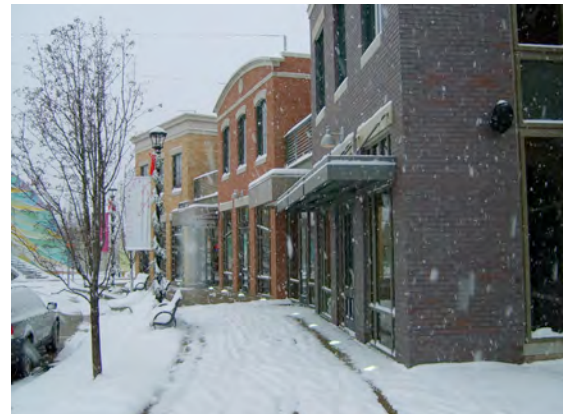
9. Street front façades shall incorporate pedestrian-oriented lighting. **DR**

10. Weather protection shall be provided along building facades containing retail/commercial

“The battle for quality is won in the small scale”

Jan Gehl, Architect

uses, as well as over building entrances. **DR**
Industrial projects may limit weather protection to building entrances.



Example of a design that meets the requirements of the PCDM related to buildings, with things like the choice in materials, the way they address the street, and including weather protection. Source: David Welch

Building Design

Site Layout & Buildings

11. All fixed canopies shall be designed to complement the function, aesthetic and architectural characteristics of the building and streetscape.
12. All sides of a building shall be architecturally designed to be consistent with regard to style, materials, colours, and details. **IND**
13. The design of buildings shall be unique to the site and project, and not corporate, chain, or franchise. Corporate, chain, or franchise architecture may be permitted if the design (or amended design) is determined by the Municipality to be suitable to the site and project in question. The only franchise-identifying features should be minor facade details, the company logo, and signage.
14. Large commercial/retail buildings or shopping centers with multiple tenancies, and/or multiple uses, shall be arranged and designed to provide storefronts and entrances for each of these along the primary facades of the building as determined appropriate and practical by the Municipality.
15. Building façades shall provide the following levels of transparency with windows and doors on primary ground floor frontages, and frontages containing retail/commercial uses:
 - a. At least 60%, (including forecourt and courtyard facing facades);
 - b. Showcase windows may be used to meet up to 50% of the transparency, provided they are integrated into the architecture (tacked-on display cases do not qualify); **DR MUR IND**
16. Upper floors, or areas above ground floor height, must provide a minimum of 25% transparency as measured between finished floor areas. **DR IND**
17. Blank walls that are adjacent to window streets, gathering areas, parks, outdoor amenity spaces, and pedestrian walkways are not permitted, and their aesthetic character shall be improved with any combination of the following:
 - a. Sculpted, carved or penetrated wall surface;
 - b. Landscaped planters with significant landscaping that provides visual relief and interest against the majority of the blank wall;



Public art integrated into the design of a blank wall, creating visual interest in what would otherwise be a negative feature.
Source: Dan Burden

Building Design Site Layout & Buildings

- c. Murals, mosaics and public art of a scale that visually and/or physically dominates the site and reduces the impact of the blank wall; and,
- d. Showcase windows.

“Streets should be designed from the outside in”

Dan Burden

Loading, storage, meeting facilities, or other building uses that necessitate large walls without openings and are not adjacent to the spaces identified above may be exempted.

Materials

- 18. Building materials and colour schemes shall be consistent with the chosen architectural style. .
- 19. Brick and/or masonry shall occupy no less than 75% of the façade areas on the first two floors. **DR IND** Based on architectural style/theme defined in Appendix One.
- 20. Materials such as brick and stone should be left in their natural colours.
- 21. Simulated materials may be used if determined to have an authentic appearance.
- 22. The following materials shall not be permitted on exterior walls:
 - a. Corrugated fiberglass or plastic;
 - b. Asphalt shingles;
 - c. Plywood;
 - d. Unprotected wood; and,
 - e. Concrete (without decorative finishes).



The residential and commercial uses here use complimentary materials.
Source: Canada Lands Company

Building Design

Site Layout & Buildings

23. Metal siding, decorative concrete, mirrored and reflective materials, stucco, and similar materials may be permitted:
- a. Based on design merit; and,
 - b. When used in combination with other materials; and,
 - c. When not used as the predominant façade material.

24. Stucco and similar troweled finishes shall:
- a. Be trimmed in wood, masonry, or other material permitted by the Municipality;
 - b. Be sheltered from weather by roof overhangs or other methods; and,
 - c. Are limited to no more than 30% of facade areas; and,
 - d. Shall not be used below 0.60m above the ground plane

25. Architectural colour palettes shall be selected to complement:
- a. First, the local historic context of Penetanguishene's architecture;
 - b. Second, the context of the immediate neighbourhood of adjacent and surrounding developments; and,
 - c. Third the colour palette chosen to define the unique architectural style/character of the building or development. **IND**

26. Colour palettes and patterns associated with a particular corporate identity/image/branding shall be designed as highlights, similar to signage, and not as the defining characteristic of the building/development in question. They may be included provided that:
- a. They are not the predominant colour; and,

- b. They do not define a particular building area in such a way that it appears as a field upon which signage is placed or disrupts the other architectural features, or patterns of the façade in such a way that is uncharacteristic of the overall façade design. **IND**

Storefronts

27. Storefronts shall be the most transparent part of a façade. These shall have the following common elements:
- a. Base;
 - b. Storefront display windows; and,
 - c. Canopy/sign band.



Example of a building with facade articulation that makes it visually more appealing, while still being relatively simple in design and ornamentation.
Source: CNU

Building Design

Site Layout & Buildings

28. Storefronts shall be defined in a repeated rhythm along the facade to maintain continuity and pedestrian interest.
29. Storefronts shall be integrally designed to be compatible with the entire facade character.
30. Storefront windows should occupy the entire height between the base and the canopy area.
31. Fully openable windows are encouraged for restaurants, cafés and uses adjacent to outdoor spaces, dining areas, and activity nodes.
32. Façades with multiple storefronts should have a generally consistent storefront design and materials. This includes:
 - a. The size and type of display windows;
 - b. Doorway locations;
 - and,
 - c. Storefront base height and materials.

Buildings with more than four storefronts may vary elements, but should maintain an overall consistent facade design.

33. Storefront bases should generally be no more than 0.60m above the sidewalk.

Articulation

34. The base, middle and top of buildings shall be clearly defined through the use of materials and design details. **DR**

“Health happens in neighborhoods, not doctors’ offices”

Dr. Richard Jackson

35. Building façades shall have a unified appearance with complementary materials and colours.

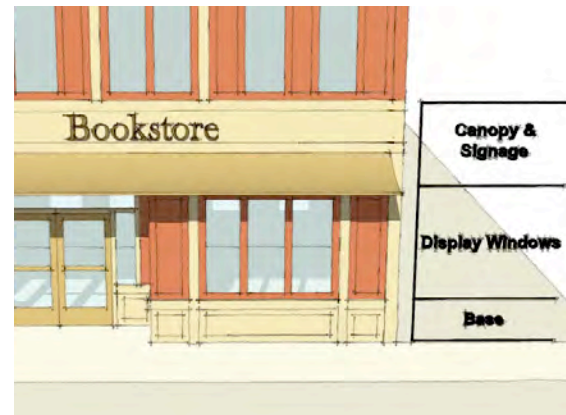


Illustration of storefront elements.
Source: Town of Collingwood

Building Design

Site Layout & Buildings

36. Upper floors shall be architecturally differentiated from the ground floor with elements that horizontally articulate the floor, lintel, or sill levels. Techniques used may include:
- Highlighting building bases, lintels, sills and cornices with contrasting materials;
 - Breaking up the mass of the building with architectural details at floor levels;
 - Stepping back upper floors;
 - Projections at entries; and,
 - Differentiation of building massings through plane breaks.
37. Vertical and horizontal façades plane breaks and/or articulation shall be incorporated to provide visual interest for facades greater than 30m in length to break up the apparent mass of the building and to add visual interest. Acceptable methods include those that:
- Provide visual detail from a pedestrian's perspective;
 - Create visual interest and relief through detailing, cast shadows and highlights;
 - Break down the building into smaller façade sections; and/or,
 - Vary setbacks of building masses to provide visual interest and shadow patterns.
- IND** Colour changes may not be substituted for architectural detailing.
38. The use of façade articulation; plane breaks; setbacks; variations of roof pitches; massing changes; and material changes for the purpose of falsely giving the impression of different buildings within a single building shall not be permitted.
39. Primary entrances shall be distinguishable from other façade elements and entrances.
40. Large scale non-residential buildings with over 3,000 m² of floor area and/or front façades greater than 100m in length shall integrate a prominent entry feature for the primary entrance. **IND**
41. Pedestrian weather protection is required at building entrances. **DR**
42. Every building should provide at least one pedestrian access from the front sidewalk that does not require passage through a parking lot.



Example of an entrance that does not require pedestrians to cross through a parking area to gain access from the sidewalk.

Building Design

Site Layout & Buildings

43. Theaters, cinemas, schools, civic buildings, and other uses where significant numbers of people are expected to gather or wait outside the main entrance, shall provide a sufficiently-sized gathering space that shall be designed as an outdoor amenity space. Buildings may be located behind the front setback line to accommodate these spaces.

Windows

44. Windows shall be architecturally compatible with building style, and materials.

45. Dark and/or reflective glass shall not be permitted for use as windows. **IND**

46. Windows and doors shall be proportioned to the size of wall in which they appear and, sufficient wall area and/or architectural features between windows shall be provided to set them apart from each other. **IND**

47. Windows shall be well defined within the facade by any of the following:

- a. Recessing windows in from the building wall;
- b. Using window trim as highlights; or,
- c. Using projecting sills and/or lintels.

IND

48. Upper story windows should create a rhythm, either symmetrical or equally spaced, across the façade, and should be aligned with windows and doors on the ground floor including storefronts or display windows. **DR IND**

“The essential elements of urbanism must be coded — frontages, streets, the public realm. This is necessary because the default setting in contemporary design is mediocrity and kitsch. Codes can assure a minimum level of competence, even if in so doing they must constrain certain possibilities. Codes allow the various professions that affect urbanism to act with the unity of a purpose”

Andres Duany

49. Upper floor windows to habitable spaces should be operable not fixed. **IND**



A building's use of extensive windows to highlight a corner entrance would be acceptable under the requirements of the PCDM. Source: Peter French

Building Design

Site Layout & Buildings

50. The use of clerestories is encouraged for uses that require expanses of facades without openings

51. Fully-glazed façades are not permitted and windows should not span vertically more than one storey. Priority sites, civic buildings, places of worship and industrial uses are exempt.

52. Glazed façade sections may be permitted for the following (with no facade with more than 75% glazing in area):

- a. Building portions containing showrooms;
- b. Additions and enclosures;
- c. Atriums;
- d. Sunrooms;
- e. Enclosed courtyards or gathering areas;
- f. Façades specifically designed to take advantage of views or vistas of natural features such as the shoreline; and,
- g. Buildings for which the glazed façade is part of an integrated sustainability feature that meets the Canada Green Building Council Leadership in Energy and Environmental Design (LEED) standard, or similar recognized sustainability rating system of suitable quality.

53. In mixed-use projects, ground floors shall be designed to be appealing to pedestrians.

54. Separate entrances to upper floor residences shall be provided. These shall be clearly differentiated from non-residential entrances. Live/work projects may be exempt from this requirement based on design merit.

Roofs

55. Façade walls on flat roof buildings shall include a parapet wall (minimum 1m in height), and cornice. **DR**

56. Exaggerated/out-of-proportion roof forms applied at the building's façade; or false façade or roof forms; are not be permitted. Roof forms shall be not be considered false forms if they are:

- a. In proportion to the other features of the façade, and overall height and mass of the building; and,
- b. Are integral to the entire roof structure; and/or
- c. Provide cover over atriums, and entrances.



Example of a mixed-use building where the ground floor uses and upper floor residences are differentiated. Source: Sean Marshall

Building Design Site Layout & Buildings

- 57. Mansard roofs shall not be permitted on buildings of less than four storeys in height.
- 58. Sloped roofs extending 20m or more horizontally shall provide roofline modulation to provide visual interest, with:
 - a. A variation of roof ridges both parallel and perpendicular to the street; and/or,
 - b. Architectural embellishments that add visual interest, for example: accent gables, dormers, cupolas, clock towers, and other similar elements.

IND

- 59. Flat roofs extending 20m or more horizontally may be required to provide roofline modulation to provide visual interest, with:
 - a. A variation of roof or parapet height; and/or,
 - b. Architectural roofline embellishments that add visual interest.

On placemaking - “Investment flows to ideas and leadership”

Dan Burden



This building uses varied roof lines, pilasters, and window pattern to break up the lengthy facade.

Special Sites

Site Layout & Buildings

1. Buildings on priority sites shall incorporate decorative elements and designs for their primary entries and for pedestrian amenities and street furniture. **DR**
2. Buildings located on priority sites shall use at least one of the following:
 - a. Distinctive architectural style that presents a fitting contrast along the streetscape, block, or neighbourhood;
 - b. Building elements and details to emphasize the focal nature of the site/building(s);
 - c. Outdoor amenity space to highlight the priority site; or, **DR**
 - d. A significantly-sized focal feature such as free standing sculpture, fountain, or decorative landscape feature that emphasizes the site as a priority site.
3. For heritage-designated sites, new development shall be considered adjacent if it shares a property boundary and fronts the same street as the designated site.
4. New developments shall reflect the architectural characteristics of adjacent heritage buildings and sites in their design by incorporating a selection of the following:
 - a. Similar roof slopes;
 - b. Similar details such as cornices, and sills;
 - c. Similar types of entrance features;
 - d. Similar architectural style and/or materials and/or detailing;
 - e. Maintaining cornice lines in buildings of the same height;
 - f. Similar proportion, size and pattern of windows, and doors;
 - g. Similar setback or average setback of adjacent properties; and,
 - h. Complementary landscaping.



Example of an enhanced corner landscape treatment that could meet the requirements of the PCDM for priority sites. Source: Google

Residential Standards

Site Layout & Buildings

COM IND CIV NRSub

The objective of the following standards is the creation of well-designed developments that:

- a. Reduce the prominence of garages in the front elevation;
- b. Promote pedestrian activity;
- c. Create functional and visual diversity;
- d. Develop multiple-unit residential forms that are fitting with the community; and,
- e. Guide the creation of architecturally varied, and context appropriate, residential streetscapes.

Facade

1. Brick, masonry, and/or wood siding shall be the predominant materials for residential building facades.
2. Changes in building materials shall be linked to:
 - a. Changes in the building form, occurring at wall setbacks or projections;
 - b. For horizontal definition; or,
 - c. To articulate the transition between the building base, middle and top.
3. The architectural character (i.e., exterior materials, window trims, cornices, etc) of front elevations shall be utilized on all sides of residential buildings.
4. The proportion of rooflines, wall planes and openings shall be consistent with other buildings on the block.

“The parents consistently reported that outdoor activities in natural settings lessened their children’s ADHD symptoms more than activities conducted indoors, or in built environments outdoors”

Prof. Frances Kuo

5. Center lines of similar windows shall be aligned vertically, and shall be set within a sufficient area of wall to avoid an overcrowded composition of wall openings.



An example of a home with the Contemporary New Urbanism architectural style.

Residential Buildings

Site Layout & Buildings

6. Residential buildings flanking arterial streets, and, on priority sites shall provide additional architectural detailing on the façades facing these frontages.
7. Townhouses (attached), and multi-unit residential buildings with ground oriented units shall contribute to a residential character for the overall development through roof forms that express individual dwellings.
8. Residential developments shall create varied and interesting streetscapes with a variety of roof designs.
13. Townhouses (attached) with garages on the front façade shall have building entrances located at the front setback line.
14. Visitor parking spaces serving multiple residence projects shall be located within 200m walking distance, or one block, which ever is less, of the residential units served.
15. Garage doors shall occupy no more than 50% of the front façade width of residential buildings.

Public/Private Space Transitions

9. Areas shall be physically defined as clearly public or private, in public view for surveillance or private and protected.
10. Residential uses shall define a clear transition between the public spaces of the frontage street and the private space of a building's interior for example through the use of:
 - a. Landscaping;
 - b. Grade changes;
 - c. Porches ;
 - d. Covered entrances;
 - e. Forecourts; or,
 - f. Other similar features.
11. Entrances to individual residential units shall be visible from the street.
12. Main entrances to ground floor dwelling units shall be directly accessible by pedestrians.



A rowhouse development whose facade design provides a variety of features and details to make it visually interesting, and could meet the requirements of the PCDM. Source: Google

Residential Buildings

Site Layout & Buildings

- 16. Residences with garages set closer to the street than the front façade of the residence shall provide a covered porch; and/or living space above the garage that has windows and/or a functional balcony facing the street.
- 17. Side entry garage walls facing the street may be permitted to be closer to the street than the wall containing the main entrance.
- 18. Side entry garages shall incorporate architectural features, windows, or other details on the street front facade to provide visual interest.

“In fact, older, urban residents who have places to walk and access to parks and tree-lined streets live longer. Trees and natural areas may bolster a sense of community by drawing people together and enhancing social connections”

Dr. Nancy Wells

equipment, landscaping); and, secure bike parking.

Multi-unit Parking

- 19. Parking areas for multiple-unit residential buildings shall meet the design standards for parking lots or, be designed as shared space home zones (woonerfs) designed for both pedestrian and vehicle use. These shall have:
 - a. Continuous brick, pavers, or other distinct and decorative pavement treatment;
 - b. Provide visual continuity linking pedestrian and car areas;
 - c. Be designed as spaces for use by the residents as well as for automobile parking;
 - d. Areas for play;
 - e. Signs at entrances indicating the area as a shared space for vehicles and pedestrians;
 - f. Intermittent markings for parking stalls;
 - g. Pedestrian-scaled lighting;
 - h. Define specific play areas, and social areas, with physical barriers such as trees, planted islands, and decorative bollards;
 - i. Features that slow traffic while serving the needs of pedestrians (such as benches, play



The PCDM allows garages to be set forward on the street frontage facade if there is living space with windows or balconies above them.

Residential Buildings

Site Layout & Buildings

Diversity

20. Each residential block shall contain a mix of building elevation designs, with a variety of architectural features and details amongst blocks of single-unit detached residences to create interesting streetscapes.
21. End units in townhouse (detached) residential groups shall have windows facing the exterior side yard.
22. Where practical, ground floor units in multiple-unit residential projects should have individual at-grade entrances along the street frontage to animate the street.
23. Identical detached residential units shall be separated by a minimum of two dwellings.
24. When siting different residential unit types on a street, appropriate transitions should be considered to avoid more than a two-storey difference in height.
25. The roof lines of single-storey residential units shall create a compatible transition to adjacent two-storey units.
26. For townhouses (attached), the main entrance to each unit shall be accessed directly from, and face, the street.
27. End units on townhouse (attached) buildings with more than five units shall provide distinctive design features.
28. Townhouses (attached) shall be grouped, to define outdoor spaces and provide visual interest along streetscapes, and buildings shall be limited to a maximum length of eight units.
29. Townhouse (attached) units shall each be provided with a minimum of 30m² usable rear yard.
30. Detached dwellings on a block shall be designed to provide distinctive elevations while also utilizing common details to visually unite the block.



Multi-unit residential focused on outdoor common area. Source: Google

Residential Buildings

Site Layout & Buildings

31. To facilitate an urban form that is compact, and creates useable open areas, the Municipality may require a development to use attached townhouses instead of detached residential units with minimal side yard setbacks. This shall be determined in terms of context of the street and block where the development is located. In such cases the setback areas shall be aggregated to be used as any combination of the following:

- a. A landscape feature;
- b. Additional units;
- c. Pedestrian connections;
- d. Park space; or
- e. Common area.

Cottage Home or Pedestrian Court Design

32. Cottage home or pedestrian courts are a type of development consisting of freestanding single detached residences arranged around a common, shared courtyard/open space. The individual buildings are arranged next to each other with the common space open to the street. For these developments the following shall be provided:

- a. A central common courtyard; or;
- b. Each dwelling shall have a private or semi-private yard of at least 10m² which may be located in the side or rear yard;
- c. Landscaping shall not be used to separate front yards in the courtyard;
- d. Vehicular access for residential units shall be from a shared parking area to the rear of the development, or from laneways;
- e. Residential units shall be oriented to have their main entrance from common open areas; and,
- f. The common open area shall be designed as an outdoor amenity spaces and focal feature.

“Living near parks and woodland boosts health, regardless of social class”

Child and Nature Network

Multiple-unit Residential - Mansion Type

33. Small multiple-unit residential buildings (2 to 8 units) shall be designed to resemble large single family, or mansion type houses, or as attached, narrow townhouses.



An example of a cottage home arrangement of residences. Source: Peter French

Residential Buildings

Site Layout & Buildings

Multiple-unit Residential - Apartment Type

34. Larger multiple-unit residential buildings shall resemble traditional apartment buildings with a massing form of either “slab”, “courtyard”, or “podium towers”. These shall meet the following:

- a. Access to units shall be provided from a common central internal lobby or foyer, or directly to ground oriented units where applicable; and,
- b. Primary common entrances shall clearly address the street.

35. Mixed-use buildings that incorporate multiple residential units shall generally be designed with non-residential uses on the ground floor and residential uses above. Incorporation of townhouses (attached) as part of “podium tower” form buildings may be required based on the characteristics of the street and adjacent uses.

36. In all dwelling units adjacent to courtyards must provide transparent windows and/or doors on at least 15% of the façade area.

Multiple-unit Residential Common & Outdoor Amenity Areas

37. Multiple-unit residential developments shall have useable open areas for recreation and social activities in a combination of common and private spaces.

38. Common outdoor open areas shall be provided at a rate of 10m² per unit and be designed to provide recreation, and play spaces, for residents of the development. These spaces shall:

- a. Include seating;
- b. Include shade trees;

- c. Be easily visible and centrally located to as many residences as possible; and,
- d. Provide pedestrian connections to residential units.

39. Multi-unit residential developments over 15 units shall include a children's play area. This shall be incorporated in the design of common outdoor areas.

40. All ground-floor living units for multiple-unit residential buildings shall have private open space directly accessible from the unit with a minimum size of 15m².



This multiple-unit residential building incorporates architectural features that help it fit the architectural style of the existing residential neighbourhood.

Active Transportation



“Communities that support active transportation have better health and well-being, lower rates of traffic injuries and deaths, better access for people of all abilities, higher property values, better air quality and less greenhouse gas emissions”

Walkable and Livable Communities Institute

Purpose

An integrated network of active transportation options and supportive development patterns have many benefits directly affecting the health of the community, reducing infrastructure costs, reducing sprawl, as well as helping to reduce traffic congestion, and air pollution.

The following active transportation oriented requirements are intended to elevate the needs of pedestrians, cyclists, and mass transit to a state of balance with automobile use as a mode of transportation.

This is in recognition that all means of transportation are equally important, and therefore need to be given equal consideration in the planning, design and construction of new developments. Primary consideration is the transportation of people, not cars, and provision of the necessary infrastructure to achieve this.



Pedestrian Circulation

Active Transportation

1. Developments shall provide necessary infrastructure for pedestrian accessibility to support safe and convenient movement of people.
2. Applications that create barriers of unsafe, inconvenient, and unpleasant conditions for walking and cycling through overly auto-oriented development patterns, site layouts, and architecture may be required to be amended accordingly to remove these barriers.
3. Sites shall incorporate a pedestrian path network that links uses to each other and permits pedestrians to move in as efficient a route as practical to their destination. Pedestrian linkages shall specifically be required between the following:
 - a. Transit stops;
 - b. Sidewalks;
 - c. Trails;
 - d. Building entrances;
 - e. Parking areas;
 - f. Amenity spaces;
 - g. Public gathering areas; and,
 - h. Parks and open spaces.
4. Internal circulation patterns shall allow for logical movement throughout the site that will accommodate, and not preclude, intensification over time. **DR**
5. All projects shall connect the on-site pedestrian circulation system to the off-site sidewalks; and trail system where present. **DR**
6. Multi-unit residential developments, and residential subdivisions shall incorporate pedestrian connections to adjoining residential, recreational, open space, and commercial uses.
7. Pedestrian ways and connections shall be designed to be convenient, comfortable, safe and easily navigable, continuous and barrier-free. All pedestrian ways shall meet the following:
 - a. Be clear of obstructions, maintaining a minimum 2m wide passageway and 2.4m clearance above grade;
 - b. Be slip resistant;
 - c. Be unobstructed and without unnecessary meanders around built obstacles such as mail



Example of how pedestrian walkways are included between rows of houses, to provide enhanced connectivity to the park at the north end of the block. Source: Google

Pedestrian Circulation

Active Transportation

- boxes, street lights, utility poles, seating, and street furniture;
 - d. Be hard surfaced (hard-packed gravel may be permitted for walkway surfaces in areas adjacent to natural areas);
 - e. Appropriate accessibility components and design for persons with disabilities shall be integrated into the overall pedestrian circulation system including ramps and sight assistance strips and textured edges at grade transitions and street crossings for example;
 - f. Where stairs are used, a single stair should be avoided, a minimum of three steps should be used to clearly signal the change in grade;
 - g. Stair design shall incorporate visual signals to indicate stair treads and edges;
 - h. Be distinct from vehicle lanes;
 - i. Provide/maintain continuity of pedestrian ways from adjacent and/or existing ways;
 - j. Be raised to curb height where practical; and,
 - k. Generally have shade by day, light by night.
8. Senior housing projects, hospitals, medical service developments, and schools shall provide 3m wide pedestrian ways (excepting sidewalks along public streets).
9. Pedestrian and vehicular crossings on-site should be minimized as much as practical. **DR RSub**
10. Fully-accessible pedestrian ways shall be provided to the public sidewalk from main building entrances. **DR**

“People who are physically, economically and socially disadvantaged often rely on walking and cycling, so non-motorized modes can help achieve social equity and economic opportunity objectives”

Victoria Transport Policy Institute



In this photograph pedestrian walkways takes priority to the vehicle entrance. Source: Dan Burden

Pedestrian Circulation

Active Transportation

11. All streets and major entry thoroughfares for developments shall provide sidewalks on both sides as per the following:
 - a. The alignment of the sidewalk shall remain straight along the street;
 - b. Sidewalks shall be separated from adjacent streets by landscaped boulevards with street trees (where right-of-way permits).

Laneways are exempt from this standard.

12. Sites along highway corridors may substitute walkways or trails for sidewalks based on location and as approved by the Municipality. Industrial/business/institutional campuses may provide sidewalks on only one side of the street based on design merit and overall pedestrian infrastructure network proposed.

13. The primary method to create physical barriers from moving vehicles for pedestrian areas shall be trees, landscape beds, and/or raised planters. Decorative bollards, pavement markings, and signage shall be used as secondary methods.

14. Pedestrian and bicycle ways shall be provided across all bridges. Pedestrian walkways shall be separated from vehicular travel lanes with a physical barrier appropriate to the traffic volume and speed.

15. Additional pedestrian ways shall be provided in the following circumstances:
 - a. Through all cul-de-sacs;
 - b. At mid-block locations to transit stops in all residential subdivisions if no direct way is provided through the sidewalk system;

- c. To existing, or proposed trails adjacent to the proposal;
- d. At mid-block to connect to arterial or collector streets if walking distance to these streets is greater than 400m; and,
- e. To all adjacent uses at intervals no greater than 400m along the circumference of the project as practical.

16. Street furniture shall be integrated into site design as pedestrian amenities along sidewalks and pedestrian ways. The type, location and design of chosen amenities shall contribute to a well-balanced mix of features; and shall be located to ensure a barrier free and uncluttered visual environment.



Pedestrian access and safety is improved in this location with: a. the use of curb extensions to reduce crossing distances and traffic speeds; b. sidewalks; and, c. a pedestrian scramble at the main park entrance.
Source: Google

Pedestrian Circulation

Active Transportation

17. Pedestrian amenities appropriate to the size, type and occupancy of the use shall be provided at main building entrances, and gathering areas.
18. Sufficient outdoor space for people to wait and provide safe transitions for pedestrians leaving buildings and entering parking and/or sidewalk areas shall be provided, based on expected pedestrian traffic.
19. Neighbourhood mailboxes shall be integrated in the community as important amenities where people socialize, locating them at park spaces, trail entrances, trailheads, or other public gathering areas to create activity nodes.
20. The design treatment for neighbourhood mailboxes shall reflect the level of use and exposure they are expected to receive; this shall include;
 - a. Trash and recycling containers;
 - b. Enhanced landscaping;
 - c. Hard surface pavement;
 - d. Low intensity security lighting when necessary; and,
 - e. Structures and enclosures to provide weather protection over the mailboxes and adjacent areas for pedestrians.
21. For retail developments that include a transit stop, a location to securely store shopping carts shall be provided to prevent them from rolling into the street or pedestrian ways.
22. Street intersections may be required to incorporate curb extensions to provide increased pedestrian space; safe refuge for pedestrians while

“Pedestrians are a part of every roadway environment, and attention should be paid to their presence in rural as well as urban areas”

AASHTO

waiting to cross the street; reduce street-crossing distances; and, opportunities for street furniture.

23. Trail crossings of streets, shall incorporate appropriate enhancements to improve safety.



A trellis structure, notice board, and trash and recycling containers make this area for neighbourhood mailboxes more functional and pedestrian oriented.

Pedestrian Circulation

Active Transportation

- 24. There shall be minimal or no change in the elevation of sidewalks across private access driveways.
- 25. Where vehicle entrances cross sidewalks, advanced stop bars and stop signs shall be provided on the site exit lane to improve pedestrian safety. **DR MUR**
- 26. Pedestrian crossings shall be delineated at vehicle entrances. **DR MUR**
- 27. Specific safe routes to schools shall be defined in residential subdivisions, and projects that form a link along a safe route to school. These shall be enhanced along their entire route with at a minimum the following:
 - a. Marked pedestrian crossings;
 - b. Signage; and,
 - c. Other pedestrian safety features and amenities as determined appropriate and effective by the Town.
- 29. Pedestrian walkways in parking lots shall be provided as follows:
 - a. Pedestrians shall not be required to cross more than one pair of vehicle drive lanes to access a walkway; and,
 - b. Parking stalls shall be a maximum of 24m from a pedestrian walkway.
- 30. The arrangement of parking areas, primary maneuvering lanes, and main building entrances shall be designed to reduce the number of pedestrian/vehicle conflict points necessary for people to access the building. Site enhancements to reduce these conflicts may be required.

Parking Areas

- 28. Pedestrian walkways shall be provided through all parking areas. These shall meet the following provisions:
 - a. Shall provide dedicated pedestrian walkway access throughout the entire parking area;
 - b. Be raised to sidewalk height. Lots with less than 100 parking stalls may be permitted to use at-grade walkways based on design merit and use of pavement markings;
 - c. Include sight assistance strips as appropriate; and,
 - d. Utilize shy spaces around raised planters to provide refuge areas and safe travel routes.



The diagonal walkway in this photo provides a link between a main pedestrian route to a building entrance, while also providing a safe walking environment through the parking area.
Source: Google

Pedestrian Circulation

Active Transportation

Trails

31. Trails, connections, and public accesses shall be required in new developments to link together:
 - a. Local points of interest;
 - b. Open space amenities;
 - c. The waterfront;
 - d. Adjacent land uses;
 - e. Civic institutions;
 - f. The trails network; and to,
 - g. Create and/or maintain connections between trails and streets;
 - h. Create continuity of the active transportation network;
 - i. Provide connectivity through developments for pedestrians; and,
 - j. To provide connections to the trail system from the development.

32. Projects may be required to provide active transportation connections across water courses if the Municipality determines there is a need to support active transportation.

33. Entrance points to the trail system from the street shall be marked with approved wayfinding signage.

34. A wayfinding system may be required to help direct pedestrians and improve accessibility, and legibility, of the development and evolving built environment.

35. Wayfinding systems shall include combinations of landmark features; indoor and outdoor signage; kiosks; imprinted and surface pavement markings; urban Braille; landscape and public art

“A recent poll indicated that 82% of Canadians would like to walk more and that 66% would like to bike more”

Go for Green The Active Living & Environment Program

as landmarks; interpretive signs; and plaques, as appropriate.



Use of pavement markings and shy distance around planters to create a safe travel route for pedestrians in a parking lot.

Pedestrian Circulation Active Transportation

- 36. Wayfinding systems shall be developed as multidimensional environmental graphics systems designed to integrate into the project as opposed to just signage systems.
- 37. All interpretive and wayfinding signage shall be designed and manufactured to be made of durable materials with a long lifespan that require minimal maintenance.



Example of different signs that are part of a well-designed wayfinding signage system.
Source: Winnipeg Trails Association

Bicycle Circulation

Active Transportation

1. Infrastructure shall be designed to enhance and increase access for cyclists (bike ramps on staircases; and, cycling oriented signage for example).
2. Bike ramps shall be provided on all stair cases linking outdoor public areas so that cyclists may walk their bikes over these obstacles.
3. Bike racks shall be located at play areas, parks, and trailheads, as well as at other locations as per the Zoning By-law requirements.
4. To facilitate active transportation in the community, multiple-unit residential developments shall provide storage specifically designed for long-term all season bicycle storage, at a rate of two spaces per unit. These spaces shall be ground-floor accessible.
5. To support active transportation, all workplace settings/buildings with 20 employee/occupants or more, shall provide:
 - a. Long term covered secure bike parking for employees; and,
 - b. Are encouraged to provide change rooms and showers, at least one unisex facility.
6. Bicycle racks shall be located to provide convenient and attractive bicycle parking that is:
 - a. Within 20m of primary building entrances;
 - b. Protected from the weather, by a shelter, structure, building or architectural element; and,
 - c. Visible from the interior of the building and public spaces.

“Bicycle parking is space efficient and so generates about five times as much spending per square meter as car parking.”

Victoria Transport Policy Institute

7. Bike parking shall be designed to allow both the frame and wheels of a bicycle to be locked.



Bike parking located adjacent to a main entrance and visible from inside the building. The bike rack is also located to provide clear pedestrian movement along the walkway.

Transit

Active Transportation

1. Transit stops shall be located as close to building entrances as practical, and visible from the interior of the building.
2. All transit stops shall provide:
 - a. Seating;
 - b. Wayfinding signage; and,
 - c. Concrete landing pads to improve accessibility for users of kneeling buses.
3. To accommodate the intended number of users, additional transit stops, or transit facilities with greater capacity and amenities, may be required on developments intended to attract large numbers of people (such as performance spaces or destination parks, mixed-use projects/districts, large shopping complexes, business/industrial/institutional campuses or large employment centres).
7. Intermodal connections shall be facilitated with the location and orientation of site features and uses.

a.



Example of a transit stop that meets the requirements of the PCDM.
Source: Stephen Filanowicz

Landscaping & Public Spaces



Source: Richard Lex

“Parks provide intrinsic environmental, aesthetic, and recreation benefits to our cities. They are also a source of positive economic benefits. They enhance property values, increase municipal revenue, bring in homebuyers and workers, and attract retirees”

APA

Purpose

The purpose of landscaping is to: add visual interest; define pedestrian zones; distinguishing private and public realms; delineate different spaces; contribute to comfort and health of users; provide visual screens and buffers for incompatible uses; define the streetwall; and provide environmental benefits associated with air and water quality and habitat protection.

The relationship between landscaping, paths, activity nodes, and public parks, outdoor spaces, buildings, parking areas, and open spaces needs to be taken seriously in the design of new

developments; as these work together as major features of the community’s physical form.

The design of public spaces, and the landscape, and their connections to other areas and uses, impact the livability of the community particularly the influence they have on the way public life is lived. Therefore, the standards in this Section are intended to direct the design characteristics of project landscaping and public spaces so that new development is safe, attractive, and environmentally sensitive, and supports community wellbeing.



Materials

Landscaping & Public Spaces

1. Developments shall create a landscape plan that achieves the following as applicable to the proposal:
 - a. Enclose spaces;
 - b. Defines prominent features such as entrances and activity areas;
 - c. Focuses attention on buildings and landmark features;
 - d. Adds visual interest to the project and streetscape;
 - e. Creates visual interest through seasonal variations in plant materials;
 - f. Defines pedestrian zones;
 - g. Defines public and private spaces and different uses;
 - h. Adds to the general comfort and sun health of site users;
 - i. Provides visual screens and buffers for incompatible uses;
 - j. Defines the streetwall;
 - k. Provides environmental benefits associated with air and water quality and habitat protection;
 - l. Provides visual and physical linkages between various green spaces, open spaces, and outdoor activity spaces;
 - m. Provides safe and effective play spaces;
 - n. Improves the aesthetic qualities of parking areas and stormwater management facilities;
 - o. Provides comfort for users of outdoor spaces; and,
 - p. Provides a continuous landscaped connection between buildings, streets, parking areas, and project boundaries.
2. It is the applicant's responsibility to ensure that all landscape features, soil augmentation, irrigation, planting plans, and all associated details be designed to function properly for their intended use, location, maintenance, and the health of landscape plant materials.
3. Landscaping shall be used to delineate all trails.
4. All landscaped planter beds adjacent to vehicular areas shall be protected by a minimum 6-inch-high concrete curb. **DR**

DR



An example of a tree-lined street, as is required by the UDM. Source: Dan Burden

Materials

Landscaping & Public Spaces

5. Primary entrances for pedestrians, shall be emphasized by landscape features that use plant materials with a greater variety of seasonal interest, texture and colour compared to the rest of the site design. **DR**
6. As much as practical, landscaping shall limit environmental impacts and enhance habitat through:
 - a. The use of hearty native plants and non-invasive plants; and,
 - b. Minimize or eliminate the need for irrigation.
7. Plant, shrub, and tree species shall be appropriate to the general climate zone for Penetanguishene, and specific micro climate conditions for the site.
8. Exposed non-living materials may not be used for more than 15% of the total landscape area and excludes the areas of temporary coverage allowed for all plants and ground cover maturity.
9. Metal planters, accessory features, and street furniture for publicly accessible areas, shall be designed and manufactured of sturdy materials that are easy to maintain; resistant to vandalism; and long-lived, through their manufacturing material or finish (for example: powder-coated metal).
10. In high-activity areas, tree guards should be installed to protect the tree trunks from damage.
11. Landscaped areas shall be designed to be protected from damage by vehicles, with features such as raised curbs, and/or decorative bollards.

“Do you want character of your community to shape new development - or do you want new development to shape the character of your community?”

Ed McMahon

Fences & Walls

12. When used, fences, railings, and landscape walls shall use materials and colours to complement the architectural design of the adjacent buildings/development, and shall be constructed of metal brick, stone, or wood.



Foundation landscaping may incorporate xeriscape designs such as the one pictured above.

Materials

Landscaping & Public Spaces

13. Walls and fences which are visible from public right-of ways, pedestrian walkways and trails, parks, and other public spaces, shall not run in a continuous plane for more than 15m without incorporating at least one of the following:
- A minimum of 0.75m change in height for at least 3m;
 - Use of pillars at intervals;
 - Use of decorative sections of fencing; or,
 - Planting at intervals to provide visual interest.



A landscaped planter bed along a street.
Source: Ontario Ministry of Energy and Infrastructure

Plantings

Landscaping & Public Spaces

1. Unless otherwise noted herein, required trees shall meet the following:
 - a. Deciduous trees shall be a minimum of 50mm caliper size;
 - b. Coniferous trees shall be fully branched and a minimum of 2.0m in height at the time of planting;
 - c. All trees shall be supplied balled and burlaped or in wire baskets.
2. Turf grass is acceptable as ground cover in landscape areas provided:
 - a. It is not used in planter beds of less than 1.5m measured in any direction; and,
 - b. Not less than 4m² in area.

Planter Beds

3. Planter beds without trees shall be a minimum of 1.5m wide.
4. Planter beds (including boulevards along streets) with trees shall be a minimum of 2.5m wide.
5. Planter beds/islands located within a parking area (separating drive lanes) shall be at least 2.5m wide.

Street Trees

6. Street trees shall be required along both sides of all streets (exempting laneways), for all divisions of land and developments. Street trees shall generally be located between the drive lanes and sidewalk. The exact location of street trees shall be based on the street/highway section approved by the Municipality.

“The elements of a thriving community don’t come together randomly. Insightful planning and design are needed to ensure that the people, businesses, services, buildings, open spaces and infrastructure all work in harmony”

Urban Land Institute

7. Where right-of-way is too narrow for street tree planting, easements may be required to accommodate the trees.



Example of frontage area dedicated to landscaping.

Plantings

Landscaping & Public Spaces

8. The following standards shall apply to the installation of street trees:
 - a. Be spaced 10m on centre;
 - b. Be of a hearty species specifically suited to the street context (the Municipality may prescribe acceptable species).

Frontage Plantings

9. Building setback areas shall be fully landscaped to provide visual interest, accent the building architecture and bring nature into the urban environment, excepting areas used for the following:
 - a. Infrastructure for active transportation;
 - b. Public art;
 - c. Stormwater facilities that are designed as an aesthetic amenity;
 - d. Outdoor amenity spaces; and/or
 - e. Outdoor seating for restaurants, cafés, or similar uses; and,
 - f. Areas used for vehicle lanes and parking.

Perimeter Plantings

10. A minimum 2m wide landscaped perimeter may be required along rear lot lines and be designed as an attractive buffer and/or screen. **DR**
11. For non-residential uses, a 2m wide landscape perimeter may be required along side yard lot lines, from the rear edge of the building to the rear property line (where this does not disrupt other site functions) and shall be designed as an attractive buffer.

12. A minimum 3m wide landscape perimeter shall be provided along trail corridors with the following characteristics:
 - a. Tree canopy above 2.4m;
 - b. and shrubs below 1.0m; and,
 - c. Screening plantings may be required along residential sites. **DR**

13. Industrial subdivisions and developments may be required to provide a perimeter landscape meeting the following:
 - a. Be at least 3m wide;
 - b. Contains coniferous and deciduous trees and shrubs planted in a design that creates a



Example of a park with defined edge, seating, and walkways, and sufficient trees to meet the tree canopy requirement.
Source: Google

Plantings

Landscaping & Public Spaces

visual barrier of the industrial development from neighbouring sites;

- c. Provides all-season visual barrier for a minimum of 80% of the perimeter.

When fencing is provided it shall be combined with plantings to create a cohesive design.

Foundation Plantings

14.2m wide foundation planting beds shall be provided along all buildings. These shall be landscaped to provide visual interest and should complement the entire landscape plan. Sides of buildings not visible from public areas, such as loading areas, are exempt. Other sides of buildings may be exempt based on overall design merit. **DR**

Uses such as storefronts, and buildings with zero lot-line arrangements may be exempted.

Tree Canopy

15. Projects shall provide trees to create canopy over a minimum of 30% of the site area, with particular attention to hard surface areas. This includes large parking lots. Tree canopy size is calculated at maturity.

Pedestrian Connections

16. Frontage walkways shall be provided when a rear-loaded lot has vehicular access by laneway and therefore there is no street-side sidewalk along the building frontage.

- 17. Frontage walkways as above, shall include:
 - a. A landscaped planter bed with shade trees and,
 - b. Pedestrian-oriented lighting.

“Our built and natural environments play a vital role in our physical, social, psychological, spiritual and emotional health. So, it’s important to find a neighborhood that’s well designed, connected, and to protect the green space that runs through it”

Walkable and Livable Communities Institute

- 18. Mid-block pedestrian connections (as provided or may be required by the PCDM) shall:
 - a. Aligned with streets, walkways, trails; and,
 - b. Run the full width of a block, or from a block frontage to a public space.



Example of a frontage walkway for residential units fronting a public park.
Source: Google

Plantings

Landscaping & Public Spaces

19. Mid-block pedestrian connections shall contain at a minimum:
- A 3m wide hard surface walkway;
 - Landscaped planter beds on either side of the walkway;
 - Shade trees; and,
 - Include fencing along the edge of all adjacent residential lots provided:
 - It is limited to a maximum of 1.5m in height; and,
 - It is no closer to the street than the front setback of the neighbouring lots.

22. Fencing and walls used for screening shall be used in combination with plantings.

23. Fencing for screening and security should be set behind landscaped areas as viewed from off site.

24. Screening walls adjacent to public sidewalks shall be decorative and may be required to be combined with planter beds and landscaping to improve aesthetics.

Screening

20. The design considerations for buffers and screening of nuisances shall meet the following:
- Buffers/screens shall be located to most effectively obscure the view of the nuisances;
 - The depth of the buffer/screen shall be relative to the magnitude of the nuisance or unwanted impact;
 - Use a combination of plants;
 - Grading may be required to enhance the effectiveness and visual interest of the buffer;
 - The height of the screen is as important as its width or depth and shall be designed accordingly in terms of screening nuisance or unwanted impacts; and,
 - The buffer shall be designed to be aesthetically pleasing.

21. Screening of uses and activities to reduce visual impacts on adjacent uses and sites, shall be designed with a minimum 3m wide planter bed running the full length of the area/feature to be screened.



The walkway in this parking area is combined with landscape islands between facing rows of parking stalls.
Source: Dan Burden

Plantings

Landscaping & Public Spaces

- 25. Vehicle storage, mechanical equipment, trash and recycling receptacles, product storage, and service areas are to be screened from streets, parks, public spaces, and pedestrian walkways.
- 26. Berms for sound attenuation shall be landscaped to create aesthetically pleasing features.

Parking Lots

- 27. A 3m-wide perimeter planter bed for screening & trees shall be required around parking areas with the following minimal requirements:
 - a. Shade trees shall be spaced at 10m intervals; and,
 - b. Screening which provides a visual barrier with a maximum height of 1.0m to afford passive surveillance.
- 28. Surface parking lots that take up a portion of the street frontage shall increase the perimeter planter bed to 4.0m in width along the street frontage, and the amount of landscaping as well.
- 29. A 3m-wide landscaped planter bed shall be provided between alternating rows of parking stalls (i.e. for every fourth parallel row of parking). These shall be landscaped and include shade trees planted at 10m intervals; and shall be combined with pedestrian walkways where practical.
- 30. Parking lots with less than 80 stalls (and as an alternative for larger lots) may be exempted from number 3, above, by providing a minimum of 15% landscape coverage of parking areas. This shall include landscaping (in the form of landscaped planter beds which include shade trees), that is distributed throughout the parking

“When municipalities have sound design standards, they can expect improved quality of developments and reduced processing time. This benefits the community and developers alike”

Robert Voigt

area. To be counted toward the 15%, landscaped areas must have minimum dimensions of 4m X 4m and be fully landscaped.



Park with play space clearly delineated with planter area, while maintaining visual access for passive surveillance.
Source: Dan Burden

Plantings

Landscaping & Public Spaces

31. For residential driveways, a landscaped setback of 1.5m per side may be required per driveway and/or residential unit.

Outdoor Amenity Spaces

32. Outdoor amenity spaces (as required by the PCDM) shall be designed to meet the following as applicable to the specific site use, and level of public access, for which it is associated:

- a. Define the street wall;
- b. Provide a pedestrian-oriented space;
- c. Have a minimum dimension of 4m in any direction;
- d. The space should have a unified image and be perceived as an extension of the pedestrian network;
- e. Include a combination of landscape and hard surface design to physically and visually define the space and provide visual interest;
- f. Include fixed and/or movable seating;
- g. Be raised to curb height; and,
- h. Provide shade structures or shade trees.

33. Outdoor amenity spaces shall be designed so that the relationship between the space and adjacent buildings allows the buildings to provide spatial enclosure and create a sense of shelter and comfort for users.

34. Outdoor amenity spaces, should generally be configured so that the width is at least 1/3 the length. Greater ratios may be used for spaces designed to channel pedestrian movement.

35. The perimeter of large outdoor amenity spaces (such as those resulting from combined amenity

spaces with a courtyard or plaza like setting) shall be clearly defined by:

- a. Shade trees; and,
- b. Landscaped planter beds; and/or,
- c. Hedges; and/or,
- d. Decorative brick, stone or metal fencing (no greater than 1.5 m in height); and/or,
- e. Buildings; and/or,
- f. Public art; and/or,
- g. Other effective landscape or design features.



This park has elements that are required by the PCDM: street frontage; street trees; sidewalk; walkways connecting to the next nearest block; clearly delineated spaces.
Source: Google

Parks

Landscaping & Public Spaces

1. Parks shall contain such accessory or complementary structures and improvements as are necessary and appropriate for the benefit and enjoyment of residents based on the size, type, purpose, and program of the park, including at a minimum:
 - a. Pedestrian-oriented lighting;
 - b. Seating, including seating that affords opportunities for child minders to view play areas when applicable;
 - c. Shade for seating areas;
 - d. Electrical services;
 - e. Bike parking for as many bikes as determined appropriate for the intended use of the space;
 - f. Trash & recycling receptacles;
 - g. Landscaping and other improvements to clearly delineate different spaces;
 - h. A landscape plan that provides an aesthetic and cohesive design image for the entire park;
 - i. Walkways connecting the different spaces within the park; and,
 - j. Provide both hard surface and landscaped areas.
2. At least 50% of the seating should be primary (chairs or benches).
3. When providing primary (chairs or benches) or secondary (walls, steps, planter ledges) seating, the latter count as seating if of a height not less than 0.4m or more than 0.8m and depth not less than 0.3m, and specifically arranged for potential use as seating.

“People are the same. They'll gather in public if you give them a good place to do it”

Jan Gehl

4. Seating configuration shall be designed to provide users with a choice between social and quiet seating areas through their design.
5. The boundaries or perimeter of parks should be clearly defined by any combination of:



A decorative shelter structure that includes a vegetated roof.

Parks

Landscaping & Public Spaces

- a. Shade trees planted with 10m spacing, or groupings of trees;
 - b. Landscaped planter beds;
 - c. Hedges;
 - d. Decorative brick, stone or metal fencing (no greater than 1.5m in height);
 - e. Buildings; and/or,
 - f. Public art.
6. Parks shall be designed to be visible and accessible to users and shall have pedestrian connections to both sides of a block on which they are located; and, shall be designed to be physically and visually accessible from the adjacent public areas and and abutting development.
 7. For large parks, such as those with sports fields, pedestrian routes shall be provided that reflect desire lines, particularly those that originate at street intersection locations.
 8. Landscaping in park spaces shall have a significant amount of vegetation and plantings which reflect the changing seasons and provide a tree canopy.
 9. Based on the design, size, and expected use, park entrance design may be required to provide amenities including visitor drop-off and wayfinding signage.
 10. Event spaces shall be designed so that they are effectively delineated with features and landscaping in such a way that the main event area remains unbroken with paths around it. Where size permits, they may be required to

include: formal gardens, pavilions, interpretive displays and public art.

11. Within parks, walkways shall link the major elements and entrances.

12. Parks shall be designed and arranged so that design elements, features and landscaping guide the viewer into the main space(s) while generally maintaining views of the primary space from the primary entry.



An example of how a tree that had to be removed can be reused as a feature in a natural play space, when it is appropriately designed and constructed.
Source: Adam Bienenstock

Parks

Landscaping & Public Spaces

13. Entries shall incorporate a variety of elements to highlight their importance to the park's function and to assist in wayfinding.

Play Spaces

14. The fundamental principles for the planning and design of play spaces shall include:

- a. Diversity;
- b. Sequences of movements;
- c. Manipulation;
- d. Stimulus for cognitive play;
- e. Stimulus for social play and interaction;
- f. Graduated challenge; and,
- g. Safety and security.

15. All play spaces shall incorporate the following elements in their design:

- a. Natural features and landscaping to provide play opportunities;
- b. All-season play with particular attention to plant materials that highlight seasonal changes;
- c. Variety of play opportunities, including quiet activity;
- d. Seating scaled for young people as well as adults;
- e. Seating for adults that allows for passive surveillance;
- f. Surface treatments necessary to provide accessibility for both playground users and those accompanying or watching over users;
- g. Low-level pedestrian-oriented security lighting for playground use in early evening hours;
- h. Equipment shall be spaced to provide safe and comfortable traffic flow around it; and,
- i. Shade plantings and/or structures.

“Following the principles of placemaking will help people live longer, more productive lives, reduce unhealthy lifestyles, help improve a community’s competitive advantages, and allow developers, investors, local governments, and citizens to prosper in the 21st century”

Urban Land Institute

16. Play spaces shall have clear visibility to streets, neighbouring uses, and neighbouring residents to provide passive surveillance.



Park with entrance feature; walkway; fencing; and landscaping elements that delineate different spaces. Similar characteristics of parks are required by the PCDM.
Source: Canada Lands Company

Parks

Landscaping & Public Spaces

17. To facilitate accessibility for persons with disabilities, where practicable, play equipment should include features that can be used by children and/or with attendant assistance.
18. Small play spaces that are specifically defined in a larger park, or as stand-alone sites should generally be sized on a minimum of 7m² per child served.
19. Play spaces should be located along secondary pedestrian pathways, and primary pedestrian routes should not separate adult supervision areas from the play space.
22. In addition to the requirements defined above, natural play spaces shall include the following:
 - a. Topographic changes in the form of berms, rockeries, and other similar features; and,
 - b. Interpretive signage describing the natural features of the play space, and information relating to the unique characteristics of the natural play space.

Natural Play Spaces

20. The design of natural play spaces shall predominantly use landscape features, landforms, natural materials, and plantings to achieve the intended uses and requirements of this Section.
21. In addition to 1. above, natural play spaces shall be designed to provide opportunities for:
 - a. Play that utilizes upper body and lower body gross motor skills;
 - b. Play utilizing fine motor skills;
 - c. Social and creative play;
 - d. Solitary as well as group play;
 - e. Direct interaction with natural materials and the environment;
 - f. All season play with particular attention to plant materials that highlight seasonal changes; and,
 - g. Play opportunities with loose materials.



Natural play spaces may still provide many of the traditional play equipment, with the added benefit of opportunities for creative play that utilized natural materials as shown here.
Source: Adam Bienenstock

APPENDIX ONE

ARCHITECTURAL STYLES

The following is provided as a guide. Professional architectural services should be sought by applicants if more refined information is needed.

ARCHITECTURAL THEMES

Each of the three suggested themes has its own distinct “vocabulary” of forms, proportions, materials and details, which establishes its identity. The following briefly describe these characteristics for each style, and shall be used to develop the design of residential buildings in combination with the other specific requirements as described within the PCDM:

A. LOCAL HERITAGE STYLE

This is, in general, a range of styles under the overall label of Local Heritage Style. The architecture has a historic look and feel. For the purposes of the PCDM this style/theme refers to the range of architectural sub-styles found in the community, such as Victorian, and Gothic Revival and others. While each has its specific characteristics they all share common basic forms of design. It is these characteristics that are referred to in the PCDM, not any particular architectural style.

Massing: ranging from a simple rectangular box to complex, multiple forms having wings, projecting bay windows, and/or balconies and porches. One to two storey, some sub-styles having either a third floor attic, with or without dormer space, and turrets.

Scale: “Human” scale, but generous with relatively high floor-to-floor levels and very tall openings (6 feet or more).

Roof Profile/Massing: complex roof forms, dormers and cupolas/belvederes. Multiple roof levels and offsets resulting in complex roof intersections. Roof



Architectural Styles

AppendixOne

ridgelines are not uniform, with sometimes complicated vertical variation. Roof slopes are steep (1:1 is usual).

Fenestration/Openings: the windows are generally tall and narrow: 2:1 ratio, with or without arched lintels. Shutters are common. Doors are topped by transoms and often have sidelights. Large “picture” windows, small casement sliding windows and single sheet glazed sliding doors should not be used.

Materials: brick masonry (with various contrasting details and courses), wood (clapboard, drop-siding, board and batten), stone masonry, stucco and terra cotta tile.

Details: The details can be simplified interpretations of the historic precedents, but must conform to the proper proportions and scale of the originals.

Elements Specific to the Local Heritage “Style”: There are a number of elements found in all sub-styles of this style. They should be designed as follows:

Porches: Porches shall be either full frontage on main façades, front and side on corner lots, and may be front and side on mid-block lots with wide/narrow side yards. Rear porches should be the same design as front porches. An entrance porch limited to the main entry is

acceptable so long as it produces the style of the building consistently. Porches must be a minimum of 2m deep.

Bay Windows: Bay windows should be designed to reflect the style of the building, using window forms/details similar to the other windows on the façade. They should be highly ornamented.

Turrets/Towers: Turrets should be topped by conical roofs if cylindrical and pyramidal roof if square in plan. They should have windows in them similar to the windows in the main façade.

Front Entrances: These are the major features of this style of building. They should be surrounded with a highly-ornamented casing. Storm doors should match the style, colour and trim of the main entrance doors.

Dormers: Dormers should be gabled, not shed style. Variations (arched, triangular) are acceptable. Dormer roofs should have slopes matching those of the main roof or steeper.

Brick details: Details reinforce the decorative aspects of the style. The details are to be emphasized by projecting the brick a minimum of 1/2” from the face of the wall.

Pre-cast stone: Sills, keystones and belt courses are also to be used. The springers of arches may also be of stone.

Window shutters: Shutters should be half the width of the window to be covered, held back with shutter dogs and shaped so that their closed configuration exactly matches the window opening.

The garage doors should conform in style to that of the openings, windows and doors of the main building. Windows should be provided in the garage doors.

Decorat ion / Ornamentat ion : Ornamentation is to be used to emphasize the main compositional elements of the building (cornices, base/foundation plinths, porch eaves, gable edges, window/door surrounds, chimney stacks).



Architectural Styles

Appendix One

B. LAKESHORE RECREATION

This style is characterized by a more casual” and relaxed” feeling of the design.

Massing: In general, relatively simple, rectangular box in form, with a few subsidiary projections. Projecting bay windows, porches, verandas and balconies are used. Generally one or two storeys, rarely three storeys (usually as an attic space).

Scale: “Human” scale, but relatively low in height commensurate with the “cabin” or “cottage” feeling openings at conventional heights.

Roof Profile/Massing: Rooflines are relatively simple in this style and dormers are not usual in this style.

Fenestration/Openings: Windows are generally broad rectangles placed either vertically or horizontally. Windows are large-paned. Windows should be trimmed with simple sill and head trim. Shutters may be used. Doors are simple planes, glazed or blank, and sliding doors are allowed in this style.

Materials: are generally those which imply a “recreational — resort” environment. For lakeshore locations, the materials must reflect a “maritime”

theme (e.g. wood, painted metal). Wood siding is the most common in either clapboard and batten, or diagonal siding as the main building. Brick and stone are not used.

Details: All details should conform to the vocabulary of recreational style. They should be very utilitarian, with no ornament. Simple, clear, and direct lines and forms are the essence and its emphasis on clarity and simplicity.

Railings: Painted metal or undecorated painted wood. These are generally strictly utilitarian in their appearance, with no ornament.

Balconies and terraces: Usually un-roofed, with simple railings as above, with deck flooring.

Porch fronts: When used, are simple forms, uncomplicated shapes, undecorated columns, and no ornamental trim.

Chimneys: Plain, undecorated, (wood clad) simple forms.

Small turrets: Turrets can be added at corner buildings, end units, or row houses. The turrets would be small-scale, polygonal form (not circular-cylindrical), as befits wood construction, using the same siding as the overall building.

The garage in this style is usually directly connected to the main residence. It can either be as a thrust, or projected, wing, or actually within the building form. Two alternatives are possible for which there are many variations:

Decoration/Ornamentation: There is no use of ornament in this style. Any decoration is confined to detail at the entrance (the door panels) and in the pattern of the railing (e.g. a metal grid pattern railing).

Architectural Styles

AppendixOne

C. CONTEMPORARY NEW URBANISM

There are many variations of this style. It is essentially an attempt to create a simplified “historical” based expression. In order to do this, a large number of historical precedents are adapted and modified.

Massing: In general, massing is quite simple. Roof lines are rarely elaborate or broken. Dormers are used. There are generally simple rectangular forms, with minimal projecting wings. One and two-storey forms are usual (three-storey is rare in this style).

Scale: The scale is “human”, very reduced in an attempt to create a nostalgia effect. Roof eaves are usually lowered; window heads are fairly low in the facades and façade elements generally modest in size, simple in shape and very plain in treatment.

Roof Profile/Massing: The rooflines create an emphasis on the roof. Shallow roof slopes (less than 6:12) are not acceptable. The roof slopes range from 6:12 to 12:12. Gables are common; hip roof is also used. Gable-hip combination is also part of the style. Shed roof dormers, as well as gable roof forms are allowed.

Fenestration/Opening: Windows are generally simple rectangles usually 1:2 or broader ratio. Double-hung, casement and sliding types are acceptable in this style. Small panes are preferred. Window trims are subdued, with relatively narrow side trims. Window heads or lintels and sills are emphasized.

Materials: Materials are generally wood (or simulated wood). Brick masonry and stucco are sometimes used. The most common siding is clapboard, drop siding is rare; board and batten. Chimneys are wood clad. Roofing materials simulate traditional shingle forms.

Details: All details are derived from historical precedents while maintaining clean, utilitarian “modern” lines. There is no ornament on the detail.

Elements Specific to the Contemporary New Urbanism Style: There are some critical elements found in the designs of this style, which create the “historical” expression which distinguishes it.

Porches: The porch is used to express the sense of “residence”. It is generally very simple in form, undecorated architecture and columns, no brackets or ornament, with a very simple railing.

Dormers: Dormers are usually gable faced and may be asymmetrically placed on the roof slope.

Chimneys: Simple form with wood cladding and simplified chimney cap.

Turrets: These are used on corner locations or as emphasis on the main façade. They are polygonal (not cylindrical) and wood clad.

Bay Windows: Simple polygonal forms, with minimum trim and no ornament. They are essentially derivatives of Victorian-style bay windows.

Garage doors should have openings, either small paned windows or a single pane light giving the impression of side-hinged “traditional” garage doors, although they are overhead doors.

Decoration/Ornamentation: Decoration is minimal in this style.



GLOSSARY

A

Accessibility

The ability of people to move around an area and to reach places and facilities, including young, elderly and disabled people, those with young children and those encumbered with luggage or shopping.

Active Transportation

Non-motorized travel.

Active Open Space

Publicly accessible outdoor spaces that provide opportunities for physical activity, including parks, trails, play spaces, sports fields.

Activity Node

Concentration of activity at a particular point, often at important or prominent locations.

Amenity

Something that contributes to an area's needs whether social, environmental or cultural.

Amenity Space (outdoor)

Spaces intended to enliven the pedestrian environment by providing opportunities for outdoor dining, socializing, relaxing, waiting, and to provide visual amenities that can contribute to the sense of place of the development and area.

Arcade

A series of arches supported on piers or columns.

Architectural Elements

Are component pieces or design features that are an integral part of the design of the building/structure.

Architectural Style

The classification of building design that shares consistency of design, form or ornamentation with other buildings similarly classified. The buildings share many common attributes, including similarity in general appearance, in the arrangement of major design elements, in ornamentation, in the use of materials, and in form, scale and structure.

Articulation

Architectural detail that gives a building interest and added richness through a complementary pattern or rhythm, and dividing large buildings into smaller identifiable pieces.

Axis

The centreline of openings or objects that align in a row along an imaginary line.

B

Bicycle Facilities

A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically designated for bicycle use.

Blank wall

A ground floor wall, or portion of a ground floor wall over 2m in height, with a length greater than 8m, that does not include a transparent window or door with glazing; or any portion of a ground floor wall having a surface area over 37m² or greater that does not include a transparent window or door with glazing.

Block

The aggregate of lots, passages, and lane ways, circumscribed by thoroughfares.

Boulevard

Area between the curb and sidewalk for street trees, newspaper boxes, parking meters, light standards, bike racks.

Business/industrial Park

A development of multiple buildings on a large site with office/industrial uses in buildings planned, organized, and/or managed to function as a unified whole and featuring all of the following: common driveways, common parking, common signage plan, and common landscape plan.

Bus Route

A street that carries one or more regularly-scheduled local, commuter, or intercity bus lines running on a published schedule.

GLOSSARY

C

Canopy

A roof-like structure designed and intended for protection from weather and/or as a decorative embellishment, and which projects from a wall over a window, walk, door, or the like.

Civic/Public

The term defining not-for-profit organizations dedicated to the arts, culture, education, recreation, government, transit, and municipal facilities.

Civic Building

A building designed specifically for a civic/public function.

Civic/Public Space

An outdoor area dedicated specifically for public use.

Clearstorey

Any row of windows above eye level that allow-light into a space.

Compatible/Compatibility

When design elements such as the density, form, bulk, height, setbacks, materials, details and finishes of buildings and site features are able to co-exist in harmonious, complementary, agreeable or congenial combinations with their surroundings without creating conflict with uses, function, or aesthetic designs, and minimizing impacts on each other.

Commercial

The term collectively defining workplace, office, and retail functions and uses.

Consistent

Are architectural elements that have an unvaried texture, colour or design; can be repeated with similar and identifiable pattern, or identical, or logical, use of architectural elements.

Context/Character

The unique identity of a place. The particular setting of a site or area and the combination of surrounding elements that create a specific environment, including factors such as traffic, activities, and land uses as well as landscape and built form.

Corridor

A lineal geographic system incorporating transportation and/or greenway trajectories.

Cottage housing

Small, detached, single-unit dwellings clustered in groups of no less than four units around a common open space.

Courtyard Building

A building that occupies the boundaries of its lot while internally defining one or more private patios.

D

Design Speed

The velocity at which a thoroughfare can be comfortably driven without the constraints of signage or enforcement.

Developer/Applicant/Proponent

The authorized representative for the purpose of making application and/or obtaining approval for a development proposal.

Decorative

A distinctive or special treatment or design element that is unusual, and requires a high level of craftsmanship, whose primary function is ornamental.

Departure

A provision that allows some flexibility in compliance with specific UDM requirements.

E

Entrance, Principal/Main/Primary

The main point of access for pedestrians into a building.

Elevation

The facade of a building, or the drawing of the façade.



GLOSSARY

Enclosure

The use of a building, or landscape to create a sense of defined space.

F

Façade

The exterior wall of a building.

Fenestration

The arrangement of windows on the façade.

G

Glazing

Clear or lightly-tinted glass windows.

Ground Cover

Refers to low-lying perennials, ornamental grasses, and deciduous or coniferous shrubs that will colonize and cover a given area; turf grass may be included.

H

Human Scale

The proportional relationship of buildings, architectural design, or streetscape element that relate to human height, form and function.

I

Infill

Development of vacant or remnant lands passed over by previous development in urban areas.

L

Leadership in Energy and Environmental Design (LEED)

The LEED Green Building Rating System is a voluntary, consensus-based, national standard for developing high-performance, sustainable buildings.

Legibility

The degree to which a place, or cityscape's parts, can be easily recognized, understood, and organized into a coherent pattern.

Lookouts

Lookouts are a specific type of pedestrian space designed to provide a viewing area of a natural feature or landscape such as a water body, or distant view of the countryside.

Low Impact Development (LID)

A comprehensive stormwater management and site-design technique. Within the LID framework, the goal of any construction project is to design a hydrologically functional site that mimics

predevelopment conditions. This is achieved by using design techniques that infiltrate, filter, evaporate, and store runoff close to its source. Rather than relying on large-scale conveyance and treatment systems, LID addresses stormwater through a variety of small landscape features located on-site, avoiding and minimizing disruption of natural features and soils. LID as a design approach can be applied to new development, and retrofits. This design approach incorporates strategic planning with micro-management techniques to achieve environmental protection goals while still allowing for development or infrastructure rehabilitation to occur.

Live-Work

A dwelling unit that contains a commercial component anywhere in a residential unit.

M

Massing

The combined effect of the height, bulk and silhouette of a building or group of buildings.

GLOSSARY

N

Natural Surveillance

The discouragement to wrong doing by the presence of passers-by or the ability of people to be seen through surrounding windows or from adjacent areas.

Natural Heritage Features

Natural features and areas which are important for their environmental, and social value, as a legacy of the natural landscapes of the area.

O

Open Space

The area of land, identified in the Official Plan, to be generally kept in its natural state.

Ornament

Architectural or other decoration, as opposed to structural elements.

P

Parking

The standing or placement of a vehicle on private or public right-of-way during the conduct of everyday affairs, business, or normal activities, provided that such

occurs within a designated space purposefully designed for this use.

Parking Lot

The area provided for off-street parking and maneuvering of motor vehicles. The parking lot area is not associated with service access, loading docks, and staging areas.

Parking Structure

A building containing two or more storeys of parking.

Paseo

Extensions of the street grid as outdoor passages devoted exclusively to pedestrians. They establish clear connections between streets, public gathering areas and courtyards, building entrances, parking and transit facilities.

Pedestrian

Any person afoot or in a wheelchair.

Pedestrian Oriented Development

Development that incorporates safe, attractive, and continuous connections and walkways for travel and access by foot, on a human scale, as an integral part of its overall layout and design.

Pedestrian-oriented Façade

A façade that includes design features and uses that provide visual interest and activity along the building edge through the inclusion of at least substantial windows/transparency; pedestrian doors; non-residential uses on the ground floor; pedestrian-scaled architectural features; and weather protection features.

Pedestrian-oriented Space

Publicly-accessible spaces that enliven the pedestrian environment by providing opportunities for outdoor dining, socializing, and relaxing, with amenities and design elements that contribute to the use and function of the site and its unique character.

Pedestrian Scale

A size of a building or space that a pedestrian perceives as not dominating or overpowering.

Planter/Planter Bed/Planter Strip

The element of the landscape which accommodates landscaping.

Professional Artist

An individual who has demonstrated skill, training and/or experience in an artistic discipline; and can demonstrate an ongoing commitment to his or her art practice.

Public Art

Original art works of a permanent nature located inside or outside, but routinely accessible to the public at no cost, excepting art objects that are mass-produced of a standard design. Public art shall be made under the supervision of a professional artist and may include: sculpture in any material or combination of materials whether in the round, bas-relief, high relief, mobile, kinetic or electronic; murals; fibre works, glass, mosaics; fountains or water features that contribute aesthetically to their



GLOSSARY

surroundings; hard and soft landscaping components where these elements are an integral part of the original work of art, or are the result of collaboration among design professionals including at least one artist; special engineering or architectural features, such as walkways, windows, walls, floors or ceilings in areas that are publicly accessible; contribute aesthetically to their surroundings; and retain an interpretive aspect as determined by the commissioned artist.

Public realm

The parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks.

Q

Queuing Lane/Stacking Lane

An on-site queuing lane for motorized vehicles, which is physically separated from other vehicle traffic and pedestrian circulations.

R

Right-of-way

A public or private area that allows for passage of people or goods.

Rowhouse

A narrow lot, single-unit, dwelling that shares a party wall with another of the same type, and occupies the full frontage line.

S

Scale

The size of a building or an architectural feature in relation to its surroundings and to the size of a person.

The impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person (referred to as human-scale). Sometimes it is the total dimensions of a building which give it its sense of scale; at other times it is the size of the elements and the way they are combined.

Setback

The area of a lot measured from the lot line to a building façade.

Street

A street, avenue, road, lane way lane, highway, boulevard, concourse, parkway, driveway, and every class of public or private road (Road: an open way for the passage of vehicles).

Streetscape

The urban element that established the major part of the public realm,

composed of thoroughfares as well as the visible frontages and the amenities of the frontages and the areas that lie between the street curb and the facade.

The overall character and appearance of a street, formed by buildings and landscape features that frame the public street, including façades of buildings, street trees and plants, lighting, street furniture, paving, etcetera.

Street Frontage

The length of the front of the property facing the street.

Street Furniture

Structures in, and adjacent to, a thoroughfare, which contribute to the street scene, such as bus shelters, litter bins, seating, lighting, railings, and signs.

Storage

The placement of goods and materials in a particular place or space for more than a 24-hour period.

Storey

A habitable level within a building of no more than 4m in height from the finished floor to the finished ceiling. Attics and raised basements are not considered a storey for the purposes of the UDS.

Storefront

A pedestrian-oriented façade that provides access to a non-residential (most commonly a commercial/retail) use.

Storefront Base

The area below the storefront display window. It raises the display up to viewing height and protects the bottom

GLOSSARY

of the window from damage. Storefront bases are generally finished with durable, decorative materials.

Street Section

A street cross-section which includes the horizontal line of the street plus the vertical edges of the buildings, on either side, that face it.

Street Wall

Street edge, along which a line of buildings can occur, and defines the limits of the right-of-way.

Substantial

Architectural elements that are solidly or strongly built, and integrated into the building.

T

Target Speed

The speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multi-modal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a safe environment for pedestrians and bicyclists.

Thoroughfare

A vehicular way incorporating moving lanes, and may also incorporate parking lanes.

Traffic Calming

A set of mainly physical techniques for constructing thoroughfares, which serves to reduce the speed of traffic without the need for enforcement, through measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users.

U

Unified Appearance

Architectural elements that are used or placed on the building in the same manner as others; or consistent in appearance in the use of materials, having an unvaried texture, colour or design.

Universal Design

The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

W

Walking Distance

The distance measured from a particular point along dedicated pedestrian ways.

Wayfinding

The spatial problem-solving process that people use to orient themselves, understand the uses of an area, and to reach a destination.





COMMUNITY DESIGN



MANUAL

