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PORT ROBINSON WEST
URBAN DESIGN GUIDELINES

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1.0 INTRODUCTION

These Urban Design Guidelines are a non-statutory part of the Port Robinson West Secondary Plan. The purpose of the Guidelines is to promote an appropriate built form within the Secondary Plan Area that achieves a community with well designed and high quality public and private realms. Providing clear Urban Design Guidelines also ensures a sense of identity is created through the design of built form, streetscape, and open spaces in the Port Robinson West Secondary Plan Area.

The use of Guidelines, rather than statutory policy is based on the understanding that a balance between regulation and flexibility will encourage alternative and innovative design solutions, while responding to changes in the market over time. Within this framework, the overarching community design principles are to:

- **provide a full range and mix of housing types;**
- **integrate a linked greenlands system that includes a variety of public parks, environmental features and stormwater management facilities;**
- **integrate a modified grid pattern of roads to maximize connectivity and continuity both within the community;**
- **design a variety of streetscapes that are compatible with adjacent land uses;**
- **ensure a human scaled environment that is reflective of the anticipated built form within the community.**

The policies of the Secondary Plan require that all new development be “generally consistent” with these Guidelines and, as such, there is considered to be a significant degree of inherent flexibility in how these Guidelines are both interpreted and ultimately, applied.

These Guidelines will function as an implementation tool for successive approval processes that are required to implement the Port Robinson West Secondary Plan, particularly the zoning by-law, Neighbourhood Master Plans, Site Master Plans for the Commercial and Employment Areas, Draft Plans of Subdivision and Site Plans. This document will guide developers, builders and the City to ensure that the expectation of design quality outlined in the Port Robinson West Secondary Plan is both understood and achieved.

These Urban Design Guidelines are divided into two parts: the public and private realm. The public realm will encompass streetscapes, parks and open spaces, off-road trails, and stormwater management facilities, while the private realm will include housing forms and mixed use developments developed primarily by the private sector.

2.0 DESIGN GUIDELINES FOR THE PUBLIC REALM

The public realm of the Port Robinson West Secondary Plan Area is comprised of public roads and their associated spaces and amenities (traffic circles, gateways, streetscaping), open spaces such as parks and parkettes, the off-road trail network, and stormwater management facilities. This section provides general guidance for the design of these major components of the public realm. The following Guidelines are intended to be read in conjunction with the Port Robinson West Secondary Plan.

2.1 ROADS

Development in the Port Robinson West Secondary Plan Area will accommodate a street network made up of three types of ‘main street’ collector roads, two types of local roads, and laneways. The proposed street network is linked to the existing road network through the ‘main street’ collectors and the trail system, identified in the Secondary Plan. In order to ensure maximum efficiency, connectivity, and mobility within the community, pedestrian, cyclist, and vehicular movement should function as an

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integrated network.

This section of the Urban Design Guidelines illustrates street cross sections that are intended to encourage various modes of transportation. All street treatments will be further finalized and detailed in Plans of Subdivision. General guidelines for road design include:

- Provide clear, safe and efficient access to community facilities such as commercial areas, and open space features;
- Ensure pedestrian access throughout the community by providing sidewalks and trails throughout the community;
- Promote tree-lined and well-shaded streets to create sense of comfort and promote walking and cycling.
- These Urban Design Guidelines identify the following street types, to be applied within the Port Robinson West Secondary Plan Area:
 - Collector Mixed Use Main Street;
 - Collector Urban Main Street;
 - Collector Neighbourhood Main Street;
 - Local Greenway;
 - Local Urban Street; and,
 - Laneways.

2.1.1 Collector Main Street

Collector Main Streets will connect local residents to the existing City of Thorold street network and beyond.

To highlight Collector Main Streets as significant community collector roads, higher

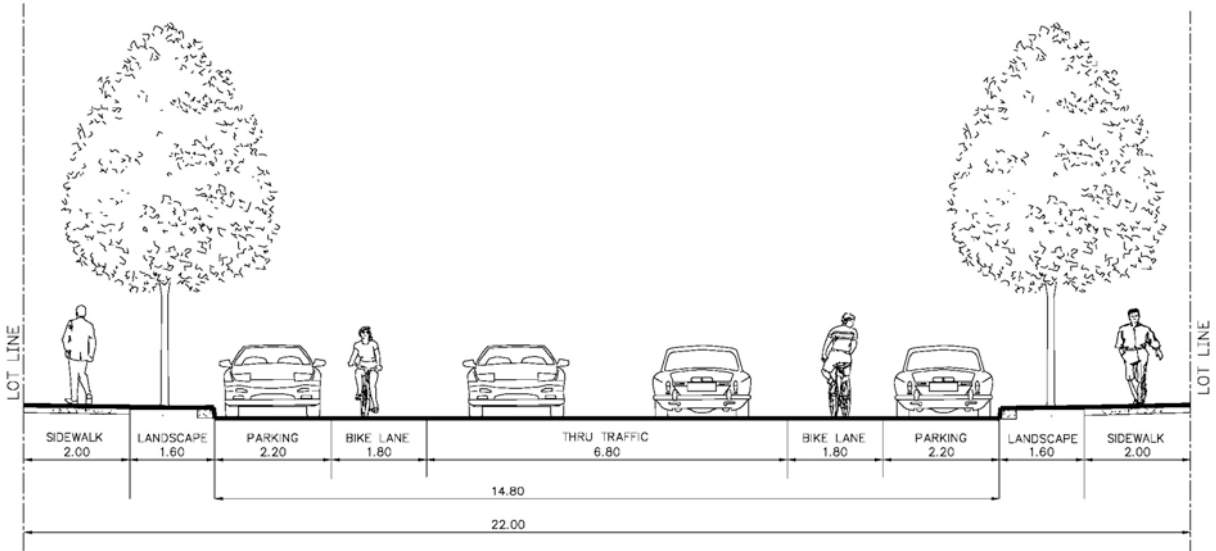
density development will line both sides of the street in most portions of the network, with bike lanes and sidewalks provided throughout the network.

A strong and continuous street façade will be achieved with high quality streetscaping details.

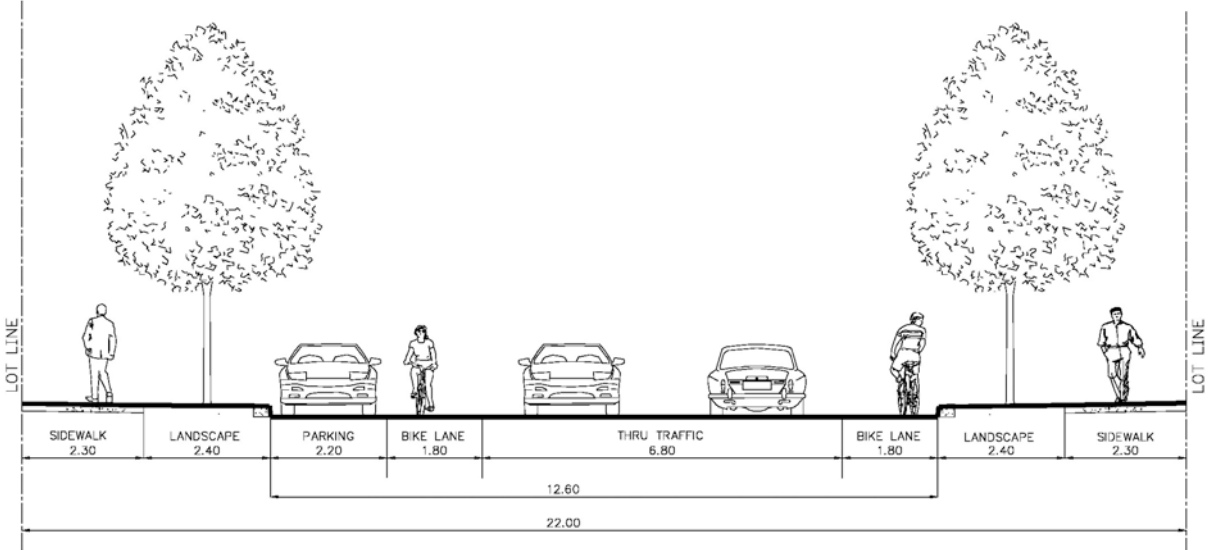
The following guidelines and cross sections show the three Collector Main Street typologies, with variations intended to be compatible with surrounding land uses:

- All Collector Main Streets shall have a right-of-way width of between 20.0 metres and 22.0 metres.
- Traffic lane widths shall be a maximum of 3.4 metres.
- Sidewalks shall be provided on both sides of the street and shall be a minimum of 1.8 metres wide.
- Bike lanes shall be provided on both sides of the street, and shall be at least 1.8 metres wide.
- Street trees shall be provided on both sides of the street.
- Individual, direct access to any development site or building lot abutting a Collector Main Street shall be minimized to both improve traffic flow and improve the attractiveness of the street.
- All Collector Main Streets may accommodate transit facilities.
- Parking may be permitted on both sides of the street. The parking lane shall be a maximum of 2.2 metres in width.

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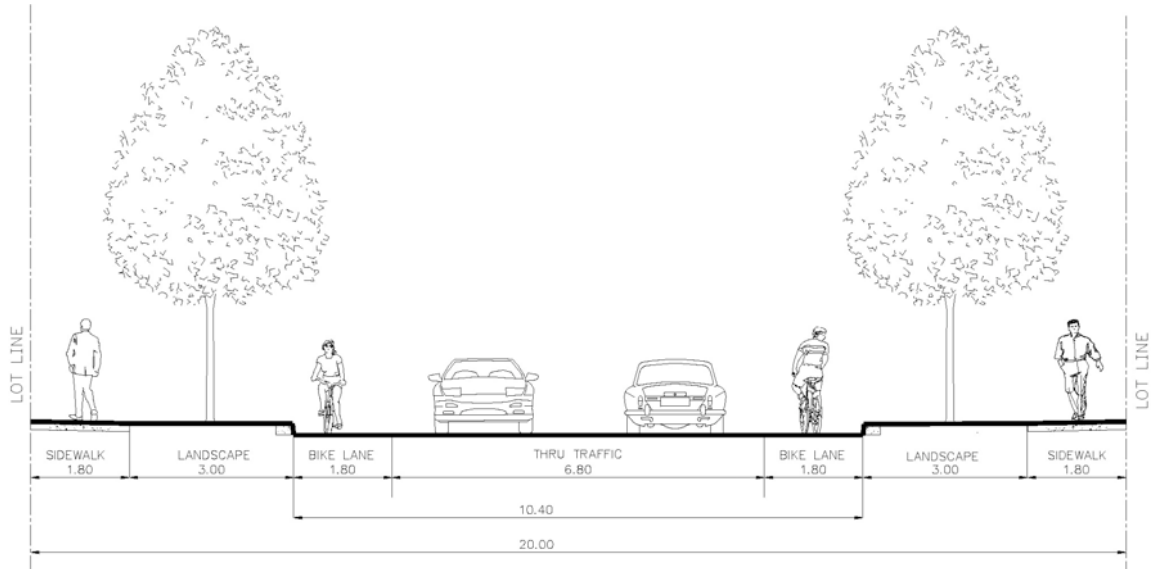


COLLECTOR MIXED USE MAIN STREET
R.O.W. 22.0 m with parking on both sides

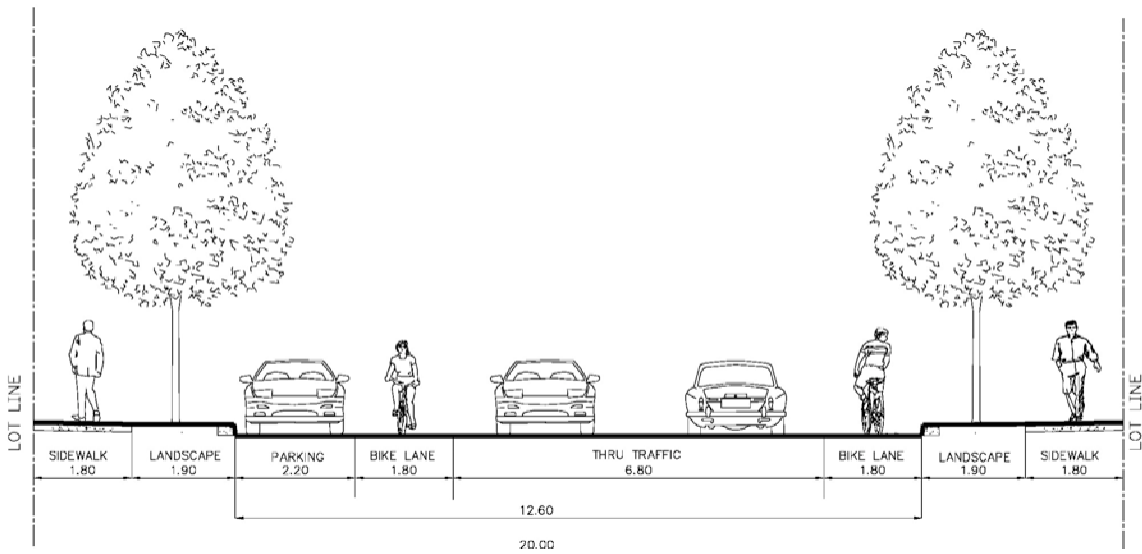


COLLECTOR MIXED USE MAIN STREET
R.O.W. 22.0 m with parking on one side

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COLLECTOR URBAN MAIN STREET
R.O.W. 20.0 m with parking on one side



COLLECTOR NEIGHBOURHOOD MAIN STREET
R.O.W. 20.0 m with parking on one side

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- Where the abutting, at grade land use is residential, there shall be a grass boulevard between the back of the curb and the edge of the sidewalk. This grass boulevard shall be a minimum of 1.6 metres wide, and accommodate street lights and street trees.
- Where the abutting at grade land use is non-residential, the boulevard shall be a minimum of 3.6 metres wide where curbside parking is provided on both sides of the street, or a minimum of 4.7 metres wide where curbside parking is provided on one side of the street. This boulevard shall accommodate an extended sidewalk, street trees and street lighting. The boulevard may also accommodate enhanced streetscape features, including benches, bike racks, planters and garbage receptacles.

Local Streets

Local Streets connect to the Collector Main Street system and link public spaces and development sites. Port Robinson West will include two types of Local Streets: Local Greenways and Local Urban Streets.

Local Greenway Street

The Local Greenway will have a special treatment and will provide an important connection from the off-street trail network, through the Residential Neighbourhoods to the Commercial and Employment Areas. The Local Greenway shall be particularly attractive for pedestrians and cyclists. The following guidelines apply:

- The Local Greenway Street shall have a maximum right-of-way width of 20.0 metres.
- Sidewalks and bike lanes shall be provided on both sides of the street at a minimum width of 1.8 metres each.
- A minimum 1.2 metre wide boulevard with a grass verge and deciduous street trees

shall be provided on both sides of the street.

- Enhanced landscaping shall be provided, with a continuous centre median at key locations.
- Curb-side parking may be provided on one side of the street in key locations.
- Pedestrian-scaled lighting is required on both sides of the street.

Local Urban Street

Local Urban Streets are quiet residential streets on which the majority of lower density residential uses are found. The following guidelines apply:

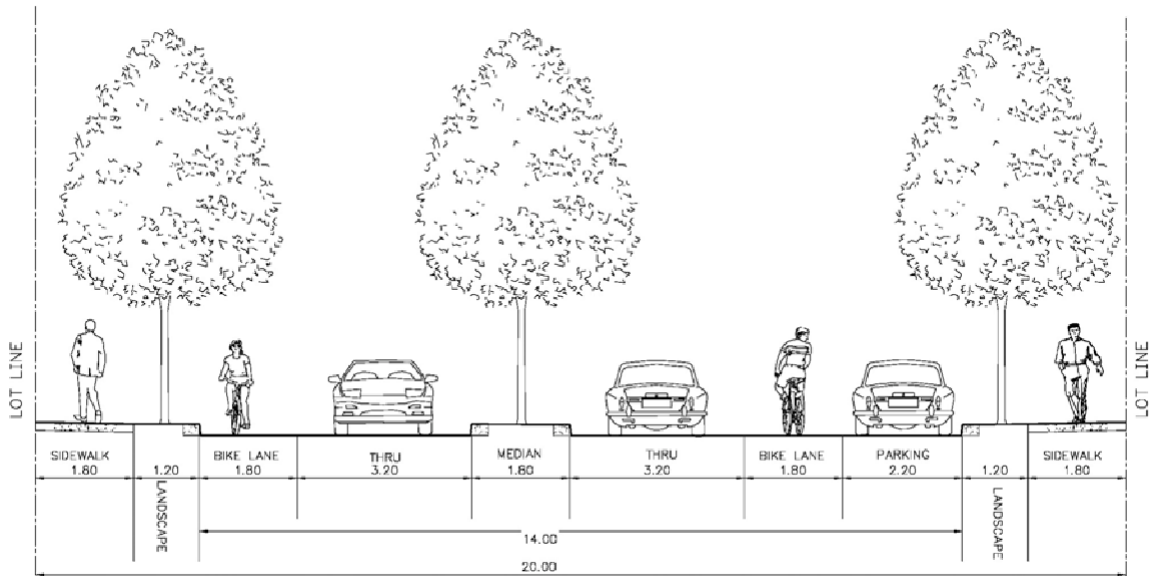
- Local Urban streets shall have a right-of-way width of between 16.0 metres and 18.0 metres.
- A 1.5 metre wide sidewalk shall be provided on both sides of the street.
- A minimum 1.2 metre boulevard with grass verge and deciduous street trees shall be provided on both sides of the street. Curb-side parking may be provided on one side of the street.

Laneways

Laneways provide access to private garage facilities. Where laneways are used, the following general design requirements shall be considered:

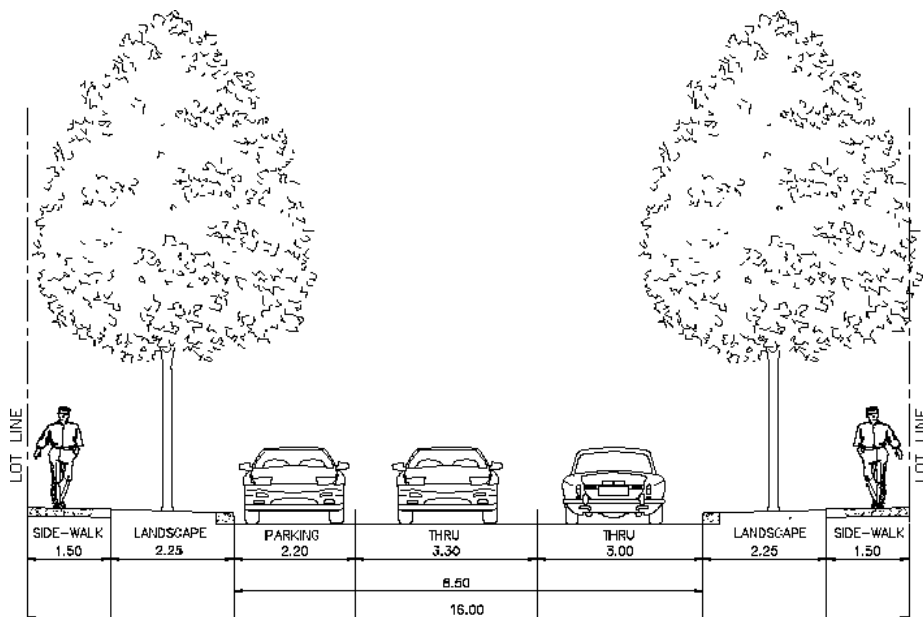
- Laneways shall have a right-of-way width of between 7.5 metres and 9.0 metres including a 1.25 metre utility corridor.
- Where there is sufficient drainage, permeable materials shall be encouraged in laneway construction.
- Trees are desirable, but not required on either side of the laneway.

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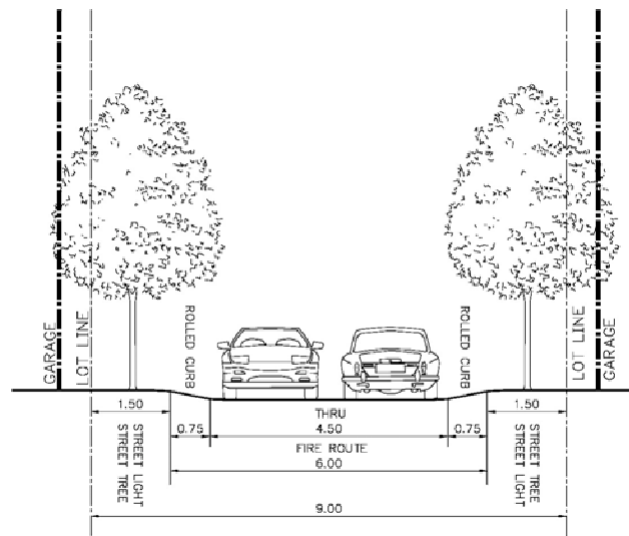
LOCAL GREENWAY

R.O.W. 20.0 m with parking on one side and a median



LOCAL URBAN STREET

R.O.W. 16.0 m with parking on one side



LANEWAY
R.O.W. 9.0 m

2.2 TRAFFIC CIRCLES

Traffic circles may be located in the intersections of Collector Main Streets to calm and direct traffic flows. The landscaped circles, in combination with built form that addresses the circle, will create a space or 'sense of place' and make these features an identifiable characteristic of the community.

- Traffic circles should function as traffic calming devices and be significant landscape features.
- Traffic circles should be designed to accommodate pedestrians and bicyclists in a safe and convenient manner.

Traffic circles are recommended at key locations, subject to the design requirements outlined in Table 1 below.

2.3 STREETSCAPE ELEMENTS

2.3.1 General Streetscaping

Streetscape elements are considered elements of detail design within the boulevard of the

street right-of-way to enhance character and functionality of space. Elements include street furniture (waste receptacles, signage, newspaper boxes, community mail boxes, information kiosks, bike racks, transit shelters and benches), street trees, lighting, special pavement and patterns and materials, and planting.

- Deciduous street trees will be located in the centre of the grass verge.
- Tree species should be planted to form a continuous canopy at maturity, or 8.0 metres to 10.0 metres on-center.
- Street trees should include a variety of native, broad leaf species with a straight trunk, such as the tulip tree, burr oak tree, common hackberry and/or swamp white oak.
- The minimum street tree caliper at the time of planting shall be 80 mm.
- Street trees should generally be planted opposite each other on each side of the street.

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- To minimize clutter and visual disruption of the road's character, poles, lights, signs and other services should be located along the street tree planting line.
- Height and style of lighting should be consistent with the hierarchy of the road, and lighting design should accommodate both pedestrian and vehicular movement and visibility requirements within the ROW.
- Mailboxes, trash cans, and recycling bins

should be clustered together in single locations and placed adjacent to open spaces and/or commercial/community facilities.

- Utility boxes, including transformers and "box" servicing should be placed in modest spaces (flankage locations, open space, laneways and private property or within the boulevard) where they can be screened with planting.

Table 1. Standards for Traffic Circles

Intersection	Inscribed Circle Radius (i.e. outside circle radius)	Radius of Inside Circle (at Mountable Apron)	Turning Road Width
Local-Local	12 m	6 m	6 m
Collector-Local or Collector-Collector	15 m	8 m	7 m

passenger convenience.

i. Streetscaping for Transit

The following guidelines are intended to enhance the attractiveness and convenience of public transit when it is introduced to the Port Robinson West Secondary Plan Area in the future.

- Transit stops should be located as close to intersections as possible, and their location coordinated with sidewalks and other neighbourhood trail connections and building entrances.
- Transit shelters should be designed with transparent sides for maximum visibility to and from the interior, so that transit users can see approaching buses and to maximize pedestrian safety.
- Shelters should be located on the boulevard adjacent to the pavement to maximize weather protection. Benches and other

- Curbside transit stop loading areas should be a clear, hard surface area 1.5 metres to 2 metres wide in front of a shelter to permit safe exit by passengers, including wheelchair users. In all cases, shelters should be set back 0.5 metres from curbs and sidewalks to protect them from damage by snow ploughs.
- Surface texture changes should be provided at transit stops to assist the visually challenged in locating the stop and/or shelter location.
- Where four-sided transit shelters are not possible, overhead open-air canopies should be provided to protect transit users from sun, rain and snow.
- Transit stops shall be designed to offer amenities such as seating areas and roadside furniture such as waste baskets,

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bike racks, telephones, notice boards, newspaper boxes and refuse containers should be concentrated at bus stops along

the main street collectors to maximize their utility and create active public space.

GATEWAYS

The following guidelines shall apply to all major and minor gateways:

- A sense of arrival and entry should be created through the coordinated effort of landscaping, built form, high-quality corner development, and streetscape design (actual gates are not to be permitted).
- Streetscaping features at identified gateway locations shall include enhanced landscaping and coordinated fencing to frame the entry into the community.
- Gateway features, such as community signage, low walls, fencing or enhanced landscape treatment shall be incorporated in the design of entry road intersections and shall be coordinated in design and materials with adjacent structure and

consistent along main road right-of-way.

- Collector Main Streets into the community should include a planted centre median and other design features to signify their importance.
- Gateway intersections should have distinctive surface treatment for pedestrian crossings, including wider sidewalks.
- Gateways may include a water feature that is linked to a stormwater management facility.

A hierarchy of gateways should be accentuated by higher building heights, higher roofs, and unified architectural detailing of cornice height, doors, windows, bays, gables and porches.

b. TRAIL NETWORK

A trail network will link pedestrians and cyclists throughout the Port Robinson West Secondary Plan Area along natural features, stormwater ponds, and developed open spaces, parks and parks. Where necessary or desirable, the trail network may run along local or collector roads, and will change in character as it travels through various features depending on adjacent land uses.



The following are objectives to be achieved for the trail network:

- Landscape grading along existing creeks, stormwater management facilities and drainage swales will provide a linear network that will be the basis of much of the trail network.
- The trail network will accommodate cyclists and pedestrians, and will provide links to on-



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street bicycle lanes and sidewalks along roads.

- Trails should have a minimum width of 3.0 metres, where possible.
- Trail design will be based on each site's sensitivity in order to minimize environmental impacts.
- Grades, where possible, should be under five percent. Sustained grades should be limited to 2% or 3%.
- Curb-cuts shall be provided at all road crossings to improve accessibility.
- Trails should be clearly signed regarding permitted use and speed. Wayfinding signage should be provided throughout the trail network (including the on and off-street components).
- Trails should be designed to reflect safe passage and restrict access to neighbourhood properties.
- Benches, waste and recycling receptacles, lighting, bicycle racks and natural or built shade structures should be provided at trail heads and at regular intervals along the trails.
- Trails located in proximity to sensitive natural features or adjacent to stormwater management facilities should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.
- Where trails intersect with motorized vehicle infrastructure or roads, clear signage and safety features will be provided for the safety of both the trail user and motorized vehicle user.

c. OPEN SPACE

Open spaces comprise critical structural elements of the community. Open spaces within the Port Robinson West neighbourhoods are to be a safe



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and accessible framework of parks, parkettes, natural features, and the trail network. To create focus towards these areas from surrounding roads, all parks will have generous roadway frontage. The site design of parks and open space will arise through formal collaboration between the City of Thorold and the developer and will accommodate the provisions listed below, based on three categories:

- Natural heritage features;
- Neighbourhood parks; and
- Parkettes.

i. Natural Heritage Features

Existing natural heritage features and environmental areas are to be protected and enhanced. The following design guidelines are intended to preserve, protect and integrate the natural heritage features with the Secondary Plan Area.

- Development shall consider areas where re-planting the natural heritage edge is necessary to improve the visual appeal and ecological integrity of the edge (in consultation with the City of Thorold).
- Development impacts shall be minimized by protecting the natural heritage edge from sedimentation, soil erosion, or damage to tree trunks and the canopy.
- A planting philosophy shall be adopted along the natural heritage edge that emphasizes drought tolerant and native species.
- Trails shall be strategically located in defined buffer zones where possible to minimize soil compaction or disturbance to existing mature vegetation and significant natural features.
- Where appropriate, views of natural features should be enhanced by locating developed open spaces/parkettes at the terminus of local roads and homes, which should face onto the



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natural features.

ii. Neighbourhood Parks

- Neighbourhood parks should provide opportunities for passive and active recreation, and should act as destination points and rest areas for the trail system, wherever possible.
- Neighbourhood parks shall have significant road frontage.
- Neighbourhood parks shall be designed to meet the needs of children in the neighbourhood (ranging in age from preschoolers to adolescents), providing opportunities for mostly active and some passive recreational activities.
- Neighbourhood parks should include elements such as play structures, informal playgrounds, seating, hard surface areas, shaded areas under tree canopies or open air structures, lighting, distinctive tree, shrub and ground cover planting.
- Landscape design should enhance microclimate opportunities (wind, sun, shade, etc.).
- Group mailboxes and community bulletin boards may be included within neighbourhood parks.
- Pedestrian access should be clearly defined using landscape or architectural elements to ensure an appealing park presence.
- Street trees should be planted along the edge of the park, while enhancing views into the park.
- Park design should ensure visual privacy for adjoining residents.
- Rear lotting adjacent to a neighbourhood park is discouraged.



iii. Parkettes

A parkette is a small component of the open space system, that can be soft surfaced and green or hard surfaced.

- Where possible, parkettes should provide a link to other components of the Greenlands System, and act as destination points and rest areas for the trail system.
- Pathways within parkettes should connect to pedestrian sidewalks and the trail system.
- Parkettes should be located to develop a highly visible and central gathering/socialization area for the surrounding neighbourhood, with visible road frontage, and clearly defined entries.
- View corridors terminating at a parkette should be highlighted through landscape treatment and/or built form elements.
- A distinctive appearance should generally be achieved for parkettes through plant and construction materials.
- Parkettes should include seating, lighting, shaded areas under tree canopies or open air structures, group mailboxes, hard surface areas, a memorial space feature and distinctive tree, shrub and groundcover planting material.
- Views to the parkette should be maximized while ensuring visual privacy for adjoining residents.
- Street trees should be planted along the edge of the parkette, while enhancing views into the park.

2.8 STORMWATER MANAGEMENT FACILITIES

The stormwater pond and channel facilities are designed to help with the infiltration of run-off while promoting sustainability through the provision of habitat and enhancement of ecosystem functions.



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Stormwater ponds will also provide an amenity space that will address not only the immediate neighbourhood, but those adjacent as well.

- Stormwater facilities shall be designed as vital and significant landscape features that provide a neighbourhood amenity, while achieving functional objectives related to stormwater flow moderation and water quality.
- Ponds are envisioned to blend with the natural landscape, therefore the slope grading of stormwater facilities should ensure natural and variable side slopes and sinuous contours. Inlet and outlet structures will be concealed using a combination of planting, grading and natural stone.
- The banks of stormwater facilities should be stabilized with flood tolerant water's edge plants and native species, including herbaceous and woody vegetation. The perimeter pool shall be planted with emergent, strand and submergent species to improve the aesthetics and enhance the performance of the facility.
- Where there is a need to discourage public access to areas around the perimeter of the ponds, living fences and barrier planting will be used in place of fencing. Barrier planting will be comprised of multiple rows of predominantly thorn bearing shrub species. Barrier planting will be installed along the crest of steep slopes, adjacent deep-water areas and around inlet and outlet structures.
- The stormwater ponds shall be accessible by pedestrian and cycling trails that will be part of, or provide connections to, the broader trails network.
- To ensure the ponds are accessible to pedestrians and cyclists, they shall not be fenced.
- Stormwater channels may be designed with meandering and naturalized slopes in designated parks.



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3.0 DESIGN GUIDELINES FOR THE PRIVATE REALM

The private realm of the Port Robinson West Secondary Plan Area is comprised of the built form developments and their relationship to each other, open spaces, and roads. The residential, commercial mixed use and institutional buildings and lands within a community contribute to its character and can further define and complement the public realm.

This section provides for the design of built form and how it should address the streetscapes and open spaces in the private realm. Guidelines that apply to all development are provided, followed by specific Guidelines for residential development, highway commercial and mixed use development, and institutional development. These Guidelines are to be read in conjunction with the policies of the Port Robinson West Secondary Plan.

3.1 ALL DEVELOPMENT

Certain standards for development will be common to all areas in Port Robinson West. Common characteristics pertaining to the following areas of consideration are outlined below:

- blocks and lots;
- built form;
- the relationship of buildings to the road and open space; and,
- parking and loading.

3.1.1 Blocks and Lots

Development block configuration should demonstrate the following standards:

- Developable lands shall be subdivided into a series of development blocks, defined by a highly interconnected grid, or modified grid system of public roads and lanes.

- Development block densities will reflect the road network hierarchy, which itself will respond to topography while providing a permeable transportation pattern.
- The size and configuration of each development block will:
 - be appropriate to its intended use;
 - facilitate and promote pedestrian and bicycle movement; and,
 - provide a sufficient number and, where appropriate, range of building lots to achieve cost effective and efficient development.
- Development blocks shall be configured to ensure visual diversity and to avoid long and monotonous blocks.
- Undulating terrain and curves in the road will be used where appropriate to provide visual diversity, without reducing the walkability of a neighbourhood.
- Varying block lengths are permitted and encouraged to reflect topography and road alignment.
- Each development lot in a block must have frontage on a public road or laneway.

3.1.2 Built Form

- Building form and siting shall minimize the impacts of noise, wind and shadows on adjacent properties and shall enhance views of landmark buildings and all components of the Greenlands System.
- New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in

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regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.

- Land use compatibility between uses and scales of buildings shall be achieved through appropriate siting, design and landscape treatment.
- A variety of architectural elements such as entry porches, dormers, material detailing will be employed to create a distinctive character for each block.
- Rooftop equipment shall be unobtrusive, architecturally incorporated into the design of the building and/or screened from view.
- Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade.

3.1.4 Building Relationship to Roads and Open Space

- Buildings shall be street-front oriented and provide direct street access for pedestrians.
- Building and site design should be used to reduce or minimize the incidence of crime through the implementation of Crime Prevention Through Environmental Design (CPTED) principles including natural surveillance, natural access control, territorial reinforcement and space assessment.
- To reinforce the road, lane and block pattern, the following measures will be employed:
 - all buildings will be aligned parallel to a public road;
 - buildings will be located in proximity to the property line adjoining the public road;



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- siting and massing of buildings will provide a consistent relationship, continuity and enclosure to public roads;
- buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities for overlook into the open space;
- the massing, siting and scale of buildings located adjacent to, or along the edge of a park or open space will create a degree of enclosure or definition appropriate to the type of open space they enclose; and,
- buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.

3.1.3 Parking & Loading

- To reduce the impact of surface parking and to provide at grade amenity areas, automobile parking areas (including garages, driveways, parking lots) shall generally be sited to the side or rear of buildings, or, preferably below grade. Structured parking shall be strongly encouraged for higher density forms of development.
- To enhance the quality and safety of the public streetscapes the construction of parking lots/ structures that occupy significant proportions of the at-grade frontage of public roads shall be discouraged.
- The softening of the impact of the large areas of surface parking through building orientation, boulevard landscaping treatments and landscapes islands is required.
- Bicycle parking shall generally be located near building entrances and other places where passive visual surveillance can be maximized.



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- Safe and comfortable pedestrian connections shall be provided between bicycle parking areas and a buildings main entrance.
- Loading areas, and outdoor and fully enclosed refuse collection areas, shall be unobtrusive and screened and shall generally be located at the side or the rear of buildings.



3.2 RESIDENTIAL DEVELOPMENT

Residential development within the Port Robinson West Secondary Plan will include a variety of housing types that address the street and open spaces to enhance the pedestrian experience.

3.2.1 Single Detached & Semi-Detached Houses

- The main building face and significant architectural elements, such as a verandah or roofed porch, should be appropriately setback from the edge of the right-of-way.
- Where similar building design models are adjacent to each other or nearby, using a variety of finishing material (i.e. siding, brick, stucco) is encouraged to provide variety on the street. Entry features and other architectural elements, such as porches, stairs, and canopies, should be incorporated into the front elevation of the house to reduce the visual dominance of the garage and the front drive.
- Where garages are provided in the front yard, they are encouraged to be set behind or flush with the main building face. When the garage door exceeds beyond the main building face, a verandah or roofed porch shall be flush with or project beyond the garage door to minimize its presence. This guideline does not apply to Laneways.



3.2.2 Townhouses

- The siting, massing, and facade design of townhouse units shall be coordinated on a block-by-block basis.

- The elevation of the townhouse block shall include variation between units, while reinforcing a common characteristic that visually unites the block.
- Variety in the roof design, for example dormers, is encouraged to break up the massing of townhouse blocks; however, the main roof should, where possible, visually appear as one roof.
- The massing and built form of townhouse units adjacent to single or semi-detached dwellings shall be complementary to those dwellings through height and architectural elements to promote visual integration.
- Townhouses shall be oriented toward the street with front doors and windows facing the street.
- Townhouses may have rear lane garages to reduce visual impact of garages on the street.
- Where garages are provided in the front yard, they should be paired to allow for more substantial front yard green space. Garages are encouraged to not protrude beyond the main front wall or front entry of the dwelling unit. When the garage door exceeds beyond the main building face, a verandah or roofed porch shall be flush with or project beyond garage door to minimize its presence.
- Utility meters will be integrated into the architectural design of the townhouse units so that they are screened from view.
- Side and rear elevations visible from public areas, such as public parks and public streets, shall have upgraded facade treatments such as window grills and may include features such as roof gables and/or boxed-out windows.
- Townhouse built form are encouraged to have a maximum of 6 units,



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3.2.3 Apartments

- Apartment buildings and their surrounding landscaping shall be designed to help define the street edge.
- To act as an attribute to the street, apartment buildings shall be oriented to face and feature the public road. A substantial portion of the building should front the public road at a minimum setback.
- Entrances to apartment buildings are to be located and oriented to public roads.
- Visitor drop-off areas and bicycle racks should be included in front of apartment buildings.



3.2.4 Front Garages

- Attached garages must be a natural extension of the design, massing, and materials of the main dwelling.
- A second storey, including a second storey porch, built over the garage, should ideally, be flush with the front face of the garage but maybe setback a maximum 2.5 meters from the front face of the garage.
- A variety of garage door sizes and styles shall be provided. For full double door garages, styles with the appearance of 2 single bay doors are encouraged.
- Tandem garages are encouraged to help minimize the impact of garage widths on the elevation and in turn on the streetscape.
- Glazed door panels should be provided on all garage doors.
- In a townhouse block, if double car garage widths are proposed, they are encouraged to be located at the end units with single garage widths for the interior units.



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Corner Lot Units

3.2.5 Priority Residential Lots

Priority Lots are lots within a proposed community that have high public exposure, such as corner lots or lots located adjacent to public open space. The building design on these lots should be of a high architectural quality. Buildings should be massed and sited appropriately on priority lots. Distinctive architectural and siting treatments for priority lots will promote a defined and an attractive streetscape with constructed focal points.

A Priority Lot Map that identifies Priority Lots shall be provided by the Developer to the City once the draft plan for a proposed development has been prepared. Units located on Priority Lots are to be designed based on the guidelines set out below.

These guidelines apply to all corner lots. Units shall be designed with the following principles in mind:

Building designs shall be offered for corner lots that have architectural elements that address the street such as wrap around porches and wide window openings, consistent with those on the front elevation, on the exterior side wall.

- Side and rear elevations visible from the street shall have consistent materials and details as per the front elevation.
- A front door may be located on the exterior side elevation of the house. If the front door is located on the exterior side, it is encouraged to have a sidewalk extend to the municipal sidewalk across the exterior side yard.

Gateway Units

Gateway units are units located at the entry to the community from the surrounding roads.

Units shall be designed with the following principles in mind:

- Gateway dwellings shall be given special consideration in architectural design, massing, orientation, siting and materials, and shall be of high architectural quality.
- The siting of entry architectural elements and porches are encouraged to help define the entrance to the neighbourhood.
- Pairing of similar model units on lots directly opposite each other is encouraged to establish and enhance a gateway condition.
- The architecture and landscaping of an apartment building or block townhouse development should coordinate with the architecture and landscaping of a community entry feature.



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- In cases where a townhouse is sited on a corner lot, end units that flank a street are defined as priority lots. In cases where a semi-detached dwelling is sited on a corner lot, both units will be defined as a priority lot.
- Utility meters should be located on the interior side elevation of detached units. For semi-detached and townhouse units, the meter can be located on the street facing elevation but it must be screened architecturally or placed inconspicuously at a wall jog.
- Corner lot fencing is encouraged to conform to the following criteria:
 - where exterior side yard fencing occurs, it is encouraged that the fence does not extend past the front face of the dwelling. Fencing from the front face and forward should be low to allow sightlines to the sidewalk and the street; and,
 - where front yard fencing occurs, the fence is encouraged to have wide spacing and below so to not block the view of the sidewalk from the house.

T - Intersection Units

T-intersections occur when one road terminates at right angles to another.

Consideration should be given to lots located at the top of the T-intersection and the two last lots on either side of the road that terminates at the intersection.

- Architecture on lots at the end and the two last lots on either side of T-intersections shall have facade designs that utilize elements such as coordinated fenestration, masonry detailing, and entry elements.

- Pairing of front yards is encouraged instead of the pairing of driveways to form a landscaped area at the terminus of the T-Intersection.

Elbow Street Units

Elbow Streets Units are located at a bend on a road and there is more than one unit that are visible at the end of the street view.

- On elbow streets, driveways from adjoining lots should not merge at the street line as there should be a suitable amount of landscaped area in each lot's front yard.
- Where side elevations on elbow streets are visible from the street, materials consistent with those of the front elevation should be employed.

Buildings Facing and Flanking Window Streets

- Units fronting onto a window street shall face and engage the street through features such as porches. . Side and rear elevations visible from streets shall be consistent with the front elevation in terms of materials, fenestration style and detailing.
- Where rear elevations front a street, the architectural treatment in terms of materials fenestration style, and detailing are to be consistent with architectural designs utilized for front elevations.
- Garages provided in the front yard are encouraged to be recessed from the front wall to reduce the presence of the garage on the street. Verandas or covered porches should project closer to the street if the garage door is located in front of the dwelling's face.

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Buildings Adjacent to Parks, Open Space and Walkways

- Front, side and rear elevations of apartment, commercial, and institutional buildings exposed to active public spaces including open spaces, wood lots, stormwater management facilities, trails, and pedestrian walkways shall be highly articulated. A combination of fenestration, bay windows, material changes and dormers may be used to achieve the objective.
- Where possible, elevations of single detached, semi-detached, and townhouse units facing parks and open spaces should incorporate a porch feature to visually address these features.
- The location of porches, windows and entry doors of units should be considered on elevations that are exposed to public spaces as their locations provide opportunities for overview and safety for parks, open spaces, and walkways.
- Side and rear elevations for single detached, semi-detached, and townhouse units shall adopt a similar design and employ materials that are consistent with those used on front elevations. Architectural detailing such as corbelling should continue from front to side elevations, where visible to the public.
- Driveways should be located as far away as possible from the public space.
- At walkway entrances, units are encouraged to create a sense of entry through the location of windows, verandas and roofed porches. Planting of coniferous and deciduous trees may be used to frame a pathway.



3.3 URBAN COMMERCIAL AND MIXED USE DEVELOPMENT

- Retail/commercial uses will be encouraged at the ground level and office and residential uses are encouraged on the upper levels of

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buildings

- The side and rear of buildings abutting low to medium density residential properties shall be of similar height as the residential dwellings or should be stepped to maintain an appropriate scale in relation to adjacent residential uses.
- Lots and buildings shall be oriented to front, face and feature public roads, especially at corners.
- Parking, loading and service areas are to be located at the rear or side of buildings (or below grade), with minimal parking along the street edge.
- Special landscape treatment should be considered when the building is sited at the intersections of streets.
- Landscape treatment of individual properties within commercial/mixed-use areas shall be coordinated to create a cohesive image of the entire area.
- Building facades shall be treated as pedestrian areas and public spaces:
 - pedestrian areas in front of buildings should be wide and well-landscaped with furniture, lighting and planting;
 - tree planting should be carefully planned with signage to avoid conflict;
 - canopies should be considered to provide weather protection to pedestrians; and planting should be in large continuous planting beds.
- Building entrances shall be prominent and linked to the sidewalk through walkways, covered porches, or hard-surfaced patios/parkettes.
- Safe and convenient access to the building's bicycle parking area(s) shall be provided for

cyclists.

Front yard setbacks can be either hard or soft surfaced depending on the building's use, and are to help define pedestrian walks, main building entrance, and screen parking areas.

- The front yard may include a low visually permeable fence at the edge of the sidewalk to define the semi-private areas and add continuity to the streetscape.
- Parking areas shall be screened from streets, open spaces, and residences through the provision of low landscaping and fencing elements.
- Planting strips that include trees, shrubs and ground covers are to be used to break large parking areas into smaller pods.
- Pedestrian and bicycle circulation through parking lots shall be defined through the use of special paving, markings, landscape treatment, and lighting to the building entrance.
- Both the residential and commercial components of the building design shall be of quality construction and architectural details and should respond to neighbouring structures in mass, height and materials.
- A high quality of architectural detail and variety shall be addressed through the design of building facades and expressed through the use of colour, material variations, windows, and other treatments. Particular attention should be paid to quality design for building facades along public roads.
- The architectural treatment of visible flanking facades shall be coordinated and in consistent quality to that of the front façade.
- Windows shall be provided where building facades overlook streets or open space.

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- Reflective or mirrored glass treatment on windows will not be used at grade.
- Entrances to prominent buildings shall be highlighted with entrance canopies, awnings, and other architectural elements.
- To avoid a monotony of roofs, a variety of roof shapes and elevations shall be considered.
- Rooflines and parapets shall screen all roof-top mechanical units from public and private view.
- Signage will provide a high level of clarity, visibility, and visual interest and shall complement the architecture of the buildings(s) in its scale, materials consistency and design.
- Freestanding signs, where permitted, shall be placed within a landscaped setting on private property.



3.4 INSTITUTIONAL DEVELOPMENT

- Institutional buildings should be sited prominently and where possible, should terminate views.
- Institutional buildings are encouraged to front on collector roads and be located close to the road to reinforce the street wall and define intersections.
- Building size and scale shall not appear to dominate adjacent residential areas.
- The front door of all institutional buildings shall be easily accessed and connected with a walkway to the sidewalk on the road. Pedestrian walkways located on institutional sites shall ensure a safe, comfortable and an attractive environment for walking.
- Pedestrian access to present and future transit stops shall be provided.
- Lay-by lanes are encouraged along the road in front of institutional buildings.



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- Bus pick-up and drop-off areas that are separate from other traffic should be provided on-lot at the side of the building, but may be located in the front of the building subject to building and site plan considerations.
- Safe and convenient access to the building's bicycle parking area(s) shall be provided for cyclists.
- Vehicular shortcutting through institutional sites shall be eliminated and discouraged through effective site planning.
- Outdoor areas shall be well-lit to provide safe outdoor space for users at night, and to facilitate crime prevention.
- Grade-related signage types shall be provided for institutional sites.
- Institutional building sites shall be well landscaped in recognition of their prominent locations and status as landmark buildings.
- Landscaping shall contribute to a pedestrian-friendly environment.
- Hard and soft landscaping shall be used to improve the safety of public spaces by providing clear sight lines and eliminating places to hide.
- Institutional buildings shall exhibit a high standard of architectural design, materials and finishes, and reflect the scale and character of surrounding neighbourhoods.
- Rooflines and parapets shall screen all rooftop mechanical units from public and private view.
- Building elevations shall provide visual interest through their design, articulation and fenestration.
- Elevations should have pedestrian scaled articulation, detailing and fenestration.
- Canopies and overhangs should be used to create sheltered pedestrian routes and add depth to the appearance of facades.
- Primary building entrances shall be clearly visible from the street.