City of Barrie

Urban Design and Sustainable Development Guidelines

Salem and Hewitt's Secondary Plan Areas

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Contents

Executive Summary

The Urban Design and Sustainable Development Guidelines for the Salem and Hewitt's Secondary Plans will be used to evaluate development applications and City facilities in the Secondary Plan Areas to ensure they are consistent with the Guidelines and the policies of the respective Secondary Plans. The Guidelines shall be read in conjunction with the policies of the respective Secondary Plans, in particular Sections 8.4.3 and 9.4.3.

Section 1
Introduction

1.1 Role of the Guidelines

The Urban Design and Sustainable Development Guidelines for the Salem and Hewitt's Secondary Plans will guide development and City facilities. The Guidelines should be read in conjunction with the policies of the respective Secondary Plans, in particular Sections 8.4.3 of the Salem Secondary Plan and 9.4.3 of the Hewitt Secondary Plan. All photographs are for demonstration purposes only.

This document incorporates detailed guidelines for the design of privately owned lands.

1.2 Structure of the Guidelines

This document consists of four sections:

1. Introduction;
2. Vision and Planning Principles for the Salem and Hewitt's Secondary Plan Areas;
3. Public Realm Guidelines provide guidance on sustainability, community structure, stormwater management and circulation and movement; and
4. Private Realm Guidelines provide detailed guidelines for the design of privately owned lands, including sustainability, site design, parking and building design.

Section 2
Vision, Planning Principles and Community Structure

2.1 Vision

The vision for the Salem and Hewitt's Secondary Plan Areas is as follows:

"Salem and Hewitt's Secondary Plan Areas will be gateways to the City of Barrie, providing a range of employment, housing, and a mix of other uses that allow residents to live, work and play in their community. These areas will be developed based on an interconnected natural heritage system, open space network and transportation system that seamlessly incorporates the Salem and Hewitt's Secondary Plan Areas into the Barrie community, and encourages active transportation and transit."

Aerial view of Salem Plan Area, 2009 (Google Earth)

2.2 Planning Principles

The following principles from the Secondary Plans provide context for development in the Secondary Plan areas

a) That the City of Barrie continues to apply the principle that growth pays for growth to the greatest extent possible within the law.

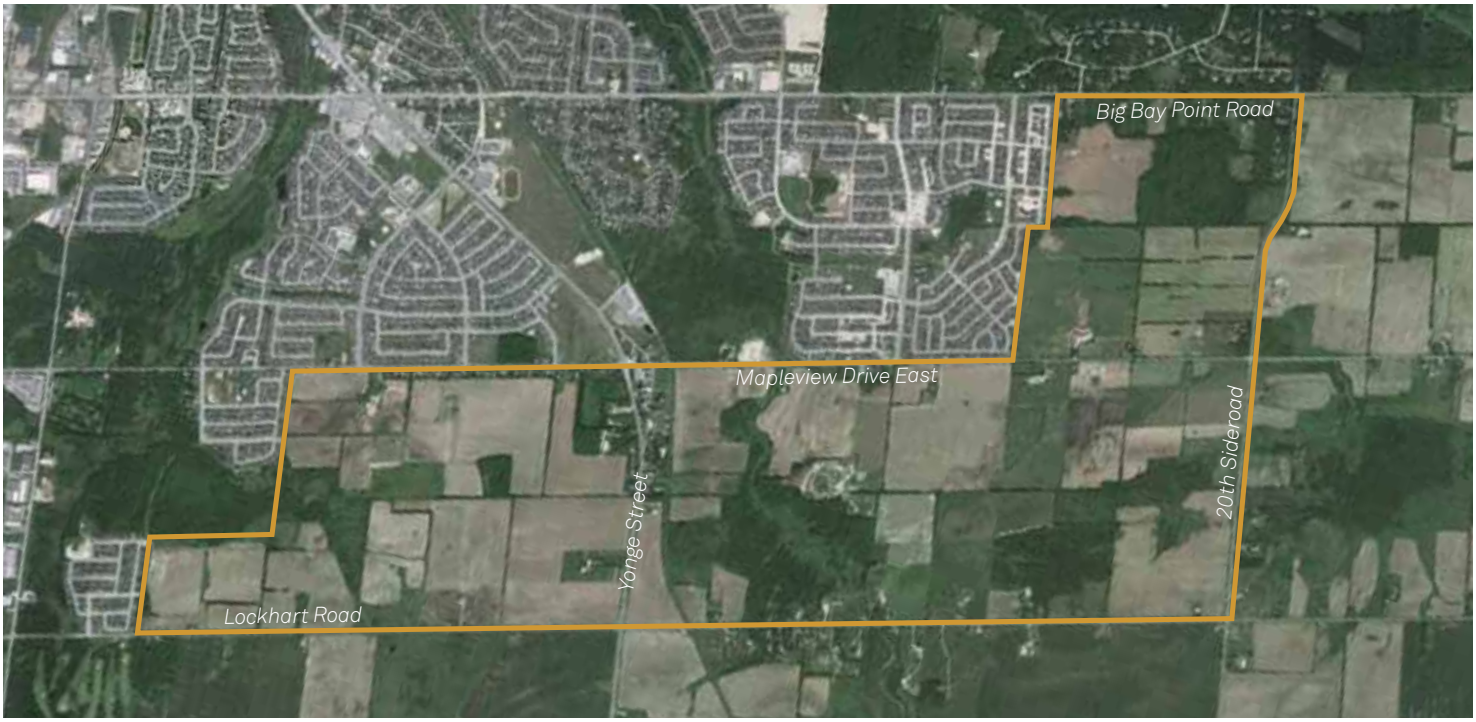
b) That municipal services like parks, fire services, streets, water, and wastewater be built at the same time or in advance of the issuance of occupancy permits.

c) That all new neighbourhoods and business areas be designed to support resource conservation and environmental stewardship to the greatest extent feasible and include best practices in the use of district energy, water conservation/ recycling and sustainable community planning.

d) That the City of Barrie continues to plan new neighbourhoods with basic services and shops, including "corner stores" and/or local commercial areas.

e) That new neighbourhoods draw on the strengths of historic neighbourhoods: grid street patterns, public spaces, and pedestrian-friendly street design (e.g. buildings close to street, tree-lined streets, on-street parking, hidden parking lots, garages in rear lane, narrow and slow speed streets).

f) That the City of Barrie continues to develop satellite service locations for municipal services in the south end of Barrie to ensure easier access for residents.



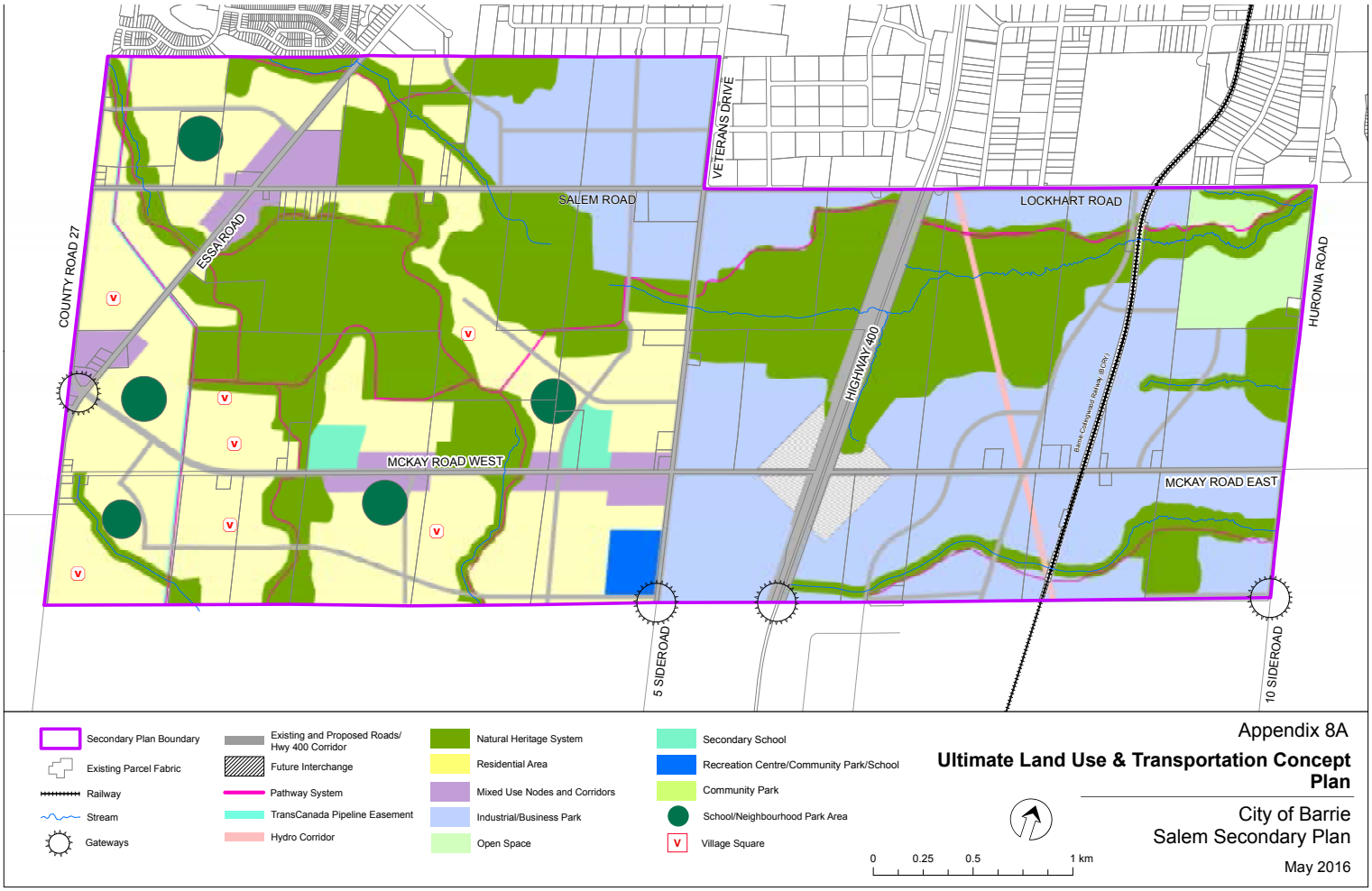
Aerial view of Hewitt's Plan Area, 2009 (Google Earth)

g) That the City of Barrie continues to provide a diversity of housing types in new neighbourhoods.

h) That the City of Barrie continues to place a high priority on supporting active transportation (walking and cycling) and on accessibility to public transit in all new growth areas.

i) That all planning efforts for new growth areas occur through extensive consultation with the public, community stakeholders and with the business and development communities.

j) That the growth in working age residents in the City of Barrie not be allowed to outpace the growth of jobs to ensure the City of Barrie stays a strong economic centre, repatriates employment opportunities for residents and minimizes out-commuting.



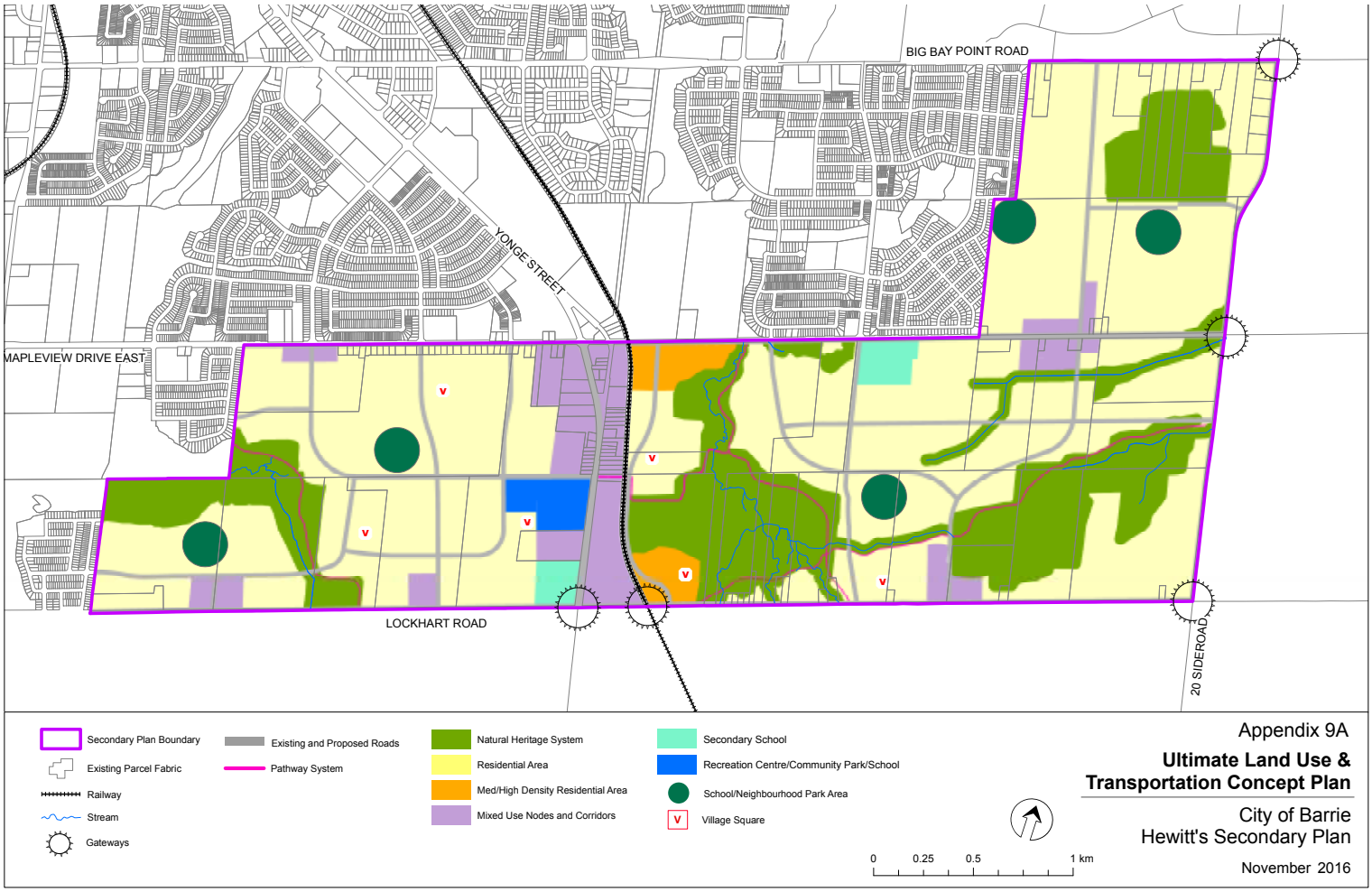
Salem Planning Area Master Plan

2.3 Community Structure

The Salem and Hewitt's Secondary Plan Areas are designed to accommodate a full continuum of development from rural areas to mixed-use nodes and corridors. The Natural Heritage System is a central feature of the Secondary Plan Areas.

The structure of Salem and Hewitt's should reflect the directions in Sections 8.4.4.2 and 9.4.4.2, Community Design, of the respective Secondary Plans.

The Community Structure Plans in each Secondary Plan establish the key components that define the general arrangement of land use and activity for the Secondary Plan Areas. These include the Natural Heritage System, Industrial/Business Park Area, Mixed Use Nodes and Corridors, Residential Areas, Special Rural Area and the Transportation System.



Hewitt's Planning Area Master Plan

Section 3
Public Realm Guidelines

The Public Realm includes the streets, sidewalks, parks and the natural heritage system and other public areas. It also considers the stormwater management system and the pedestrian circulation network.

This section provides guidance on the design of these areas, as well as the relationship between the public and private realm.

Consider the integration of sustainability measures in the public realm.

PERFORMANCE GUIDELINE # 1

COMMUNITY SUSTAINABILITY

The Salem and Hewitt's Secondary Plans are designed to create complete communities and sustainable development. The implementation of the Plans should ensure the integration of sustainability measures in the public realm.

1.0.1 The policies of Sections 8.4.4.8 and 9.4.4.8, Sustainable Development, of the respective Secondary Plans are applicable. This includes the policies of Sections 3.7.1 to 3.7.4 of the Official Plan with respect to energy conservation and renewable energy systems.

1.0.2 Encourage compact and pedestrian and transit oriented development and infrastructure, as well as mixed use development in designated areas. This should encourage active transportation, transit use, and the reduction of the number and distance of vehicle trips.

1.0.3 Maximize connectivity throughout the Secondary Plan Areas and to other areas of the City for all modes of transportation.

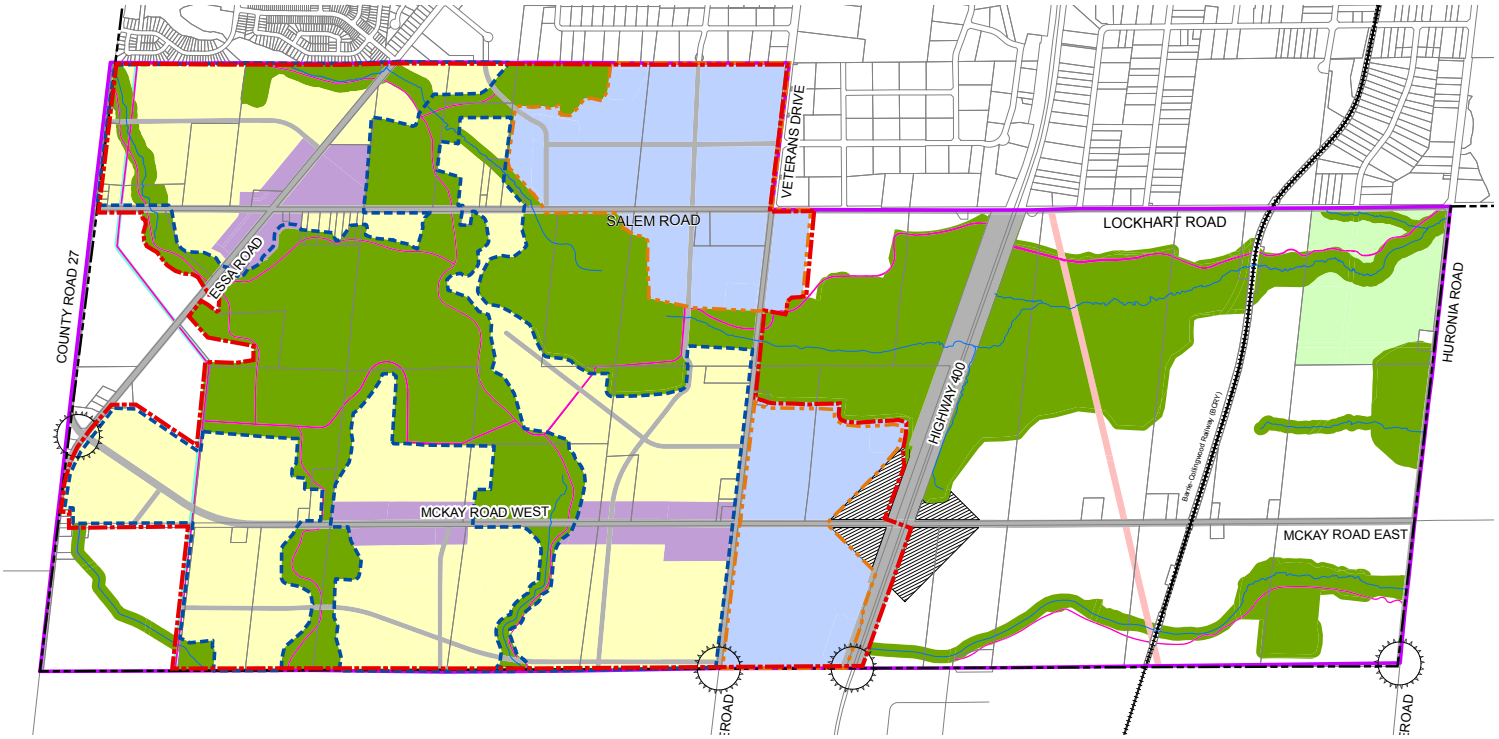
1.0.4 Building, site and landscape design should follow the principles of sustainable design including: efficient use of resources, use

Low impact development practices should be incorporated where possible in accordance with the applicable policies of the Secondary Plans.

of durable materials, low-maintenance plant species, Low Impact Development techniques, etc.

1.0.5 Protect the Natural Heritage System in accordance with the respective policies of the Secondary Plans.

1.0.6 Implement the applicable policies of the Lake Simcoe Protection Plan.



Natural Heritage System - Salem Planning Area

PERFORMANCE GUIDELINE # 2

NATURAL HERITAGE AND PARKLAND SYSTEM

The communities in Salem and Hewitt are designed around the Natural Heritage System and a hierarchy of parks and open spaces to fulfill the varied recreation needs of City residents and community members.

The Natural Heritage System is a central feature of the planning areas. It should be protected, preserved and, where appropriate, enhanced but also made available for recreational purposes where appropriate.

In addition, the Salem and Hewitt's Secondary Plans envision a Parkland System consisting of a hierarchy of park spaces that provide a full range of active and passive recreation activities. These are identified on the Secondary Plans Schedule 8/9C Land Use and include:

a) Community Parks;

b) Neighbourhood Parks; and

c) Village Squares.

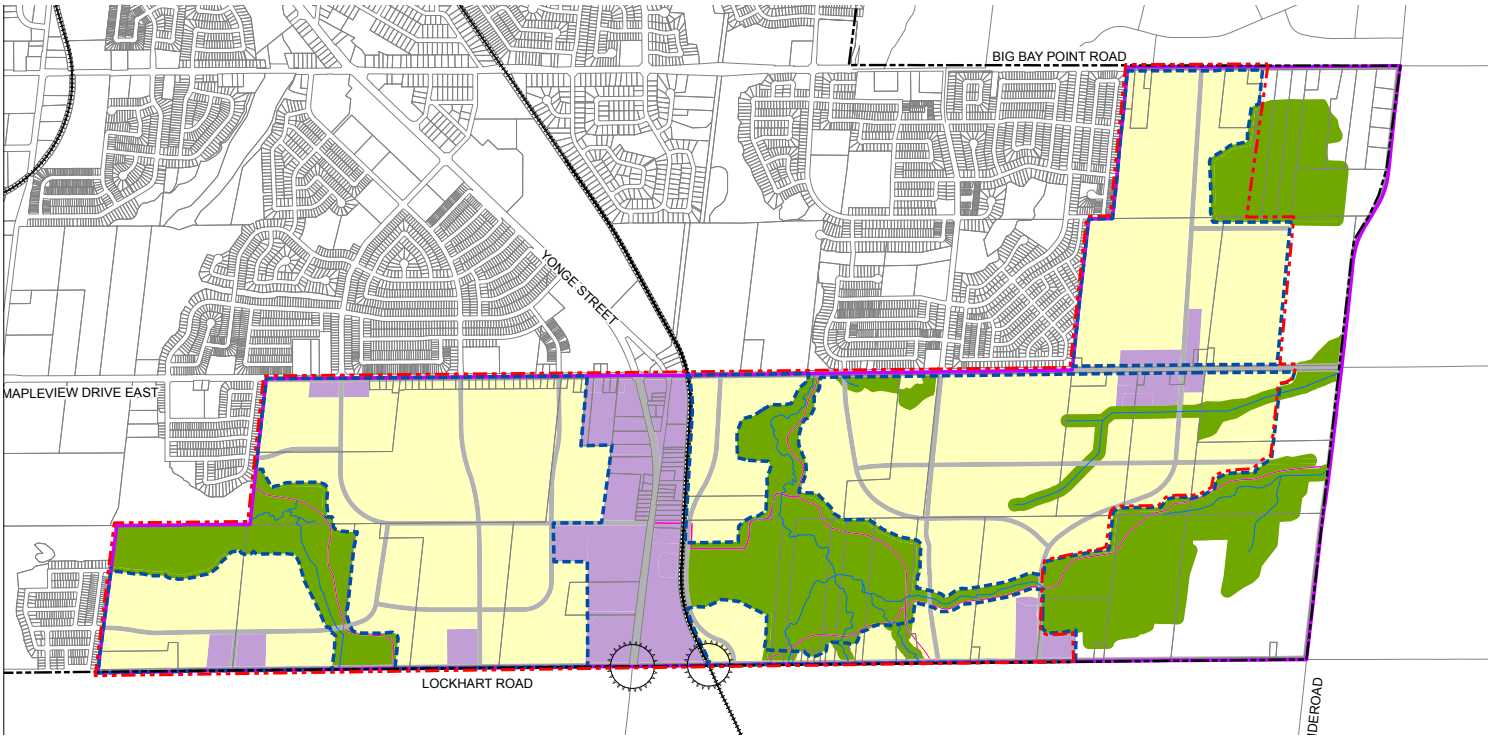
In addition, the creation of Urban Squares is encouraged in the Yonge Street Mixed Use Corridor.

Development adjacent to the Natural Heritage System (NHS) should be designed to:

2.0.1 Protect and enhance natural systems.

2.0.2 Provide for views and accessibility, both physically and visually to the NHS through a range of approaches as set out in Sections 8.4.4.2 and 9.4.4.2 e) ii) of the Secondary Plans.

2.0.3 Streets, sidewalks and paths through communities should



Natural Heritage System - Hewitt's Planning Area

provide connections to the NHS and the proposed system of trails.

2.0.4 Development abutting the NHS shall be designed to ensure that buildings and other structures capitalize on their location, while ensuring they are sensitive to impacts on the NHS.

2.0.5 Location and design of neighbourhood and building lighting should minimize impacts on the NHS.

The Parkland System should be designed to:

2.0.6 Serve the diverse needs of the community, including facilities for passive (i.e. walking trails, community gardens, seating areas, park pavilions, interpretive displays) and active (e.g. sports fields, skating rinks) recreation.

2.0.7 Approximately 50% of the perimeter of recreation centres, schools and parks should be bounded by streets and open space to encourage access, views and visibility.

2.0.8 Design and locate parks to encourage access by active transportation and transit use, including:

- Highly visible bicycle and pedestrian connections linking major park amenities, facilities and adjacent communities;
- Consider appropriate and signalized pedestrian crossing opportunities;
- Consider requirements for sidewalks on both sides of streets and bike lanes on key access routes;
- Locate parks in proximity to transit routes wherever possible;
- Use of on-street parking to meet parking requirements and where on site parking is required; and
- Use of lay-by facilities for drop-off/pick-up for school buses.

2.0.9 Park entrance design should provide amenities including visitor drop-off (i.e. parking area, lane and/or future transit stop), pedestrian scale lighting, and signage to assist in orientation and use of park amenities.

Precedent image of a community park with skating facilities and playing fields.

2.0.10 Vehicular connections through parkland should be limited to emergency and maintenance vehicle routes, and access to major park facilities and parking areas.

2.0.11 Provisions to buffer adjacent residential areas from lighting, noise, traffic and parking areas should be provided through landscaping, appropriate setback treatments and directional lighting.

2.0.12 Lighting within parks and open spaces should extend the hours of usage, but should not interfere with adjacent residential uses.

2.0.13 Entrances should be encouraged to front onto streets facing parks to facilitate eyes-on-the park and pedestrian traffic parallel to and through the park.

2.0.14 On public roads, blank walls visible from parks and open spaces should be minimized as much as possible.

2.0.15 Careful design strategies must be employed for park spaces that form part of the stormwater management/retention strategy.

Community Parks

Community Parks should:

2.0.16 Provide active and passive recreation options of a scale that can accommodate city-wide users;

2.0.17 Be planned in association with Recreation Centres or other similar facilities to establish a community hub and major destination;

2.0.18 Provide facilities to accommodate a range of active uses such as multi-use playing fields; and

2.0.19 Flexibly accommodate both summer and winter recreation uses.

Neighbourhood Parks

Neighbourhood Parks should:

2.0.20 Be directly connected to school sites and other community facilities, where possible, to encourage mutual use of outdoor facilities. Maintenance and cost sharing agreements can be developed to identify partnership responsibilities;

A Village Square with a small playground.

2.0.21 Provide a variety of outdoor recreational experiences as a focal point for one or more neighbourhoods;

2.0.22 Be located within a five minute walk for most residents of a neighbourhood;

2.0.23 Meet local recreation needs, such as play structures and/or informal sports areas; and

2.0.24 Should be designed to provide aesthetic value to the surrounding housing.

Village Square

2.0.25 Village Squares are small parkettes that serve as meeting points for sub-neighbourhoods which are not within a five minute walk of a Neighbourhood Park, or for which access to a Neighbourhood Park is difficult.

2.0.26 They may include limited active and passive recreation uses including playgrounds, gazebos, seating areas, a splash pad and passive nature viewing, as well as areas for unorganized recreational and leisure activities.

2.0.27 These facilities should generally not be illuminated.

2.0.28 They should be approximately 0.3 hectares in size (maximum of 0.5 hectares) but may be larger or smaller depending on the location and facilities accommodated.

Urban Square

2.0.29 Urban Squares are small publicly accessible spaces. In some cases, such squares may be publicly owned where they form an extension of the road allowance. They are found in mixed use nodes and corridors and are limited to passive use.

2.0.30 Such squares should be framed by buildings which may include outdoor cafes and other retail uses at grade.

2.0.31 They should enhance the public realm and serve as a small local gathering space.

2.0.32 High quality materials should be used, and they should include additional landscaping and pedestrian amenities, such as shading and seating areas.

Stormwater Management Facilities should be naturalized, visible and accessible so that they provide a community amenity.

PERFORMANCE GUIDELINE # 3

STORMWATER MANAGEMENT

Stormwater management facilities should be integrated into community design, and be both functional and aesthetic.

Stormwater management (SWM) facilities may be integrated with the Parkland System and the Natural Heritage System (in accordance with the policies of the respective Secondary Plans), as well as other elements of the public realm, including streetscapes, where possible. They should be designed to serve both a functional and aesthetic role and take into consideration the City's Stormwater Management Facility Design Guidelines as well as the following:

3.0.1 Locate SWM facilities in relation to the Natural Heritage System in accordance with the policies of the respective Secondary Plans.

3.0.2 SWM ponds shall maintain appropriate targets for water quality, erosion and flood storage.

3.0.3 Low Impact Development practices will be considered in all development and as part of streetscape design to complement the natural stormwater management system.

3.0.4 A hierarchy of design treatments should be developed to address the various conditions of SWM pond design and location, including urbanized edges.

3.0.5 Edges of SWM ponds abutting the NHS should remain naturalized, and complement adjacent

Low impact development measures can be integrated into street design as part of the stormwater management system

natural areas and vegetation. Where they abut private property or more urbanized areas, there may be more formal planting areas.

3.0.6 Incorporate natural and low-maintenance vegetation.

3.0.7 Street and block patterns should enhance views and access to SWM facilities from street frontage or other public facilities.

3.0.8 SWM facilities should be designed as positive visual features and may incorporate seating and paths that do not interfere with their function.

3.0.9 Managing access to the perimeter of SWM ponds should be provided on a site-by-site basis through a combination of pond edge treatments including:

- Shallow slopes should be considered for direct access areas;
- Overlooks with railings or densely planted areas should be applied to discourage direct access, where appropriate;
- SWM facilities should be unfenced, except where the facility abuts private property or where grades are not conducive to direct access, in order to promote public access and surveillance opportunities;
- Provide the minimum required vehicular access for maintenance. Access routes, where necessary, should double as recreation trails; and
- The water level in stormwater management ponds is designed to fluctuate in response to storm events and therefore accessibility under these circumstances may need to be limited (i.e. through dense landscaping).

3.0.10 Public education displays can be integrated into SWM facilities to increase public awareness and appreciation of the local environment.

The circulation network should include facilities for pedestrian, cyclist, vehicle, transit and goods movement.

PERFORMANCE GUIDELINE # 4

CIRCULATION AND MOVEMENT

The circulation network includes a hierarchy of roadways, pathways, transit facilities and active transportation options. These should be designed to support and reflect adjacent land uses and built forms.

4.0.1 The circulation network within Salem and Hewitt's should safely accommodate transit, active transportation, private vehicles and goods movement.

4.0.2 Streets shall be planned and developed as multi-modal transportation corridors that are designed within an urban cross section to safely accommodate pedestrian, bicycle, transit and vehicular movement for people of all ages and abilities, as well as complying with the City's streetscaping design policies in Sections 8.4.4.4 and 9.4.4.4 of the Salem and Hewitt Secondary Plans, respectfully.

4.0.3 The street network is intended to be a modified grid system, comprised of Arterial Streets, Major and Minor Collectors, Local Streets and Lanes/Service Streets. These streets should be developed in accordance with the policies in Section 8.6.3/9.6.3 Transportation.

4.0.4 Street design should complement the planned abutting land uses, providing additional boulevard space, pedestrian amenities, and landscaping in the road allowance and potentially narrow the travelled portion of the road to compensate where pedestrian volumes are

Street design and treatment should complement abutting planned land uses and built forms.

higher and more urban forms of development are envisioned.

4.0.5 Street design and treatment shall anticipate the development of planned transit and cycling infrastructure, where a phased approach is undertaken.

4.0.6 Adequate parking and loading facilities should be provided, including bicycle parking.

4.0.7 Design should encourage a viable and well-used active transportation network, prioritizing pedestrian and cyclist comfort and safety. For instance:

- Blocks should be short and regular, generally a maximum of 250 metres in length;
- Sidewalks are encouraged to be provided on both sides of all streets, except where otherwise provided for in the Secondary Plans;
- The design of the circulation network should consider and accommodate convenient transit access, especially in areas of high pedestrian activity;
- Provision for cyclists to travel either on the street or on pathways separated from the street system, which may or may not include a designated lane, should be considered in the design of all Arterial and Collector Street in accordance with the Multi-Modal Active Transportation Master Plan; and
- Wherever possible, joint access is encouraged along arterial roads to minimize curb cuts and disruptions to pedestrian circulation and traffic flow.

4.0.8 More information and guidance on the functional design of roadways can be found within the Multi-Modal Active Transportation Master Plan.

Pathways within the NHS should minimize impact on natural features, while providing access and views.

Performance Guideline # 4.1

Pathways

Pathways should provide safe, connected access to open and natural spaces while minimizing the impact on the Natural Heritage System.

A network of pathways is identified conceptually through the NHS and adjacent communities, and is identified on Schedule 8 and 9 D-1 Transportation Plan of the Salem and Hewitt Secondary Plans, respectfully, attached as Appendix A of this document.

4.1.1 Recreational pathways and walkways on streets and within open spaces should be planned generally in accordance with the Salem and Hewitt's Secondary Plans.

4.1.2 Pathways should be coordinated to connect with existing and proposed trails in other parts of the City, and to enhance the permeability of planned urban development blocks.

4.1.3 Pathways should be barrier-free and accessible, where practical.

4.1.4 Within parks and open spaces, pedestrian walkways should designate separated travel ways for pedestrian movement and cycling/ roller-blading.

Pathways should be at least 3.0 metres wide, with pedestrian amenities such as lighting, seating and waste receptacles.

4.1.5 Where pathways go through the NHS, they should avoid or reduce impact on major natural features and provide visual access to waterways SWM facilities and views.

4.1.6 The design of pathways/ walkways should reflect the function and nature of the type of open space they occupy.

4.1.7 Lighting on pathways should be determined on a case-by-case basis, particularly where lighting may disturb natural habitats, have high maintenance costs or where paths at night may be unsafe.

4.1.8 Pathways should be accessible and visible from the public street or other public areas, where feasible, and where enhanced safety is required.

4.1.9 Provide wayfinding and directional information at trailheads and pathway intersections.

4.1.10 Provide seating, waste receptacles and other pedestrian/cyclist amenities along pathways.

Streetscape design should respond to adjacent land uses, providing enhanced pedestrian space and amenities in high volume pedestrian areas.

Performance Guideline # 4.2

Streetscapes

Streetscape design should support adjacent land uses and encourage a viable active transportation and transit network.

Ensure that the streetscape design reflects the directions in Sections 8.4.4.4/9.4.4.4 Streetscape Design of the respective Secondary Plans to reflect and support abutting land uses (e.g. context sensitive design) and reduce the barrier effect of the street system.

Streetscape design relates to the boulevard area of the street. The boulevard is the area between building face and the curb; it is the space occupied by pedestrians and provides a transition from private to public realm.

The individual components of the boulevard include:

4.2.1 **Street Furniture and Landscape Zone:** The Street furniture and landscape zone should be located on either side of the sidewalk zone. This zone contains landscaped areas with site furnishings, and infrastructure facilities such as benches, bicycle locks, transit shelters, and utilities;

4.2.2 **Sidewalk Zone:** Dedicated to the movement of pedestrians, the sidewalk zone can be a multi-use trail or a pedestrian clear path. Sidewalks should be located adjacent to building frontages or the property line, or following a transition zone or street furniture and landscape

The design of streetscapes and street furniture should be appropriate to the land use and built form context.

zone where present. The sidewalk should remain clear of obstructions, horizontally and vertically, at all times; and

4.2.3 **Transition Zone:** Located between the sidewalk and the building or property line, this zone provides a dedicated area (where appropriate particularly in Mixed Use Nodes and Corridors) for window shopping, spill-out retail, building entrances, street furniture and signage.

4.2.4 The design of streetscapes and street furniture should be appropriate to the land use and built form context, as well as the envisioned function of the street.

4.2.5 Streetscapes should give priority to safe pedestrian and cyclist movement, particularly in Mixed Use Nodes and Corridors and Residential Areas, where more frequent active transportation is envisioned.

Streetscape design should generally consider the following:

4.2.6 Take into account the geometry of streets and their sight lines. Transit shelters, signs, trees and other visual obstructions should be located to ensure they do not obstruct driver visibility and create unsafe conditions at intersections;

4.2.7 Crosswalks should be continuous and connected to adjacent sidewalks; and

4.2.8 Barrier-free access should be considered in the design of streetscapes, sidewalks and crosswalks.

Please refer to the Multi-Modal Active Transportation Master Plan for more information.

Sidewalks should generally be provided on both sides of the street in all Residential Areas.

Performance Guideline # 4.2.A
Boulevards: Residential Areas

In residential areas, sidewalks should generally be provided on both sides of the street to encourage pedestrian use and should promote movement between and through neighbourhoods and connections to other parts of the City.

Streetscape design should recognize the residential nature of adjacent land uses. Fewer pedestrian amenities are required in Residential Areas compared with Mixed Use Areas. Tree planting may occur on private property as well as within the public right-of-way.

4.2.A.1 Sidewalks should generally be provided on both sides of the street in accordance with policies in the Secondary Plans.

4.2.A.2 The design of driveways and private pedestrian walkways should be coordinated with sidewalks to promote pedestrian safety.

4.2.A.3 All sidewalks should be barrier-free.

4.2.A.4 Generally, the sidewalk surface should be constructed of poured concrete, however, unit paving may be used as an edge condition on the sidewalk to provide opportunities for variation and visual interest.

4.2.A.5 Street trees are generally recommended to be planted back from the sidewalk (i.e. away from the roadway) to prevent damage from salts and confined soil area and to promote mature growth. However, street trees may be planted within a sidewalk buffer beside the curb edge. Please refer to the Multi-Modal Active Transportation Master Plan for more information.

Larger setbacks and additional landscaping provides additional privacy for residential units.

4.2.A.6 Integrated sidewalk / curb installation will be considered on local streets and within mixed use blocks / muti-unit blocks as illustrated above and on Page 24.

Boulevards with enhanced streetscapes and amenities are important for fostering an urban character and supporting local business activity.

Performance Guideline # 4.2.B
Boulevards: Mixed Use Nodes and Corridors

Boulevards with enhanced streetscapes and amenities are important for fostering an urban character, supporting local business activity and accommodating the safe movement of large volumes of pedestrians.

4.2.B.1 Amenities and a variety of commercial, office, residential or institutional activities will create vitality on the street, encourage walkability and social interaction.

4.2.B.2 Where commercial uses are proposed alongside the street, or higher volumes of pedestrian activity are anticipated, streetscapes should provide generous pedestrian space, with amenities, street furniture and trees, to create an intimate social space that is beautiful and welcoming.

4.2.B.3 Areas with high pedestrian traffic, such as the Yonge Street Mixed Use Corridor and Mixed Use Nodes and Corridors, should use feature paving or other markings, and should have pedestrian priority signalization at crossings to reinforce pedestrian priority.

4.2.B.4 The boulevard in the Yonge Street Mixed Use Corridor should generally have a minimum width of 4.8 metres (including a 2.1 metre wide sidewalk and 1.8 metre landscape and street furniture zone).

4.2.B.5 The boulevards in mixed use nodes and corridors should generally have a minimum width of 3.0 metres (including a 1.5 metre wide sidewalk zone and 1.5 metre wide landscaping and street furnishing zone).

4.2.B.6 Sidewalks should be constructed of a solid,

Amenities and a variety of commercial or office activities will create vitality on the street and encourage walkability and social interaction.

stable and textured material such as concrete. The pavement base should be significant to minimize heaving and damage by tree roots.

4.2.B.7 At corners in the Yonge Street Mixed Use Corridor, consideration should be given to the widening of boulevards, in the form of an Urban Square, to provide enhanced sidewalk conditions that include decorative planting areas, seating areas, increased sight lines, universal design markings and other amenities (i.e. fountain, public art).

4.2.B.8 Where feature paving is proposed across boulevards, intersections, crosswalks and driveways to ensure visibility and accessibility of the pedestrian network, sidewalks should be coordinated with the design of such paving.

4.2.B.9 Street trees should be located within the boulevard and planted in a pit of a size and quality that will encourage healthy and mature tree growth. Planting requirements may include open planters, soil cells and/or pavement blocks that can be removed for servicing.

4.2.B.10 Sidewalks should connect with adjoining recreational pathways.

4.2.B.11 All sidewalks should be barrier-free and be designed to assist movement of the visually or mobility impaired:

4.2.B.12 Sidewalk clutter (i.e. newspaper boxes, signage), should be minimized to enable safe and efficient movement of pedestrians;

4.2.B.13 For sidewalks on busy arterial streets, textured edges and sound assisted crosswalks should be considered to assist the visually impaired; and

4.2.B.14 As Provincially mandated, curb ramps should be used to provide assistance to persons with disabilities and limited mobility, as well as providing a proper transition between the road surface and top-of-curb at pedestrian sidewalk corners.

Landscaping in public areas contributes to a more interesting and comfortable pedestrian environment.

Performance Guideline # 4.2.C
Landscaping

Landscaping in public areas contributes to a more interesting and comfortable pedestrian environment, while also providing visually continuous connections to the NHS, parks and open spaces.

4.2.C.1 Landscaping should be coordinated with the form, appearance and scale of the built environment.

4.2.C.2 Soft landscaping should be designed to promote permeability and water retention.

4.2.C.3 Landscaping should be sited to avoid obstructing sightlines along a street.

4.2.C.4 Street trees should be planted at regular intervals on any frontages of stacked townhouses, apartments, schools, office and mixed use buildings. The precise spacing will be determined at the detailed design stage, but consideration should be given to an interval of approximately 7-10 metres.

4.2.C.5 Street trees should be planted on all streets and the boundaries of park sites.

4.2.C.6 Street trees within mixed use or medium density residential sites, subject to Site Plan Control, should be complemented with low shrub plantings and flowers for aesthetic diversity. A combination of manicured and natural landscaping should also be considered.

4.2.C.7 Species of trees and soft landscaping should be primarily native, adaptable to the local climate, drought-resistant and salt-

Landscaping should be sited to avoid obstructing sightlines along a street.

tolerant. Variation should be introduced among the type of species planted to add colour, texture and visual interest over multiple seasons to the streetscape and to ensure sustainability.

4.2.C.8 Soft landscaping may be complemented by hardscaping, such as fencing, trellises, decorative paving, and planters to provide shade and visual interest and to create a more comfortable environment for pedestrians.

4.2.C.9 Light coloured surfaces should be used for hardscaped areas to reduce the urban heat island effect.

Communities, streets and sidewalks should be designed to be barrier-free and universally accessible.

Performance Guideline # 4.2.D
Accessibility and Universal Design

Communities, streets and sidewalks should be designed to be barrier-free and universally accessible.

The principles of universal design should be applied to all public spaces and within new developments to ensure access and visibility for all individuals.

4.2.D.1 Regard shall be given to the Ontarians with Disabilities Act, Ontario Building Code, and any City policies or guidelines.

4.2.D.2 At a minimum, design choices relating to circulation and building access for pedestrians and vehicles should conform to barrier-free access requirements as set out in the Ontario Building Code.

4.2.D.3 Barrier-free access to the ground level of all publicly accessible buildings should be provided. Access structures such as ramps should be designed to integrate seamlessly with buildings.

4.2.D.4 Curb ramps should provide barrier-free connections between the street and pedestrian walkways.

4.2.D.5 All public sidewalks should be barrier-free. Street trees and landscaping, seating, public art and signage should not be an obstacle to the barrier-free path of travel.

4.2.D.6 In high activity areas, such as intersections in the Yonge Street Mixed Use Corridor, the use of multi-sensory visual and audio queues as well as textured paving should be considered to assist in orientation and warning of the existence of potential hazards to persons living with disabilities. Sensory indicators may be tactile or audible.

Glazing and well-lit building entrances promote visibility and surveillance to promote safety.

Performance Guideline # 4.2.E
Safe Community Design

Community design should emphasize safety and visibility in all public spaces and developments.

4.2.E.1 Streetscape design should adhere to the principles of Crime Prevention through Environmental Design (CPTED), including: Natural Surveillance; Natural Access Control; Territorial Reinforcement; and Maintenance.

4.2.E.2 Ensure adequate lighting and visibility in public areas.

4.2.E.3 Incorporate downcast pedestrian-scale lighting on pedestrian pathways, where appropriate, and along mid-block connections.

4.2.E.4 Buildings and main entrances should front onto the public street to encourage a pedestrian-orientated streetscape and maximize public surveillance of the street.

4.2.E.5 Sight lines between buildings along designated pedestrian walkways should be unobstructed and well lit where appropriate.

4.2.E.6 The selection, siting and maintenance of landscape elements should consider views and safety and surveillance opportunities.

4.2.E.7 Views between the interior of public buildings and exterior public spaces should be promoted through the location of windows and other building openings.

4.2.E.8 Streetscapes should provide users with recognizable choices for pedestrian routes.

4.2.E.9 The placement of active public institutions in proximity to public streets and open spaces will promote active use and surveillance opportunities.

Gateways signify entry into a community and reinforce community identity.

Performance Guideline # 4.2.F
Gateways

Gateways are recognized as key points of entry to Salem and Hewitt's, contributing to a sense of place, welcome and direction.

4.2.F.1 Potential gateway locations are identified at main intersections at the edges of the Planning Areas (Schedule 8/9A of the Salem and Hewitt Secondary Plans, respectively).

4.2.F.2 Gateways should create a sense of entrance and arrival and contribute to community image and identity.

4.2.F.3 Gateways should include enhanced landscaping in the streetscape and on private property and enhanced building design to create recognizable "landmarks".

4.2.F.4 Gateway locations should incorporate a higher order of streetscaping, such as: Trees and enhanced landscaping in the centre median and/or boulevard; Active at-grade uses; Urban squares; Feature lighting; Unique paving; Seat walls; Wayfinding signage; and Public art.

4.2.F.5 Buildings with high quality design and active uses should support gateway streets and areas.

4.2.F.6 Encourage buildings that prominently address streets in gateway locations, including taller corner elements, double height entrance areas, and large expanses of glazing.

4.2.F.7 The railway at Lockhart Road on the south edge of Hewitt's serves as a gateway location, and any development along the tracks should be designed to minimize its visual impact.

4.2.F.8 Gateway areas should be centres for information and wayfinding but should not be overwhelmed by signage.

Utilities should be considered as an integrated component in the design of buildings and the public realm.

Performance Guideline # 4.2.G
Utilities

Utilities should be considered as an integrated component in building and public realm design.

The coordinated design and integration of service infrastructure and utilities will contribute to the visual quality of streetscapes and communities.

4.2.G.1 Infrastructure, including waste water, water facilities and gas pipelines, should be planned and located in conjunction with street rights-of-way or existing infrastructure corridors.

4.2.G.2 Where infrastructure is required to be located in alternative locations, disturbed areas should be restored. For particularly sensitive areas, consideration should be given to the use low impact construction methods such as tunneling/directional drilling for underground services wherever feasible.

4.2.G.3 In Mixed Use Nodes and Corridors, where feasible, utilities should be buried below-grade, typically in the boulevard section of the right-of-way.

4.2.G.4 All telecommunications services and utilities should be located within an initial common trench, whenever possible, to avoid unnecessary digging and disruption on municipal rights-of-way.

4.2.G.5 Above ground utilities and telecommunications facilities shall be grouped/clustered or combined where possible and feasible to maximize the use of land and, where applicable, to minimize visual impact on the streetscape.

4.2.G.6 Facility placement should be guided by the location and hierarchy of streets, storm water management

Utility locations should be screened from view when integration into the building design is not feasible.

facilities, parks and other components of the open space system, as well as utility access considerations.

4.2.G.7 Utilities/ telecommunications providers should consider innovative methods to make facilities less noticeable, such as containing services on or within streetscape features such as gateways, light standards, bulk water meters and transit shelters.

4.2.G.8 Utilities, including utility cabinets, transformer vaults, hydro meters and gas meters, should be shown on site plans and incorporated into building design. Where this is not feasible, utilities should be placed in discrete locations and/ or screened from public view, where they will not interfere with pedestrian movement or transit stops.

4.2.G.9 To minimize clutter near bus shelters, opportunities to coordinate street lighting and bus signage within the utility pole should be explored.

A unified palette of street furniture will provide amenities for pedestrians and cyclists and promote activity and vibrancy on new streets.

Performance Guideline # 4.3

Street Furniture: Mixed Use Nodes and Corridors

A unified palette of street furniture, particularly in areas of high pedestrian activity, will provide amenities for pedestrians and cyclists, and will promote an active and vibrant streetscape.

A uniform style of street furniture helps distinguish key public areas and reinforces the significance of Mixed Use Nodes and Corridors. It also provides amenities for the larger volume of pedestrian traffic that is expected in these areas, providing a space for rest, socializing and lingering. Street furniture consists of a number of different elements, including seating, transit shelters, public art, lighting, waste receptacles and signage.

4.3.1 Street furniture should be concentrated in areas with the highest pedestrian traffic, such as the Yonge Street Mixed Use Corridor and Mixed Use Nodes and Corridors.

4.3.2 Street furnishings should generally be developed within an overall City standard and should provide a consistent and unified streetscape appearance that is appropriate for the area context. However, some elements can be designed to reflect the unique identity of the area.

4.3.3 Street furnishings should be placed in a coordinated manner that does not obstruct pedestrian/vehicular circulation or impact sidewalk maintenance, particularly snow removal.

Seating should be provided in areas of pedestrian activity, but should not obstruct the pedestrian clearway.

Performance Guideline # 4.3.A
Seating

Seating should be provided in areas of pedestrian activity, but should not obstruct the pedestrian clearway.

4.3.A.1 Benches should be sited and maintained so that they can function all year round.

4.3.A.2 Where appropriate, seating elements other than manufactured benches are encouraged. Precast concrete blocks or slabs, square cut boulders, raised planters and seat walls make interesting and durable places to sit.

4.3.A.3 Bench design may vary according to location. For example, benches in parks and open spaces may vary from those in mixed use areas.

Transit shelters should provide route information, basic amenities and a transparent shelter.

Performance Guideline # 4.3.B
Transit Shelters

Transit shelters should be located and designed to encourage pedestrian access, convenience, safety and visibility.

4.3.B.1 The majority of residents and employees should be within a 400 metre walking distance of a transit stop.

4.3.B.2 Far-side stops (after an intersection) are encouraged to enhance safety and efficiency by reducing the number of stops required before proceeding through an intersection.

4.3.B.3 Sidewalks should connect directly to transit shelters to facilitate active transit use and convenience.

4.3.B.4 Transit stops should include basic amenities, such as seating, waste receptacles, lighting, route information, and, where feasible and appropriate, a shelter for weather protection. Where adjacent street lighting exists, lighting on shelters is not required.

4.3.B.5 Transit stops should have barrier-free access and be located in a way that does not interfere with pedestrian movement.

4.3.B.6 Transit shelters should be placed outside of the sidewalk clear zone.

4.3.B.7 Tree planting should be provided adjacent to the shelter to provide shade, a wind break, and an attractive environment.

4.3.B.8 Run-off from shelter roofs should be directed to adjacent tree pits or landscapes.

4.3.B.9 Transit shelters should be highly transparent.

Public art should be installed in tandem with major development sites and public buildings and in high activity areas.

Performance Guideline # 4.3.C
Public Art

Public art will be encouraged in key locations and major destinations.

4.3.C.1 Potential public art locations include:

- Sites of natural or cultural significance;
- High activity areas or areas of major development (i.e. Mixed Use Nodes and Corridors, parks, Village Squares, gateways, trailheads and major institutional or public building sites);
- Key buildings in Industrial/Business Park Areas (i.e. head offices); and
- Utility corridors.

4.3.C.2 Public art should be site sensitive and should explore opportunities to celebrate Barrie's natural landscape and the history of Salem and Hewitt's.

4.3.C.3 Public art pieces should be durable and easily maintained.

4.3.C.4 Public art should be installed at highly visible sites that provide an opportunity for casual surveillance such as views from adjacent buildings and/or public streets.

4.3.C.5 Sites with public art pieces should include complementary landscaping materials.

4.3.C.6 Consider the reservation of sites for future art installations or groupings of art, including temporary installations.

4.3.C.7 Consider interactive and tactile pieces of public art.

The location and design of lighting will play a role in establishing the character of Mixed Use nodes and corridors.

Performance Guideline # 4.3.D
Lighting

The location and design of lighting will play a role in establishing the character of Mixed Use Nodes and Corridors as pedestrian friendly, safe and active streets.

4.3.C.1 Sustainable lighting practices should be implemented to reduce light pollution, conserve energy and reinforce pedestrian priority.

4.3.D.2 Design and location of lighting should consider sustainability and the impacts of light pollution, including: energy efficiency; directional lighting that reduces wasted energy; induction lighting; solar power; and street reflectors and sensors.

4.3.D.3 Additional downcast pedestrian-scale lighting should be provided in high traffic pedestrian areas, such as key intersections, transit stops, trail crossings walkways and mid-block connections.

4.3.D.4 Pedestrian-frequented areas can be emphasized by the use of pedestrian-scaled light standards or illuminated bollards.

4.3.D.5 All pedestrian and street lighting should be “dark sky” friendly to minimize light pollution.

4.3.D.6 Private property lighting should ensure safe and well-lit pedestrian areas, including parking areas and building entrances.

4.3.D.7 Lighting should be directed downward, and carefully deployed so as to not adversely light private spaces in or adjacent to the site.

The above guidelines will be implemented in accordance with, and subject to, the requirements of Innisfil Hydro.

Waste receptacles should be located in areas of high pedestrian activity and be coordinated with the overall street furniture palette.

Performance Guideline # 4.3.E
Waste Receptacles

Waste receptacles should be located in areas of high pedestrian activity and be coordinated with the overall street furniture palette.

4.3.E.1 Waste receptacles should be located at street corners and areas of high pedestrian activity such as parks and open spaces, Mixed Use Nodes and Corridors and transit stops.

4.3.E.2 Receptacles should be located in conjunction with seating areas, pedestrian entrances, parking areas, community mail boxes, washrooms, key destinations and at regular intervals along trails and circulation routes.

4.3.E.3 Receptacle design should complement other adjacent furnishings such as benches and transit shelters.

4.3.E.4 Receptacles should integrate separate slots for recyclable litter, but should be grouped together or integrated in a single container.

4.3.E.5 Recycling and litter receptacle design should be wildlife proof.

4.3.E.6 Maintenance access to all receptacles should be convenient for the City's Operations staff.

Public signage should be context-sensitive and reflect the character of the surrounding streetscape or natural landscape.

Performance Guideline # 4.3.F
Public Signage

Public signage should be context-sensitive and reflect the character of the surrounding streetscape or natural landscape.

Public signage in Salem and Hewitt's includes informational, wayfinding and directional signage, as well as commercial signage. Signage can be designed to reflect the character and identity of a neighbourhood, building, business or natural area.

4.3.F.1 Wayfinding and directional signage should be part of a coordinated strategy, clearly signaling vehicle, pedestrian and bicycle routes.

4.3.F.2 Signs should be located so as to avoid interference with pedestrian or vehicle movement or sight lines.

4.3.F.3 Signage should be context-sensitive and should reflect the character of the surrounding streetscape.

4.3.F.4 Signage should be readable by both motorists and pedestrians.

4.3.F.5 Opportunities should be taken to visually coordinate signage with the design of street furniture, though street furniture should not include signage.

Signs should be located so as to not interfere with pedestrian or vehicle movement.

Performance Guideline # 4.3.G
Private Signage

Private signage should be integrated into building design, and generally consistent in scale and character across a streetscape.

4.3.G.1 In Mixed Use Nodes and Corridors, commercial signage should be integrated into building design. Freestanding directory signs should reflect the architecture of the buildings and be consistent in the use of lettering.

4.3.G.2 While consistency in the scale and character of signage is encouraged across a streetscape, a diversity of shapes, colours and graphics should be incorporated for visual interest and to distinguish tenants.

4.3.G.3 Storefront signs should be situated at a height of 3-4 metres above the ground so that they are easily seen from street level.

4.3.G.4 Storefront signs should be enhanced with indirect front lighting.

Public parking for vehicles and bicycles should be provided as an important part of creating a successful retail environment.

Performance Guideline # 4.4

Parking

Public parking for vehicles and bicycles should be provided throughout Salem and Hewitt's, particularly where commercial development is anticipated.

4.4.1 On-street parking should be provided wherever possible, in off-peak periods or in parking lay-bys. This is particularly important for creating activity on streets in mixed use areas, where retail uses are located at-grade and around parks and open spaces.

4.4.2 Public bicycle parking is also an important element in creating a viable and convenient bicycle network. Ample bicycle parking facilities should be provided in destination areas, near transit stops, commercial and mixed use areas and around parks and open spaces.

4.4.3 For detail on bicycle parking requirements and design, see the Multi-Modal Active Transportation Master Plan.

On-street parking should be contribute to the activity on streets and create a safe pedestrian environment.

Performance Guideline # 4.4.A
On-Street Parking

On-street parking should be permitted, either in off-peak periods or in lay-bys, wherever possible, to contribute to activity on streets and creating a safe pedestrian environment.

4.4.A.1 On-street parking should be permitted on City streets, wherever possible, to animate the street, reduce vehicle speeds and serve as a buffer between pedestrians and vehicles. To encourage on-street parking, appropriate design standards for roadways, including bump-outs, may be considered.

4.4.A.2 Parallel on-street parking is preferred over perpendicular or angled parking to minimize the overall width of the roadway and optimize sight lines.

4.4.A.3 On-street parking may be situated within curb-extensions and bump-outs, where appropriate, particularly in mixed use areas and areas with street-related retail.

4.4.A.4 Curb extensions or bump-outs should be landscaped with street trees or low level ground cover and be designed to accommodate snow loading.

4.4.A.5 Where appropriate, permeable paving should be considered to promote drainage and enhance the street edge.

Section 4
Private Realm Guidelines

The private realm guidelines consider all privately owned land and buildings in the Hewitt's and Salem Secondary Plan areas, and include guidelines for buildings and site sustainability, general site design, parking, and building design.

Encourage green roofs with a mix of soft and hard landscaping,with amenity space, especially on larger buildings.

PERFORMANCE GUIDELINE # 5

BUILDING AND SITE SUSTAINABILITY

Design which is environmentally, economically and socially sustainable should be at the forefront of all private realm development.

Development within the Salem and Hewitt Secondary Plan Areas shall support the City's Vision and planning principles for the Secondary Plan Areas and the Official Plan goal of promoting environmental, economic and social sustainability. In particular, building and site design should be economically viable and support community building. Development should also be designed to promote environmental sustainability through the use of sustainable technologies and responsible consumption related to energy efficiency, water conservation and management, and material resources and solid waste.

5.0.1 Building and site design should promote social interaction, including the creation of community meeting areas, and design which supports active transportation and use of transit.

5.0.2 A range of housing and unit types should be incorporated into buildings to encourage diversity in the community and provide housing options.

5.0.3 The City supports the use of renewable and local materials, where possible, in new building construction.

5.0.4 Materials should be selected based on their longevity and durability.

Landscaping can help to reduce stormwater run-off and the urban heat island effect.

5.0.5 New mixed use and multi-unit buildings and developments should provide flexibility in the building floor plate, building envelope and building façade design to accommodate a range of uses and unit sizes over its lifespan.

5.0.6 Design should promote green building and site design practices.

5.0.7 Maximize the efficient use and management of water resources, including the use of Low Impact Development (LID) stormwater management practices.

5.0.8 Incorporate access to natural daylight and ventilation to reduce energy/mechanical costs and to improve occupant health and productivity.

5.0.9 Use landscaping and plants to shield buildings, paths and meeting areas from wind and sun, thereby reducing heating and cooling costs and creating comfortable outdoor environments.

5.0.10 The City supports developments which include harvesting rainwater or recycling grey water to irrigate lawns and flush toilets.

5.0.11 Incorporate techniques, where feasible, to reduce stormwater runoff such as the use of green roofs, permeable paving surfaces, and on-site stormwater management such as rain gardens and bioswales.

5.0.12 Selected plant species should have low maintenance and irrigation requirements.

5.0.13 Reduce the urban heat island effect through high-SRI (Solar Reflectance Index) paving materials and roofing materials, or green roofs.

5.0.14 Encourage green roofs, with both soft and hard landscaping, on mixed use buildings, large employment, institutional and commercial buildings or residential buildings greater than three storeys.

5.0.15 The City supports development which include the use, where feasible, of renewable energy technologies including passive solar, geothermal heating and cooling, photovoltaic cells or wind power systems, and low-impact technologies such as low-flow water fixtures.

5.0.16 Encourage large or multi-unit buildings to pursue environmental certification such as LEED (Leadership in Energy and Environmental Design).

Site design should consider building orientation, location of parking, servicing and loading functions, and landscaping.

PERFORMANCE GUIDELINE # 6

SITE DESIGN

Site design should consider building orientation, location of parking, servicing and loading functions and landscaping in order to establish an urban character in new communities.

The following guidelines refer to all private development sites within the Hewitt's and Salem Secondary Plan Areas. For more detailed building design guidelines, please see Performance Guideline #8: Building Design Guidelines.

Servicing and loading areas should be located to the rear of buildings, and screened with high quality, complementary materials.

Performance Guideline # 6.1

Storage, Servicing and Loading

The visual impact of service and delivery areas should be minimized. Landscape and other treatments are encouraged to provide additional screening to service area enclosures.

6.1.1 Service, outdoor storage and loading facilities are encouraged to be incorporated into the main building. However, where located in an accessory structure, they should be located at the side or rear of lots and the structure screened by buildings or landscaping.

6.1.2 Alternative waste storage systems will be encouraged.

6.1.3 Service and refuse areas should not encroach into the exterior side or front yard setback.

6.1.4 Service and refuse areas should be paved with an impervious surface of asphalt or concrete.

6.1.5 Service and outside storage enclosures should be constructed of materials to match or complement the main building material. No enclosure should be made of any form of chain link or other non-opaque fencing.

6.1.6 Service areas should be separated from pedestrian amenity areas and walkways.

6.1.7 Service driveways should be coordinated with those of parking areas to reduce curb cuts along the streetscape.

6.1.8 Where required by a Noise Impact Study, mitigation techniques are encouraged where storage, servicing and loading abut a sensitive land use.

Landscape treatments on private sites play an important role in providing comfort and amenity spaces.

Performance Guideline # 6.2

Landscaping

Landscape treatments on private sites play an important role in establishing the image of the Hewitt's and Salem and providing comfort and amenity spaces for residents, employee and visitors.

6.2.1 Landscaping should be encouraged on all sites, particularly major sites like large employment or commercial buildings, public and institutional buildings. Private landscaping requires the coordination of individual treatments with functional requirements, including parking, linkages, servicing, loading and storage.

6.2.2 Private landscaping should be coordinated with landscape treatment in the public realm.

6.2.3 Landscaping should contribute to the enhancement of pedestrian comfort.

6.2.4 Use water efficient, drought resistant landscaping including the use of native plants and xeriscaping.

6.2.5 Where buildings are set back from the front lot line, front yards should be landscaped with trees, shrubs and native plants to provide amenity space and additional privacy

6.2.6 Trees in front yards on private property should be located to reduce exposure from salt damage.

6.2.7 Landscaping should enhance and distinguish between site areas including building edges, the street, parking, building forecourts, courtyards and sidewalks

Landscaping should enhance and distinguish between site areas including building edges, the street, parking, forecourts, and courtyards.

to give each area a distinct character and to guide pedestrian traffic.

6.2.8 Landscaping and grading should be used to screen and enhance parking areas, access and service roads, loading areas and dissimilar uses on adjacent properties.

6.2.9 Landscaping should mitigate expansive or blank building façades in the form of clustered trees or other forms of planting, which can have a softening effect.

6.2.10 Landscape materials should include a combination of salt tolerant ground cover, low shrubs and high-branching deciduous trees that do not obscure pedestrian or vehicular views.

6.2.11 Where internal/rear lanes or service driveways exist on large sites, the landscape edge should be wide enough (i.e. 3 metres, where feasible) to plant trees and/or other landscape to define the routes and create a visual identity, and where abutting the property line to serve as an adequate buffer in combination with fencing at abutting property line.

6.2.12 Plant material in areas of high pedestrian activity should be:

6.2.13 Low maintenance, pest and disease resistant;

6.2.14 Selected and placed to ensure clear views into and out of amenity spaces;

6.2.15 Arranged/massed to provide maximum affect and efficiencies in maintenance and watering; and

6.2.16 Varied, interesting and full-form during all seasons of the year.

Design and location of all parking facilities should reduce their overall visibility and dominance as part of the streetscape.

PERFORMANCE GUIDELINE # 7

PARKING

Design and location of all facilities should provide for transitions from surface to structured parking over time and reduce the overall visibility and dominance of parking facilities as part of the streetscape.

A variety of parking on private sites and within buildings will be available in Salem and Hewitt's, including:

- Bicycle parking;
- Surface parking; and
- Structured parking above or below grade.

The following guidelines, in conjunction with the policies of the Secondary Plans (particularly Sections 8.4.4.5/9.4.4.5 and 8.6.3/9.6.3) are intended to prevent parking from becoming a dominant element in the Secondary Plan Areas.

7.0.1 Options to replace at-grade parking areas over time will be encouraged, particularly in Mixed Use Nodes and Corridors, including on-street parking, municipal parking lots and parking garages.

7.0.2 The design of parking facilities should coordinate landscaping, lighting, walkways and structures to ensure a compatible interface with open spaces, buildings and streets.

7.0.3 The City may establish maximum parking standards particularly in mixed use areas to encourage the use of alternative transportation modes.

Bicycle parking should be integrated into the building design, providing covered parking that avoids impact on pedestrian movement.

Performance Guideline # 7.1

Bicycle Parking

Bicycle parking and storage should be planned for in building design for large or multi-unit building, providing adequate parking for residents, tenants and visitors.

7.1.1 Building design should encourage bicycle parking and consideration may be given, where feasible, to such elements as bicycle ramps on exterior staircases, covered bicycle parking for residents and tenants and storage facilities.

7.1.2 Bicycle parking is to be provided in locations that are easily accessible (preferably at-grade), offer natural surveillance, are protected from weather, and are sized appropriately to the estimated demand.

7.1.3 Bicycle parking facilities should be located in a manner that minimizes negative interaction with primary pedestrian routes.

7.1.4 Secure, long-term bicycle parking facilities should be provided at transit terminals.

Landscaping and distinctive paving materials indicate pedestrian pathways.

Performance Guideline # 7.2

Surface Parking

Surface parking shall be considered an interim use as development in the Secondary Plan Areas proceeds, or for short-term or visitor parking.

7.2.1 Surface parking should be located in accordance with the policies of Sections 8.4.4.5 and 9.4.4.5. of the Salem and Hewitt Secondary Plans, respectfully, to reduce the visual impact to the adjoining street and buildings.

7.2.2 The total amount of parking should be minimized through approaches such as shared parking on-site between adjacent properties, particularly in the evenings, weekends and other off-peak periods.

7.2.3 In larger parking areas, planting strips, landscaped traffic islands and/or paving articulation should be used to organize the parking area, improve edge conditions and provide for a comprehensive pedestrian walkway system.

7.2.4 Distinctive pavement should be used to indicate pedestrian crossings and create an interesting visual identity. Where not possible, pavement markings may be used as an alternative.

7.2.5 Major internal vehicular routes should be defined by raised and curbed traffic islands planted

Screening may include low fences, walls and/or landscaping, and should be designed to reflects safe community design practices.

with trees and low level vegetation to maintain visibility. Landscaping or other screening techniques should not obstruct the primary building façade.

7.2.6 High branching trees with tree grates and shrubbery on hard paving surfaces are recommended for ease of maintenance. Sod surface with shrubs or low fences or walls are recommended at the perimeter of lots.

7.2.7 Appropriate lighting levels and consistency of coverage should be provided in parking areas to assist both pedestrian and vehicular circulation.

7.2.8 In addition to accessible parking, preferential parking for energy efficient vehicles and reserved spaces for car-sharing services are encouraged.

7.2.9 Service and drop-off area circulation should not interfere with pedestrian circulation.

7.2.10 Permeable paving, swales and other features to manage stormwater on-site may be considered, where appropriate.

7.2.11 Internal joint access is encouraged where possible.

Above-ground parking structures should be developed with active at-grade uses and enhance the streetscape.

Performance Guideline # 7.3

Structured Parking

Parking structures should have a high level of design, consistent and complementary to the site as a whole and adjacent development. Consider treatments to minimize visibility from the street.

Structured parking may include above-ground and underground structures. As development intensifies over the mid- to long-term and land values increase, structured parking will become viable and desirable. It will support the ultimate urban build-out of the Secondary Plan Areas so that public streets are lined with buildings rather than surface parking.

7.3.1 Above-ground parking structures fronting onto public streets and public open space are encourage to be developed with active at-grade uses, where feasible and appropriate, to provide attractive façades, animate the streetscape and enhance pedestrian safety

7.3.2 Parking within a structure should be screened from view at sidewalk level and the street-level wall should be enhanced by architectural detailing, landscaping or similar treatments.

7.3.3 Vehicular access to parking structures should be located at the rear and side of buildings away from main building frontages and major streets, where feasible.

7.3.4 Pedestrian entrances for parking structures should be located adjacent to main building entrances, public streets or other highly visible locations, and they should be well-lit.

Buildings should establish a specific and unique character and conform to heights and densities identified in the Secondary Plans.

PERFORMANCE GUIDELINE # 8

BUILDING DESIGN

Building design in the Hewitt's and Salem Secondary Plan areas should establish a specific, recognizable and unique character and should be compatible with surrounding development and the Natural Heritage System.

8.0.1 Architectural treatments in different areas should be selected to define streetscape appearance, delineate the transition from public to private realm, signal land uses and generate a distinct community identity. The design and character of more prominent buildings such as high-rise, institutional, landmark or corner buildings should be given additional consideration due to their visibility.

8.0.2 Building heights and densities should conform to the policies in the Secondary Plans.

8.0.3 Taller buildings should be located in the mixed use nodes and corridors, with the tallest buildings located at major intersections.

Residential buildings should be articulated with doors and windows, and include amenity space and landscaping.

Performance Guideline # 8.1

Residential Buildings

Residential buildings, which are planned throughout the Salem and Hewitt's Secondary Plan Areas, should provide a range of housing types and unit sizes.

Single/Semi-Detached/ Townhouses

8.1.1 Buildings should be placed close to the street to create a sense of enclosure and reinforce the street edge.

8.1.2 Provided that the minimum setback in the zoning is followed, variability in setbacks is encouraged to add interest, except in areas identified with a build-to line.

8.1.3 Buildings should be articulated with numerous doors and windows, particularly along the façade, to increase access and transparency.

8.1.4 The design of townhouses and stacked townhouses should generally avoid straight continuous massing. For longer frontages, building masses should be designed to appear as if they are composed of smaller parts using vertical breaks, different materials or colours or architectural features such as bays or porches.

8.1.5 Amenity space should be incorporated in building design, such as verandas, porches or landscaped areas, in order to create transition between the public and private realms, and visual interest. These

Buildings should be placed close to the street to create a sense of enclosure and to reinforce the street edge.

amenities also contribute to the use of the front yard, enhancing street level activity and informal surveillance.

8.1.6 To ensure that developments achieve adequate privacy, the first floor may be raised slightly above street level, and landscape features can be used to delineate public from private features.

8.1.7 Driveways should be designed to minimize the impact on the pedestrian environment.

8.1.8 Garages should be designed so they are not the dominant feature in the streetscape. In particular, attached garages should not generally project beyond the façade of the building or porch, and the percentage of the dwelling occupied by the garage should be limited. Where the City permits garages attached to project based on a detailed review of the proposed design, the maximum projection should be 1.5 metres.

8.1.9 Detached garages, where provided, should be designed to reflect the architecture of the main building.

Low/Mid-Rise Apartments

8.1.10 Low-rise apartment buildings may range from one to three storeys. Mid-rise buildings will range from four to six stories in height in Residential Areas and up to 10 storeys in Mixed Use Nodes and Corridors.

8.1.11 Where zoning permits, apartment buildings may accommodate ground floor retail, convenience commercial, professional or office uses.

8.1.12 In low rise apartments, any street level units are encouraged to have street entrances, where feasible, so that entrances articulate building façades and to generate street level activity.

Apartment buildings should incorporate horizontal and vertical articulation elements.

8.1.13 Since much of the Salem and Hewitt's communities will be of a lower scale, the façades of mid-rise apartment buildings should incorporate horizontal articulation at the fourth storey such as a cornice line, a change in building materials, or other ornamentation. The vertical dimension of this articulation should be relative to any other adjacent mid-rise buildings.

8.1.14 On larger development sites, mid-block connections should be provided through a grid road or driveway system, walkways and lanes, courtyards or through-building connections.

8.1.15 HVAC equipment, elevator rooms, exhaust fans and other protrusions on building roof profiles or podium structures should be incorporated into the overall building design and be screened from direct view using architectural elements in context with the overall development.

Mixed use buildings should be designed to animate the street frontage and create interaction between indoor and outdoor spaces.

Performance Guideline # 8.2

Mixed Use Buildings

Mixed use buildings should be designed to animate the street frontage and create interaction between indoor and outdoor spaces.

8.2.1 Mixed use buildings are planned in the Essa/Salem Mixed Use Node, the Yonge Street Mixed Use Corridor, and throughout various Neighbourhood Mixed Use Nodes.

8.2.2 Mixed use buildings should include, where feasible, active frontages with street-related, publicly accessible shops, services and amenities adjacent to areas of high pedestrian circulation.

8.2.3 Street-related units are encouraged to have individual unit entrances with the primary entrance accessed from the street or internal driveway/ walkway system, not the parking area. All other units, including second storey office spaces, should share a single main entrance and lobby.

8.2.4 Building entrances supporting commercial uses may be expressed and detailed in a variety of ways including large entry awnings, canopies, or double-height glazing.

8.2.5 Secondary entrances, where provided, should be designed to emphasize the prominence of the primary entrance and define the municipal address.

Mixed use buildings.....

8.2.6 Taller floor to ceiling heights (i.e., 4.5 metres) are encouraged for ground floor units in mixed use buildings to allow for flexibility for commercial uses.

8.2.7 In mixed use buildings, grade level units should incorporate a high proportion of transparent glass that allows activity within to be seen from the street.

8.2.8 Awnings and canopies should be incorporated to provide shade and weather protection at street level, as well as adding colour, texture and aesthetic appeal.

Commercial buildings should be designed to a high quality standard, and should be sited and designed to be compatible with adjacent uses.

Performance Guideline # 8.3

Commercial Buildings

Commercial buildings should be designed in an urban format, be compatible with adjacent uses, animate the street frontage and create inviting entrances.

General

8.3.1 Commercial buildings should be designed to address the main street.

8.3.2 Where appropriate, opportunities should be considered to provide compact building forms including multi-storey retail uses.

8.3.3 The ground floor of commercial buildings should contain active commercial or office space. Office or residential uses on the second floor are also encouraged in designated mixed use areas.

8.3.4 Pedestrian amenities should be provided in commercial developments including walkways that connect parking areas to entries, seating and human scaled lighting.

8.3.5 Open spaces between commercial buildings should be well landscaped at the street edge and throughout parking areas.

8.3.6 Excessive signage and illumination are discouraged.

8.3.7 Roof lighting and illuminated awnings are discouraged.

Retail stores should be integrated into multi-storey developments where possible.

Large Format Retail

8.3.8 Large retail stores should be integrated into a consistent pattern of streets or private drives and blocks.

8.3.9 Building setbacks should be minimized, particularly along Mixed Use Nodes and Corridors. Where larger setbacks are required, pedestrian amenities such as seating areas, landscaping features, public art and internal pedestrian walkways should be provided within the public right-of-way or in the development itself.

8.3.10 Surface parking should be located at the rear or side of the building in accordance with the policies of Sections 8.4.4.5 and 9.4.4.5.

8.3.11 Long façades should incorporate architectural relief and detailing, entrance features, display windows, recesses and projections along the length of the façade.

8.3.12 Where possible, smaller retail units should line part of the principal building and have display windows and separate entrances.

8.3.13 False upper floors are discouraged. All floors visible from the street should be functional.

8.3.14 Continuous boulevards should be provided on the principle sides of the building, whether along street frontages or adjacent pedestrian walkways. Incorporating street trees, landscaping, benches, and pedestrian scaled lighting is encouraged.

Small format retail stores should be located and designed to create a main street shopping environment.

Small Format Retail

8.3.15 The location of smaller format stores should be used to define street edges, courtyards, terraces and other public open spaces.

8.3.16 Smaller format stores should be located and designed to create a main street shopping environment through their continuous alignment and narrow, multi-store façades.

8.3.17 Building entrances should be located along the primary street frontage. If this is not possible, a clear and direct pedestrian route from the public sidewalk to the entrance of the building should be provided.

8.3.18 The co-location or close proximity of small format stores and the coordinated alignment of entrance doors is encouraged to facilitate sequential shopping.

8.3.19 Areas not required for servicing between buildings should be well landscaped.

8.3.20 Small format stores should have continuous pedestrian sidewalks on all sides of the building where public entrances and parking areas are located.

Drive Throughs

8.3.21 Vehicular traffic should be directed behind buildings to decrease visibility of cars and drive-through amenities and to limit congestion at the property entrance.

8.3.22 Drive-through lanes should not impede pedestrian access to buildings. Stacking lanes or driveways should not be located between the building and street.

8.3.23 Multiple service windows in a single stacking lane should be implemented to reduce idling and congestion.

Drive throughs should be located at the side or rear of the building and screened from view through the use of landscaping.

8.3.24 When pedestrian traffic crosses vehicle lanes, safe circulation routes with clear demarcations should be promoted.

8.3.25 Where possible, stacking lanes should be separated from parking areas through the use of landscaped islands.

8.3.26 Stacking lanes should be located such that vehicle line-ups do not block traffic along public streets or impede the movement of vehicles on-site.

8.3.27 Where a site area is constrained, double stacking lanes may be provided to reduce the length of the queue, if appropriate.

8.3.28 Where two drive-through businesses operate from the same building, separate stacking lanes should be provided to minimize vehicle conflicts. The alignment of these lanes should be evaluated on a site-by-site basis to ensure that all other guidelines in this section are achievable.

8.3.29 Parking should be located at the side and/or rear of the building, and should reduce the need for pedestrians to cross stacking lanes to enter the building.

8.3.30 A landscape buffer should be located between the stacking lane and the building, as well as along the side and rear of the property to provide screening from adjacent uses.

8.3.31 Lighting should be designed to minimize light trespass onto adjacent properties, while ensuring adequate security.

8.3.32 White light sources should be used to reduce energy costs and to create a natural colour balance.

8.3.33 Speaker boxes should be oriented away from sensitive land uses.

8.3.34 If drive-throughs are in close proximity to sensitive land uses, noise impacts should be reviewed.

Institutional buildings should be designed to the highest quality of architectural design to reflect their prominent role.

Performance Guideline # 8.4

Institutional Buildings

Institutional buildings should be designed to the highest quality of architectural design to reflect their prominent civic, academic, and cultural role and to encourage access via transit and active transportation.

In the Salem and Hewitt's Secondary Plan Areas, locations for institutional buildings, such as primary and secondary schools and recreation centres have been identified and integrated into the Secondary Plans.

All public facilities, including City and school facilities, shall be designed to contribute to the achievement of the policies of the Secondary Plans.

8.4.1 Creation of compact neighbourhoods through the use of multi-storey buildings.

8.4.2 Encourage the joint use of parking lots and open spaces with adjacent uses in order to reduce land requirements.

8.4.3 Maximize accessibility of active transportation and transit.

8.4.4 Use adjacent roads for visitor parking and other means to reduce land requirements.

8.4.5 Institutional buildings are encouraged to be located in highly visible locations and be highly visible on any site and designed as landmark buildings.

8.4.6 Building design should promote safety and ease of access through well defined entrances and windows facing the public street and primary walkways.

8.4.7 Facilities should establish an inviting public entrance on the main facade,

Institutional buildings should be located on arterial or major collector streets, with public transit routes.

through a generous public realm, high levels of glazing, large entrance doors, architectural detailing and character and/or public art.

Community Facilities/ Recreation Centres/Schools

8.4.8 The size and configuration of community facilities, recreation centres and school sites should conform to the policies contained in Section 8.5.11/9.5.11 and Section 8.5.12/9.5.12 of the Salem and Hewitt Secondary Plans, respectively.

8.4.9 Ensure that the size, height, massing and scale of the use is compatible with the character of adjacent development.

8.4.10 Sites for community facilities/recreation centres should be located on arterial or major collector streets, with adjacent public transit routes.

8.4.11 Where bus stops are provided on site, they should be integrated as part of the overall design of the facility property to minimize conflicts.

8.4.12 To minimize impacts on adjacent residential development, these facilities are encouraged to be located wherever possible adjacent to non-residential uses or in Mixed Use designations, and designed to minimize light and noise through measures such as separation distances within sites, directional lighting, landscaping and fencing.

8.4.13 Views and accessibility to other public facilities, particularly recreation centres, schools and parks are important and will be considered in conformity with the policies of Sections 8.4.4.2 and 9.4.4.2 f) of the Secondary Plans.

8.4.14 Where possible, facades should maximize the use of operable windows to naturally illuminate and ventilate classrooms, offices, recreational and social spaces.

Community facilities should create an inviting entry and generous public realm.

8.4.15 Schools shall have convenient access to arterial roads, a close relationship to the intended service area, and shall be integrated with surrounding development including appropriate architectural design, siting and landscaping.

Emergency Services

8.4.16 Emergency services shall have convenient access to arterial roads, a close relationship to the intended service area, and shall be integrated with surrounding development including appropriate architectural design, siting and landscaping.

Places of Worship

8.4.17 Places of Worship should be easily accessible by pedestrians, cyclists and transit.

8.4.18 Places of Worship are encouraged to be located at an intersection and should address both street frontages. When not sited at an intersection, they should directly front onto their adjacent street.

8.4.19 Places of Worship should be located on the edges of residential areas.

8.4.20 Places of Worship should minimize floor area by creating multi-level buildings to accommodate accessory and, if applicable, complementary uses.

Industrial and employment buildings should be designed to foster an urban character and enhance the public realm and walkability.

Performance Guideline # 8.5

Industrial/Employment Buildings

Industrial and employment buildings, which are primarily planned for the Highway 400 Industrial/Business Park, should be designed to foster an urban character and enhance the public realm and walkability.

Industrial, employment and institutional buildings in the Highway 400 Industrial/ Business Park should provide a high-quality and continuous streetwall addressing the street. Development will generally consist of low and mid-rise buildings, but where feasible and particularly on arterial roads and at intersections, taller buildings or building elements should be provided (up to 12 storeys).

These may be single purpose buildings or may incorporate a mix of uses, including office space with grade-related retail uses.

8.5.1 Buildings should generally have a minimum height of 6 metres and shall be encouraged to exceed one storey in height.

8.5.2 Buildings should be encouraged to locate adjacent to major intersections/ interchanges and should encourage high quality architectural and landscape design.

8.5.3 Mid-rise or taller buildings should be articulated by clearly defining the building base, as this provides the primary street level definition.

8.5.4 All building elevations facing a street should be articulated and attractive, and should ensure a strong relationship to the adjacent natural heritage system, street, open space or buildings.

Office buildings with long facades should be articulated with multiple unit entrances and architectural details.

8.5.5 Buildings shall be oriented to the street and designed to foster an urban character with the scale and placement contributing to the pedestrian orientation of the street.

8.5.6 Buildings with long facades should be articulated with multiple unit entrances and architectural detailing (i.e., such as step backs, projections, windows). Blank walls should be avoided.

8.5.7 Where appropriate, grade level units should incorporate a high proportion of transparent glass that allows activity within to be seen from the street.

8.5.8 Entrances should be clearly visible and identifiable, and can be emphasized through architectural and landscape treatment.

8.5.9 Unique building character and signage should be considered to help tenants distinguish their business

8.5.10 Commercial uses such as automotive related uses and restaurants shall be prohibited unless they are located on the ground floor or an office or industrial building or in a specifically zoned service node.

8.5.11 Parking should be located internally on the site.

8.5.12 Surface parking should be at least partially screened by trees, low walls, fences and/or landscaping.

8.5.13 Service, outdoor storage and loading facilities should not face the street and should be screened.

8.5.14 Ensure that safe and functional vehicular and pedestrian access is provided.

8.5.15 Where possible, courtyards, plazas and other public amenity space should be provided for employee use.

8.5.16 Additional elements such as landscaping and signage are encouraged to create visual interest.