

Appendix C

Bayview (Southwest Courtice) Urban Design & Sustainability Guidelines

Draft for Public Review

May 27, 2020

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1. Introduction

1.1. Overview

The Southwest Courtice Secondary Plan Area comprises the Bayview Neighbourhood as identified in the Clarington Official Plan Appendix B. It is generally bounded by Townline Road in the west, Robinson Creek in the east, Bloor Street in the north, and the Highway 401 to the south. The north half of the Bayview Neighbourhood was developed beginning in the 1990s. These guidelines apply primarily to the south but also the future development and redevelopment in built-up areas of the neighbourhood. The planned population for the Secondary Plan Area is approximately 7,700 residents and approximately 2,900 units.

These guidelines build on the Southwest Courtice Secondary Plan, updated in 2020, as well as Priority Green Clarington, which promotes sustainable community design. There is broad recognition that sustainable communities can be created through a focus on standards for the built environment, natural environments and open spaces, mobility, and infrastructure. One of the most impactful ways in which sustainable development can be realized is through the various aspects of community design, including: street networks and block patterns that promote safe and comfortable movement by walking and cycling; an interconnected system of parks and open spaces that are well integrated with natural features; and the design and layout of blocks, lots and buildings to promote the efficient use of land and infrastructure. The Southwest Courtice Secondary Plan Area provides a policy framework for the development of the Bayview Neighbourhood in a manner that incorporates the highest quality of urban design and sustainability initiatives. The Guidelines provide further direction on how this is to be achieved.

1.2. Interpretation and Implementation of the Guidelines

The Southwest Courtice Secondary Plan Urban Design and Sustainability Guidelines are intended to help implement the policies of the Official Plan and Southwest Courtice Secondary Plan, and provide greater clarity on policy intentions respecting overall urban design, streetscapes, built form and environmental sustainability. The Guidelines are to be read in conjunction with the policies of the Official Plan – in particular Chapter 5, Creating Vibrant and Sustainable Urban Places, and Chapter 9, Livable Neighbourhoods – and the policies of the Secondary Plan – in particular Section 3 Environment and Sustainability, Section 5 Streets and Mobility, Section 6 Land Use and Urban Design, and Section 7 Parks and Open Spaces.

The Guidelines also should be read in conjunction with the Clarington Zoning By-law as it applies to Southwest Courtice and the Clarington General Architectural Design Guidelines. The Guidelines build on zoning provisions with more detailed guidance respecting such matters as setbacks and heights and they complement the design intent of the implementing Zoning By-law and provide design guidance specific to Southwest Courtice to supplement that provided by the General Architectural Design Guidelines. Where there is conflict between these guidelines and the General Architectural Design Guidelines, these guidelines shall prevail.

The Guidelines, in concert with Official Plan policies, Secondary Plan policies, the implementing Zoning By-law and the General Architectural Design Guidelines, will be used to evaluate draft plans of subdivision applications and site plan applications in order to ensure that a high level of urban design and sustainability is achieved.

2. Community Design Vision, Objectives, and Demonstration Concept

The Southwest Courtice Secondary Plan envisions a complete community within the Bayview Neighbourhood through the development of a generally low-rise residential community with walkable streets, a diversity of housing types, accessible and versatile parkland, and enhanced and protected natural features.

The following components comprise the physical vision for the community, illustrated in the Demonstration Concept (see Appendix B: Demonstration Concept):

- **Highly visible, accessible and protected natural heritage features**
Development and infrastructure will respect and enhance existing natural heritage features and topography. Residents will enjoy park designs and trail networks that provide increased access to natural heritage features while being environmentally sensitive.
- **Accessible public spaces and other amenities for people of all ages and abilities**
The open space network (see Figure 1 Open Space Network) will be comprised of public parks, environmental areas, stormwater management ponds, green spaces and a cemetery. The parkland strategy is built around the Robinson Creek valley and the existing topographic landscape in Southwest Courtice. Neighbourhood parks and parkettes will be integrated in accessible locations as amenities and to provide linkages to natural heritage features and each other. The neighbourhood will be centred on a series of Neighbourhood Parks, which will have the potential to accommodate a range of low-intensity programmed and spontaneous recreational activities.
- **An interconnected, pedestrian-oriented street network**
The grid-like network planned for Southwest Courtice will respond to the topography, natural features and existing street network in the area (see Figure 2 Street Network). The network comprises a hierarchy of street classifications to respond to the planned land use and built form in the neighbourhood and the surrounding areas. The street network should frame blocks of regular shape and sized to flexibly accommodate a range of housing types, taking into consideration lot sizing needs, while encouraging walking and cycling. Connectivity in the community will be supported by a network of dedicated cycling and pedestrian facilities, including: on-street cycling lanes, and off-street pedestrian connections, trails, and multi-use paths (see Figure 3 Key Pedestrian and Cycling Connections). They will also help connect residents to other community amenities within and outside of the neighbourhood.
- **A diversity of low-rise housing forms**

The neighbourhood will largely consist of detached, semi-detached and townhome housing forms, with higher density blocks located along key arterials and at intersections. Development in the neighborhood will provide a variety of housing types, sizes, and architectural styles.

- **Streetscapes defined by street trees, private landscaping, and the facades of homes**
Streetscapes in Southwest Courtice will be designed to a high standard, incorporating complete street principles to provide safe and comfortable space for pedestrians, cyclists, transit users, and drivers. The facades of homes and landscaped front yards, not garages and driveways, will be dominant streetscape features.
- **Stormwater management features integrated into the open space network**
The open space network will incorporate a naturalized stormwater management system by integrating a mix of low impact development features and ponds into public streets, parks and natural features.

3. Public Realm Guidelines

3.1. Street Network and Block Pattern

The layout of the street and block network provides the framework for development and circulation patterns, for all modes of travel. The following guidelines apply to the design and layout of all existing and planned streets within the Southwest Courtice community.

3.1.1. Street Network and Block Pattern Guidelines:

- a) Streets should be designed to reflect complete street design principles, balancing the needs of all users.
- b) The network of collector and local streets should form a grid-like pattern that facilitates direct routes while respecting existing natural features, topography and street networks. The Demonstration Plan in Appendix B conceptually illustrates one option for the local street network but is not intended to be prescriptive.
- c) Streets should be aligned to provide desirable view corridors and vistas to parks and natural features where possible. In particular, the two view corridors identified in Figure 1 Open Space Network, should align with public streets.
- d) Block lengths should be no less than 100 metres and no more than 200 metres where possible.
- e) Where block lengths exceed 250 metres, mid-block pedestrian connections should be provided.
- f) Variation in block sizes are encouraged where they facilitate the development of a mix of building typologies.
- g) Where window streets are unavoidable, reduced front yard setbacks and right-of-way widths are encouraged to reduce the cumulative separation distance between buildings across rights-of-way.
- h) Cul-de-Sacs are discouraged since they reduce connectivity, increase walking

distances and typically result in streetscapes dominated by driveways and garages.

- i) Where cul-de-sacs are unavoidable, pedestrian connectivity should be preserved as well as sight-lines along the local street with views to the connecting streets and destinations beyond.
- j) Where the geometry of the arterial road or its future performance may be an issue, the future closure to vehicle traffic of local streets intersecting with the arterial should be considered, while preserving sightlines and pedestrian connections to the arterials.
- k) Laneways are particularly encouraged where driveways are restricted but residential frontage is desired, notably behind properties fronting arterial roads.
- l) Laneways are also encouraged through blocks where medium density forms of housing are dominant, to prevent front garages and driveways from limiting landscaping in front yards and the street right-of-ways.
- m) Laneways should be designed to consider visitor parking requirements (when private), adequate space for snow clearing and designated space for garbage and recycling bins.

3.2. Streetscapes

Streets in Southwest Courtice will be designed as complete streets that reflect the community character and facilitate the efficient movement of vehicles while also encouraging residents to walk and cycle.

3.2.1. Arterial Roads

Arterial Road design must ensure a balance between the efficient movement of vehicles and transit while also supporting the comfort and safety of pedestrians and cyclists. Given the role of Arterial Roads to move vehicular traffic efficiently through the community, driveway access from Arterial Roads shall be restricted.

Laneways are the preferred solution to providing a residential frontage on Arterial Roads, particularly within the Regional Corridor along Bloor Street East. Laneways would allow for servicing and parking access from the rear, eliminating the issue of driveway frequency, and address and frontage along the Arterial Road. When laneways are not possible, alternatives include window streets or cul-de-sacs, but these are discouraged as they diminish the relationship with the arterial and risk creating pedestrian dead zones that are unsafe or disconnected.

The pedestrian condition can also be improved by providing for additional setbacks from the arterial through a wider boulevard condition that allows for additional landscaping and buffering from vehicular traffic. There are opportunities on Bloor Street for these measures, where generous tree planting zones and wide sidewalks can be implemented through the redevelopment of properties fronting Bloor. Landscaping along arterials should allow for street trees within and on both sides of the public right-of-way. Generous landscaped buffers should also be used as an opportunity to incorporate Low Impact Development solutions, supporting the

Municipality's sustainability goals. Boulevard landscaping should consider opportunities to incorporate LIDs including road-side bioswales or the use of permeable pavers.

Townline Road Extension

The Secondary Plan proposes an extension of the Type B Arterial, Townline Road, providing for an east-west arterial at the southern edge of Southwest Courtice. The new neighbourhood will have an active and green frontage along the Townline Road extension. A multi-use path is recommended for the west / south side of the street to provide good connectivity with public open spaces and the cemetery to the south. Increased setbacks (daylight triangles) may be required where local streets meet the arterial road in order to establish adequate sightlines along the curve of the arterial road, to avoid potentially dangerous intersection conditions.

There are two options for the ultimate design of the right-of-way for the Townline Road Extension (See Figures 4.1 and 4.2), with and without a centre median. Figure 4.3 illustrates a potential interim condition for the road, until it is extended east of Prestonvale Road, when only two travel lanes are anticipated to be required. When fully extended, the ROW should consist of the following elements and dimensions:

- Right-of-way width: 32 metres
- Roadway: 15 - 18 metres
 - Landscaped median (if included): 3 metres
 - Travel lanes: 3.5 metres
 - Curb-side travel lanes: 4 metres
- Boulevard – west/south side: 6.5 - 8.5 metres
 - Planting and furnishing zone: 3.5 metres
 - Multi-use trail: 3 metres
 - Planting zone (no median condition): 2 metres
- Boulevard – east/north side: 7.5 to 8.5 metres
 - Planting and furnishing zone: 3.5 metres
 - Sidewalk: 1.5 - 2 metres
 - Planting zone: 2.5 to 3.0 metres

Prestonvale Road

The existing Prestonvale Road is a north-south Type C arterial running through the east side of the Secondary Plan area. A prominent feature of Prestonvale should remain the road's frontage on to the Robinson Creek Valley and proposed stormwater management ponds in order to establish a green transition into the new community. The existing cycling infrastructure on Prestonvale Road between Bloor Street and the South Courtice Arena will be extended south until Baseline Road. The generous right-of-way will accommodate provisions for cycle lanes and street trees on both sides of the road.

The right-of-way for Prestonvale Road (See Figure 4.4 Cross-Section Prestonvale Road) should consist of the following elements and dimensions:

- Right-of-way width: 26 metres
- Roadway: 10.6 - 11 metres
 - Travel lanes: 3.5 metres
 - Bike lanes: 1.8 - 2 metres
- Boulevards – both sides: 7.7 metres
 - Planting and furnishing zone: 3.5 metres
 - Sidewalk: 2 metres
 - Planting zone: 2 metres

3.2.2. Collector Roads

The Fenning Drive Extension and North-South Collector will be the primary entry roads into the neighbourhood from the Arterial Roads. Collector Roads will have a single travel lane for traffic in each direction and a parking lane on both sides. All collector roads will feature street trees and sidewalks on both sides. The two collector roads are connected by a roundabout at the centre of the community. The roundabout could serve as a speed reduction measure at this key intersection in the neighbourhood. The roundabout should be designed with appropriate landscaping and differentiated paving should be used with special design consideration for pedestrian connectivity. Collector roads should generally be addressed with a mix of 2 to 4 storey townhomes setback 2 to 4 metres from the street.

Fenning Drive Extension

Fenning Drive will provide a key link in the active transportation network in the community, providing for an on-boulevard bike lanes to provide connectivity throughout the neighbourhood and to key amenities.

The right-of-way for the Fenning Drive Extension (see Figure 4.5 Cross-Section Fenning Drive Extension) should consist of the following elements and dimensions:

- Right-of-way width: 23 metres
- Roadway: 13 metres
 - Travel lanes: 3.5 metres
 - Parking lane – one side of street: 2.5 metres
 - Bike lanes: 1.5 metres
- Boulevards – both sides: 5 metres
 - Planting and furnishing zone: 3.25 metres
 - Sidewalk: 1.5 metres
 - Planting zone: 0.5 metre

North-South Collector Road

The North-South Collector Road is a critical connector between, the Neighbourhood Park and the greenspace to the south of the Townline Road Extension, and will consequently provide for a multi-use path connection to the area's trail network as well as some enhanced public realm

features for pedestrians. It will also function as a Key View Corridor, as identified on Figure 2 Open Space Network, providing visual connection between the two new Neighbourhood Parks. The North-South Collector Road will be designed to incorporate a linear green space move between the potential new park to the south of Southwest Courtice and the Neighbourhood Park itself and include a double row of trees within the public right-of-way.

The right-of-way for the North-South Collector Road (see Figure 4.6 Cross-Section North-South Collector) should consist of the following elements and dimensions:

- Right-of-way width: 23 metres
- Roadway: 7 – 8.5 metres
 - Travel lanes: 3.5 metres
- Boulevards – both sides: 7.25 - 8 metres
 - Planting and furnishing zone: 3.5 metres
 - Shared sidewalk: 2.5 metres
 - Planting zone: 2 metres

3.2.3. Local Roads

An interconnected grid-like network of Local Roads will be designed to weave together the community with short walkable blocks. Generally, Local Roads will accommodate a travel lane in each direction and a parking lane, with sidewalks and street trees on one side, although sidewalks and street trees are encouraged on both sides of the street. Local Roads aligned with Key View Corridors, as identified on Figure 2.2 Open Space Network, will feature sidewalks and street trees on both sides to enhance the tree canopy and reinforce the neighbourhood's green character.

The right-of-way for Local Roads should consist of the following elements and dimensions:

- Right-of-way width: 18 metres
- Roadway: 8.5 metres
 - Travel lanes: 3 metres
 - Parking lane: 2.5 metres
- Boulevard – one side: 4.75 metres
 - Planting and furnishing zone: 3.25 metres
 - Sidewalk: 1.5 metres
- Boulevard – one side: 4.75 metres
 - Planting and furnishing zone: 4.75 metres

The right-of-way for Local Roads aligned with Key View Corridors (see Figure 4.7 Cross-Section Key Local Road) should consist of the following elements and dimensions:

- Right-of-way width: 18 metres
- Roadway: 9.5 metres
 - Travel lanes: 3 metres

- Parking lane: 2.5 metres
- Boulevards – both sides: 4.25 metres
 - Planting and furnishing zone: 3.25 metres
 - Sidewalk: 1.5 metres

3.2.4. Laneways

Rear Laneways are encouraged throughout the community, since they result in more pedestrian-oriented streetscapes. Laneways are particularly encouraged where driveways are restricted but residential frontage is desired, notably behind properties fronting Arterial Roads. Laneways are also encouraged through blocks where medium density forms of housing are dominant, to prevent front garages from limiting landscaping in front yards and the street right-of-way.

The right-of-way for public Laneways (see Figure 4.8 Laneway) should consist of the following elements and dimensions. Private laneways may have a different width, depending on their function and the overall site plan, but generally should have a minimum width of 6.5 metres

- Right-of-way width: 8.5 metres
 - Lane: 6 metres
 - Planting, furnishing and bin zone – both sides: 1.25 metres

3.3. Parks and Open Space

The Southwest Courtice community contains a variety of existing and planned public open spaces. These spaces include the existing Roswell Park and smaller parkettes, as well as new Neighbourhood Parks for the community. Neighbourhood Parks are to serve the basic active and low intensity recreational needs of the surrounding residents. The Neighbourhood Parks should be designed as the centre piece of the community and the primary gathering space for residents.

3.3.1. Park Design Guidelines

- a) A minimum of 70% of the boundaries of Neighbourhood parks, excluding where they abut Environmental Protection Areas, should abut a public street or other public open space.
- b) Formal entries to parks should be strategically located in order to ensure convenient access for both pedestrians and cyclists, from public rights-of-way.
- c) Facilities in parks should complement those in other areas of the neighbourhood.
- d) Programming in parks should incorporate a range of active and passive low intensity recreational uses. As per Clarington's Parks and Recreation Master Plan, features and amenities should consider seasonality, year-round use, and existing features and amenities in nearby parks and facilities.
- e) Pedestrian paths within parks should follow desire lines between intersections and destinations within and beyond the park, including trailheads within the Environmental Protection Areas.
- f) Plantings should generally consist of hardy, native species and provide a transition

between park greenspace and natural areas.

- g) Landscaping and design of parks should incorporate low impact development features.

3.3.2. Multi-Use Paths and Trails Design Guidelines

A trail network is critical in supporting connectivity for the Southwest Courtice neighbourhood. The trail network provides a secondary network of connections for pedestrians and cyclists, and can be both a safe option for travelling to and from local destinations and for recreational activities.

- a) The trail network should prioritize connecting key destinations in the community, and parks in particular.
- b) Trails and multi-use paths will generally be at least 3 metres wide, while trails in parks and through environmental areas can be reduced to a width of 2.5 metres.
- c) The design of trails should be sensitive to nearby natural features.
- d) As an important part of the larger mobility network, access points to trail and paths should be integrated into parks and the public right-of-way.

3.4. Environmental Protection Areas

The Southwest Courtice community contains an extensive natural heritage system, largely centered on the Robinson Creek and the related valley lands. The Environmental Protection Areas identified as Natural Areas on Figure 1: Open Space Network will prioritize preserving ecological diversity and promoting environmental sustainability and compatible recreational uses through integration of trails.

3.4.1. Environmental Protection Area Design Guidelines

- a) While connectivity with Environmental Protection Areas is encouraged, trails should be directed outside of natural areas where possible, or to the outer edge of buffer areas, and creek crossings should be minimized.
- b) A network of trails should be designed to minimize impact on Environmental Protection Areas. This can be done by locating trails near the Environmental Protection Area boundaries and other low or medium constraint areas.
- c) Residential development adjacent to Environmental Protection Areas should seek to optimize public exposure and access to the Environmental Protection Area. Limited backlotting is acceptable onto an Environmental Protection Area if it enables optimal street network and lotting patterns.
- d) The interface of the EPA with residential lots should consist of fencing that meets CLOCA standards. Gates to the adjacent Environmental Protection Area are not permitted.
- e) Trail and drainage infrastructure should incorporate the natural topography and drainage patterns.
- f) The integration of parks, trails and infrastructure adjacent to an Environmental

Protection Area should enhance natural features and functions. Intrusion into the natural feature should be avoided, where intrusions cannot be avoided compensation will need to be considered.

3.5. Stormwater Management Areas

Development in the Southwest Courtice Community will be designed to manage stormwater through Low Impact Development techniques such as, but not limited to, bioswales, rainwater harvesting systems, infiltration trenches, the use of permeable surface materials, and naturalized stormwater management ponds. Stormwater management facilities are an important part of the public infrastructure in the community, and will be located throughout the community, as identified in Figure 1 Open Space Network. The selected locations will take advantage of the natural drainage patterns and integration with the Environmental Protection Areas.

3.5.1. Stormwater Management Area Design Guidelines

- a) The precise location, size and number of stormwater management facilities will be determined through detailed study at the time of development applications.
- b) Stormwater management ponds should be developed as naturalized ponds, incorporating native planting, creating natural habitat for pollinator species, and enhancing biodiversity.
- c) Where residential development is adjacent to a stormwater management pond, backlotting is acceptable on up to 50% of the pond's edge, should it be necessary to facilitating an optimal street network. The design should seek to provide a maximum level of public exposure and access to stormwater management areas.
- d) Public frontage along the edge of the stormwater management ponds should be prioritized on Arterial Roads.
- e) Stormwater management ponds should integrate safe public access into their design through trails and seating.
- f) Stormwater management facilities should incorporate low impact development measures.

4. Residential Development Guidelines

Southwest Courtice will continue to develop as a community with a diversity of housing choices, to accommodate residents of all ages from households of all sizes. Attention to good urban design will ensure the desired range of housing types are integrated seamlessly, resulting in a cohesive community with a distinct identity.

4.1. Low and Medium Density Residential

Low Density residential buildings will be the predominant form within the Southwest Courtice community. Low Density residential building typologies include single detached dwellings and semi-detached dwellings. Medium Density residential building typologies include townhouses, duplexes, and triplexes. Medium Density residential buildings are encouraged throughout the

Southwest Courtice community, and will be encouraged particularly on lots facing Arterial Roads, Collector Roads, and parks. The guidelines below focus on massing and the relationship of residential development to streets and open spaces, with the intention of ensuring development contributes to an attractive, comfortable and safe public realm.

4.1.1. General Site and Building Design Guidelines

The following guidelines should be applied in conjunction with the zoning provisions applicable to Low and Medium Density Residential areas, and should not conflict with them.

- a) The height and massing should be consistent within a building type to create a unified character for the community.
- b) A variety of architectural expression among publicly exposed elevations is encouraged, including variation in roof lines, architectural styles, and material articulation.
- c) Back-lotting should not be permitted for residential uses along arterial roads. Residential development along an arterial should provide an appropriate frontage in order to provide an animated streetscape with eyes on the street.
- d) There should be a variety of lot widths and dwelling sizes on each block.
- e) Detached and semi-detached houses and townhouses generally should have a front setback of 4-5.5 metres to the front wall of the house. Front garages should have a minimum front setback of 6 metres. An exception to these guidelines can be made for a mixed-use building with a small-scale, neighbourhood-oriented commercial use on the ground floor, where permitted. Such buildings should have a front setback of 2-3 metres.
- f) Front yard setbacks along a street should be generally consistent.
- g) Building projections, such as covered porches, balconies and stairs are encouraged and may project into the front yard setback.
- h) The base of the porch and stair shall be enclosed with material that suitably complements the exterior cladding of the dwelling unit.
- i) The entrance to homes may be emphasized through stone porticos, two-storey porches and built-over porticos.
- j) Dwellings on a corner lot, including townhouses, should have side elevations that includes windows and details consistent with the front elevation. Front porches should wrap around the corner of the house.
- k) There should be no more than four attached townhouses in a row where the garages are at the front of the units and the lot(s) face a collector road or park
- l) There should be no more than eight attached townhouses in a row where the garages are accessed from a rear laneway or where front garages face a local street.
- m) The separation between rows of attached townhouses should be a minimum of 2.4 metres to allow for landscaping, fencing and outdoor storage screened from view. Where the separation between rows will also provide shared access and pedestrian circulation, the separation distance should be a minimum of 4.5 metres.

4.1.2. Garage and Driveway Design Guidelines

- a) Attached front garages should not dominate the massing of the dwelling from the front.
- b) Garages generally should occupy a maximum of 60% of the lot frontage.
- c) Front garages are encouraged to be expressed as two-storey structures with usable space above to better integrate this structure into the overall design of the dwelling unit.
- d) Front garages should be recessed from the front wall of the house by a minimum of 0.5 metres where the lot frontage is greater than 7.5 metres.
- e) Attached front yard garages should have materials and design elements and colour consistent with the architecture of the primary dwelling unit.
- f) The width of a driveway generally should correspond with the width of the garage, although in the case of single garages, a wider driveway is allowed where it does not prevent soft landscaping in the front yard with a minimum width of three metres.
- g) Front double-car garages are encouraged to have two separate openings and two doors. Single doors for double car garages should be articulated vertically and horizontally to give the appearance of two doors. Windows are encouraged, to avoid a blank-wall effect.
- h) Driveways should be buffered from side property lines by a landscape strip.
- i) Lots serviced by a rear laneway should locate garages or parking pads at the rear of the property.

4.1.3. Landscaping, Garbage/Recycling and Utilities Guidelines

- a) On lots not serviced by a rear laneway and with a lot frontage greater than 9 metres, a minimum of approximately half of the front yard should consist of soft landscaping including an attractive combination of foundation landscaping, trees, and deciduous and coniferous ornamental planting. Other than the permitted driveway, paving in the front yard generally should be limited to walkways.
- b) Rear yards on corner lots should be screened from view from the flanking street with a minimum 1.5-metre high fence made of wrought iron or durable, attractive wood.
- c) Waste and recycling storage areas should generally be located in the rear or side yard and be screened from public view, for units with no garage and where parking pad is provided.
- d) Utility box locations should be planned to minimize their visual impact on the public realm.

4.1.4. Guidelines for Apartment Buildings and Stacked Townhouses

As per the Secondary Plan, apartment buildings up to four storeys and stacked townhouses are permitted on lots fronting an arterial road. The following guidelines apply to such developments.

- a) Buildings should not exceed 14 metres in height.
- b) Front setbacks should be 4-6 metres.
- c) The external side setback should be 3-6 metres.
- d) Apartment buildings should be articulated with vertical recesses or other

- architectural elements to reduce their perceived mass and provide visual interest.
- e) Apartment building lobbies should occupy a prominent location along the street and should exhibit architectural elements such as porticos, canopies or other weather protection elements.
 - f) Ground-floor units in apartment buildings are encouraged to have their entrances facing the street or a landscaped yard. Front patios for ground-floor units may encroach in the setback zone but not closer than 2 metres from the street. Front patios should be elevated 0.3 - 0.6 metres from the street and partially screened from public view with a low wall and coniferous landscaping.
 - g) Balconies on apartment buildings should be integrated into the overall design of the building façade and wholly or partially recessed a minimum of 1.5 metres. They may project 1.5 metres into the building setback zone.
 - h) The wrapping of balconies around the corners of an apartment building is encouraged.
 - i) Mechanical and electrical equipment on the roof of an apartment building should be screened with durable materials integrated with the design of the building.
 - j) All buildings on corner lots shall address both edges with articulated facades and windows. Blank walls visible from streets or public spaces should be avoided.
 - k) Underground parking for apartment buildings is strongly encouraged. Parking may be located at the rear of buildings and is not permitted in the front or exterior side yard of buildings.
 - l) Garbage and recycling storage for apartment buildings should be located within the structure. Garbage and recycling storage for stacked townhouses should be located in the shared rear laneway, screened from public view, or in underground parking areas.

4.2. High Density Residential

High Density residential buildings in Southwest Courtice are only planned along the Bloor Street corridor. The prominence of these buildings on a critical Regional Corridor will demand a high quality of architectural and landscape design.

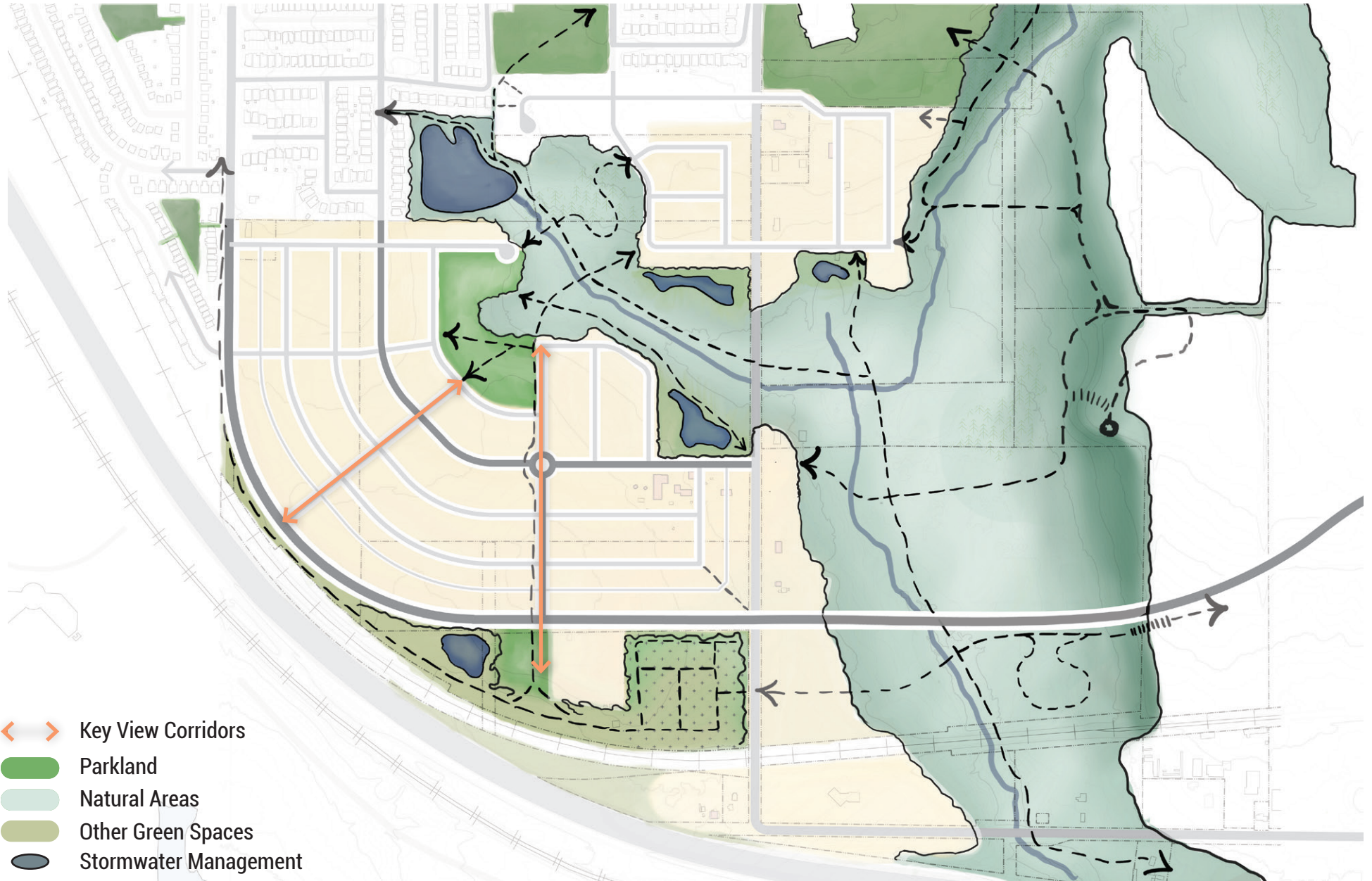
4.2.1. General Site and Building Design Guidelines

- a) High Density residential buildings in Southwest Courtice will range from 3 storeys to 6 storeys in height.
- b) Buildings should be oriented toward Bloor Street to establish a street wall that helps frame the street and enhance the pedestrian environment.
- c) The front setback should be between 4 to 5 metres where dwelling units are located on the ground floor, and 2 to 3 metres where non-residential uses are located on the ground floor.
- d) The external side setback should be 3-6 metres.
- e) Apartment buildings should be articulated with vertical recesses or other architectural elements to reduce their perceived mass and provide visual interest.
- f) Apartment building lobbies should occupy a prominent location along the street and

should exhibit architectural elements such as porticos, canopies or other weather protection elements. Main entrances should face the street and be directly accessible from the sidewalk.

- g) Ground-floor units in apartment buildings are encouraged to have their entrances facing the street or a landscaped yard. Front patios for ground-floor units may encroach in the setback zone but not closer than 2 metres from the street. Front patios should be elevated 0.3 - 0.6 metres from the street and partially screened from public view with a low wall and coniferous landscaping.
- h) Balconies on apartment buildings should be integrated into the overall design of the building façade and wholly or partially recessed a minimum of 1.5 metres. They may project 1.5 metres into the building setback zone.
- i) The wrapping of balconies around the corners of an apartment building is encouraged.
- j) Mechanical and electrical equipment on the roof of an apartment building should be screened with durable materials integrated with the design of the building.
- k) All buildings on corner lots shall address both edges with articulated facades and windows. Blank walls visible from streets or public spaces should be avoided.
- l) Underground parking for apartment buildings is strongly encouraged. Parking may be located at the rear of buildings and is not permitted in the front or side yard of buildings.
- m) Garbage and recycling storage for apartment buildings should be located within the structure. Garbage and recycling storage for stacked townhouses should be located in the shared rear laneway, screened from public view, or in underground parking areas.

Figure 1 Open Space Network

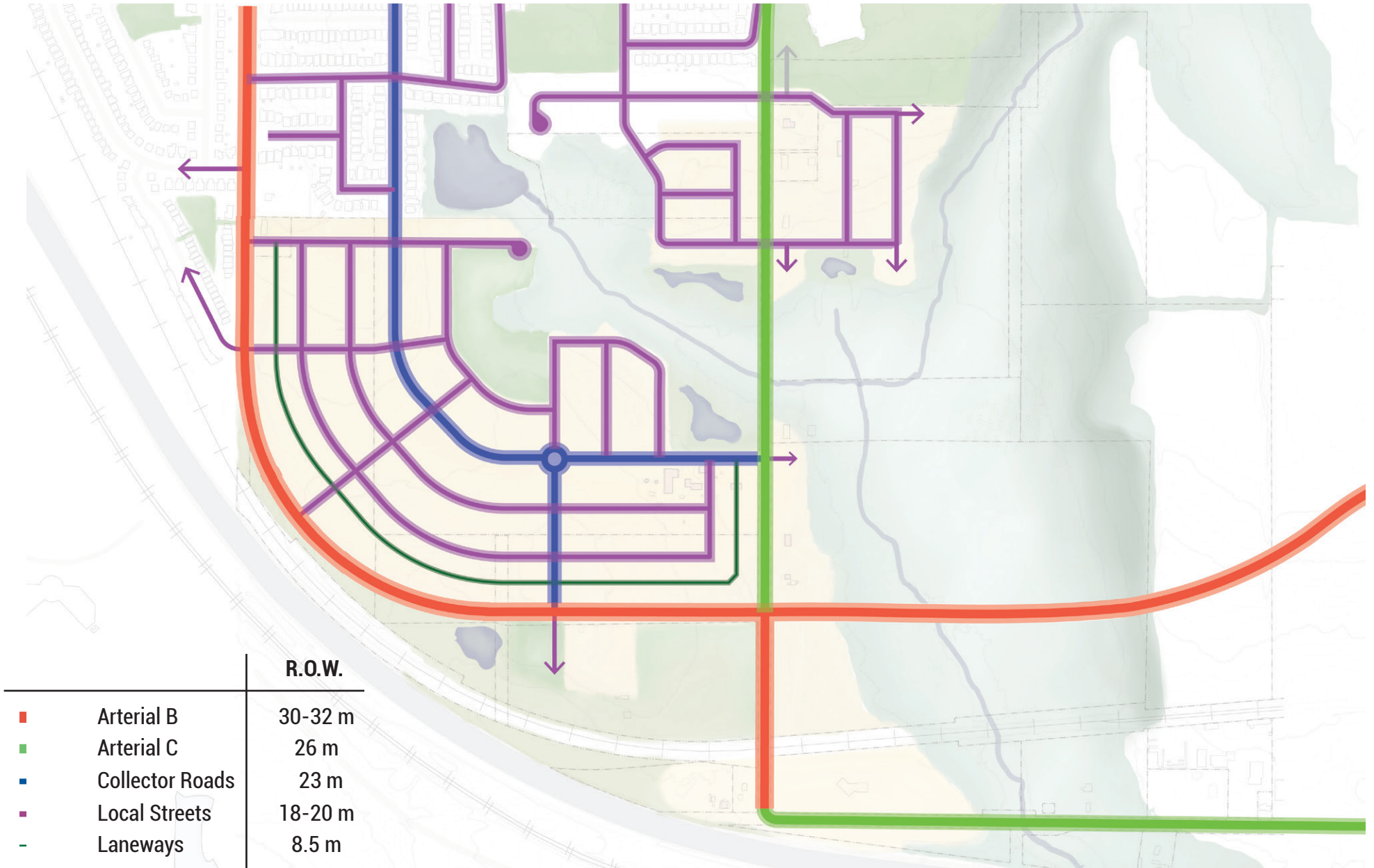


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Bayview (Southwest Courtyce) Secondary Plan

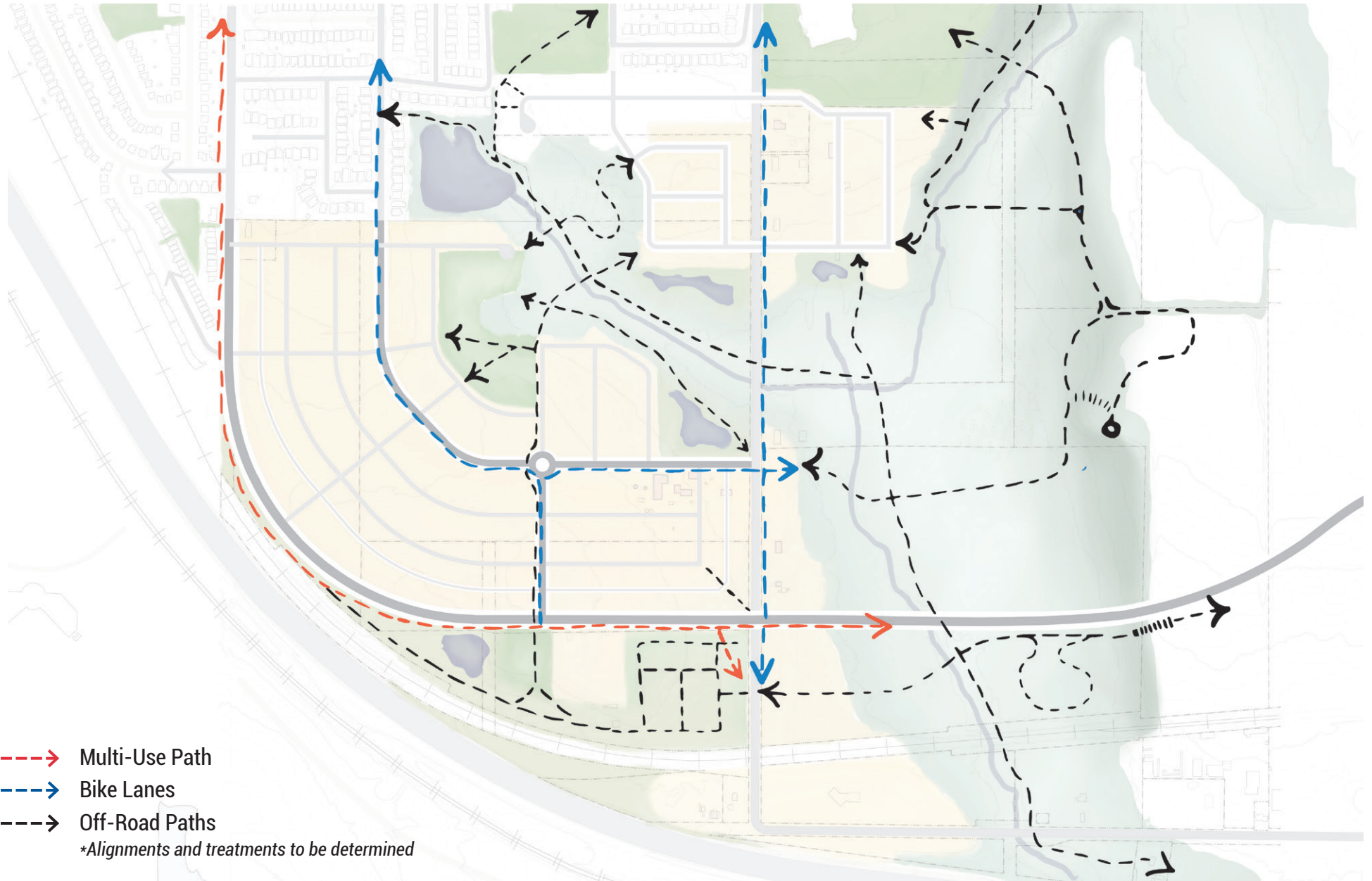
DRAFT - 27 May 2020

Figure 2 Street Network



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Figure 3 Key Pedestrian and Cycling Connections

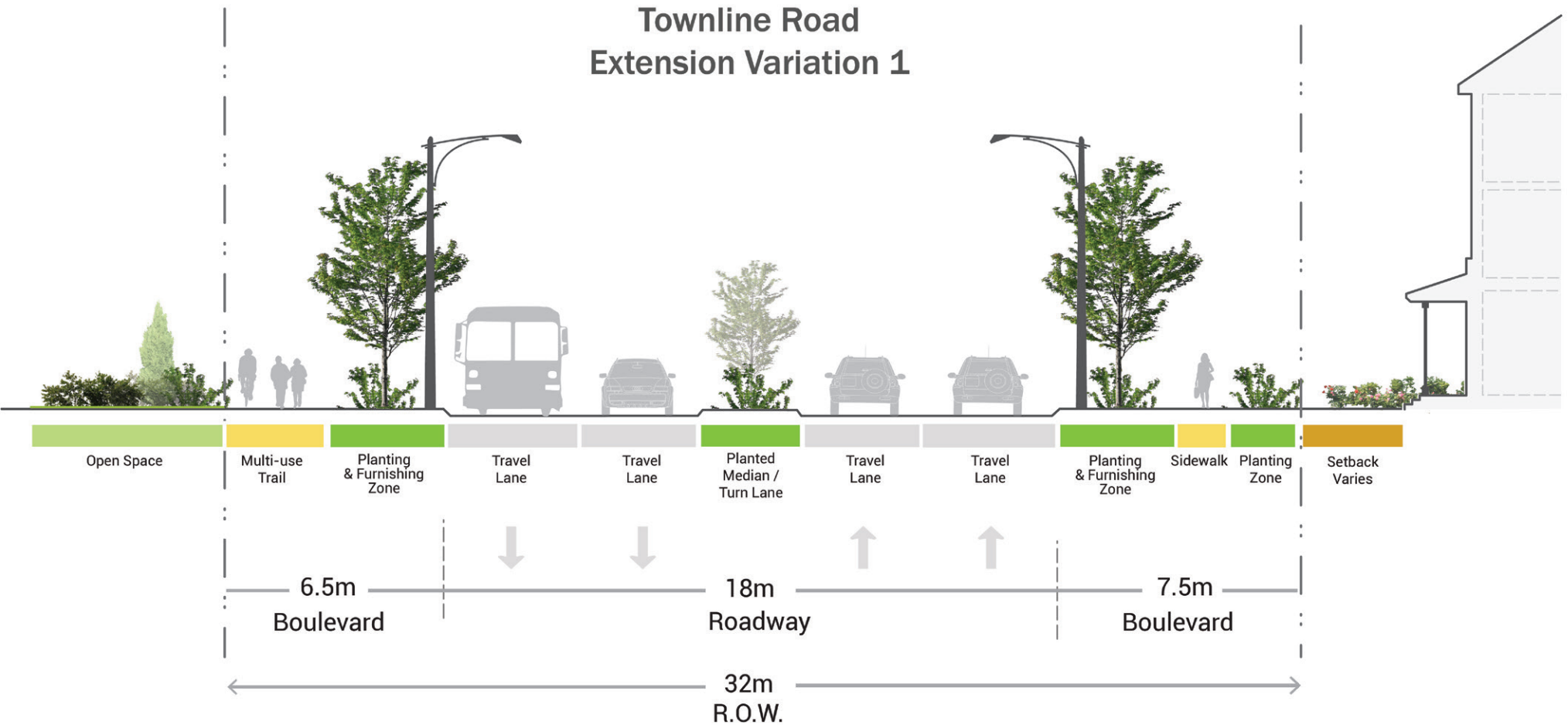


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Figure 4.1 Townline Road Extension Cross-Section Option with Median (*Arterial B*)

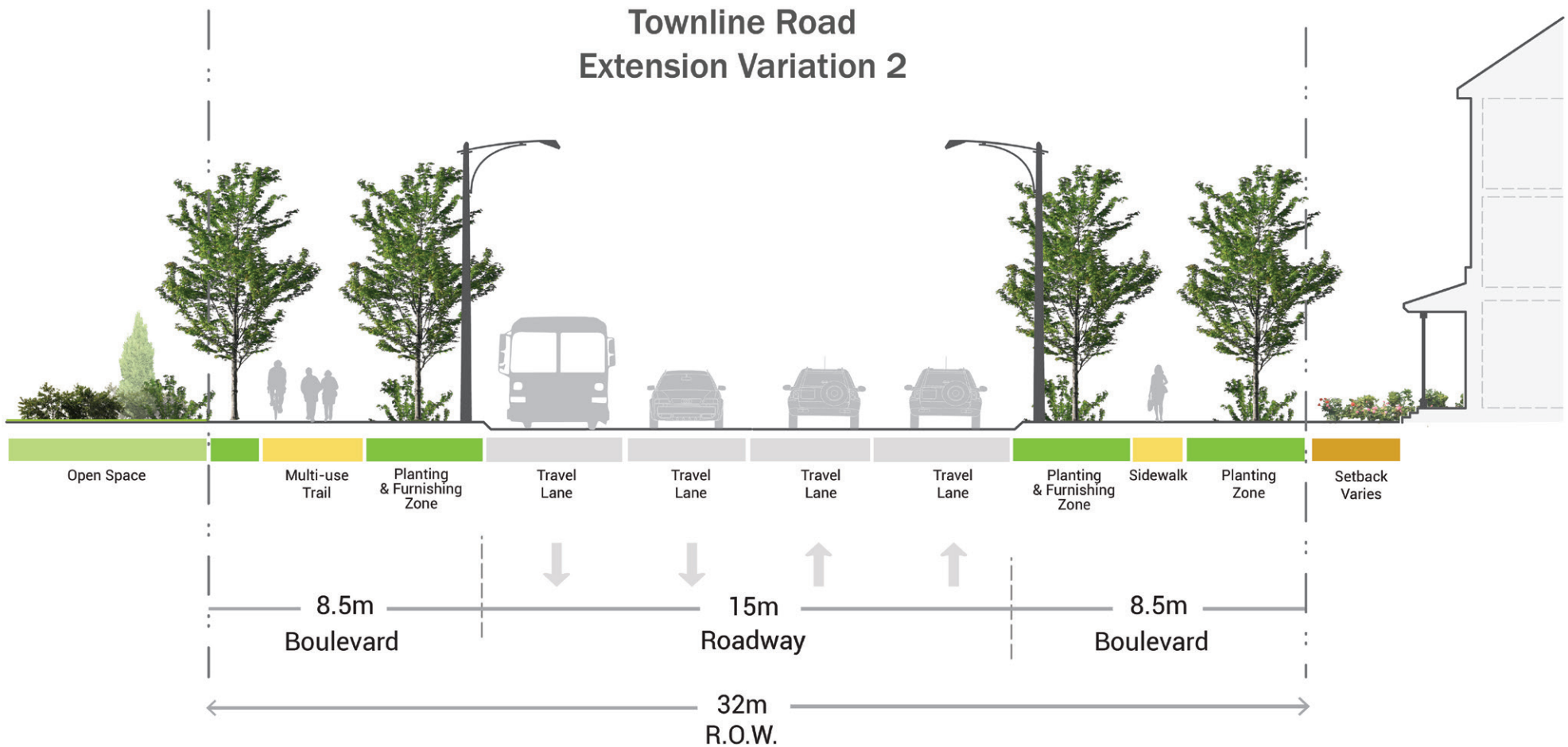


Townline Road Extension Variation 1



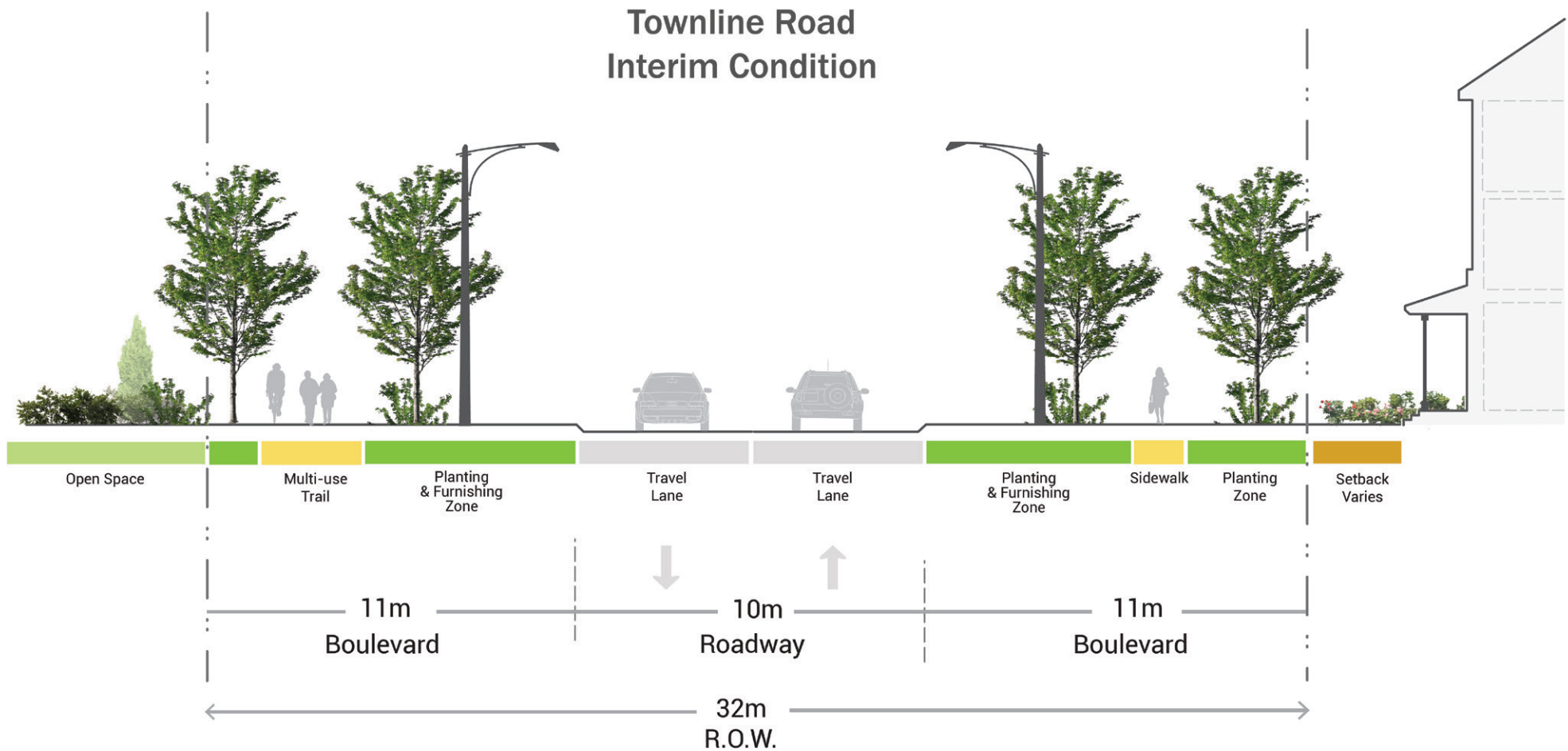
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Figure 4.2 Townline Road Extension Cross-Section Option without Median (*Arterial B*)



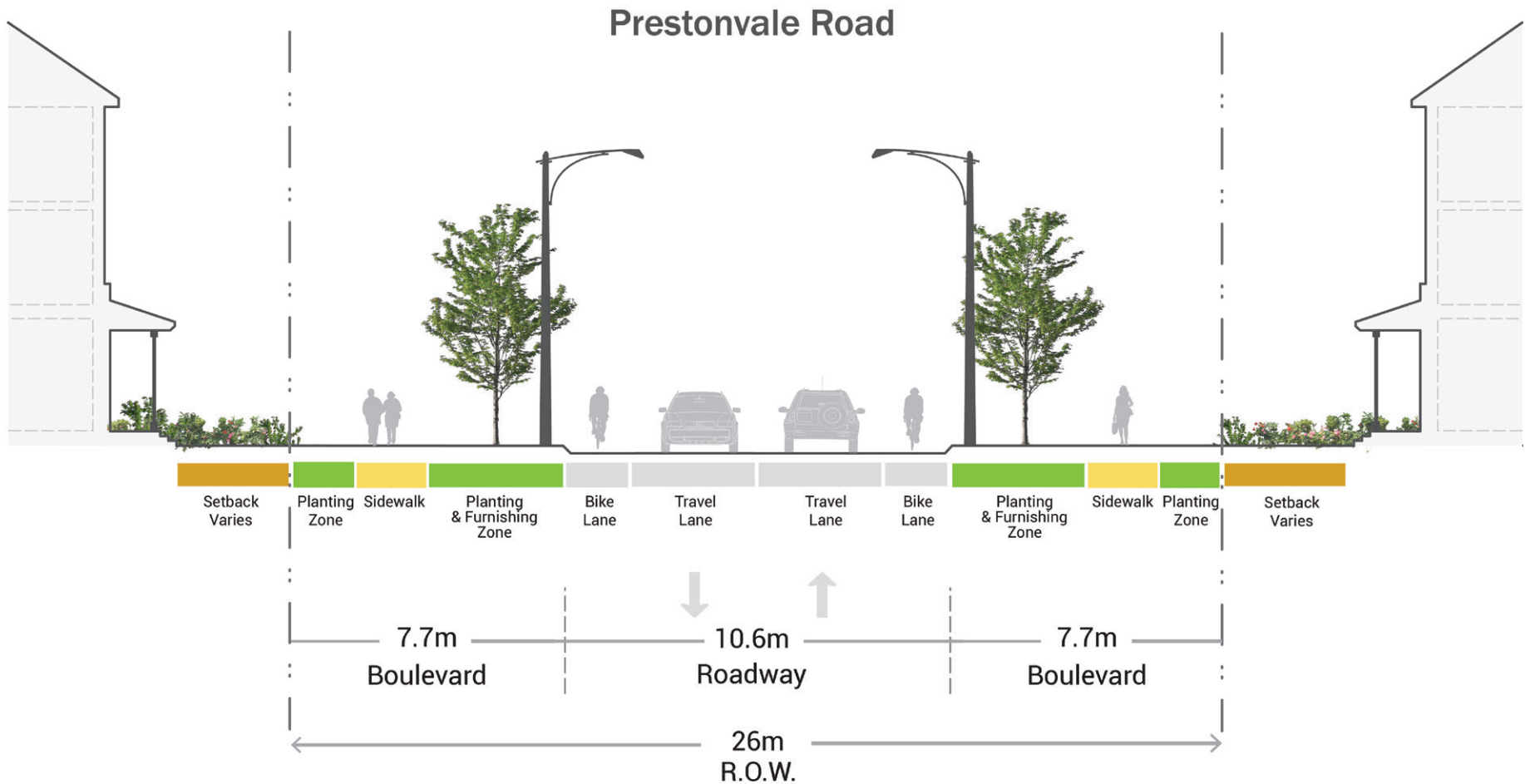
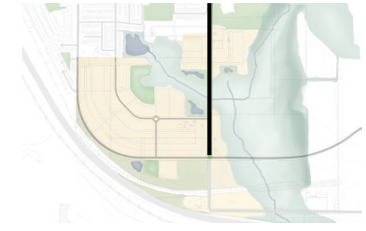
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Figure 4.3 Townline Road Extension Cross-Section Interim Condition (*Arterial B*)



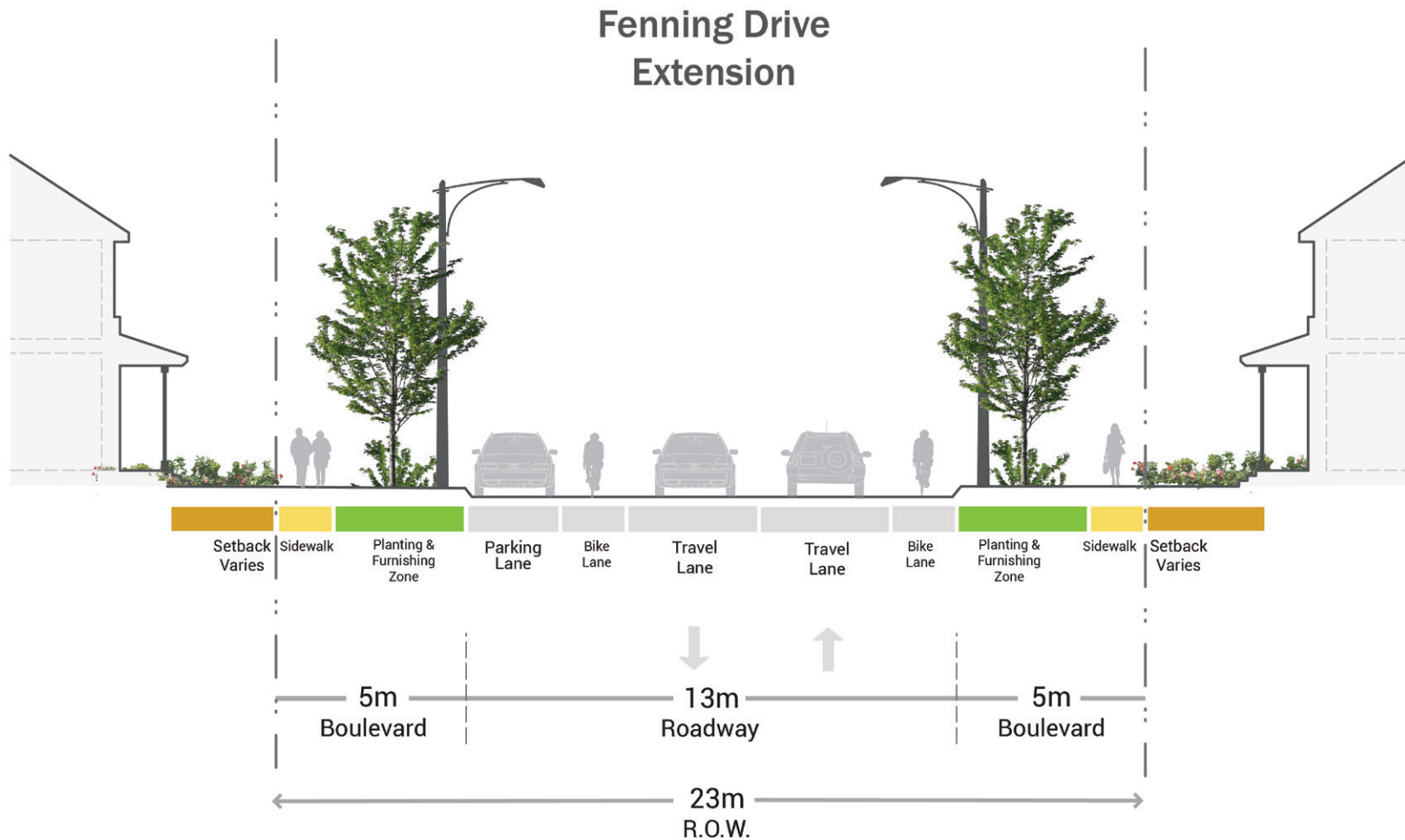
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Figure 4.4 Prestonvale Road Cross-Section (*Arterial C*)



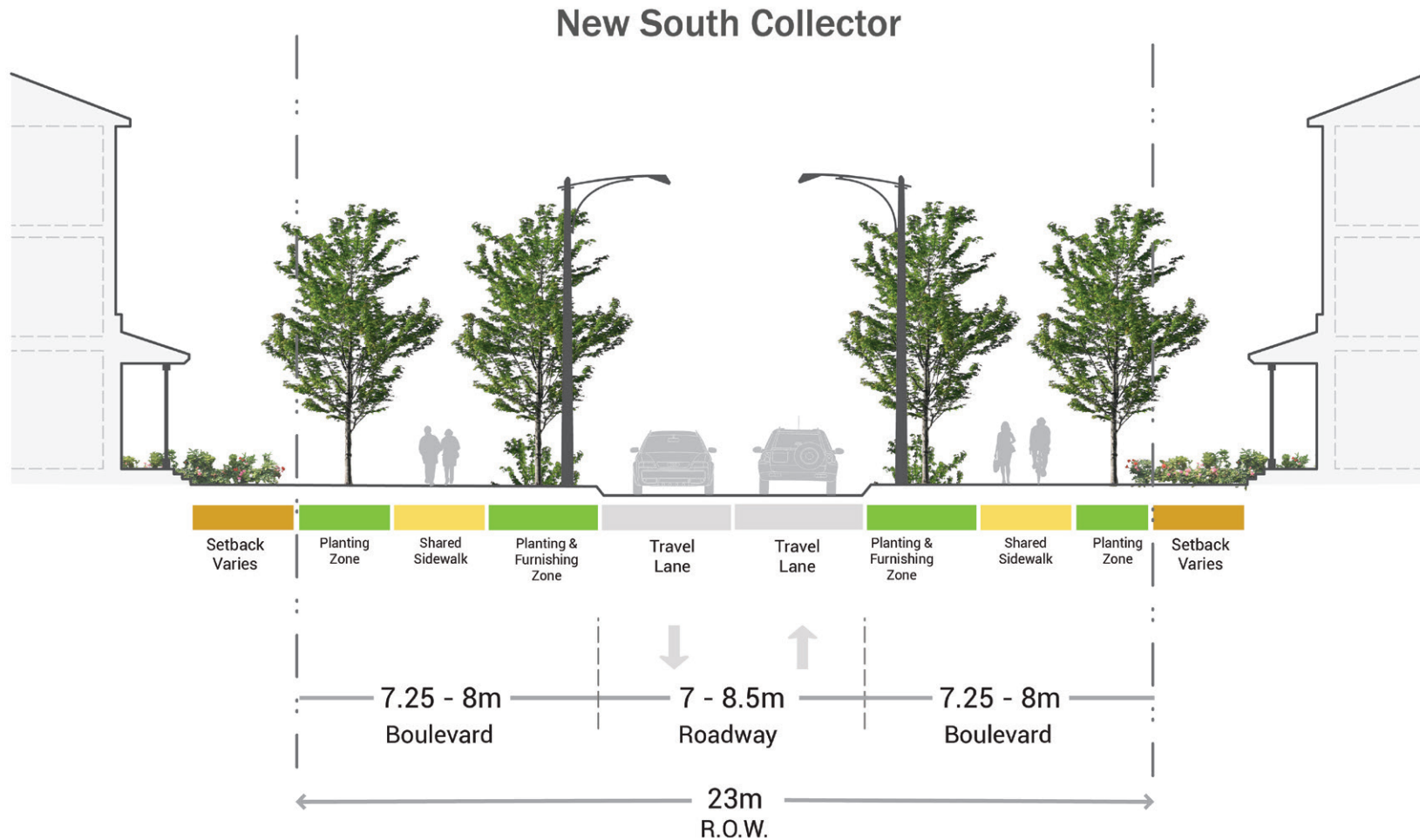
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Figure 4.5 Fenning Drive Cross-Section (Collector)



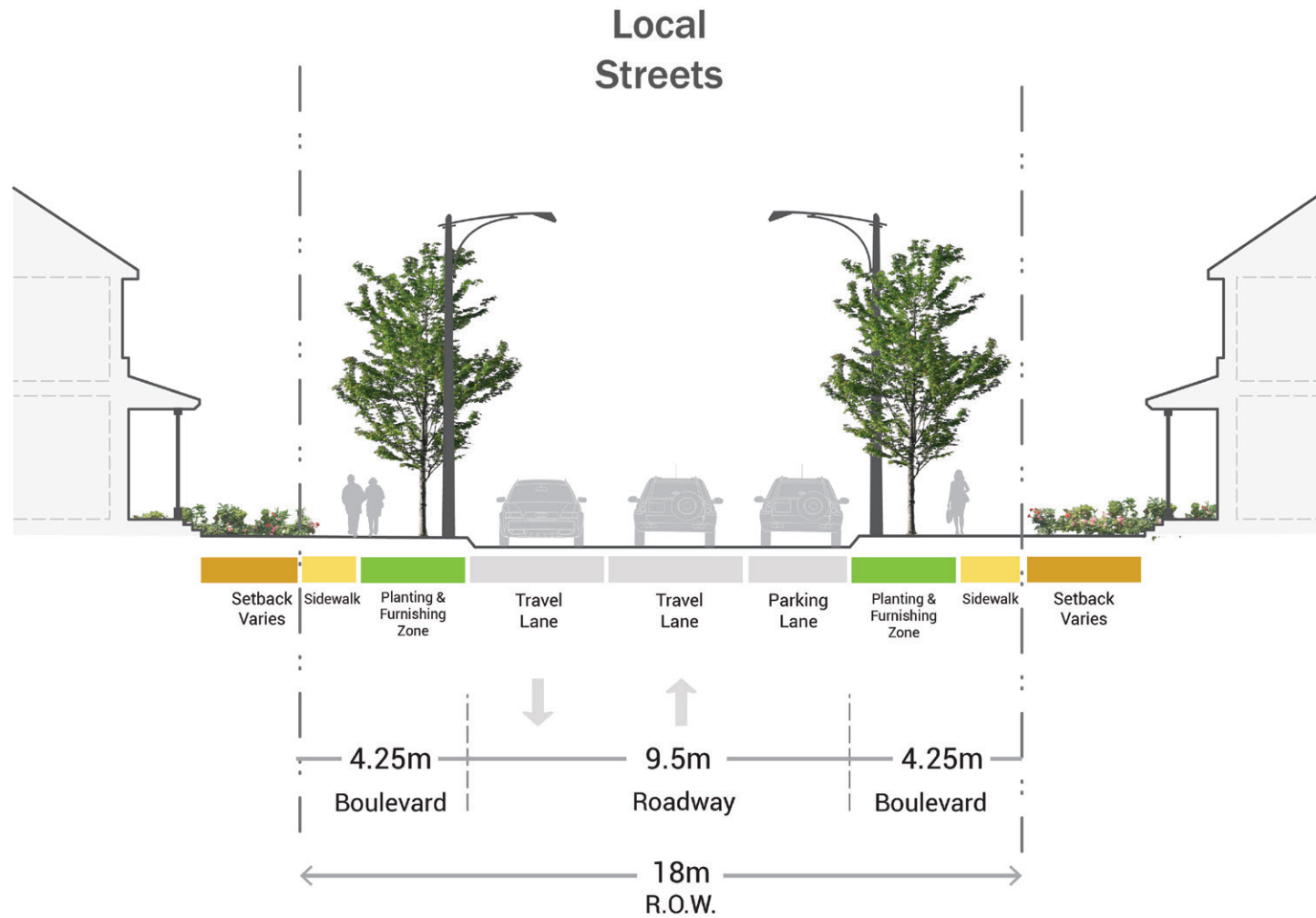
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Figure 4.6 New North-South Street Cross-Section (*Collector*)



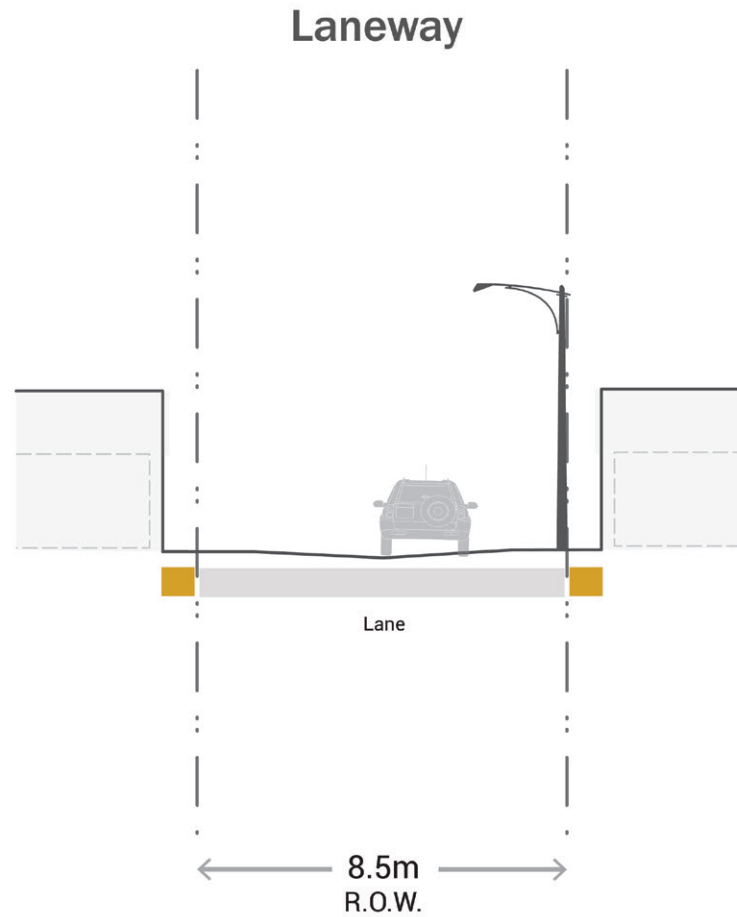
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Figure 4.7 Key Local Roads Cross-Section (Typical)



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Figure 4.8 Laneway Cross-Section (Typical)



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