

Appendix A

Bayview (Southwest Courtice)

URBAN DESIGN & SUSTAINABILITY GUIDELINES

MAY 2021

Clarington

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1 INTRODUCTION

1.1 Overview & Purpose

The Bayview (Southwest Courtice) Secondary Plan Area is generally bounded by Townline Road to the west, Robinson Creek to the east, Bloor Street to the north, and 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 half but also will apply to 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 Bayview (Southwest Courtice) Secondary Plan, updated in 2021, 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 Bayview (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.

1.3 Interpretation and Implementation of the Guidelines

The Bayview (Southwest Courtice) Secondary Plan Urban Design and Sustainability Guidelines are intended to help implement the policies of the Official Plan and Bayview (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.

1.2 Structure of the Guidelines

This document contains four main sections:

Section 1 summarize important background information and explains the purpose of the guidelines.

Section 2 describes the overall physical vision for the community and conceptually illustrates the vision with a Demonstration Plan. It also describes the community's structuring elements and explains how the guidelines will be implemented.

Section 3 contains the public realm guidelines, which will apply to the design of the street network, streetscapes, parks and other open spaces, and stormwater management facilities.

Section 4 contains guidelines applicable to the private realm. They include general guidelines about community design and more detailed guidelines for residential development.

Section 5 contains green design guidelines. They provide direction for sustainable community design including energy efficiency, water conservation and green roofs.

The Guidelines also should be read in conjunction with the Clarington Zoning By-law as it applies to Bayview 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 Bayview 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, including lighting and landscaping 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

2.1 Community Vision

The following components comprise the physical vision for the community, illustrated in the Demonstration Concept (Figure 2.1):

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 2.3 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 Bayview. Neighbourhood parks and parkettes will be integrated in accessible locations as amenities and to provide linkages to natural heritage features and other public open spaces. The neighbourhood will be organized around a series of Neighbourhood Parks, which will have the potential to accommodate a range of low-intensity programmed and spontaneous recreational activities.

A diversity of low-rise housing forms

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

An interconnected, pedestrian-oriented street network

The grid-like network planned for Bayview will respond to the natural features and existing street network in the area (see Figure 2.2 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 2.4 Key Pedestrian and Cycling Connections). They will also help connect residents to other community amenities within and outside of the neighbourhood.

Streetscapes defined by street trees, private landscaping, and the facades of homes

Streetscapes in Bayview 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 low impact development features into the public realm, and stormwater management ponds that are visually integrated with adjacent parks and natural features.

2.2 Demonstration Plan & Community Character Statement



Community Character Statement

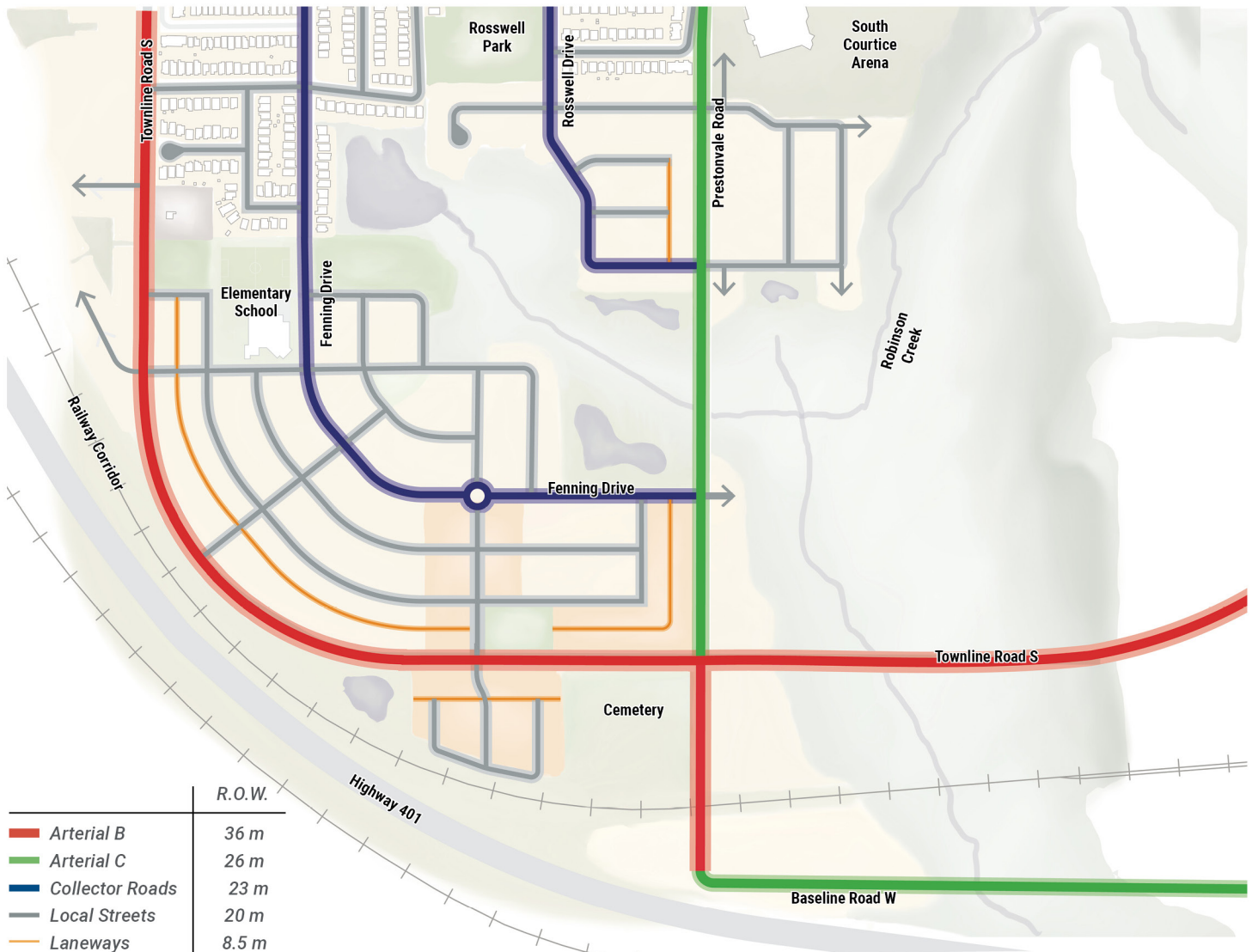
The Bayview (Southwest Courtice) Secondary Plan envisions a diverse and inclusive community distinguished by mostly low-rise residential housing, highly walkable streets, a range of housing types, accessible and versatile parkland, and enhanced and protected natural features.

2.3 Community Structure

The Bayview (Southwest Courtice) Secondary Plan provides the framework for development of the Bayview Neighbourhood that is walkable, enjoyable and accessible. The community is organized around the following, high-level structural elements:

- Street Network and Streetscapes
- Parks and Open Spaces
- View Corridors
- Residential Uses
- Non-Residential Uses

Street Network



2.2 Street Network

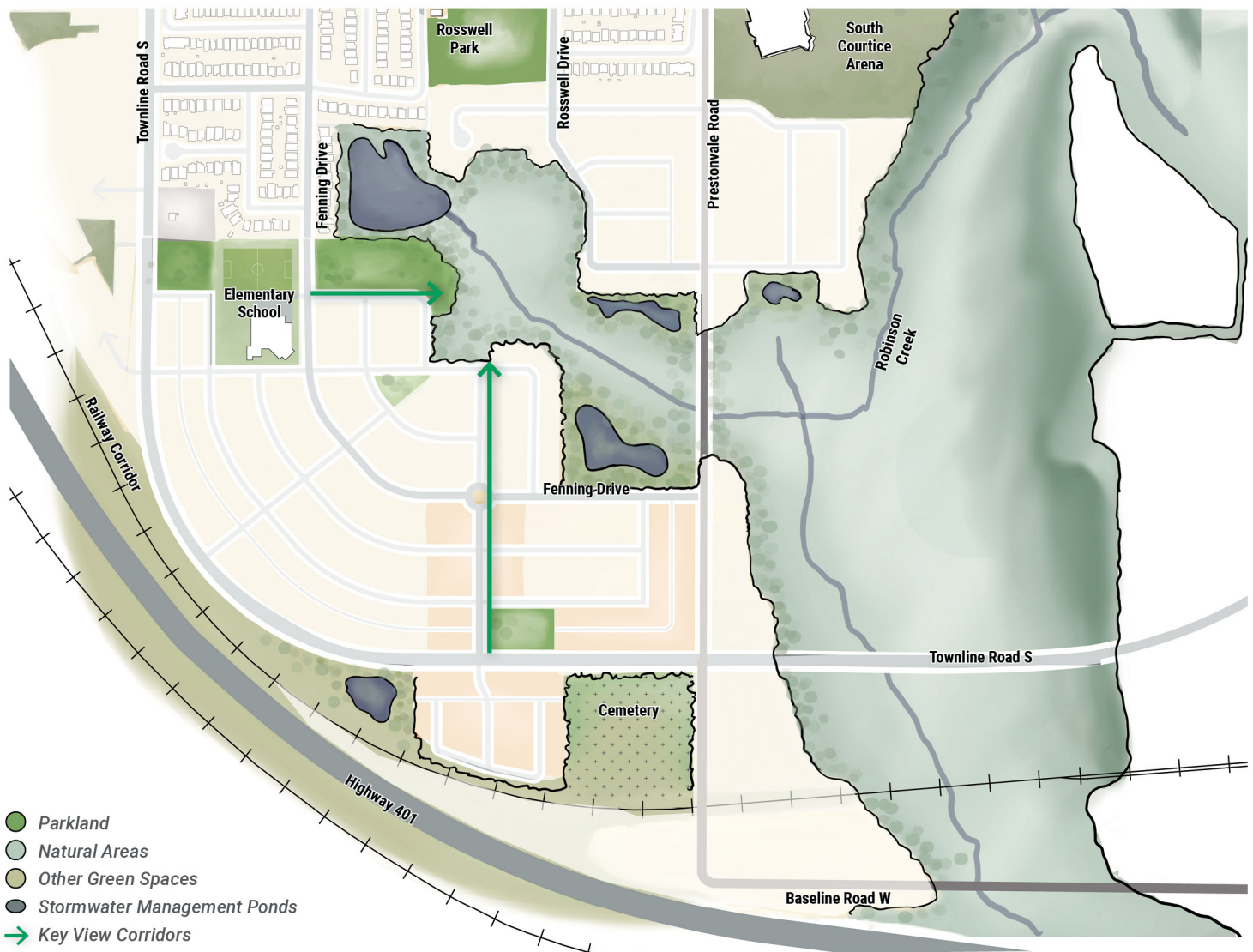
Street Network and Streetscape

The Street Network and Streetscape include major and minor road connections within Bayview, as well as the visual elements of a street, such as the sidewalk, multi-use trails, street furniture and landscape elements. The neighbourhood's street network will be designed under the principle of "complete streets" which will ensure that pedestrians, cyclists, public transportation and vehicles are able to move easily through the community.

Parks and Open Space

Parks and open space includes the area's natural heritage features, stormwater management facilities, parks and trees. The Secondary Plan Area is traversed by the Robinson Creek and its associated valley- and woodlands. It is the initial structuring element around which the neighbourhood is structured and it will be protected, restored and enhanced in order to serve as the focal point of the community. Parks in Bayview will build off of the neighbourhood's natural heritage. They will be programmed in order to provide amenity space for a wide variety of users of all ages.

Open Space Network



2.3 Open Space Network

Key View Corridors

Certain views within Bayview are vital to the area's urban design and function. Significant views within Bayview will be focused toward the neighbourhood's natural heritage features and Robinson Creek.

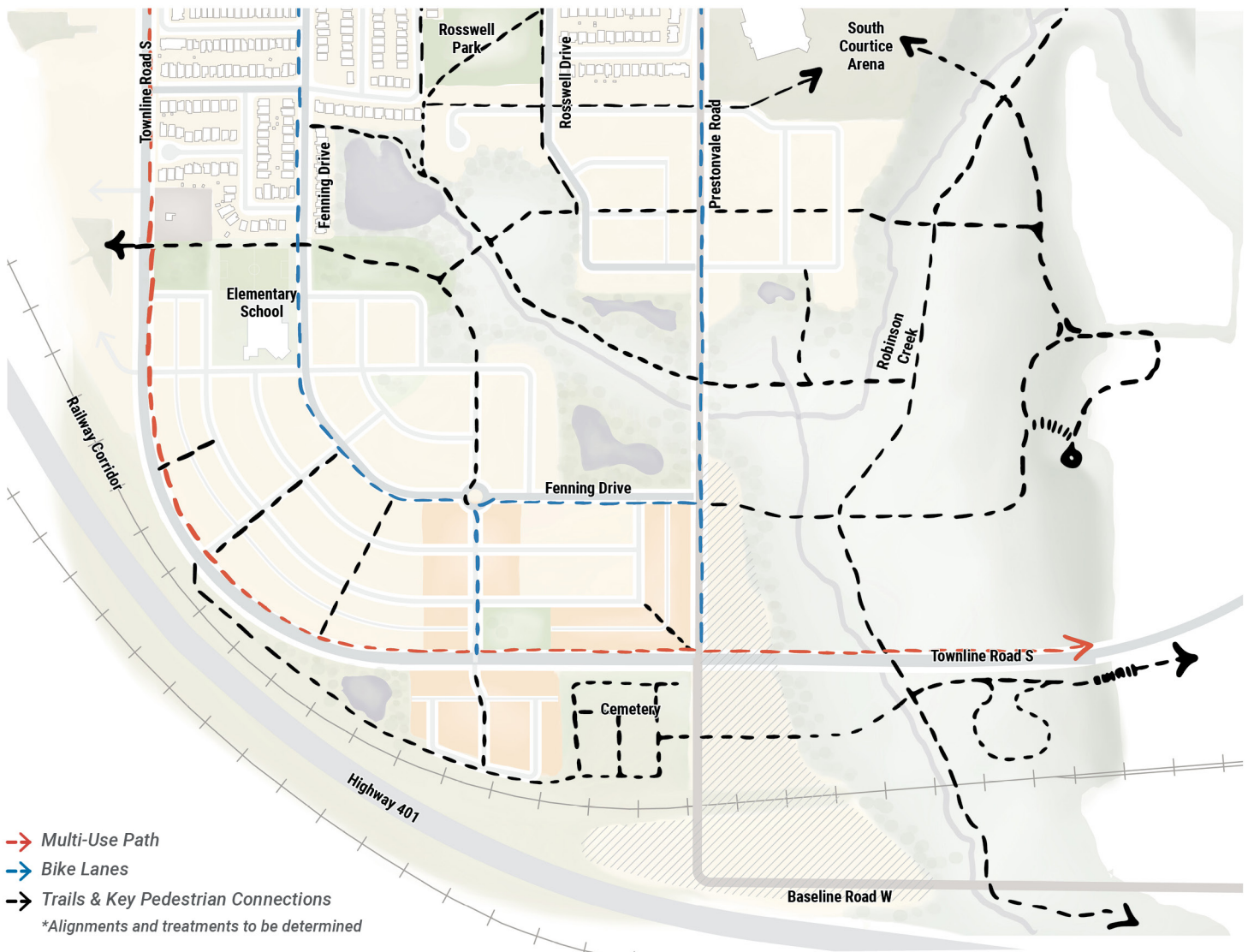
Residential Uses

Areas designated for residential uses will be planned and designed as accessible, pedestrian-oriented areas that are distinct in character and connected with the broader context of Bayview. Residential areas will include a mixture and diversity of housing types to ensure variety and choice.

Non-Residential Uses

Bayview will feature a new school and small scale neighbourhood commercial uses. An elementary school will be located in an area of the neighbourhood which is central, surrounded by green space and easily accessible by multiple modes of transit. Neighbourhood commercial uses will be located along major thoroughfares, making them easily accessible by local residents. An existing utility site located on Townline Road will be maintained.

Key Pedestrian and Cycling Connections



2.4 Key Pedestrian and Cycling Connections

3 PUBLIC REALM GUIDELINES

The public realm is typically defined as including publicly owned places and spaces that belong to and are accessible by everyone. The public realm includes municipal streets, active transportation facilities, streetscape elements, parks and other open space, multi-use paths and trails, environmental protection areas and stormwater management facilities.

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 2.3 should align with public streets.
- D.** Block lengths should be no less than 100 metres and no more than 250 metres.
- 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 may be considered, while preserving sightlines and pedestrian connections to the arterials.
- K.** Rear Lanes are particularly encouraged where driveways are restricted but residential frontage is desired, notably behind properties fronting arterial roads. Rear lanes are prioritized for higher-density and/or mixed-use developments that front onto Arterial Roads and Collector Roads. Parking, servicing and loading areas from these developments should be accessed from Rear Lanes.
- L.** Rear Lanes are also encouraged through blocks where low and medium density forms of housing are dominant, to prevent front garages and driveways from limiting landscaping in front yards and the street rights-of-way.
- M.** Rear Lanes should be designed to consider visitor parking requirements (when private), adequate space for snow clearing and designated space for garbage and recycling bins.
- N.** Rear Lanes must abut a public road and shall not immediately connect to another Rear Lane.
- O.** Garages fronting onto Rear Lanes should be carefully arranged in groupings to encourage an attractive visual environment.
- P.** The architectural design, massing, detailing, materials, and colours of garages should compliment and reflect the principal dwelling. A variety of garage heights and roof slopes is encouraged.
- Q.** Garages should be sited to allow for access and drainage from the rear yard of the unit to the Rear Lane plus opportunities for landscaping along Rear Lanes.
- R.** Both parking pads and garage shall be set back from the lot line separating the rear yard from the Rear Lanes.
- S.** A house number is to be identified on both, the garage elevation facing a lane or the main entrance elevation facing a public street or park.
- T.** Parking pads should be screened from the rear by a fence and/or landscaping.
- U.** Landscaping and fencing along or adjacent to Rear Lanes should be coordinated and finished with materials, colours and vegetation compatible with the principal dwelling.

3.2 Streets

Streets in Bayview 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.

Rear Lanes are the preferred solution to providing a residential frontage on Arterial Roads, particularly within the Regional Corridor along Bloor Street East. Rear Lanes would allow for parking access from the rear, eliminating the issue of driveway frequency, and address and frontage along the Arterial Road. When Rear Lanes 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 all options for low impact development including road-side bioswales or the use of permeable pavers. Permeable pavers should not be used for the public sidewalk or portions of other public space with high pedestrian traffic.



Arterial Roads should be designed to promote active transportation in addition to the efficient movement of vehicles.



Proximity to green spaces along Townline Road and Prestonvale Road should be taken advantage of to create visual connections with these areas.

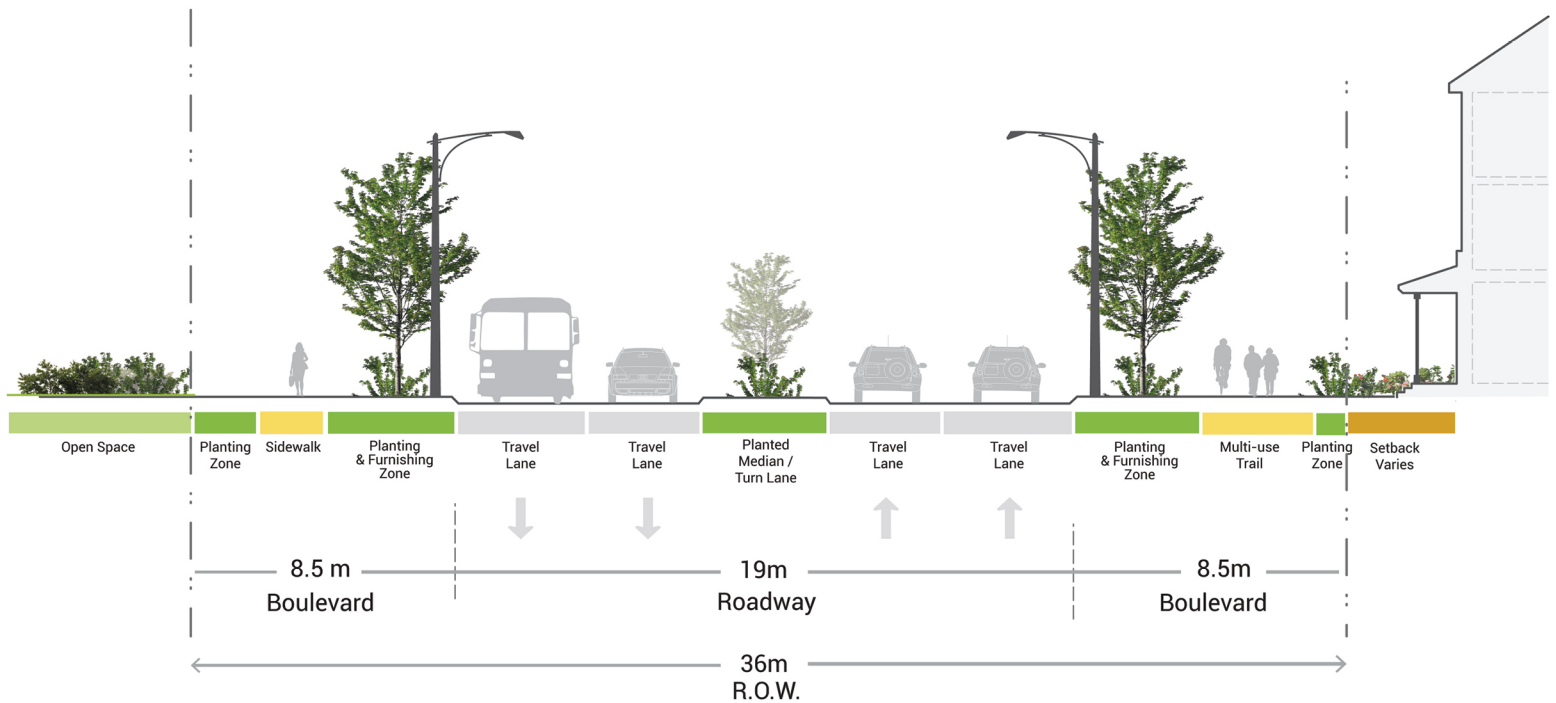
Townline Road Extension

The Secondary Plan proposes an extension of the Type B Arterial, Townline Road, providing for an east-west arterial at the southern edge of Bayview. The new neighbourhood will have an active and green frontage along the Townline Road extension. A multi-use path is recommended for the east / north side of the street. 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. Figures 4.1 and 4.2 represent potential ultimate designs for the road, which when fully extended may require two travel lanes in each direction, and may require a centre median with a left turn lane at intersections.. Figure 3.3 illustrates a potential interim condition for the road, prior to its further extension eastward across Prestonvale Road, when only two travel lanes are anticipated to be required. In both the interim and ultimate conditions, the right-of-way width for Townline Road will be 36 metres.

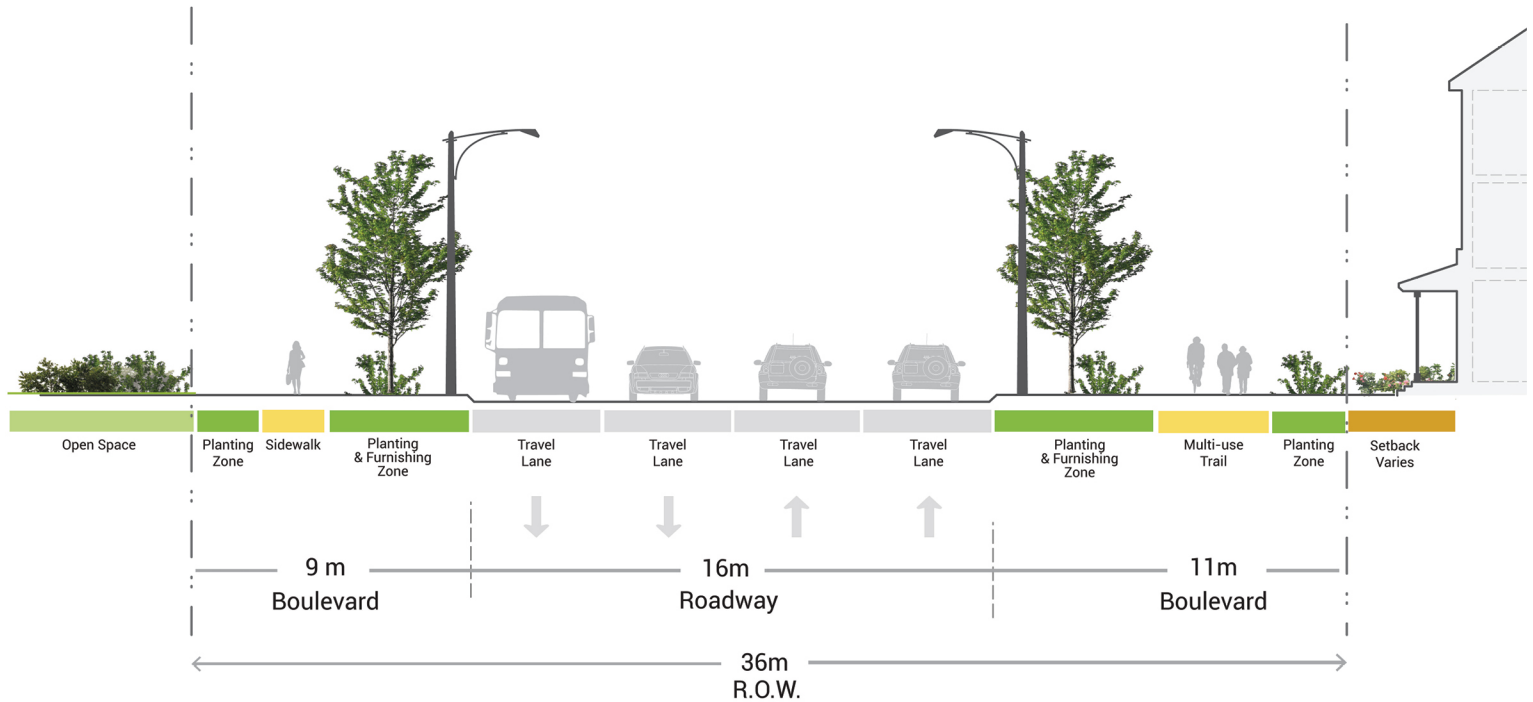
Townline Road Cross-Section (Option with Planted Median)



3.1 Townline Road Extension Cross-Section
Option with Median (Arterial B)

* Additional design guidelines for elements within the right-of-way can be found in section 3.3

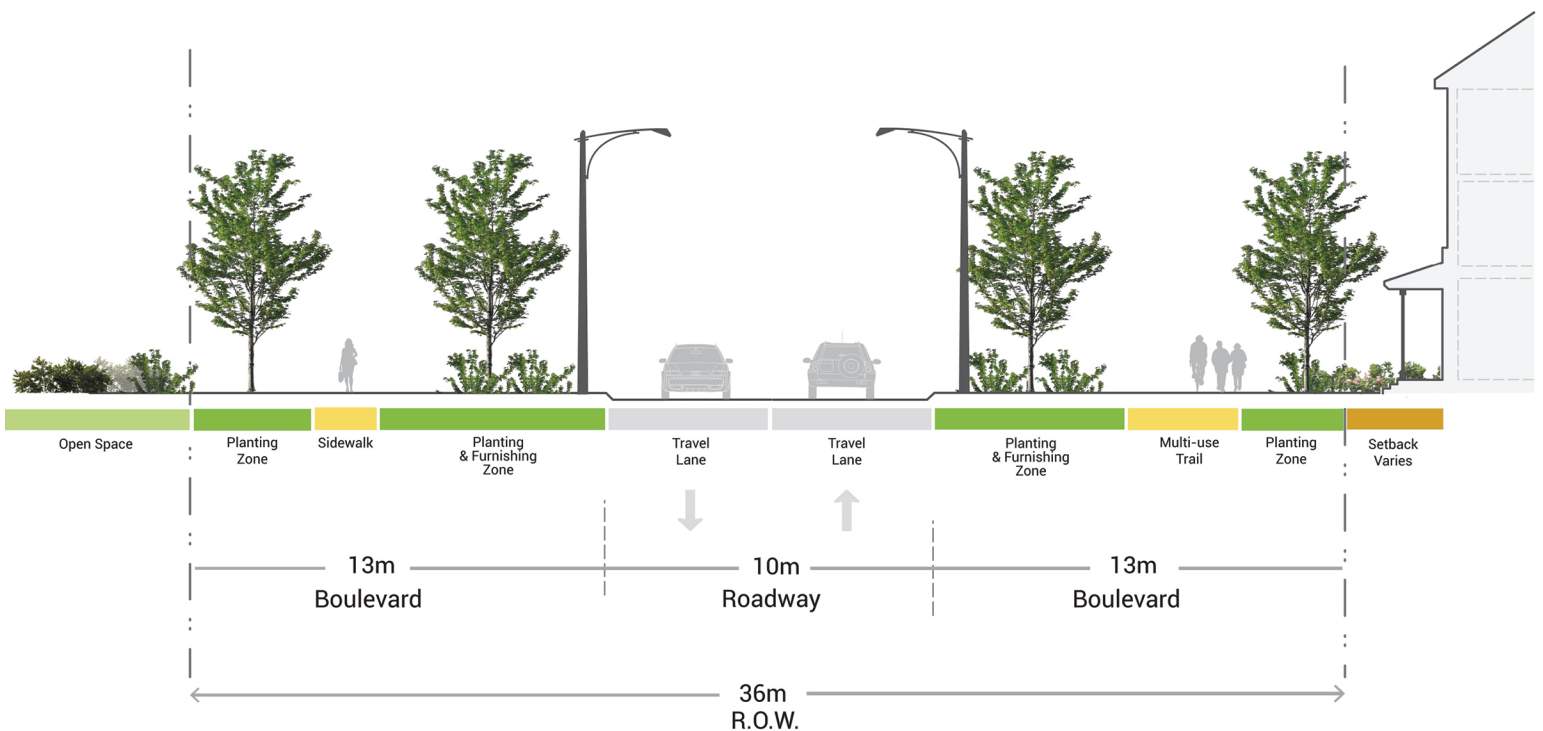
Townline Road Cross-Section (Option without Planted Median)



3.2 Townline Road Extension Cross-Section
Option without Median (Arterial B)

* Additional design guidelines for elements within the right-of-way can be found in section 3.3

Townline Road Cross-Section (Interim Condition)



3.3 Townline Road Extension Cross-Section
Interim Condition (Arterial B)

* Additional design guidelines for elements within the right-of-way can be found in section 3.3

Prestonvale Road

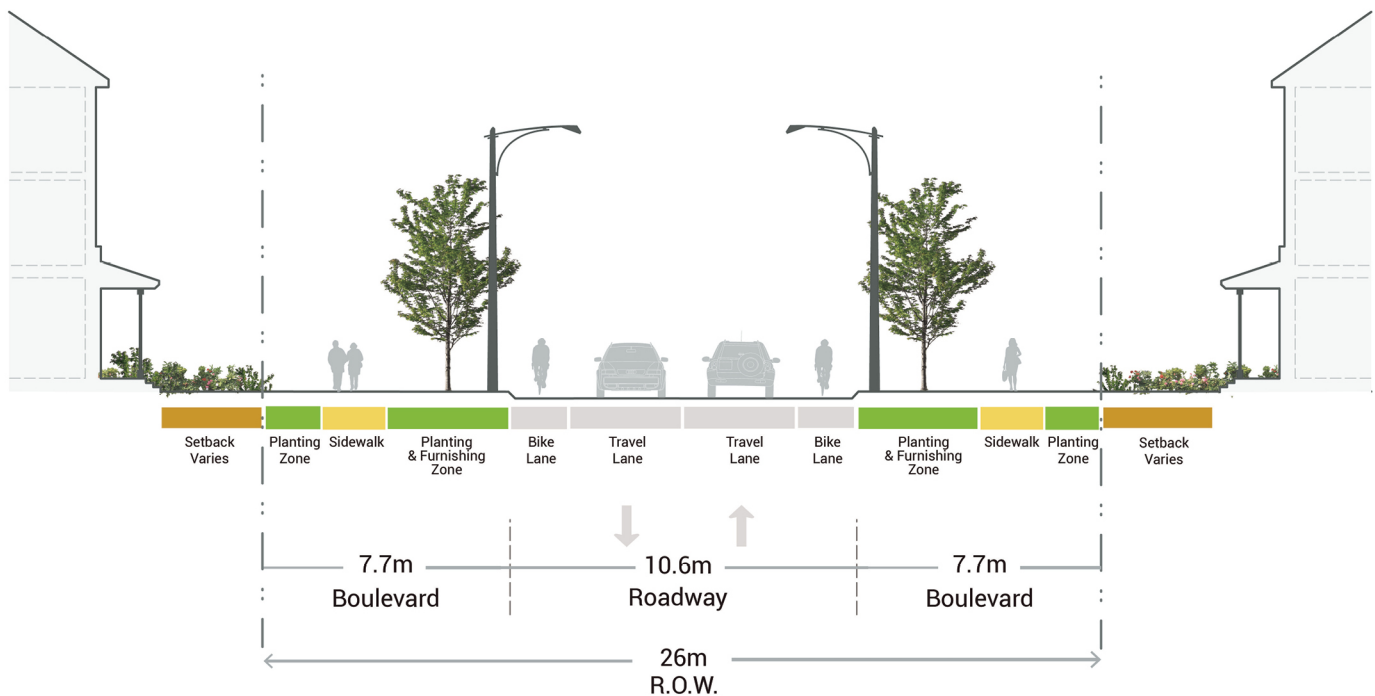
The existing Prestonvale Road is a north-south Arterial running through the east side of the Secondary Plan area. It is a Type C Arterial from Bloor Street south to the future extension of Townline Road, and a Type B Arterial south of that point to Baseline Road. As the portion of Prestonvale that is a Type B Arterial falls within the Special Study Area associated with a potential Future Freeway Interchange, the future configuration and location of this road segment is uncertain and no proposed cross-section is recommended at this time.



A prominent feature of Prestonvale should remain the road's frontage onto 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 width of 26 - 30 metres should consist of the following preferred elements and dimensions identified in the cross-section below:

Prestonvale Road Cross-Section



3.4 Prestonvale Road Cross Section (Arterial C)

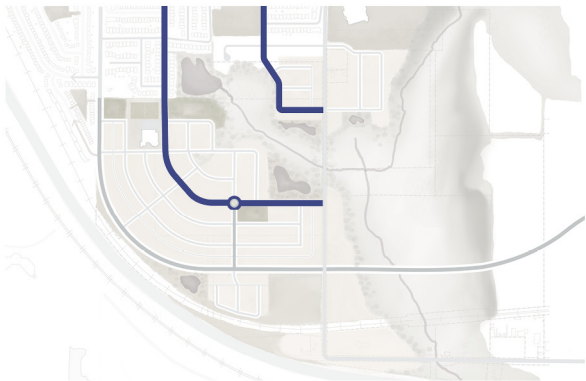
* Additional design guidelines for elements within the right-of-way can be found in section 3.3

3.2.2. Collector Roads

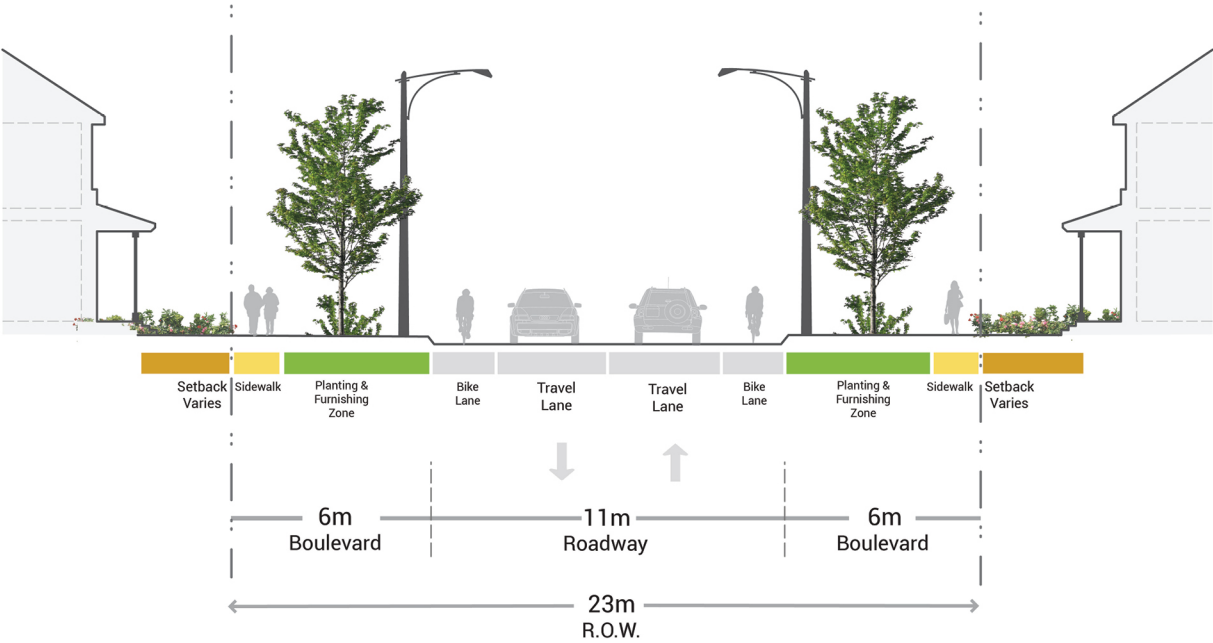
The Fenning Drive and Rosswell Drive Extensions will be the primary entry roads into the south half of the neighbourhood from the arterial roads. Collector roads will have a single travel lane for traffic in each direction. All collector roads will feature street trees and sidewalks on both sides.

Fenning Drive & Rosswell Drive

Fenning Drive and Rosswell Drive will provide key links in the active transportation network in the community, providing for on-boulevard bike lanes to provide connectivity throughout the neighbourhood and to key amenities. The right-of-way should consist of the following preferred elements and dimensions identified in the cross-section below:



Fenning Drive & Rosswell Drive Cross-Section



3.5 Fenning Drive Cross-Section (Collector)

* Additional design guidelines for elements within the right-of-way can be found in section 3.3

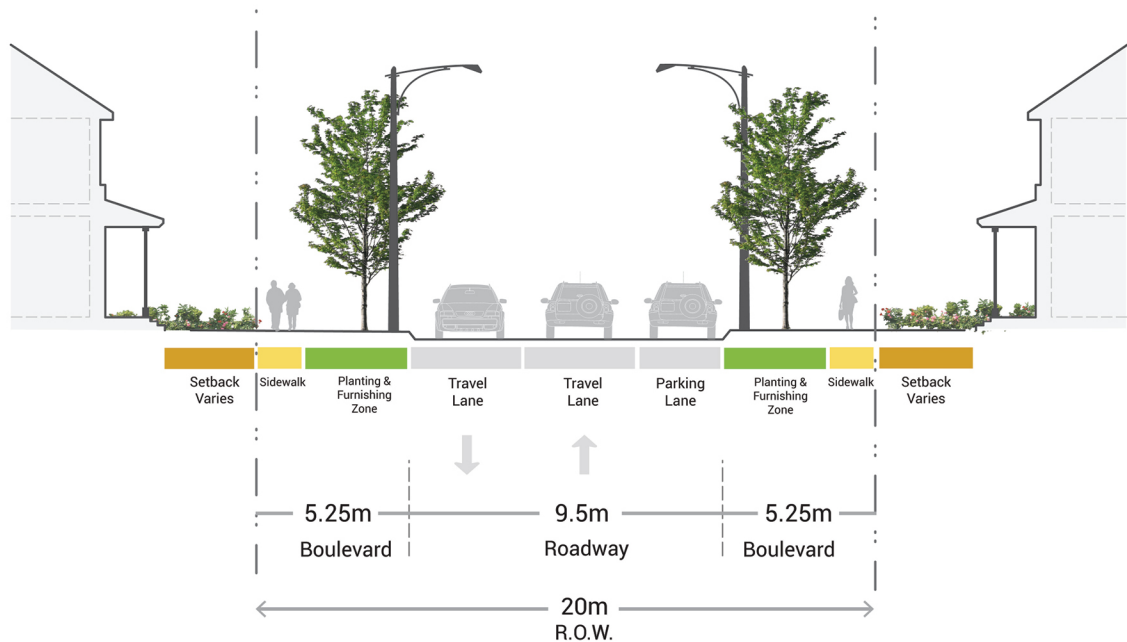
3.2.3. Local Roads and Key Local Roads

An interconnected grid-like network of Local Roads will be designed to weave together the community with short walkable blocks. Generally, Local Roads will feature a right-of-way width of 20 metres and accommodate a travel lane in each direction with space to accommodate on street parking, with sidewalks and street trees on one side, although sidewalks and street trees are encouraged on both sides of the street.



Where a Local Road is aligned with a Key View Corridor (see Figure 2.2 Open Space Network), such Local Roads should be designed as Key Local Roads with sidewalks and street trees on both sides, to encourage pedestrian activity, enhance the tree canopy, and reinforce the neighbourhood’s green character. The right-of-way width for Key Local Roads should be 20 metres and consist of the following preferred elements and dimensions identified in the cross-section below:

Key Local Road Cross-Section



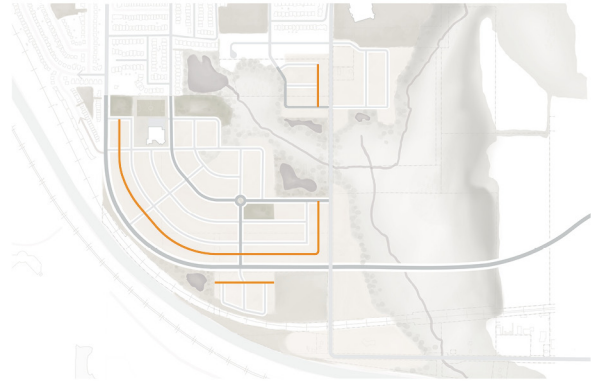
3.6 Key Local Roads Cross-Section (Typical)

* Additional design guidelines for elements within the right-of-way can be found in section 3.3

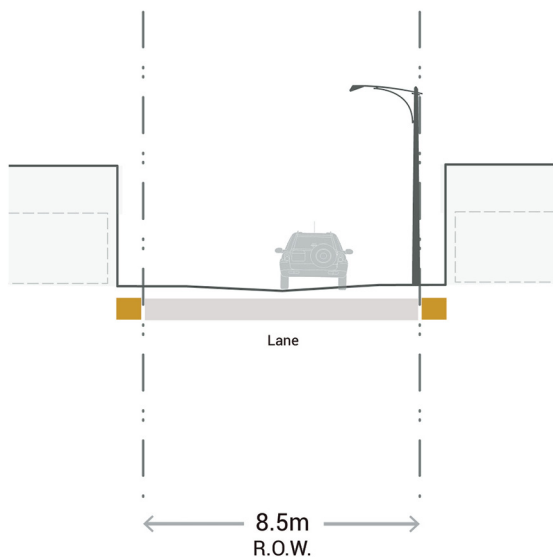
3.2.4. Rear Lanes

Rear Lanes are encouraged throughout the community, since they result in more pedestrian-oriented streetscapes. Rear Lanes are particularly encouraged where driveways are restricted but residential frontage is desired, notably behind properties fronting Arterial Roads. Rear Lanes 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 width of 8.5 metres should consist of the following preferred elements in the cross-section below:



Typical Laneway Cross-Section



In addition to providing rear access to properties and garages, private setbacks can accommodate bins for municipal collections, lighting features, and even basketball nets.

3.7 Laneway Cross Section (Typical)

** Additional design guidelines for elements within the right-of-way can be found in section 3.3*

3.2.5. Roundabouts

Roundabouts may be used as an alternative to traditional intersections with stop signs or traffic signals. They can help to calm traffic while also marking gateways and contributing to community identity through landscaping.

Guidelines

- A.** A roundabout may be appropriate at the intersection of the Townline Road extension and Prestonvale Road and along Fenning Drive where it intersects with Key Local Roads, subject to approval by the Municipality of Clarington.
- B.** The size and configuration of roundabouts shall meet Regional and Municipal standards.
- C.** Landscape elements within roundabouts must not impede critical sightlines.
- D.** Roundabouts should feature decorative paving and soft landscaping designed to a high standard and with durable, low-maintenance materials.
- E.** The size of roundabouts should be minimized to avoid diverting and lengthening pedestrian routes through the intersection, and pedestrian crossings should be clearly marked.
- F.** Public art should be considered in designing roundabouts.



In addition to calming traffic within the community, roundabouts can be landscaped to enhance the quality of the pedestrian realm, as pictured above in Burlington.

3.3 Streetscapes

Streets are not just for moving people and goods but are also places for social interaction, and their design contributes fundamentally to the character of a community. The guidelines below apply primarily to the boulevards of streets to ensure all of the roles and functions of Bayview's streets are optimized.

Guidelines

- A.** Sidewalks should be designed to provide fully-accessible, barrier-free connectivity throughout the community, as per Regional and Municipal standards.
- B.** Sidewalks should have a minimum width of 1.5 metres. Wider sidewalks should be provided adjacent to the elementary school to accommodate groups of pedestrians, and wider side-walks may be appropriate in other locations to encourage street life.
- C.** The space between the sidewalk and the curb should be reserved for street trees, grass or other ground cover, above ground utilities, snow storage, street lighting and, where appropriate, transit shelters, seating and bicycle parking.
- D.** Transit shelters and seating should be provided at all transit stops.
- E.** Curb extensions (bump-outs) may be considered at intersections and mid-block locations to expand the pedestrian zone, accommodate transit shelters and seating, and shorten roadway crossings.
- F.** Street trees should be large canopy species tolerant of droughts and salt, primarily native, non-invasive species that maximize biodiversity. Pollinator species are encouraged.
- G.** Ornamental or flowering trees should be considered for key entry streets.
- H.** Trees of the same species should be planted on both sides of the street, but tree monocultures are to be avoided.



Well designed and landscaped curb extensions permit on-street parking and safe pedestrian crossings to coexist



The location of distinctive street furniture should promote community gathering in well-used areas.

- I. Adequate soil volumes, good soil structure, proper drainage and, where possible, irrigation should be provided to support the long-term health of street trees. The bridging of soil rooting areas below adjacent hard surfaces is encouraged.
- J. Street lighting will be guided by municipal standards and should focus illumination downward to minimize light pollution and support dark night skies.
- K. The integration of public art into streetscape elements, such as benches, transit shelters and paving, should be considered.
- L. Utilities such as gas, hydro, cable, and telecommunications should be located underground, where feasible.



Coordinating distinctive street trees can help enhance the quality of place along key corridors, as pictured above along Pickard Gate in the Bayview neighbourhood.



Opportunities to integrate public art with necessary infrastructure, such as fencing or retaining walls, should be considered.

3.4 Parks and Open Space

The Bayview community contains a variety of existing and planned public open spaces. These spaces include the existing Roswell Park and smaller parkettes, as well as three future Neighbourhood Parks. Neighbourhood Parks are to serve the basic active and passive recreational needs of the surrounding residents. The Neighbourhood Parks should be designed as the primary gathering space for residents and to enhance the community's identity and sense of place.

3.4.1. Neighbourhood Park Design Guidelines

- A.** A minimum of 50% 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 Outdoor Recreation Needs Assessment 2020, 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.** Secure bicycle parking should be provided in all parks.
- G.** Plantings should generally consist of hardy, native species and provide a transition between park green space and natural areas.
- H.** Landscaping and design of parks should incorporate low impact development features.
- I.** Parks should include furnishings such as benches, other seating and tables. These elements should be coordinated in their design and built of durable, low-maintenance materials.
- J.** Public art should be integrated into the design of park facilities or landscape features. Public art that celebrates and/or interprets the area's history and geography is encouraged.



Creative play structures should be considered to provide engaging and fun learning opportunities for children



Neighbourhood parks should provide a mix of programming, including passive recreational areas for community gathering

- K.** Utility infrastructure such as gas, hydro, cable, and telecommunications should be located away from park and open space frontages.
- L.** Alternative methods of screening or integrating utility services may be considered, including covers, wraps or public art features, in compliance with utility authority requirements.

3.4.2. Guidelines for Mid-Block Pedestrian Connections, Multi-Use Paths and Trails

Mid-block pedestrian connections will be used to break up long blocks and shorten walking distances. An overall interconnected trail network is critical in supporting connectivity for the Bayview 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.

Guidelines

- A.** Mid-block pedestrian connections should have a minimum width that accommodates a multi-use path with landscaping on both sides to provide a buffer to any adjacent private spaces (e.g. backyards).
- B.** The trail network should prioritize connecting key destinations in the community, and parks in particular.
- C.** All multi-use paths will generally be 3 metres wide.
- D.** Trail connections located in community parks and which traverse environmental areas can be reduced to a width of 2.5 metres.
- E.** The design of trails should be sensitive to nearby natural features.
- F.** 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.



An overall interconnected trail network is critical in supporting connectivity for the Bayview neighbourhood.



Mid-block connections provide opportunities to improve connections between parks and open spaces

3.5 Environmental Protection Areas

The Bayview 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 2.3 will prioritize preserving ecological diversity and promoting environmental sustainability and compatible recreational uses through integration of trails.

3.5.1. Environmental Protection Area 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. Encroachments into the natural feature should be avoided. Where encroachments cannot be avoided, compensation may be required

3.5.2. Woodlands and Valleylands

- A.** Where appropriate, opportunities for passive recreation along the Robinson Creek Valleylands should be provided, along with trail connections to the future Neighbourhood Park and School Site, the South Courtice Arena, the existing Neighbourhood and Townline Road.
- B.** The naturalization, replanting and restoration of the function of woodlands and valley-lands should be pursued where possible.

- C.** Existing tree cover shall be preserved and expanded to connect and buffer protected woodlands and other natural areas and provide shade to the public realm.
- D.** Direct access from private properties backing onto woodlands is discouraged.
- E.** Access to woodlands and valleylands shall only be provided where it has been determined that there will be no long term impact on the ecological function of these areas.



Trail connections should be designed to minimize impact in Environmental Protection Areas.



Where feasible, single-loaded roads adjacent to environmental areas promote visual and physical access.

3.6 Stormwater Management Facilities

Development in the Bayview 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. Detailed guidelines regarding low impact development can be found in Section 5.2.

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 2.3. The selected locations will take advantage of the natural drainage patterns and integration with the Environmental Protection Areas.

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, back-lotting 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. Fencing should be avoided and railings or densely planted areas should be used to discourage direct access.
- F.** Stormwater management facilities should incorporate low impact development measures including but not limited to vegetated swales and planters, trees, shrubs and porous paving materials.
- G.** Soil Amendments, Soakaway Pits, Infiltration Trenches and Chambers are encouraged on medium density, multi-family lots, with green roofs and rainwater harvesting as additional measures on mixed use, high density blocks. Rainwater harvesting shall not be used to offset other storm water controls.



Focal points for looks-outs and seating along the stormwater management area help expand the public realm



Passive recreation should be integrated into the design of stormwater management areas by providing access points and trails

The background image shows a row of modern, two-story brick houses with white trim and black metal fences. The houses have gabled roofs and large windows. The scene is set against a clear blue sky. The text is overlaid on the image.

4 PRIVATE REALM GUIDELINES

While the public and private realms often overlap and intersect, the private realm typically includes places and spaces to which access is controlled and/or restricted and lands which are not owned by the Municipality or other public agency.

4.1 Low and Medium Density Residential Development Guidelines

Low Density Residential buildings, including but not limited to detached and semi-detached dwellings, are expected to form the majority of the housing in the Bayview community. Medium Density Residential building typologies, including but not limited to townhouses, stacked townhouses and apartment buildings up to 4 storeys, however, will make up a significant proportion of all dwellings. 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 Secondary Plan and 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.



Example of existing single detached homes in Bayview



Example of existing townhouses in Bayview

- 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 six attached townhouses in a row.

- L.** Rear Lanes shall be strongly encouraged to provide access to parking for townhouse developments, particularly where more than four attached units are proposed.
- M.** The separation between rows of attached townhouses should be a minimum of 3.0 metres to allow for landscaping, fencing and outdoor storage screened from view. This separation will also provide for shared access and pedestrian circulation to units within the townhouse block.

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, depending on the width of the lot.
- 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.** Garages are encouraged to be accessed from a Rear Lane. Where there are front yard garages, they are encouraged to be recessed at least 0.5 metres from the front wall of the main building face.
- E.** Attached front yard garages should have materials and design elements and colour consistent with the architecture of the primary dwelling unit.



Corner lots should have built form and landscaping that appropriately addresses both streets



Garages should be designed to minimize the visual impact to the streetscape and to not overwhelm the housing

- 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 a minimum of 30% of the front yard being used for the purpose of landscaped open space.
- 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 Lane and with a lot frontage greater than 9 metres, front yard landscaping should include 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 public view from the flanking street with a minimum 1.5-metre high fence made of durable, attractive wood or a hedge. Builders shall be encouraged to provide such screening.
- C.** For medium-density residential developments waste and recycling storage areas shall be located in the rear or side yard and be screened from public view, for units with no garage.
- 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

The following guidelines apply to apartment buildings up to four storeys and stacked townhouses:

- 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



Example of townhouses accessed from a rear laneway



Example of stacked townhouses

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, although some patios may be located at grade for accessibility.
- G.** Balconies on apartment buildings should be integrated into the overall design of the building façade.
- 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 are prohibited.
- 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.



Low-rise apartment buildings up to 4 storeys provide an opportunity for more activity along arterial roads



Back-to-back townhouses provide shared amenity spaces and more fine-grained connectivity and local access

4.2 High Density Residential Development Guidelines

High Density residential buildings in Bayview 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 Bayview will range from 7 storeys to 12 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.** Long buildings, generally those over 40 metres in length, shall break up the visual impact of their mass with vertical recesses or other architectural articulation and/or changes in material.
- F.** Buildings over six storeys shall incorporate stepbacks to reduce their perceived mass and contribute to a comfortable pedestrian realm, with stepbacks of at least 1.5 metres generally occurring at the seventh storey and, where the height is greater than 10 storeys, at the eleventh storey.
- G.** Buildings shall provide appropriate transitions to adjacent low-rise residential areas, either with a separation distance equal to or greater than the height of the building or through the stepping down of building heights to no more than four storeys at the rear.
- H.** Apartment buildings should be articulated with vertical recesses or other architectural elements to reduce their perceived mass and provide visual interest.
- I.** High-quality, enduring materials, such as stone, brick and glass, should be dominant building materials.
- J.** 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.



Ground-floor units in apartment buildings help animate the streetscape.



Building along Bloor Street should be oriented to create a clear street wall that enhances the pedestrian environment.

- K.** Ground floors containing commercial space shall have a minimum height of 4.5 metres.
- L.** 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, although some patios may be located at grade for accessibility.
- M.** 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.
- N.** The wrapping of balconies around the corners of an apartment building is encouraged.
- O.** All buildings on corner lots shall address both edges with articulated facades and windows. Blank walls visible from streets or public spaces shall generally be avoided.
- P.** Mechanical penthouses and elevator cores shall be screened and integrated into the design of buildings.
- F.** Mechanical and electrical equipment on the roof of an apartment building should be screened with durable materials integrated with the design of the building.
- G.** Curb cuts and driveways should be minimized in width, being no wider than that of adjacent parking garage entrances, and should be consolidated between adjacent properties where appropriate.
- H.** On corner lots, driveways should be accessed from the street of lesser prominence.
- I.** The use of permeable surface materials should be considered within driveways to minimize run-off.
- J.** Ground floor frontages may need to be set back adjacent to parking access sites to provide visibility at the exit.
- K.** Garbage storage rooms, in all cases, should be centralized indoors, and at the rear of the building.
- L.** Service and outside storage enclosures should be constructed of materials to match or complement the building material. Any form of chain link fencing should be avoided. Gates and / or access doors may be constructed of materials different from the actual enclosure material to facilitate operation. Outside storage areas should be fully screened by wall enclosures. Screen walls should have a minimum height equal to that of the item in which it is screening.

4.2.2. Access, Servicing and Storage

- A.** Parking entrances should be oriented to minimize visual impacts on adjacent properties.
- B.** 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.
- C.** Loading and service areas should be integrated into the building design or placed away from street frontages and screened from view. Screening measures include landscaping and/or solid panel fencing. Loading and service areas should be buffered visually and as necessary for noise impacts, especially when located adjacent to Neighbourhoods.
- D.** 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. Driveway entrances should be integrated within the building design, located away from building corners and with minimal interruption of walkways and sidewalks.
- E.** Driveway entrance locations should be coordinated and consolidated, where possible.



Vehicle access for parking, servicing and loading should be placed away from the street

- M.** Outside storage should not be visible from any street.
- N.** Utility meters, transformers and HVAC equipment should be located in compliance with utility authority requirements and should be located away from public view and / or screened through landscaping initiatives to the extent feasible.
- O.** Noise attenuation measures should be provided where service areas are in proximity to Neighbourhoods. These features should be complementary in material and design to surrounding buildings and structures, to reinforce the image of the community.

4.3 Elementary School Guidelines

An elementary school is planned on Fenning Drive, although an alternative site may ultimately be used. Beyond its educational role, the elementary school planned within Bayview will be an important civic gathering place. The school site and the facilities it accommodates should be integrated into the community's broader public realm so that it feels and functions as part of the open space and pedestrian network.

4.3.1. School Guidelines

- A.** The school should be co-located with a Neighbourhood Park, as shown on Schedule A of the Bayview (Southwest Courtice) Secondary Plan.
- B.** The school should address Fenning Drive while also presenting a façade on the flanking street.
- C.** The design of the school site should consider active transportation connections to and from the surrounding community.
- D.** The school should reflect the Region of Durham School Site Access and Operations Guidelines and Institute of Transportation Engineers (ITE) School Site Planning Design.
- E.** The school should reflect the highest standard in architectural and sustainable design and should incorporate high quality building materials such as brick, stone and curtain wall and/or punched windows.
- F.** Lighting should be incorporated into the design of schools. Lighting should be directed downward and inward to avoid light spill-over onto adjacent properties. Full cut-off light fixtures are required.
- G.** Parking areas, driveways and walkways should be adequately illuminated with low level, pedestrian-scaled lighting.
- H.** Signage should be incorporated into the design of the school and its landscape.
- I.** Schools should incorporate secure bicycle parking facilities adjacent to primary building entrances.



School sites should provide prominent entrances with a thoughtful relationship to the street

5 GREEN DESIGN GUIDELINES

The overall design of Bayview is intended to support environmental sustainability by protecting and enhancing natural features and including interconnected pedestrian and trail networks that encourage walking and cycling. Making progress toward the ultimate goal of a zero carbon community will also depend on a “green design” approach to infrastructure, buildings and landscapes that follows the guidelines in this section.

5.1 Energy Efficiency

- A. Buildings should incorporate energy saving measures such as window shading, daylight design, daylight sensors, heat recovery ventilation, high efficiency mechanical equipment, and energy efficient appliances and lighting.
- B. The use of renewable energy sources for all or some of a building's energy, heat and cooling needs is encouraged. If not used, provisions for future installations should be considered.
- C. Renewable energy technologies should be integrated into the design of building façades and roofs as well as outdoor spaces.
- D. Where green roofs are not provided, reflective or light-coloured roofs should be incorporated for Medium and High Density Residential buildings in order to reduce solar heat absorption and energy demand.

5.2 Water Conservation and Low Impact Development

- A. All buildings should be designed to use water efficiently through such measures as ultra-low flow fixtures, waterless urinals, dual flush toilets, and grey-water recycling.
- B. Buildings are encouraged to collect rainwater for re-use in the building and/or for irrigation.
- C. Landscaping should feature native and adaptive, non-invasive non-native species that are drought-tolerant and require little or no irrigation.
- D. The use of permeable paving and other pervious surface materials for hard landscaping and on-site parking is encouraged to maximize water infiltration.
- E. Rainwater harvesting systems for collecting rainwater and storing it for later use are encouraged.
- F. Rain gardens are encouraged to detain, infiltrate and filter runoff discharge from roof leaders.
- G. Rain gardens should be designed to complement the landscape, on a base of granular material and with tolerant plant material. They should be installed in areas where soil permeability is high.
- H. Vegetated Filter Strips, which are gently sloping densely vegetated areas, and are designed to treat runoff as sheet flow from adjacent impervious surfaces by slowing runoff velocities and filtering out sediments and other pollutants, are encouraged where feasible. They are best suited to treating runoff from roads, roof downspouts and low traffic parking areas, and can be used for snow storage.

- I. Rain gardens and vegetated filter strips should only be included in multi-unit residential development and within the public realm.
- J. Green roofs are encouraged throughout Bayview, particularly in Medium Density and High Density Residential areas, to absorb rainwater and reduce stormwater runoff, provide additional insulation to the building envelope and create habitat for wildlife.



Green roofs can have several benefits such as water retention and treatment, insulation, habitat and private amenity space.



Low-impact development, such as rain gardens and bio-swales, should be considered wherever possible to complement the stormwater management strategy

