

Town of Halton Hills

Vision Georgetown Sustainable Design Guidelines

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DRAFT



Prepared by:

SvN

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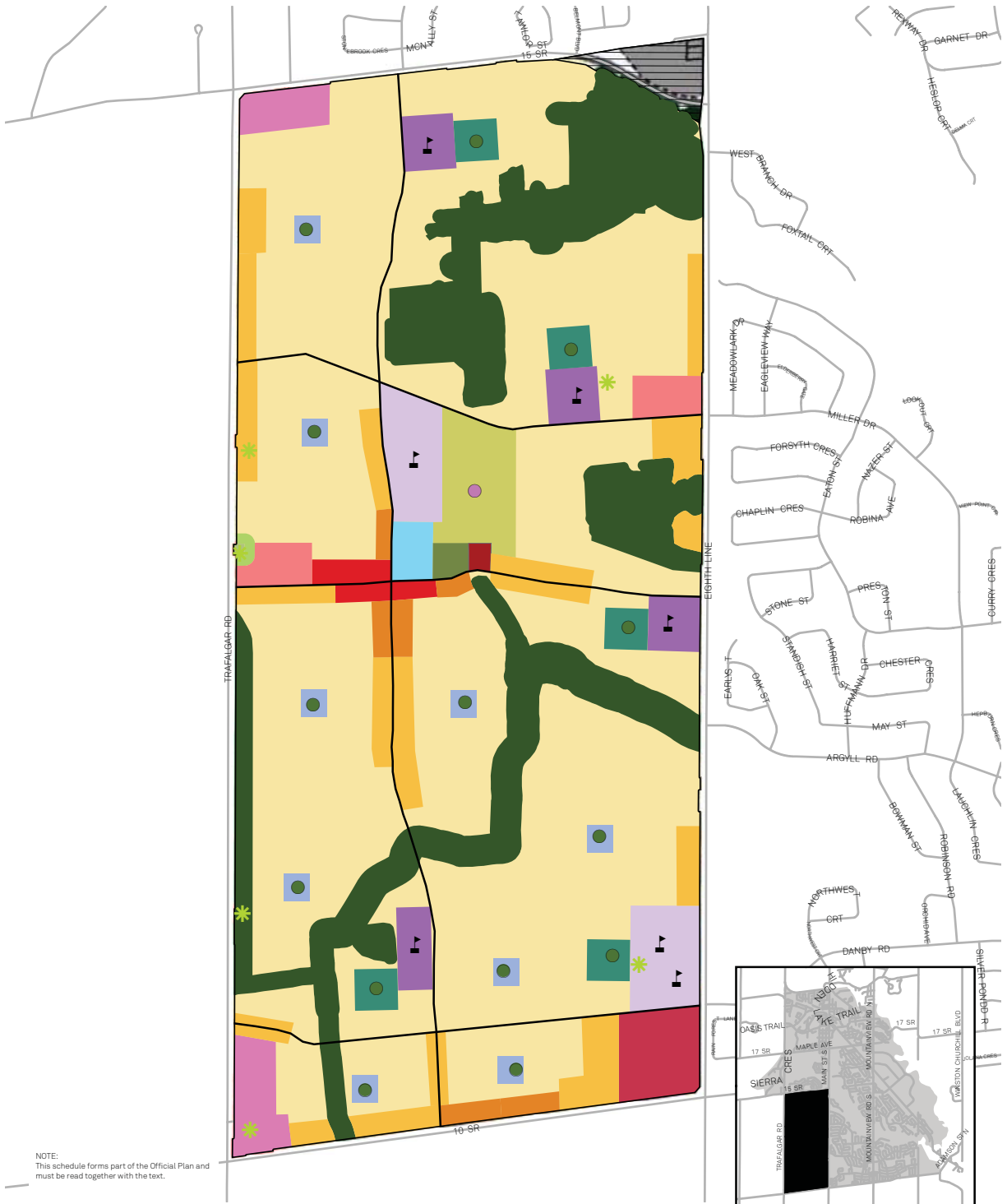
Introduction

This section provides an overview of the context and background for the Vision Georgetown Sustainable Design Guidelines; addresses the purpose of the guidelines, the study area boundaries and community structure; and, relevant background information.

1.1 Purpose of the Guidelines

The Vision Georgetown Sustainable Design Guidelines provide a suite of proactive and forward thinking design considerations for the planning and development of Vision Georgetown, which is a 1000 acre green-field site within the Town Halton Hills. These guidelines serve to complement and provide additional detail to the policies of the Halton Hills Official Plan and Vision Georgetown Secondary Plan. Together these documents establish a robust framework for future development, and ensure that growth and expansion is well integrated with the existing fabric of Georgetown and Halton Hills.

The Guidelines are to be read in conjunction with the Vision Georgetown Secondary Plan, as well as the Halton Region and Town of Halton Hills Official Plans. The Guidelines have been informed by feedback obtained through the public and stakeholder engagement process for the Vision Georgetown Secondary Plan, and are intended to reflect the desires of Halton Hills residents as the community continues to grow and expand. The Guidelines take a holistic approach to design, and strive to set the framework for a sustainable and complete community.



NOTE:
This schedule forms part of the Official Plan and must be read together with the text.

- | | | | |
|---------------------------------------|-------------------------------|----------------------------|--------------------|
| Low Density Residential Area | Major Commercial Area | Cemetery | Proposed Roads |
| Parkette Block | Town Centre Commercial Area | Cemetery 30m buffer | Community Park |
| Medium Density Residential Area | Neighbourhood Commercial Area | Community Park Block | Neighbourhood Park |
| High Density Residential Area | Library | Park Block | School |
| High Density Residential/Mix Use Area | School | Town Square | Heritage Site |
| Mixed Use Gateway | Major Institutional Area | Greenlands | |
| | | Special Study Area | |
| | | Vision Georgetown Boundary | |

Study Area Map.

1.2 The Study Area

As a distinct community within the Town of Halton Hills, Georgetown should receive a high standard of design quality for both public and private investment. Under OPA No. 10, the subject lands are identified as a future Residential/Mixed Use Area, and are expected to accommodate approximately 19,000 people between 2021 and 2031. The subject lands encompass an area of approximately 1,000 acres, and are bounded by 15 Side Road to the North, 10 Side Road to the South, Trafalgar Road to the West and the Eighth Line to the East.

In keeping with the directives of Provincial planning legislation, new growth in the region should contribute to the establishment of complete communities, which provide ample opportunity for residents of all ages and abilities to attend to their day to day needs. The Vision Georgetown Sustainable Design Guidelines outline relevant design considerations for the development of such a community while minimizing impacts on the surrounding ecology and natural heritage systems. The community will be well integrated with both the adjacent built and natural environments, and will reduce automobile dependence by planning for future transit service, walkability, cycling and other forms of active transportation. Sensitive environmental areas will be preserved, and human-scaled gathering places for social interaction will punctuate stable and welcoming neighbourhoods alongside a variety of parks, community centres and community oriented retail and services.

1.3 Background

The process to develop the Vision Georgetown Secondary Plan began in 2013 with a series of public and stakeholder consultation sessions, which focused on the development of a vision statement, guiding

principles and preliminary land use concept proposals. In June of 2017, Council received the Draft Preferred Land Use Concept and directed staff to conduct further consultation and gather feedback. As an outcome of this enhanced consultation, a number of issues and concerns were identified. Such issues and concerns have been addressed through additional studies and reports, including these Guidelines.

The Vision Georgetown Sustainable Design Guidelines will serve as a complementary supplement to the Halton Hills Strategic Plan and existing policy documents for Georgetown and Halton Hills. While Official Plans and Zoning By-Laws illustrate the technical requirements for growth and development, the Vision Georgetown Secondary Plan and Sustainable Design Guidelines will provide focused, context specific, design direction regarding the implementation and execution of stated objectives and policies. For example, where the Official Plan identifies an area of low density mixed use development, the Guidelines will provide clarity and direction about the desired built form to ensure the consistency of new development with the prevalent character of the existing community. The Guidelines help to establish locally attuned recommendations and bridge the gap between high level policy direction from the Region and Province, with the character and priorities of the public and stakeholders.

The Secondary Plan and Design Guidelines emphasize the four pillars of sustainability in the community: Cultural Vibrancy, Economic Prosperity, Environmental Health and Social Well-being. By supporting the policy objectives of the Region of Halton and Town of Halton Hills Official Plans, these Sustainable Design Guidelines illustrate the practical considerations of how to integrate density, a mixture of housing types, energy efficient technologies and environmental resiliency measures in Georgetown.

1.4 Document Structure

The Vision Georgetown Sustainable Urban Design Guidelines are structured in the following sections:

- 1.0 Introduction** – This section provides an overview of the context and background for the Vision Georgetown Sustainable Design Guidelines; addresses the purpose of the guidelines, the study area boundaries and community structure; and, relevant background information.
- 2.0 Vision and Design Principles** – This section provides an overview of the vision statement and guiding principles, which have emerged from consultation with the community.
- 3.0 Sustainable Design Guidelines** – This section establishes a set of sustainable design guidelines which apply to all development within the community. The Guidelines address matters pertaining to urban resiliency, energy efficiency, water and wastewater management, wildlife habitat, urban agriculture and community gardens, material choice and solid waste management, green roofs, light and noise pollution, and innovation, and should be read in conjunction with Sections 4 and 5, as well as applicable components of Sections 6 through 11.
- 4.0 General Public Realm Design Guidelines** – This section establishes a set of public realm design guidelines which apply to development of the public spaces within the community. The Guidelines address all matters pertaining to public parks, open space, active transportation and street networks, and should be read in conjunction with other relevant guidelines.
- 5.0 General Private Realm Design Guidelines** – This section establishes a set of private realm design guidelines which apply to all development within the community. The Guidelines address all matters pertaining to site design and building design, and should be read in conjunction with Sections 4 and 6, as well as applicable components of Sections 6 through 11.
- 6.0 Low Density Residential Design Guidelines** – Low Density Residential Areas within Vision Georgetown are comprised of street and laneway-oriented detached and semi-detached dwellings. This section establishes a set of guidelines which apply specifically to Low Density Residential Areas. The Guidelines address all matters pertaining to street and laneway-oriented detached and semi-detached single family dwellings, and should be read in conjunction with Sections 3 through 5. Although the Vision Georgetown Secondary Plan states that townhouses may comprise a maximum 20% of development throughout Low Density Residential Areas, for the purpose of these guidelines all design guidance for townhouses is provided in Section 7.
- 7.0 Medium Density Residential and Mixed Use Design Guidelines** – Medium Density Residential and Mixed Use Areas are situated at key intersections and along most of the length of Arterial and Collector Roads. This section establishes a set of guidelines which apply specifically to Medium Density Residential Areas and Mixed Use Areas. The Guidelines address all matters pertaining to street and laneway-oriented conventional townhouses, back-to-back

townhouses, street and laneway-oriented stacked townhouses, and low-rise apartment and mixed use buildings, and should be read in conjunction with Sections 3 through 5.

- 8.0 High Density Residential and Mixed Use Design Guidelines** – High Density Residential and Mixed use Areas are situated at key intersections of Arterial and Collector roads. This section establishes a set of guidelines which apply specifically to High Density Residential Areas and High Density Mixed Use Areas. The Guidelines address all matters pertaining to mid-rise apartment and mixed use buildings, and should be read in conjunction with Sections 3 through 5.
- 9.0 Core Commercial Design Guidelines** –The Core Commercial Area is situated at the intersection of Streets A and C, in the core of the community. This section establishes a set of guidelines which apply specifically to Core Commercial Areas. The Guidelines address all matters pertaining to core commercial buildings, and should be read in conjunction with Sections 3 through 5.
- 10.0 Local and Major Commercial Design Guidelines** – Local and Major Commercial Areas are situated on Arterial Roads, at the edge of the community. This section establishes a set of guidelines which apply specifically to Local Commercial Areas and Major Commercial Areas. The Guidelines address all matters pertaining to small and large-format stand-alone commercial buildings, and should be read in conjunction with Sections 3 through 5.

- 11.0 Institutional Design Guidelines** – Institutional Areas are situated along the length of Collector Roads, and are distributed throughout the community as well as the library and community centre proposed in the Community Core. This section establishes a set of guidelines which apply specifically to Institutional Areas. The Guidelines address all matters pertaining to elementary and secondary schools, as well as the planned library and community centre, and should be read in conjunction with Sections 3 through 5.

2

Vision and Guiding Principles

This section provides an overview of the vision statement and guiding principles, which have emerged through the findings of a comprehensive background analysis, and consultation with the public and key stakeholders.

2.1 Vision Statement

The following vision statement establishes a general framework to inform future development throughout the community:

The Vision Georgetown community is an inspiring new urban community; distinctive in the way it looks and functions, fostering healthy lifestyles, neighbourliness, economic prosperity and local pride. It is a resilient, sustainable, complete, and compact community, with a thriving natural heritage system. It feels like a small Town and is physically connected to the broader community of Georgetown and Halton Hills. It honours the rich heritage of the Town, emphasizes people, and provides choices for day-to-day living. Overall, the vision Georgetown community is an exceptional, forward thinking, and innovative model for new community development.

2.2 Guiding Principles

The following guiding principles build upon the vision statement, and establish a detailed framework to inform future development throughout the community:

- 1.0 To design a community that is connected internally and integrated with the rest of Georgetown, and other surrounding communities, through a network of roads, paths and trails.
- 2.0 To provide a wide range of residential, commercial and institutional uses, in a manner that reduces the need for an automobile to meet the daily needs of life.
- 3.0 To protect existing topographical and natural heritage features and areas, and their associated ecological functions, and identify a linked natural heritage and open space system.
- 4.0 To create distinct neighbourhoods that feature community focal points and bring people and activities together.
- 5.0 To provide a range and mix of housing that is available to all ages, abilities, incomes and household sizes.
- 6.0 To provide adequate retail and service commercial development in a timely manner through various commercial areas, which are designed for people and pedestrians.
- 7.0 To encourage a high standard of design that reflects existing small town character, creates a sense of place, and contributes to civic pride.

- 8.0 To ensure convenient access to a range of types and sizes of parks and public spaces, which provide opportunities for recreation, neighbourliness, community events, and cultural activities.
- 9.0 To provide a range of accessible community facilities in a timely manner and to co-locate these facilities where possible.
- 10.0 To establish a transportation system that safely and efficiently accommodates different forms of travel (including automobiles, walking, and cycling) and plans for future public transit.
- 11.0 To provide opportunities for local economic development in a manner that fosters competitiveness and a prosperous business environment.
- 12.0 To ensure new infrastructure is developed in a manner that minimizes social and environmental impacts, and considers long-term maintenance, operational, and financial requirements.
- 13.0 To apply sustainable development practices and encourage innovation, in order to maximize resource and energy conservation.
- 14.0 To conserve key cultural and built heritage resources as a vital link to our rich history.

3

Sustainability Guidelines

This section establishes a set of sustainable design guidelines which apply to all development within the community. The Guidelines addresses matters pertaining to urban resiliency, energy efficiency, water and wastewater management, bird and pollinator species, urban agriculture and community gardens, material choice and solid waste management, green roofs, light and noise pollution, and innovation, and should be read in conjunction with Sections 4 and 5, as well as applicable components of Sections 6 through 11.

3.1 Overview

Sustainability is a multifaceted concept that requires consideration for Cultural Vibrancy, Economic Prosperity, Social Well-being, and Environmental Health to ensure a balanced and productive community. This holistic view of sustainability is one of the driving principles of these Guidelines and ultimately the key to a high quality of life for current and future Georgetown residents alike. As a preamble to the recommendations and guidelines for specific land uses, this section will serve as a reminder that the landscape, economy, culture and communities are necessarily connected, and require a comprehensive response to ensure effective management of our precious resources.

The following section provides an overview of key themes and opportunities for sustainable interventions, ranging from energy efficiency and storm water management, to bird friendly design and community gardens. These should be read in conjunction with other relevant guidelines as well as current iterations of the Halton Hills Integrated Community Sustainability Strategy and Halton Hills Green Development Standards.

3.2 Green Development Standards

The Green Development Standards are intended to offer a flexible set of performance and evaluation standards. In much the same fashion as the LEED certification process, the Green Development Standards provide a series of checklists as a quantitative evaluation mechanism which allows a proponent to measure the sustainable components of a project, and determine what will have the biggest impact for the community. The Vision Georgetown Sustainable Design Guidelines will build on these quantitative evaluation standards and provide a broader perspective on the cumulative impacts of discreet sustainability interventions.

Fundamental to the Guidelines is the capacity to provide an integrated systems driven perspective to the various elements of community design. Where the Green Development Standards provide a framework to measure and evaluate the value added sustainability components of individual development proposals, the Guidelines offer additional insight into how the design of the community as a whole can support, reinforce and amplify social, economic, cultural, and environmental benefits.

3.3 Sustainability and Resilience

Vision Georgetown is about more than sustainability. Through a comprehensive urban design lens, the objective of the Guidelines is to enshrine sustainable best practices as a baseline for the present and develop the capacity for increased resilience for the future. Where sustainability strives to provide for the needs of today without compromising the ability of future generations to prosper, resilience has the mandate to address the “capacity of Individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience.” (100 Resilient Cities).

3.4 Key Sustainability Focus Areas

3.4.1 Natural Heritage Protection

Appreciation for the rural landscape contributes to the quality of life that Georgetown residents enjoy. Future growth and development should be planned and constructed in such a way as to preserve important Natural Heritage System features, while also providing access to educational and recreation activities through a network of parks, trails, and public spaces.

- Provide community members of all ages access and opportunities to connect with and enjoy the natural environment;
- Streets and roads located near the natural heritage system should be planned for minimal impact on the natural landscape, and be designed to accommodate transit, cyclists and pedestrians as well as vehicles;
- The location and orientation of buildings should frame and address the natural heritage system, and where possible, provide new opportunities for access and visual connections to the landscape as part of everyday life;
- Plan for continuous pedestrian and multi-use trails throughout the community and provide access to and through parks and natural heritage systems, and community services to help encourage active transportation as a viable means of both recreation and transportation;
- Encourage and support community initiatives, which educate and celebrate the importance of the natural environment;
- Where appropriate (typically adjacent to natural areas) promote strategic tree plantings to provide shade in the summer and shelter from blowing wind and snow in the winter to reduce energy demand and snow removal costs; and
- Promote the enhancement of natural heritage areas.

3.4.2 Energy Efficiency and Production

Throughout the community, new developments should incorporate both active and passive strategies to reduce demand and increase energy efficiency to minimize the impact on the conventional energy distribution network, while also promoting the use of alternative clean and renewable energy sources.

- Promote programs and partnerships to leverage municipal investment and demonstrate excellence in energy efficient design including continuing to examine the feasibility of a small Combined Heat and Power system in the Community Core as recommended in the Vision Georgetown Energy Master Plan;
- Encourage and investigate opportunities to incentivize developers to meet and exceed local codes throughout Vision Georgetown, with priority being given to development within the Community Core;
- Require that all building in the Community Core are solar photovoltaic or solar thermal ready;
- The municipality should lead by example when building Town facilities in Vision Georgetown by exceeding local codes;
- Encourage community members to lead by example and reduce unnecessary electricity use at home, on the job and during leisure time;
- Employ passive strategies in local road orientation, building siting, design and construction to reduce total energy consumption and peak energy use. The cumulative effect of energy saving measures such as window shading, solar orientation, heat exchange ventilation, high efficiency mechanical equipment and energy efficient appliances will have a great impact on energy demand;
- Renewable energy technologies should be integrated into the building façade, roof and site design. Such features should not detract from the public realm;



Community facilities should integrate renewable energy technologies into the building face, roof and site design.

- Showcase renewable energy production as prominent design elements to promote their use;
- Buildings should seek a level of sustainability with attention to achieving energy use reduction credits through a sustainable design standard such as the Halton Hills Green Development Standards or Leadership in Energy and Environmental Design (LEED);
 - Where green roofs are not feasible, reflective or light-coloured roofs should be incorporated for Medium and High Density Residential, Commercial and Institutional buildings in order to reduce the urban heat island effect and energy expenditure for climate control;
 - The incorporation of alternative or renewable energy sources such as solar panels or wind turbines within building design should be encouraged in combination with green roofs. Similarly, lighting for pedestrian and multi-use trails should, where feasible, look to implement solar panels to reduce energy demand from non-renewable sources;
 - Other methods for improving energy efficiency and air quality include earth source energy, passive solar design, building orientation, ventilation, increased insulation, photovoltaic panels, green roofs, cool roofs, and high quality windows;
 - Net zero or net zero ready buildings are strongly encouraged;
 - Energy efficient lighting fixtures and appliances are strongly encouraged; and
 - Window shading or canopy systems are encouraged to reduce glass reflections and save on cooling loads.

3.4.3 Habitat Protection

Our neighborhoods and communities are not the exclusive domain of human beings, we share this habitat with many animals, insects and bird species. Bees, butterflies and birds are especially important as pollinators but are particularly vulnerable to pesticides and changes in their habitat and migratory routes.

- Community gardens and public parks should prioritize low-maintenance, drought resistant species;
- Bio-diversity should be encouraged through the selection of native, non-invasive species of plant life;
 - In order to ensure adequate nectar and pollen supply throughout the year, consideration should be given to a planting range of flowering species which blossom successively throughout the spring, summer and fall seasons. These plantings should be targeted in the Community Park, Neighbourhood Parks, and along the edges of the natural heritage system;
 - Cross generational engagement should be encouraged wherever possible. Community gardens also provide opportunities for educational programming;
 - Large expanses of glazed areas should employ bird strike deterrent strategies. This can be accomplished using patterned glass or window films that appear opaque from the outside. There are also a number of new and innovative technologies using ultra violet patterns that are visible to birds but invisible to humans; and
 - Building systems should be set up to automatically turn off major lighting after hours or close blinds once the sun has set to reduce energy use and minimize interference with the flight patterns of migratory birds.

3.4.4 Wastewater and Stormwater Management

A number of landscape features exist which are specifically designed and engineered to slow ground water infiltration, while using specific plant species to filtering out pollutants via natural processes. These systems can be implemented at various scales, but operate on a similar principal. Typically these features include bio-swales, rain gardens, infiltration trenches, and vegetated filter strips. These landscape features can provide aesthetic and biodiversity benefits, in addition to helping to improve water quality. When applied at various scales, from small rain gardens on private property to linear bio-swales along public rights of ways, to large engineered wetlands, these ‘green infrastructure’ systems represent a viable alternative to conventional hardscaped engineered stormwater management practices.

Throughout the community, development should be designed to conserve water use and to manage storm water on-site through Low Impact Development techniques such as bioswales, rainwater harvesting systems, infiltration trenches, and stormwater management ponds.

Stormwater management facilities should be designed to complement the context of the community, when located in proximity to existing Natural Heritage Systems, they can provide picturesque views. Stormwater management strategies which employ or mimic natural processes provide an effective, less invasive and cheaper alternative to highly engineered infrastructure, while also providing opportunities for visually attractive amenity spaces within the community. In addition to the primary role as water quality and runoff control functions, stormwater management ponds may be designed to enhance the environmental and ecological integrity of the surrounding landscape, and re-introduce native



Rain gardens can be implemented in public spaces, such as parks, and serve as an ecological and aesthetic feature.



Stormwater management ponds can complement the nearby natural heritage, such as the mature trees, to provide picturesque views.

species into the community. They can also serve an important functional role in connecting adjacent trail or park systems in areas where parks or natural areas are not available.

- All buildings should collect rainwater for irrigation on site, and to reduce excess stormwater runoff, which carries pollutants into natural waterways and groundwater recharge areas;
- Stormwater management features should be strategically located to take advantage of the existing topography and drainage patterns;
- Stormwater management features should be developed as naturalized ponds, and incorporate native planting to help support pollinator species, and enhance biodiversity;
- Rainwater harvesting systems, such as rain barrels and other simple cisterns, should be installed to capture rainwater, which can be used for landscape irrigation, thereby reducing unnecessary use of potable water;

- All buildings should be designed for efficient water use. This can be accomplished using conventional methods, such as ultra-low flow fixtures and dual flush toilets and more innovative water saving measures like waterless urinals, and grey-water recycling systems;
- The re-use of relatively clean domestic waste water, or “grey water”, often from laundry machines, sinks, showers, baths and other appliances is encouraged to help avoid excessive strain on the potable water supply. This also helps to reduce energy used in water treatment, processing and distribution. All development throughout Vision Georgetown should be “grey water ready”;
- Landscaped areas should be located to optimize water infiltration potential;
- Landscaping of public and private facilities should highlight drought tolerant native and non-invasive species that require minimal irrigation. If irrigation is required, sub-grade irrigation systems are preferred



Semi-permeable paving techniques can help reduce water run-off and encourage ground water infiltration.



Landscaping with planters can manage stormwater run-off by directing water flows into planted areas.

as they are more efficient than above ground systems, and have the benefit of being able to use treated grey water;

- Surface parking areas should minimize the use of impervious surface materials. Wherever soil conditions are conducive, large surface parking lots should direct drainage towards dedicated areas with permeable pavers;
- Wherever possible, impermeable hard surfaced areas (i.e. driveways, laneways and parking areas) should be reduced and incorporate opportunities for ground water infiltration; and
- Rain gardens, complete with native plant species and soil media, are encouraged to detain, infiltrate and filter runoff discharge from roof leaders, or integrated into surface parking areas where feasible.

3.4.5 Local Food Production

Throughout the community, opportunities should be sought to highlight local food production, urban agriculture and community gardens.

- Open spaces and roof tops that receive good sunlight should be designed to provide opportunities for urban agriculture and community gardens where appropriate;
- Within and adjacent to the Community Core, space should be planned to accommodate a regular local farmers market that is centrally located and easily accessible to all;
- Programs and spaces for community gardening should be provided as part of new development;
- Prioritize the selection of native, low maintenance and drought resistant plants to minimize the spread of invasive species, and reduce the use of pesticides;



Provide space for local food production.; community gardening should be provided as part of new development.

- Work with local community groups to help maintain community gardens and landscaped areas; and
- Promote local agricultural products and help to ensure that they remain productive components of the local economy.

3.4.6 Material Selection and Solid Waste Management

Throughout the community new development and construction should incorporate sustainable materials and promote waste diversion strategies in order to minimize environmental impacts and reduce the amount of waste heading to conventional landfill sites.

- In order to reduce the urban heat island effect, light coloured materials should be utilized for large hardscape areas such as surface parking lots, driveways, pedestrian walkways and urban plazas;

- The use of salvaged or upcycled construction materials for new buildings and public spaces should be encouraged wherever feasible;
- Low emitting adhesives, sealants, paints, coatings, carpets, and wood flooring products should be utilized;
- Construction materials containing post-consumer waste or recovered materials should be incorporated;
- New materials should be locally sourced wherever possible;
- Building materials should be selected based on their durability, energy efficiency, lifecycle cost, and environmental impact; and
- Builders are encouraged to prepare a Waste Reduction Plan for use during the construction process.



If a green roof is not accessible, maintaining native, low-maintenance plant species should be encouraged.



Green roofs are encouraged to achieve a minimum of 80% coverage of the total open roof space.

3.4.7 Green Roofs

Green roofs or vegetated roofs serve to absorb rainwater and reduce stormwater runoff, provide additional insulation to the building envelope, create habitat for wildlife and pollinators, and help mitigate against the urban heat island effect. The construction of new high density residential facilities, community facilities, commercial buildings and institutional buildings in the community present an opportunity to expand the extent of surface area that absorbs rainwater through green roofs.

- Green roofs are encouraged throughout the community, and should be provided in combination with renewable energy initiatives;
- All high density residential buildings, as well as commercial buildings and community facilities, are encouraged to include a green roof which achieves at least 80% coverage of the total open roof space not occupied by mechanical equipment or amenity areas. Green roof design can either be extensive or intensive;
- Where green roofs are accessible, use of these spaces for local food production is encouraged; and
- Where green roofs are not easily accessible, the use of native, low maintenance plant species is encouraged.

3.4.8 Light and Noise Pollution

Managing light and noise pollution has a tremendous impact on the rural quality of life that residents enjoy and expect in the community.

- All outdoor lighting shall be dark-sky compliant;
- Lighting along public right of ways should be downcast to minimise unnecessary spillover and light pollution;

- Where possible, pedestrian-scale lighting should be provided, and excessive vehicle-oriented lighting should be avoided;
- Exterior street and building lighting should project downward, and away from reflective surfaces in order to reduce light pollution; and
- Residential dwellings should be designed and oriented and articulated, through the use of windows for example, to minimize the need for noise attenuation from traffic noise from arterial roads.

3.4.9 Innovation and Future Technologies

Part of planning for sustainability today means preparing for the seamless integration of the technologies and systems of tomorrow. More than simply identifying opportunities for environmental efficiencies and savings opportunities, the Vision Georgetown Sustainability Guidelines strive to build resilience into the urban structure.

Electric Vehicles

Everyday renewable energy technologies become smaller, more affordable and more efficient. Throughout the community, opportunities for new integrated renewable energy sources are crossing over from the realm of prototypes into pilot projects. Where possible, the consideration for the integration of future technologies and infrastructure should be part of community planning and design. For instance, the prevalence of Electric Vehicles can only reasonably be expected to increase as the technology becomes more reliable and affordable. Providing charging stations, which supply electricity for electric vehicles, is encouraged in new developments and parking lots. Such features should be incorporated into the design of high density development and mixed use buildings, as well as small and large-format commercial buildings,

and institutional buildings including elementary and secondary schools, and the planned library and community centre. Charging stations should also be provided in parking facilities associated with public parks and opens spaces.

All ground oriented developments are required to install a 240v electrical connection in all garages to facilitate the installation of car chargers at a later date. All Part 3 and Part 9 buildings are required to provide EV charging within associated parking areas in keeping with current Ontario Building Code regulations.

Net Zero Carbon Development

The objective of achieving a Net-Zero Carbon development relies on addressing both supply and demand side requirements. On the demand side of the equation, Halton Hills is already equipped with the Green Development Standards, and of course the Ontario Building Codes, which were updated in May of 2017. Updates to the building code, and other provincial policies and programs provide a solid baseline for the demand side of the climate change question. Even with updates to the Building Code there is room for improvement before reaching the goal of a net zero community.

Combined Heat and Power System

Through the Vision Georgetown Energy Master Plan, the Town of Halton Hills is taking the opportunity to push for truly ambitious transformative Combined Heat and Power System as part of the Vision Georgetown Planning exercise. Combined Heat and Power is an approach to providing combined heating and cooling service to an area through an integrated heat exchange network. These systems can rely on air, water or geothermal heat exchange systems, which work by either drawing or depositing latent heat energy from surrounding ambient air/soil/water, as the case may be.

With the development of such a large area as the Vision Georgetown site there are exciting opportunities to lead by example and lay the groundwork for the technologies of the future that we know are coming, such as integrated Combined Heat and Power infrastructure systems. The Vision Georgetown Energy Master Plan compared three scales of Combined Heat and Power Systems: a full site Combined Heat and Power System; a targeted system serving all Medium-High Density areas, and a focused intervention targeting just the town centre, the densest, mixed use area within the Vision Georgetown site. Based on the evaluation of three proposed trajectories, the recommended option is to focus on the central town centre, to showcase the energy efficiencies and demonstrate sustainable best practices. The pursuit of Combined Heat and Power Systems and infrastructure have been investigated for feasibility and practical impact. The analysis and evaluation criteria are described in detail in the Energy Master Plan.

4

General Public Realm Design Guidelines

This section establishes a set of public realm design guidelines which apply to all development within the community. The Guidelines address all matters pertaining to public parks, open space and street networks, and should be read in conjunction with Sections 3 and 5, as well as applicable components of Sections 6 through 11.

4.1 Public Parks

- Public Parks should be provided in central locations, and should be visible and accessible to residents;
- Public parks and SWM facilities will be considered as part of an integrated connected open space system. Where appropriate, Public Parks will be located adjacent to Storm Water Management facilities;
- Public Parks should incorporate an appropriate range and variety of active and passive recreational uses for a variety of ages and abilities. While features and amenities within specific parks will vary depending on need, such features may include junior and senior play structures, trails, multi-purpose play courts, splash pads, shade structures, seating areas, formal entries with seating areas, un-programmed open space, and structured sports fields;
- Public Park plantings should comprise of species which are tolerant of urban conditions, emphasizing native and non-invasive species. Accent planting should be focused at formal entries, and around seating areas and play areas. Plants which pollinate and provide habitat for bees and other insects are encouraged;
- Tree plantings should generally reflect the informal layout and clustering of trees contained within lawn areas, in order to optimize pedestrian comfort by providing opportunities for both sun and shade;

- Where on-street parking is permitted adjacent to Public Parks and Open Spaces, such features should be situated on the same side of the street as the park, in order to facilitate convenient, direct and safe access;
- Formal entries to Public Parks should be strategically located, in order to ensure that convenience access;
- A seamless open space system shall be provided through a comprehensive trail network which provides linkages to public parks, the Natural Heritage System, schools, community facilities, and commercial areas;
- Public Parks should incorporate special permeable paving treatments at formal entries, seating areas, and shade structures; and
- Public Parks should be planned and designed in keeping with current iterations of the Halton Hills Recreation and Parks Strategic Action Plan, Halton Hills Strategic Plan and Halton Hills Active Living Strategy.

4.1.1 Community and Neighbourhood Parks

- Community and Neighbourhood Parks should be dimensioned in keeping with Town Standards. The Community Park should have an area of approximately 6 hectares, and Neighbourhood Parks should range in area between 1.5 and 2.5 hectares.
- Neighbourhood Parks should be situated in the centre of Neighbourhoods, should front onto Local or Collector Roads, and should be accessible within a 500 metre walking distance of most residents;
- Community and Neighbourhood Parks should be framed by public streets (or other public uses such as schools and Natural Heritage Blocks) on at least three sides;
- The Community Park should incorporate recreational programming elements which target visitors from throughout Georgetown and the Town of Halton Hills, in addition to the neighbourhood residents;



Plantings in public parks should be native species that are tolerant of urban conditions.

- Neighbourhood Parks should incorporate recreational programming elements which target neighbourhood residents;
- Where Community and Neighbourhood Parks are located adjacent to school sites, the design of both entities should be coordinated in order to capitalize on opportunities for shared facilities and amenities, such as parking, sports fields, and playgrounds;
- Community and Neighbourhood Parks should incorporate multiple activity areas and include seating areas, refuse / recycling receptacles, bicycle locks, pedestrian-scaled lighting, trees, accent / decorative planting, hard and soft landscaping, shade structures, public art and sports fields, in appropriate locations;
- The Community Park should incorporate on-site surface parking facilities. Such facilities should be accessed via Streets B and/or C, and should incorporate wayfinding signage and decorative / ornamental plantings adjacent to driveway entrances.

Surface parking areas should incorporate permeable surface paving materials, landscaped medians with tree plantings, and designated pedestrian walkways.

4.1.2 Town Square Parks

- Town Square Parks should be sized and dimensioned in keeping with Town Standards, with an area of approximately 1 hectare;
- Town Square Parks will be of the highest landscape and urban design. It should make a significant contribution to the character and identity of the community;
- Town Square Parks should be framed by the Community Centre and Library, as well as Commercial and Mixed Use buildings, with active frontages to promote direct views and access;
- Storefronts should be located close to the edges of Town Square Parks to create an active and vibrant pedestrian shopping environment, but should be



Community and Neighbourhood Parks should incorporate hard and soft landscaping.



Community and Neighbourhood Parks should include seating areas, trees, and accent/ decorative planting.

sufficiently setback to preserve opportunities for the placement of small outdoor café and commercial display spaces;

- Town Square Parks should establish and frame prominent views and vistas, and should establish direct pedestrian connections, functioning as a prominent gateway feature within the Community Core;
- Town Square Parks should incorporate special paving treatments, seating areas, refuse / recycling receptacles, bicycle locks, pedestrian-scaled lighting, banners, trees, accent / decorative planting, hard landscaping, shade structures and public art, where appropriate; and
- Town Square Parks should incorporate an appropriate range and variety of active and passive recreational uses. Such features may include patios, cafes, pergolas, event and gathering spaces, performing areas, fountains, water features and skating rinks.

4.1.3 Parkettes

- Parkettes should be dimensioned in keeping with the Town Standards, with areas ranging between 0.2 and 0.6 hectares;
- Parkettes should be situated centrally within individual neighbourhoods, and should be accessible within walking distance of most residents;
- Parkettes should be framed by public streets (or other public uses such as schools and Natural Heritage Blocks) on at least two sides;
- Parkettes should incorporate recreational programming elements which target neighbourhood residents; and
- Parkettes should incorporate seating areas, refuse / recycling receptacles, bicycle locks, pedestrian-scaled lighting, trees, accent / decorative planting, hard and soft landscaping, shade structures and public art, in appropriate locations.



Active recreational uses define this Town Square Park.



Town Square Parks should establish key views within the Community Core.

4.1.4 Natural Heritage System

- New development should match grades between adjacent properties to minimize retaining wall requirements;
- Existing vegetation and natural areas should be preserved, where possible. Where vegetation is removed as a result of new development, edge management and restoration efforts should be implemented;
- Street and block configurations should provide street exposure for natural features, and strengthen their presence as focal features;
- A naturalized approach to design (layout and planting) should be adopted for open space blocks;
- Access to environmentally sensitive areas should be controlled through the sensitive location of trails and use of natural surface trails in some instances;

- Rest areas and viewing areas should be provided in key locations, in order to facilitate views to the adjacent Natural Heritage System; and
- Appropriate access to service and maintenance vehicles should be provided, while eliminating access to unwanted vehicular traffic.

4.1.5 Trails

- A continuous trail network will be provided in Vision Georgetown contributing to the establishment of walkable, bicycle friendly and active neighbourhoods;
- Trails should be utilized to create connections and linkages between Public Parks, the Natural Heritage System, the Community Core, Schools, Community Facilities, Commercial Areas and other activity nodes throughout the community;
- New trails should provide seamless connections to Georgetown's existing active transportation network;



Ensure that trail location and material selection is sensitive to the surrounding environment.

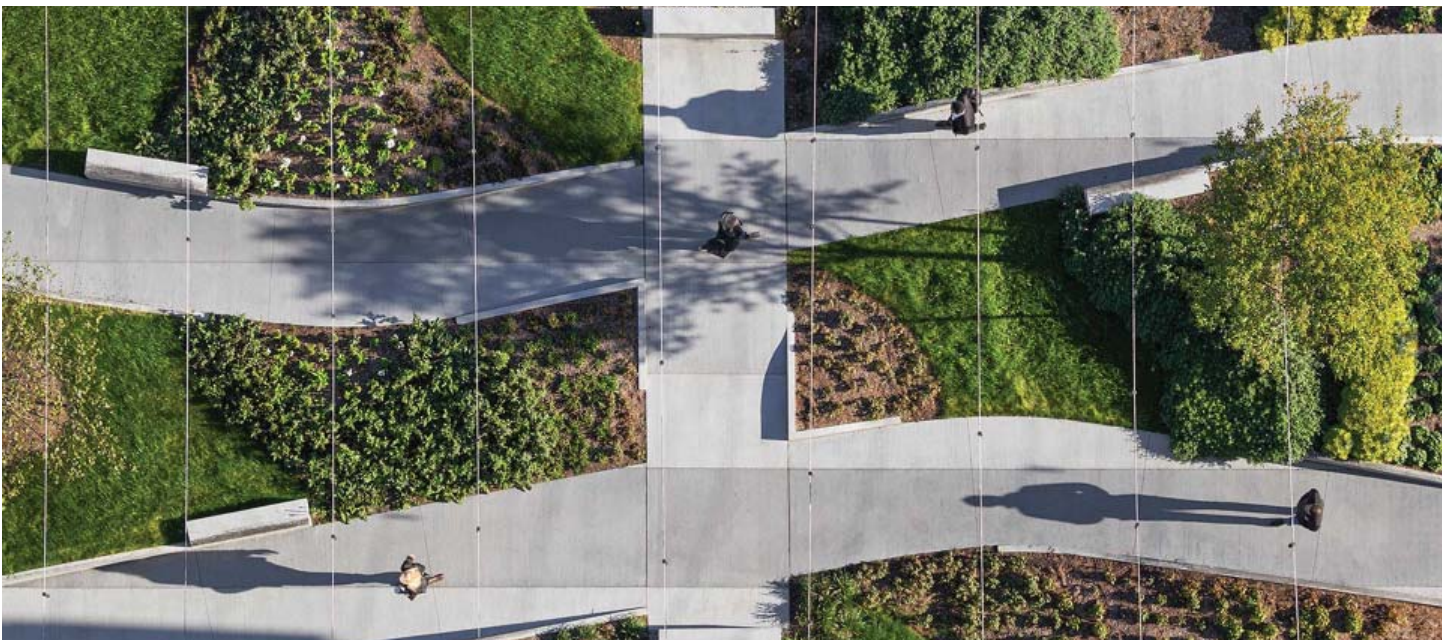


Create connections between the community core and public parks with a continuous trail network.

- The location, material, width and layout of trails should be sensitive to the preservation and protection of surrounding natural heritage features;
- Multi-use trails should be designed to distinguish between areas designated for walking and cycling and other active transportation uses. Trail width and surface material selection may vary according to context and anticipated use;
- Multiple access points should be provided to all trails, with connections to a variety of transportation options including bicycle lanes, sidewalks, parking areas, and potential future public transit stops;
- Trails should be provided to promote recreational opportunities, establish community linkages, and allow residents to enjoy the Natural Heritage System; and
- Trails should include seating, refuse / recycling receptacles, lighting, signage, route information, public art and educational and historic information. Such features should be located at accessible key points.

4.2 Street Networks

- Streets should be designed to reflect complete street design principles, in order to balance the competing needs of pedestrians, cyclists, transit users and motorists;
- Streets should be designed and laid out based on a modified grid pattern, which responds to topographical features, solar orientation, natural open spaces, built heritage, and existing development patterns;
- Street patterns should provide continuous, safe and comfortable avenues of public movement and promote connections to neighbourhood focal points;
- Street patterns should incorporate significant views and vistas, where feasible;
- Boulevard widths should be sufficient to support the healthy growth and development of boulevard trees (15 cubic metres of soil volume per tree);



Context and anticipated use should determine the width and and surface material of a trail.

- Block lengths should generally range between 200 and 250 metres. In special circumstances, where blocks lengths exceed 250 metres, a through-block pedestrian walkway or mid-block Parkette should be provided; and
- Street networks should be planned and designed in keeping with current iterations of the Halton Hills Transportation Master Plan, Halton Hills Cycling Master Plan, Halton Hills Active Living Strategy, Halton Hills Transit Service Strategy, Halton Hills Active Transportation Master Plan, Halton Hills Pedestrian Charter, and Halton Hills Design and Construction Standards.

4.2.1 Major Collector Roads (Streets A and C)

- Major Collector Roads should have an urban character, and should be designed with equal consideration given to the needs, safety and comfort of pedestrians, cyclists, transit users and motorists;
- Travel lanes, with a minimum width of 3.5 metres, should be provided in each direction of travel;
- On-street parking lanes, with a minimum width of 2.25 metres, should be provided on one side of Major Collector Roads outside of the Community Core, and on both sides of Major Collector Roads within the Community Core;
- Multi-use paths, with a minimum width of 3 metres, should be provided on one side of portions of Major Collector Roads which are located outside of the Community Core;
- Sidewalks, with a minimum width of 1.5 metres, should be provided on one side of Major Collector Roads;
- Dedicated bicycle lanes, with a minimum width of 1.5 metres, should be provided on either side of Major Collector Roads;

- Planting beds, with a minimum width of 2 metres, should be provided to facilitate street trees and landscaping on either side of Major Collector Roads;
- Traffic calming measures, including but not limited to road width reductions, bump-outs, special paving crosswalk treatments, and gateway features are encouraged on Major Collector Roads;
- Curbs and gutters, with a minimum width of 0.5 metres, should be provided on either side of Major Collector Roads;
- Individual access driveways are discouraged throughout Major Collector Roads in favour of window streets, laneways and shared driveways; and
- Major Collector Roads should have a right-of-way width of 22.75 metres outside of the Community Core, and 25 metres within the Community Core.

4.2.2 Minor Collector Roads (Streets B and D)

- Minor Collector Roads should be designed with equal consideration given to the needs, safety and comfort of pedestrians, cyclists, transit users and motorists;
- Travel lanes, with a minimum width of 3.3 metres, should be provided in each direction of travel;
- On-street parking lanes, with a minimum width of 2.25 metres, should be provided on one side of Minor Collector Roads;
- Sidewalks, with a minimum width of 1.5 metres, should be provided on either side of Minor Collector Roads;
- Dedicated bicycle lanes, with a minimum width of 1.5 metres, should be provided on either side of Minor Collector Roads;

- Planting beds, with a minimum width of 2 metres, should be provided to facilitate street trees and landscaping on either side of Minor Collector Roads;
- Curbs and gutters, with a minimum width of 0.5 metres, should be provided on either side of Minor Collector Roads;
- Traffic calming measures, including but not limited to road width reductions, bump-outs, special paving crosswalk treatments, and gateway features are encouraged on Minor Collector Roads;
- Shared driveway access is encouraged on Minor Collector Roads; and
- Minor Collector Roads should have a right-of-way width of 21 metres.

4.2.3 Local Roads

- Local Roads should be designed with equal consideration given to the needs, safety and comfort of pedestrians and motorists, and should reflect an intimate, pedestrian-scaled neighbourhood setting;
- Travel lanes, with a minimum width of 3.3 metres, should be provided in each direction travel;
- On-street parking lanes, with a minimum width of 2.25 metres, should be provided on one side of Local Roads, between adjacent driveways and curb cuts;
- Sidewalks, with a minimum width of 1.5 metres, should be provide on one side of Local Roads, adjacent to planting beds. In the case of Window Streets, sidewalks should be provided on the side of the Local Road which is furthest from the adjacent Arterial or Major Collector Road;
- Landscaped boulevards, with a minimum width of 2.5 metres, should be provided to facilitate street trees on either side of Local Roads. In the case of

Window Streets, street trees should be provided and accompanied where sufficient space exists to support the establishment of a healthy tree canopy;

- Curbs and gutters, with a minimum width of 0.5 metres, should be provided one either side of Local Roads;
- Traffic calming measures, including road width reductions, bump-outs, special paving crosswalk treatments, and raised roadbeds, may be considered at key locations;
- Local Roads should have a right-of-way width of 16 metres;
- Window Streets are encouraged adjacent to Arterial Roads, in order to promote neighbourhood visibility and provide a street-oriented built form presence, while eliminating the need for rear lotting;
- The use of Cul-de-Sacs should be minimized, but may be warranted by physical conditions;
- Roundabouts may be integrated into the street fabric to serve as a traffic calming measure and focal streetscape element at key intersections internal to neighbourhoods; and
- All proposed landscape elements within roundabouts should not impede critical visibility paths. All sight lines should be maintained.

4.2.4 Laneways (Public and Private)

- Laneways should be considered adjacent to Major and Minor Collector Roads, in order to provide a street-oriented built form presence with a continuous rhythm of building frontages and front yard landscaping, while eliminating the need for front yard driveways;

- Where laneways provide access to residential parking facilities, the primary façade of the building should address the adjacent public street;
- Where detached laneway-facing garages are desired, such buildings are encouraged to attach as pairs to provide a consolidated appearance;
- Travel lanes, with a minimum width of 3.25 metres, should be provided in each direction of travel;
- Laneways should establish “T” intersections at the edge of blocks, and should terminate onto Local Roads for ease of snow clearing;
- Rear garages should be located close to the edge of the adjacent laneway, in order to discourage parking within the lane;
- The use of permeable surface materials is encouraged throughout Laneways, and the use of landscape strips are encouraged within the centreline of laneways; and
- Laneways should have a minimum right-of-way width of 7.5 metres.



Permeable surface materials are encouraged throughout laneways.

5

General Private Realm Design Guidelines

This section establishes a set of private realm design guidelines which apply to all development within the community. The Guidelines address all matters pertaining to site design and building design, and should be read in conjunction with Sections 3 and 4, as well as applicable components of Sections 6 through 11.

5.1 Site Design

- Sites should be planned and designed in keeping with current iterations of the Accessibility for Ontarians with Disabilities Standards and Crime Prevention Through Environmental Design Principles;
- All development should be planned and designed in keeping with current iterations of the Halton Hills Integrated Community Sustainability Strategy and the Halton Hills Strategic Plan;
- In addition to the sustainability directions in these Design Guidelines, all eligible development will be planned and built in compliance with the most current iteration of the Town's Green Development Standards;
- Subdivision-scale development is encouraged to seek current LEED Neighbourhood Development Certification, achieving efficiencies in the following categories: Smart Location and Linkage, Neighbourhood Pattern and Design, Green Infrastructure and Buildings, and Innovation and Design Process;
- Site-scale development is encouraged to seek current LEED Building Design and Construction Certification, achieving efficiencies in the following categories: Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, and Innovation and Design Process; and

- Site-scale development is encouraged to seek current LEED Homes Certification, achieving efficiencies in the following categories: Location and Transportation, Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, and Innovation.

5.1.1 Lot Size and Variety

- A variety of lot sizes should be provided, in order to ensure a diversity of building types, sizes and designs;
- Lotting patterns should allow for unobstructed street frontage adjacent to public open spaces, with the exception of the Community Park;
- Generally, lot shapes should be simple and rectilinear so as not to limit design and siting options. However, variations to the traditional lot should be incorporated to manage slope, property boundary, or density issues;
- Corner lots and lots adjacent to public open space features should be wider than interior lots to promote building façade articulation and visual interest along the side elevation; and
- Alternative lotting and street patterns should be prepared for school sites in the event that the lands are either not acquired or deemed surplus.

5.1.2 Siting and Orientation

- The primary facade of the building should relate directly to the street and be sited generally parallel to it, creating a well-balanced, human-scale street and building relationship, which encouraged pedestrian activity;

- Building setbacks should define the street edge and establish visual order. Projections into the front or flankage yard, such as porches, entrance awnings or canopies, porticos, entrance steps and bay windows are encouraged for their beneficial impact on the streetscape. Encroachments should comply with applicable Zoning By-law regulations;

- Buildings should be sited close to the minimum required front yard setback, unless otherwise stated for any special areas within the community, to provide a human scale;
- Buildings should be sited and oriented to optimize passive solar opportunities and natural ventilation, and are encouraged to incorporate the use of solar panels as a source of renewable energy; and
- Buildings should be sited and oriented to ensure the coordination and cohesion of the development within the context of adjacent properties and the surrounding streetscape. For multi-building sites, buildings should be organized into a pattern of internal streets and blocks, which are defined by buildings and/or landscaped areas.

5.1.3 Pedestrian Circulation

- Clear and accessible pedestrian walkways should be provided from the sidewalk to the front entrance of each building;
- Pedestrian walkways should be well defined and provide direct connection to parking areas, building entrances, transit shelters and adjacent developments;
- Pedestrian walkways should be designed to promote pedestrian comfort, and encourage a pleasant walking experience;
- Pedestrian walkways should be provided along the full length of apartment, mixed use and commercial buildings, including residential lobby, residential

apartment, storefront or restaurant entrances, and along any façade abutting parking areas;

- Pedestrian walkway depths should be maximized adjacent to the residential lobby, storefront or restaurant entrances, with consideration for the provision of appropriate canopy, awning or arcade treatments for pedestrian weather protection; and
- Internal pedestrian walkways should be distinguished from driving surfaces through the use of landscaping, concrete or special paving to enhance pedestrian safety and the attractiveness of the walkway.

5.1.4 Landscaping and Amenity Space

- Landscape design should incorporate street trees within the public boulevard, in order to promote comfortable pedestrian conditions and to create a sense of enclosure throughout the street;

- Landscape design should incorporate the retention of existing mature trees, where possible, as well as the planting of new trees within the site, where space permits;
- Streetscape elements should be provided along street frontages to maintain a consistent urban character;
- Site fencing design should be complementary with the design of buildings;
- The development of publicly accessible private open spaces is encouraged at prominent locations such as street corners, building entrances, forecourts, courtyards, and the central areas between buildings;
- A clear hierarchy of public, semi-public and private outdoor spaces should be provided;
- Landscaping should include hard and soft landscape elements, including planting, decorative walls / fencing, paving materials, and pedestrian amenities;



Provide a clear and accessible pedestrian walkway that encourages a pleasant walking experience.

- Landscape elements, such as planting arrangements, should provide visual emphasis at the end of view corridors on buildings sites and vista terminations; and
- Landscaping should be used to screen parking areas and focus attention on adjacent buildings.

5.1.5 Lighting

- All outdoor light fixtures should be LED, and “dark sky” compliant;
- Parking areas, driveways and walkways should be adequately illuminated with low level, pedestrian-scaled lighting;
- Building entrances should be well lit. Natural lighting is encouraged through the use of sidelights, fanlights or door glazing. Wall-mounted down-cast lighting is also appropriate adjacent to building entrances; and

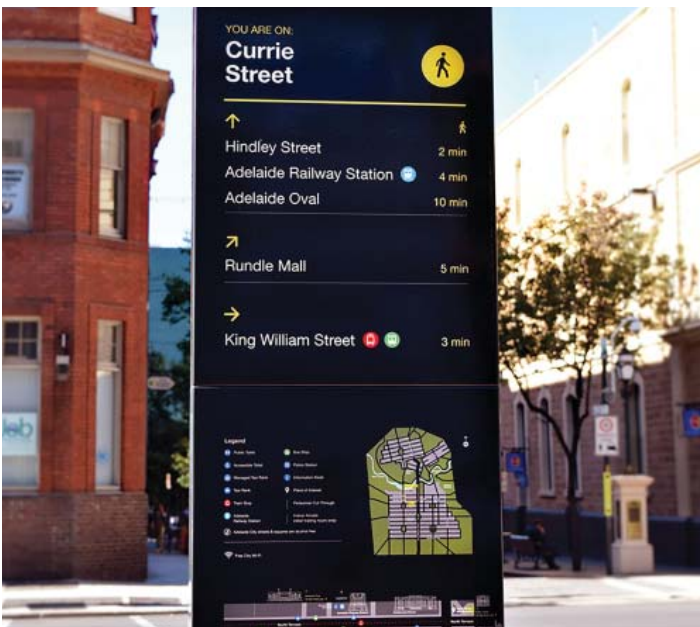
- Lighting should be restricted adjacent to sensitive natural and residential environments.

5.1.6 Signage and Site Furnishings

- Signage / addressing should be designed to be characteristic of the architectural identity of the development;
- Site furnishings should be incorporated on private property along pedestrian connections to provide amenities at convenient and comfortable locations, such as building entrances and gathering spaces;
- Multi-building developments should incorporate a consistent and compatible approach to signage;
- Site furnishings should reflect the intended use of the space and expected number of users; and
- Where permitted, addressing associated with secondary suites should be visible and clearly distinguished from that associated with primary units.

5.1.7 Site Access, Servicing and Storage

- Driveway entrances should be oriented to minimize visual impacts on adjacent properties. Such features should be integrated within the site, located away from building corners and with minimal interruption of walkways and sidewalks;
- Site access should be provided via a single curb cut;
- Driveways and associated curb cuts should be minimized in width;
- On corner lots, driveways should be accessed from the street of lesser prominence;
- The use of permeable surface materials are encouraged within driveways, parking pads, and surface parking areas;



Signage should reflect the architectural identity of the neighbourhood.

- Utility meters, transformers and HVAC equipment should be placed in discrete locations and screened from public view; and
- Utilities and servicing areas should be located as that they do not interfere with existing trees, mature tree growth or landscaping.

Detached Dwellings, Semi-Detached Dwellings and Townhouses

- Driveways should have sufficient width and length to facilitate vehicle parking entirely within private properties, without obstructing adjacent sidewalk or vehicle sightlines;
- Driveways and associated curb cuts should either be combined and shared between adjacent properties, or laid out with a consistent rhythm between adjacent properties;
- Where two-lane driveways are desired, asphalt width should not exceed that of associated garage doors, and tapering is encouraged as driveways approach associated curb cuts; and
- Garbage and recycling storage areas should be located at the side or rear of dwellings. Where this is not possible, garbage and recycling storage areas should be screened from public view.

Apartment Buildings, Mixed Use Buildings, Commercial Buildings and Institutional Buildings

- Future development should coordinate and consolidate driveway entrances, where feasible. Ground floor frontages may need to be set back adjacent to parking access sites to provide visibility at the exit;
- Loading facilities should be consolidated between adjacent properties, where feasible. Such facilities should be integrated into the building design or

placed away from street frontages and screened from view. Screening measures should include landscaping and/or soil panel fencing;

- Garbage and recycling storage rooms should be centralized indoors, and at the rear of the building;
- Service and outside storage enclosures should be constructed of materials to match or complement the building material. No enclosure should be made of any form of chain link fencing, 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.;
- Outside storage areas should not be visible from any street; and
- 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.

5.1.8 Vehicle Parking

Garages

- A variety of garage typologies, including integral front, integral rear and detached rear garages, are encouraged throughout the community;
- Integral front garages should be integrated into the massing and design of dwellings;
- Integral front garages should either be flush or recessed relative to the primary building face of dwellings, and should not project forward;

- Integral rear garages should either be integrated into the massing of dwellings, or connected via a breezeway;
- The width of garage doors should be narrow, with preference given to the use of multiple single vehicle doors over double car garage doors;
- The height of garage doors should be shallow, particularly when garages are integral to the dwelling, and habitable spaces are situated above; and
- Garages should incorporate a design and material quality which is consistent and complementary to associated dwellings.

Surface Parking Lots and Structured Parking

- Surface and structured parking spaces should be located at the side or rear of buildings, either served by laneways or consolidated by block;

- Visitor / guest parking spaces should be clearly distinguished from resident / employee parking spaces, and should be coordinated in location;
- Structured parking facilities should be wrapped in active uses at-grade, and should be screened from public view;
- Hard surface areas should be minimized with landscaping and permeable, sustainable materials and technologies prioritized;
- Surface parking spaces should be organized in compact formations with significant, high-quality soft landscaped edges, especially adjacent to the public realm;
- Landscaping and site organization should prioritize managing stormwater quality and quantity on-site, wherever possible;



Materiality and design of the garage should be consistent with the building.



Minimize hard surface areas with permeable paving for parking surfaces.

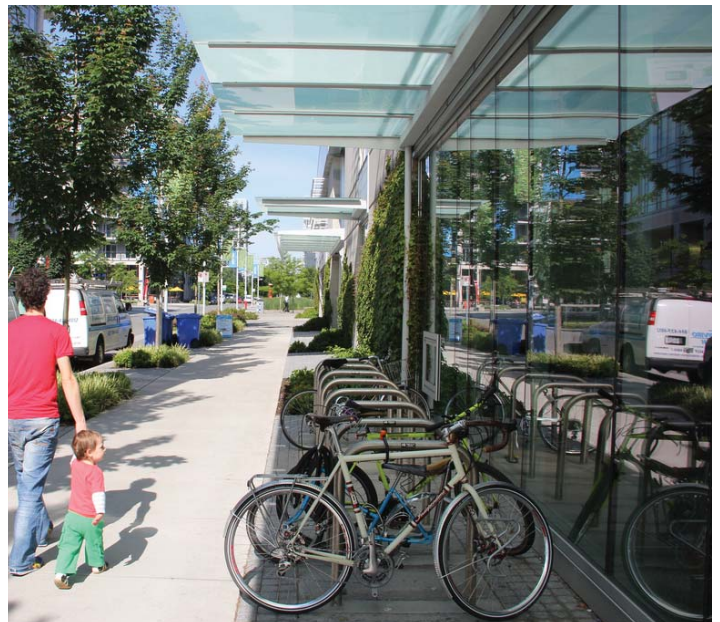
- Landscaping near parking and vehicle routes should prioritize opportunities for shading, without minimizing safety and visibility;
- Surface parking lots should be screened from view along adjacent streets, through the use of landscape buffering;
- Pedestrian movement should be given priority in the design of all parking facilities. Clearly marked, direct and safe pedestrian routes should be provided wherever possible and should be separated when appropriate;
- Lighting for parking should be oriented to limit visual impact on adjacent neighbourhoods but should otherwise be well distributed to enhance safety and visibility; and
- Accessible parking spaces should have direct access to building entrances and should not be placed across a drive aisle.

5.1.9 Bicycle Parking

- Internal bicycle parking should be located at grade with direct access to the adjacent street, wherever possible, or should provide ramped access to the street;
- Internal bicycle parking should be made available to employees and residents;
- All bicycle parking for visitors external to the building should be covered, either by lobby canopies, breezeways or independent shelter structures;
- Bicycle parking should be provided in proximity to buildings in order to encourage active transportation;
- Bicycle racks can be strategically used to structure and animate open spaces; and
- Adequate bicycle parking shall be provided at all public building.



Provide bicycle parking in close proximity to the buildings they are intended to serve.



Visitor bicycle parking should be sheltered.

5.2 Building Design

- Buildings should be planned and designed in keeping with current iterations of the Accessibility for Ontarians with Disabilities Standards and Crime Prevention Through Environmental Design Principles;
- All development should be planned and designed in keeping with current iterations of the Halton Hills Integrated Community Sustainability Strategy;
- In addition to the sustainability directions in these Design Guidelines, all eligible development will be planned and built in compliance with the most current iteration of the Town's Green Development Standards;
- Subdivision-scale development are encouraged to seek current LEED Neighbourhood Development Certification, achieving efficiencies in the following categories: Smart Location and Linkage, Neighbourhood Pattern and Design, Green Infrastructure and Buildings, and Innovation and Design Process;

- Site-scale development are encouraged to seek current LEED Building Design and Construction Certification, achieving efficiencies in the following categories: Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, and Innovation and Design Process; and
- Site-scale development are encouraged to seek current LEED Homes Certification, achieving efficiencies in the following categories: Location and Transportation, Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, and Innovation.

5.2.1 Height, Massing and Transitions

- Where building elevations are visible from adjacent streets and open spaces, a variety of massing can be achieved through alternative facade treatments, roof line, emphasis, building projections, materials, colours and certain architectural styles;



When building elevations can be seen from adjacent streets, massing should be broken up through building projections, colours, and certain architectural styles.

- Where significant grade changes occur within a site, buildings should be designed to accommodate such grade changes; and
- Where building frontages exceed 30 metres, massing should be articulated or broken up through a continuous rhythm of building fronts achieved through a pattern of projections and recessions, entrances, signage, and glazed areas. This is important to ensure that facades are not overly long, and creates a sense of having multiple buildings along the length of the property. Vertical breaks and stepbacks should also be provided to maintain a comfortable pedestrian environment.

5.2.2 Entrances

- Building entrances should be highly visible, and should provide direct connections to the adjacent street and driveway, as applicable, via pedestrian walkways;
- Where permitted, entrances to secondary suites should be located at the sides of the buildings, so as not to visually detract from primary unit entrances. In the case of corner conditions, such entrances are encouraged to address flanking street frontages;
- Building entrances should promote visibility and views between interior and exterior spaces;
- Entrances should be emphasized as focal points in a building's façade and complementary to the overall articulation and material palette of the building;
- Weather protection and building entrances should be provided through the use of covered porches, porticos, wall recesses, canopies or awnings, as consistent with the architectural style of the building;
- Building entrances should be well lit. Natural lighting is encouraged through the use of sidelights, fanlights or door glazing. Wall-mounted down-cast lighting is also appropriate adjacent to building entrances;



Primary entrances should be accessible and face public and/or private roads.



Building entrances should be highly visible.

- Patios associated with building entrances should be consistent and proportionate in scale with the architectural style and massing of the building;
- Steps and ramps should be architecturally integrated within the building entrance;
- Elevated main front entrances and large concentrations of steps at the front should generally be avoided. Typically, a relationship of no more than approximately 5 risers to the porch is desirable to maintain a pedestrian scale. Site grading conditions and various built form types may warrant additional risers;
- Main entrances associated with residential dwellings should be no greater than 1.5 storeys in height;
- Entrance enhancements are encouraged, and may include pilasters, masonry surrounds, a variety of door styles, and a variety of transom lights;
- Primary entrances should face adjacent public and/or private roads, and should be directly accessible via a sidewalk or pedestrian walkway;

- For corner buildings, locate main entrances in or near the corner of the building so as to animate both sidewalks. Where multiple building entrances are desired, such features are encouraged to address both frontages;
- Steps and ramps should be architecturally integrated within building entrances; and
- Entrances associated with apartment, mixed use or commercial buildings may be recessed where located directly adjacent to public sidewalks so as to minimize the obstruction of open doors.

5.2.3 Projections

- The majority of dwellings should incorporate a street-facing porch, portico or balcony;
- Porches and porticos, associated with dwellings, should generally be located closer to the sidewalk / street than the garage. This diminishes the visual impact of the garage and creates a comfortable pedestrian environment;



Wraparound porches are encouraged for corner lot dwellings.



The design of the porch should be consistent with the character of the building.

- Wraparound porches are encouraged for dwellings on corner lots, where appropriate to the style of the dwelling. Wraparound porches should incorporate railings;
- Porch dimensions should be adequate to comfortably accommodate seating. Porch depths should generally be no less than 1.8 metres. Deeper porches are encouraged and should be in proportion of the scale of the building. Porticos and balconies may have a reduced depth of 1.5 metres;
- Porch, portico and balcony design and detailing should be consistent with the character of the building;
- The width of stairs should be maximized to the extent feasible to match the porch or portico opening width;
- Where railings are used, they should be consistent with the character of the building. Railings should attach to porch columns and not wrap around them. The colour of railings should reflect the design of the dwelling;



Canopies are encouraged to provide shade and weather protection.

- Balconies and terraces should be designed as cohesive elements of the building, and should not extend closer to the street than the ground level porch;
- Canopies, awnings and overhangs should have a minimum vertical clearance of 4.5 metres, where appropriate;
- Canopies, awnings and overhangs are encouraged to provide shade and weather protection as well as decorative architectural features on a building's façade, and should be provided at building entrances;
- For patios and where setbacks are minimal, retractable awnings may be appropriate solutions;
- Fore courtyards and courtyards, overhangs such as arcade treatments may be preferable;
- The use of canopies, awnings and overhangs along facades with expansive glazing is encouraged to reduce solar gain; and
- The use of light colours and transparent or semi-transparent materials in canopies and overhangs is encouraged to promote good daylight.



Where there are minimal setbacks, retractable awnings may be appropriate.

5.2.4 Windows

- Windows should be designed primarily as an expression of interior use;
- Windows should play a functional role in providing natural ventilation and light, views and privacy;
- Dwellings should incorporate bay windows, or other large windows, adjacent to main living areas, as well as smaller windows at primary building entrances. Emphasis should be placed on providing large windows on the ground floor;
- Where provided, basement windows should match main floor windows. Large basement windows are encouraged where grading conditions permit;
- Apartment units should incorporate bay windows, or other large windows, adjacent to main living areas, as well as smaller windows adjacent to secondary living areas such as washrooms and kitchens;
- Where permitted, windows associated with basement secondary suites should be sufficiently

sized, proportioned and located to facilitate adequate sunlight penetration and egress. The use of window wells is encouraged in order to limit finished first floor heights;

- Ground floor commercial windows should be large, occupying a significant portion of the street elevation between the ceiling and the floor at-grade;
- Clear glass is preferred for all glazing, in order to promote a high level of visibility;
- Window sizes should be generous and have proportions and details which are consistent with the architectural style of the building;
- Vertical, rectangular window proportions are preferred to reflect traditional architectural styles. Other window shapes are encouraged as an accent, but should be used with discretion to ensure consistency with the architectural style of the building;
- Where appropriate to the style of the building, window mullions and muntin bars are encouraged on publicly exposed elevations;



Window sizes should be generous.



Apartment units should feature large windows.

- Sills and lintels should be consistent with the architectural style of the building;
- Where appropriate, shutters should have a width equal to have of the associated window;
- The use of coloured window frames is encouraged to add variety, appropriate to the colour palette of the associated dwelling;
- Skylights and clerestory windows are encouraged. Skylights can be treated as distinct roof elements, and coordinated with the design of other roof and building elements;
- Dormer windows should be designed and situated to contribute to the overall massing strategy and complement the location of lower storey windows;
- Sills and lintels should be consistent with the architectural style of the building; and
- Windows should be designed in keeping with the guidelines outlined in Section 3.4.2 Energy Efficiency and Production and Section 3.4.3 Habitat Protection.

5.2.5 Roofs

- A variety of roof types and forms should be provided, and should be selected on a case-by-case basis, in order to ensure consistency with the architectural style of the buildings;
- Roof types and forms should alternate between adjacent buildings, where appropriate, with consideration for rooftop amenity space, where appropriate;
- Roof materials should complement the building's cladding materials;
- Wide roof overhangs are encouraged both as a design feature and as a means of providing shade and weather protection;
- Building designs are encouraged to incorporate parapets or cornice treatments to provide an interesting roof form;



Wide roof overhangs are encouraged to provide shade and weather protection.



Provide for a variety of roof types and forms.

- Flat roofs and terraces should be used as private or shared outdoor amenity spaces;
- Roof elements, including chimneys, dormers, pitches, cupolas, and vents are encouraged as distinct elements, which contribute to the variety of roof designs;
- Solar panels and green roofs are encouraged, in appropriate locations;
- Where incorporated as secondary roof elements, metal accent roofs should incorporate a heavy gauge, and be designed with a standing seam and a pre-finished colour which complements the primary roof colour;
- Vent stacks, gas flues and roof vents should be located on the rear slope of the roof, when possible. Roof vents should be of a pre-finished colour which complements that of the roof; and
- Rooftop mechanical equipment should be integrated into the roof design and screened from public view.

5.2.6 Materials

- Design and construction quality should reflect a high level of craftsmanship;
- Building materials should be selected based on their aesthetic quality, durability, energy efficiency, lifecycle cost, and environmental impact;
- Building materials should be appropriate to their use and location, and consistent with the expression of the area or district;
- A variety of materials and colour palettes are encouraged;
- Careful attention should be paid to the detailing, connection and juncture of building materials to create a clean architectural expression;
- The material composition of upper storeys may differ from base materials, but compatibility and transition between materials should be considered, and the rhythm and proportions of the lower floors should be respected;



Encourage green roofs and provide flat roofs as private or shared outdoor amenity spaces.



Provide a variety of materials and colour palettes.

- Higher buildings should have a lighter appearance in general to reduce any perceived height, weight and bulk;
- Functional screens, including shade devices and other passive solar design elements, which complement the building design, are encouraged; and
- Side and rear facades should include materials of equal quality to the front façade.
- Throughout the community, the predominant wall cladding material should be masonry brick or stone, or wooden siding. However, appropriateness of other materials will be determined based on suitability, quality and durability;
- Stucco may be used as a primary cladding material, provided it is used in combination with a base of masonry brick or stone;
- Stone, stucco, pre-cast cement-fibre siding, vinyl siding, pre-finished shakes / shingles and pre-finished panelling are encouraged for use as accent materials where consistent with the architectural style of the building;
- Building materials that should be avoided or limited in use include: concrete block, residential-type metal siding, or large quantities of highly reflective and mirrored finishes for glazing, or finish effects that simulate another material;
- False facades are strongly discouraged;
- Changes in material are encouraged to articulate transitions between the base, middle and top of the building, where appropriate. Such changes should occur at logical locations including changes in plane or volume, wall openings or downspouts; and
- The installation and implementation of building materials is as important as the selection of the materials themselves. Careful attention should be paid to the detailing, connection and juncture to create a clean architectural expression.

5.2.7 Articulation and Detailing

- Buildings should be designed to individually and collectively contribute to the character of the surrounding neighbourhood or district;
- Buildings should have a unique identity, while respecting and responding to the surrounding context;
- Primary building facades, which address adjacent streets or open spaces, should be articulated through the use of design elements such as entrances, windows, projections, recesses, canopies, awnings, and changes in material. Primary building facades should not be blank;
- Secondary building facades, which address adjacent streets or open spaces, or are visible from the public realm, should contain a design and material standard equal to the primary building façade. Secondary building facades, which are not visible from the public realm, may be blank;
- Where blank walls occur, the use of additional architectural details and building materials is encouraged;
- Functional building elements such as vents and rainwater leaders should be integrated into the design of the building, where possible;
- Utilities, vents and other unsightly elements should be integrated into the design of the building, and screened from public view; and
- A variety of architectural expressions and elevation treatments should be provided.

6

Low Density Residential Design Guidelines

Low Density Residential Areas are situated within the interior of residential neighbourhoods. This section establishes a set of guidelines which apply specifically to Low Density Residential Areas. The Guidelines address all matters pertaining to street and laneway-oriented detached and semi-detached dwellings, and should be read in conjunction with Sections 3 through 5. Although the Vision Georgetown Secondary Plan states that townhouses may comprise a maximum 20% of development throughout Low Density Residential Areas, for the purpose of these guidelines all design guidance for townhouses is provided in Section 7.

6.1 Street and Laneway Single Detached Dwellings

6.1.1 Design Quality

- Street and laneway single detached dwellings should incorporate a moderate standard in architectural and sustainable design, with highest priority given to street and open space facing facades, and secondary priority given to all other visible building facades;
- Each single detached dwelling should have a unique identity, while respecting and responding to the surrounding context;
- Each single detached dwelling should have appropriate facade detailing, materials and colours consistent with its architectural style;
- Identical building elevations should not be located side by side or directly opposite from one another. Such elevations should be separated by a minimum of 2 single detached dwellings;
- Identical building elevations should not appear more than 3 times within a cluster of 10 dwelling units; and

- Variety of architectural expression is encouraged through the use of alternative façade treatments, roof lines, building projections, materials, colours and architectural styles.

6.1.2 Siting and Setbacks

- Laneway single detached dwellings should be primarily located along the lengths of Collector Roads;
- Street single detached dwellings should be situated along the length of Local Roads, within the interior of neighbourhoods, and adjacent to Arterial Roads, in a Window Street configuration;
- Single detached dwellings should have a minimum lot frontage of 7.0 metres;
- Single detached dwellings should have a minimum front yard setback of 3.0 metres, a minimum rear yard setback of 7.0 metres, a minimum interior side yard setbacks of 1.2 metres, and a minimum exterior side yard setback of 3.0 metres;
- Single detached dwellings should have a maximum front yard setback of 6.0 metres;
- Where provided, the portion of single detached dwellings which are occupied by integral garages should have a minimum front yard setback of 6.0 metres; and
- Where provided, the portion of laneway single detached dwellings which are occupied by integral or detached garages should have a minimum rear yard setback of 1.5 metres.

6.1.3 Height and Massing

- Generally, single detached dwellings should have a maximum building height of 3 storeys; and

- Single detached dwellings should have a maximum finished ground floor height of 1.5 metres, in order to maintain a positive and direct interface between the building and adjacent street.

6.1.4 Landscaping and Amenity Space

- Front, side and rear setback areas should be landscaped where not required for vehicle access;
- Plantings should be specified and strategically located to maintain privacy for neighbouring properties, and to provide wind barriers and shade;
- Design grades should be set to ensure that water is directed away from the building and neighbouring properties, and toward adjacent streets and open spaces;
- The existing grade, as set by the average grade of neighbouring properties, should be maintained; and
- Private outdoor amenity space should be provided within the rear yard and may also be provided through the provision of porches, porticos, balconies and terraces.

6.1.5 Parking

- Single detached dwellings should incorporate a minimum of 2 parking spaces;
- All required vehicle parking for single detached dwellings should be provided on-site, via integral or detached garages or driveways; and
- The use of permeable surface materials is encouraged throughout driveways, and the use of landscape strips are encouraged within the centreline of driveways.

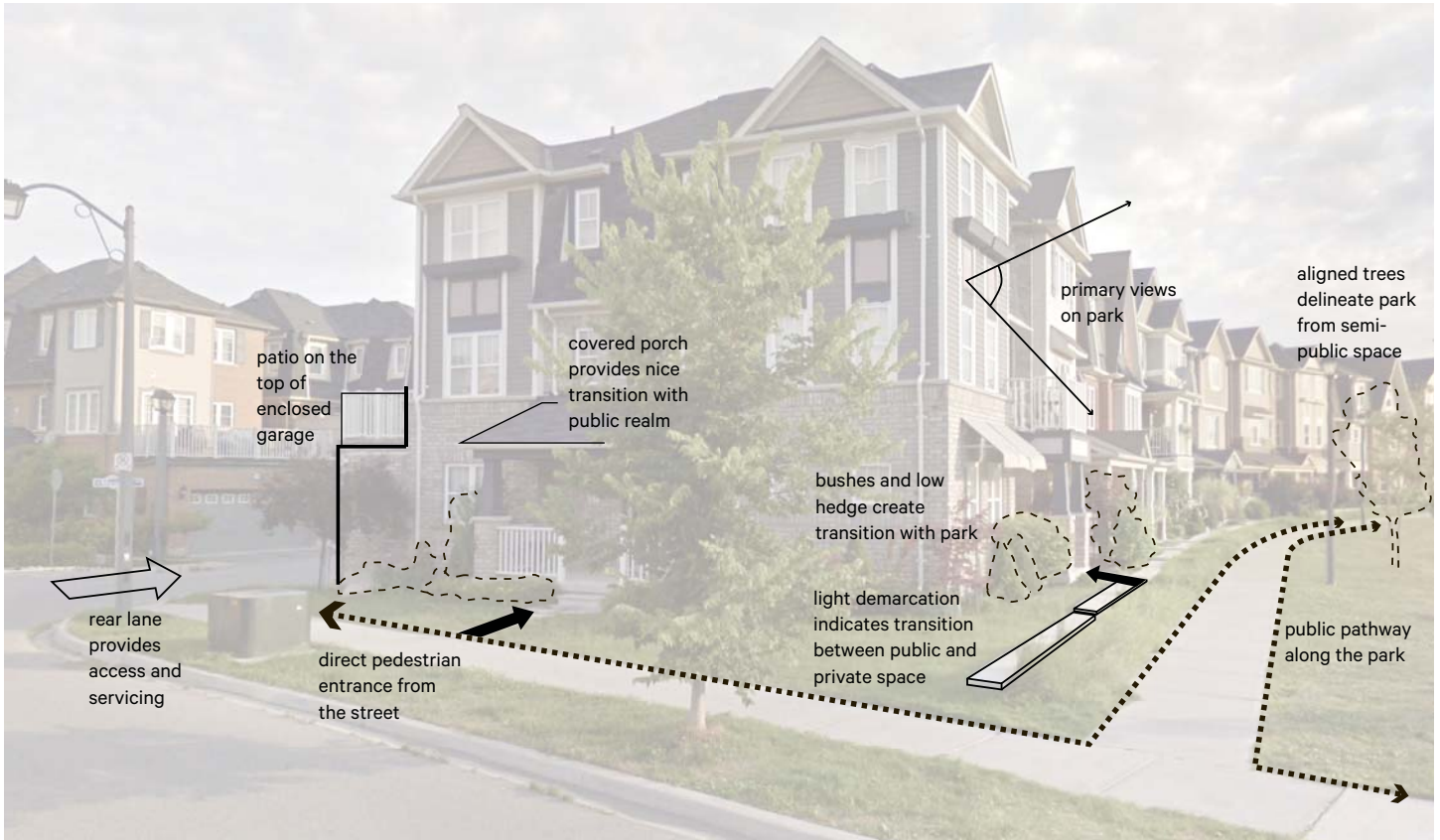


Figure 1: Street and laneway single detached dwellings.



Utilize plantings to maintain privacy and provide wind barriers and shade.



Single detached dwellings should articulate a unique identity.

6.2 Street and Laneway Semi-Detached Dwellings

6.2.1 Design Quality

- Street and laneway semi-detached dwellings should incorporate a moderate standard in architectural and sustainable design, with highest priority given to street and open space facing facades, and secondary priority given to all other visible building facades;
- Each semi-detached dwelling should have a unique identity, while respecting and responding to the surrounding context;
- Each semi-detached dwelling should have appropriate facade detailing, materials and colours consistent with its architectural style;
- Both halves of the building should be compatible in terms of design expression. Elevations may be symmetrical or asymmetrical;
- Identical building elevations should not be located side by side or directly opposite from one another. Such elevations should be separated by a minimum of 2 pairs of semi-detached dwellings;
- Identical building elevations should not appear more than 3 times within a cluster of 10 dwelling units; and
- Variety of architectural expression is encouraged through the use of alternative façade treatments, roof lines, building projections, materials, colours and architectural styles.

6.2.2 Siting and Setbacks

- Laneway semi-detached dwellings should be primarily located along the lengths of Collector Roads;
- Street semi-detached dwellings should be situated along the length of Local Roads, within the interior of neighbourhoods, and adjacent to Arterial Roads, in a Window Street configuration;
- Semi-detached dwellings should have a minimum lot frontage of 6.6 metres per unit in the case of a mid-block condition, and a minimum of 7.8 metres in the case of a corner condition; and
- Semi-detached dwellings should have a minimum front yard setback of 3.0 metres, a minimum rear yard setback of 7.0 metres, a minimum interior side yard setbacks of 1.2 metres, and a minimum exterior side yard setback of 3.0 metres;
- Semi-detached dwellings should have a maximum front yard setback of 6.0 metres;
- Where provided, the portion of semi-detached dwellings which are occupied by integral garages should have a minimum front yard setback of 6.0 metres; and
- Where provided, the portion of laneway semi-detached dwellings which are occupied by integral or detached garages should have a minimum rear yard setback of 1.5 metres.

6.2.3 Height and Massing

- Generally, semi-detached dwellings should have a maximum building height of 3 storeys;
- Semi-detached dwellings should have a maximum finished ground floor height of 1.5 metres, in order to maintain a positive and direct interface between the building and adjacent street; and

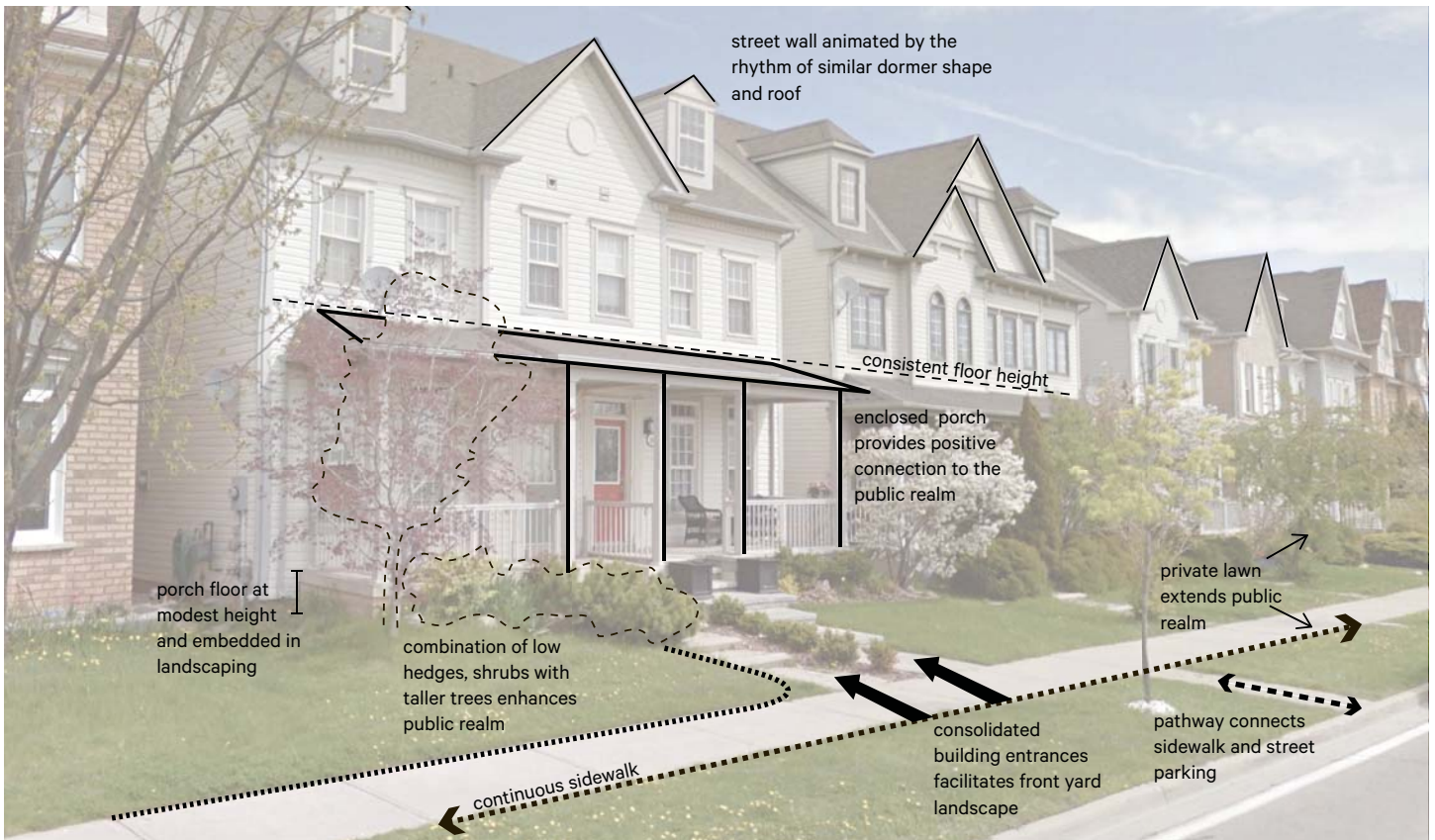


Figure 2: Street and laneway semi-detached dwellings.



Architectural expression through treatments, materials, and colours is encouraged.



Both halves of a semi-detached dwelling should be consistent in its architectural style.

- Semi-detached dwellings should be fully-attached above grade.

6.2.4 Landscaping and Amenity Space

- Front, side and rear setback areas should be landscaped where not required for vehicle access;
- Plantings should be specified and strategically located to maintain privacy for neighbouring properties;
- Design grades should be set to ensure that water is directed away from the building and neighbouring properties, and toward adjacent streets and open spaces;
- The existing grade, as set by the average grade of neighbouring properties, should be maintained; and
- Private outdoor amenity space should be provided within the rear yard and may also be provided through the provision of porches, porticos, balconies and terraces.

6.2.5 Parking

- Semi-detached dwellings should incorporate a minimum of 2 parking spaces per unit;
- All required vehicle parking for semi-detached dwellings should be provided on-site, via integral or detached garages and driveways; and
- The use of permeable surface materials is encouraged throughout driveways, and the use of landscape strips are encouraged within the centreline of driveways.

7

Medium Density Residential and Mixed Use Design Guidelines

Medium Density Residential and Mixed Use Areas are situated at key intersections and along the length of Arterial and Collector Roads, at the edge of neighbourhoods. This section establishes a set of guidelines which apply specifically to Medium Density Residential Areas and Mixed Use Areas. The Guidelines address all matters pertaining to street and laneway-oriented conventional townhouses, back-to-back townhouses, street and laneway-oriented stacked townhouses, and low-rise apartment and mixed use buildings, and should be read in conjunction with Sections 3 through 5.

7.1 Street and Laneway Townhouses

7.1.1 Design Quality

- Street and laneway townhouses should incorporate a moderate to high standard in architectural and sustainable design, with highest priority given to street and open space facing facades, and secondary priority given to all other visible building facades;
- The overall composition of each townhouse block should incorporate massing and design continuity, while achieving adequate variety. It should also incorporate appropriate façade details, materials and colours which are consistent with its architectural style; and
- Exterior walls should be articulated, through the stepping of units and the use of bays, gables and porches, to avoid large unbroken expanses of roof or wall planes.

7.1.2 Siting and Setbacks

- Laneway townhouses should be primarily located along the length of Arterial and Collector Roads;
- Street townhouses should be situated along the length of Local Roads, in proximity to Arterial and Collector Roads, at the edge of neighbourhoods;
- Street and laneway townhouses should have a minimum lot frontage of 5.5 metres per unit in the case of a mid-block condition, and 6.7 metres per unit in the case of a corner condition; and
- Street and laneway townhouses should have a minimum front yard setback of 3.0 metres, a minimum rear yard setback of 7.5 metres, a minimum interior side yard setback of 1.2 metres for end units, and a minimum exterior side yard setback of 3.0 metres;
- Where provided, the portion of laneway townhouses located above integral garages should maintain minimum setback requirements;
- Street and laneway townhouses should have a maximum front yard setback of 6.0 metres;
- Where provided, the portion of street townhouses which are occupied by integral garages should have a minimum front yard setback of 6.0 metres; and
- Where provided, the portion of laneway townhouses which are occupied by integral or detached garages should have a minimum rear yard setback of 1.5 metres.

7.1.3 Height and Massing

- Generally, street and laneway townhouses should have a maximum building height of 3 storeys;

- Street and laneway townhouses should have a maximum finished ground floor height of 1.5 metres, in order to maintain a positive and direct interface between the building and adjacent street;
- Townhouse block sizes may range from 3 to 8 adjacent horizontal units; and
- Street and laneway townhouses should be fully attached above grade.

7.1.4. Landscaping and Amenity Space

- Front, exterior side and rear setback areas should be landscaped where not required for vehicle access;
- Plantings should be specified and strategically located to maintain privacy for neighbouring properties;
- Design grades should be set to ensure that water is directed away from the building and neighbouring properties, and toward adjacent streets and open spaces;
- The existing grade, as set by the average grade of neighbouring properties, should be maintained;
- Private outdoor amenity space should be provided within the rear yard, and may also be provided through the provision of porches, porticos, balconies and terraces; and
- Private screens should be provided between outdoor amenity spaces of neighbouring units.

7.1.5 Parking

- Street and laneway townhouses should incorporate a minimum of 2 resident parking spaces per unit;

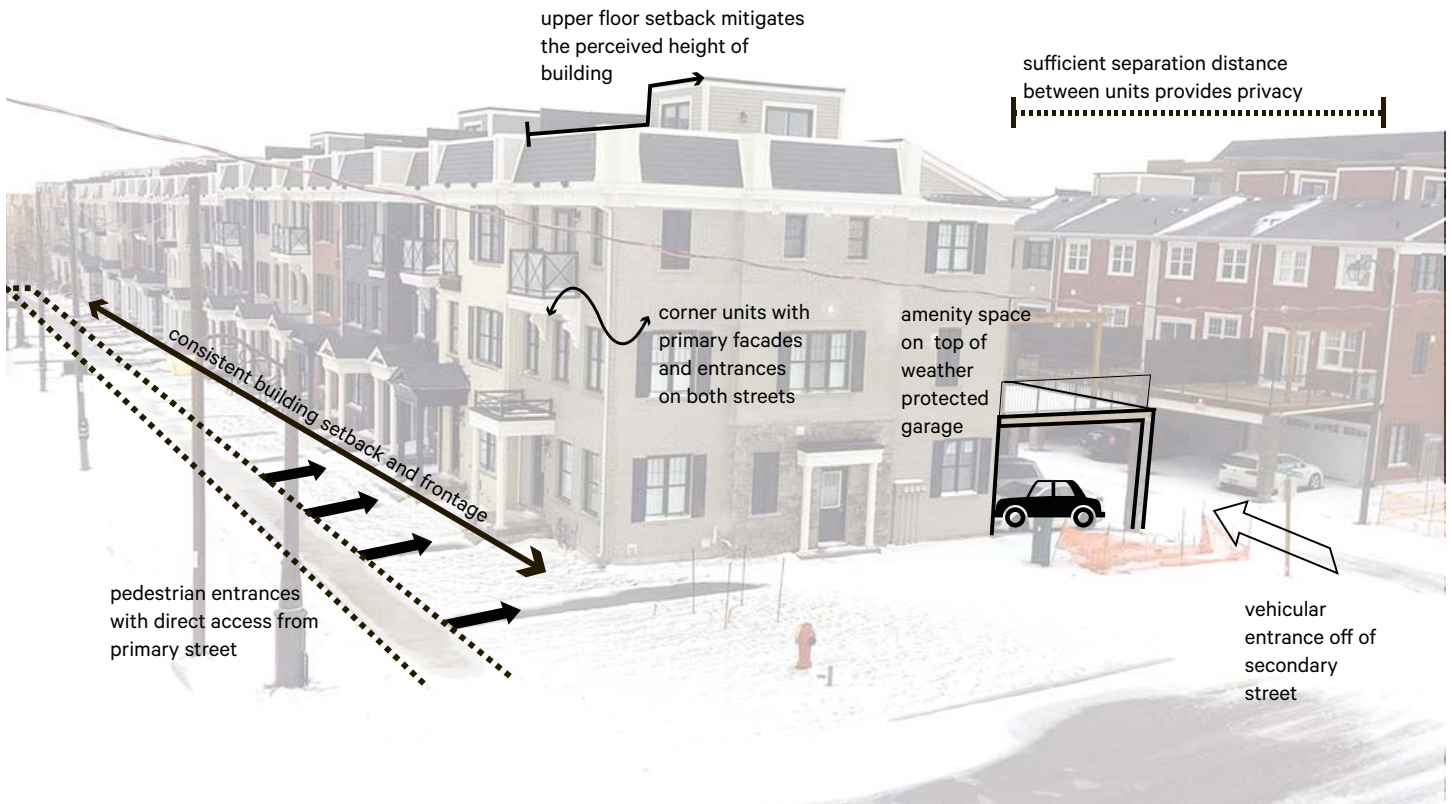


Figure 3: Street and laneway townhouses.



Situate street townhouses along the length of local roads.



Landscape setback areas where not required for vehicle access.

- Condominium townhouse should incorporate a minimum of 0.25 visitor parking spaces per unit;
- All required vehicle parking for street or laneway townhouse dwellings should be provided on-site, via integral or detached garages and driveways; and
- The use of permeable surface materials is encouraged throughout driveways, and the use of landscape strips are encouraged within the centreline of driveways.

7.2 Back-to-Back Townhouses

7.2.1 Design Quality

- Back-to-back townhouses should incorporate a moderate to high standard in architectural and sustainable design, with highest priority given to street and open space facing facades, and secondary priority given to all other visible building facades;
- The overall composition of each townhouse block should incorporate massing and design continuity, while achieving adequate variety. It should also incorporate appropriate façade details, materials and colours which are consistent with its architectural style; and
- Exterior walls should be articulated, through the stepping of units and the use of bays, gables and porches, to avoid large unbroken expanses of roof or wall planes.

7.2.2 Siting and Setbacks

- Back-to-back townhouses should be primarily located along the length of Local Road in proximity to Arterial and Collector Roads, at the edge of neighbourhoods;
- Back-to-back townhouses should have a minimum lot frontage of 5.5 metres per unit in the case of a mid-

block condition, and 6.7 metres per unit in the case of a corner condition; and

- Back-to-back townhouses should have a minimum front yard setback of 3.0 metres, a minimum interior side yard setback of 1.2 metres for end units, and a minimum exterior side yard setback of 3.0 metres;
- Back-to-back townhouses should have a maximum front yard setback of 6.0 metres; and
- Where provided, the portion of back-to-back townhouses which are occupied by integral garages should have a minimum front yard setback of 6.0 metres.

7.2.3 Height and Massing

- Back-to-back townhouses should have a maximum building height of 3 storeys;
- Back-to-back townhouses should have a maximum finished ground floor height of 1.5 metres. in order to maintain a positive and direct interface between the building and adjacent street;
- Back-to-back townhouse block sizes may range from 3 to 8 adjacent horizontal units; and
- Back-to-back townhouse dwellings should be fully attached above grade.

7.2.4 Landscaping and Amenity Space

- Front, exterior side and rear setback areas should be landscaped where not required for vehicle access;
- Plantings should be specified and strategically located to maintain privacy for neighbouring properties;
- Design grades should be set to ensure that water is directed away from the building and neighbouring properties, and toward adjacent streets and open spaces;



Figure 4: Back-to-back townhouses.



Incorporate massing and design continuity while also achieving adequate variety in the design.



Locate back-to-back townhouses primarily along Local Roads and at the edge of Neighbourhoods.

- The existing grade, as set by the average grade of neighbouring properties, should be maintained;
- Private outdoor amenity space should be provided through the provision of porches, porticos, balconies and terraces; and
- Private screens should be provided between outdoor amenity spaces of neighbouring units.

7.2.5 Parking

- Back-to-back townhouses should incorporate a minimum of 2 resident parking spaces per unit;
- Condominium back-to-back townhouse should incorporate a minimum of 0.25 visitor parking spaces per unit;
- All required vehicle parking for Back-to-back townhouse dwellings should be provided on-site, via integral garages and driveways or underground structured parking facilities; and
- The use of permeable surface materials is encouraged throughout driveways, and the use of landscape strips are encouraged within the centreline of driveways.

7.3 Street and Laneway Stacked Townhouses

7.3.1 Design Quality

- Stacked townhouses should incorporate a moderate to high standard in architectural and sustainable design, with highest priority given to street and open space facing facades, and secondary priority given to all other visible building facades;

- The overall composition of each townhouse block should incorporate massing and design continuity, while achieving adequate variety. It should also incorporate appropriate façade details, materials and colours which are consistent with its architectural style; and
- Exterior walls should be articulated, through the stepping of units and the use of bays, gables and porches, to avoid large unbroken expanses of roof or wall planes.

7.3.2 Siting and Setbacks

- Stacked street and laneway townhouses should be primarily located along the length of Arterial and Collector Roads, and along the length of Local Roads at the edge of neighbourhoods;
- Stacked townhouses should have a minimum lot frontage of 5.5 metres per unit in the case of a mid-block condition, and 6.7 metres per unit in the case of a corner condition; and
- Stacked townhouses should have a minimum front yard setback of 3.0 metres, a minimum rear yard setback of 7.5 metres, a minimum interior side yard setback of 1.2 metres for end units, and a minimum exterior side yard setback of 3.0 metres.

7.3.3 Height and Massing

- Stacked townhouses should have a minimum building height of 3 storeys and a maximum building height of 4 storeys;
- Stacked townhouses should have a minimum streetwall height of 2 storeys and a maximum streetwall height of 3 storeys;
- Stacked townhouses should have a maximum finished ground floor height of 1.5 metres above estab-

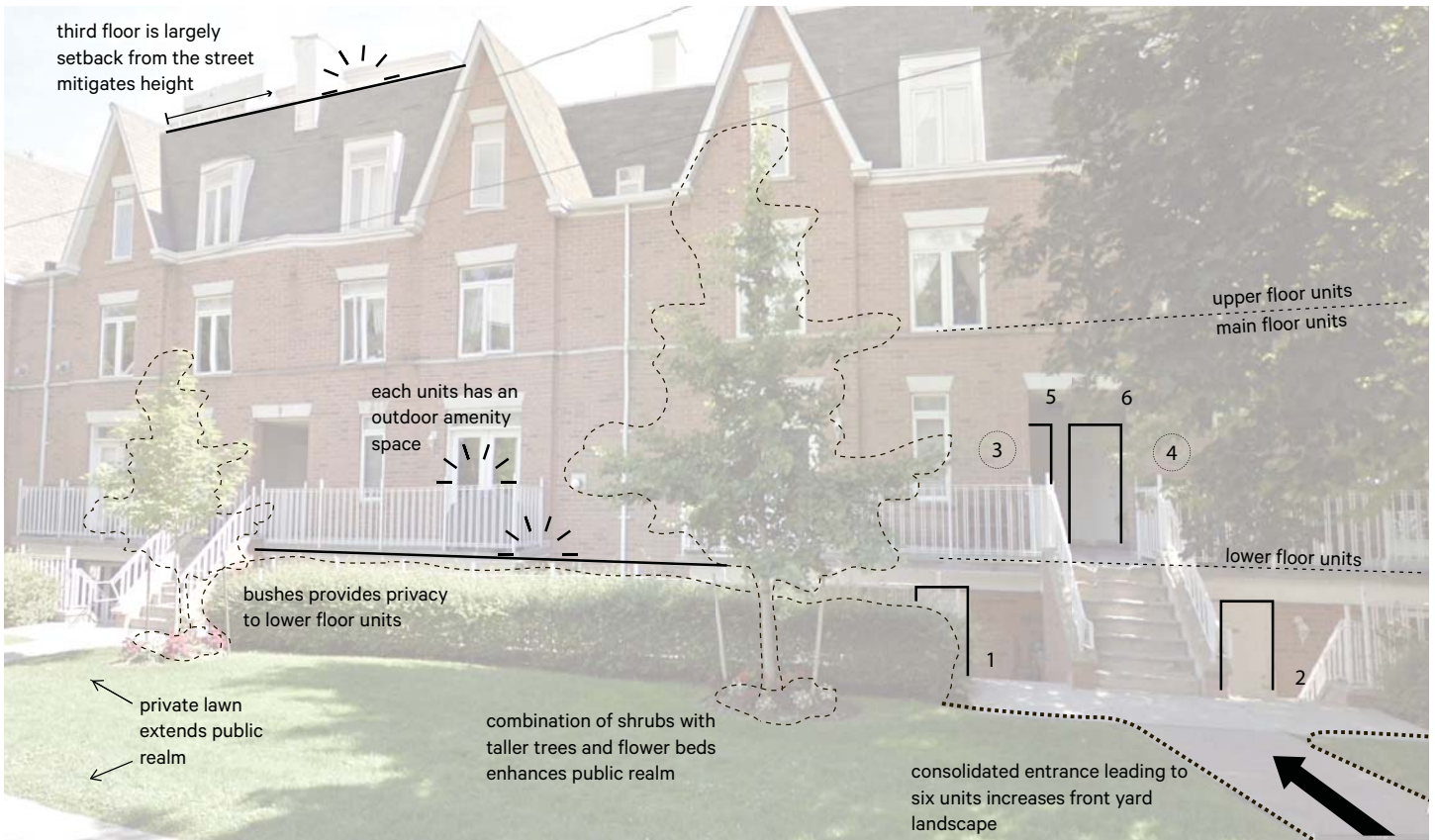


Figure 5: Street and laneway stacked townhouses.



Articulate exterior walls through the stepping of units and porches.



Incorporate massing and design continuity while also incorporating appropriate façade treatments.

lished grade, in order to maintain a positive and direct interface between the building and adjacent street;

- Stacked townhouse block sizes may range from 3 to 6 adjacent horizontal units; and
- Stacked townhouses should be fully attached above grade.

7.3.4 Landscaping and Amenity Space

- Front, exterior side and rear setback areas should be landscaped where not required for vehicle access;
- Plantings should be specified and strategically located to maintain privacy for neighbouring properties;
- Design grades should be set to ensure that water is directed away from the building and neighbouring properties, and toward adjacent streets and open spaces;
- The existing grade, as set by the average grade of neighbouring properties, should be maintained;
- Private outdoor amenity space should be provided through the provision of balconies and terraces;
- Private screens should be provided between outdoor amenity spaces of neighbouring units; and
- Common outdoor amenity space should be provided in the form of landscaped courtyards, forecourts, and accessible rooftops.

7.3.5 Parking

- Stacked townhouses should incorporate a minimum of 2 resident parking spaces per unit;
- Condominium stacked townhouse should incorporate a minimum of 0.25 visitor parking spaces per unit;
- All required vehicle parking for stacked townhouse dwellings should be provided on-site, via underground structured parking facilities;

- The use of permeable surface materials is encouraged throughout driveways, and the use of landscape strips are encouraged within the centreline of driveways;

7.4 Low-Rise Apartment and Mixed Use Buildings

7.4.1 Design Quality

- Low-rise apartment and mixed use buildings should incorporate a high standard in architectural and sustainable design, with highest priority given to street and open space facing facades, and secondary priority given to all other visible building facades;
- Where commercial uses are permitted, glazing should occupy a minimum of 60% of the first storey façade;
- Low-rise apartment and mixed use buildings should incorporate high quality, durable and energy efficient building materials such as brick, stone and curtain wall and/or punched windows (window opening integrated with exterior cladding system) in combination with other materials, as appropriate;
- Where provided, upper storey residential apartment units or offices should be accessed via a consolidated lobby;
- Where provided, ground floor residential apartment units may either be accessed via the consolidated lobby, or may incorporate individual unit entrances;
- Where provided, ground floor residential apartment units should be designed to provide privacy and security by defining the limit between public and private space. This may include grade separation and landscape buffering through the use of screens and/or hard and soft landscape treatments; and

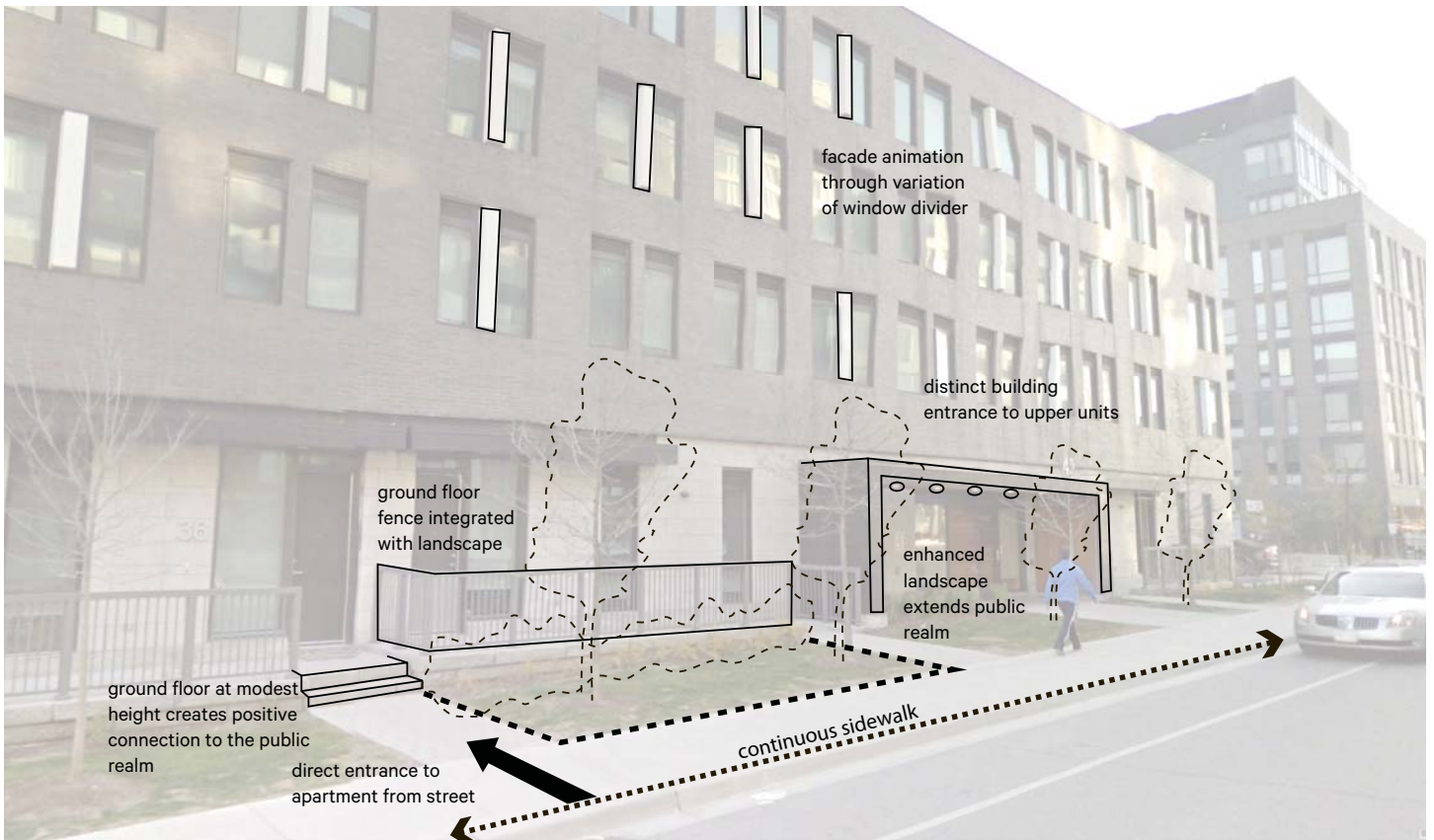


Figure 6: Low-rise apartment and mixed use buildings.



Bricks should be utilized in low-rise apartment buildings for their durability and energy efficiency.



Landscaped courtyards should be provided as places for outdoor amenity space.

- Where provided, ground floor commercial uses should incorporate prominent display windows adjacent to building entrances.

7.4.2 Siting and Setbacks

- Low-rise apartment and mixed use buildings should be primarily located along the length of Arterial and Collector Roads;
- Low-rise apartment and mixed use buildings should have a minimum lot frontage of 11.0 metres;
- Low-rise apartment and mixed use buildings should have a minimum front yard setback of 0.0 metres, a minimum rear yard setback of 7.5 metres, a minimum interior side yard setback of 3.0 metres, and a minimum exterior side yard setback of 3.0 metres; and
- A minimum of 70% of the building frontage should be built to the applicable minimum front and exterior side yard setbacks. The remaining 30% may be setback a maximum of 2.0 additional metres.

7.4.3 Height and Massing

- Low-rise apartment and mixed use buildings should have a minimum building height of 3 storeys and a maximum building height of 4 storeys;
- Low-rise apartment and mixed use buildings should have a minimum streetwall height of 2 storeys and a maximum streetwall height of 3 storeys;
- Where residential uses are anticipated at-grade, such buildings should have a maximum finished ground floor height of 1.5 metres above established grade;

- Where commercial uses are permitted, such buildings should have finished ground floor heights which are flush with, or close to, established grade;
- Where residential uses are anticipated at-grade, such buildings should incorporate a minimum ground floor height of 3.5 metres, measured floor-to-floor; and
- Where commercial uses are permitted, such buildings should incorporate a minimum ground floor height of 4.5 metres, measured floor-to-floor.

7.4.4 Landscaping and Amenity Space

- Front, exterior side and rear setback areas should be landscaped where not required for vehicle access;
- Plantings should be specified and strategically located to maintain privacy for neighbouring properties;
- Private outdoor amenity space should be provided through the provision of balconies and terraces;
- Private screens should be provided between outdoor amenity spaces of neighbouring units;
- Common outdoor amenity space should be provided in the form of landscaped courtyards, forecourts, and accessible rooftops;
- Street furniture should be provided adjacent to low-rise mixed use buildings in order to enhance the pedestrian experience and contribute to the character of the area or district; and
- Outdoor patios should be encouraged on private property where appropriate retail uses, including restaurants, are provided.

7.4.5 Parking

- Low-rise apartment and mixed use buildings should incorporate a minimum of 1.5 resident parking spaces and 0.25 visitor parking spaces per residential unit. Commercial parking requirements should be based on applicable zoning regulations;
- All required vehicle parking for the residential component low-rise apartment and mixed use buildings should be provided on-site, via surface parking areas or underground structured parking facilities;
- Vehicle parking for the commercial component of low-rise mixed use buildings should be provide on-street, where possible; and
- The use of permeable surface materials is encouraged throughout driveways.



Provide privacy for ground floor residential apartment units through landscape buffering.



Low-rise apartment buildings should have a minimum streetwall height of 2 storeys.

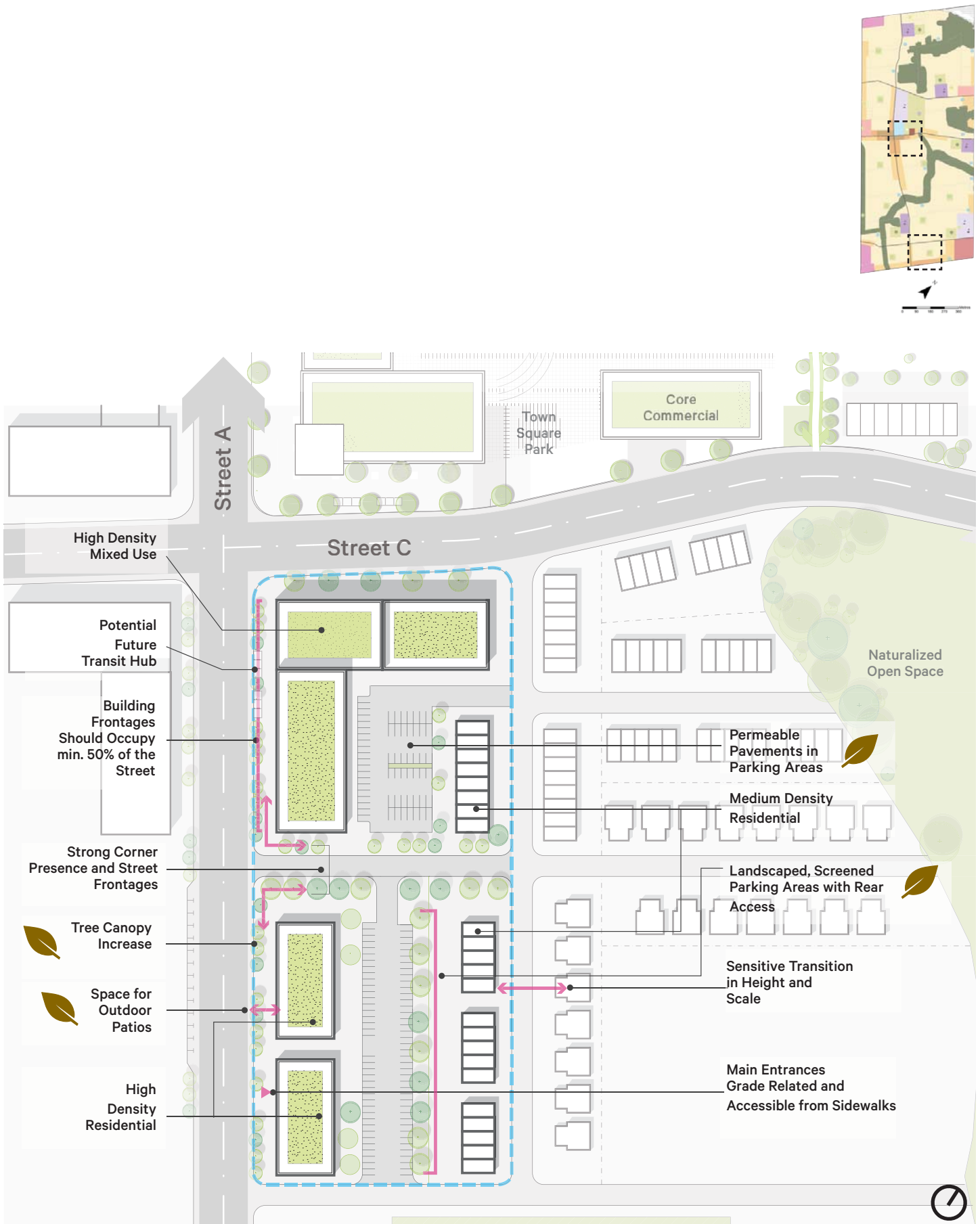


Figure 7: High density and mixed use plan diagram.

8

High Density and Mixed Use Guidelines

High Density Residential and Mixed use Areas are situated within the Community Core, at other key intersections and along the length of Arterial and Collector roads at the edge of neighbourhoods. This section establishes a set of guidelines which apply specifically to High Density Residential Areas and High Density Mixed Use Areas. The Guidelines address all matters pertaining to mid-rise apartment and mixed use buildings, and should be read in conjunction with Sections 3 through 5.

8.1 Mid-Rise Apartment and Mixed Use Buildings

8.1.1 Design Quality

- Mid-rise apartment and mixed use buildings should incorporate a moderate to high standard in architectural and sustainable design, with highest priority given to street and open space facing facades, and secondary priority given to all other visible building facades;
- Where commercial uses are permitted, glazing should occupy a minimum of 60% of the first storey façade;
- Mid-rise apartment and mixed use buildings should incorporate high quality, durable and energy efficient building materials such as brick, stone and curtain wall and/or punched windows (window opening integrated with exterior cladding system) in combination with other materials, as appropriate;
- Where provided, upper storey residential apartment units or offices should be accessed via a consolidated lobby;
- Where provided, ground floor residential apartment units may either be accessed via the consolidated lobby, or may incorporate individual unit entrances;

- Where provided, ground floor residential apartment units should be designed to provide privacy and security by defining the limit between public and private space. This may include grade separation and landscape buffering through the use of screens and/or hard and soft landscape treatments; and
- Where provided, ground floor commercial uses should incorporate prominent display windows adjacent to building entrances.

8.1.2 Siting and Setbacks

- Mid-rise apartment and mixed use buildings should be primarily located along the length of Arterial and Collector Roads;
- Mid-rise apartment and mixed use buildings should have a minimum lot frontage of 11.0 metres;
- Mid-rise apartment and mixed use buildings should have a minimum front yard setback of 0.0 metres, a minimum rear yard setback of 7.5 metres, a

minimum interior side yard setback of 3.0 metres, and a minimum exterior side yard setback of 3.0 metres, with the exception of the Community Core, where no exterior side yard setback is required; and

- A minimum of 70% of the building frontage should be built to the applicable minimum front and exterior side yard setbacks. The remaining 30% may be setback a maximum of 2.0 additional metres.

8.1.3 Height and Massing

- Mid-rise apartment and mixed use buildings should have a minimum height of 4 storeys and a maximum height of 6 storeys;
- Height and massing should be concentrated, at a low to mid-rise scale, in areas which are targeted for intensification including the Community Core, key intersections, and along the length of Arterial and Collector Roads;



Incorporate high quality, durable and energy efficient building materials, such as brick.



Provide common outdoor amenity space

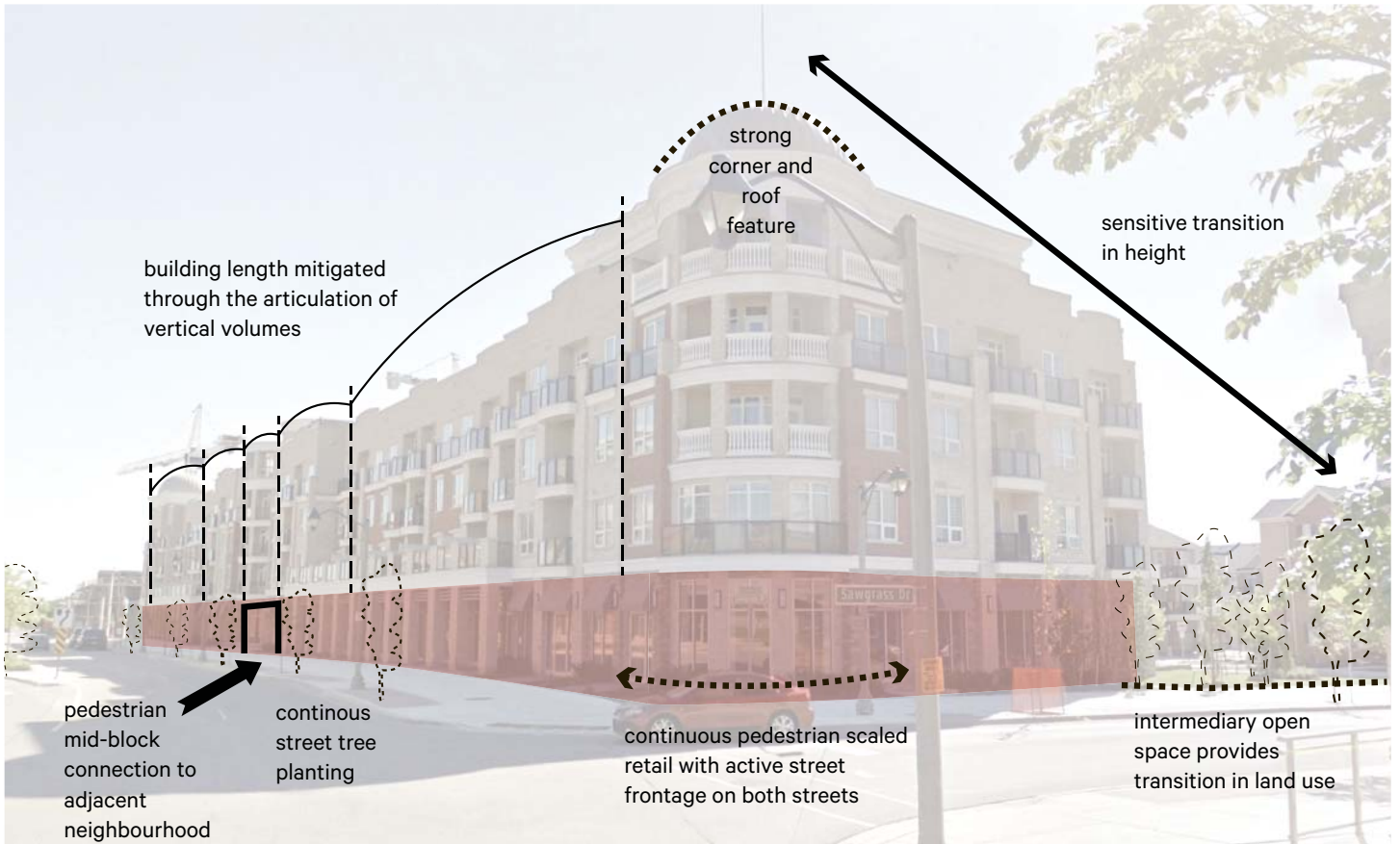


Figure 8: Mid-Rise Apartment and Mixed Use Building.



Incorporate punched windows to mixed use buildings.



Provide for visual interest and reinforce the pedestrian scale environment in the base portion of the building such as through different materials and colours.

- The height and massing of buildings should transition between nodes and corridors, and the core of adjacent neighbourhoods;
- Mid-rise buildings should be scaled and massed to establish a desirable relationship to adjacent streets and open spaces, while retaining a comfortable pedestrian scale and micro-climatic conditions;
- Where mid-rise buildings may produce incremental ground level shadow impacts on sensitive adjacent or surrounding land uses or open spaces, Town Staff may require the completion of a Shadow Impact Study; and
- Mid-rise buildings should be designed to establish distinct base, middle and upper portions in order to visually break up their vertical massing. The base of the building should reinforce a pedestrian scale environment at street level. The middle portion of the building should contain the large mass of the building and should reflect the architectural character of the community. The upper portion of the building should be emphasized through articulations of the exterior wall plate, accent materials or roofline to draw the eye skyward.

Base Portion

- For the purpose of these Guidelines, the base portion of the building includes the ground floor and subsequent floors which comprise the streetwall. Throughout the community, streetwall heights are generally envisioned to comprise the first 2 to 4 storeys of the building, depending on the location;
- The base portion of the building face should provide visual interest through the provision of materials, colours, fenestration, articulation and architectural detailing in order to reinforce a pedestrian scale environment at street level;

- Where residential uses are permitted, such buildings should incorporate a minimum ground floor height of 3.5 metres, measured floor-to-floor; and
- Where commercial uses are permitted, such buildings should incorporate a minimum ground floor height of 4.5 metres, measured floor-to-floor.

Middle Portion

- For the purpose of these Guidelines, the middle portion of the building includes those floors which are located above the streetwall, up until the top habitable floor;
- Variation in the design and articulation of the middle portion of the building should be provided to promote visual interest;
- The middle portion of the building face should be sized, shaped and oriented in order to minimize shadow and overview impacts on adjacent and surrounding properties;
- The middle portion of the building should be stepped back the equivalent of a minimum of 2.5 metres per floor from the front and exterior side building elevation(s) above the streetwall. Such a setback can occur at once or can be distributed at multiple points throughout the height of the building. In instances where transitions are necessary adjacent to a neighbourhood, such setbacks should also be provided on the sides of buildings which abut adjacent dwellings; and
- In instances where a porous streetscape is desired, the middle portion of buildings should be stepped back a minimum of 5.5 metres from interior side building elevations above the streetwall.

Top Portion

- For the purpose of these guidelines, the top portion of the building includes the rooftop mechanical penthouse, uses which are wrapped in rooftop mechanical equipment, and taller building and design elements; and
- The top portion of the building face should contribute to the landmark status of the building. This is of particular importance where taller buildings are provided in visually prominent locations including the Community Core, corner properties and visual termini.

8.1.4 Landscaping and Amenity Space

- Front, exterior side and rear setback areas should be landscaped where not required for vehicle access;
- Plantings should be specified and strategically located to maintain privacy for neighbouring properties;
- Private outdoor amenity space should be provided through the provision of balconies and terraces;
- Private screens should be provided between outdoor amenity spaces of neighbouring units;
- Common outdoor amenity space should be provided in the form of landscaped courtyards, forecourts, and accessible rooftops;
- Street furniture should be provided adjacent to mid-rise mixed use buildings in order to enhance the pedestrian experience and contribute to the character of the area or district; and
- Outdoor patios should be encouraged on private property where appropriate retail uses, including restaurants, are provided.

8.1.5 Parking

- Mid-rise apartment and mixed use buildings should incorporate a minimum of 1.5 resident parking spaces and 0.25 visitor parking space per residential unit. Commercial parking requirements should be based on applicable zoning regulations;
- All required vehicle parking for the residential component mid-rise apartment and mixed use buildings should be provided on-site, via structured parking facilities;
- Vehicle parking for the commercial component of mid-rise mixed use buildings should be provided on-street, where possible; and
- The use of permeable surface materials is encouraged throughout driveways.

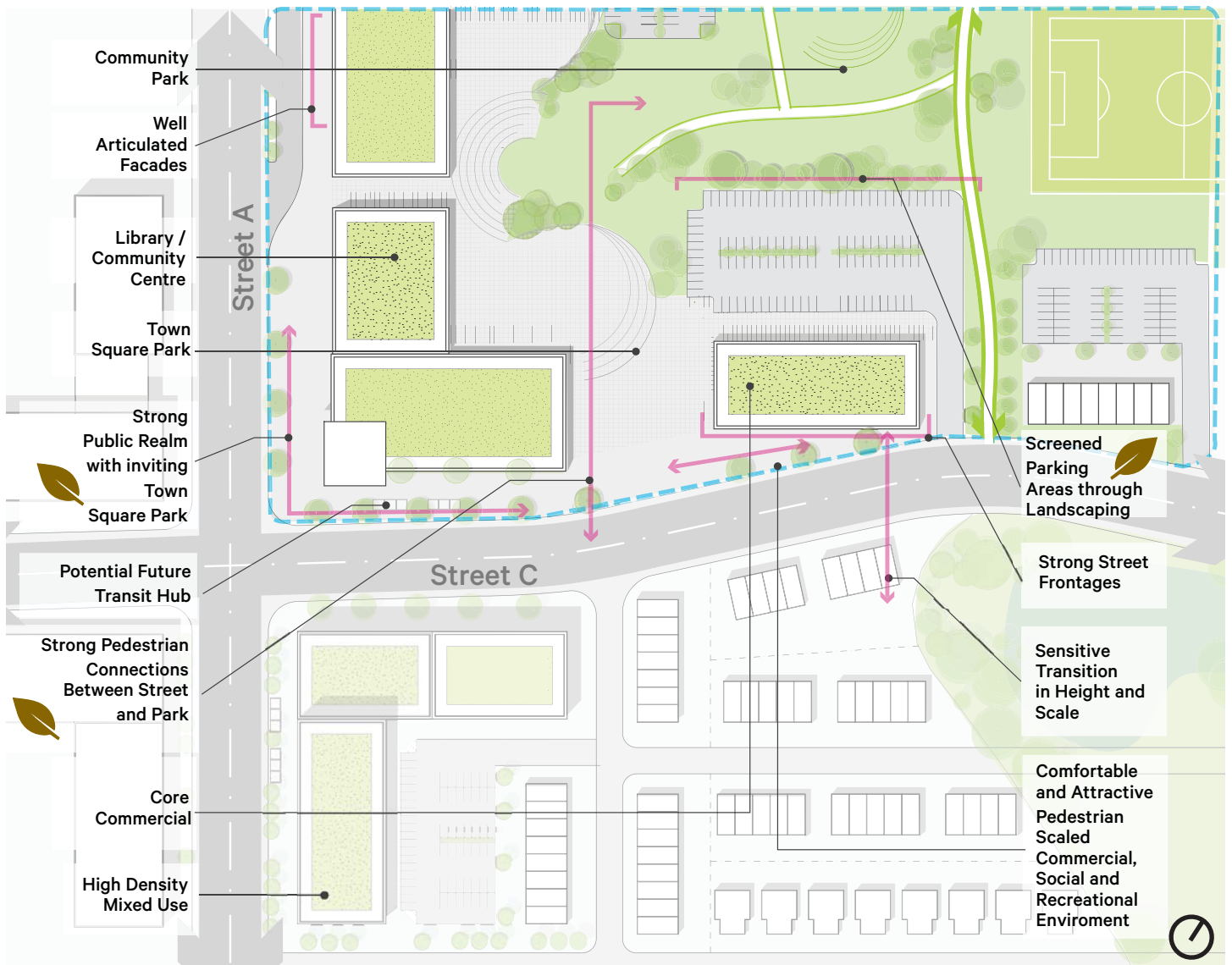


Figure 9: Town centre plan diagram.

9

Core Commercial Design Guidelines

The Core Commercial Area is situated at the intersection of Streets A and C, in the core of the community. This section establishes a set of guidelines which apply specifically to Core Commercial Areas. The Guidelines address all matters pertaining to core commercial buildings, and should be read in conjunction with other relevant guidelines.

9.1 Core Commercial Buildings

9.1.1 Design Quality

- Core commercial buildings should incorporate the highest standard in architectural and sustainable design, with highest priority given to street and open space facing facades, and secondary priority given to all other visible building facades;
 - Glazing should occupy a minimum of 70% of the first storey façade;
 - Core commercial buildings should incorporate high quality, durable and energy efficient building materials such as brick, stone and curtain wall and/or punched windows (window opening integrated with exterior cladding system);
 - Where provided, upper storey residential apartment units or offices should be accessed via a consolidated lobby;
 - Where provided, ground floor residential apartment units should be designed to provide privacy and security by defining the limit between public and private space. This may include grade separation and landscape buffering through the use of screens and/or hard and soft landscape treatments; and
 - Ground floor commercial uses should incorporate prominent display windows adjacent to building entrances.

9.1.2 Siting and Setbacks

- Core commercial buildings should be situated along the length of Street C (Collector Road);
- Core commercial buildings should have a minimum lot frontage of 5.5 metres per unit; and
- Core commercial buildings may be built to applicable front, interior side, and exterior side property lines, but should have a minimum rear yard setback of 7.5 metres.

9.1.3 Height and Massing

- Core commercial buildings should have a minimum building height of 3 storeys and a maximum building height of 4 storeys;
- Core commercial buildings should have a minimum streetwall height of 2 storeys and a maximum streetwall height of 4 storeys;
- Core commercial buildings should incorporate finished ground floor heights which are flush with, or close to, established grade; and
- Core commercial buildings should incorporate a minimum ground floor height of 4.5 metres, measured floor-to-floor.

9.1.4 Landscaping and Furnishing

- Street furniture should be provided adjacent to core commercial buildings in order to enhance the pedestrian experience and contribute to the character of the area or district; and
- Outdoor patios should be encouraged on private property where appropriate retail uses, including restaurants, are provided.

9.1.5 Parking

- Core commercial buildings should incorporate a minimum of 1.5 resident parking spaces and 0.25 visitor parking space per residential unit. Commercial parking requirements should be based on applicable zoning regulations;
- All required vehicle parking for the residential component of core commercial buildings should be provided on-site, via surface parking areas or underground structured parking facilities; and
- A portion of required commercial vehicle parking for core commercial buildings should be provided on-street and/or shared with adjacent facilities including the Library and Community Centre.

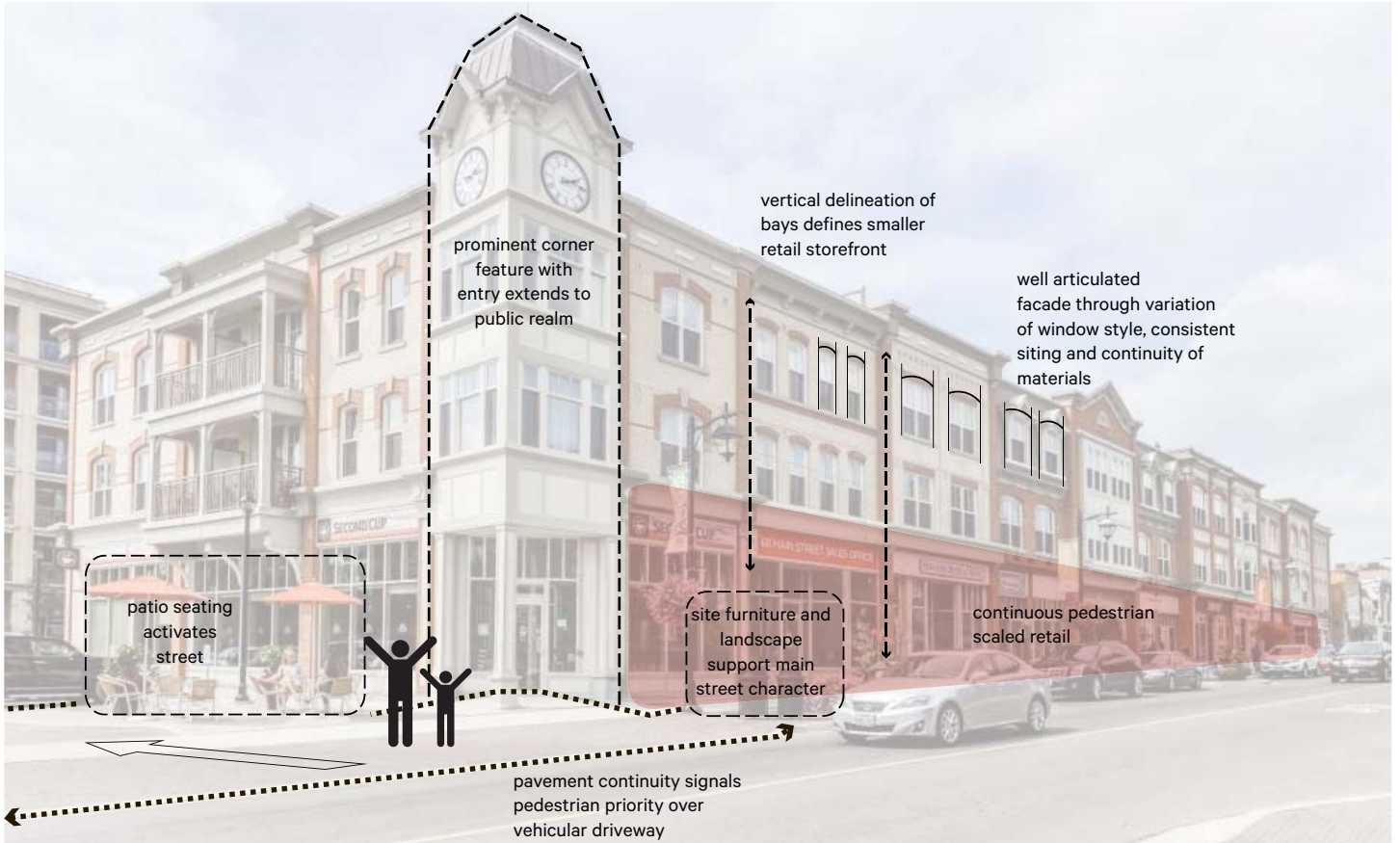


Figure 10: Core commercial buildings.



Incorporate brick, stone, and punched windows as high quality, durable building materials.



Encourage outdoor patios on private properties.

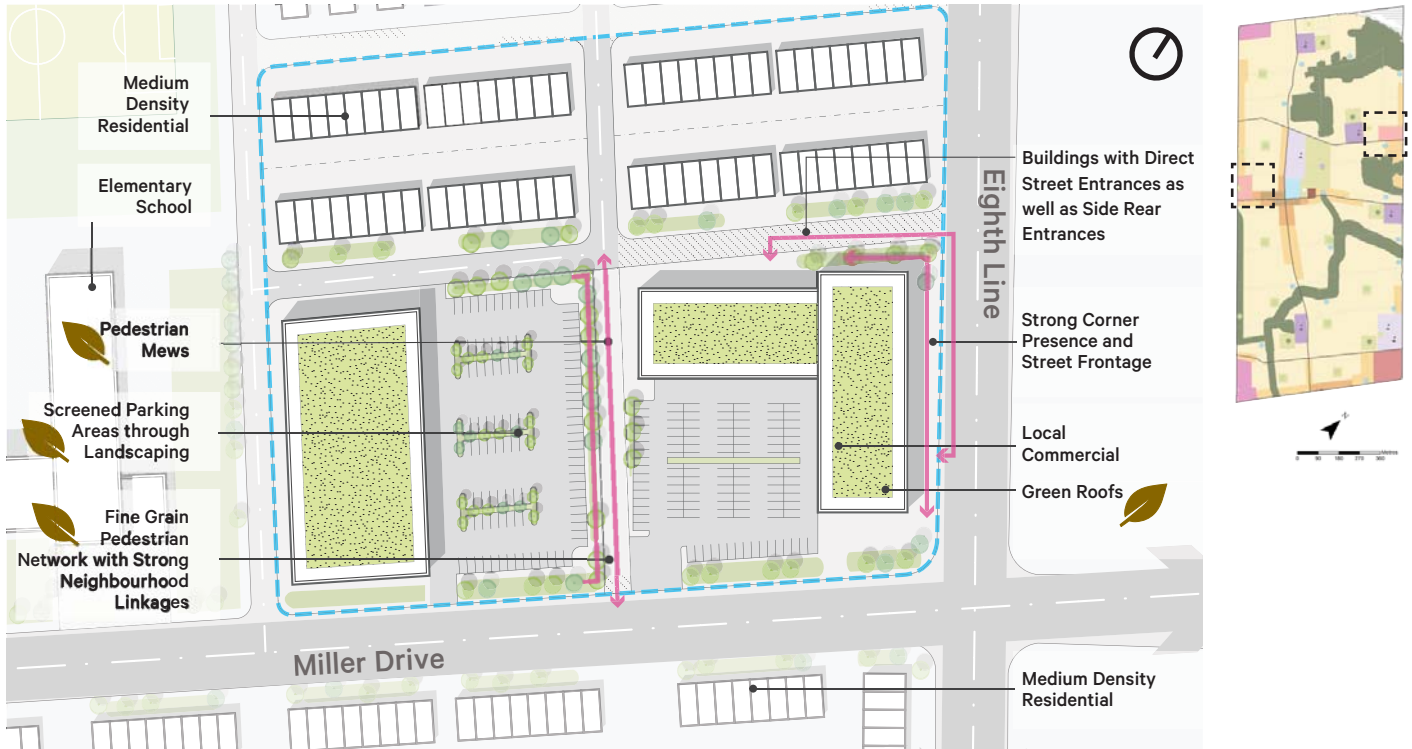


Figure 11: Local Commercial plan diagram.

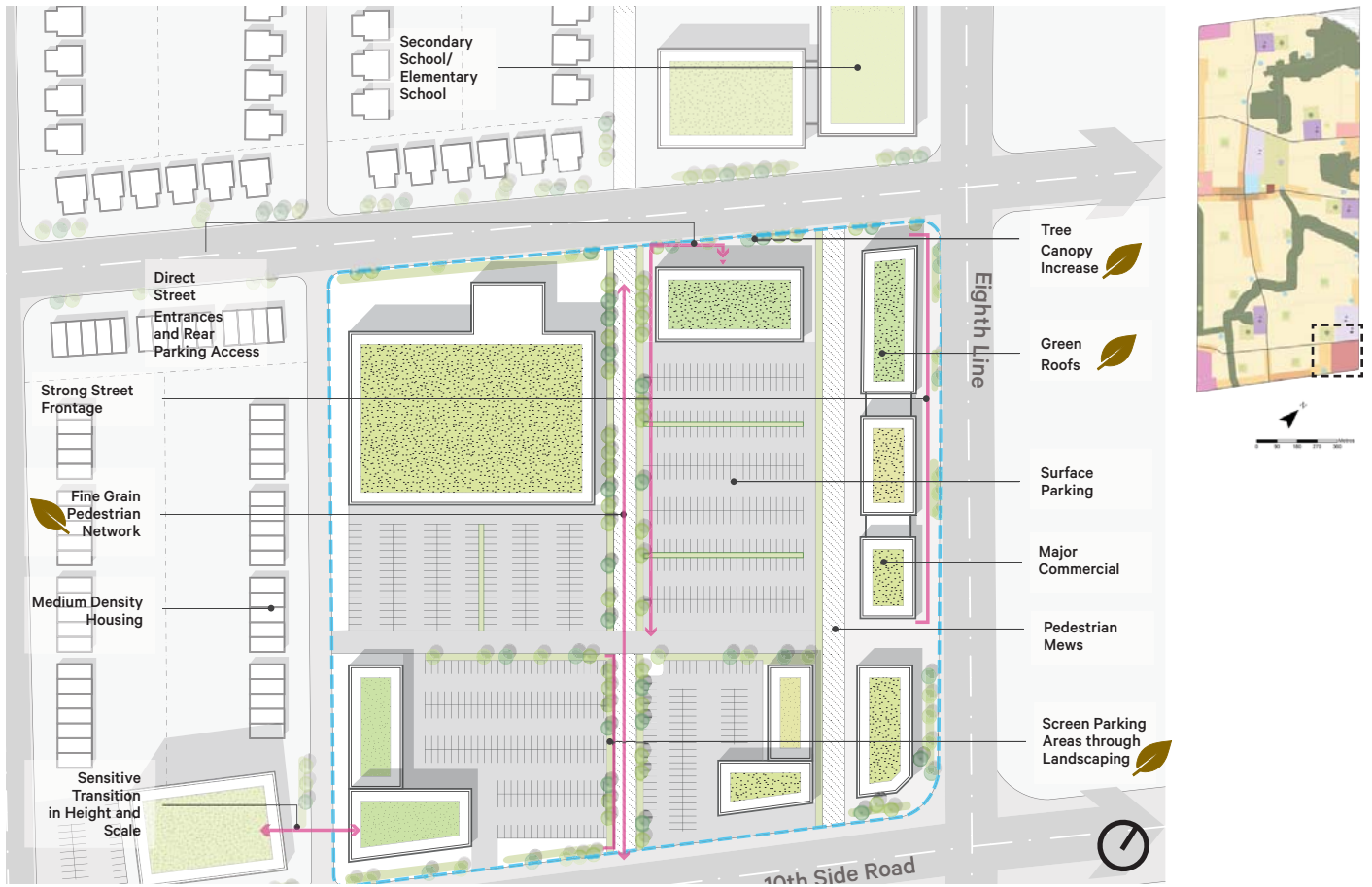


Figure 12: Major commercial plan diagram.

10

Local and Major Commercial Guidelines

Local and Major Commercial Areas are situated at the intersection of Arterial Roads, at the edge of the community. This section establishes a set of guidelines which apply specifically to Local Commercial Areas and Major Commercial Areas. The Guidelines address all matters pertaining to small and large-format stand-alone commercial buildings, and should be read in conjunction with Sections 3 through 5.

10.1 Small and Large-Format Commercial Buildings

10.1.1 Design Quality

- Small and large-format commercial buildings should incorporate a high standard in architectural and sustainable design, with highest priority given to street and open space facing facades, and secondary priority given to all other visible building facades;
 - Glazing should occupy a minimum of 60% of the first storey façade;
 - Large-scale commercial developments should embody a distinct visual identity, while respecting the character of the respective neighbourhood through the complementary use of architectural styles;
 - Small and large-format commercial buildings should incorporate high quality, durable and energy efficient building materials such as brick, stone and curtain wall and/or punched windows (window opening integrated with exterior cladding system). These may be provided in combination with other materials, as appropriate;
 - Small-format commercial buildings should incorporate individual unit entrances which are directly accessible from the adjacent street or pedestrian walkway;

- Large-format commercial buildings should be broken down into an appearance of multiple smaller buildings, through the use of vertical and horizontal articulation elements, recess, projections, and changes in material; and
- Where desired, upper storey office uses should be accessed from a consolidated lobby entrance, which is secondary in appearance to retail entrances.

10.1.2 Siting and Setbacks

- Small and large-format commercial buildings should be situated along the length of Arterial and Collector Streets. Specifically such development is envisioned to occur at the following intersections:

- > The northeast corner of Trafalgar Road and Street C;
 - > The northwest corner of 10th Sideroad and Eighth Line; and
 - > The northwest corner of Eighth Line and Street B.
- Small and large-format commercial buildings should have a minimum front yard setback of 3.0 metres, a minimum rear yard setback of 7.5 metres, a minimum interior side yard setback of 3.0 metres, and a minimum exterior side yard setback of 3.0 metres;

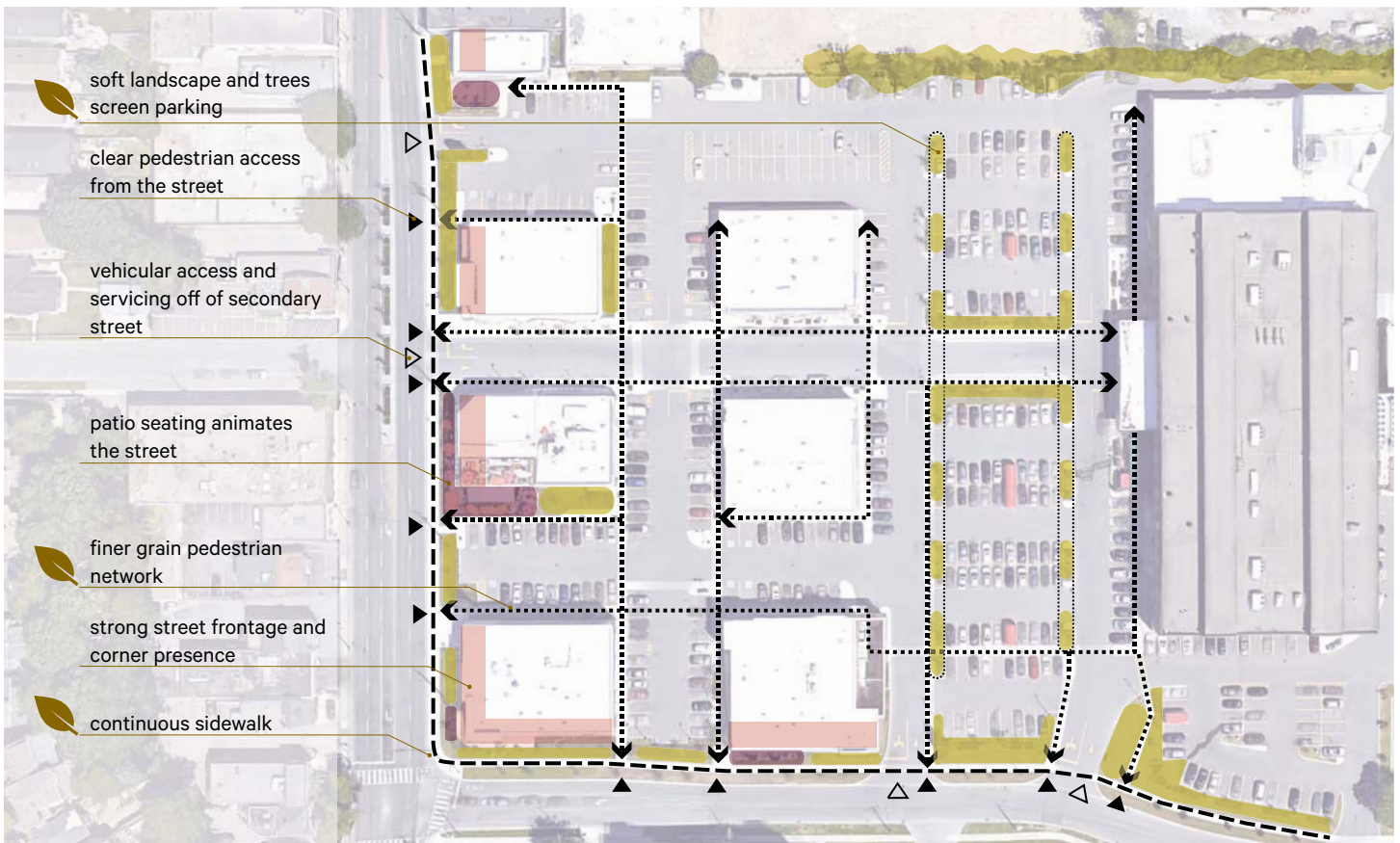


Figure 13: Major commercial view and plan.

- Small-format commercial buildings should be co-located in proximity to one another in order to facilitate sequential shopping;
- Small and large-format commercial buildings should be integrated into a consistent pattern of public and/or private roads and blocks; and
- Small and large-format commercial buildings should address and respond to prominent corner conditions through the incorporation of projections or recesses.

10.1.3 Height and Massing

- Small and large-format commercial buildings should have a minimum building height of 2 storeys and a maximum height of 3 storeys. This should be achieved either through the incorporation of 2 functional storeys, or the provision of a double-height single storey;
- Small and large-format commercial buildings should incorporate finished ground floor heights which are flush with, or close to, established grade; and
- Small and large-format commercial buildings should have a minimum ground floor height of 4.5 metres, measured floor-to-floor.

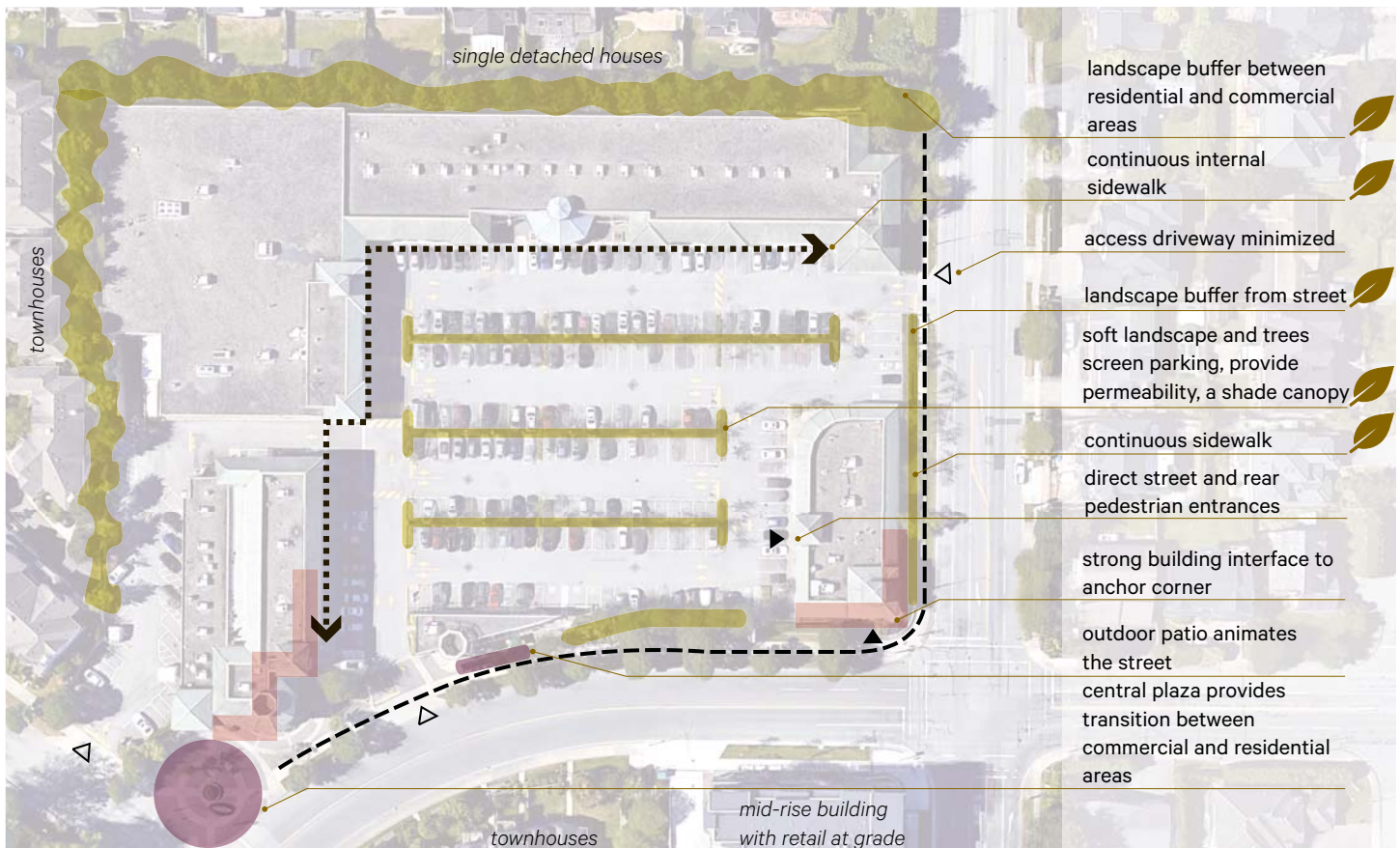


Figure 14: Local Commercial view and plan.

10.1.4 Landscaping and Furnishing

- Street furniture should be provided adjacent to small and large-format commercial buildings in order to enhance the pedestrian experience and contribute to the character of the area or district;
- Outdoor patios should be encouraged on private property where appropriate retail uses, including restaurants, are provided;
- Where small or large-format commercial buildings are located adjacent to neighbourhoods, landscaping should be used to buffer potential negative impacts; and
- Fencing, screen planting and berms are recommended at rear yards where additional height for a buffer may be warranted.

10.1.5 Parking

- Commercial parking requirements should be based on applicable zoning regulations;
- All required vehicle parking for small and large-format commercial buildings should be provided on-site, via surface parking areas or structured parking facilities; and
- The use of permeable surface materials is encouraged throughout driveways and parking areas.



Embody a distinct visual identity for large-scale commercial developments.



In small-format commercial buildings, ensure individual entrances directly accessible from the adjacent street.

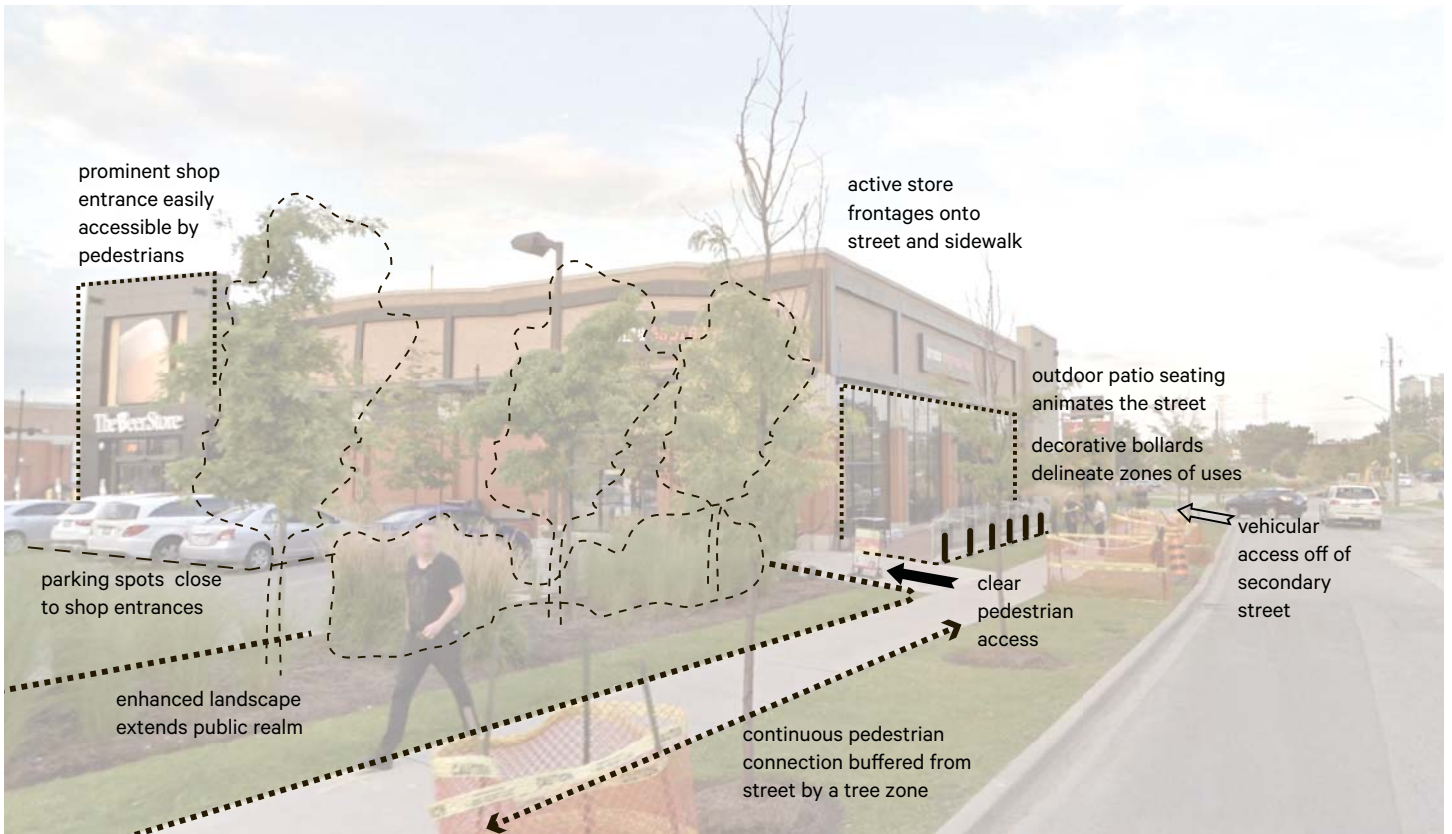


Figure 15: Major commercial view and plan.



Glazing should occupy a minimum of 60% of the first storey façade.



Address corner conditions with projections.



Figure 16: Institutional plan diagram.

11 Institutional Design Guidelines

Institutional Areas are situated along the length of Collector Roads, and are distributed throughout the community. This section establishes a set of guidelines which apply specifically to Institutional Areas. The Guidelines address all matters pertaining to elementary and secondary schools, as well as the planned library and community centre, and should be read in conjunction with Sections 3 through 5.

11.1 Elementary and Secondary Schools

11.1.1 Design Quality

- Schools should incorporate the highest standard in architectural and sustainable design, with equal priority given to all visible building facades;
- Each school should embody a distinct visual identity, while respecting the character of the respective neighbourhood through the complementary use of architectural styles;
- Schools should incorporate high quality, durable and energy efficient building materials such as brick, stone and curtain wall and/or punched windows (window opening integrated with exterior cladding system);
- Schools should promote safety and ease of access through well-defined entrances and windows facing adjacent streets and open spaces;
- Schools should incorporate prominent building features into their design which help to reinforce their landmark status by responding to their location and public views;
- Articulated cornice treatments should be provided in order to define the roof line of schools;
- Building facades should maximize the use of operable windows to naturally illuminate and ventilate classrooms, offices, recreational and social spaces;

- Schools should incorporate trails, which establish connections to the broader open space network;
- Wherever possible, schools should be located adjacent to parks to share parking and facilities;
- An alternative design standard is encouraged for the Secondary School which is in the Community Core, adjacent to Street A. The design of this facility should reflect its central location adjacent to the Library and Community Centre, as well as its urban character; and
- Schools should be planned and design in keeping with current iterations of the Halton District School Board Accessibility Standards for Customer Service, the Halton District School Board Sign Guidelines, and Halton District School Board Design Standards.

- Elementary Schools should have a minimum lot frontage of 150 metres, and Secondary Schools should have a minimum lot frontage of 210 metres;
- Within the Community Core, the secondary school may be built to applicable front, interior side, and exterior side property lines, but should have a minimum rear yard setback of 7.5 metres;
- Outside of the Community Core, schools should have a minimum front yard setback of 7.5 metres, a minimum rear yard setback of 7.5 metres, a minimum interior side yard setback of 3.0 metres, and a minimum exterior side yard setback of 7.5 metres; and
- In instances where a school abuts a residential area, schools should have a minimum interior side yard setback of 7.5 metres.

11.1.2 Siting and Setbacks

- Schools should be situated along the length of Collector Roads, at key locations including corner sites and visual termini;



Schools should have a maximum building height of 3 storeys.



Incorporate prominent building features into the design.

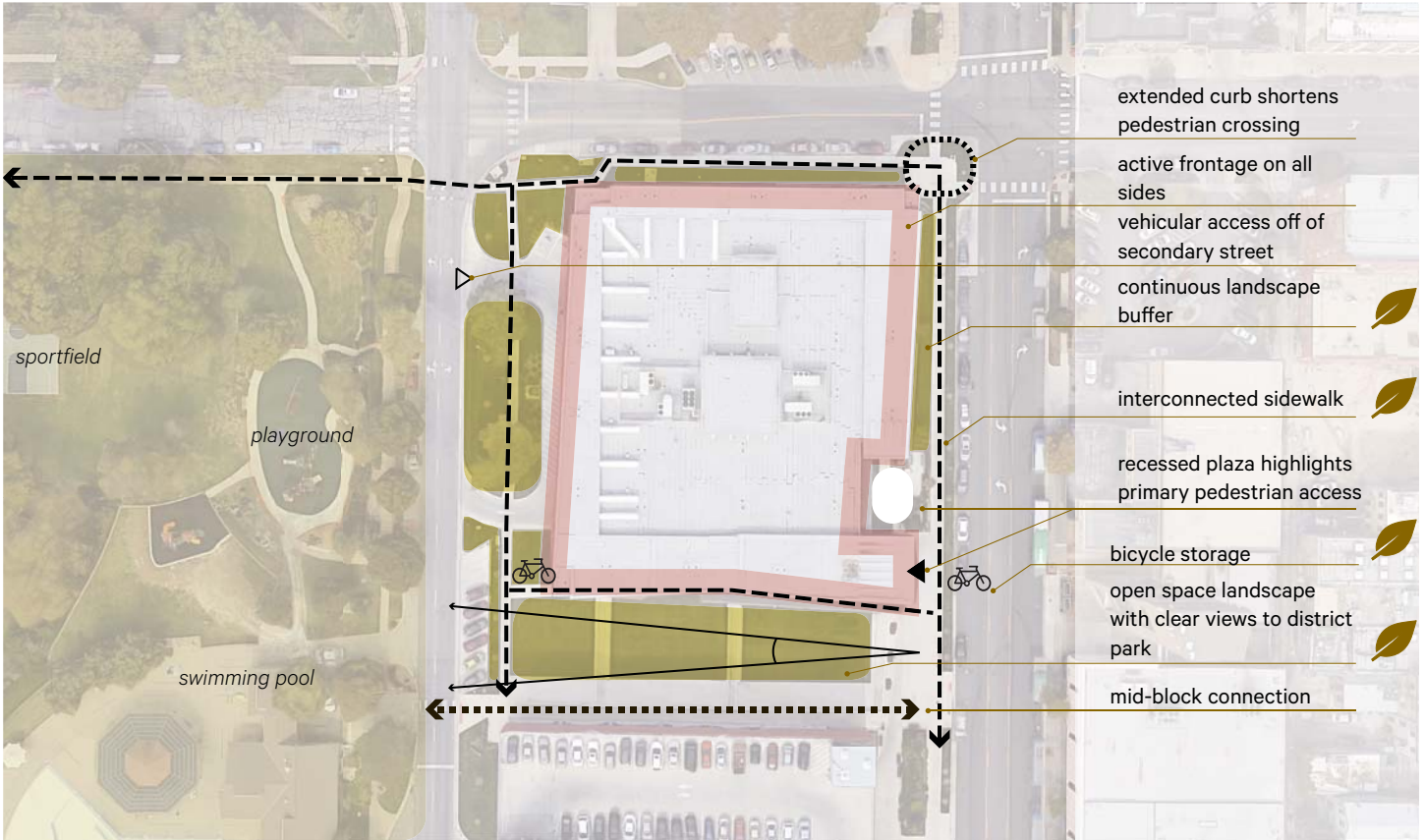


Figure 17: Institutional view and plan.



Encourage the creation of lay-bys adjacent to primary building entrances.



Each school should establish a distinct visual identity.

11.1.3 Height and Massing

- Schools should have a maximum building height of 3 storeys. Taller building elements may be provided in key locations, including corners;
- Schools should incorporate finished ground floor heights which are flush with, or close to, established grade; and
- Schools should have a minimum ground floor height of 5.5 metres, measured floor-to-floor.

11.1.4 Landscaping

- 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; and
- Signage should be incorporated into the design of schools. Where ground level signage is used, it should be designed to incorporate planting beds.

11.1.5 Parking

- School parking requirements should be based on applicable zoning regulations;
 - Adequate staff and student vehicle parking for schools should be provided on-site, via surface parking areas or structured parking facilities;
 - Schools are encouraged to share on-site parking with adjacent facilities, including but not limited to Neighbourhood Parks, Parkettes, the Library and Community Centre, and core commercial buildings;
 - A portion of visitor parking should be provided on-street;
 - Laybys are encouraged adjacent to primary building entrances;
 - Where provided, bus stops/laybys should be integrated into the overall design of the school; and
 - The use of permeable surface materials is encouraged throughout driveways.



Community centres should incorporate high quality, durable materials, such as curtain walls.



Each library should incorporate prominent building features into its design to reinforce its landmark status.

11.2 Library and Community Centre

11.2.1 Design Quality

- The library and community centre should incorporate the highest standard in architectural and sustainable design, with equal priority given to all visible building facades;
- The library and community centre should embody a distinct visual identity, while respecting the character of the Community Core and surrounding neighbourhoods through the complementary use of architectural styles;
- The library and community centre should be co-located and share parking and other facilities with the adjacent secondary school;
- The library and community centre should animate Streets A and C, as well as the adjacent Town Square Park and Community Park, with a range of active interior uses;

- The library and community centre should incorporate high quality, durable and energy efficient building materials such as brick, stone and curtain wall and/or punched windows (window opening integrated with exterior cladding system);
- The library and community centre should promote safety and ease of access through well-defined entrances and windows facing the public street and primary walkways;
- The library and community centre should incorporate prominent building features into its design which helps to reinforce its landmark status by responding to its location and public views;
- Articulated cornice treatments should be provided in order to define the roof line of the library and community centre;
- Building facades should maximize the use of operable windows to naturally illuminate and ventilate offices, recreational and social spaces;



Promote safety through well-defined entrances and windows that face public space.



Maximize the use of windows to naturally illuminate interiors.

- The library and community centre should incorporate appropriate signage, which should be visible from Streets A and C; and
- The library and community centre should be planned and designed in keeping with current municipal green and sustainability principles, modern library design principles, and Halton Hills Community Centre Design Standards.

11.2.2 Siting and Setbacks

- The library and community centre should be situated on the east side of Street A, north of Street C;
- The library and community centre should have a minimum lot frontage of 30.0 metres; and
- The library and community centre should have a minimum front yard setback of 7.5 metres from Town Hall Square, a minimum rear yard setback of 7.5 metres, a minimum interior side yard setback of 3.0 metres from the adjacent Core Commercial Area, and a minimum exterior side yard setback of 7.5 metres from Street A.

11.2.3 Height and Massing

- The library and community centre should have a minimum building height of 2 storeys, and a maximum building height of 3 storeys. Taller building elements may be provided in key locations, including corners;
- The library and community centre should incorporate a finished ground floor height which is flush with, or close to, established grade; and
- The library and community centre should have a minimum ground floor height of 5.5 metres, measured floor-to-floor.

11.2.4 Landscaping

- Lighting should be incorporated into the design of the library and community centre. Lighting should be directed downward and inward to avoid light spill-over onto adjacent properties. Full cut-off light fixtures are required;
- Signage should be incorporated into the design of the library and community centre. Where ground level signage is used, it should be designed to incorporate planting beds; and
- Town Square Park should be integrated into the design of the library and community centre. Refer to Section 4.1.2 Town Square Park for more information.

11.2.5 Parking

- Library and community centre parking requirements should be based on applicable zoning regulations;
- All staff vehicle parking for the library and community centre should be provided on-site, via surface parking areas or structured parking facilities;
- The library and community centre is encouraged to share on-site parking with adjacent facilities, including but not limited to the Town Square Park, the Community Park, the secondary school and core commercial buildings;
- Short-term parking and layby areas should be provided adjacent to primary building entrances, in order to facilitate pick-up and drop-off;
- A portion of visitor parking should be provided on-street; and
- The use of permeable surface materials is encouraged throughout driveways.