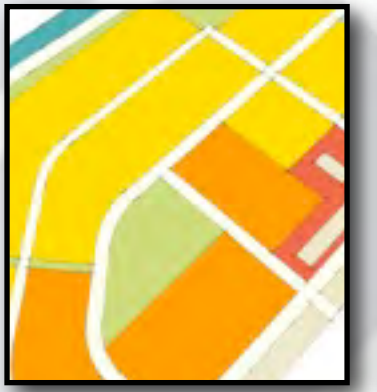
TOWN OF COLLINGWOOD

URBAN DESIGN MANUAL



Preface

Given the complexity of the subject matter, and interconnectivity of professional disciplines associated with Urban Design, there is no universally accepted definition of Urban Design. The Town of Collingwood has taken direction from the Canadian Institute of Planners, Urban Design Interest Group, and adopted the definition written by one of the contemporary authorities in this domain, Jonathan Barnett, for the purposes of developing this Urban Design Manual:

> *Urban design is the generally accepted name for the process of giving physical design direction to urban growth, conservation, and change. It is understood to include landscape as well as buildings, both preservation and new construction, and rural areas as well as cities.*

Throughout the process of crafting the Urban Design Manual, staff have also facilitated understanding of this complex subject with stakeholders by describing Urban Design in terms of how it relates to the built environment people experience every day, specifically:

> *The definition of space through the careful arrangement and design of architecture, landscaping, and use to create livable places for people.*

The policy direction for the development of the Urban Design Manual is diverse, and includes: The Provincial Policy Statement; Places to Grow: Growth Plan for the Greater Golden Horseshoe; County of Simcoe Official Plan; Town of Collingwood Official Plan; Town of Collingwood Strategic Plan; The Sustainable Community Plan for the Town of Collingwood; Town of Collingwood Leisure Services Master Plan; and, the Town of Collingwood's Active Transportation Priority Resolution.

The requirements of the Urban Design Manual have been established to direct developments in ways that integrate their various components to achieve projects that function well; are aesthetically pleasing; support community health; and, improve the overall livability of Collingwood for the benefits of residents and visitors alike.

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Purpose

The purpose of the Urban Design Manual (UDM) is to encourage the design of a complete, effective and sustainable built environment consistent with Collingwood's character and vision for the future. The UDM provides guidance on design matters that are directly related to ensuring that development projects are of high quality, pedestrian-oriented, interconnected, sensitive to the natural and built environment, and provide adequate public facilities and infrastructure.

The UDM is intended as a framework that outlines the salient characteristics of various design concepts and principles. The intent is to guide new development to become distinctive, while relating harmoniously to the terrain, use, scale, architecture, streetscapes, and neighbourhoods of Collingwood, and the needs of its citizens and visitors.

The UDM will help provide predictability for applicants, the Town and stakeholders, by providing consistent direction about the criteria for the design of proposed development.

The UDM provides a framework for managing the design of new developments, that allows for the application of imaginative approaches and encourages design creativity, while maintaining a high quality of life for the community.

The provisions, and examples in the UDM should be used as the foundation of design for all development projects in Collingwood and will be used in the assessment made by the Town of development proposals. Meeting the requirements of the UDM does not preclude the necessity to design specific site elements to function properly, be of high quality construction, and with appropriate attention to details that ensure that site improvements can be properly maintained.

Structure

The design requirements are arranged in ten separate, but interrelated, Sections that focus on specific aspects of development design. Each of these Sections is identified with a title page that describes the intent and focus of the Section. The title page also lists the Subsections.

The particular applicability of the Sections is dependent upon the type and scale of the proposed project, and shall be determined by the Town.

At the top of each page, the Section name and number are listed, with the Subsection identified in bold text. The specific requirements of the Subsection are listed in the page's text. Illustrations on the pages help describe these requirements and provide examples.

Application of Standards

Applicability

The UDM shall apply to all projects subject to review and Planning approval by the Town through subdivisions, condominiums, and site plan control applications as permitted under the Planning Act and adoption of Bylaws 2010-082 and 2010-083.

Through the course of review for each project, the design concepts and application of the UDM will be reviewed in their entirety. It is the job of the project designer(s) to synthesize all of the requirements of the UDM for each development application.

Compliance with the provisions of the UDM does not preclude compliance with other development regulations associated with an application as required by the Town or other applicable jurisdiction. Where provisions of the UDM may conflict due to the characteristics of a proposal, the more restrictive shall apply and/or an alternative design solution(s) may be required that meets the intent of the applicable Sections of the UDM.

Provisions of the UDM are activated by "shall" when required, "should" when recommended; and "may" when optional.

Submissions

To assist decision makers, stakeholders, and community members in understanding proposals applicants shall provide all necessary application materials as required by the Town, including any additional written materials, graphic illustrations, and diagrams necessary to demonstrate compliance with the UDM; such as, any necessary information to illustrate the design of public spaces; parking lots; building facades; trail accesses; public art; landscape design; turning radii and travel lanes with design vehicles; and other proposed improvements.

The applicant, will demonstrate to the Town, through documentation, how their proposal meets the UDM.

To assist decision makers, stakeholders, and community members in understanding the physical and functional characteristics, and interrelationship of proposal components (internally and to their surrounding contexts), projects may be required to submit a 3-D digital model in Google SketchUp format, and/or design briefs to describe the project. These shall illustrate details necessary to exhibit compliance with the UDM.

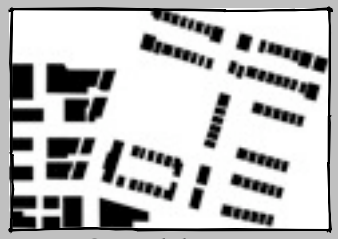
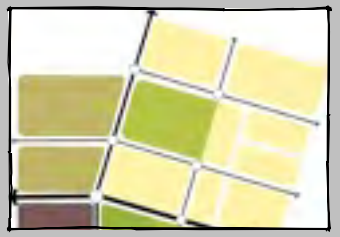


Figure Ground drawing: Showing buildings on the site.

Circulation/Block Size drawing: Showing streets, pedestrian ways and trails.



Land Use drawing: Showing mixed-use, commercial, residential, civic, parks and open space.

Residential Mix drawing: Showing single-unit residential, multiple-unit, and apartment residences.

Open Space Network drawing: Showing streetscape, park, passage, square/amenity space.

Universal Design

As a principle of the UDM, designs for new developments shall seek to ensure that all community members have access to services, social activities, and opportunities to move freely within Collingwood. Therefore, project designs shall enhance people's comfort with features that fit well with the average person's physical capabilities and senses by using Universal Design Principles as much as practical.

Universal Design seeks to ensure that things will be usable by people regardless of age, ability, or situation. Key principles of Universal Design include:

- Broad design solutions;
- Equitable use (does not disadvantage, stigmatize or privilege any group of user);
- Flexibility in use (accommodates a wide range of individual user preferences and varying functional abilities);
- Simple and intuitive (easy to understand regardless of user's experience, knowledge, or language skills);
- Low physical effort (can be used efficiently, comfortably and with minimal fatigue);
- Perceptible information (communicates all necessary information to all users regardless of ambient conditions or the users' abilities);
- Tolerance for error (minimizes hazards and adverse consequences of accidental or unintended actions);
- Size and space for approach and use (provides appropriate size and space for approach and use regardless of body size, posture or functional ability).

Through the development review process, the Town may require design amendments to proposals that help achieve the principles of Universal Design.

Crime Prevention

Crime prevention through the creation of defensible spaces shall be considered in project design, and elements shall be arranged to provide a safe environment for users by adhering to the following principles of CPTED (Crime Prevention Through Environmental Design).

1. Define Territoriality- All proposed building entrances, parking areas, pathways and other use areas shall be defined with appropriate features that express ownership and boundaries. For example, landscaping, fences, pavement treatments, and art can be used to delineate different areas. The arrangement, dimensions and scale of spaces and elements shall be designed to encourage comfortable interactions among people, avoiding spaces that appear confined; dark; isolated or unconnected with neighbouring uses; or without a clear purpose or function.

2. Integrate Natural Surveillance – Visibility, light and openness shall be considered in design. Physical features and activities shall be oriented and designed in ways that maximize the ability to see throughout the site. This includes attention to such things as: the placement of windows to provide visual access to areas of the site and create window streets; location of walkways, entrances, landscape materials, and site features to avoid areas for hiding; appropriate lighting that does not produce glare; avoiding excessive lighting in areas that in turn creates darken spaces in others; and wayfinding cues that make a site easily understood and navigable.

3. Activity Support – The proposed site layout and building design shall encourage legitimate activity in public spaces. For example, locating outdoor uses in complementary arrangements or activity nodes, that create more activity than if separated. The arrangement of spaces, combination of uses, and use of wayfinding and orienting techniques shall be integrated to facilitate people's ability to understand and perceive spaces, and their intended uses.

Through the development review process, the Town may require design amendments to proposals that help achieve the principles of CPTED.

Non-Residential & Residential

Non-residential Standards

The UDM provisions that apply to non-residential projects are intended to direct new developments to:

- Achieve the desires of the community as expressed in the Official Plan and other policy documents;
- Create development patterns that are fitting with the community in terms of streets, blocks, scale, and orientation;
- Create active and highly useable business areas;
- Support and improve the aesthetics and function of Collingwood's public realm;
- Ensure that they are contextually appropriate to Collingwood;
- Create sites that are compatible and connected to neighbouring uses;
- Achieve the desire of the community as expressed in the Collingwood Sustainable Community Plan, by reducing the environmental impact of development with reduced stormwater impacts, improved urban forest, and more efficient development patterns and buildings;
- Improve access and safety with infrastructure and amenities that support people's activities; and,
- Support active transportation with appropriate amenities and options for transportation modes.

In addition to the specific requirements of the UDM, the design of non-residential buildings shall meet one of the two architectural themes listed below:

a. Traditional Small Town Heritage Style; or,
b. Lakeshore and Mountainside Recreation.

Residential Standards

While the design intentions for non-residential developments are interconnected with the residential standards, there are also additional reasons for the UDM to apply to residential uses, specifically:

- Create highly livable residential developments with access to open space, recreation, and neighbouring uses;
- Create aesthetically pleasing residential neighbourhoods with streetscapes and buildings that are well suited to the community; and,
- Provide access to various high-quality private and public spaces associated with residences.

In addition to the specific requirements of the UDM the design of individual residential buildings shall meet one of the three architectural themes identified for Collingwood listed below and described in Appendix A: *Residential Architectural Themes*:

c. Local Heritage Style;
d. Lakeshore and Mountainside Recreation; and,
e. Contemporary New Urbanism.

Alternatives

Alternative architectural theme/styles for buildings may be proposed under the provisions for Alternative Design Solutions of the UDM (pages 7 and 8).

Alternative Design Solutions

Examples in the UDM are illustrative of concepts and shall not be interpreted as being the only solution. They also do not address every possible combination of uses and site characteristics.

Existing conditions such as odd-shaped lots, topography, poor access, brownfields, and a multitude of others may require flexibility and creative design solutions; at the same time, it is important to recognize that some sites may not be fully developable.

Accordingly, flexibility will be given to consideration of specific standards contingent on the intent and principles of the UDM and its Sections being satisfied; therefore, any specific standard within this manual may not necessarily be met, provided an alternative design solution that satisfies the intent of the UDM and Sections is submitted.

To provide the necessary flexibility, and context-appropriate design guidance for specific uses, each Section of the UDM indicates exceptions based on the uses present. For this purpose, highlighted initials are used at the end of specific provisions to indicate the use exception(s). Additional exception clarification is also provided following the applicable standards. The table below shows the exception uses and initials used to identify these:

Use	UDS Symbol
Detached residential	**DR**
Multiple-unit residential	**MUR**
Commercial	**COM**
Industrial	**IND**
Mixed-use	**MU**
Civic/Public	**CIV**
Residential subdivisions	**RSub**
Non-residential subdivisions	**NRSub**

Alternative Design Solutions

For departures or alternative design solutions from any specific design standard, the proponent of a development shall provide justification to the Town for review and approval. This documentation may take the form of a combination of written descriptions and drawings as necessary, to describe how the proposed design will:

1) Provide conformance with the purpose/intent of the applicable Section(s) of the Urban Design Manual; and,
2) Provide appropriate mitigation measures for those Sections that are not being met.

Applications for unique site arrangements, and/or use combinations not specifically addressed by the Urban Design Manual may be required to provide additional information to facilitate appropriate review of the proposal. This may include proposals such as: sports complexes; nature centres; auto-malls; eco-industrial parks; major event centres such as outdoor amphitheaters; industrial brownfield redevelopment; large commercial/retail centres; significant mixed-use developments; waterfront developments; and, educational or institutional campuses.

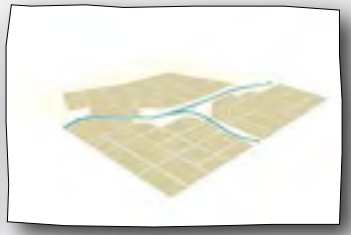
Through the application review process, the Town may require design amendments to proposals to meet the requirements of the Urban Design Manual.

Sections & Subsections

1 - Site Character & Context

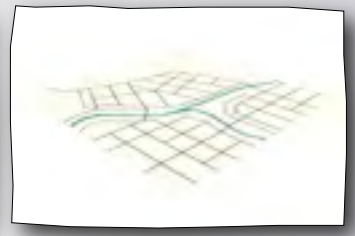
Directs design to ensure that natural environmental site features, that are so highly valued, are preserved & become integrated in new projects.

2 - Blocks



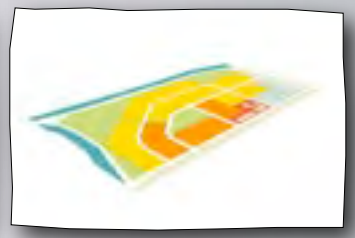
Establishes standards for maintaining and building upon Collingwood's existing, pedestrian-scaled, walkable blocks.

3 - Streets



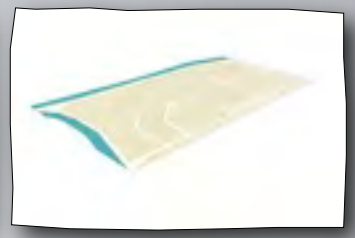
Guides the design & arrangement of the street network, to connect the community efficiently and safely with all modes of transportation.

4 - Subdivisions



Guides subdivision design to create attractive, healthy, safe neighborhoods, punctuated by parks, open space, and active transportation networks.

5 - Lots



Guides lot configurations that are fitting with community character; suitable for intended uses; and ensure positive relationships between adjacent uses.

Sections & Subsections

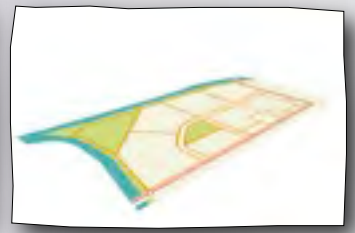
6 - Site Layout

Standards for integrating uses, transportation, landscape, and buildings designs that are contextually fitting, and highly livable.

7 - Buildings

Directs buildings to be designed as high-quality, long-term additions to the community, with permanence, quality, and contextual sensitivity.

8 - Active Transportation



Standards that elevate the needs of pedestrians, cyclists, and mass transit as safe and practical modes of transportation.

9 - Car-oriented Commercial

Directing designs for auto oriented developments that utilize site characteristics for maximum benefit to add to the visual and functional form.

10 - Landscape & Public Spaces

Guides the design of landscaping, activity nodes, and parks, as major physical features that impact livability, and community health.

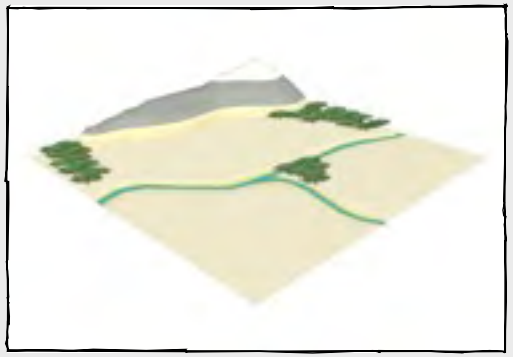
1 - Site Character & Context

Purpose

The natural landscape of the region possesses a visual and physical unity that makes it cohesive, giving it the distinctive quality that those who live here recognize as home. The patterns of the riparian corridors, wooded areas, escarpment, cultural landscapes, and shoreline areas, create the natural identity of the area.

Nature is an especially key part of what defines Collingwood, providing visually attractive, habitat-rich areas and comfortable spaces in which to spend leisure time; with many physical linkages to the natural environment existing through local open spaces and trails.

The following standards help direct design to ensure that the natural site features and functions (such as terrain, landscape, and drainage) are preserved and become part of new projects. The intent is for sites to be designed to work with the landscape; striking a balance between the natural and built environment; using each site's characteristics to maximize amenity and energy conservation; integrating natural functions such as drainage patterns into site design; and, protecting and enhancing the tree canopy.



1 - Site Character & Context

A. Topography

1. Topography and natural drainage patterns should be treated as an integral part of site configuration rather than as elements that can be changed to follow a preferred development scheme; therefore, necessary grade changes shall be in keeping with the general appearance and topography of the neighbouring areas, and be designed and landscaped accordingly, to provide a functional and visually compatible fit.

2. Development should follow the natural contours of the land to preserve the shape of the natural land forms and to minimize grade differences with adjoining lands.

B. Grading

1. The use of retaining walls, particularly along street frontages, parks, riparian corridors and other public areas should be limited as much as practical.

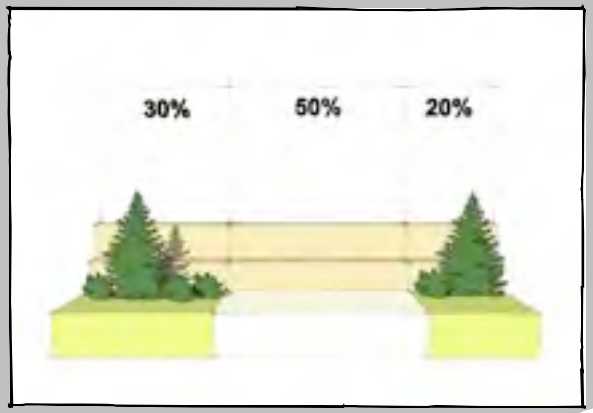
2. Where retaining walls cannot be avoided, the overall height shall be minimized, or low terraces provided with maximum vertical height of 1m, and shall include a landscaped bench of no less than 2m horizontal. Terrace benches shall include landscaping to improve aesthetics and screen retaining walls.

3. Retaining walls visible from the street or public areas shall be screened at least 50% with landscaping.

4. Grading plans shall be designed to ensure existing drainage patterns are maintained around existing vegetation that is to remain.

Retaining wall with terraces to reduce its apparent height and mass and allow for landscaping.

Minimum screening necessary for retaining walls (50%) visible from the street or public areas.



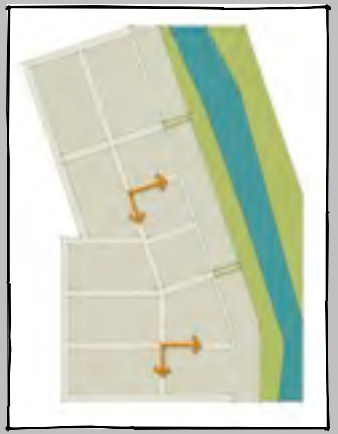
C. Site Features

1. The arrangement of individual building sites shall be such as to maintain, and/or enhance the following:
   a. Natural topography;
   b. Wetlands;
   c. Tree canopy cover; and,
   d. Visual and physical access to heritage features.

2. Vistas of the escarpment, and shoreline from the development site, or adjacent public areas should be considered in the design as potential assets a much as practical.

3. With regard to block and street layout standards defined in the UDM, streets shall be designed and located to:
   a. Maintain natural heritage features, cultural assets, historic buildings and sites;
   b. Maintain significant trees;
   c. Minimize cut and fill;
   d. Maintain vegetation along water courses, along trail corridors, and adjacent to open spaces; and
   e. Preserve, create and enhance access and views and vistas of water courses, the escarpment, and bay.

Sections 2- Blocks and 3- Streets are closely related to this sub-section.



In this example streets have been arranged to provide views and access to adjacent open spaces, parks, and water courses.

In this example, the careful arrangement of site features (streets; laneways; open space; walkways; residential lots; park; and, trails), creates improved street end views, attractive streetscapes, and connections between uses. The uses are not arranged to be segregated, but interconnected and supportive of each other.

Source: Google

D. Heritage Features

1. The removal or disruption of historically or culturally significant uses, landscapes, structures, or architectural elements should be minimized, with features integrated into the site design as amenities.

2. For the amenities defined in 1. above, interpretive signage should be integrated into the site design.

In this illustration a remnant of a cultural landscape, in this case an orchard, is integrated into the park design of a residential subdivision. This allows this feature to act as an amenity for the community.

E. Existing Buffers

DR

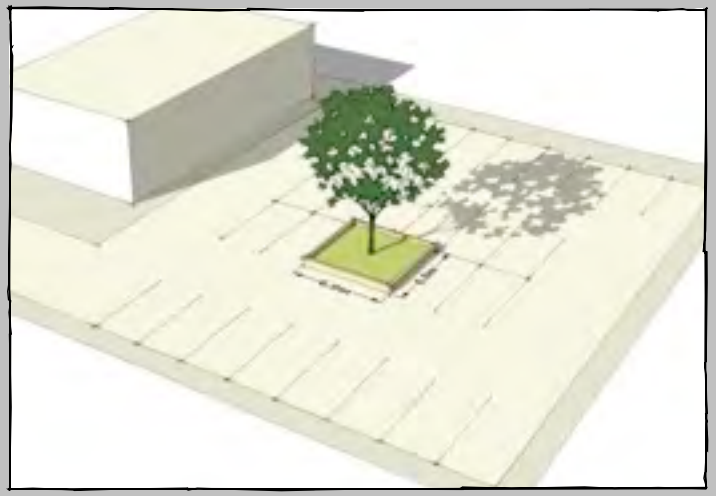
1. Existing trees and/or vegetation should be maintained to satisfy the requirements for buffers, landscape perimeters, or tree canopy, provided the vegetation in question is: healthy; non-invasive or native species; of appropriate sizes; and in sufficient quantities to achieve the tended purpose(s).

Section 10 describes landscape requirements.

F. Significant Trees

1. Planter areas, with a minimum size of 6m X 6m, or as determined necessary by a Certified Landscape Architect or Certified Arborist, may be required for all significant trees (within proposed hardscape areas) that have been protected as per the Collingwood Tree Cutting By-law. Where trees and associated planters, as per the above, are located within proposed parking areas, applicants may seek a reduction of the number of parking stalls affected by this provision through a minor variance application.

To provide improved protection of the root zone of significant trees, the UDM requires these to be surrounded by minimum 6m X 6m planters.



G. Watercourses

1. To preserve and enhance watercourses, and to maintain the habitat value and charm that the natural environment brings to residents and visitors, all streams, creeks and rivers shall remain open and uncovered.

2. Covered or buried natural water courses should be daylighted as part of new developments or redevelopments where practical. This involves uncovering and appropriately rehabilitating the watercourses.

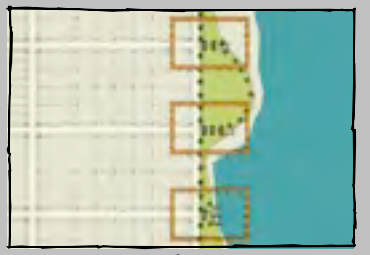
H. Water Access

1. The water edge along Nottawasaga Bay shall always be maintained and developed with public access. Water access should include the development or continuation of a public walkway along the water's edge, and should also include:
   a. Lookouts; and/or,
   b. Physical access to the water including boat launches; open shoreline access for pedestrians; fishing spots; docks; and other similar uses as most appropriate to the location, site proposal, and reasonably expected use.

   DR Existing single-unit residential sites and subdivisions with five or fewer lots are exempted from this requirement.

2. There is a historic pattern of ending streets at the water's edge which provides both visual and physical access to the water. Streets serving new developments adjacent to Nottawasaga Bay shall be designed to include termination points at the bay to provide both physical and visual access to the water. These should:
   a. Be aligned with existing street axes;
   b. Provide public access to the water as per 1.a and 1.b above; and,
   c. Provide public parking for up to 3 cars, where practical.

Section 3- Streets has provisions that relate to these requirements.



Developments shall provide pedestrian walkways along the waterfront. Public access to the water at street ends may take a variety of forms as illustrated to the right.

I. Views

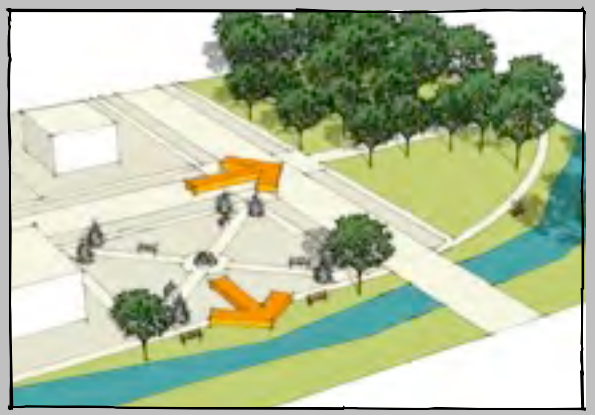
1. Parks, open spaces and streets shall be designed to protect and provide views and vistas from public areas to prominent site features such as wooded areas, watercourses, and heritage assets. This shall be done in a synchronized and balanced fashion with the other requirements outlined in the UDM. **IND** **NRSub**

Section 5 -Lots has requirements associated with priority sites.

In this example, the street pattern, and the irregular block shape create a priority site at the street end that is suited for the small park. By placing the park in this location it provides a visually appealing street end view, and helps create a sense of place.

Source: Google

In this example, the street end view terminates at a stand of trees, while the nearby park affords views to the river corridor.



J. Lookouts

1. Trails, parks, and other public spaces adjacent to water courses and the waterfront shall provide lookouts for people to experience the natural features. These should be designed to provide undisturbed viewing areas away from vehicle, foot or bike traffic at locations that maximize the potential for users to comfortably experience these natural assets. A project may be exempt from this requirement along a trail, if that trail section has a similar feature within 200m.
2. Rights-of-way terminating at the bay, or watercourses, including those that are unused, unopened, or consolidated with the development shall:
   a. Be maintained and/or improved to support visual and physical connections to the water; and,
   b. May include a lookout as per 1. above.
3. Lookouts shall at a minimum contain the following features:
   a. Seating for at least three people;
   b. Shade tree or structure; and,
   c. Interpretive signage describing the natural feature being viewed or, public art.

An example of a well designed lookout. The UDM requires seating to be incorporated into the design of such spaces.

Source: Canada Lands Company

An example of a public art feature, as may be incorporated into a lookout space.

In this example a lookout is provided along a trail. The lookout is slightly removed from the main trail to provide an undisturbed viewing area (while still being visible from the trail).

2 - Blocks

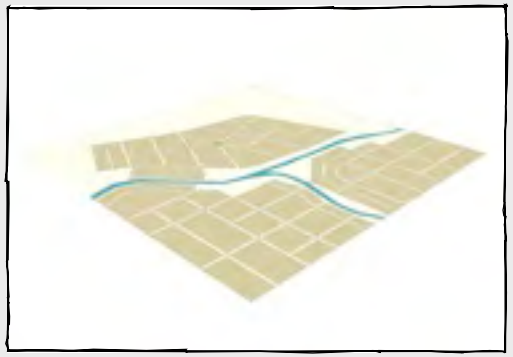
Purpose

The historic development of Collingwood includes regular blocks whose size and arrangement creates development patterns supporting not only vehicular traffic, but all forms of transportation.

This type of development pattern supports active transportation options and, in turn, community health and well being.

This section establishes standards for maintaining and building upon Collingwood's existing, pedestrian-scaled blocks through requirements for the creation of new blocks and the arrangement of development sites.

The purpose is to direct the design of blocks and large development footprints in a way that balances the conditions found in the existing community, the transportation requirements of the proposed uses, and the patterns necessary to support active transportation and the needs of pedestrians.



2 - Blocks

A. Block Size

1. Blocks shall be of a regular shape, measuring no more than 100m in width and 200m in length.
   Exceptions:
   a. For industrial areas, the maximum block dimensions shall be 300m for length and width.
   b. Irregularly shaped, or single-loaded blocks may be permitted to:
      i. Respond to topography and natural features;
      ii. Create shifts in block patterns;
      iii. Create focal points or define public spaces such as parks;
      iv. Create priority lots/sites; and,
      v. Respond to existing development patterns.

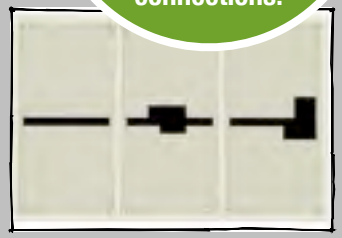
2. For large projects and/or those with private thoroughfares, the internal development pattern shall meet the requirements of this Section. This shall be achieved through the introduction and location of streets; roadways and vehicle maneuvering lanes; pedestrian walkways; and, building sites.

3. Residential blocks may be up to a maximum of 400m in length provided:
   a. The project applicant has exhibited that an exceptional circumstance such as: topography; the location of critical natural areas; a shift in block pattern occurs; or, the location of collector or arterial streets makes the standard limitations impractical; and,

Section 8- Active Transportation describes requirements for enhanced pedestrian connections.

Example of irregularly shaped blocks resulting from a shift in street and the river corridor.

Large projects shall meet block size requirements for internal site layout.



Example of walkways through blocks combined with various types of public spaces.

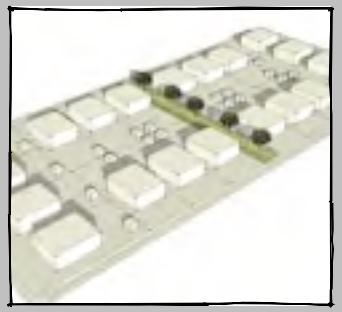
2 - Blocks

A. Block Size

b. Mid-block pedestrian connections and/or parks are provided for all blocks over 200m in length to provide pedestrian connections through blocks (in arrangements that allow for safe and convenient pedestrian movement).

Example of a mid-block pedestrian connection that includes pedestrian oriented lighting and landscaping.

The block pattern here mixes an interesting arrangement of laneways with dead ends, while maintaining the kind of overall block pattern that is required by the UDM.
Source: Google



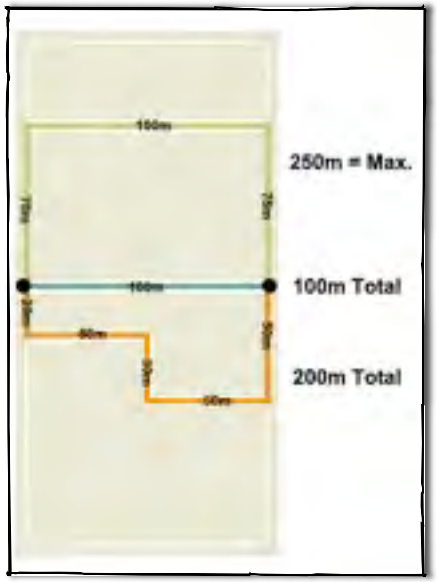
Example of a mid-block pedestrian connection on a large block. The UDM has specific requirements associated with the design of these.

B. Development Footprints

1. Commercial and mixed-use developments shall provide pedestrian connections through buildings and/or blocks of buildings such that the maximum walking distance from the midpoint of the wider side of the block to the midpoint on the opposite side is 250m. This may be achieved through
   a. Walkways, sidewalks, paseos, galleria, or other similar features; and/or
   b. Connections to publicly accessible spaces such as parks, courtyards, and outdoor amenity spaces.

2. Enclosed or covered walkways through buildings may be used to meet the requirements of 1 above provided:
   a. The walkway is a minimum width of 7m;
   b. The height of the cover or ceiling shall be proportional to the width of the walkway so as not to give the impression of a narrow hallway;
   c. For enclosed walkways, entrances shall be enhanced to differentiate them from other entrances and make them appear as welcoming to the public; and,
   d. Public access is provided.

Section 6-Site Layout describes the requirements for Outdoor Amenity Spaces which can be used to meet 1.



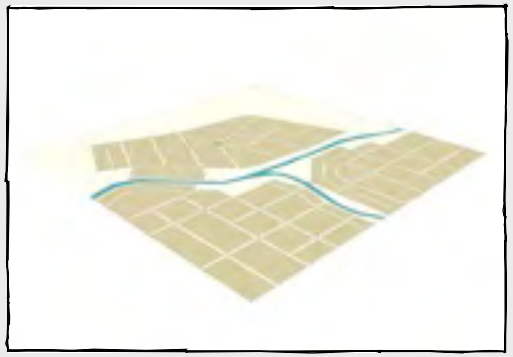
To provide development footprints that do not act as pedestrian barriers, a maximum walking distance from one side of a development block to the other shall be 250m. This may require the introduction of pedestrian walkways through development blocks, similar to those in Collingwood's downtown.

3 - Streets

Purpose

All the various thoroughfares of a community form a connected network that facilitates the movement of people and goods. For the health of the community and overall livability, the best networks support all forms of transportation, with ease of access, and route choices in an overall pattern that ensures that people can easily walk, cycle, take transit, and drive from their place of residence to neighbouring uses and other areas of the community.

The UDM requirements of this Section are intended to direct new developments to design and arrange their various thoroughfares, trails, and walkways to connect land uses, neighborhoods, districts and open spaces to efficiently and safely serve all modes of transportation.



3 - Streets

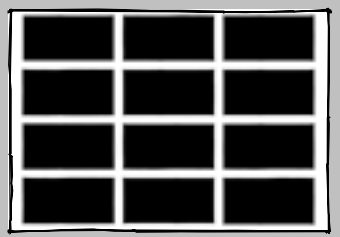
A. Street Pattern

1. The pattern of thoroughfares utilized for subdivisions and developments shall be predominantly a grid or modified grid pattern with intersections designed at right angles or T intersections.

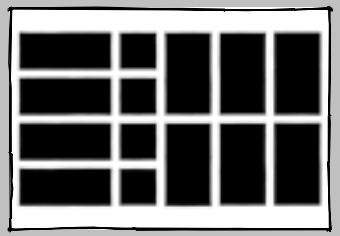
2. The street grid pattern may be adjusted to a modified grid by reducing the number of linkages or the alignment between blocks; and radial, or other geometric configurations may be used provided they are:

a. Part of a coherent development pattern that creates priority lots/ sites, and focal site(s); and/or,
b. Create parks and open space; and/or,
c. Are in response to existing natural or cultural heritage features, or development; and,
d. Provide a similar number of street intersections, for connectivity, as would the regular grid pattern.

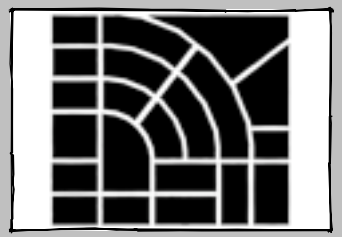
3. Short and curved or irregular streets can contribute to variety and a sense of place, and may also be appropriate where there are topographical or other site constraints, or where there is a need to introduce some variety for the sake of interest. In these instances they may be permitted based on overall design merit. However, layouts that use excessive or gratuitous curves shall be avoided, as they are less efficient and make access for active transportation particularly difficult.



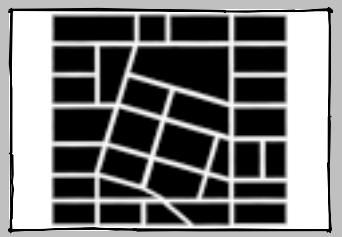
Regular street grid pattern.



Modified grid with smaller blocks and pattern shift.



Radial pattern.



Loose grid pattern.

A. Street Pattern

4. To ensure the effective continuity of the street pattern, and implementation of long range active transportation plans:
   a. Gaps in the existing street grid shall be completed by providing connecting streets through developments.;
   b. Adjoining streets shall be extended into developments and subdivisions; and,
   c. Streets shall be extended to the boundaries of the development as appropriate to accommodate further extension of the street pattern and to create interconnections to adjacent neighbourhoods and uses.

5. The connections in 4. above may be limited to public pedestrian and bicycle ways provided:
   a. The proposed alternative is practical;
   b. There is no demonstrable benefit for a street connection;
   c. They allow for full pedestrian and bicycle access in both directions across the site;
   d. They are generally aligned with the street grid or connect two or more existing end points of the street grid; and,

Street pattern design should be considered with Section 8-Active Transportation requirements.

A. Street Pattern

e. They provide a minimum:
   i. 3m wide walkway;
   ii. 3m wide planter beds on either side that contain at least 100% ground cover, and shade trees planted 10m on centre for the length of the connection with a minimum of one tree on each end of each planter strip; and,
   iii. Pedestrian-oriented lighting.

6. If exceptional circumstances, such as topography, protected natural areas, water courses or existing development prohibit street connections as per the above, street right-of-way may be required to accommodate future redevelopment and connectivity.

7. All streets shall be designed to support walkability, with appropriate speeds for their intended use, and include pedestrian-oriented intersections that facilitate safe and enjoyable active transportation.

8. To facilitate active transportation and reduce vehicle dependance, developments may be required to provide active transportation connections across water courses, and open spaces for pedestrians and bicycles. These shall be appropriately designed as functional multi-season connections.

9. Streets shall relate to natural areas, water courses, parks, and/or rural County edges, and borders of future neighbourhood developments to create a strong sense of place. This shall be achieved through:
   a. Single-loaded streets at these edges with development fronting the borders; and/or,
   b. Street alignments that terminate views at parks, open spaces, or rural areas.

Section 4- Subdivisions, D. Perimeter describes requirements for urban-rural interface

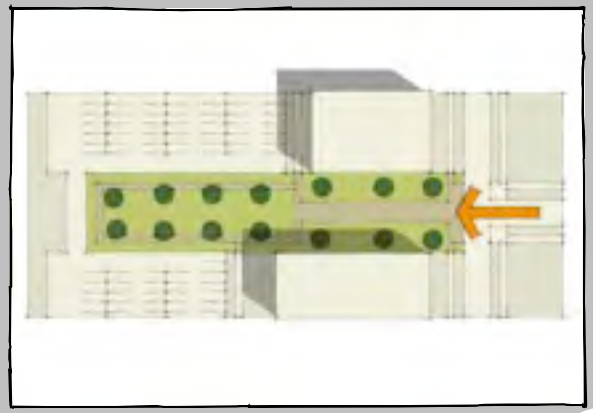
B. Right-of-Way

1. To provide active transportation linkages, development sites that consolidate with existing rights-of-way (for the purpose of eliminating the right-of-way use as a street, and/or to increase the size of the development site) shall at a minimum maintain/establish pedestrian and bicycling thoroughfares in these areas which are:
   a. Publicly accessible;
   b. Generally located in the same area as the original right-of-way where practical;
   c. Include a 3m wide hard surface paving, 3m wide planter bed/landscape boulevard with landscaping and shade trees planted with 10m spacing.

IND **NRSub**

The design of these should be considered with the requirements of Section 8 - Active Transportation.

For re/development proposals where existing rights-of-way are being consolidated as part of the development site, active transportation linkages shall be provided such as the example illustrated here.



C. Cul-de-sacs & Dead Ends

1. Dead-end streets shall only be permitted where:
   a. Due to demonstrable physical constraints no future connection to the larger street pattern is physically possible; or,
   b. There exists an exceptional circumstance such as steep topography, critical natural area, or existing development which prohibits a connection; and,
   c. A pedestrian connection has been provided through the dead end for active transportation connectivity.
2. A temporary dead-end may be approved when connections to adjacent properties cannot be extended at the time of development, but will be provided in the future. At a minimum, stub streets shall be required to allow for future connectivity, although a turn-around may be required for emergency vehicles.

Example of a mid-block pedestrian connection with landscape strips along both sides of the walkway, similar to the requirements of the UDM

Picture of an existing pedestrian connection at a dead end street. The UDM require these to include additional landscaping.

D. Street Pattern Alternatives

1. The following alternative street designs are prefered to cul-de-sacs or dead ends, and may be permitted to supplement the street layout based on overall design merit of the development proposal:
   a. Crescent: a crescent is a semicircular shaped road with a central planting island extending from the local road and provides a through connection to the local road. The central space within the crescent shall be landscaped as an aesthetic amenity. The landscaping of the central space may include Low Impact Development (LID) type stormwater facilities. The dimensions of the cresent shall be determined by the Town.
   b. Pedestrian court: a pedestrian court consists of houses facing a central common green space extending from the local road. Vehicluar access is provided by rear laneways only. Pedestrian courts shall not exceed one block in length.
2. The central common green space between opposing house fronts in a pedestrian court arrangement shall provide a minimum of 20m between facing rows of buildings.

Refer to Section 10- Landscaping & Public Spaces, for landscape design requirements.

Example of a crescent design.

Example of a pedestrian court design.

D. Street Pattern Alternatives

3. Pedestrian courts shall contain:
   a. Pedestrian walkways to provide access to the building entrances;
   b. Trees and shrubs to define the walkway and common space of the pedestrian court; and,
   c. Landscape materials that define the edge between the semi-public pedestrian court and public street and/or sidewalks.

4. The design and arrangement of the pedestrian court elements should give the impression of the area as a unified space; landscaping may not be used to delineate separate, or private front yards within the pedestrian court.

5. Walkway materials, porches, and foundation planting may be used to defined the separate entrances of the buildings fronting the pedestrian court.

Common space between buildings in a pedestrian court arrangement. The UDM requires this to be a minimum of 20m between buildings.

Source: Tort, Gallas, and Partners

E. Internal Thoroughfares

1. Public and private thoroughfares internal to developments shall be:
   a. Aligned with the street network; and,
   b. Shall conform to the street pattern and landscape standards of the UDM.

2. Parking lots shall be designed with a clear hierarchy of circulation as follows:
   a. Major entry thoroughfares with no parking (these shall meet the requirements of 1 above);
   b. Primary circulation lanes with little or no parking; and,
   c. Parking maneuvering lanes for direct access to parking spaces.

3. Major entry thoroughfares through parking areas shall be located in such a manner as to minimize the number of pedestrian crossings required when traveling from parking spaces to primary entrances of the destination, and/or additional safety measures shall be integrated at the pedestrian crossings to improve safety. Relying only on these measures may not be permitted when other site arrangements are practical.

4. Pavement markings and directional signs shall be provided on site to clarify vehicular movement patterns.

5. Thoroughfares, circulation lanes and maneuvering lanes, and vehicular accesses shall not exceed the dimensions necessary to meet the intended design speeds.

See Section 6-Site Layout for related requirements.

This illustration shows the hierarchy of vehicle travel lanes on a large site:

Red: major entry thoroughfare;

Orange: primary circulation lanes;

Yellow: parking maneuvering lanes

F. Laneways

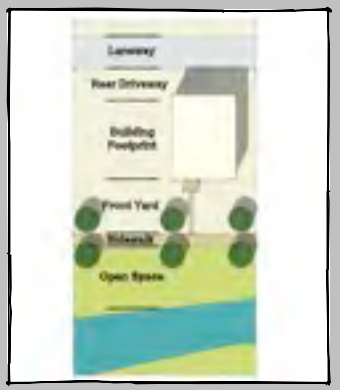
1. Laneway access is an acceptable component of the street pattern and may be required based on development design, use, and site characteristics to:
   a. Improve the visual quality of a streetscape;
   b. Create window streets;
   c. Create frontage onto open spaces, river or stream corridors, or parks; and/or,
   d. To provide service access to commercial and industrial areas.
2. Where laneways are used to provide vehicle access for housing fronting water courses; the waterfront; open spaces; and parks; pedestrian access shall be provided to lot frontages as per UDM Section 8-Active Transportation and Section 10-Landscaping & Public Spaces.
3. The design of laneways shall address issues associated with building access, snow storage, parking access, and other characteristics associated with their function.
4. Laneways may be required to be privately owned and maintained.

Lot arrangements that front park spaces are addressed in Section 4-Subdivisions, and Section 5-Lots.

The residences in this picture have rear laneway access and front onto the park; improving natural surveillance of the park and creating more attractive streetscapes not dominated by garages and driveways.

Source: Google

A laneway is used between the residential and commercial land uses in this example. Source: Google



This drawing shows the site arrangement for a single-unit residence that fronts the open space and has laneway access for vehicles.

G. Traffic Calming

1. Thoroughfares and streets shall be correctly designed for their intended target and design speeds for their intended purpose. Target and design speeds, and lane widths for streets, shall be determined by the Town.

2. Additional traffic calming may be integrated into developments as necessary. Traffic calming designs shall correspond to the appropriate engineering standards and must be approved by the Town.

3. Curb extensions may be required on streets entering residential developments. These shall be designed to:
   a. Improve pedestrian safety through reduced crossing distances;
   b. To reduce vehicle speeds; and,
   c. Include a combination of landscape and hard surface elements to improve aesthetics.

4. Lane widths for parking lot primary circulation lanes, and parking maneuvering lanes, shall not be oversized and shall be designed for the minimum widths necessary to meet the intended travel design speed; necessary parking maneuvering; and to maximize the safety for pedestrians.

Example of a traffic calming speed table with school crossing signage and pavement markings for the crossing.

Source: Dan Burden

Example of curb extensions on a neighbourhood street.

Source: Dan Burden

Example of a traffic calming traffic circle in a residential area.

Traffic calming designs must be reviewed and approved by the Town.

Source: Heather Bowden

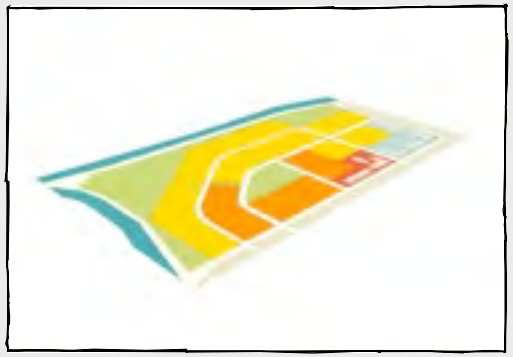
4 - Subdivisions

Purpose

The following standards address the design of subdivisions and are intended to provide attractive, healthy and safe neighbourhoods and transportation networks which support active transportation.

The requirements of this Section are intended to: promote protection and access to natural features, open space and cultural landscapes; facilitate active transportation and connections to neighbouring uses; and, create visually attractive neighbourhoods.

These standards will guide new subdivision layout to be suited to, and maximize, the positive attributes of natural features of the area so that new subdivisions continue Collingwood's prevalent development pattern, of walkable blocks and an interconnected and human-scaled network of thoroughfares punctuated by open spaces and parks of varying types.



4 - Subdivisions

A. Layout

1. Subdivisions shall be designed in patterns of interconnecting streets, defined by buildings, open space and parks, landscaping, and pedestrian ways.

2. Subdivisions should use street layout and lot sizes, shapes and orientations to facilitate a mix of housing types and the efficient use and conservation of energy, with particular attention to maximizing passive solar energy.

3. Subdivisions shall be designed and arranged to be distinguishable from the peripheral, open space and rural lands, by well-defined street edges so that developed areas will transition very quickly to rural, undeveloped lands, promoting a clear sense of place.

4. The arrangement of lots for different types of residential densities and/or uses should meet the following as much as practical:
   a. Residential densities should be mixed throughout the development with denser residential uses located at the ends of blocks and/or adjacent to parks, community amenities, or civic uses and buildings, and collector and arterial streets; and,
   b. Land use and density changes should transition in rear yards, or in adjacent blocks, as opposed to facing blocks across streets, as much as practical to maintain consistent streetscapes.

5. Land use mixes shall be arranged to maximize the function of all uses, taking into account impacts on, and interrelationships with, adjacent uses; priority sites; and transportation access.

The commercial uses in this example are designed to be complementary to the residential uses in terms of building materials and masses. Source: Canada Lands Company

The layout of this subdivision incorporates features required by the UDM, for example: modified grid pattern; lots fronting County/Municipal border; and, lots fronting open space & park.

Here the integration of sidewalks, a park, and walkway connection through the park make this area more safe by increasing activity and providing natural surveillance opportunities.

This multi-unit residential development shares a boundary with a park. The residential units front the park and a pedestrian walkway is provided.

An example of land use transition on an adjacent block, as opposed to across the street. Source: Canada Lands Company

B. Parks & Open Spaces

1. Parks and open spaces shall be located to establish an interconnected system to: support pedestrian movement throughout the development or neighbourhood; act as activity nodes; and, to function as visual and physical focal points within the community.

2. Small parks shall be integrated into the lot pattern with priority given to:
   a. Priority sites; and,
   b. Mid-block locations along long streets.

3. Lot patterns, park locations, and pedestrian connections shall be developed to provide convenient access to parks from homes within subdivisions with the following characteristics:
   a. No residence shall be more than 400m walking distance to a park or active open space; and,
   b. Mid-block pedestrian connections, shall be used to provide access where necessary.

Section 10- Landscaping & Public Spaces defines requirements for mid-block pedestrian connections.

Drawing of the area served by the park based on walking distance. Note that a straight line measurement for access to parks will not be used in evaluating access, and that actual walking distance will be used, as illustrated.

A higher density residential area adjacent to a park which acts as a focal point.

Source: Boris Feldblyum for Lessard Group, Inc.

B. Parks and Open Spaces

4. Parks shall not be hidden from view from the street or neighbouring uses.

5. Parks shall be designed as per Section 10-Landscaping & Public Spaces of the UDM.

6. Parks should be designed to take advantage of climate conditions as much as practical by:
   a. Sheltering users from winter winds through orientation and landscape design; and,
   b. Maximizing sun access throughout the park with southern exposure and appropriately designed and located landscape elements, and park features and amenities.

An example of a neighbourhood with an interconnected system of open spaces, parks, and trails. This provides pedestrian connections, improved aesthetics, access to nature, and a unifying sense of place for the neighbourhood.

Source: Google

Multi-unit residences fronting a neighbourhood centre park. Vehicle access is provided through a rear laneway.

Source: Google

C. Neighbourhood Centre Park

1. For residential and/or mixed-use projects where the parkland dedication is 1.0ha or greater, the first priority for park development shall be to design these as neighbourhood centre parks. These shall be designed as activity nodes, and to provide an identity for the neighborhood, reinforcing the centre as a symbolic and spatial heart of a neighbourhood. **IND** **NRSub**

2. In addition to the requirements of UDM Section 10-Landscaping & Public Spaces, neighbourhood centre parks shall have the following specific characteristics as permitted by the size and intended program of the park:
   a. Be visually and/or functionally located in the centre of the project or neighbourhood;
   b. Where possible located adjacent to natural features such as watercourses, or community institutions such as places of worship and civic buildings/ sites;
   c. Where possible parkland should be associated with naturalized SWM pond facilities to provide greater green space impact;

Section 10-Landscape & Public Spaces defines requirements for park designs.

A neighbourhood centre park in a medium density residential area.

Source: Ontario Ministry of Energy and Infrastructure

An example of a shelter structure that could be effectively used in a neighbourhood centre park to help define the space.

Source: Peter French

C. Neighbourhood Centre Park

d. They shall incorporate a public art installation (typically expected to be a responsibility of the Town, or perhaps a public-private partnership);
e. Shall incorporate a natural play space as per UDM Section 10-Landscape & Public Spaces;
f. Include a landscape design that defines the park edges, entrance points, and defines different use areas; and,
g. Street frontage on at least one side with additional pedestrian walkway access to streets on at least three other sides;
h. Open turf areas for unstructured play and passive uses;
i. Designed areas for gatherings or exhibition space; and,
j. May include community gardens as per UDM Section 10-Landscape & Public Spaces.

Community Garden & Natural Play Space design requirements are described in Section 10-Landscaping & Public spaces.

There are features of these parks that are addressed by the UDM, for example: street frontage provided for the park spaces; neighbouring homes face their fronts toward the park, with vehicular access from rear laneways; and, areas of the park are defined by the landscaping and walkways. The UDM allows sidewalks along park frontages to be pulled in from the road's edge and integrated into the overall park design as shown in the top photograph.

Source: Google

D. Perimeter

1. Subdivision perimeters should be designed so as to minimize architectural or land use incompatibility on adjacent properties and, conversely, of adjacent land use and development characteristics on the subdivision.

2. Subdivisions bordered by arterial streets shall either:
   a. Create blocks that run perpendicular to these streets; or,
   b. Provide laneway access to residences fronting the arterial; or,
   c. Provide a landscape strip of minimum 15m in depth along lot sides adjacent to the arterial street corridor which contains a 3m wide pedestrian walkway running its entire length and meets the UDM screening requirements of Section 10-Landscape & Public Spaces. In some instances portions of this area may be included as part of the parkland dedication calculation depending on the overall design merit and connectivity to other parks or active transportation infrastructure.

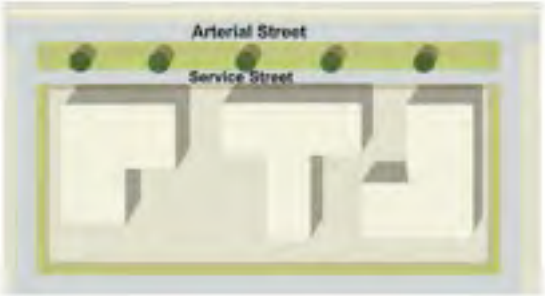
   IND **NRSub**

3. A parallel service street that addresses arterial streets may be permitted by the Town for high density residential developments. As a minimum, service streets running parallel to arterial streets shall be designed to be separated from the arterial by a minimum 10m landscape strip that contains:
   a. A sidewalk;
   b. Landscaped planter bed of at least 3m wide on each side of the sidewalk; and,

Pictured is an example of a development pattern that is similar to that required by the UDM for the urban-rural interface: residences with laneway vehicular access; sidewalk; and, street trees.

Source: Urban Design Associates

Illustration of a service street arrangement, which may be permitted for higher density residential developments along arterial streets.



D. Perimeter

c. Street trees planted in both planter beds with 10m spacing.

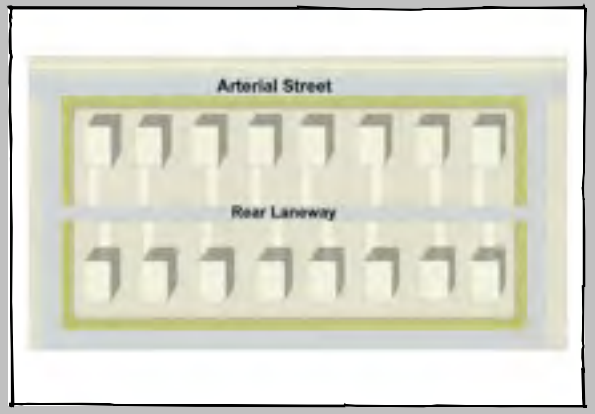
4. A transition in lot and street pattern along the urban-rural interface shall be required at County/Town borders, and shall be created with any combination of:
   a. Street end views of rural areas;
   b. Reverse frontage lots that overlook and front buildings toward County lands;
   c. Parks along development edges adjacent to County lands; and/or,
   d. Other similar strategies that may be approved by the Town based on design merit.

   IND **NRSub**

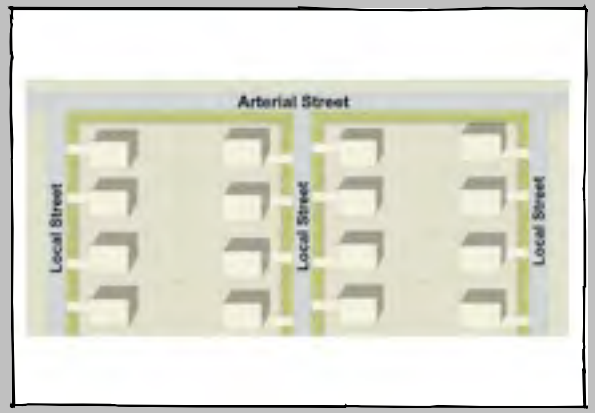
5. The maximum length of uninterrupted reverse frontage lots should not exceed 150m; or exceed 30% of the total frontage along an arterial road streetscape for a particular project.

6. In industrial areas a landscape buffer shall be provided along the urban-rural interface as per UDM Section 10-Landscaping & Public Spaces.

Residences fronting an arterial street with laneway access to reduce the number of driveways accessing the arterial street.



This drawing shows a shift in the block pattern along the arterial street so that side lots face the busy street.



E. Subdivision Gateway

The following standards for subdivision gateway/entrance spaces are intended to ensure that when they are used, these act as landmarks and amenities in the community, as opposed to artificial barriers, implied gates, and advertising. These standards are applicable to all subdivisions and also multi-unit residential and mixed-use developments which choose to incorporate these gateway/ entrance spaces.

1. Gateway/entrance spaces should be designed to be landmarks and pocket parks with signage being subordinate to overall functional and design attributes. These shall be designed with the following intents (these may be integrated with other adjacent site amenities):
   a. To add to the aesthetics of the streetscape;
   b. To provide parklike landscaping;
   c. To provide pedestrian oriented amenities as appropriate and effective for the location, such as: transit stops; seating; and, shade trees;
   d. To add to the wayfinding of the community with distinctive designs, signage, and maps; and,
   e. To mark the entrance to the development with signage and landscaping that enhances the design concept of the development and streetscape and acts as a landmark.

2. One gateway/entrance space may be permitted for each development and shall be limited to 10m X 10m in area.

The illustration above shows an example of how gateway / entrance features may be designed.

3. Subdivision gateway/entrance spaces may be enhanced with landscaped spaces on the opposite side of the street which face the gateway/entrance space.

4. Signage in gateway/entrance spaces shall be limited to the following maximum dimensions: height - 1.5m; width - 3m.

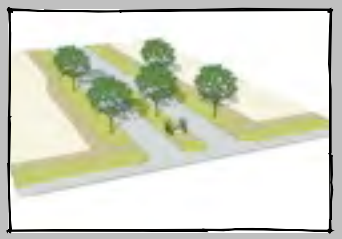
5. Signage shall be manufactured of materials that are long lasting, and fitting with the aesthetics of the streetscape (primarily metal, natural stone, brick, and decorative block).

6. Gateway/entrance spaces shall incorporate aesthetically designed landscape features and pedestrian amenities including the following:
   a. Landscape areas and/or raised planters;
   b. Shade tree(s);
   c. Seating; and,
   d. Orientation signs as part of a wayfinding system indicating active transportation routes.

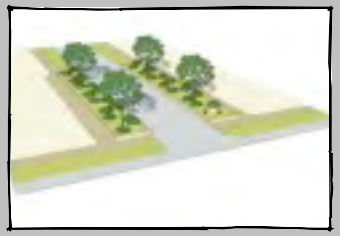
7. Gateway/entrance spaces should be located on the side of the street or entrance most appropriate for a bus stop.

E. Subdivision Gateway

8. When sufficient right-of-way is provided, additional entrance enhancements may be incorporated in the design of other streets entering a subdivision as per the following:
   a. A centre island landscape boulevard, with:
      i. A minimum planter length of 20m; and,
      ii. An optional monument sign in the centre island boulevard meeting the design restrictions of number 5 above with a maximum height of 1m; or,
   b. An additional row of street trees adjacent to sidewalks with:
      i. A minimum distance along the street of 30m;
      ii. An optional monument sign meeting the design restrictions 5 above, in one of the landscape boulevards, set back at least 10m from the intersection, and with a maximum height of 1m and width of 2m.



An illustration of a centre island boulevard entrance feature.



Drawing of an entrance enhanced with additional street trees in the landscape bed/boulevard.

An example of an entrance street design with additional street trees.

Source: Dan Burden

Example of a centre island landscape entrance feature.

Source: Dan Burden

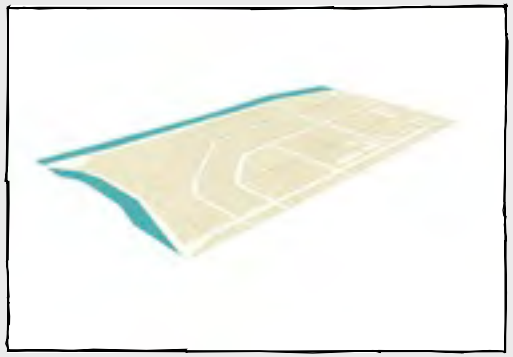
Landscape requirements are defined in Section 10- Landscaping & Public Spaces.

5 - Lots

Purpose

The size, shape and arrangement of lots defines the framework from which many site specific development requirements are based. This is because Zoning By-law restrictions, many of the requirements of the UDM, and other applicable regulations are based on property boundaries, for example: building setbacks, development density and lot coverage.

The intent of this Section is to guide lot configuration and designs that are fitting with existing community character; suitable for intended uses and development type; create urban development patterns that support active transportation and a healthy community; ensure a positive relationship between adjacent uses and, facilitate eventual adaptive reuse, infill and redevelopment in the long term as Collingwood evolves.



5 - Lots

A. Configuration

1. The size, shape, and orientation of lots shall meet the requirements of the applicable Zoning classification and shall be appropriate for the type of development and use contemplated.

2. Lots shall be shaped to facilitate effective use and development. Generally, the depth of the lot should not be more than three times the width of the lot, and of a regular shape.

3. Side lot lines shall be at right angles to street lines or radial to curved street lines, and no more than 15 degrees from perpendicular to the front property line.

4. Side and rear lot lines shall be straight, or composed of straight line elements.

5. Lots shall be arranged in a manner that:
   a. Address and create public spaces;
   b. Create development sites that are appropriately sized, proportioned, and oriented for their intended use and to support the uses of public spaces; and,
   c. Support integration of other amenities, uses, and spaces such as water courses, waterfront, trails, parks, public spaces, and neighbouring uses.

6. Irregularly shaped lots may be permitted to respond to:
   a. Topography and natural features;
   b. Block pattern shifts;
   c. For the creation of focal points or public spaces such as parks;
   d. Priority sites; and,
   e. Existing development.

The requirements of Section 4-Subdivisions are closely related to this Section.

Drawing of lots fronting a park from a pedestrian's perspective. The UDM describes specific requirements for pedestrian walkways in these arrangements.

B. Priority Sites & Bridgeheads

Based on their prominent location such as at intersections, or street ends, and transitions such as bridgeheads, some sites have an inherently heightened potential to add to the visual and functional form of the community through their orientation and the design of development on these sites.

1. Priority sites shall integrate design elements and features into their site arrangement, landscape design, and architectural design, that highlight and/or enhance their visual and physical prominence and their ability to act as orientation points within the urban fabric of the community.

Section 7-Buildings defines specific requirements associated with Priority Sites.

2. The following shall be considered priority sites for the purposes of the UDM:
   a. Lots located at the terminus of a street that runs the length of 2 or more block frontages;
   b. Lots located at the intersections of collector streets with arterial streets and intersections of pairs of arterial streets;
   c. Lots located at bridgeheads of bridges over 25m in length;
   d. Lots created as central/focal points of a larger arrangement of lots based on the pattern of the entire group;
   e. Lots with a physical prominence over others due to topography;
   f. Lots with identified heritage features; and,
   g. Lots whose proposed development is a use of a civic nature, including: library; town hall; school; hospital; community centre; municipal offices; municipal recreational facilities; parks; community gardens; place of worship; and, other similar uses.

When designing lot arrangements, priority lots shall be positioned and sized to allow for additional landscaping, site layout, and architectural embellishments as required by the UDM to take advantage of their prominent location. **IND** **NRSub**

Bridgeheads

The following bridgehead standards intend to:

   a. Maintain and create public views of waterways;
   b. Reinforce and enhance the experience of crossing waterways to help define sense of place; and,
   c. Improve active transportation connections.

Section 3-Streets describes provisions related to the creation of Priority SIte.

3. Pedestrian (and bicycle ways where right-of-way permits) shall be provided across all bridges. Pedestrian walkways shall be separated from vehicular travel lanes with a physical barrier appropriate to the traffic volume and speed.

4. Bridges with over a 25m span shall incorporate places for pedestrians to stop and view the surrounding environment at the midway or peak elevation of the bridge, or at the foot of the bridge as most appropriate.

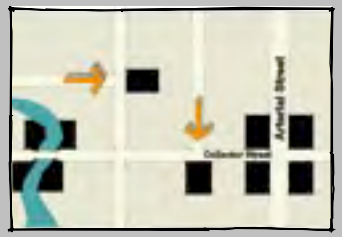
B. Priority Sites & Bridgeheads

5. Vehicular oriented signage shall be provided on bridges that identifies the waterway or natural feature being crossed.

6. Public art shall be integrated into the design of bridges. This may be achieved with such details as decorative handrails, concrete stamping or inlay, tile work, or with sculpture located at the foot or midpoint of the bridge for example. The subject of the art should reflect the natural environment, or historic event(s) that may have been of note and relate to the waterway. The public art should be of a scale as to be visible from vehicles as well as pedestrians; be durable and low maintenance; and, of materials that are fitting with the site and overall bridge design.

Section 7- Buildings defines specific requirements for architectural considerations on priority sites.

This building uses a corner facing entrance, sculpted building facade, and wrap around canopy to address the corner priority site as per the UDM. Source: Peter French



This picture shows the basic types of priority sites defined by the UDM: collector and arterial street crossroads; street ends; and bridgehead sites.

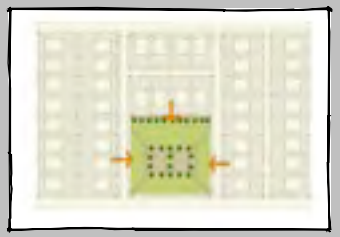
This large multiple lane bridge is designed with a dedicated pedestrian walkway that is physically separated from traffic as per the UDM requirements. Source: Dan Burden

C. Neighbourhood Centre Park Arrangement

1. Where a neighbourhood centre park has been provided as per Section 4-Subdivisions:
   a. Surrounding lots shall be arranged so that their frontages face the park, taking advantage of its value as an amenity and ensuring natural surveillance; and,
   b. For park sides without street access, pedestrian connections shall be provided between lots to the next street frontage; and,
   c. A minimum of one side of the park shall have street frontage with a minimum frontage of 20m.
2. For reverse frontage lots facing a neighbourhood centre park, a pedestrian walkway shall be provided along the shared property line and shall be designed as per UDM Section Ten.

This photo shows an arrangement where a pedestrian walkway is provided along lots fronting a park space as would be required by the UDM.

Source: Peter French



Neighbourhood centre parks shall include street frontage and may include housing fronting onto the park. Where this is the case, an enhanced walkway and landscaping shall be provided.

An example of residences fronting a neighbourhood centre park (across the r-o-w) with a dedicated parking lane provided adjacent to the park.

Source: Dan Burden

D. Narrow Lots

1. To reduce the visual impact of garages and driveways along residential streetscapes with many narrow lots, and/or townhouses, laneways may be required to provide vehicle access and parking if garages would be in excess of 50% of the building's primary frontage facade width.

2. The residential units in these areas shall front on the main street, not the laneway.

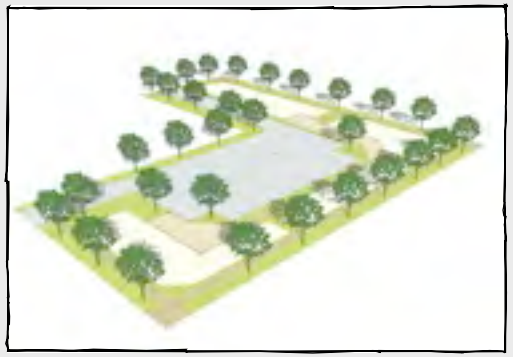
A rowhouse arrangement where garages are provided in the rear.
Source: Peter French

Example of narrow lot development with rear laneway access for vehicles.

6 - Site Layout

Purpose

The site layout requirements are intended to facilitate designs that are contextually appropriate and highly livable, through the successful arrangement and integration of uses; transportation facilities; landscape; public spaces; and, buildings.



6 - Site Layout

A. Streetscape

1. All development (including subdivisions) shall be arranged to address streets, excepting laneways, as window streets, by lining streets with building front facades, active uses, and public spaces. **IND**

2. Buildings shall line streets with commercial/retail, office space, living units, or other active uses; and with functional windows and entrances, rather than parking lots, garages, or blank walls.

3. Interior uses such as seating areas, employee rooms, offices, waiting areas and lobbies, which have the potential for clear windows, should be located along street-facing walls with functional windows and entrances.

4. Multiple-unit residential developments may position building frontages behind the setback line, provided the increased setback area is designed to enhance the streetscape with increased landscaping and/or pedestrian amenities (such as with street trees, seating areas, decorative pavement, and raised planters for example).

Section 7-Buildings describes requirements for blank walls.

An example of a parking lot along a street frontage, bordered on two sides by buildings as is required by the UDM.

An example of a parking lot located in the rear of the site to allow commercial uses to be located along the street frontage.

A side loaded garage in a residential subdivision, similar to that required by the UDM to provide streetscape diversity.

An example of a streetscape enhanced by storefront display windows in a supermarket.

Source: Google

This large format retail building facade is designed to address the street as a window street, with functional windows and entrances.

Source: Dimitri Barsky

6 - Site Layout

A. Streetscape

5. Buildings shall not be permitted to face their loading or service areas onto existing or planned parks, civic buildings and spaces, or public right-of-way. Based on design merit and the use of screening, alternative configurations may be permitted.

6. Screening/noise attenuation fencing shall not be permitted along residential subdivision boundaries nor along collector streets in arrangements where they form the principle feature as viewed from the street. They may be permitted along arterial streets based on need and design merit, with particular attention to aesthetic characteristics, integration of landscape and decorative fencing materials, and the overall quality of the streetscape design resulting from their use.

7. Buildings should be oriented parallel to the street centre line and create a 90 degree grid pattern with other adjacent buildings. Groups of buildings or those creating courtyards may be permitted to vary from this requirement to create site differentiation based on design merit.

8. Building masses on one site should relate to those on neighbouring sites to create a coherent streetwall by extending the street grid lines and building setback lines to define building envelopes. **IND**

An example of a large site where multiple buildings are arranged to address streets with active uses; and, parking areas are located behind buildings and away from the streets.

Source: Canada Lands Company

9. Variation of development patterns within residential subdivisions is required to achieve visual diversity and avoid monotonous streetscapes. A minimum of one of the following techniques shall be incorporated into project design to achieve streetscape diversity:
   a. Varied Front Setbacks - Each long block frontage with residential units facing the street shall contain at least 25% of the houses whose front setback is a minimum of 1.5m greater than the others; or,
   b. Varied Garage Placement - Each long block frontage with residential units facing the street shall contain at least one house whose garage placement is designed for side entrance; or,

Section 7- Buildings has a number of requirements associated with the Streetscape Subsection.

6 - Site Layout

A. Streetscape

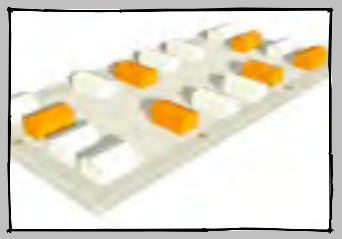
c. Laneway access - provide vehicular access to at least 20% of subdivision lots through laneways; or,

d. Rear Yard Garages - Each long block frontage with residential units facing the street shall contain at least one house whose garage is placed in the rear yard.

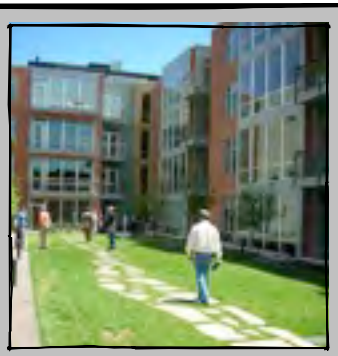
Townhouse (attached), and apartment-style residential developments, or blocks, are exempt.

Decorative pavement material, and landscape planters define the entrance area and sidewalk adjacent to this multiple-unit residential building.

Source: Google



Example of how varied setbacks can be implemented to create visual interest along residential streets as per the UDM.



An example of a courtyard design with the building facades facing the courtyard designed to provide interest.

Source: Peter French

The use of laneway access in this subdivision layout helps achieve the requirements for street interest as per the UDM.

An example of a courtyard space with street trees to help define the streetwall.

Source: Google

B. Parking

The design of parking shall be based on the proposition that parking is not an end in itself; its purpose is to support/generate a pedestrian environment where people and cars mix under controlled circumstances that favour the person on foot.

Note: Items 4. and 5. below shall not be combined.

1. Parking lots shall be configured, designed and landscaped as well defined areas linked to a particular building with safe and convenient pedestrian ways; and, with no more parking stalls than is necessary to comply with the Zoning By-law (for lots with over 120 parking spaces); as opposed to poorly defined asphalted spaces whose only control mechanism is provided by parking stall markings.

2. Surface parking shall be located behind buildings, and accessed from an laneway where practical, except as outlined in this Section. **DR** **IND**

3. Large parking lots may be permitted along street frontages as part of an overall plan for large developments such as commercial or retail centres, business and industrial parks, and institutional campuses. These shall:
   a. Meet the landscape standards defined in Section 10-Landscaping & Public Spaces; and,
   b. Shall be located and designed to have minimal impact on the streetscape in terms of disruptions to a continuous streetwall defined by buildings, active uses, complementary landscaping and pedestrian amenities.

An example where retail buildings are located along the street, and parking is provided behind the buildings.

Source: Google

An at-grade walkway with pavement markings, special materials, and using shy space around planters to delineate the pedestrian way.

Source: Dan Burden

Example of priority parking provided along a street frontage. The UDM defines specific provisions for this arrangement of parking stalls along street frontages.

Source: Dan Burden

Example of a stormwater management bioswale used in a parking lot.

Example of a development with liner shops around a parking garage.

Source: Google

B. Parking

4. Parking and vehicle travel lanes shall not be located within the front setback area; excepting the portions necessary for:
   a. Vehicle entrances;
   b. Priority parking stalls for persons with disabilities, family, or expectant mother parking; and/or,
   c. Drop-offs for civic uses, uses with performance spaces, hotels, and similar uses with high volumes of drop-off arrivals and departures.

The amount of area, and number of spaces, permitted to be dedicated to the above uses shall be determined by the proposal's design merit and function.

5. For commercial and mixed use projects, surface parking may be located beside a building along the primary street frontage provided:
   a. It does not take up more than 30% of the lot frontage or 30m which ever is less; and,
   b. It is no closer to the street than the front of the building; and,
   c. Enhanced parking lot screening as per Section 10-Landscaping & Public Spaces is provided; and,
   d. The parking area should be bounded by buildings on at least two sides as much as is practical.

6. A limited number of parking spaces may be located between the building and the street frontage provided:
   a. The project has more than one building (not including accessory structures); and,
   b. Enhanced landscape screening is provided in a 4m wide landscaped planter bed along the primary street frontage; and,
   c. There are no more than two rows of parking between the front of the main building and the street; and,
   d. At least one pedestrian walkway from the frontage sidewalk to the building entrance must be enhanced with additional landscaping. **DR**

7. On industrial sites, parking may be permitted along a maximum of 50% of the site frontage with the following:
   a. The requirements of UDM Section 10-Landscaping & Public Spaces shall be met; and,
   b. Enhanced parking lot screening which includes double rows of street trees must be provided along the street frontage edge of the parking area; and,
   c. Parking areas may be no closer to the street than the building setback.

Landscape design requirements for parking areas are defined in Section 1-Landscaping & Public Spaces.

8. Each site shall have a single car entrance designated. Additional entrances may be permitted provided:
   a. It is demonstrated to be a reasonable option due to site conditions or use; and,
   b. Design features are used to ensure that potential impacts to pedestrian walkways, and site character are mitigated.

9. Access to parking shall be from laneways where one exists or can be provided, and from the side or minor frontage streets where practical.

10. Where practical, vehicular access to parking areas between adjacent properties should be shared, to reduce the extent of interruption along the sidewalk and the streetscape.

11. Parking areas shall be designed to include direct and safe pedestrian linkages while maintaining pedestrian safety, comfort and access.

B. Parking

12. Paving shall be reduced to the minimum necessary to accomplish site circulation and parking needs with other areas set aside for landscaping, or pedestrian amenity spaces.

13. Gated parking lots shall be designed to prevent traffic queuing onto the street.

14. When head-on parking is directly adjacent to a wall, a 2m landscaped planter bed shall be provided.

15. Up to 25% of the parking lot may be designated and configured for compact car parking stalls. These shall be appropriately signed.

16. Parking structures shall:
    a. Be lined with habitable floor area with a minimum depth of 7m along window street frontages (This is only required along the ground floor level); or,
    b. Integrated into the design of the building for the use it is serving while providing visual interest along street frontages.

17. Parallel parking spaces shall be bounded by curb bulb-outs with the following characteristics:
    a. These shall extend out to the edge of the parking space;
    b. These should not be included on public roads unless specifically required or approved by the Town;
    c. On private streets, no more than six parallel parking stalls may be arranged in a row without a bulb-out as per the above; and,
    d. Landscaping should be included in these where practical.

An example where the parking lot area is no closer to the street than the building setback. The UDM requires additional landscaping to what is shown in this image. Source: Google

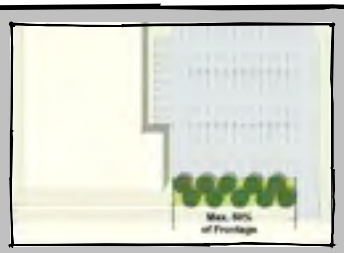
A large commercial centre whose parking has been divided into a number of smaller areas. Source: Google

Image of landscaping and pedestrian infrastructure located within a parking area as may be required by the UDM.

Source: Peter French

Example of an aesthetically appealing approach to providing pavement markings.

Source: Peter French



Drawing of maximum parking area permitted along street frontage for industrial sites.

C. Structures Fronting a Laneway

1. Structures fronting a laneway should allow for visual connections from within properties to the laneway for safety.

2. Multi-unit residential garage buildings fronting laneways shall:
   a. Be limited to six bays in width;
   b. Have a minimum 3m separation provided between every six garage bays; and,
   c. Include roof pitches that help define separate garage buildings.

3. Laneway building entrances should be designed to encourage pedestrian access.

4. The location and arrangement of structures fronting laneways shall take snow storage and removal into account.

The parking garages fronting the laneway in this residential development are provided in separate buildings, similar to the requirements of the UDM.

Source: Google

D. Arterial Corridors

1. Along all arterial road and highway corridors the minimum building facade height shall be defined by a building mass of two storeys or 7m (not including roof) to provide a more human scaled relationship between the proportions of the street width and building heights: **DR**

Minimum building heights are required along arterial road and highway corridors, to help create a more pedestrian-scaled srteetscape such as in this image.

Source: Ontario Ministry of Energy and Infrastructure

E. Relationship of Uses

1. To avoid unnecessary segregation of uses, developments shall not rely on blank walls and fencing as the primary means to avoid possible negative impacts on neighbours.

2. A combination of landscaping; compatible building massing, façade design and detailing; and, use of public spaces shall be the methods used to reduce negative impacts and transition between developments and neighbouring uses.

3. Buildings groups should be arranged such that they define streets and outdoor spaces, versus a collection of separate development pods. **DR** **IND**

Drawing illustrating sensitive design for site layout. The buildings address the street, do not turn their backs to neighbouring uses; and, the parking area is centrally located.

Building arranged to define common spaces between them, and to allow for direct pedestrian connections. The parking lot serves all buildings and is set to the rear of the site.

Large commercial complex with pedestrian connections throughout and linking to the multiple-unit residential development

Source: Google

F. Site Character

1. To help promote differentiation and character, developments over 1,500 square metres in floor area shall incorporate at least two of the following where appropriate:
   a. Decorative walkway patterning and/ or materials that are different from the public sidewalk;
   b. Public art feature(s);
   c. Decorative wall-mounted or freestanding light fixtures for pedestrian ways;
   d. Decorative metal fencing;
   e. Roll-up or large operable windows and doors adjacent to outdoor seating areas;
   f. Landscaped trellises or other decorative element that incorporate landscaping near the main building entry;
   g. Decorative entry features;
   h. Decorative bike shelter; or,
   i. Decorative street furniture/functional elements.

DR IND

An example of a bus shelter as public art that would meet the sitecCharacter requirements of the UDM.

An example of a decorative functional element.

Source: Nozoomii on Flickr

Decorative design for functional elements such as this curb, planter and grate for a stormwater rain garden, can be integrated into a site to create a unique character.

Site character can be enhanced with amenities such as the unique bike shelter design shown here; with features such as: bike racks shaped as whale tail silhouettes; decorative wood work; and glass block details.

An example of public art.

Source: Amnisiac on Flickr

G. Patios & Dining Areas

1. Patios and dining areas shall be designed to create a compatible and complementary relationship with adjacent streetscapes, building architecture and uses. This includes size and proportion to neighbouring site elements; materials; and landscape design.
DR MUR IND

2. Outdoor dining areas shall be well defined by landscaping and/or decorative metal fencing, and/or other vertical barriers, while still being generally open and visible from public areas. Landscape and fence materials defining the boundaries of these areas shall be no greater than 1.25m in height excepting accent features that may be of greater height. Wood, chain link, or vinyl fencing is not permitted for this purpose.
DR MUR IND

3. Changes in elevation and/or, raised planting beds and planters, may be used to define the edge of a patio or outdoor dining area, provided barrier-free access is maintained and the design is generally fitting with the streetscape.

4. Rooftop patios that are elevated more than 3m above grade should be designed to restrict views to and from directly adjacent residential areas. **DR MUR IND**

Use of trellis and fencing to define an outdoor dining area.

Image illustrating sensitive design of outdoor patio using decorative natural materials and glass to define the space.

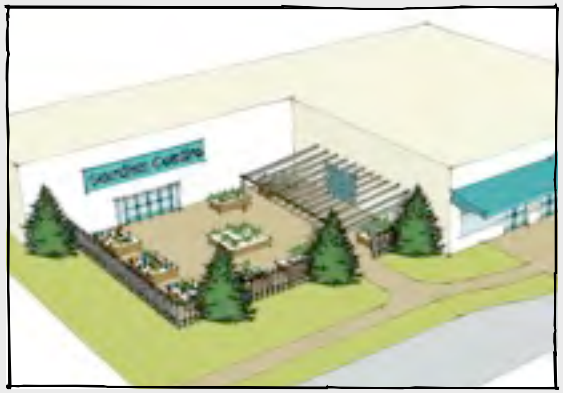
An outdoor dining area defined by fencing and landscaping.

Source: Peter French

H. Outdoor Display & Retail

1. Required parking and loading areas shall not be permitted for use as outdoor display or product retail, including vending machines.

2. Limited outdoor product display and product retail areas may be permitted provided the following are met:
   a. These areas shall be visible and clearly defined from other areas within the site through any combination of:
      i. Landscape treatments such as open colonnades, pergola, courtyards, raised plazas or borders of planting such as low hedges; and/or,
      ii. Architectural or landscape design which defines areas adjacent to building facades or as an extension of a building façade such as overhead canopies and awnings; and, extensions of building components;
   b. These areas shall be raised at least to sidewalk height;
   c. These areas shall not be used primarily as storage;
   d. Fencing around these areas visible from public areas shall be no more than 3m in height and shall be decorative in design.
   e. These areas shall be hard surfaced; and,



Drawing of outdoor display area showing features required by the UDM.

   f. Where such areas face a street and are over 120m^2 they shall:
      i. Include a minimum 2m wide landscaped planter bed on the side facing the street.

3. Small outdoor display areas adjacent to walkways and building facades shall meet the following:
   a. The maximum depth of the display area shall be 3m;
   b. Displays shall not obstruct windows, display cases, or other building openings; and,
   c. Display areas shall be raised to sidewalk height.

H. Outdoor Display & Retail

4. If included in the development, vending machines shall be located in designated areas and should be treated as pedestrian amenities/street furniture fixtures and properly secured or integrated into site or building design. **IND**

Security fencing around a storage/display area that includes landscaping and is of a material that fits with the UDM.

The small outdoor display area here is designed in such a way that it does not impact the pedestrian walkway, or obstruct the display windows as required by the UDM.

I. Industrial Outdoor Display

1. The display of new products produced in, or distributed by, an industrial establishment may be permitted in front of industrial buildings provided:
   a. The display is not the dominant feature of the landscape in terms of total area; and,
   b. The display should be integrated into the landscape and well defined through the use of rockeries, pavers, raised planters or similar decorative features.

J. Open Areas

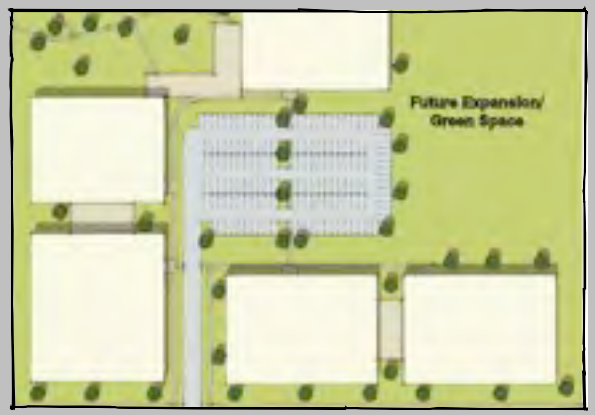
1. Open areas shall be grouped into useable, prominent landscaped areas, rather than equally distributed into configurations of low impact such as at building or site peripheries, or at locations not visible from public areas.

2. Site layout shall facilitate physical and visual access to adjacent or nearby parks, trails, open spaces, water courses, waterfront, and similar public spaces to reinforce their public profile and safety.

The requirements of this and other Sections of the UDM must be considered in their entirety, as they are interrelated.

Outdoor spaces, and views from within buildings shall be arranged and designed to take advantage of amenities such as views of natural features as illustrated here.

By arranging buildings to define outdoor open areas, and combining these, opportunities for future infill and expansion are facilitated.



K. Outdoor Amenity Space

1. Each building shall provide 16m^2 of human-scaled, pedestrian oriented outdoor amenity space. The Downtown Heritage District is exempt of this requirement. **DR**

2. Based on their intended use and occupancies, buildings, or projects over 3,000 m^2 may be required to provide additional outdoor amenity space to create activity nodes.

3. Multiple building projects may be required to combine the outdoor amenity spaces of the various buildings to create activity nodes. These shall:
   a. Be designed as focal features;
   b. Be generally centrally located; and,
   c. May be combined with park land dedication to create central focal features of the project.

4. Outdoor amenity spaces shall be safe, well-designed spaces with necessary landscaping and features, and at practical locations to act as organizing elements, enhance uses, and add to the overall function of the site.

In this example the outdoor amenity space is in the rear of the building, with a pedestrian link through the building to the main street frontage.

Here is an example of an outdoor amenity space that uses landscaping and a structure to define it.

Source: Peter French

Amenity space outside a mixed-use facility, including green space, seating, shade trees. The building is designed to provided visual access to the outside space as well.

K. Outdoor Amenity Space

5. Outdoor amenity spaces shall be combined with other site uses and features to create activity nodes.

6. Large outdoor amenity spaces may be required to be at least partially defined by buildings with active uses fronting the space.

7. Outdoor amenity spaces shall be designed with concern for spatial enclosure to create spaces comfortable for pedestrians as follows:

   a. All sides shall be defined by buildings, landscape features, street trees, or other appropriate means with similar physical prominence (this includes sides open to the street); and,
   b. Where defined by buildings, outdoor amenity space boundaries shall have active uses with windows and pedestrian entrances.

An example where a large amenity space/park has been provided between a group of buildings along a street.

Source: Google

An example of a small outdoor amenity space designed as a waiting area at a business entrance.

This amenity space features public art; seating; decorative pedestrian scaled lighting; landscaping; and decorative pavement to define it.

A large mixed-use project with a central space that may meet the requirements of the UDM relating to outdoor amenity spaces.

Source: Green Street Properties

K. Outdoor Amenity Space

Landscape, CPTED, and Active Transportation requirements should be considered when designing these spaces.

An example of a large outdoor amenity space designed to function as a temporary market/retail space.

Source: La Citta Vita on Flickr

This is an example of an amenity space that is defined by landscaping and information kiosk. This design helps provide some definition of the streetwall along the parking lot frontage and connects the pedestrian walkway in the parking area to the sidewalk. Source: Google

Various structures such as trellises can be used to define outdoor amenity spaces and pedestrian walkways as shown here.

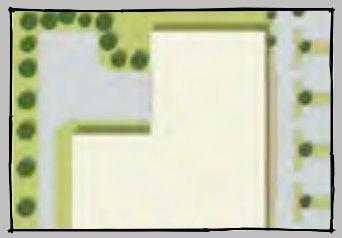
Outdoor spaces can provide privacy while still allowing for visibility and natural surveillance, as in this example.

An example of an outdoor amenity space in a kind of courtyard arrangement for a mixed-use development.

Source: Google

L. Building Service Uses

1. Specifically designated areas shall be provided for uses such as service entrances, delivery and sorting, temporary storage, garbage and recycling, outdoor storage, outdoor work areas, and other similar uses. These shall be:
   a. Located behind buildings;
   b. Appropriately sized for the intended use; and,
   c. Screened from public areas and residential uses to reduce visual, or sound impacts on adjacent uses, as per UDM Section 10-Landscaping & Public Spaces. **DR**
2. Truck maneuvering, circulation, and queuing lanes shall be signed, and marked accordingly on the pavement.
3. Outdoor storage shall only occur within physically-defined areas. **DR**
4. Loading and delivery areas should not be located in a required setback area.
5. Uses shall provide sufficient onsite truck queuing areas as necessary for the expected numbers of trucks. These shall be located behind buildings and screened as practical.
6. Truck maneuvering/circulation areas should be designated to avoid trucks from parking and idling in locations adjacent to residential uses.



Example of the arrangement of delivery/service lanes and loading areas on a site that is screened with landscaping and is behind the building.

M. Restrooms

1. Publicly accessible restrooms may be required for the following:
   a. Trailheads;
   b. Uses intended for outdoor public gatherings; and,
   c. Civic buildings and uses (exempting schools and places of worship).

2. These restrooms should be open to the public during general operational hours of the associated uses.

3. The location of public restrooms shall:
   a. Incorporate CPTED principles by providing for passive and active oversight for security; and,
   b. Be conveniently located near activity nodes.

4. The design of public restrooms should:
   a. Use building style and materials that are compatible with the main building(s) of the project;
   b. Incorporate CPTED principles by providing for passive and active oversight for security, and appropriate lighting;
   c. Integrate such techniques as labyrinth doorways, and selective use of mirrored sight lines, and direct access to stalls from public areas;
   d. Afford convenient access to facilities for both men and women, as well as families, by providing unisex configurations where practical, and/or providing sufficient numbers of gender-specific facilities based on user needs;
   e. Provide grab bars and other appropriate accessibility features for persons with disabilities;
   f. Provide child-friendly fixtures to improve accessibility;
   g. Include hooks, shelves, and similar devices to temporarliy store personal effects for users;
   h. Design stalls to be optimal size and not too large, to discourage illegal activity;
   i. Incorporate baby changing facilities;
   j. Include features that facilitate protection from vandalism and make cleaning and maintenance more efficient, and,
   k. Incorporate environmental features such as low flow toilets and/or waterless urinals.

N. Utilities

1. Switch boxes, transformers, electrical and gas meters, ground mounted air conditioning units, and other above-ground or building-mounted mechanical equipment and utility elements (including antennae or satellite dishes), shall be located away from development entrances, street intersections, public spaces, or the front façades of buildings; due consideration shall be given to locating these where they can provide the necessary service with a balance between economical and aesthetic parameters. **DR** **IND**

2. The items listed in 1. above should be located and arranged so as to appear visually integrated within their particular context by locating them:
   a. At the edges of landscape areas and open spaces;
   b. Back from pedestrian walkways;
   c. At lot lines between properties when this can reduce their visual prominence;
   d. At the edges of buildings; and,
   e. In under-tree locations where practical;

3. Additional landscaping to screen the items listed in 1. above from view from public areas may be required.

4. All utility lines from the service drop to the site shall be underground.

5. Utility cabinets shall be aligned parallel to the sidewalk.

Illustration of screening to obscure views of utility equipment and delivery areas.

6. Utility equipment such as electric and gas meters, electrical panels, and junction boxes should be located in a utility room within the building, or screened from view of pedestrian areas. **DR** **IND**

7. Electrical transformers, mechanical equipment and other similar equipment should be located in and accessed from a laneway where one exists, or can be provided. **DR** **IND**

8. Utilities should be clustered or grouped where possible to minimize visual impact.

9. Utility providers should consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etcetera, when determining appropriate locations for large utility equipment and utility cluster sites.

10. Rooftop equipment shall be screened from view with the façade/roof, not an independent equipment screen. **IND**

O. Lighting

1. A cohesive light plan shall be developed where the quality of light produced, and type of light sources used on the exterior of buildings, signs, parking areas, pedestrian walkways, and other areas of a site, are compatible with, and appropriate to the overall design and use of the site.

2. Lighting of the street system, adjacent walkways, sidewalks, and public spaces shall be functionally appropriate, and properly scaled to increase security and comfort for users.

3. Lighting shall be dark sky compliant, providing full cut off, or cut off, light fixtures; and be designed and located to prevent light from leaving the site.

4. All building entrances, and pedestrian areas shall be lit with pedestrian-scale lighting. Trails may be exempt from this requirement. **DR**

5. Lights provided in special event, and public gathering spaces may be required to be designed to structurally accommodate string lighting, banners and other seasonal elements.

6. Light fixtures and associated hardware attached to the exterior of buildings shall be architecturally compatable with the style, materials, colours and details of the building. **DR** **IND**

The CPTED provisions of the UDM relate to the design of lighting as defined in this Subsection.

Parking lot walkway with decorative bollards that include pedestrian-oriented lighting.

Lighting shall be designed to avoid glare, and light being cast off site or into the sky.

Source: Dan Burden

P. Trash & Recycling

1. Trash and recycling storage and servicing areas should be inside of, or integrated into the building design. **DR**

2. Outdoor trash and recycling enclosures shall not be visible from the main street frontage. **DR**

3. Trash and recycling enclosures shall be located such that they are not visually prominent from activity nodes and public areas such as outdoor amenity spaces, gathering areas, parks, and trail entrances.

4. Trash and recycling enclosures shall be built to house sufficiently sized bins for the intended use, and shall be designed with a wall height that is sufficient to completely conceal bins.

5. Trash and recycling enclosures for multiple-unit residential uses shall allow convenient access for each resident.

6. Trash and recycling receptacles shall include covered tops and sealed bottoms to keep contents dry and pests out.

7. Trash and recycling enclosures shall be constructed to be compatible with the project architecture and materials. **DR** **IND**

8. Enclosure gates shall be constructed of durable materials that screen the view into the trash enclosure. Chain link gates shall not be permitted.

9. Trash and recycling enclosures shall include:
   a. A minimum 3m X 3m concrete pad in front of the enclosure to reduce pavement damage from disposal trucks; and,
   b. Bollards in the rear of the enclosure to avoid damage from the bins when loading and unloading. **DR**

Screening requirements are described in Section 10- Landscaping & Public Spaces.

An example of a trash and recycling area well-integrated into the "back of house" of the building while being visually pleasing.

Source: Peter French

Trash and recycling enclosure that is contextually designed and screened with landscaping.

Q. Campus Design

1. In addition to other applicable requirements of the UDM, industrial, business, and institution parks, shall be arranged and designed to incorporate campus design principles as follows:
   a. Emphasis on all development components recognizable as part of a totally integrated complex;
   b. Integrate a balance of landscape, topography, special features, driveways, buildings, and service areas to create a cohesive plan that is visually open;
   c. Buildings shall be arranged to frame open areas, define pedestrian areas, and relate to neighbouring buildings and the street network;
   d. Trails linking to the Town-wide trail network shall be integrated into the site;
   e. Opportunities for passive recreation shall be integrated where practical on large developments; and,
   f. Design features shall include: common driveways, common parking areas, common signage plan, and common landscape plan, and include a prominent entry/ gateway feature for the entire project that incorporates significant landscaping and signage.

An example of a major pedestrian way in a campus setting.

Source: Brian Lenz

Campus landscape plans shall include passive recreation spaces such as this memorial landscape in a medical services' campus.

Example of a campus design with large pedestrian spaces and landscape features between buildings.

Source: Google

R. Snow Storage/Melt

1. Snow storage/melt areas should be located behind buildings.

2. Snow storage/melt areas shall be designed so as not to negatively impact:
   a. Landscape areas (with particular attention to trees);
   b. Views of buildings and public outdoor spaces from the street;
   c. Transit facilities; and,
   d. Pedestrian circulation routes.

Drawing showing how snow storage can be located on site so as not to impact landscape areas, or other uses.

S. Stormwater Management

1. Stormwater management facilities shall be designed and located as per the following:
   a. With consideration to aesthetics;
   b. To incorporate them as amenities with features such as landscaping, naturalistic SWM pond forms, and natural building materials;
   c. To integrate them with development sites, open areas, parks, trails and tree retention areas;
   d. To integrate Low Impact Development (LID) techniques as much as practical (such as bioswales, on-site infiltration, and rain gardens for example); and,
   e. In campus developments (as described in the UDM) stormwater ponds shall be in locations visible from primary roadways and/or as prominent aesthetic features.

2. Stormwater management facilities shall be designed to limit the number of ponds necessary to serve the development.

3. Stormwater management ponds should be visually accessible. Generally, not more than 50% of a stormwater management pond perimeter should be bounded by the rear or side yards of adjacent development. **IND**

4. Where feasible, stormwater facilities for large parking lots should be integrated into the parking area and designed as aesthetic landscape features.

SWM facilities can be integrated into sites as amenities; other UDM Sections should be referenced during their design.

An example of stormwater management integrated into the streetscape as a landscaped amenity.

Source: Portland Enviro Services

Landscape design of stormwater facility which includes stone walls and trees; adding to the aesthetics quality of the site along the main street frontage.

Example of LID stormwater management that includes bio-retention in the planter strip next to the sidewalk.

Source: Laura Sandt

S. Stormwater Management

5. Structural materials utilized within stormwater facility design must have regard for aesthetics and should utilize stone, natural materials, or other materials that have decorative finishes.

6. Retaining walls for stormwater facilities shall be partially screened with landscaping to provide an aesthetic fit with the overall site design.

7. SWM pond design shall meet the Ministry of the Environment (MOE) requirements that describe how to design SWM pond facilities so that safety fencing is not required.

8. A pedestrian walkway many be required around ponds with a circumference greater than 400m.

Pictured is an example of a walkway design that allows stormwater to enter a planter area as part of a Low Impact Development stormwater management system.

Landscaped curb extensions along a street act as a traffic calming measure as well as a way of reducing the amount of impervious surface in a development as shown here.

7 - Buildings

Purpose

The UDM requirements dealing with building design and architecture provide both specific and broad requirements that direct the design of buildings that will create positive and supportive relationships between them and the public realm. The goal is high-quality design that has evolved from the local context and culture to create livable, functional, safe, and attractive environments.

In addition to the specific requirements of the UDM, the design of non-residential buildings shall meet one of the two architectural themes identified for Collingwood listed below:

a. Traditional Small Town Heritage Style; and,
b. Lakeshore and Mountainside Recreation.

To provide appropriate contextual fit with existing development or neighbourhoods, the characteristics of these themes may be required to be incorporated into new developments.

In addition to the specific requirements of the UDM, the design of individual residential buildings shall meet one of the three architectural themes identified for Collingwood listed below and described in Appendix B: *Residential Architectural Themes*:

c. Local Heritage Style;
d. Lakeshore and Mountainside Recreation; and,
e. Contemporary New Urbanism.

Note: Alternative architectural theme/styles for buildings may be proposed under the provisions for alternative design solutions of the UDM.

Note: Industrial buildings are exempt from these particular architectural themes, but are encouraged to incorporate these in their design.

7 - Buildings

A. Building Placement & Orientation

1. Buildings shall be designed for an urban context directing their primary facades to the street to create window streets. Rather than being simply pushed closer together, as in many suburban developments, buildings must be designed for close siting which facilitates street activity and active transportation, with views directed to the street and public spaces not toward neighbouring sites.

2. Buildings shall be placed at the front setback line, except where the following are provided between the building and the setback line: **DR** **IND**
   a. Public spaces;
   b. Spaces for specifically designed for active uses (such as outdoor dining); and/or
   c. Public amenities such as trailheads and/or outdoor amenity spaces; and/or
   d. Public art.

   Entry forecourts, courtyards, and areas of facade plane breaks are exempt, as are those areas specifically designed for parking arrangements permitted in the UDM.

3. Multiple building developments shall use a combination of building placement, landscaping, outdoor amenity spaces, and other techniques to physically define street walls along front setback lines. With priority given to public streets. **DR** **IND**

4. The length of buildings along street frontages should be maximized as much as practical. **IND**

5. Main entrances shall be visible from, and directly accessible from, the street.

6. Buildings shall be designed and placed so that

Building located at the setback lines.

Source: Google

These building have increased setbacks with outdoor amenity space in the area between the building and the street.

A limited number of parking spaces may be located in between buildings and the street based on specific requirements of the UDM.

Source: Google

7 - Buildings

A. Building Placement & Orientation

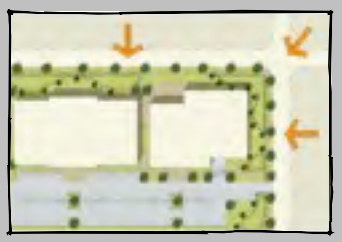
outdoor spaces are created that have clear, useable shapes that are not simply leftover areas between buildings. These spaces shall be designed to be human-scaled and provide pedestrian-oriented amenities. **DR**

7. Breaks in the streetwall defined by buildings shall be limited to those necessary to accommodate pedestrian walkways, public spaces, entry forecourts, permitted vehicular access driveways and parking areas, drop-off areas, and view corridors, or other specific features based on design merit. In these instances, streetwalls may be required to be defined by any combination of: **DR** **RSub**
   a. Additional street trees;
   b. Low walls no greater than 1.5m in height;
   c. Landscaping;
   d. Public art; or,
   e. Decorative fencing no greater than 1.5m in height; or,
   f. Other similarly effective design features.

8. Based on design merit, infill projects may have building setbacks that relate to patterns along the street on which the development is located.

9. Buildings, entrances, windows and activities shall be oriented to relate to the street and public spaces, to establish a coherent

The requirements of Section 6-Site Layout are closely related to these requirements.



Example of a group of buildings located at the front setback line and addressing the corner of the intersection. Pedestrian walkways provide convenient access to the parking in the rear.

The UDM allows for multiple building projects to provide limited amounts of parking between the buildings and the front setback with specific provisions that must be met.

Illustration of buildings placed behind the setback line with amenity spaces along the frontage.

A. Building Placement & Orientation

development pattern that is people-oriented, creates window streets and defines the streetwall.

10. Building design and placement should address sunlight penetration; ventilation; protection from prevailing winds; public views from adjoining structures; and, public spaces so that they maintain their utility.

11. Buildings along Highway 26, north of the Highway 26 and First Street intersection, or south of the Pretty River Parkway and Highway 26 intersection, may be placed behind the setback line to locate limited parking in front of the buildings, provided the following are met:
    a. No more than two rows of parking are located between the building and the Highway frontage; and,
    b. Additional landscaping is provided along the frontage to provide visual interest with, at a minimum, an additional row, or groupings of trees; and,
    c. Parking along the corridor shall be screened from the sidewalk by a minimum 2.4m wide landscaped planter bed to a maximum height of 1.0m.

Corner site with building located at the setback lines of both frontages.

Example of active space provided between the building and the setback line; as permitted by the UDM.

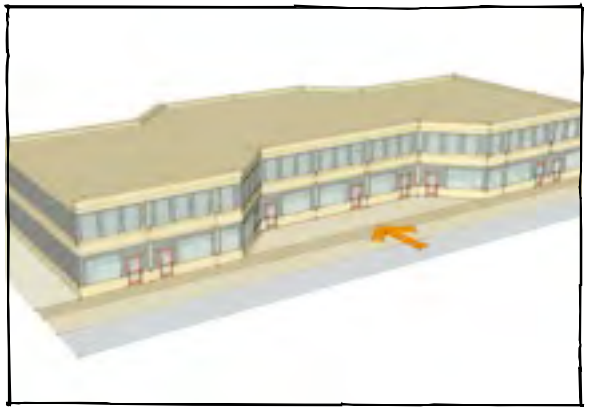
Source: Peter French

B. Building Façade: Streetscape

1. Recessed entries, alcoves, and arcades shall not be more that 50% of the building frontage.

2. Outdoor patio spaces for multiple-unit residential projects which face the street, shall provide sufficient landscape elements to ensure privacy and clear definition of territoriality between public and private spaces.

Refer to the beginning of this Section for the architectural design theme requirements.



Example of a large building with portions set back to reduce visual monotony along the streetscape. The UDM define specific requirements for these instances.

A building facade that successfully uses masonry and brick as required by the UDM.

Commercial/retail building that addresses the street with well defined storefronts and design details that make it appealing to pedestrians.

Source: Google

This building uses varied roof lines, pilasters, and window pattern to break up the lengthy facade.

C. Corner Sites

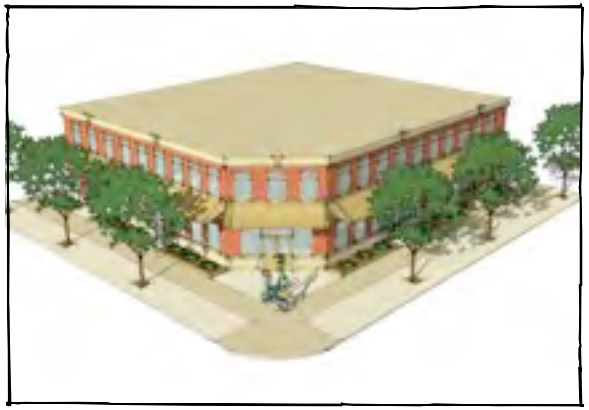
1. Buildings on corner sites shall be located at the setback lines of each street frontage. This does not preclude angled or sculpted building corners. **DR** **IND**

2. Buildings on corner lots that are identified as priority sites shall provide at least two of the following: **DR** **IND**
   a. Special/decorative treatments of pedestrian weather protection as an architectural element at the corner of the building;
   b. A significant decorative corner architectural feature or element that is fitting with the design of the building (such as angled, or sculpted corner design for the building, bay windows, turret, roof deck, balconies, tower element, corner-articulated roof line feature; or other feature to emphasize the corner location);
   c. A corner entrance and decorative landscape feature such as raised planters;
   d. An outdoor amenity space between the building and corner setbacks, of at least 10m^2 in area; or,
   e. A prominent public art element; or, other design feature(s) proposed by the applicant that highlights the priority site.

Non-priority corner sites should provide at least one of these features

3. Buildings on corner sites shall have a consistent parapet that fronts on both streets when appropriate to the architectural style of the building.

The Priority Site requirements of this Section are related to these, and should be reviewed during design.



An illustration of a building that meets the corner site design requirements.

An example of a building that uses architectural features and an angled entrance to highlight the corner location; as would be required by the UDM.

Source: Google

Example of an enhanced corner landscape treatment in a multiple-unit residential development that could meet the requirements of the UDM.

Source: Google

D. Building Groupings

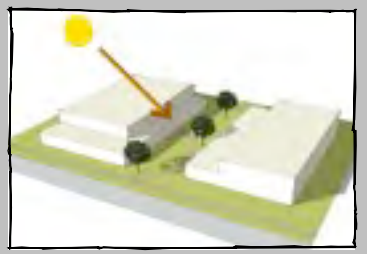
1. Multiple buildings in a single project shall demonstrate a functional relationship with one another and the public spaces of the development, by:
   a. Taking into account micro-climate including:
      i. Daylight and sunlight exposure; and,
      ii. Wind and temperature; and,
      iii. Minimizing the impacts of shadows on outdoor spaces for people;
   b. Minimizing the impacts of undesirable shadows on adjacent buildings;
   c. Creating compatible relationships and access between interior spaces, exterior spaces, and entrances of different buildings;
   d. Arranging buildings to afford both passive and active solar access potential for adjacent buildings; and,
   e. Creating open areas with comfortably scaled relationships between building height and open area dimensions.

2. Outdoor amenity spaces, and public areas should receive direct sunlight for the portion of the day they are intended to be used to maximize sunlight exposure during cooler months.

Buildings shall be arranged on site to define outdoor spaces, and afford pedestrian connections, and to have regard for views into private areas from neighbouring buildings as illustrated here.

Example of a group of buildings designed and arranged to relate to common outdoor spaces andpedestrian walkways.

Source: Google



Building designs and arrangement shall take consideration of sun access for outdoor spaces and adjacent buildings.

D. Building Groupings

3. Within multiple building developments the architecture shall be complementary in style, form, colour, material and roof line.

4. Visual and physical pedestrian links shall be established between buildings that are not located along a street. These links may be accomplished through the use of arcades, trellises or other similar open structures, or landscape features. **DR IND**

5. In multiple-unit residential developments with multiple buildings, indoor privacy between living units should be facilitated with consideration in the design of the entire complex and buildings to specifically address views into residential units from other units within the same development. Techniques such as varied separations, or changes in building orientation and floor plan of units should be considered.

This area is located adjacent to an interior cafeteria and is visible from the inside of the building, with doorways to the outside creating a strong relationship between the inside and outside spaces.

Group of residential buildings arranged around a central common space.

Source: Tunnell-Spangler-Walsh & Assiciates

Wayfinding signage within a larger development as required by the UDM.

Source: Peter French

An example of a large multiple-unit residential development arranges around common outdoor spaces. Source: Google

E. Context

1. Buildings and additions shall be designed to:
   a. Improve the overall streetscape, and public realm and;
   b. Generally relate in scale, materials and design features to the surrounding buildings; and,
   c. Express traditions of Collingwood and the region in their design, materials, and colour.

2. Building design shall respond to the local climate with features such as pedestrian weather protection, overhangs for sloped roofs, facilitating access to direct sunlight, and choice of façade materials.

3. Building design shall incorporate similar, or complementary patterns from existing developments within the neighbourhood, or along the adjacent streetscape where such buildings represent the character and architecture of Collingwood's history, for example: **IND**
   a. Reinforce existing façade rhythm of openings and entrances;
   b. Maintaining alignment of storefronts from contiguous buildings;
   c. Maintaining building heights or subtly graduating changes;
   d. Continuing use of residential porches;
   e. Incorporating similar roof lines; and,
   f. Extending horizontal lines of fenestration and façade plane breaks.

An example of a design that could meet the context requirements as defined in this Section of the UDM.

Source: David Welch

4. Tensile structures shall be reviewed on their own design merit, and to limit impacts to other uses and sites, based on:
   a. Proposed use;
   b. Size; and,
   c. Relationship to neighbouring sites.

The main Alternative Design Solutions provisions of the UDM are described on pages 7 and 8.

5. When compared to neighbouring developments and buildings, the use of significant contrast in building design, and materials can be used to:
   a. Make a project unique for the purpose of announcing the importance of a use;
   b. Provide a focal point within a district;
   c. Highlight a priority site; and,
   d. To create accent along a streetscape.

E. Context

However, significant contrast in these areas is not necessary for creating variety or distinctive projects and when significant contrast and/or significant or multiple deviations from the standards identified by the UDM are proposed, there shall be a clear and compelling design rationale provided.

This shall exhibit how the proposed design will add to the overall order and coherence of the streetscape, district or neighbourhood, beyond just for the purpose of creating random differentiation or for defining mercantile or brand identity in the built form. **IND**

Places of worship incorporating historically appropriate architectural forms are exempt (such as towers; spires; domes; arches; and, minarets for example).

Structures such as the one pictured here shall be reviewed on their own design merit, as per this Section of the UDM.

Source: Peter French

Project designs shall take into account the characteristics of seasonal weather variations.

Source: David Welch

This is an example of a project that exhibits the mountainside recreation architectural design theme as per the UDM

The residential and commercial uses here are complementarily designed, as per the UDM. Source: Canada Lands Company

F. Height and Mass

1. Buildings over 10m in height (of facade) shall incorporate any combination of the following design elements to reduce their apparant mass along the street: **DR** **IND**
   a. Stepping back the building at the fourth storey a minimum of 3m from the front façade; and/or
   b. Setting the building back so that it does not project into a 45 degree angular plane from the street centre line and integrating outdoor amenity space and/or landscaping in the increased setback.

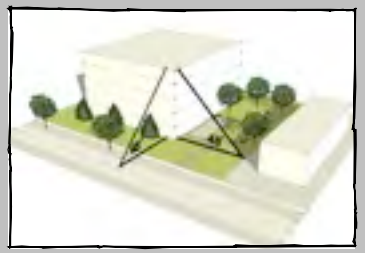
2. Buildings with more than three stories, or 10m greater in height of façade), than adjacent uses shall incorporate any combination of the following design elements to reduce their appearant mass along side yard property lines:
   a. Stepping back the building at the 5th storey a minimum of 3m from the side façade; and/or,
   b. Incorporating specific landscaping to screen views; and/or,
   c. Setting the building, or portions of the building, back so that it does not project into a 45 degree angular plane from the shared property line. **IND** Industrial uses shall only comply with this requirement when adjacent to residential uses; and/or
   d. Other alternative design solutions that effectively reduce the visual impact of these larger buildings along the street (or on adjacent uses) and create building massings that are more human-scaled or compatable with adjacent buildings.

Upper floors of this building are set back, reducing their apparent mass from the street, similar to the provisions of the UDM.

Source: Carl Sundstrom

Upper floors of this building are set back, reducing their apparent mass from the street, similar to the provisions of the UDM.

Source: Google



An option for larger buildings to reduce their impacts on neighbouring sites, is to set the buildings outside of a 45 degree angle plane measured from shared property lines.

G. Building Façade

1. In addition to the specific requirements of the UDM, the design of non-residential buildings should meet one of the two architectural themes identified for Collingwood listed below:

   a. Traditional Small Town Heritage Style; and,
   b. Lakeshore and Mountainside Recreation.

Industrial buildings are exempt, but are encouraged to incorporate these in their design.

2. To provide appropriate contextual fit with existing development or neighbourhoods, or to better meet the characteristics of the architectural themes identified in 1. above, projects may be required to amend their designs with characteristics such as the following:
   a. Brick or masonry detailing;
   b. Building facades incorporating traditional architectural detailing of windows and doors;
   c. Building architecture incorporating distinctive elements such as pitched roofs, timber beams, cedar roofs, masonry, or wood siding;
   d. Building massing that reflect those of heritage buildings within the community;
   e. Specific fenestration details.

3. Facades shall provide visual interest through a

Illustration of large retail store with additional storefronts provided for multiple tenancies to create a more pedestrian-oriented faade.

An example of a building design that successfully fits the context of Collingwood.

An example of a building meeting the Mountainside Recreation architectural theme as required by the UDM.

Example of weather protection provided by a canopy structure that allows sunlight through, and is designed to fit with, the architectural style of the building.

G. Building Facade

combination of windows, entrances, architectural details, projections, and recesses. These elements shall create a consistent rhythm, and express a hierarchy of entrances, and identify individual businesses where applicable.

4. Façade materials should avoid frequent changes, with material and colour changes generally relating to changes in plane, floor plate, and mass, generally maintaining consistent wall material throughout the upper façade areas. **IND**

5. Street front façades shall incorporate pedestrian-oriented lighting. **DR**

6. Weather protection shall be provided along building facades containing retail/ commercial uses, as well as over building entrances. **DR** Industrial projects may limit weather protection to building entrances.

7. All fixed canopies shall be designed to complement the aesthetic and architectural characteristics of the building and streetscape.

8. Canopies shall provide weather protection without blocking visibility of storefronts, obscuring architectural details, or covering transom windows.

9. Canopy roofs should be transparent, or translucent.

10. All sides of a building shall be architecturally designed to be consistent with regard to style, materials, colours, and details. **IND**

11. The design of buildings shall be unique to the site and project, and not corporate, chain, or franchise. Corporate, chain, or franchise architecture may be permitted if the design (or amended design) is determined by the Town to meet the architectural characteristics of

An example of a building meeting the Lakeshore Recreation architectural theme as described in the UDM.

An example of a building which meets the Mountainside Recreation architectural theme as described in the UDM.

An example of a building that combines a variety of facade materials in an alternative contemporary architectural style that could be permitted by the requirements of the UDM.

G. Building Facade

either of the identified architectural styles described in the UDM, or another complementary design/style that is determined by the Town to be suitable to the site and project in question. The only franchise-identifying features should be minor facade details, the company logo, and signage.

12. The Town may require amendments to the design of proposed architecture if it is determined that the design does not fit the Collingwood context by complementing the prevailing heritage and/or recreational and tourism design materials and techniques used throughout Collingwood, and as described in the UDM requirements.

13. Large commercial/retail buildings or shopping centers with multiple tenantcies, and/or multiple uses, shall be arranged and designed to provide storefronts and entrances for each of these along the primary faades of the building as determined approriate and practical by the Town.

14. Building façades shall provide the following levels of transparency with windows and doors on primary ground floor frontages, and frontages containing retail/commercial uses:
    a. At least 60%, (including forecourt and courtyard facing facades);
    b. Display case windows may be used to meet up to 50% of the transparency, provided they are at least 0.5m deep and integrated into the architecture (tacked-on display cases do not qualify); **DR** **MUR** **IND**

15. Upper floors, or areas above ground floor height, must provide a minimum of 25% transparency as measured between finished floor areas. **DR** **IND**

16. In addition to the specific requirements of the UDM, the design of individual residential buildings shall meet one of the three architectural themes identified for Collingwood listed below and described in Appendix A: *Residential Architectural Themes*:

    a. Local Heritage Style;
    b. Lakeshore and Mountainside Recreation; and,
    c. Contemporary New Urbanism.

Note: Alternative architectural theme/styles for buildings may be proposed under the provisions for alternative design solutions of the UDM.

Examples of residential buildings meeting the Mountainside Recreation architectural style requirements of the UDM.

H. Articulation

1. The base, middle and top of buildings shall be clearly defined through the use of materials and design details. **DR**

2. Building façades shall demonstrate a unified appearance with complementary materials and colours. The use of oversized, or out-of-proportion, design elements and building features may not be permitted.

3. Upper floors shall be architecturally differentiated from the ground floor with elements that horizontally articulate the floor, lintel, or sill levels. Techniques used may include:
   a. Highlighting building bases, lintels, sills and cornices with contrasting materials;
   b. Breaking up the mass of the building with architectural details at floor levels;
   c. Stepping back upper floors;
   d. Projections at entries; and,
   e. Differentiation of building massings through plane breaks and/or articulation.

4. Vertical and horizontal façades plane breaks and/or articulation shall be incorporated to provide visual interest for facades greater than 30m in length to break up the apparent mass of the building and to add visual interest.

Subsection 0. Facade Materials should be considered with the requirements of this Subsection.

In this example the changes in materials and use of articulation along the façade make this large building appear more visually interesting and less massive.

Plane breaks in the facade; fenestration changes; and, varied roof lines in this building could meet the standards of the UDM. Source: Peter French

Visual interest is created in this rowhouse with features, such as: various façade projections and recesses; trim detailing; and, roof pitches.

H. Articulation

Buildings shall avoid long monotonous, uninterrupted walls. Offsets, significant recesses, projections, changes in floor level, and variety in building height and masses shall be used to add architectural interest and variety. A combination of techniques should be used to highlight different building masses and provide pedestrian-scaled elements in the façade. Acceptable methods include those that meet the following:

a. Provide visual detail from a pedestrian's perspective;
b. Create visual interest and relief through detailling, cast shadows and highlights;
c. Have, minimum depth and width of façade articulation of 0.75m and 2m respectively if tied to a change in material or colour; or 3m and 4.5m if not;
d. Balconies may be used to meet this standard if they are recessed or projected at least 0.50m, Juliet balconies and others that appear tacked-on to the façade will not qualify unless they employ a design and materials determined by the Town to be suitable based on overall design merit;
e. Create building height variations of a minimum of 2m;

Subsection J. Fenestration is closely related to this Subsection and should be reviewed during project design.

An example of a mixed-use building with balconies provided for upper level residential units.

Multiple-unit residential building with façade plane breaks as is required by the UDM.

Source: Payton Chung

Changes in the façade materials are linked to plane changes in this example.

Source: Peter French

H. Articulation

f. Break down the building into smaller buildings, or façade sections; and/or,
g. Vary setbacks of building masses to provide visual interest and shadow patterns. This articulation of the building shall be a minimum of 2m in depth; and/or,
h. The use of fenestration or material changes to define different building masses.

IND Colour changes may not be substituted for architectural detailing.

5. The use of façade articulation; plane breaks; setbacks; variations of roof pitches; massing changes; and material changes for the purpose of providing visual interest and/or in response to neighbouring buildings shall not be used to falsely give the impression of different buildings within a single building.

Subsection P. Colour should also be consulted during building design.

Building setbacks used to provide visual interest along the street front facade.

Source: Centre for New Urbanism

Rooflines, bay windows, and architectural detailling used to define building masses in this example create a project that could fulfill the requirements of the UDM.

7 - Buildings

I. Entrances

1. Main/primary entrances shall be distinguishable from other façade elements and entrances:
   a. In terms of architectural design, decorative treatments, and/or building massing; and shall be,
   b. Oriented to, and visible from, the street.

2. Large scale non-residential buildings with over 3,000 m^2 of floor area and/or front façades greater than 100m in length shall integrate a prominant entry feature for main/primary entrances (such as, combining substantial roofline modulation with verticle building modulation or architectural features). **IND**

3. Ground floor entrances facing the street frontage or public spaces shall be functional and provide access into the building. Emergency exits are exempt.

4. Pedestrain weather protection is required at all main/primary building entrances. **DR**

5. Every building should provide at least one entrance that does not require passage though a parking lot from the front sidewalk to gain access.

Illustration of a principle entrance which has been articulated as per the UDM.

An example of weather protection provided at building entrances, as required by the UDM.

Source: Google

I. Entrances

6. Theatres, cinemas, schools, civic buildings, and other uses where significant numbers of people are expected to gather or wait outside the main entrance, shall provide a sufficiently-sized gathering space that shall be designed as an outdoor amenity space. Buildings may be located behind the front setback line to accommodate these spaces.

The secondary entrance to this building is highlighted with a vestibule design.

An example of an entrance that does not require pedestrians to cross through a parking area.

J. Fenestration

1. Windows shall be achitecturally compatible with building style, and materials.

2. Dark and/or reflective glass shall not be permitted for use as windows. **IND**

3. Windows and doors shall be proportioned to the size of wall in which they appear and, sufficient wall area and/or architectural features between windows shall be provided to set them apart from each other. Wide mullions may be permitted based on design merit. **IND**

4. Windows shall be well defined within the facade by any combination of the following:
   a. Recessing windows in from the building wall;
   b. Using window trim as highlights; or,
   c. Using projecting sills and/or lintels.

   IND

5. Upper story windows should create a rhythm, either symmetrical or equally spaced, across the façade, and should be aligned with windows and doors on the ground floor including storefronts or display windows as practical. **DR** **IND**

6. Windows shall be vertically proportioned where possible.

7. Upper floor windows to habitable spaces should be operable not fixed. **IND**

8. Transom windows are encouraged in commercial and mixed-use projects if appropriate to the architectural style of the building.

9. The use of clerestories is encouraged for industrial use buildings; other uses that require expanses of facades without openings; and, for portions of facades over the ground floor where there is no habitable floor

Example of a school with a façade using extensive amounts of glazing. This kind of design may be permitted, based on overall design merit and use of the building as per the UDM.

A building's use of extensive glazing to highlight a corner entrance as may be permitted by the UDM. Source: Peter French

In this façade, glazing is used to accentuate the main entrance. Uses such as this, where the extensively glazed area is part of an atrium space within the building are permitted by the UDM.

J. Fenestration

space. Based on overall design merit these may be required by the Town for façades facing outdoor amenity spaces, walkways, or streets.

10. Fully-glazed façades are not permitted and windows shall not span vertically more than one storey. Priority sites, civic buildings, places of worship and industrial uses are exempt.

11. Fully glazed façade sections may be permitted for the following (with no facade with more than 75% glazing in area):
    a. Building portions containing showrooms;
    b. Additions and enclosures;
    c. Atriums;
    d. Sunrooms;
    e. Enclosed courtyards;
    f. Enclosures around gathering areas;
    g. Façades specifically designed to take advantage of views or vistas of natural features such as the shoreline; and,
    h. Buildings for which the glazed façade is part of an integrated sustainability feature that meets the Canada Green Building Council Leadership in Energy and Environmental Design (LEED) standard, or similar recognized sustainability rating system of suitable quality.

K. Blank Walls

1. Blank walls that are adjacent to window streets, gathering areas, parks, outdoor amenity spaces, and pedestrian walkways are not permitted, and their aesthetic character shall be improved with any combination of the following:
   a. Sculpted, carved or penetrated wall surface;
   b. Landscaped planters with significant landscaping that provides visual relief and interest against the majority of the blank wall;
   c. Murals, mosaics and public art of a scale that visually and/or physically dominates the site and reduces the impact of the blank wall;
   d. Display case windows;
   e. Trellises and arbours with landscaping that provides visual relief and interest against the majority of the blank wall; and/or,
   f. Clerestory lights.

Loading, storage, meeting facilities, or other building uses that necessitate large walls without openings and are not adjacent to the spaces identified above (or visible from main site entrances or from the primary frontage) may be exempted.

Public art integrated into the design of a wall; creating visual interest in a location that would otherwise be a negative feature if left as a blank wall.

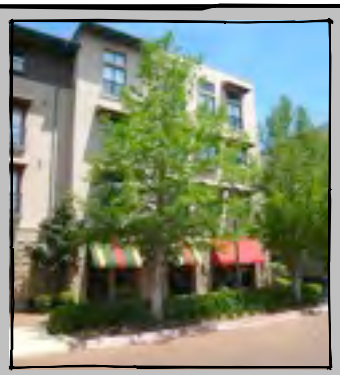
Source: Dan Burden

Display case windows are used in this building to create visual interest along the street, while not allowing views into the building's interior storage areas

L. Mixed-use

1. In mixed-use projects, ground floors shall be designed to be appealing to pedestrians (generally with non-residential uses, such as commercial/ retail, personal service, and restaurant type uses on the ground floor).

2. Separate entrances to upper floor residences shall be provided. These shall be clearly differentiated from non-residential entrances. Live/work projects may be exempt from this requirement based on design merit.



The ground floor uses are differentiated from the residences through the building design. Source: Peter French

An example of a mixed-use project where the ground floor storefronts are well defined and the upper floor residences are differentiated from the retail uses.

Source: Sean Marshall

Drawings of a mixed use project with residential entrance differentiated from the storefronts along the ground floor.

M. Retail Façades

1. Storefronts shall be the most transparent part of a façade. These shall have the following common elements:
   a. Base;
   b. Storefront display windows; and,
   c. Canopy/sign band.

2. Ground floor commercial/ retail, service, office, and restaurant uses shall have large display windows, framed by the surrounding wall.

3. Storefronts shall be defined in a repeated rhythm along the facade to maintain continuity and pedestrian interest.

4. Storefronts shall be integrally designed to be compatable with the entire façade character.

5. Storefront windows should occupy the entire height between the base and the canopy area.

6. Storefronts within the same building shall use similarly sized and shaped windows and doors.

7. Fully openable display windows are encouraged for restaurants, cafés and uses adjacent to outdoor spaces, dining areas, and activity nodes. These may by required if determined appropriate by the Town based on overall design merit.

Photo of clearly defined storefronts along a building façade.

Source: Google

Illustration of storefront elements.

M. Retail Façades

8. Façades with multiple storefronts should have a generally consistent storefront design and materials. This includes:
   a. The size and type of display windows;
   b. Doorway locations;
   c. The design of transom windows; and,
   d. Storefront base height and materials.

Buildings with more than four storefronts may vary elements, but should maintain an overall consistent façade design.

9. Storefront bases should generally be no more than 0.60m height from the sidewalk.

Photo of a transom window.

N. Roofs

1. Façade walls on flat roof buildings shall include a parapet wall (minimum 1m in height), and cornice in the design. **DR**

2. Segments of exaggerated, or out-of-proportion, parapets; sloped roof forms applied at the building's façade; or false façade or roof forms that are applied to a building; shall not be permitted. Roof forms shall be not be considered false forms if they are:
   a. In proportion to the other features of the façade, and overall height and mass of the building; and,
   b. Are integral to the entire roof structure and extend across at least 75% of the roof perpendicular to the façade; and/or
   c. Function to provide cover over atriums, entrances, or other areas where people are expected to gather.

3. Mansard roofs shall not be permitted on buildings of less than four storeys in height.

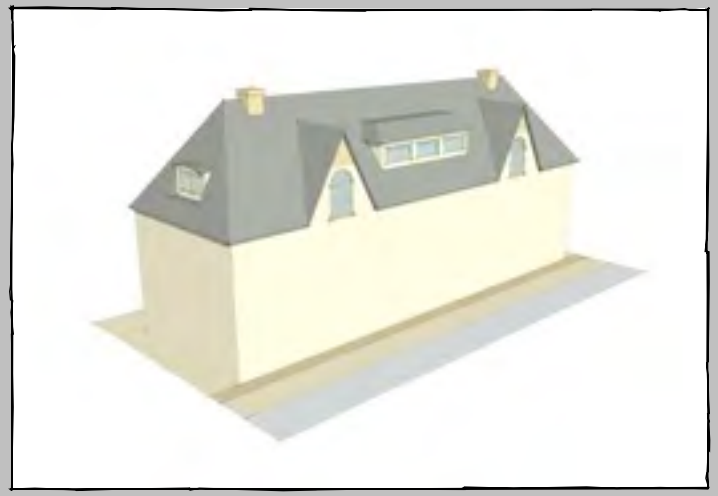
4. Sloped roofs extending 20m or more horizontally shall provide roofline modulation at a minimum of 15m intervals to provide visual interest, with:
   a. A variation of roof ridges both parallel and perpendicular to the street; and/or,
   b. Architectural roofline embellishments that add visual interest, for example: accent gables, dormers, cupolas, clock towers, and other similar elements.

   IND

N. Roofs

5. Flat roofs extending 20m or more horizontally may be required to provide roofline modulation at a minimum of 15m intervals to provide visual interest, with:
   a. A variation of roof or parapet height of at least 0.75m; and/or,
   b. Architectural roofline embellishments that add visual interest.

Illustration of elements that can be added to the design of roofs to meet the requirements of the UDM.



7 - Buildings

O. Façade Material

1. Building materials and colour schemes shall be consistent with the chosen architectural style. Industrial uses may provide less decorative facade materials for non-street frontages, such as concrete and metal siding; provided the front façade material does not transition at the corner, and is wrapped around to the sides.

2. Brick and/or masonry shall occupy no less that 75% of the façade areas on the first two floors. Buildings instituting the Lakeshore and Mountainside Recreation Style of architecture may be exempted. **DR** **IND**

3. Materials such as brick and stone should be left in their natural colours.

4. Simulated materials may be used if determined to have an authentic appearance.

5. The following materials shall not be permitted on exterior walls:
   a. Corrugated fiberglass or plastic;
   b. Asphalt shingles;
   c. Plywood;
   d. Unprotected wood; and,
   e. Concrete (without decorative finishes).

6. Metal siding, decorative concrete, mirrored and reflective materials, stucco, and similar materials may be permitted:
   a. Based on design merit; and,
   b. When used in combination with other materials; and,
   c. When not used as the predominant façade material.

7. Stucco and similar troweled finishes shall:
   a. Be trimmed in wood, masonry, or other material permitted by the Town;
   b. Be sheltered from weather by roof overhangs or other methods; and,
   c. Are limited to no more than 30% of facade areas containing customer or residential entries; and,
   d. Shall not be used below 0.60M above the ground plane.

DR

Based on overall design merit, context and use, materials such as concrete may be permitted as facade materials.

Industrial uses may provide less decorative facade materials for non street frontages, provided the front facade material does not transition at the corner and is wrapped around to the sides.

Industrial projects may use reflective materials on façades as shown here.

P. Colour

1. Architectural colour palletes shall be selected to complement:
   a. First, the local historic context of Collingwood's architecture or one of the architectural themes defined by the UDM;
   b. Second, the context of the immediate neighbourhood of adjacent and surrounding developments on the same block or street section; and,
   c. Third the colour pallete chosen to define the unique architectural style/ character of the building or development.

   IND

2. Colour pallets and patterns associated with a particular corporate identity/image/ branding shall be designed as highlights, similar to signage, and not as the defining characteristic of the building/ development in question. They may be included provided that:
   a. They are not the predominant colour;
   b. They do not define a particular building mass in such a way that it appears as a colour field upon which signage is placed or disrupts the other architectural features, or patterns of the façade in such a way that is uncharacteristic of the overall façade design; and,
   c. The overall color scheme meets 1. above.

   IND

3. Strongly contrasting, intense, bright, and/or day-glow colours shall be used for accent only, and may be used on a maximum of 10% of façade area.

A use of colour that would conflict with the requirements defined in 2b.

Example where branding colour has been used minimally and could meet the requirements of the UDM.

Q. Priority Sites

1. Buildings on priority sites shall incorporate decorative elements and designs for their primary entries and for pedestrian amenities and street furniture, for example: **DR**
   a. Decorative tree grates;
   b. Unique designs for benches and seating fixtures; and,
   c. Etched or stained glass sidelights or transom windows at entrances.

2. Buildings located on priority sites shall use at least one of the following:
   a. Distinctive architectural style that presents a fitting contrast along the streetscape, block, or neighbourhood;
   b. Building elements such as towers; bays; atriums visible from public areas; and other details to emphasize the focal nature of the site/ building(s);
   c. Outdoor amenity space to highlight the priority site; **DR**
   d. A significantly-sized focal feature such as free standing sculpture, fountain, or decorative landscape feature that emphasizes the site as a priority site; or,
   e. For corner sites, rotate the building line to create a diagonal space designed as an outdoor amenity space. **DR**

Section 4- Subdivisions defines requirements for priority sites.

Illustration of a development that uses a variety of design features to highlight its location on a priority site (street end).

Public art can take many forms, and can be used in various ways, such as this example where etched panels are integrated into a screening wall.

Elaborate features such as fountains may be used to highlight priority sites. Designs like this may be appropriate for large public spaces, and intense uses.

A tower feature that could meet the UDM requirements for priority sites. Source: Canada Lands Company

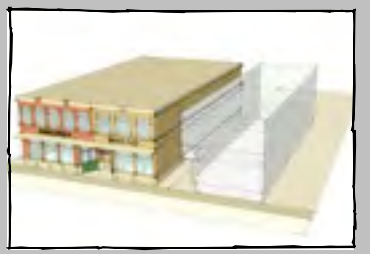
R. Heritage Adjacency

1. Sites with the following characteristics shall be considered adjacent to the Downtown Heritage District for the purposes of the UDM:
   a. Properties on the same block as another property that is designated part of the Heritage District; and,
   b. Properties directly across the street from any property designated part of the Heritage District and/or any property described in a. above.

2. For heritage-designated sites outside of the Downtown Heritage District, new development shall be considered adjacent if it shares a property boundary and fronts the same street as the designated site.

3. New developments shall reflect the architectural characteristics of adjacent heritage buildings and sites in their design by incorporating a selection of the following:
   a. Similar roof slopes;
   b. Similar details such as cornices, and sills;
   c. Similar types of entrance features such as porches;
   d. Similar architectural style and/or materials and/or detailing;
   e. Maintaining cornice lines in buildings of the same height;
   f. Extending horizontal lines of fenestration;
   g. Similar proportion, size and pattern of windows, and doors;
   h. Similar setback or average setback of adjacent properties; and,
   i. Complementary landscaping.

An example of a new construction on the right that addresses the characteristics of the heritage designated building to the left without copying it



This drawing shows the initial considerations for a project design related to the mass and horizontal lines of fenestration from the adjacent building.

S. Residential Standards

COM IND CIV NRSub

The objective of the following standards is the creation of well-designed developments that:

a. Reduce the prominence of garages in the front elevation;
b. Promote pedestrian activity;
c. Create functional and visual diversity;
d. Develop multiple-unit residential forms that are fitting with the community; and,
e. Guide the creation of architecturally varied, and context appropriate, residential streetscapes.

These standards shall be used in combination with the other sections of the UDM as appropriate.

1. The design of individual residential buildings shall meet one of the three architectural themes identified for Collingwood listed below (*see Appendix A: Residential Architectural Themes, for descriptions of specific applicable characteristics*):
   a. Local Heritage Style;
   b. Lakeshore and Mountainside Recreation; and,
   c. Contemporary New Urbanism.

   Additionally, the specific standards defined in this sub-section shall apply to residential buildings.

   Where there is a conflict between the requirements of the architectural theme and the provisions of this sub-section, the building design will be amended to best conform to the defined architectural theme.

   Alternative architectural themes/styles for residential buildings may be proposed under the provisions for Alternative Design Solutions of the UDM. Such alternative design approaches shall meet the specific standards defined in this sub-section.

Façade

2. Brick, masonry, and/or wood siding shall be the predominant materials for residential building facades.

3. Changes in building materials shall be linked to:
   a. Changes in the building form, occurring at wall setbacks or projections;
   b. For horizontal definition; or,
   c. To articulate the transition between the building base, middle and top.

4. The architectural character (i.e., exterior materials, window trims, cornices, etc) of front elevations shall be utilized on all sides of residential buildings.

5. The proportion of rooflines, wall planes and openings shall be consistent with other buildings on the block.

6. Center lines of similar windows shall be aligned vertically, and shall be set within a sufficient area of wall to avoid an overcrowded composition of wall openings.

S. Residential Standards

7. Large expanses of uninterrupted, single material exteriors without window trim, accent features, or other detailing shall not be permitted.

8. Upper floor residential units in multiple-unit residential, and mixed-use buildings shall be emphasized through articulation of the exterior wall; materials; and/or the use of pronounced building elements including bay windows, balconies and dormers.

9. Residential buildings flanking arterial streets, on priority sites, and corner lots shall provide additional architectural detailing on the façades facing these frontages.

10. Upper floor residential units shall have functional balconies with a depth of at least 1.5m and a minimum area of 6m^2.

Roofs

11. Townhouses (attached), and multi-unit residential buildings with ground oriented units shall express these units, and contribute to a residential character for the overall development, through roof forms that express individual dwellings.

An example of a residence designed to meet the Local Heritage Style architectural theme.

An example of a home with the Contemporary New Urbanism architectural style.

S. Residential Standards

12. Residential developments shall create varied and interesting streetscapes with a variety of roof configurations for residences including accent gables, dormers, and variation of roof ridges both parallel and perpendicular to the street.

Public/Private Space Transitions

13. Areas shall be physically defined as clearly public or private, in public view for surveillance or private and protected.

14. Residential uses shall define a clear transition between the public spaces of the frontage street and the private space of a building's interior for example through the use of:
    a. Landscaping;
    b. Grade changes;
    c. Porches (shall be a minimum of 1.5m deep to allow for seating);
    d. Covered entrances;
    e. Forecourts; or,
    f. Other similar features.

15. Entrances to individual residential units shall be visible from the street.

This photo shows a pedestrian walkway and entrance feature for a townhouse development that is oriented toward a central common space.

S. Residential Standards

16. Main entrances to ground floor dwelling units shall be directly accessible:
    a. Off the street or common pedestrian way;
    b. From a common courtyard; or,
    c. A pedestrian frontage walkway for units with laneway access.

Parking and Garage Frontage & Design

17. Townhouses (attached) with garages on the front façade shall have building entrances located at the front setback line.

18. Carports and detached garage buildings shall be designed as an integral part of the development. They shall be similar designed to complement the architecture of the main buildings.

19. Visitor parking spaces serving multiple residence projects shall be located within 200m walking distance, or one block, which ever is less, of the residential units served.

20. Garage doors shall:
    a. Occupy no more than 50% of the front façade width of residential buildings; and,
    b. Not be grouped with more than two garage doors side-by-side on the same façade plane.

21. The roof line of front facing garage(s) shall be

The UDM allows garages to be set forward on the street frontage facade if there is living space with windows or balconies above them.

This garage takes up 50% of the frontage facade and is set at the edge of the covered porch as permitted by the UDM.

Townhouses with garages accessible from a laneway.

Source: Google

S. Residential Standards

complementary to the main roof line of the dwelling.

22. Residences with garages set closer to the street than the front façade of the residence shall provide a covered porch; and/or living space above the garage that has windows and/or a functional balcony facing the street.

23. Side entry garage walls facing the street may be permitted to be closer to the street than the wall containing the main entrance.

24. Side entry garages shall incorporate architectural features, windows, or other details on the street front facade to provide visual interest.

25. Second storeys over the garage which are recessed from the front façade of the garage shall be a minimum of 75% of the garage width.

26. Double-car garages shall use single-bay garage doors.

27. Parking areas for multiple-unit residential buildings shall meet the design standards for parking lots or, be designed as shared space home zones (also known as woonerfs) designed for both pedestrian and vehicle use. These home zone areas shall have the following characteristics:
    a. Continuous brick, pavers, or other distinct and decorative pavement treatment;
    b. Provide visual continuity linking pedestrian and car areas;
    c. Be designed as spaces for use by the residents as well as for automobile parking;
    d. Landscaping that is arranged to reduce vehicular speed to a design speed of maximum 15kmph;
    e. Areas for play;
    f. Signs at entrances indicating the area as a shared space for vehicles and pedestrians;
    g. Intermittent markings for parking stalls;
    h. At least 10% of the area shall be landscaped;
    i. Pedestrian-scaled lighting;
    j. Define specific play areas, and social areas, with physical barriers such as trees, planted islands, and decorative bollards (these may be designed for seasonal removal to accommodate snow clearing);
    k. Parking spaces should generally be at an angle to the direction of travel;
    l. Create an irregular vehicle travel path with curves provided in the vehicle travel lanes;
    m. Features that slow traffic while serving the needs of residents (such as benches, play equipment, landscaping); and, secure bike parking.

A rowhouse development whose facade design provides a variety of features and details to make it visually interesting, and could meet the requirements of the UDM.

Source: Google

S. Residential Standards

Window Streets

28. Each block shall contain a mix of residential elevations with a variety of architectural features and details amongst blocks of single-unit detached residences to create interesting streetscape elevations.

29. End units in townhouse (detached) residential groups shall have windows facing the exterior side yard.

30. Where practical, ground floor units in multiple-unit residential projects should have individual at-grade entrances along the street frontage to animate the street.

31. Identical detached residential unit elevations shall be separated by a minimum of two dwellings.

32. When siting different residential unit types on a street, appropriate transitions should be considered to avoid more than a two-storey difference change in height.

33. The roof lines of single-storey residential units shall create a compatible transition to adjacent two-storey units.

34. For townhouses (attached), the main entrance to each unit shall be accessed directly from, and face, the street.

35. End units on townwhouse (attached) blocks with more than five units shall provide distinctive design features.

36. Townhouses (attached) shall be grouped, to define outdoor spaces and provide visual interest along streetscapes, as opposed to arrangements with large continuous monolithic buildings. Continuous building arrangements shall be limited to a maximum length of eight units.

A development that meets the Contemporary New Urbanism architectural theme as defined in the UDM.

S. Residential Standards

37. Townhouse (attached) units shall each be provided with a minimum of 30m^2 usable rear yard.

38. The elevation of the detached dwellings on a block shall be designed to provide distinctive variation of units while also utilizing common details to visually unite the block.

39. Townhouses (attached) with more than four units in a group shall be articulated to emphasize individual units by using one or more of the following:
    a. Mirroring the elevation of two out of four dwellings;
    b. Providing different building elevations for external units;
    c. Adding a different dwelling design or different scale with variation in number of storeys with varied front building setbacks. The setbacks shall vary by a minimum of 1.5m.

40. To facilitate an urban form that is compact, and creates useable open areas, the Town may determine that a development shall use attached townhouses instead of detached residential units with minimal side yard setbacks. This shall be determined in terms of appropriateness to the context of the street and block where the development is located. In such cases the setback areas shall be aggregated to be used as any combination of the following:
    a. A landscape feature;
    b. Additional units;
    c. Pedestrian connections;
    d. Park space; or
    e. Common area.

An example of the use of two bay doors for a double car garage as required by the UDM.

An example of a veranda on the side of a residence facing a flanking street on a corner lot. This type of added detail is required by the UDM for corner sites.

S. Residential Standards

Cottage Home or Bungalow Court Design

41. Cottage home or bungalow courts are a type of development consisting of freestanding single detached residences arranged around a common, shared courtyard/ open space. The individual buildings are arrayed next to each other with the common open space open to the street. For these developments the following shall be provided:
    a. A central common courtyard comprising of at least 15% of the lot area or 40m^2 per unit, which ever is greater; or;
    b. Each dwelling shall have a private or semi-private yard of at least 10m^2 which may be located in the side or rear yard;
    c. Landscaping shall not be used to separate front yards in the courtyard;
    d. Vehicular access for residential units shall be from a shared parking area to the rear of the development, or from laneways;
    e. At least 50% of the residential units shall be clustered;
    f. Residential units shall be oriented to have their main entrance from common open areas; and,
    g. The common open areas shall be designed as a landscaped outdoor amenity spaces and focal features.

An example of a cottage home arrangement as described in the UDM.

Source: Karen Delucas

An example of a a more dense cottage home arrangement as described in the UDM.

Source: Peter French

S. Residential Standards

Multiple-unit Residential - Mansion Type

42. Small multiple-unit residential buildings (2 to 8 units) shall be designed to resemble large single family, or mansion style houses, or as attached, narrow townhouses. For projects with more residential units, these may be designed to resemble two separate houses attached with a common element such as a common stair. For these types of residential buildings the following design elements shall be provided:
    a. Buildings shall be massed as large houses, composed principally of two and three-storey volumes, characterized by simple rectangular forms oriented to the street with pitched roof forms, each designed to house scale;
    b. The main entrance to each dwelling shall be accessed directly from the frontage sidewalk;
    c. Building elevations shall be designed to provide at least one horizontal and one vertical plane break;
    d. Landscape treatments for the frontage shall accentuate individual unit entrances; and,
    e. Ground accessible units shall provide a minimum of $15m^2$ usable rear yard for each unit.

S. Residential Standards

Multiple-unit Residential - Apartment Type

43. Larger multiple-unit residential buildings shall resemble traditional apartment buildings with a massing form of either "slab", "courtyard", or "podium towers". These shall meet the following:
    a. Access to units shall be provided from a common central internal lobby or foyer, or directly to ground oriented units where applicable;
    b. Primary common entrances shall clearly address the street with large entry canopies, and shall provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building.

44. Mixed-use buildings that incorporate multiple residential units shall generally be designed with non-residential uses on the ground floor and residential uses above. Incorporation of townhouses (attached) as part of "podium tower" form buildings may be required based on the characteristics of the street and adjacent uses.

45. In apartment-type multiple-unit residential buildings all dwelling units adjacent to courtyards must provide transparent windows and/or doors on at least 15% of the façade area.

This multiple-unit residential building is an example that would meet the mansion style requirements of the UDM.

This multiple-unit residential building incorporates architectural features that help it fit the architectural style of the existing residential neighbourhood.

S. Residential Standards

Multiple-unit Residential Common & Outdoor Amenity Areas

46. Multiple-unit residential developments shall have useable open areas for recreation and social activities in a combination of common and private spaces.

47. Common outdoor open areas shall be provided at a rate of 10m^2 per unit and be designed to provide recreation, and play spaces, for residents of the development. These spaces shall:
    a. Include seating;
    b. Include shade trees;
    c. Be easily visible and centrally located to as many residences as possible;
    d. Provide pedestrian connections to residential units; and,
    e. Have pedestrian access to the street.

48. Multi-unit residential developments over 15 units shall include a children's play area. This shall be incorporated in the design of common outdoor areas.

49. All ground-floor living units for multiple-unit residential buildings shall have private open space attached and accessible from the unit with a minimum size of 15m^2. This area should be partially screened from neighbouring units and uses.

Multi-unit residential focused on outdoor common area.

Source: Google

Example of a multiple-unit development that uses a courtyard form.

Source: Fitz Gerald Associates Architect:

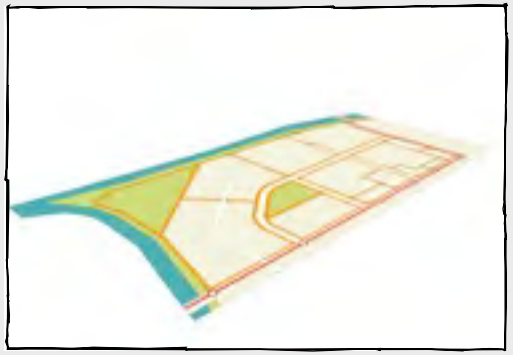
8 - Active Transportation

Purpose

An integrated network of active transportation options and supportive development patterns have many benefits directly affecting the health of the community, reducing infrastructure costs, reducing sprawl, as well as helping to reduce traffic congestion, and air pollution.

The following active transportation oriented requirements are intended to elevate the needs of pedestrians, cyclists, and mass transit to a state of balance with automobile use as a mode of transportation.

This is in recognition that all means of transportation are equally important, and therefore need to be given equal consideration in the planning, design and construction of new developments. Primary consideration is the transportation of people, not cars, and provision of the necessary infrastructure to achieve this.



8 - Active Transportation

A. Pedestrian Circulation

1. Developments shall provide necessary infrastructure for pedestrian accessibility to support safe and convenient movement of people.

2. Applications that create barriers of unsafe, inconvenient, and unpleasant conditions for walking and cycling through overly auto-oriented development patterns, site layouts, and architecture may be required to be amended accordingly to remove these barriers.

3. Sites shall incorporate a pedestrian path network that links uses to each other and permits pedestrians to move in as straight line as practical to their destination. Pedestrian linkages shall specifically be required between the following:
   a. Transit stops;
   b. Sidewalks;
   c. Trails;
   d. Building entrances;
   e. Parking areas;
   f. Amenity spaces;
   g. Public gathering areas; and,
   h. Parks and open spaces.

DR

4. Internal circulation patterns shall allow for logical movement throughout the site that will accommodate, and not preclude, intensification over time. **DR**

5. All projects shall connect the on-site pedestrian circulation system to the off-site public sidewalks; and the trail system where present. **DR**

6. Multi-unit residential developments, and residential subdivisions shall incorporate pedestrian connections to adjoining residential, recreational, open space, and commercial uses as practical.

Section 6-Site Layout should be closely considered when designing active transportation elements.

In this example, pedestrian walkways are included between rows of houses, to provide enhanced connectivity to the park at the north end of the block.
Source: Google

Example of truncated domes used at a pedestrian crossing to indicate transition from the sidewalk into the street crossing.

Source: Dan Burden

An example of the use of different materials to highlight the pedestrian crossing.

Source: La Citta Vita on Flickr

8 - Active Transportation

A. Pedestrian Circulation

7. Pedestrian ways and connections shall be designed to be convenient, comfortable, safe and easily navigable, continuous and barrier-free. All pedestrian ways shall meet the following:
   a. Be clear of obstructions, maintaining a minimum 1.5m wide passageway and 2.4m clearance above grade;
   b. Be slip resistant;
   c. Be unobstructed and without unnecessary meanders around built obstacles such as mail boxes, street lights, utility poles, seating, and street furniture;
   d. Be hard surfaced (hard-packed gravel may be permitted for walkway surfaces in areas adjacent to natural areas);
   e. Appropriate accessibility components and design for persons with disabilities shall be integrated into the overall pedestrian circulation system including ramps and sight assistance strips and textured edges at grade transitions and street crossings for example;
   f. Where stairs are used, a single stair should be avoided, a minimum of three steps should be used to clearly signal the change in grade;
   g. Stair design shall incorporate visual signals to indicate stair treads and edges;
   h. Be distinct from vehicle lanes;
   i. Provide/maintain continuity of pedestrian ways from adjacent and/or existing ways;

The UDM requires specifically designed pedestrian areas adjacent to main entrances of developments; similar to what is shown here.

Source: Dan Burden

In this photograph, the pedestrian walkway takes priority to the vehicle entrance.

Source: Dan Burden

A. Pedestrian Circulation

j. Be raised to curb height where practical; and,
k. Generally have shade by day, light by night.

8. Senior housing projects, hospitals, medical service developments, and schools shall provide 3m wide pedestrian ways (excepting sidewalks along public streets).

9. Pedestrian and vehicular crossings on-site should be minimized as much as practical. **DR** **RSub**

10. Fully-accessible pedestrian ways shall be provided to the public sidewalk from: **DR**
    a. Main building entrances; and,
    b. Should also be provided for all building emergency exits.

11. All streets and major entry thoroughfares for developments (as per UDM Section 3-Streets) shall provide sidewalks on both sides as per the following:
    a. The alignment of the sidewalk shall remain straight along the street;
    b. Sidewalks shall be separated from adjacent streets by landscaped boulevards with street trees (where right-of-way permits).

Laneways are exempt from this standard.

12. Sites along the highway corridor may substitute walkways or trail connections for sidewalks based on location and as approved by the Town. Industrial/business/institutional campuses may provide sidewalks on only one side of the street based on design merit and overall pedestrian infrastructure network proposed.

Pedestrian access and safety is improved in this location with: a. the use of curb extensions to reduce crossing distances and traffic speeds; b. sidewalks; and, c. a pedestrian scramble at the main park entrance. Source: Google

Concentrating amenities such as the refuge island and curb extension make this busy park entrance more pedestrian friendly.

Source: Google

The UDM requires pedestrian walkways which connect building entrances as shown here.

8 - Active Transportation

A. Pedestrian Circulation

13. For non-residential uses, walkways should be provided outside of all main and secondary entrances and around buildings to link these.

14. The primary method to create physical barriers from moving vehicles for pedestrian areas shall be trees with landscape beds, and/or raised planters. Decorative bollards, pavement markings, and signage shall be used as secondary methods only upon approval of the Town.

B. Enhanced Pedestrian Connections

1. Pedestrain ways shall be provided in the following circumstances to create continuous pedestrian connections:
   a. Through all cul-de-sacs;
   b. At mid-block locations to transit stops in all residential subdivisions if no direct way is provided through the sidewalk system;
   c. To existing, or proposed trails adjacent to the proposal;
   d. At mid-block locations connecting streets on either side, for blocks that are over 300m in length;
   e. At mid-block to connect to arterial or collector streets if walking distance to these streets is greater than 400m; and,
   f. To all adjacent uses at intervals no greater than 400m along the circumference of the project as practical.
2. Specific pedestrian connections may be waived if the applicant has demonstrated, that this is impractical or unsafe due to:
   a. An exceptional circumstance such as topography, or the presence of protected environmental areas; or,
   b. The characteristics of the adjacent use or potential use.
3. Required pedestrian connections shall be aligned with street ends, laneways or other pedestrian walkways where practical.
4. Required pedestrian connections shall be designed to meet the requirements of UDM Section 10-Landscaping & Public Spaces.

A pedestrian connection through a large development, connecting through the development block.

Pedestrian connection provided between buildings. The UMS requires these to include shade trees.

C. Pedestrian Amenities

1. Street furniture shall be integrated into site design as pedestrian amenities along sidewalks and pedestrian ways. The type, location and design of chosen amenities shall contribute to a well-balanced mix of features along the pedestrian way based on the location, type of walkway, intended use and expected number of people; and shall be located to provide amenity while also ensuring a barrier free and uncluttered visual environment.

2. Pedestrian amenities appropriate to the size, type and occupancy of the use shall be provided at main building entrances, and gathering areas.

3. Sufficient outdoor space for people to wait and provide safe transitions for pedestrians leaving buildings and entering parking and/or sidewalk areas shall be provided, based on expected pedestrian traffic. The use of bollards as protective devices in these locations shall:
   a. Include decorative bollard designs; and,
   b. Be combined with landscaped planter beds or raised planters.

4. Neighbourhood mailboxes shall be integrated in the community as important amenities where people socialize, locating them at park spaces, trail entrances, trailheads, or other public gathering areas to create activity nodes.

5. The design treatment for neighbourhood mailboxes shall reflect the level of use and exposure they are expected to receive; this shall include;
   a. Trash and recycling containers;

Pedestrian amenities shall be located at appropriate location through developments to facilitate safe and convenient pedestrian movement, and to enhance the active transportation network.

Example of a mid-block pedestrian connection that links to a mass transit stop.

Source: Google

C. Pedestrian Amenities

b. Enhanced landscaping;
c. Hard surface pavement;
d. Low intensity security lighting when necessary; and,
e. Structures and enclosures to provide weather protection over the mailboxes and adjacent areas for pedestrians.

6. For retail developments that include a transit stop, a location to securely store shopping carts shall be provided. This must be designed to secure at least 5 carts, and prevent them from rolling into the street or pedestrian ways.

CPTED principles should be considered throughout the design process for pedestrian amenities.

An example of weather protection provided over a pedestrian walkway through a large parking area.

Source: Margaret Gibbs

An example of a mailbox area provided with weather protection because it is attached to a community storage building.

Source: Peter French

A trellis structure, notice board, and trash and recycling containers make this area for neighbourhood mailboxes more functional.

Pedestrian connections in a multiple-unit residential project that incorporates significant landscaping and decorative pavement material.

Source: Google

D. Street System

1. Street corners may be required to incorporate curb extensions to provide increased pedestrian space; safe refuge for pedestrians while waiting to cross the street; reduce street-crossing distances; and, opportunities for street furniture.

2. Sight triangles shall be kept free from visual obstructions to facilitate safe vehicle and pedestrian movements.

3. Trail crossings of arterial streets, shall incorporate any combination of the following as determined appropriate by the Town:
   a. Advance stop bars in the thoroughfare;
   b. Pedestrian crossing signal lights;
   c. Visible and easily accessible pedestrian-actuated signal buttons or automatic actuation devices;
   d. Appropriately designed sidewalk ramps that face directly to corresponding ramps across the street;
   e. Curb extensions and refuge islands;
   f. Signage;
   g. Countdown lights signaling remaining crossing time;
   h. Audible crossing signals; and,
   i. Other safety enhancement features determined appropriate and effective.

4. There shall be minimal or no change in the elevation of sidewalks across private access driveways.

Countdown signals make street crossings safer for pedestrians.

Curb extensions, ramps, and tactile markers make this corner safer for pedestrians.

Source: Google

D. Street System

5. Where vehicle entrances cross sidewalks, advanced stop bars shall be provided on the site exit lane to improve pedestrian safety. **DR** **MUR**

6. Pedestrian crossings shall be delineated at vehicle entrances. **DR** **MUR**

7. Specific safe routes to schools shall be defined in residential subdivisions, and projects that form a link along a safe route to school. These shall be enhanced along their entire route with at a minimum the following:
   a. Marked pedestrian crossings;
   b. Signage; and,
   c. Other pedestrian safety features and amenities as determined appropriate and effective by the Town.

Specific safe routes for school children are required in new residential developments.

Source: Dan Burden

Section 4- Subdivisions should be considered when designing safe routes to schools.

E. Parking Areas

1. Pedestrian walkways shall be provided through all parking areas. These shall meet the following provisions:
   a. Shall provide dedicated pedestrian walkway access throughout the entire parking area;
   b. Be raised to sidewalk height. Lots with less than 100 parking stalls may utilize at-grade walkways based on design merit and use of enhanced markings;
   c. Include clear surface markings to define pedestrian ways which provide clear and distinct visual identification along the entire walkway, using different paving materials such as concrete; inlaid pavers; or painted patterns;
   d. Include sight assistance strips at all grade transitions; drive lanes; and, street crossings; and,
   e. Utilize shy spaces around planter strips and raised planters to provide refuge areas and safe travel routes for at grade portions of pedestrian walkways.
2. Pedestrian walkways in parking lots shall be provided as follows:
   a. Pedestrians shall not be required to cross more than one pair of vehicle drive lanes to access a walkway; and,
   b. Parking stalls shall be a maximum of 24m from a pedestrian walkway.

An alternative arrangement with walkways surrounding parking area.

Source: Google

Planter islands, shade trees and pavement materials are used in this parking lot to define a dedicated pedestrian walkway through the parking area.

Pictured here is a raised walkway through a small parking lot. The walkway runs along a series of planter islands.

E. Parking Areas

3. The arrangement of parking areas, primary maneuvering lanes, and main building entrances shall be designed to reduce the number of pedestrian/vehicle conflict points necessary for people to access the building. Site enhancements to reduce these conflicts may be required.

4. Pedestrian crossings at major entry thoroughfares, and primary circulation lanes in parking areas shall be required to include combinations of the following:
   a. Pavement markings;
   b. Decorative bollards;
   c. Decorative landscape elements and raised planters;
   d. Raised walkways across speed tables;
   e. Decorative concrete or pavers.

The diagonal walkway in this photo provides a link between a main pedestrian route to a building entrance, while also providing a safe walking environment through the parking area.

Source: Google

Use of pavement markings and shy distance around planters to create a safe travel route for pedestrians in a parking lot.

F. Trails

1. The trail system in Collingwood consists of a comprehensive trails network that includes the regional Georgian Trail, and a series of multi-use community trails. Additional trails, connections, and public accesses shall be required in new developments to link together:
   a. Local points of interest;
   b. Open space amenities;
   c. The waterfront;
   d. Adjacent land uses;
   e. Civic institutions;
   f. The regional trails network; and to,
   g. Create and/or maintain connections between trails and streets;
   h. Create continuity of the active transportation network;
   i. Provide connectivity through developments for pedestrians; and,
   j. To provide connections to the trail system from the development.
2. Large projects may be required to provide active transportation connections through adjacent open areas; across water courses; or through parks, if the Town determines there is a need to provide additional trails and infrastructure to support the active transportation demands for their intended use.

There are various surface treatments that may be included in the trail sections, depending upon their use and location; such as the boardwalk shown here. Source: Peter French

Extra wide sidewalks may be required for active transportation corridors for bike and pedestrian use, as shown here, and along First Street. Source: Ontario Ministry of Energy and Infrastructure

F. Trails

3. Entrance points to the trail system from the street shall be marked with Town-approved wayfinding signage.

4. Projects shall be required to provide extra wide, 3m sidewalks, along arterial streets and corridors where these are being developed/ used as combined bike and pedestrian ways for active transportation (such as along First Street for example)

G. Bicycle Circulation

1. Infrastructure shall be designed to enhance and increase access for cyclists (bike ramps on staircases; and, cycling oriented signage for example).

2. Storm sewer grates shall be designed to provide for safe crossing by bicycles and wheelchairs.

3. Bike ramps shall be provided on all stair cases linking outdoor public areas so that cyclists may walk their bikes over these obstacles.

4. Bike racks shall be located at play areas, parks, and trailheads, as well as at other locations as per the Zoning By-law requirements.

5. To facilitate active transportation in the community, multiple-unit residential developments shall provide storage specifically designed for long term all season bicycle storage, at a rate of two spaces per unit. These spaces shall be ground-floor accessible.

6. To support active transportation, all workplace settings/buildings with 20 employee/occupants or more, shall provide:
   a. Long term secure bike parking for employees; and,
   b. Are encouraged to provide change rooms and showers, at least one unisex facility.

An example of covered bike parking.

Source: Dustin White

Bike parking located adjacent to a main entrance and visible from inside the building. The bike rack is also located to provide clear pedestrian movement along the walkway.

The bike parking is properly located outside of the pedestrian way.

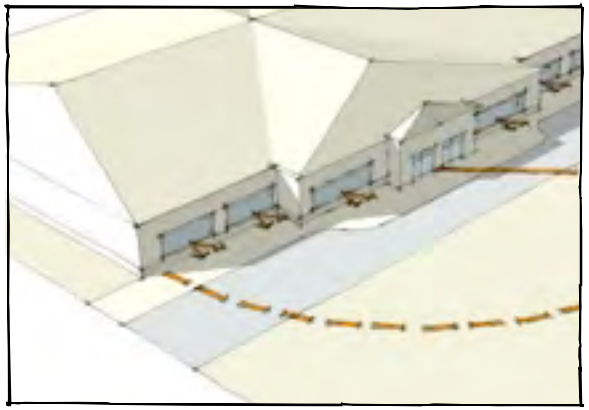
Source: Dan Burden

G. Bicycle Circulation

7. Bicycle parking and storage spaces shall be maintained exclusively for the use for which they are required.

8. Bicycle racks shall be located to provide convenient and attractive bicycle parking that is:
   a. Within 15m of primary building entrances;
   b. Protected from the weather, by a shelter, structure, building or architectural element (when determined by the Town to be supporting a short-term parking use, a shelter for weather protection may not be required; and,
   c. Visible from the interior of the building.

9. Bike parking shall be designed to allow both the frame and wheels of a bicycle to be locked.



To facilitate use, the UDM requires bike parking to be safe and convenient, by requiring cover, and by being located within 15m of the primary entrance and visible from within the building.

Bike ramps installed along a stairway to assist cyclists.

Source: Kathy Eiseman

Example of covered bike parking as required by the UDM.

Source: Ontario Ministry of Energy and Infrastructure

H. Transit Circulation

1. Transit stops shall be located as close to building entrances as practical, and visible from the interior of the building.

2. All transit stops shall provide:
   a. Protective cover from the weather with approved shelters;
   b. Seating;
   c. Wayfinding signage; and,
   d. Concrete landing pads to improve accessibility for users of kneeling buses.

3. Uses shall be combined and located close to transit to provide visual oversight, and generate or attract a high percentage of riders.

4. To accommodate the intended number of users, additional transit stops, or transit facilities with greater capacity and amenities, may be required on developments intended to attract large numbers of people (such as performance spaces or destination parks, mixed-use projects/districts, large shopping complexes, business/ industrial/institutional campuses or large employment centres).

5. Areas where motorists, can drop off passengers may be required at the following locations where practical:
   a.Transit facilities;
   b. Mixed-use developments;
   c. Schools; and,

The UDM has specific requirements associated with transit facilities, such as proximity to building entrances, and wayfinding signage, as shown here.

Source: Stephen Filanowicz

Pictured here is a site arrangement which successfully combines a drop-off area, parking, priority parking spaces, pedestrian walkways, and landscaping.

Bus shelter located to provide a clear pedestrian way along the sidewalk and include shade trees for sun health.

H. Transit Circulation

d. Uses intended to attract large numbers of people (such as performance spaces, meeting spaces, civic buildings and uses, destination parks, performance spaces, large shopping complexes, business/ industrial/institutional campuses, or large employment centres).

6. Priority parking designated for para-transit parking and/or drop-off areas may be required for:
   a. Mixed-use developments;
   b. Multiple-unit residential developments over 30 units;
   c. Public parks and gathering areas; and,
   d. Theaters, cinemas, civic buildings, places of worship, and other uses where significant numbers of people are expected to gather, wait, or participate in events.

7. Intermodal connections shall be facilitated with the location and orientation of site features and uses.

8. Improvements to existing, and/or new transit stops, may be required of developments.

Section 6-Site Layout should be considered in combination with the requirements listed here.

8 - Active Transportation

I. Wayfinding

1. A wayfinding system may be required to help direct pedestrians and improve accessibility, and legibility, of the development and evolving built environment.

2. Wayfinding systems shall include combinations of landmark features; indoor and outdoor signage; kiosks; imprinted and surface pavement markings; urban Braille; landscape and public art as landmarks; interpretive signs; and plaques, as appropriate

3. Wayfinding systems shall be developed as multidimensional environmental graphics systems designed to integrate into the project as opposed to just signage systems.

4. Wayfinding signage shall use combinations of forms, materials, universal symbols, tactile lettering, contrasting colours and fonts in sizes and type that are easy to read and appropriate for the intended use and location while avoiding visual clutter and creating an easily-understood and orderly information system.

5. Information signs, and interpretive plaques or kiosks, shall be provided at heritage-designated and environmentally-protected sites. The location should not obstruct any significant views or hinder the character of the area.

6. Wayfinding signage shall be included along streets to indicate the location of trail access points, transit stops, parks, and access points to the shoreline.

Through careful arrangement, and as part of a cohesive plan, functional features can be integrated into a wayfinding system (such as the sculptural signal light shown here).

Source: Heather Bowden

An example of an interpretive sign identifying a site of heritage significance.

8 - Active Transportation

I. Wayfinding

7. All interpretive and wayfinding signage shall be designed and manufactured to be made of durable materials with a long lifespan that require minimal maintenance.

8. Interpretive signage shall be designed and installed to convey information that is:
   a. Visually interesting in presentation;
   b. Easily legible;
   c. Integrates graphics where appropriate; and,
   d. Is physically accessible for youth, persons with physical impairments, and persons with visual impairments by including Braille and designing signage to be read from a wheelchair for example.

Example of different signs that are part of a well-designed wayfinding signage system.

Source: Winnipeg Trails Association

The decorative walkway pavement material, and the information kiosk shown here are examples of features that can be part of wayfinding programs as is required by the UMD .

Source: Google

9 - Car-oriented Commercial

Purpose

Car-oriented commercial establishments are those that provide or dispense products or services, through an attendant or automated machine, to persons remaining in vehicles that are in designated lanes and/or sites specifically intended for the sale, service or maintenance of vehicles.

The following design requirements are intending to reduce the negative impacts of these uses, and enhance public streets and overall livability where they are located.

9 - Car-oriented Commercial

A. Car-oriented Commercial

1. Automobile queuing lanes shall be located at the side or rear of buildings.

2. Drive-through queuing lanes shall be physically separated from parking areas with a 1.5m landscaped planter bed that includes sufficient landscaping to screen views to a maximum height of 1m.

3. Adequate queuing distances, based on expected use, shall be provided to prevent vehicle traffic from blocking streets, pedestrian ways, or onsite circulation.

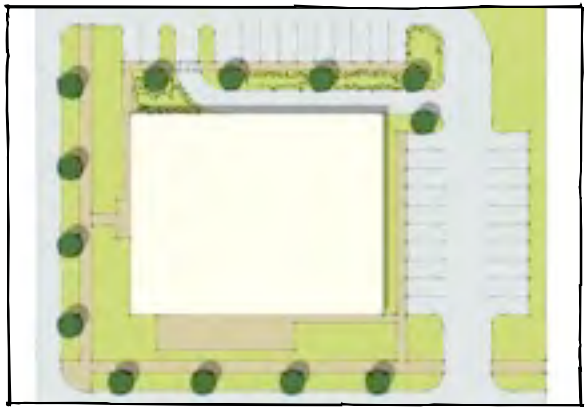


Illustration of drive-through lanes located behind the building as is required by the UDS.

This photo shows a landscaped planter bed separating the parking area from a drive-through lane as required by the UDM.

An auto-oriented use with a sensitive design treatment that makes it more visually appealing.

Landscaped planter bed separating a drive-through bank teller from the parking area, and vehicle travel lanes.

B. Display Lots

1. The storage areas for vehicle inventory, and vehicles being serviced, shall meet the landscape requirements of parking lots relating to screening.

2. Vehicle displays should be located no closer to the street than the required building setback.

3. Buildings on vehicle sales sites may be set back from the frontage setback line to allow up to 2 rows of parking and or vehicle inventory between the building and street. In such cases an enhanced pedestrian walkway shall be provided from the sidewalk to the building entrance.

4. Display areas along the street frontage may be raised up to a maximum of 2m above grade, provided these areas include:
   a. Special landscaping treatments to highlight the display area;
   b. Task-specific lighting; and,
   c. The maximum frontage dedicated for these raised vehicle display areas shall be 50%, with a total maximum frontage display area of 75% (all remaining frontage areas shall be landscaped to enhance the aesthetic quality of the streetscape).

Section 10- Landscaping & Public Spaces should be referred to when designing these display areas.

Drawing of display lot with raised display areas as is permitted in the UDM..

Photo of a raised vehicle display area as is permitted in the UDM.

C. Automobile Canopies & Bays

1. Drive-through, car wash and service bay structures shall be the minimum height necessary for their intended use.
2. These structures shall be compatible in design and materials with the architectural elements of the main building.
3. The primary street frontage shall not be dominated by the drive-through canopy or bay component of the development.
4. Multiple bays for drive-through, car washes, or service facilities shall provide architectural or landscape features to provide a visual break separating every three bays.
5. Canopies shall be no closer to the street than the main building. Drop off areas as defined in the UMD are exempt.
6. Columns supporting canopies should be of sufficient thickness to portray a visual sense of strength and balance.

The lighting requirements of Section 6-Site Layout should be referred to when designing these canopies.

Drive-through canopy designed with a roof pitch similar to the building it is attached to.

A large drop-off in a hotel/ resort complex in front of the building that includes significant areas for landscaping.

Source: Google

Vehicle canopy that uses the same materials as the building so that it is more aesthetically fitting.

10 - Landscaping & Public Spaces

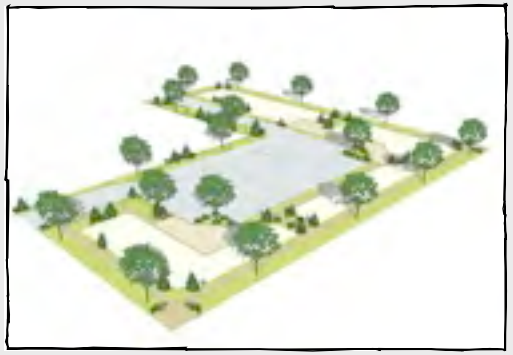
Purpose

The purpose of landscaping is to: add visual interest; define pedestrian zones; distinguishing private and public realms; delineate different spaces and use areas on site; contribute to comfort and health of users; provide visual screens and buffers for incompatible uses; define the streetwall; and provide environmental benefits associated with air and water quality and habitat protection.

The relationship between landscaping, paths, activity nodes, and public parks, outdoor spaces, buildings, parking areas, and open spaces needs to be taken seriously in the design of new developments; as these work together as major features of the community's physical form.

The design of public spaces, and their connections to other areas and uses, impacts the livability of the community through their structures, their interconnected network, and the influence they have on the way public life is lived. Therefore, public spaces shall be arranged, designed, and concentrated to be activity nodes. These shall be supported with convenient, safe and attractive connections, creating an interconnected network of public places throughout the community.

The standards in this Section are intended to direct the design characteristics of project landscaping and public spaces so that new development is safe, attractive, and environmentally sensitive, and supports the livability of Collingwood.



10 - Landscaping & Public Spaces

A. General Design

1. Developments shall create a landscape plan that through the use of a variety of plant species, and a mix of ground covers, shrubs, and trees, achieves the following as applicable to the proposal:
   a. Enclose spaces;
   b. Defines prominent features such as entrances and activity areas;
   c. Focuses attention on buildings and landmark features;
   d. Adds visual interest to the project and streetscape;
   e. Creates visual interest through seasonal variations in plant materials;
   f. Defines pedestrian zones;
   g. Defines public and private spaces and different uses;
   h. Adds to the general comfort and sun health of site users;
   i. Provides visual screens and buffers for incompatible uses;
   j. Defines the streetwall;
   k. Provides environmental benefits associated with air and water quality and habitat protection;
   l. Provides visual and physical linkages between various green spaces, open spaces, and outdoor activity spaces;
   m. Provides safe and effective play spaces;
   n. Improves the aesthetic qualities of parking areas and stormwater management facilities;
   o. Provides comfort for users of outdoor spaces; and,
   p. Provides a continuous landscaped connection between buildings, streets, parking areas, and project boundaries.

DR

2. It is the applicant's responsibility to ensure that all landscape features, soil augmentation, irrigation, planting plans, and all associated details be designed to function properly for their intended use, location, maintenance, and the health of landscape plant materials.

3. Landscaping shall be used to delineate all trails developed as part of the Collingwood trail system.

4. All landscaped planter beds adjacent to vehicular areas shall be protected by a minimum 6-inch-high concrete curb. **DR**

5. Primary entrances for pedestrians, as well as those for vehicles, shall be emphasized by landscape features that use plant materials with a greater variety of seasonal interest, texture and colour compared to the rest of the site design. **DR**

Plant Materials

6. As much as practical, landscaping shall limit environmental impacts and enhance habitat through:
   a. The use of hearty native plants and non-invasive plants; and,
   b. Minimize or eliminate the need for irrigation.

7. Plant, shrub, and tree species shall be appropriate to the general climate zone for Collingwood, and specific micro climate conditions for the site. The accepted Canadian Hardiness Zone for Collingwood is Zone 5a.

8. Unless otherwise noted herein, required trees shall meet the following:
   a. Deciduous trees shall be a minimum of 50mm caliper size;
   b. Coniferous trees shall be fully branched and a minimum of 2.0m in height at the time of planting;
   c. All trees shall be supplied balled and burlaped or in wire baskets.

9. Turf grass is acceptable as ground cover in landscape areas provided:
   a. It is not used in planter beds of less than 1.5m measured in any direction; and,
   b. Not less than 4.5m^2 in area.

A. General Design

Fences & Walls

10. When used, fences, railings, and landscape walls shall use materials and colours to complement the architectural design of the adjacent buildings/development, and shall be constructed of metal brick, stone, or wood.

11. Walls and fences which are visible from public right-of ways, pedestrian walkways and trails, parks, and other public spaces, shall not run in a continuous plane for more than 15m without incorporating at least one of the following:
    a. A minimum of 0.75m change in height for at least 3m;
    b. Use of pilasters at intervals, on property corners or at changes in wall/fence planes;
    c. Sections of open metal fencing combined with accent planting;
    d. Planting enclaves at intervals to provide visual interest.

Landscape Materials

12. Exposed non-living materials may not be used for more than 15% of the total landscape area and excludes the areas of temporary coverage allowed for all plants and ground cover maturity.

13. Decorative bollards may be integrated into landscape designs.

14. Metal planters, accessory features, and street furniture for publicly accessible areas, shall be designed and manufactured of sturdy materials that are easy to maintain; resistant to vandalism; and long-lived, through their manufacturing material or finish (such as powder-coating metal for example).

A. General Design

15. In high-activity areas, tree guards should be installed to protect the tree trunks from damage.

16. Landscaped areas shall be designed to be protected from damage by vehicles, with features such as raised curbs, and/or decorative bollards.

The requirements of other UDM Sections should be referred to, and integrated into the landscape designs.

B. Planter Beds

1. Planter beds without trees shall be a minimum of 1.5m wide.

2. Planter beds (including boulevards along streets) with trees shall be a minimum of 2.4m.

3. Planter beds/islands located within a parking area (separating drive lanes) shall be at least 3m wide.

A landscaped planter bed along a street.

Source: Ontario Ministry of Energy and Infrastructure

Landscaped planter bed/island in a vehicle entry way.

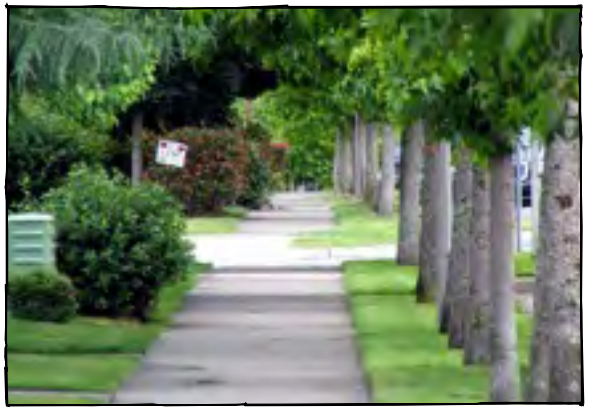
C. Street Trees

1. Street trees shall be required along both sides of all streets (exempting laneways), for all divisions of land and developments. Street trees shall generally be located between the drive lanes and sidewalk. The exact location of street trees shall be based on the street/highway section approved by the Town.

2. Where right-of-way is too narrow for street tree planting, easements may be required to accommodate the trees.

3. The following standards shall apply to the installation of street trees:
   a. Be spaced 10m on centre;
   b. Be of a hearty species specifically suited to the street context (the Town may prescribe acceptable species).

4. Based on design merit, alternative spacing of street trees may be permitted.



An example of a tree-lined street, as is required by the UDM.

Source: Dan Burden

D. Frontage Plantings

1. Building setback areas shall be fully landscaped to provide visual interest, accent the building architecture and bring a sense of nature into the urban environment, excepting areas used for the following:
   a. Infrastructure for active transportation;
   b. Public art;
   c. Stormwater facilities that are designed as an aesthetic amenity;
   d. Outdoor amenity spaces; and/or
   e. Outdoor seating for restaurants, cafés, or similar uses; and,
   f. areas used for vehicle lanes and parking.

Example of frontage area dedicated to landscaping as per the UDM requirements.

E. Perimeter Plantings

1. A minimum 2m landscaped perimeter may be required along rear lot lines and be designed as an attractive buffer and/or screen. **DR**

2. For non-residential uses, a 2m landscape perimeter may be required along side yard lot lines, from the rear edge of the building to the rear property line (where this does not disrupt other site functions) and shall be designed as an attractive buffer.

3. A minimum 3m wide landscape perimeter shall be provided along the trail corridor with the following characteristics:
   a. Tree canopy above 2.4m;
   b. and shrubs below 1.0m; and,
   c. Screening plantings may be required along residential sites. **DR**

Industrial urban-rural interface

4. Industrial subdivisions and developments shall provide a perimeter along the urban-rural interface meeting the following:
   a. Be at least 8m wide;
   b. Contains coniferous and deciduous trees and shrubs planted in a naturalized pattern and design while providing a visual barrier of the industrial development from neighbouring sites;
   c. Provide all-season visual barrier for a minimum of 80% of the perimeter.

If fencing is provided in these areas, it shall be combined with plantings to create a cohesive design effect, that is aesthetically pleasing and maintains the visual barrier requirements described above.

F. Foundation Plantings

1. 2m wide foundation planting beds shall be provided along all buildings. These shall be landscaped to provide visual interest and should complement the building(s) and entire landscape plan for the site. Sides of buildings not visible from public areas, such as loading areas, are exempt. Other sides of buildings may be exempt based on overall design merit. **DR**

Uses, such as storefronts, may be exempted based on design merit and practicability.

Buildings with zero lot-line arrangements are excepted from this requirement.

Foundation landscaping may incorporate xeriscape designs such as the one pictured above

G. Tree Canopy

1. All sites shall provide sufficient tree cover to create tree canopy shade over at minimum of 30% of the site area, with particular attention to hard surface areas. This includes large parking lots. Tree canopy size is calculated at maturity. **DR**

H. Pedestrian Connections

Frontage Walkway

1. Frontage walkways shall be provided when a rear-loaded lot has vehicular access by laneway and therefore there is no street-side sidewalk along the building frontage.

2. Frontage walkways as per 1. above, shall include the following:
   a. A landscaped planter bed with shade trees spaced at 10m intervals; and,
   b. Pedestrian-oriented lighting.

Mid-block pedestrian connection

3. Mid-block pedestrian connections (as provided or may be required by the UDM) shall:
   a. Generally be located mid-block;
   b. Be aligned with streets, walkways and trails; and,
   c. Run the full width of a block, or from a block frontage to a public space.

4. Mid-block pedestrian connections shall contain at a minimum:
   a. A 3m wide hard surface walkway;
   b. Landscaped planter beds on either side of the walkway;

Section 8-Active Transportation should be reviewed in connection to these requirements.

Example of a frontage walkway for detached residential units that have vehicular access from a laneway and front a public or common space.

Source: Peter French

An example of a frontage walkway for residential units fronting a public park. As required by the UDM, this site provides shade trees along the walkway.

Source: Google

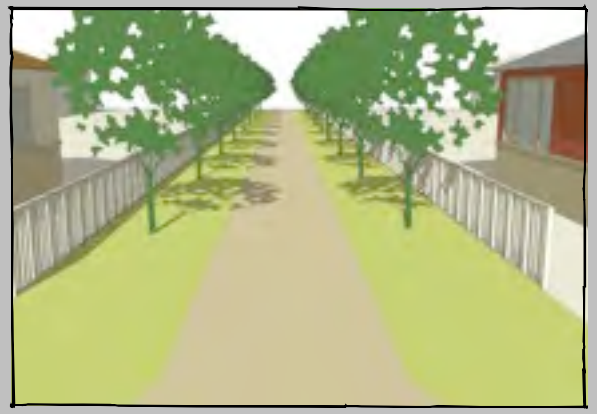
H. Pedestrian Connections

c. Shade trees spaced at 10m intervals along both planter beds, with at least one tree at each end of each; and,
d. Include fencing along the edge of all adjacent residential lots provided:
   i. It is limited to a maximum of 1.2m in height; and,
   ii. It is no closer to the street than the front setback.

An example of a mid-block pedestrian connection.

Source: Karen Delucas

Drawing of a mid-block pedestrian walkway. The UDM requires these to include shade trees.



I. Screening

1. The design considerations for buffers and screening of nuisances or unwanted impacts shall meet the following:
   a. The buffer/screen shall be appropriately located to most effectively obscure the view of the nuisances or unwanted impact;
   b. The depth of the buffer/screen mass shall be relative to the strength or magnitude of the nuisance or unwanted impact;
   c. Use a combination of plants;
   d. Grading shall be used to enhance the effectiveness and visual interest of the buffer where practicable;
   e. The height of the screen is as important as its width or depth and shall be designed accordingly in terms of screening nuisance or unwanted impacts; and,
   f. The buffer shall be designed to be aesthetically pleasing.

2. Screening of uses and activities to reduce visual impacts on adjacent uses and sites, shall be designed with a minimum 3m wide planter bed running the full length of the area/feature to be screened.

3. Screening may be achieved through any combination of the following as approved by the Town:
   a. Use of landscaping with coniferous and deciduous species that restrict visual access from affected areas;
   b. Decorative fencing and wall combinations;
   c. Fully enclosed building additions;
   d. Partially enclosed building additions that house the use(s) being screened;
   e. Free standing partial enclosures; and,
   f. Land forms such as berms and rockeries;
   g. Existing vegetation may be integrated into screening designs if fitting with the overall landscape plan.

An example of a screening wall that uses frosted glass. The UDM allows for alternative design approaches such as this provided they are part of a cohesive design strategy.

Source: Dawn Easterday

4. Fencing and walls used for screening shall be used in combination with plantings.

5. Fencing for screening and security should be set behind landscaped areas as viewed from off site.

6. Screening walls adjacent to public sidewalks shall be decorative and may be required to be combined with planter beds and landscaping to improve the aesthetics of the design.

7. Vehicle storage, mechanical equipment, trash and recycling receptacles, product storage, and service areas are to be screened from streets, parks, public spaces, and pedestrian walkways.

I. Screening

8. When considering earth berms or grade changes for purposes of sound control, they shall:
   a. Be designed so that the source of the noise is also visually isolated from the receiver; and,
   b. The berm is continuous.

9. Berms for sound attenuation shall be landscaped to create aesthetically pleasing features.

J. Parking Lot Landscaping

Parking lots have the potential to dominate a site, resulting in developments that are less attractive, diminish the streetscape and make the community less people-oriented. The following requirements define landscape design parameters that reduce the negative impacts of parking areas while ensuring that they are useable, safe and attractive for the community and neighbouring developments.

1. A 3m-wide perimeter planter bed for screening & trees shall be required around parking areas with the following minimal requirements:
   a. Shade trees shall be spaced at 10m intervals; and,
   b. Screening which provides a visual barrier with a maximum height of 1.0m to promote personal safety.

2. Surface parking lots that take up a portion of the street frontage shall increase the perimeter planter bed to 4.0m in width along the street frontage, and in turn the amount of landscaping materials.

3. A 3m-wide landscaped planter bed shall be provided between alternating rows of parking stalls (i.e. for every fourth parallel row of parking). These shall be landscaped and include shade trees planted at 10m intervals; and shall be combined with pedestrian walkways where practical.

The pedestrian walkway through this parking lot is combined with a landscaped planter bed. Similar requirements are included in the UDM, including requirements for shade trees..

The walkway in this parking area is combined with landscape islands between facing rows of parking stalls. The UDM defines similar requirements.

Source: Dan Burden

Screening around a parking area that still affords views into the parking area for improved security.

J. Parking Lot Landscaping

4. Parking lots with less than 80 stalls (and as an alternative for larger lots) may be exempted from number 3, above, by providing a minimum of 15% landscape coverage of parking areas. This shall include landscaping (in the form of landscaped planter beds which include shade trees), that is distributed throughout the parking area. To be counted toward the 15%, landscaped areas must have minimum dimensions of 4m X 4m and be fully landscaped.

5. For residential driveways, a landscaped setback of 1.2m per side may be required per driveway and/or residential unit.

Parking lot screening that incorporates plants and decorative fencing.

K. Parks

1. Parks shall contain such accessory or complementary structures and improvements as are necessary and appropriate for the benefit and enjoyment of residents based on the size, type, purpose, and program of the park, including at a minimum:
   a. Pedestrian-oriented lighting;
   b. Seating, including seating that affords opportunities for child minders to view play areas when applicable;
   c. Shade for seating areas;
   d. Electrical services;
   e. Bike parking for as many bikes as determined appropriate for the intended use of the space;
   f. Trash & recycling receptacles;
   g. Landscaping and other improvements to clearly delineate different spaces;
   h. A landscape plan that provides an aesthetic and cohesive design image for the entire park;
   i. Walkways connecting the different spaces within the park; and,
   j. Provide both hard surface and landscaped areas.
2. At least 50% of the seating should be primary (chairs or benches).

An example of an entry feature into a larger park.

Source: Peter French

An example of decorative design for ledge seating.

Source: Dawn Easterday

Park with play space clearly delineated with planter area, while maintaining visual access for passive surveillance.

Source: Dan Burden

Walkways may be used at the edges of parks, as an alternative to sidewalks as shown here.

Seating in a park may take many different forms. Here the seating is located within a structure.

K. Parks

3. When providing primary (chairs or benches) or secondary (walls, steps, planter ledges) seating, the latter count as seating if of a height not less than 0.4m or more than 0.8m and depth not less than 0.3m, and specifically arranged for use as seating.

4. Seating configuration shall be designed to provide users with a choice between social and quiet seating areas through their design.

5. Generally larger parks should be designed to be of a regular shape; setting aside the centre as an unbroken space and lining the perimeter with well-defined smaller, more intimate, spaces with seating and shade.

6. The perimeter of parks should be clearly defined by any combination of:
   a. Shade trees planted with 10m spacing, or groupings of trees;
   b. Landscaped planter beds;
   c. Hedges;
   d. Decorative brick, stone or metal fencing (no greater than 1.5m in height);
   e. Buildings; and/or,
   f. Public art.

7. Parks shall be designed to be visible and accessible to users and shall have pedestrian connections to both sides of a block on which they are located; and, shall be designed to be physically and visually accessible from the adjacent street right-of-way and abutting development.

8. For large parks, such as those with sports fields, pedestrian routes shall be provided that reflect desire lines, particularly those that originate at street intersection locations.

Example of a park with defined edge, seating, and walkways.

Source: Google

K. Parks

9. Landscaping in park spaces shall have a significant amount of vegetation and plantings which reflect the changing seasons and provide a tree canopy.

10. Based on the design, size, and expected use, park entrance design may be required to provide amenities including visitor drop-off and wayfinding signage.

11. Event spaces shall be designed so that they are effectively delineated with features and landscaping in such a way that the main event area remains unbroken with paths around it. Where size permits, they may be required to include: formal gardens, pavilions, interpretive displays and public art.

12. Within parks, walkways shall link the major elements and entrances.

13. Parks with a circumference of 400m or greater may be required to provide a walking/ running trail around their perimeter. Portions of these trails may be substituted for sidewalks along street frontages.

This park has elements that are required by the UDM: street frontage; street trees; sidewalk; walkways connecting to the next nearest block; clearly delineated spaces.

Source: Google

K. Parks

14. Parks shall have direct public access from a street.

15. Parks shall be designed and arranged so that design elements, features and landscaping guide the viewer into the main space(s) while generally maintaining views of the primary space from the primary entry.

16. Entries shall incorporate a variety of elements to highlight their importance to the park's function and to assist in wayfinding.

Park with entrance feature; walkway; fencing; and landscaping elements that delineate different spaces. Similar characteristics of parks are required by the UDM.

Source: Canada Lands Company

L. Outdoor Amenity Spaces

1. Outdoor amenity spaces (as required by the UDM) shall be designed to meet the following as applicable to the specific site use, and level of public access, for which it is associated:
   a. Define the street wall;
   b. Provide a pedestrian-oriented space;
   c. Have a minimum dimension of 4m in any direction;
   d. The space should have a unified image and be perceived as an extension of the pedestrian network;
   e. Include a combination of landscape and hard surface design to physically and visually define the space and provide visual interest;
   f. Include fixed and/or movable seating;
   g. Be raised to curb height;
   h. Include decorative pavement materials (for example: pavers, cobble stone, stamped concrete or other similar materials; and/or, inlayed art works such as tile or etched plaques). Asphalt is prohibited from use in outdoor amenity spaces; and,
   i. Provide shade structures or shade trees.

2. Outdoor amenity spaces shall be designed so that the relationship between the space and adjacent buildings allows the buildings to provide spatial enclosure and create a sense of shelter and comfort for users.

L. Outdoor Amenity Spaces

3. Outdoor amenity spaces should be defined by enclosure from buildings and a cohesive landscape design while only being completely enclosed in rare instances based on design merit.

4. Outdoor amenity spaces, should generally be configured so that the width is at least 1/3 the length. Greater ratios may be used for spaces designed to channel pedestrian movement.

5. The perimeter of large outdoor amenity spaces (such as those resulting from combined amenity spaces with a courtyard or plaza like setting) shall be clearly defined by:
   a. Shade trees planted with 10m spacing; and,
   b. Landscaped planter beds; and/or,
   c. Hedges; and/or,
   d. Decorative brick, stone or metal fencing (no greater than 1.5 m in height); and/or,
   e.Buildings; and/or,
   f. Public art; and/or,
   g. Other effective landscape or design features based on overall design merit.

6. For large large outdoor amenity spaces pedestrian routes shall be provided that reflect desire lines particularly at street intersection locations.

A decorative shelter structure that includes a vegetated roof.

An example of an outdoor amenity space combined with a pedestrian connection through the block to a parking area.

L. Outdoor Amenity Spaces

Gathering/Waiting Areas

7. The gathering/waiting areas provided outside theatres, cinemas, houses of worship, and other similar uses (as per the requirements of the UDM) shall be designed to be large enough to support the expected number of people, and shall provide appropriate pedestrian-oriented amenities, street furniture and landscaping.

An example of a decorative water feature included in an outdoor amenity space.

Landscape planters are used to defined the edges of a seating area in this public space.

M. Play Spaces

1. The fundamental principles for the planning and design of play spaces shall include:
   a. Diversity;
   b. Sequences of movements;
   c. Manipulation;
   d. Stimulus for cognitive play;
   e. Stimulus for social play and interaction;
   f. Graduated challenge; and,
   g. Safety and security.
2. All play spaces shall incorporate the following elements in their design:
   a. Natural features and landscaping to provide play opportunities;
   b. All-season play with particular attention to plant materials that highlight seasonal changes;
   c. Variety of play opportunities, including quiet activity;
   d. Seating scaled for young people as well as adults;
   e. Seating for adults that allows for passive surveillance;
   f. Surface treatments necessary to provide accessibility for both playground users and those accompanying or watching over users;
   g. Low-level pedestrian-oriented security lighting for playground use in early evening hours;
   h. Turf areas;

Natural play spaces integrate natural material into their designs as shown here.

Source: Adam Bienenstock

An example of a natural play space integrated into a larger park.

Source: Helle Nebelong

M. Play Spaces

i. Equipment shall be spaced to provide safe and comfortable traffic flow around it; and,
j. Shade plantings and/or structures.

3. Play spaces shall have clear visibility to streets, neighbouring uses, and neighbouring residents to provide passive surveillance.

4. To facilitate accessibility for persons with disabilities, where practicable, play equipment should include features that can be used by children with attendant adults; for example, double-width slides.

5. Small play spaces that are specifically defined in a larger park, or as stand-alone sites should generally be sized on a minimum of 7m^2 per child served.

6. Play spaces should be located along secondary pedestrian pathways, and primary pedestrian routes should not separate adult supervision areas from the play space.

An example of how a tree can be used as a feature in a natural play space, when it is appropriately designed and constructed.

Source: Adam Bienenstock

M. Play Spaces

Natural Play Spaces

7. The design of natural play spaces shall predominantly use landscape features, landforms, natural materials, and plantings to achieve the intended uses and requirements of this Section of the UDS.

8. In addition to 1. above, natural play spaces shall be designed to provided opportunities for:
   a. Play that utilizes upper body and lower body gross motor skills;
   b. Play utilizing fine motor skills;
   c. Social and creative play;
   d. Solitary as well as group play;
   e. Direct interaction with natural materials and the environment;
   f. All season play with particular attention to plant materials that highlight seasonal changes; and,
   g. Play opportunities with loose materials.

9. In addition to the requirements defined above, natural play spaces shall include the following:
   a. Topographic changes in the form of berms, rockeries, and other similar features; and,
   b. Interpretive signage describing the natural features of the play space, and information relating to the unique characteristics of the natural play space.

The slope through the willow tunnel makes the slides accessible to children in wheelchairs.

Source: Helle Nebelong

Natural play spaces may still provide many of the traditional play equipment, with the added benefit of opportunities for creative play that utilized natural materials as shown here.

Natural play spaces allow children access to natural materials such as shown in this image.

Source: Helle Nebelong

A centrally located play space that is easily accessible and visible from the residences, making it convenient and safe.

Source: Ontario Ministry of Energy and Infrastructure

N. Community Gardens

1. Community gardens shall be designed to meet the following:
   a. Be located adjacent to, or integrated with other amenities such as parks; playgrounds; trailheads; outdoor amenity spaces;
   b. Be well defined by perimeter hedges and/or fencing with a maximum height of 1.5m;
   c. Include a water source;
   d. Include a decorative gateway feature;
   e. Provide seating and shade plantings and/or structures;
   f. Include interpretive signage;
   g. May include accessory structures necessary for gardening equipment storage;
   h. Integrate raised planting beds that provide accessibility for persons with mobility issues or who use wheelchairs;
   i. Provide accessible, pedestrian walkway from the sidewalk, or adjacent spaces as may be appropriate; and,
   j. Low-level security lighting for use in early evening hours.

2. Community gardens shall be arranged on a site to afford views from neighbouring uses and public areas as much as practical to provide passive surveillance.

Appendix A

The following is sourced (*with minor amendments*) from the Town of Collingwood Subdivision Guidelines, appendix D, Authors: Hough Woodland Naylor Dance Leinster; C.C. Tatham & Associates; Bob Greenberg, Architect.

ARCHITECTURAL THEMES

Each of the three suggested themes or styles has its own distinct "vocabulary" of forms, proportions, materials and details, which establishes its identity. The following data briefly describe these characteristics for each style, and shall be used to develop the design of residential buildings in combination with the other specific requirements as described within the UDM:

A. LOCAL HERITAGE STYLE

This is, in general, a range of styles under the overall label of Local Heritage Style. The architecture has a historic look and feel. The "Sub-styles" are Victorian, Gothic Revival, Italianate, French Empire and Queen Anne. While each has its specific characteristics (see diagrams and illustrations), they all share common basic forms of design.

Massing: ranging from a simple rectangular box to complex, multiple forms having wings, projecting bay windows, and/or balconies and porches. One to two storey, some sub-styles having either a third floor attic, with or without dormer space, and turrets.

Scale: "Human" scale, but generous, that is: with relatively high floor-to-floor levels and very tall openings (6 feet or more).

Roof Profile/Massing: complex roof forms, dormers and cupolas/belvederes. Multiple roof levels and offsets resulting in complex roof intersections. Roof forms are varied from gabled to mansard. Gable types vary (standard, gambrel, jerkin). Hipped roof variations are also found. Roof ridgelines are not uniform, with sometimes complicated vertical variation. Roof slopes are steep (1:1 is usual).

Fenestration/Openings: the windows are generally tall and narrow: 2:1 ratio, with or without arched lintels. Shutters are common. Doors are topped by transoms and often have sidelights. Large "picture" windows, small casement sliding windows and single sheet glazed sliding doors should not be used. Double-hung windows are to be used.

Appendix A

Materials: brick masonry (with contrasting, coloured quoins at the corners, drip course moldings and cornice lines), wood (clapboard, drop-siding, board and batten), stone masonry, stucco and terra cotta tile.

Details: All details should conform to the vocabulary of the various sub-styles (i.e., Victorian, Gothic Revival, Italianate, Mansard, French Empire or Queen Anne). The details can be simplified interpretations of the historic precedents, but must rigorously conform to the proper proportions and scale of the originals.

Elements Specific to the Local Heritage "Style": There are a number of elements found in all sub-styles of this style. They should be designed as follows:

- Porches: Porches shall be either full frontage on main façades, front and side on corner lots, and may be front and side on mid-block lots with wide/narrow side yards. Rear porches should be the same design as front porches. An entrance porch limited to the main entry is acceptable so long as it produces the style of the building consistently. All porches must have traditional" style wood railings, newels, etc. All porches must have an architrave, or main beam, on top of the porch posts directly under the soffit, supporting brackets to the soffit, where appropriate. The porch posts must have appropriate capitals, and brackets. Porches must be a minimum of 2m deep.
- Bay Windows: Bay windows should be designed to reflect the style of the building, using window forms/details similar to the other windows on the façade. Bay windows may be of contrasting material to the main façade (e.g. wood bay window on brick façade). They should be highly ornamented.
- Turrets/Towers: Turrets should be topped by conical roofs if cylindrical and pyramidal roof if square in plan. They should have windows in them similar to the windows in the main façade.
- Balconies: These may project beyond the façade (but within the zoning regulations) and may be of wood or cast-iron with appropriate style in details.
- Front Entrances: These are the major features of this style of building. They should be surrounded with a highly-ornamented casing. Storm doors should match the style, colour and trim of the main entrance doors.
- Dormers: Dormers should be gabled, not shed style. Variations (arched, triangular) are acceptable. Dormer roofs should have slopes matching those of the main roof or steeper.

Appendix A

- Chimneys: Chimneys should be of masonry (brick or stone) with decorated cornices and splayed base courses. Wood sheathed chimneys are not acceptable. Masonry chimneys may have pilasters and reveals as an enrichment of their form.
- Brick details: Details reinforce the decorative aspects of the style. Detailling treatments include splayed arched and vertical (flat arch) lintels, pilasters, quoins and brick banding, string coursing, base corbelling and various bond treatments (soldier coursed, Flemish bond, common bond, etc.) The details are to be emphasized by projecting the brick a minimum of ½" from the face of the wall.
- Pre-cast stone: Sills, keystones and belt courses are also to be used. The springers of arches may also be of stone.
- Window shutters: Shutters should be half the width of the window to be covered, held back with shutter dogs and shaped so that their closed configuration exactly matches the window opening. Windows set into wood siding should be surrounded by jamb trims with a minimum of 4" width.
- All soffits: Soffits should extend beyond the walls not less than l2. Mansard soffits should be a minimum of 18".
- Skylights: Skylights should be located on rear roof slopes and be unobtrusive. Skylights are not part of this style but can be carefully emplaced. Skylights should have multi-planed lights, not single glazed sheets.

Subsidiary Site Structures: These would be detached sheds or garages. In some instances the garage may be "attached" to the main building as a wing. The garages/sheds should conform to the sub-style of the main building. They may be of wood (or brick masonry, if the main building is brick). There are a number of ways to provide the garage on site:

- Detached (in either side or rear yard)
- Attached with no habitable space over;
- Attached with a habitable space above, including fully-incorporated into the main building.

The roof form of any detached garage or attached garage with no habitable space above should conform to the roof style of the main building (slope materials, gable treatments). Garage detached from the main building and placed in rear yards is preferred in this style.

Appendix A

When a garage is placed so that it projects into the front yard the following guidelines should be observed:

- The garage should not project more than 3.0 metres from the main front wall.
- The garage should not take up more than 1/2 of the main façade. Its impact on the façade can be minimized by manipulating the building mass (giving the appearance of, or locating habitable space above the garage and "integrating the garage thereby, into the massing of the main building) or by moving the front wall closer to the street (reducing the projection of the garage façade) and by providing a porch or veranda adjacent to the main façade at the garage emphasizing the entrance and reducing the apparent projection of the garage.

The garage doors should conform in style to that of the openings, windows and doors of the main building. Windows should be provided in the garage doors. The floor level of the garage should not be greatly lower than the main finished floor elevation of the dwelling unit, to minimize the possibility of an excessive amount of all cladding above the garage doors. Single-bay garages are preferred. If double-bay garages are used the doors should be placed as if they were single bays.

In order to reduce the appearance of excessive wall above the garage door, it is possible to lower the soffit/eave line if there is no space use above the garage). Add decorative banding/coursing (in wood or masonry), or add a false window in scale over the doors, or add a transom in a range over the doors. Arched lintels are acceptable here, but should maintain the style of the façade.

Decoration/Ornamentation: Polychrome masonry, terra cotta tile inserts and stone or cast stone details can be used to increase the decorative effect of the building. Ornamentation is to be used to emphasize the main compositional elements of the building (cornices, base/foundation plinths, porch eaves, gable edges, window/door surrounds, chimney stacks). Cast-iron details such as brackets, weather vanes, light supports and railings, as well as roof combs can be used.

Colour: Colour ranges in this style (and sub-style), are quite diverse. Gothic Revival and Italianate sub-styles use pale, light colours (buffs, pale reds, pale blues, pale greens, light yellow, white, grey). Empire and Queen Anne colours tend to be darker and dull (browns. greys, dark blues, reds and dark greens). Bright colours are used on trim and decoration, and as accents. Window trims: decorative hands, cornices and quoins etc. are all painted! coloured in highly-contrasting colours to emphasize their position on the façade. "Polychrome" is common.

Appendix A

B. LAKESHORE AND MOUNTAINSIDE RECREATION

There are two variants in the style both characterized by a more casual" and relaxed" feeling of the design. This is reflected in less formal roadway layout, and more naturalistic landscape designs. In this style of subdivision, the site plan to needs ensure that appropriate emergency vehicle access, visitor parking and utility and municipal service access is addressed.

Massing: In general, relatively simple, rectangular box in form, with a few subsidiary projections. Projecting bay windows, porches, verandas and balconies are used. Generally one or two storeys, rarely three storeys (usually as an attic space).

Scale: "Human" scale, but relatively low in height commensurate with the "cabin" or "cottage" feeling openings at conventional heights.

Roof Profile/Massing: Rooflines are relatively simple in this style. The roof slopes are generally 6:12; flatter slopes are less acceptable, dormers are not usual in this style.

Fenestration/Openings: Windows are generally broad rectangles, with ratios ranging from 1.2:1 to 1.5:1, placed either vertically or horizontally. Windows are large-paned, can be casement, sliding or double hung (this last is more rare). Windows should be trimmed with a minimum 4" wide surround, with simple sill and head trim. Shutters may be used. Doors are simple planes, glazed or blank, and sliding doors are allowed in this style.

Materials: are generally those which imply a "recreational — resort" environment. For lakeshore locations, the materials must reflect a "maritime" theme (e.g. wood, painted metal). Wood siding is the most common in either clapboard and batten, or diagonal siding as the main building. Brick and stone are not used. Stucco may be used. In mountainside locations (or locations simulating mountain recreation sites), brick and/or stone may be used for detailling and for portions of the exterior. The overall impression would still be that of a wooden building.

Details: All details should conform to the vocabulary of recreational styles. They should be very utilitarian, with no ornament. Simple, clear, and direct lines and forms are the essence. Connections (bolts, angles etc.) can be made manifest, without any cover plates etc. to express the "freedom" of the style, and its emphasis on clarity and simplicity.

Appendix A

Elements Specific to the Lakeshore and Mountainside Recreational Style: There are a number of building elements commonly found in buildings of this style. They are:

- Railings: Painted metal or undecorated painted wood. These are generally strictly utilitarian in their appearance, with no ornament.
- Balconies and terraces: Usually un-roofed, with simple railings as above, with deck flooring.
- Porch fronts: When used, are simple forms, uncomplicated shapes, undecorated columns, and no ornamental trim.
- Chimneys: Plain, undecorated, (wood clad) simple forms.
- Corner Treatments: Can vary from direct intersection of clap boar/drop riding at corners or emplacement of corner stops with the siding butt-jointed at the edge of the stop.
- Small turrets: Turrets can be added at corner buildings, end units, or row houses. The turrets would be small-scale, polygonal form (not circular-cylindrical), as befits wood construction, using the same siding as the overall building. Many variations of turrets are available.

Subsidiary or Secondary Site Structures: These would be detached garages or sheds. In some instances, the garage would be integrated into the main building.

The garage in this style is usually directly connected to the main residence. It can either be as a thrust, or projected, wing, or actually within the building form. Two alternatives are possible for which there are many variations:

- attached with no habitable space over garage;
- attached with habitable space over (which may be either projected or fully incorporated within the main residence).

The roof of the garage with no habitable space over should be the same form, texture, slope and material as the main residence.

When the garage (either with or without habitable space above) is placed so it projects into the front yard, the following guidelines should be observed:

- The garage wing should not project more than 3.0 metres from the face of the main front wall;

- The garage frontage should not take up more than 1/2 of the main facade. Its impact on the façade should be minimized. In the case where there is no habitable space above the façade, building mass/roof slopes can be arranged to reduce the appearance of the garage wall by lowering the garage roof eave line, for example. Another approach is to give the impression of habitable space above the garage, implying a similarity in building use/mass.

The garage impact on the façade can be minimized by moving the main wall closer (reducing the projected wing) or adding a porch and/or balcony along the front. A terrace or roof deck can be placed above the garage implying a “recreational” use.

The garage doors should be simple rectangular forms. Windows would be optional. Trim would be minimal. The floor level of the garage should not be much below that of the main finished floor elevation. This would reduce the possibility of an excessively exposed wall space above the garage door.

Decoration/Ornamentation: There is no use of ornament in this style. Any decoration is confined to detail at the entrance (the door panels) and in the pattern of the railing (e.g. a metal grid pattern railing).

Colour: The colour palette in this style is light, pastel and bright. Intense colours are generally absent except as accent. Colours appropriate to “Lakeshore or “Mountain would be best (e.g. Lakeshore — greys, teals, blues, tans, whites, pale yellow; Mountain — browns, greys, pale reds, clark yellows, buffs).

Appendix A

C. CONTEMPORARY NEW URBANISM

There are many variations of this style. It is essentially an attempt to create a simplified "historical" based expression. In order to do this, a large number of historical precedents are adapted and modified. For example, the late Renaissance/Georgian "Palladian" window is modified and used as a main "feature" element.

Massing: In general, massing is quite simple. Roof lines are rarely elaborate or broken. Dormers are used. There are generally simple rectangular forms, with minimal projecting wings. One and two-storey forms are usual (three-storey is rare in this style).

Scale: The scale is "human", very reduced in an attempt to create a nostalgia effect. Roof eaves are usually lowered; window heads are fairly low in the facades and façade elements generally modest in size, simple in shape and very plain in treatment.

Roof Profile/Massing: The rooflines create an emphasis on the roof. Shallow roof slopes (less than 6:12) are not acceptable. The roof slopes range from 6:12 to 12:12; rarely are steeper. Gables are common; hip roof is also used. Gable-hip combination is also part of the style. Shed roof dormers, as well as gable roof forms are allowed.

Fenestration/Openings: Windows are generally simple rectangles usually 1:2 or broader ratio. Double-hung, casement and sliding types are acceptable in this style. Small panes are preferred. Window trims are subdue, with relatively narrow side trims (4" is usual). Window heads or lintels and sills are emphasized. The door openings are framed with simple trim; doors can have transoms and/or sidelights. Emphasis windows (for major rooms) often are "Palladian Window" derivatives.

Materials: Materials are generally wood (or simulated wood). Brick masonry and stucco are sometimes used. The most common siding is clapboard, drop siding is rare; board and batten, and diagonal are sometimes used, although diagonal is restricted to subsidiary buildings and/or sheds. Chimneys are wood clad. Roofing materials simulate traditional shingle forms.

Details: All details are derived from historical precedents while maintaining clean, utilitarian "modem" lines. There is no ornament on the detail. Eaves, cornices, soffits, trims are profiled following historic precedents but very simplified. Railings may utilize simplified turned balusters and newels.

Elements Specific to the Contemporary New Urbanism Style: There are some critical elements found in the designs of this style, which create the "historical" expression which distinguishes it.

- Porches: The porch Is used to express the sense of “residence”. It is generally very simple in form, undecorated architecture and columns, no brackets or ornament, with a very simple railing.
- Dormers: Dormers are usually gable faced and may be asymmetrically placed on the roof slope.
- Chimneys: Simple form with wood cladding and simplified chimney cap.
- Turrets: These are used on corner locations or as emphasis on the main façade. They are polygonal (not cylindrical) and wood clad.
- Bay Windows: Simple polygonal forms, with minimum trim and no ornament. They are essentially derivatives of Victorian-style bay windows.

Subsidiary or Secondary Site Structures: These are generally garages and/or gardening sheds (in single or semi-detached units). Detached garages are preferred in this style. If garages are integrated/attached to the main building they should be treated in the same manner as those in the Lakeshore/Mountainside Recreational style, with regard to frontage, projection and “integration” into the overall façade design.

Garage doors should not be single planes or blank shapes. They should have openings, either small paned windows or a single pane light giving the impression of side-hinged “traditional” garage doors, although they are overhead doors.

Detached garages should be clad in the same material/style as the main building. Their roof materials, form and slope should conform to that of the main building.

Decoration/Ornamentation: Decoration is minimal in this style. Traditional standard profiles for cornice, crown, base, cove rail and trim are acceptable. There are many acceptable variations of traditional profiles as well, which will provide the effect of “historical” derivation. Ornament is not used in this style, but it is not strictly prohibited. The desire for “historical” reference permits the use of ornament as emphasis is discreetly placed and carefully abstracted and modified from the original.

Colour: The colour range of this style is quite varied with low-intensity, pale or tinted colours preferred. Trim is often painted a contrasting colour (often white) to create emphasis. Bright intense colour is rarely used, and, where sparingly used, is placed for accent or emphasis. The colour used in any group of buildings or range of multiple dwellings should form continuity so that even contrast is not discordant.

Glossary

The following definitions shall be used for terms in this

Urban Design Manual

Glossary

A

Accessibility

The ability of people to move around an area and to reach places and facilities, including young, elderly and disabled people, those with young children and those encumbered with luggage or shopping.

Active Transportation

Non-motorized travel.

Active Open Space

Publicly accessible outdoor spaces that provide opportunities for physical activity, including parks, trails, play spaces, sports fields.

Activity Node

Concentration of activity at a particular point, often at important or prominent locations.

Amenity

Something that contributes to an area's needs whether social, environmental or cultural.

Amenity Space (outdoor)

Spaces intended to enliven the pedestrian environment by providing opportunities for outdoor dining, socializing, relaxing, waiting, and to provide visual amenities that can contribute to the sense of place of the development and area.

Arcade

A series of arches supported on piers or columns.

Architectural Elements

Are component pieces or design features that are an integral part of the design of the building/structure.

Architectural Style

The classification of building design that shares consistency of design, form or ornamentation with other buildings similarly classified. The buildings share many common attributes, including similarity in general appearance, in the arrangement of major design elements, in ornamentation, in the use of materials, and in form, scale and structure.

Articulation

Architectural detail that gives a building interest and added richness through a complementary pattern or rhythm, and dividing large buildings into smaller identifiable pieces.

Axis

The centreline of openings or objects that align in a row along an imaginary line.

Glossary

B

Balcony

An outdoor space built as an above-ground platform projecting from the wall of a building and enclosed by a parapet or railing.

Bay window

A window protruding from the main exterior wall.

Bicycle Path

A dedicated area for bicycle movement, paved in a variety of materials that is non-traversable by vehicles, and is often shared with pedestrians.

Bicycle Facilities

A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically designated for bicycle use.

Bikeway

A generic term for any road, street, path or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for exclusive use of bicycles or are to be shared with other transportation modes.

Blank wall

A ground floor wall, or portion of a ground floor wall over 2m in height, with a length greater than 8m, that does not include a transparent window or door with glazing; or any portion of a ground floor wall having a surface area over 37m^2 or greater that does not include a transparent window or door with glazing.

Block

The aggregate of lots, passages, and lane ways, circumscribed by thoroughfares.

Boulevard

Area between the curb and sidewalk for street trees, newspaper boxes, parking meters, light standards, bike racks.

Business/industrial Park

A development of multiple buildings on a large site with office/industrial uses in buildings planned, organized, and/or managed to function as a unified whole and featuring all of the following: common driveways, common parking, common signage plan, and common landscape plan.

Bus Route

A street that carries one or more regularly-scheduled local, commuter, or intercity bus lines running on a published schedule.

Glossary

C

Canopy

A roof-like structure designed and intended for protection from weather and/or as a decorative embellishment, and which projects from a wall over a window, walk, door, or the like.

Civic/Public

The term defining not-for-profit organizations dedicated to the arts, culture, education, recreation, government, transit, and municipal facilities.

Civic Building

A building designed specifically for a civic/public function.

Civic/Public Space

An outdoor area dedicated specifically for public use.

Clearstorey

Any row of windows above eye level that allow-light into a space.

Compatible/Compatibility

When design elements such as the density, form, bulk, height, setbacks, materials, details and finishes of buildings and site features are able to co-exist in harmonious, complementary, agreeable or congenial combinations with their surroundings without creating conflict with uses, function, or aesthetic designs, and minimizing impacts on each other.

Commercial

The term collectively defining workplace, office, and retail functions and uses.

Consistent

Are architectural elements that have an unvaried texture, colour or design; can be repeated with similar and identifiable pattern, or identical, or logical, use of architectural elements.

Context/Character

The unique identity of a place. The particular setting of a site or area and the combination of surrounding elements that create a specific environment, including factors such as traffic, activities, and land uses as well as landscape and built form.

Cornice

A horizontal molding projecting along the top of a wall, building, or the like.

Corridor

A lineal geographic system incorporating transportation and/or greenway trajectories.

Cottage housing

Small, detached, single-unit dwellings clustered in groups of no less than four units around a common open space.

Courtyard Building

A building that occupies the boundaries of its lot while internally defining one or more private patios.

Crosswalk

Any portion of a roadway at an intersection or elsewhere distinctly indicated for

pedestrian crossing by lines or other markings on the surface, and/or other signaling devices.

D

Design Speed

The velocity at which a thoroughfare can be comfortably driven without the constraints of signage or enforcement.

Developer/Applicant/Proponent

The authorized representative for the purpose of making application and/or obtaining approval for a development proposal.

Decorative

A distinctive or special treatment or design element that is unusual, and requires a high level of craftsmanship, whose primary function is ornamental.

Departure

A provision that allows some flexibility in compliance with specific UDM requirements.

Glossary

E

Entrance, Principal/ Main/Primary

The main point of access for pedestrians into a building.

Elevation

The facade of a building, or the drawing of the façade.

Enclosure

The use of a building, or landscape to create a sense of defined space.

F

Façade

The exterior wall of a building.

Fenestration

The arrangement of windows on the façade.

G

Glazing

Clear or lightly-tinted glass windows.

Ground Cover

Refers to low-lying perennials, ornamental grasses, and deciduous or coniferous shrubs that will colonize and cover a given area; turf grass may be included.

Glossary

H

Human Scale

The proportional relationship of buildings, architectural design, or streetscape element that relate to human height, form and function.

I

Infill

Development of vacant or remnant lands passed over by previous development in urban areas.

J

Juliet balcony

A shallow balcony (protruding no more than 50cm from the façade), designed to provide a safety barrier in front of French windows.

Glossary

K

L

Leadership in Energy and Environmental Design (LEED)

The LEED Green Building Rating System is a voluntary, consensus-based, national standard for developing high-performance, sustainable buildings.

Legibility

The degree to which a place , or cityscape's parts, can be easily recognized, understood, and organized into a coherent pattern.

Lookouts

Lookouts are a specific type of pedestrian space designed to provide a viewing area of a natural feature or landscape such as a water body, or distant view of the countryside.

Low Impact Development (LID)

A comprehensive stormwater management and site-design technique. Within the LID framework, the goal of any construction project is to design a hydrologically functional site that mimics predevelopment conditions. This is achieved by using design techniques that infiltrate, filter, evaporate, and store runoff close to its source. Rather than relying on large-scale conveyance and treatment systems, LID addresses stormwater through a variety of small landscape features located on-site, avoiding and minimizing disruption of natural features and soils. LID as a design approach can be applied to new development, and retrofits. This design approach incorporates strategic planning with micro-management techniques to achieve environmental protection goals while still allowing for development or infrastructure rehabilitation to occur.

Live-Work

A dwelling unit that contains a commercial component anywhere in a residential unit.

Glossary

M

Massing

The combined effect of the height, bulk and silhouette of a building or group of buildings.

N

Natural Surveillance

The discouragement to wrong doing by the presence of passers-by or the ability of people to be seen through surrounding windows or from adjacent areas.

Natural Heritage Features

Natural features and areas which are important for their environmental, and social value, as a legacy of the natural landscapes of the area.

O

Open Space

The area of land, identified in the Official Plan, to be generally kept in its natural state.

Ornament

Architectural or other decoration, as opposed to structural elements.

Glossary

P

Parking

The standing or placement of a vehicle on private or public right-of-way during the conduct of everyday affairs, business, or normal activities, provided that such occurs within a designated space purposefully designed for this use.

Parking Lot

The area provided for off-street parking and maneuvering of motor vehicles. The parking lot area is not associated with service access, loading docks, and staging areas.

Parking Structure

A building containing two or more storeys of parking.

Paseo

Extensions of the street grid as outdoor passages devoted exclusively to pedestrians. They establish clear connections between streets, public gathering areas and courtyards, building entrances, parking and transit facilities.

Pedestrian

Any person afoot or in a wheelchair.

Pedestrian Oriented Development

Development that incorporates safe, attractive, and continuous connections and walkways for travel and access by foot, on a human scale, as an integral part of its overall layout and design.

Pedestrian-oriented Façade

A façade that includes design features and uses that provide visual interest and activity along the building edge through the inclusion of at least substantial windows/ transparency; pedestrian doors; non-residential uses on the ground floor; pedestrian-scaled architectural features; and weather protection features.

Pedestrian-oriented Space

Publicly-accessible spaces that enliven the pedestrian environment by providing opportunities for outdoor dining, socializing, and relaxing, with amenities and design elements that contribute to the use and function of the site and its unique character.

Pedestrian Scale

A size of a building or space that a pedestrian perceives as not dominating or overpowering.

Planter/Planter Bed/Planter Strip

The element of the landscape which accommodates landscaping.

Professional Artist

An individual who has demonstrated skill, training and/or experience in an artistic discipline; and can demonstrate an ongoing commitment to his or her art practice.

Glossary

Public Art

Original art works of a permanent nature located inside or outside, but routinely accessible to the public at no cost, excepting art objects that are mass-produced of a standard design. Public art shall be made under the supervision of a professional artist and may include: sculpture in any material or combination of materials whether in the round, bas-relief, high relief, mobile, kinetic or electronic; murals; fibre works, glass, mosaics; fountains or water features that contribute aesthetically to their surroundings; hard and soft landscaping components where these elements are an integral part of the original work of art, or are the result of collaboration among design professionals including at least one artist; special engineering or architectural features, such as walkways, windows, walls, floors or ceilings in areas that are publicly accessible; contribute aesthetically to their surroundings; and retain an interpretive aspect as determined by the commissioned artist.

Public realm

The parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks.

Q

Queuing Lane/Stacking Lane

An on-site queuing lane for motorized vehicles, which is physically separated from other vehicle traffic and pedestrian circulations.

Glossary

R

Right-of-way

A public or private area that allows for passage of people or goods.

Rowhouse

A narrow lot, single-unit, dwelling that shares a party wall with another of the same type, and occupies the full frontage line.

S

Scale

The size of a building or an architectural feature in relation to its surroundings and to the size of a person.

The impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person (referred to as human-scale). Sometimes it is the total dimensions of a building which give it its sense of scale; at other times it is the size of the elements and the way they are combined.

Setback

The area of a lot measured from the lot line to a building façade.

Street

A street, avenue, road, lane way lane, highway, boulevard, concourse, parkway, driveway, and every class of public or private road (Road: an open way for the passage of vehicles).

Streetscape

The urban element that established the major part of the public realm, composed of thoroughfares as well as the visible frontages and the amenities of the frontages and the areas that lie between the street curb and the facade.

The overall character and appearance of a street, formed by buildings and landscape features that frame the public street, including façades of buildings, street trees and plants, lighting, street furniture, paving, etcetera.

Street Frontage

The length of the front of the property facing the street.

Street Furniture

Structures in, and adjacent to, a thoroughfare, which contribute to the street scene, such as bus shelters, litter bins, seating, lighting, railings, and signs.

Glossary

Storage

The placement of goods and materials in a particular place or space for more than a 24-hour period.

Storey

A habitable level within a building of no more than 4m in height from the finished floor to the finished ceiling. Attics and raised basements are not considered a storey for the purposes of the UDS.

Storefront

A pedestrian-oriented façade that provides access to a non-residential (most commonly a commercial/retail) use.

Storefront Base

The area below the storefront display window. It raises the display up to viewing height and protects the bottom of the window from damage. Storefront bases are generally finished with durable, decorative materials.

Street Section

A street cross-section which includes the horizontal line of the street plus the vertical edges of the buildings, on either side, that face it.

Street Wall

Street edge, along which a line of buildings can occur, and defines the limits of the right-of-way.

Substantial

Architectural elements that are solidly or strongly built, and integrated into the building.

T

Target Speed

The speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multi-modal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a safe envioronment for pedestrians and bicyclists.

Thoroughfare

A vehicular way incorporating moving lanes, and may also incorporate parking lanes.

Traffic Calming

A set of mainly physical techniques for constructing thoroughfares, which serves to reduce the speed of traffic without the need for enforcement, through measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users.

Glossary

Transom window

A window, or series of windows, above a door and/or canopy/marquée.

U

Unified Appearance

Architectural elements that are used or placed on the building in the same manner as others; or consistent in appearance in the use of materials, having an unvaried texture, colour or design.

Universal Design

The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

V

Vernacular

The way in which ordinary buildings were built in a particular place, making use of local styles, techniques and materials and responding to local economic and social conditions.

Glossary

W

Walking Distance

The distance measured from a particular point along dedicated pedestrian ways.

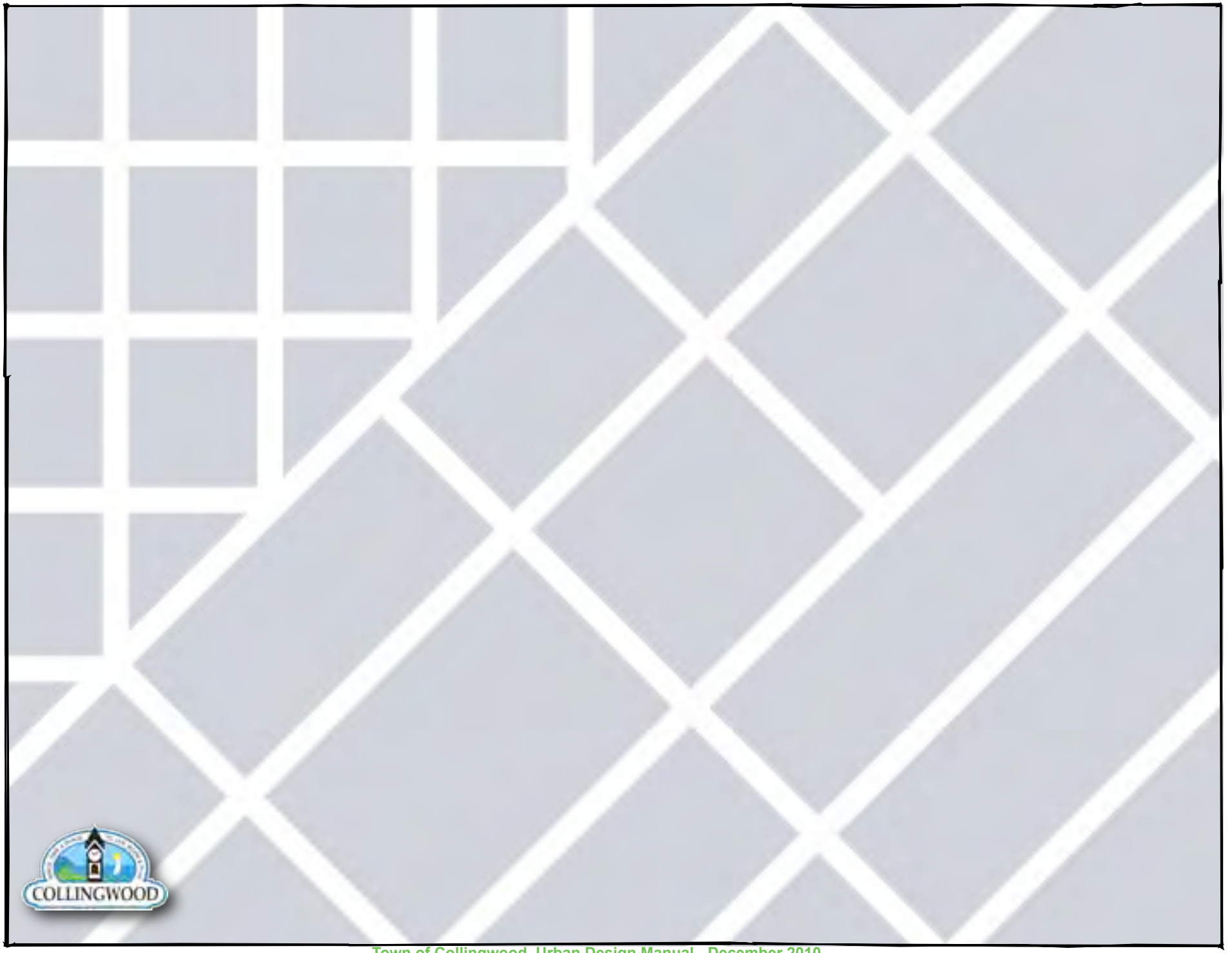
Wayfinding

The spatial problem-solving process that people use to orient themselves, understand the uses of an area, and to reach a destination.

X

Y

Z


COLLINGWOOD