



TOWN OF BRADFORD WEST GWILLIMBURY

Urban Design Guidelines Community Plan Area 2

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1.0 INTRODUCTION

The following Urban Design Guidelines have been prepared to assist the Town of Bradford West Gwillimbury in the Community Plan process for Community Plan Area 2. Area 2 is one of five new Community Plan Areas within the Town's Urban Area identified in the Official Plan. These guidelines are part of an overall Town strategy to provide an exemplary standard for future development including built form, open space and streetscapes.

The design guidelines are intended to introduce new design standards for development in Community Plan Area 2. They are, however, intended to be flexible in responding to specific features of the various developments in the Community Plan Area. These guidelines may be supplemented or refined by additional design guidelines prepared for specific development applications.

Community Plan Area 2

Community Plan Area 2 is strategically situated in the southwest quadrant of the Bradford Urban Area, bound by Holland Street West to the north, Line 6 to the south, Melbourne Drive to the east and Sideroad 10 to the west. As a primary entry route into the Town from the west and Highway 400, new development in this area and to the north in proposed Community Plan Area 3 have the potential to create a gateway and a strong impression of arrival to the Town (**Figure 1**).

Largely open, gently rolling agricultural lands characterize the approximately 600 acres within Community Plan Area 2 (**Photo 1**). Of these lands, approximately 75 acres include

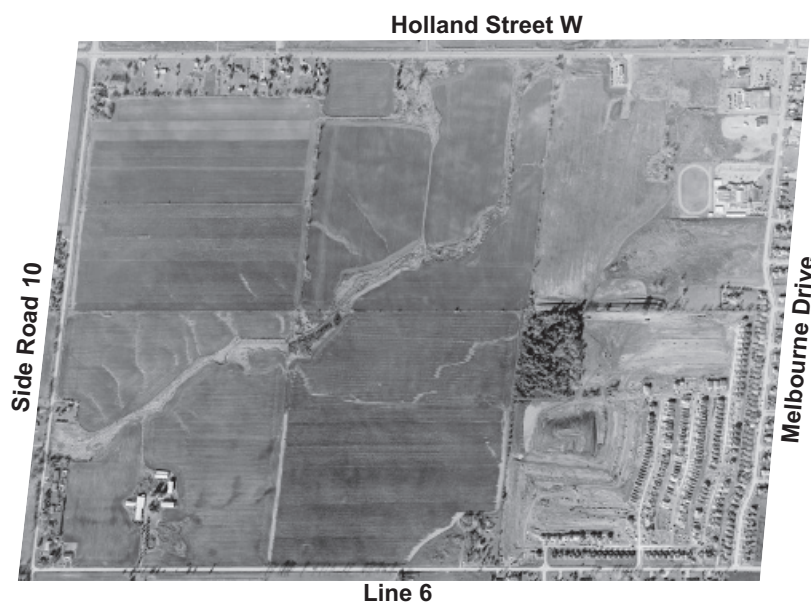


Photo 1: Community Plan Area 2

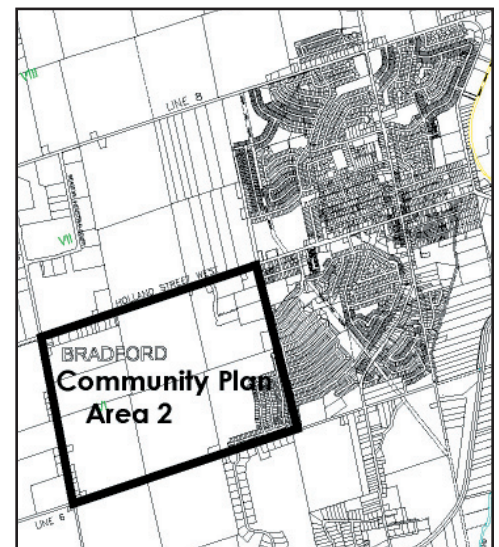


Figure 1: Bradford West Gwillimbury, Community Plan Area 2 location

existing commercial and residential lands. A new low-density residential subdivision exists on approximately 50 acres at the southeast corner of the subject lands. The land area represents approximately ten to fifteen minute walking distances from edge to edge, which suggests that in the interest of creating a strong pedestrian environment, the Community Plan Area should be developed on the a basis of more than one neighbourhood centre or focus.

Site features:

A tributary of the Holland River, a woodlot and several mature tree stands and hedgerows are defining site features, and contribute to varied conditions of topography and a strong sense of orientation and views sheds across the subject lands. In addition, several farmsteads and two mid 19th century homesteads provide a strong sense of the importance of agriculture and farming in the cultural heritage of Bradford (**Photos 2 and 3**). The Urban Design Guidelines will provide opportunities to strengthen existing natural and cultural elements through the overall neighbourhood structure of open space areas including parkland, streets and greenways.



Photo 2: The Community Plan Area is characterized by a variety of natural features.



Photo 3: Heritage and existing housing in Bradford provides a strong context for new housing forms.

1.1 REPORT FRAMEWORK

The report is structured into the following sections:

Section 1: Introduction

Section 1 outlines the document structure, and the community vision and urban design approach for the preparation of the Urban Design Guidelines.

Section 2: Community Framework and Guiding Urban Design Principles

Section 2 outlines the design framework, which will form the basis the preferred Concept Plan.

Section 3: Public Realm Guidelines

Section 3 provides the text and illustrations of the proposed Public Realm Guidelines

1. Community Structure: streets and blocks, gateways and land use.
2. Open Space Structure: parks and open space including woodlots and hedgerows; recreational trail systems and stormwater management ponds.
3. Streetscape treatments: a hierarchy of roads including arterials, collectors (neighbourhood parkways, neighbourhood connectors) and local roads. Streetscape treatments include the design and placement of landscape elements, community entrance features, lighting, above grade utilities, community mailboxes etc.
4. Built Form: building placement, heights and massing; building character and gateway relationships; view sheds, relationship to the Open Space Network, and treatments to service and loading areas.
5. Landscaping: treatments to the front, side and rear yards including entry, forecourt, parking and service areas.
6. Parking: design and location of on- and off- street parking areas, landscape treatments, pedestrian and vehicular access, lighting and safety.

Section 4: Private Realm Guidelines

Section 4 outlines the Residential Design Principles, general and specific Residential Guidelines and Architectural Control followed by guidelines for the Holland Street West Mixed Use/ Commercial Area.

1.2 THE URBAN DESIGN APPROACH

The Urban Design approach includes the development of a Concept Plan for the Community Plan Area and Urban Design Guidelines that will support the vision of the community. The Concept Plan and the Guidelines provide detailed recommendations for the design of the public realm including streets, parks and open space areas, as well as the private realm through site planning recommendations, particularly for residential development, but also for recreational, mixed-use and commercial land uses.

The Urban Design Guidelines:

The Guidelines should assist those involved in property development at the beginning of the design process and should be used as an ongoing reference resource during the processes of municipal and agency review of applications.

The Guidelines have been developed through a set of guiding principles to ensure a high quality form of development. The Town should endeavor to achieve the standards set forth in this document, while recognizing that market and site conditions will require flexibility and judgment in the application of the Guidelines.

The Urban Design Guidelines focus on the creation of a high quality, integrated physical environment through written and graphic design standard recommendations. The Urban Design Guidelines are intended to:

- a) Provide the Town of Bradford West Gwillimbury, Public Agencies, Property Owners, Developers, Consultants, Utilities and others with design direction in the assessment of development applications during the site plan approval process.
- b) Provide design parameters for both the private and public sector in preparing development concepts; and
- c) Provide design direction for site planning and building improvements.

The Concept Plan:

The Study has also developed the design parameters that shape an urban design Concept Plan. The Concept Plan recognizes existing and future development, and places them within the context of the other Community Plan Areas and the larger Town framework. The Concept Plan is not a fixed or finalized plan, but it serves as an illustration of design principles and an important point of reference for the on-going evaluation of development options. The Concept Plan will be included in the final draft of this document.

The Urban Design Guidelines will serve as a basis from which to implement the Concept Plan for Community Plan Area. Through the process of ongoing discussions with the Town, its consultants and key stakeholders, a series of community Concept Plans have been developed and refined through the ongoing consultation process of the Study. The Concept Plan, like the Urban Design Guidelines, is not a fixed or finalized plan, but rather focuses on creating an overall 'vision' by which to assess and guide future development over the next 20 to 25 years.

1.3 COMMUNITY VISION

The Town of Bradford West Gwillimbury has a tremendous context of existing built form, which can provide precedence for new development. In particular, the early Town fabric includes attractive housing on compact streets and blocks that are well connected to the main street and industry adjacent to the Holland River. Consequently, Holland Street evolved as the symbolic heart of Bradford West Gwillimbury and the Holland River provided recreational, transportation and industrial opportunities for the Town's residents.

A significant amount of development in the Town of Bradford West Gwillimbury will continue to be in the form of new residential and commercial development. The proximity of new residential neighbourhoods developed within the Secondary Plan Area to employment, mixed-use, commercial and recreational uses is essential to the area's evolution as an active urban area, and its lasting impact on the quality and livability of the Town as a whole. This impact is not only related to the quality of new community design, but the manner in which these places 'fit into' their surrounding context.

The existing, largely agricultural context of Community Plan Area 2, which contains a woodlot, a tributary traversing the whole of the area, existing residential development, and strong connections to the surrounding developed community, provides an opportunity to develop the design parameters for the community. Community Plan Area 2 is proposed to become a series of generally low-density pedestrian scaled neighbourhoods in close proximity to schools and parks, a linked open space system and mixed use and service commercial uses along Holland Street West. Community Plan Area 2 contains the recently developed – Southfield neighbourhood and approximately twelve existing residences on Holland Street West, east of Sideroad 10.

The natural environment should direct the primary framework of the community, which links the proposed neighbourhoods with existing development, and provides places to recreate and interact. The Open Space Network, parks, trails and roads will integrate the individual neighbourhoods, creating physical linkages to open space including parks, stormwater management ponds and the woodlot, expressing the natural environment as an important community image.

2.0. GUIDING URBAN DESIGN PRINCIPLES AND COMMUNITY FRAMEWORK

2.1 COMMUNITY FRAMEWORK

Through the ongoing public and stakeholder consultation process of the Study to date, including direction from Town Council and Staff, a series of distinct community elements have been identified that are illustrated in the Community Framework Plan (**Figure 2**). The Community Framework Plan depicts the major community elements, which have provided the basis for the Concept Plan options. These elements include:

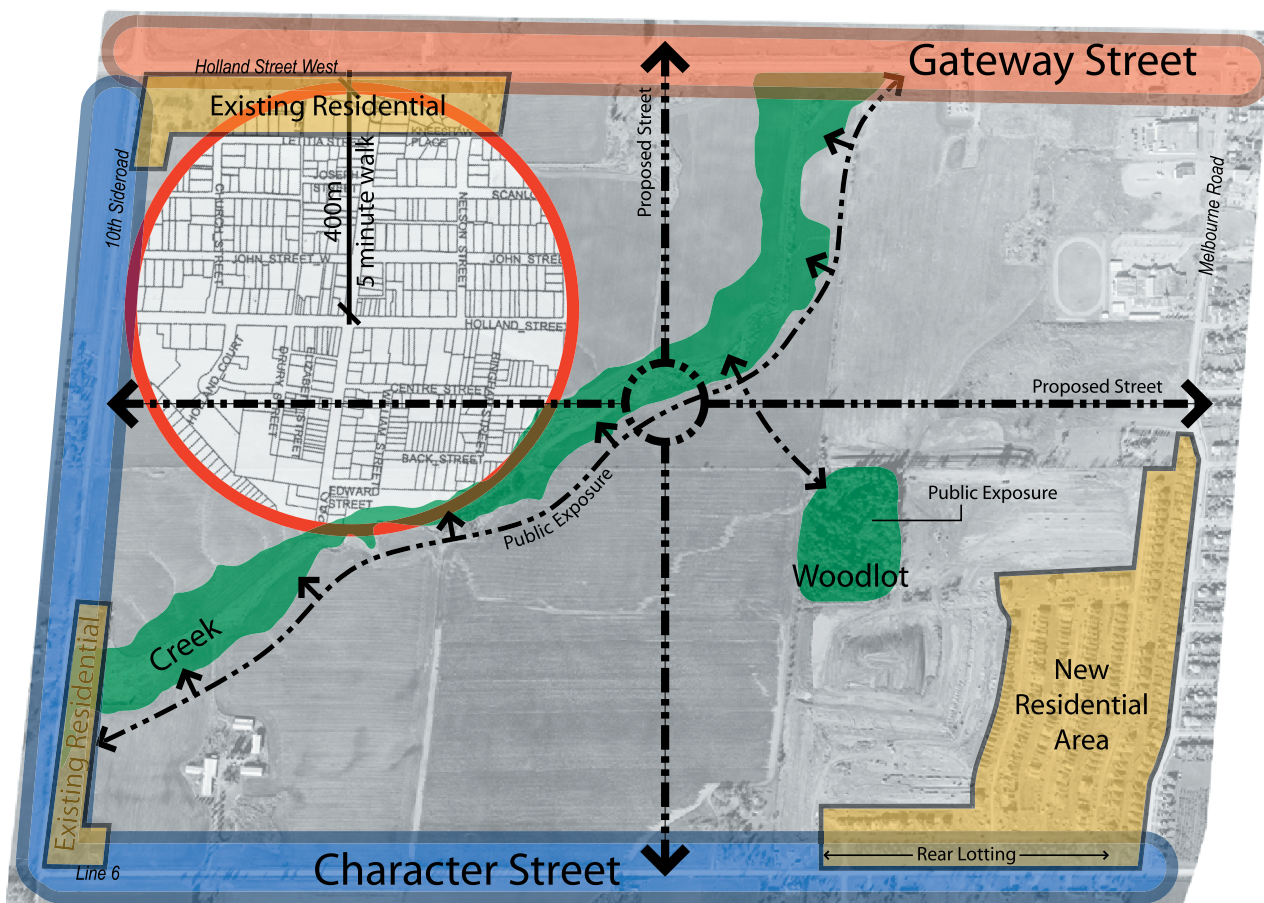


Figure 2: Community Framework Plan

a) **Neighbourhoods:** Neighbourhoods will comprise the largest developable land area and must shape the image of the new community. Each neighbourhood should be walkable from edge to edge within five to ten minutes or less and developed with its own identity through a discernable neighbourhood centre or focus (**Figures 3 and 4**). The centre of the neighbourhood can be a variety of public use destinations including parks, woodlots, schools, daycare, library etc. Neighbourhoods will be organized around primary streets called "Community Collectors". The new neighbourhoods should maintain and incorporate the existing residential enclaves and neighbourhoods. New neighbourhoods should be in keeping with the nature of existing housing in the Community Plan Area 2 and in the Town, but should also build on the potential to create more attractive, resourceful and varied housing in the future.

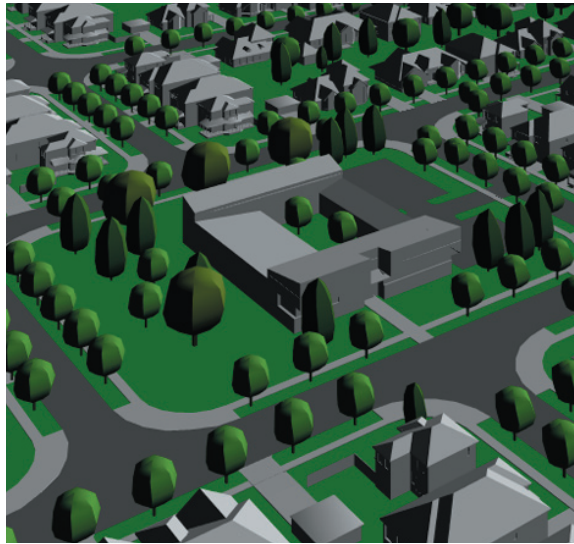


Figure 3: Neighbourhood parks create a focus for individual neighbourhoods

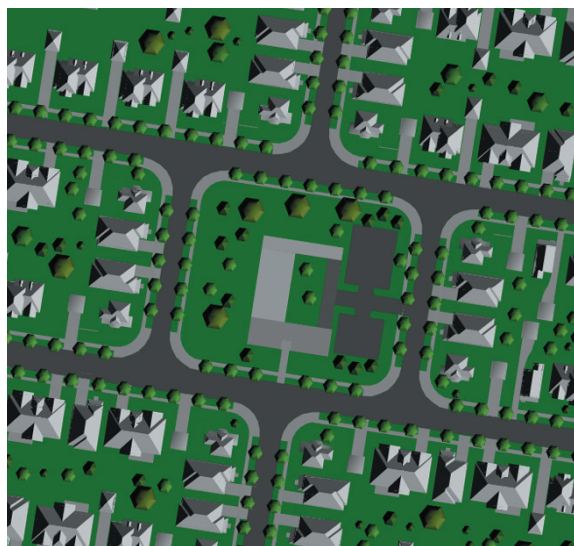
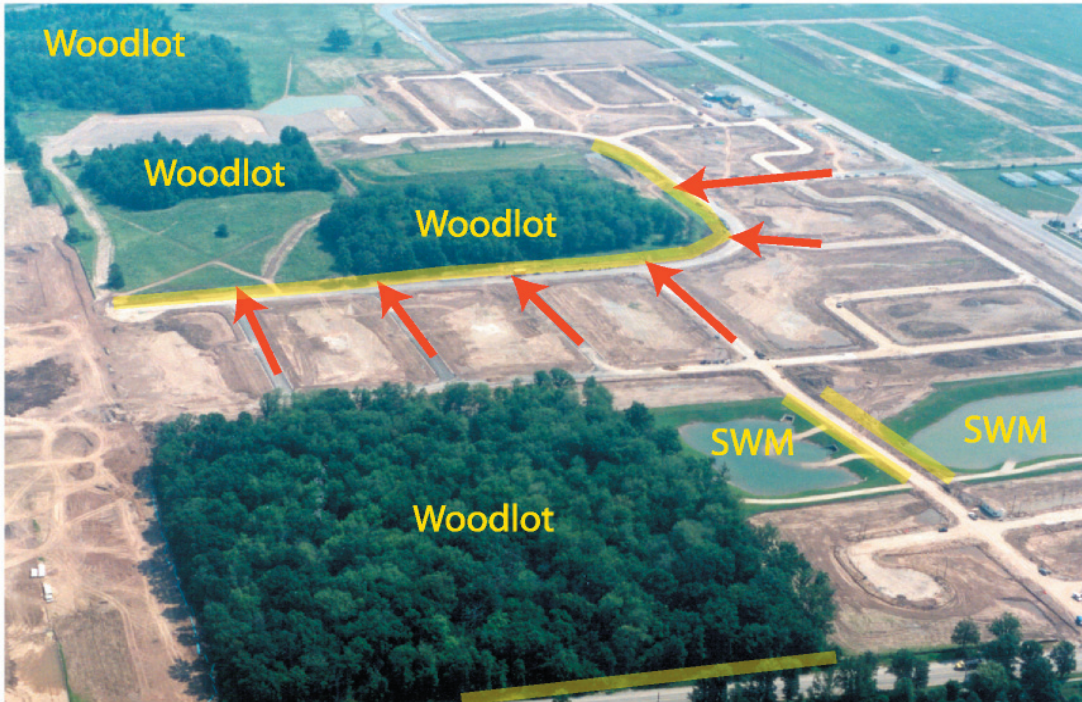


Figure 4: Limit block lengths to create shorter walking distances and a variety of potential routes between neighbourhoods.

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- b) **Road Connections:** The existing and proposed road network should facilitate transportation and service requirements within an enriched public realm that maximizes connections within the Secondary Plan Area and to the existing community. Streets should be based on a rectilinear grid pattern, and modified in response to natural or open space conditions. Streets are designed to define a series of neighbourhoods within the Secondary Plan Area, based on walking distances between neighbourhoods of approximately ten minutes. The creation of shorter block dimensions is recommended to optimize pedestrian and vehicular interconnections through the community **(Photo 4)**.
- c) **Major Arterial (Holland Street West):** The development of Holland Street and its adjacent areas should collectively define a new gateway image and community focus to the Town. The anticipated commercial use provides a land use context that will allow the area to evolve as a vibrant community area. Opportunities to include 'mixed use' would permit a combination of residential and commercial uses to front directly on to Holland Street West and support a concentration of active at-grade uses including local shops, restaurants and convenience destinations that will serve the developing residential community to the south and eventually to the north in Community Plan Area 3.
- d) **Character Roads (Line 6 and Sideroad 10):** Line 6 and Sideroad 10 align to form the urban boundary of the Community Plan Area and are intended to be developed as special character roads that retain as much of the existing trees and vegetation as possible, and provide opportunities for walking and cycling **(See Figure 6)**.
- e) **Public Open Space Network and Natural Elements:** Together, the natural features and the public open space network form a major structure in the shaping of the new community **(Photo 5)**. The woodlot and watercourse should be preserved and integrated into the new community framework as a means of maintaining a sense of connection with the original landscape.

The Open Space Network consists of:

- ii. The Watercourse
- iii. The Woodlot, hedgerows and specimen trees
- iv. The Recreational Trail System
- v. Community and Neighbourhood Parks
- vi. Stormwater Management Ponds
- vii. Public Streets



Photos 4 and 5: New development patterns are aligned to create open space connections to woodlots, hedgerows, stormwater ponds, and other natural features.

2.2 GUIDING URBAN DESIGN PRINCIPLES

The primary urban design objectives for Community Plan Area 2 are:

Create a Strong Community Framework

- a) To provide strong access and visibility opportunities from the surrounding road network and in particular from the primary existing and proposed arterial and collector road network.
- b) To align streets, open space and view corridors to maintain and create connections to parks, woodlots and other features including stormwater management facilities or landmark buildings.
- c) To establish a hierarchy of community elements that serve the Town as whole, as well as public uses such as commercial and mixed use areas, schools and parks that serve individual neighbourhoods.
- d) To establish a hierarchy of street design treatment including: Arterial roads (major and minor), which define the boundaries of the community area; Community Collectors, which define neighbourhood structure and access; and local roads, which provide local access within and between neighbourhoods.
- e) To provide a design framework that concentrates mixed use and commercial uses in a village main street setting at Holland Street West.
- f) To provide block sizes and land parcels that accommodate the proposed variety of building types including residential, public use, mixed use and commercial buildings. Land parcels should allow for flexible site planning and potential development expansion.

Create Neighbourhood Enclaves

- a) To establish a modified street grid that is aligned to provide visibility and access at key locations (parks, natural features, public use facilities, landmarks), and to create neighbourhood enclaves based on approximately five to ten minute walking distances between neighbourhoods.
- b) To encourage block lengths to not more than 200 to 250 metres to create shorter walking distances between neighbourhoods, and to encourage slower traffic movement through residential areas.
- c) To provide a high proportion of single loaded streets where feasible, adjacent to woodlots, drainage channels and stormwater management ponds, which respond to the curvilinear form of these elements and emphasize their role as publicly visible and accessible areas.
- d) To centre neighbourhoods around parks, schools and public uses where feasible. The distribution of these public elements should allow for five to ten minute walking distances between home and neighbourhood destinations.

Create an Interface with Natural Features

- a) To create a linked Open Space System that provides a well connected, highly visible and safe system of recreation and open space corridors throughout Community Plan Area 2 as an extension of the existing natural context. These existing natural features include stream corridors, woodlots, hedgerows and other significant vegetative features.
- b) To create a system of developed open space that is complementary to the existing natural Open Space System through the inclusion of storm water management ponds, parkland and recreational trails and highly landscaped streetscapes.
- c) To provide appropriate buffers between buildings, structures and landscape elements.
- d) To facilitate access and visibility to the Open Space System through the design of roadways, pedestrian connections and buffer conditions.

Create a Diverse Community Framework

- a) To encourage a mixture of lot sizes, building types and architectural styles that contribute to a diverse streetscape image (**Photo 6**).
- b) To permit deliberate variations in the design of blocks and streets around natural elements such as woodlots, drainage channel and topography to enhance views and achieve a place-specific character within neighbourhoods.
- c) To create a consistent and identifiable community image through specific landscape treatments, street furnishings, paving materials, lighting and signs (**Photo 7**).



Photo 6: A variety of house styles and forms will contribute to a diverse community image.



Photo 7: An identifiable community image is created by consistent and high quality landscaping, street furnishings, lighting and signs.

2.3 CONCEPT PLAN

A Concept Plan for Community Plan Area 2 has been developed within the context of a "vision," which was established through a combination of public and stakeholder involvement and a background analysis.

The key structural elements of the Concept Plans include:

- a) A Linked Open Space System
- b) Connectivity/Accessibility
- c) Road Network
- d) Enhanced Streetscape Design
- e) Existing Residential Neighbourhoods and enclaves
- f) Land Use Areas: including residential, recreational and other public uses, commercial and mixed-use areas.

Concept Plan Road Network

The concept plan options were developed in consultation with Town staff and the consultant team. As part of this process the consultant team, with the transportation consultant identified key locations for collector roads. The Concept Plan options have been structured on a similar pattern of streets, blocks and open space network providing a flexible community framework for locating land uses and defining neighbourhood areas.

The Town has yet to consider the alternative road cross-sections recommended in these urban design guidelines, however may be considered subject to review through special traffic studies and approval by the Town.

Each neighbourhood is identified by the placement of a neighbourhood park or other public focus area (e.g. daycare, place of worship etc). The school and park campuses are proposed as a means of further delineating the structure of neighbourhoods. Neighbourhood Parks are also proposed to be located centrally within neighbourhoods to provide a local amenity. Neighbourhood Parks should generally have significant street frontage or other combination of publicly accessible open space.

Major and Minor Arterial Roads (30 metres, 35 metres per the Official Plan): Holland Street West is identified as a major arterial road accommodating large volumes of east west traffic to and from the Town. The potential for Holland Street to be surrounded by a vibrant, compact, mixed use and commercial centre will increase through the development of the road as a civic tree-lined boulevard defined through elements including a planted central road median, street parking opportunities at off-peak hours, pedestrian scaled amenities (e.g. lighting, seating, feature paving) and transit (**Figure 5**). Sideroad 10 and Line 6 are proposed as minor arterial roads and form the south and west urban boundary roads to the Community Plan area. These roads should be developed as 'Character Roads' (**Figure 6**).

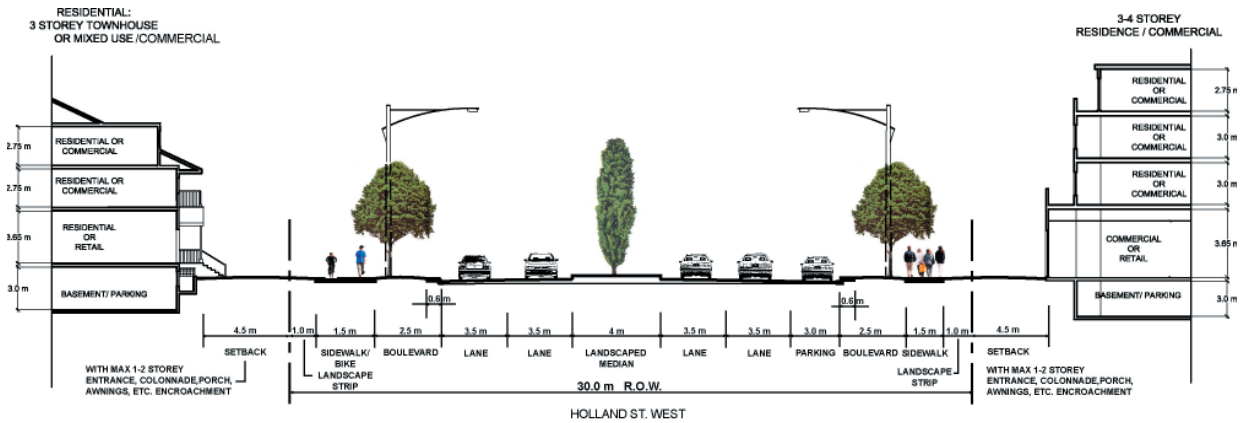


Figure 5: Holland Street West

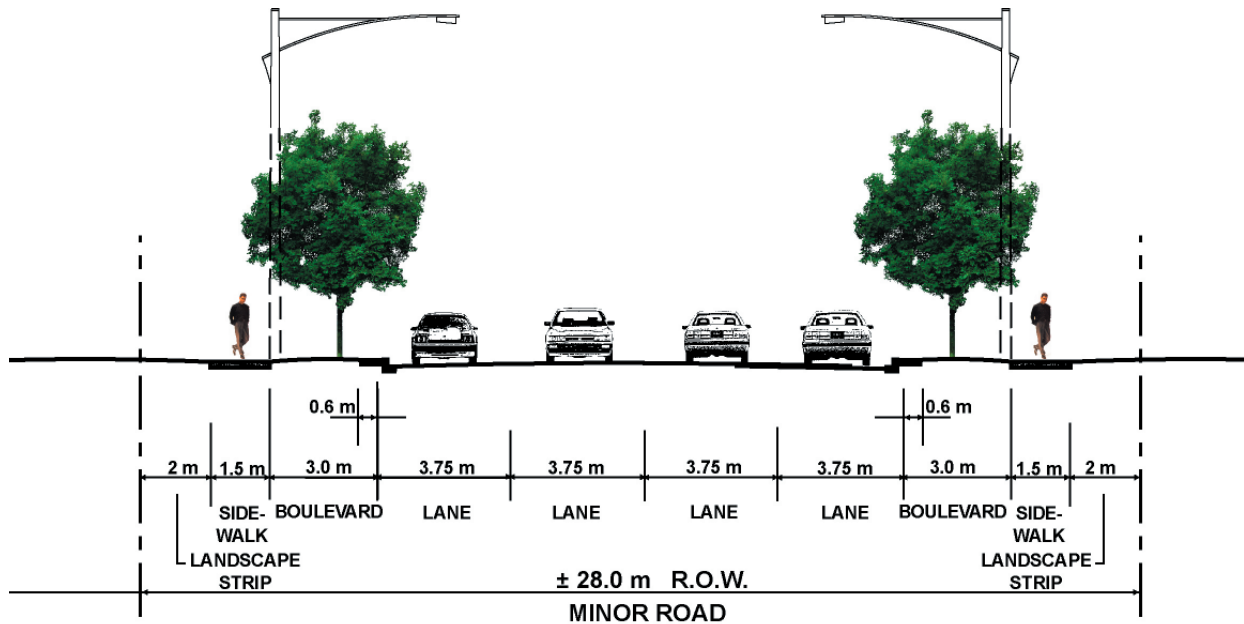


Figure 6: "Character Roads" at Line 6 and Sideroad 10 may include an urban cross section.

Community Collector Roads (18-23 metres, 26 metres per the Official Plan): Approximately four Community Collectors with a minimum of seven community entry points are proposed to support community access on all sides and pedestrian and vehicular links between neighbourhoods (**Figure 7**). Community Collector roads should be designed with a high degree of pedestrian amenity including where feasible, sidewalks on both sides of the street, pedestrian scale lighting, street trees and on street parking.

Local Streets (min. 15.0-18.5 metres, 20 metres per the Official Plan): Local Streets will support low traffic speeds within neighbourhoods. Where feasible, smaller right-of-ways are encouraged to create a more intimate, pedestrian scaled neighbourhood setting. Local Streets will be designed with a high degree of pedestrian amenity including sidewalks, lighting, and street trees and on street parking that could alternate street side location (**Figure 8**).

A high proportion of single loaded roads are proposed at community features including parks, the watercourse, woodlot and stormwater management ponds to increase their public exposure and accessibility. Alternatives to reduce the amount of single loaded roads include window roads or open crescents (**Figures 9,10,11**).

The proposed hierarchy of streets further defines the structure of the streets, blocks and neighbourhoods.

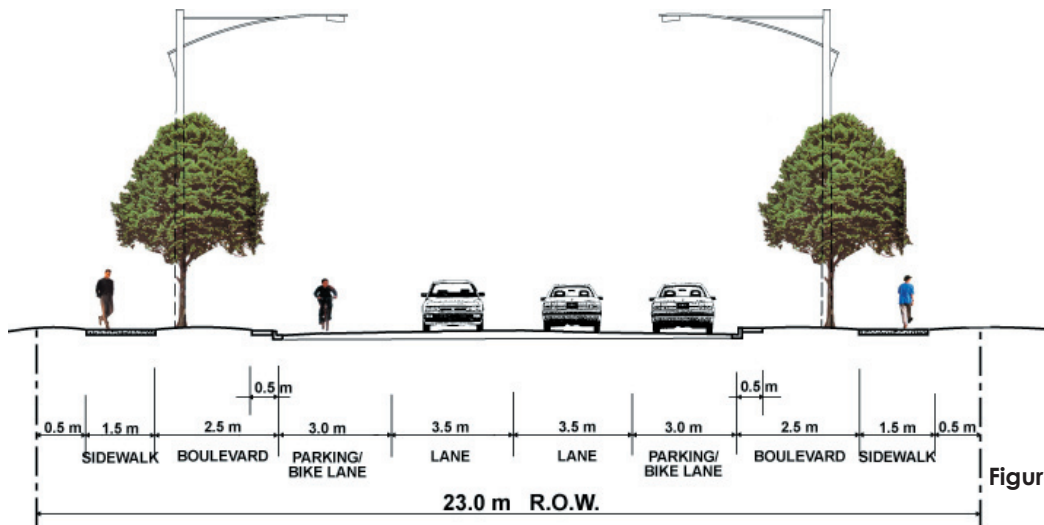


Figure 7: Community Collector Road - illustration cross section

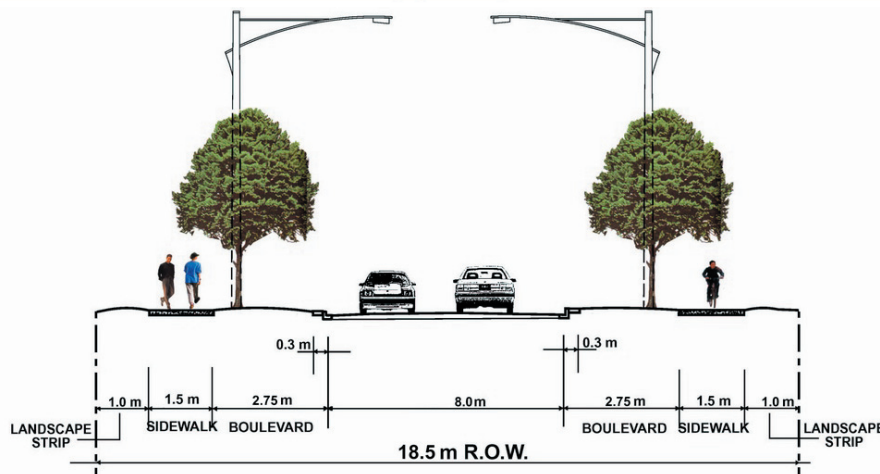


Figure 8: Local Road - illustration cross section

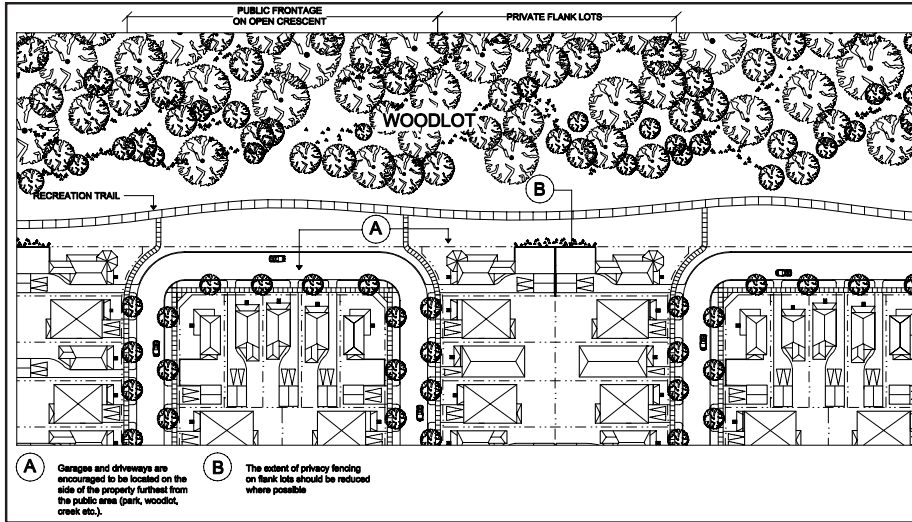


Figure 9: Single Loaded roads at woodlots promote public access and visibility.

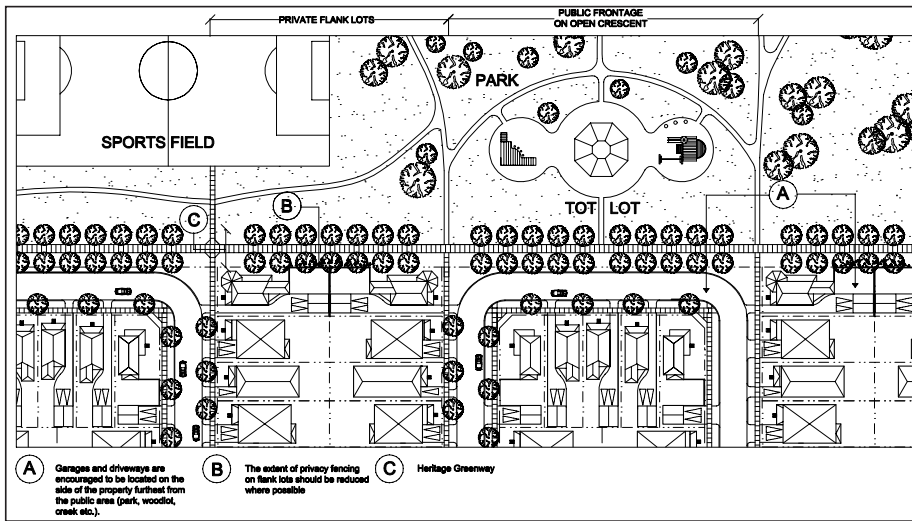


Figure 10: Strong access and visibility to community parks reinforces their public profile and safety.

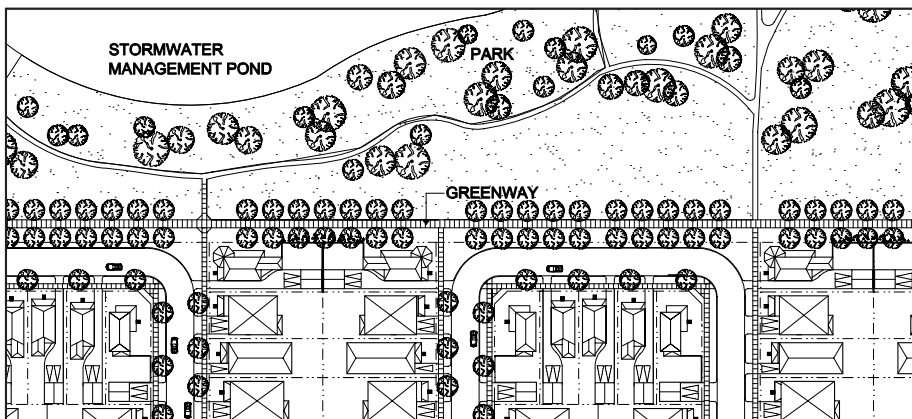


Figure 11: Promote public access and visibility to stormwater ponds.

2.3.1 Neighbourhood Size

The size of neighbourhoods is based on reasonable walking distances within and between adjacent neighbourhoods. These distances are generally organized to allow a maximum of ten minutes walking distance to local parks, shops and schools.

- a) The extent of a neighbourhood should generally be defined by a 400-metre radius (five minute walk) from center to edge.
- b) Neighbourhood enclaves should be discernable through focal points including public use elements (schools, parks), a shifted or changing street pattern, rather than clearly demarcated neighbourhood edge conditions.
- c) Parks, woodlot, watercourse, stormwater management ponds and streets can define neighbourhood entrances or periphery.

3.0 PUBLIC REALM GUIDELINES

3.1 OPEN SPACE SYSTEM GUIDELINES

The Open Space System is an integrated and linked system that allows pedestrian and recreational connections to the developing and existing urban area. The Open Space System includes:

- i. Town Wide Parks
- ii. Neighbourhood Parkettes
- iii. Stormwater Management Ponds
- iv. Natural Features: Watercourse, Woodlot, Hedgerows, Specimen Trees
- v. Recreational Trails

The following Guidelines are intended to create a network of parks, streets and open space as the predominant structure and amenity for the new community. The woodlot and watercourse are dominant natural elements and provide opportunities to create these natural areas as visible and accessible public amenities in the context of community growth. It is important that the woodlot, hedgerows, and specimen trees be preserved and integrated into the new community as natural heritage features.

A primary objective of these Guidelines is the creation of a linked network of open spaces and trails to provide safe recreational connections throughout the community, while reinforcing the rural character of Community Plan Area 2. By building upon a linked Open Space Network and by incorporating the new parks and stormwater management ponds with existing natural features for example, comprehensive connections between developing neighbourhoods and Holland Street can be achieved.

The boundary streets of Community Plan Area 2 should be an important reflection of the Area's rural character and connection between the primary open space elements.

3.2 GENERAL GUIDELINES

1. Open spaces should be framed or flanked by public roads wherever possible to improve the presence and safety of these amenities in the identity of neighbourhoods.
2. Single loaded roads should surround a significant proportion of the perimeter of the woodlot, watercourse, stormwater management ponds and parks.
3. Parks and schools should be considered as a neighbourhood focus and designed to provide areas for community and civic events.
4. Wide ranges of park sizes should be provided including larger neighbourhood parks and small Parkettes, which may include playgrounds.

3.3 PUBLIC PARKS

Public parks are intended to serve the diverse open space needs of the community. Community parks should be designed to support many community functions such as community wide events, local fairs and athletic fields for organized sports and recreation. Community parks should, where feasible, be located beside schools with access to recreational trails where connections from the wider area and adjacent residences are possible. Smaller neighbourhood parkettes should be located and designed to provide a focus within a five minute walking distance of the surrounding neighbourhood. The following Guidelines should be applied in the planning and design of parks.

3.3.1 Community Park Guidelines

- a) Community Parks should be a minimum size of 4 hectares.
- b) Community Parks should support the larger community identity, and provide a variety of spaces for passive park use, as well as include a variety of active/recreational sports facilities (e.g. baseball diamonds, soccer pitches, swimming pools etc.).
- c) Where parks are adjacent to school sites, their size, design and programming should conform to individual school board requirements.
- d) Community Parks should be located along major roads such as arterials and Community Collectors, and where possible at the terminus of streets and open crescents to reinforce a strong public profile (**Figure 12**).
- e) Park entrance design should provide amenities including visitor drop-off, and signs to assist in orientation and use of park amenities.
- f) Community Parks should include passive park facilities including walkways, formal gardens, seating areas, park pavilions and interpretive displays relating to local history or the natural context.
- g) Highly visible connections should link the major park amenities and facilities through walkways and bicycle paths.
- h) Vehicular connections through parkland should be limited to emergency vehicle routes and access to major park facilities (e.g. arenas, pools) and parking areas.
- i) Provisions to buffer residential areas from lighting, traffic and parking areas should be provided through landscaping and appropriate setback treatments.

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- j) Community Parks should be directly connected to school sites to encourage mutual use of outdoor facilities.

3.3.2 Neighbourhood Parks

- a) Neighbourhood parkettes should generally be .4 - .8 hectares (1-2 acres) in size.
- b) The parkettes should contribute to the structure and identity of the neighbourhood. **(See Figures 3 and 4).**
- c) Neighbourhood parkettes may, where their size permits, include a variety of minor outdoor playing fields, ice pads and children's play equipment.
- d) The parkettes should be open to a minimum of two sides of the public street, 50% of the park perimeter, or whichever is greater.

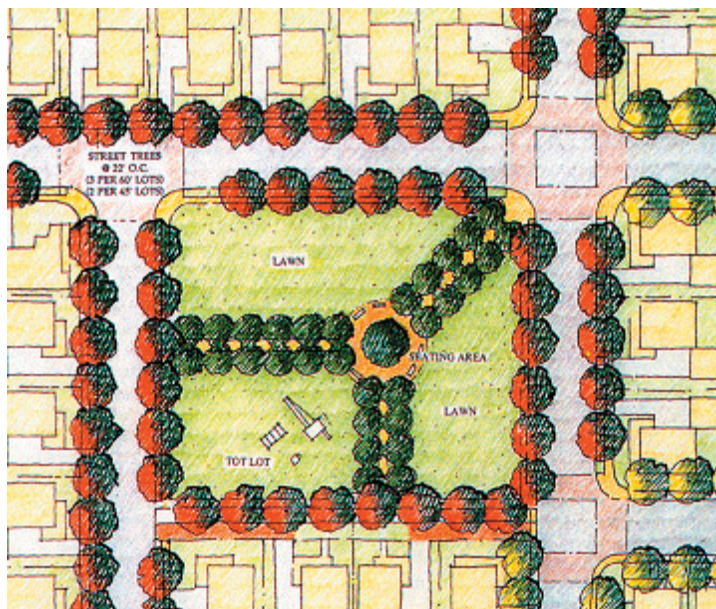


Figure 12: Neighbourhood parks that are open to the street increase their exposure and provide greater visibility and access from the surrounding neighbourhood.

3.4 STORMWATER MANAGEMENT PONDS

Stormwater management facilities should have public access and be integrated as positive and safe amenities within the community and Open Space System. The objective of creating a few well-designed community ponds will assist in greater concentration of use as well as provide a public focus and connections between surrounding communities.

The following recommendations are proposed for stormwater management ponds:

- a) Stormwater management ponds (SWM) should be integrated as community amenities to optimize their use as a component of the publicly accessible Open Space Network **(see Figure 11)**.
- b) SWM ponds should be limited in number to serve a significant community area and thereby optimize their use.
- c) SWM ponds should have as much public exposure as possible. As a general objective, not more than 50 % of a SWM perimeter should be bounded by the rear or side yards of adjacent houses; however, the exact proportion should be determined on a case-by-case basis.
- d) Of the total linear perimeter distance of a SWM that is adjacent to a new development area, a substantial portion of the perimeter should be bounded by a public road right-of-way, public park, or combination of publicly owned and accessible lands. A minimum of 50% of publicly accessible exposure is generally recommended
- e) The design of ponds should avoid fencing requirements to promote public access and surveillance opportunities **(Photo 8)**.
- f) Safe access to the perimeter of ponds should be examined on a site-by-site basis through a combination of pond edge treatments. Shallow slopes should be considered for direct access areas and overlooks with railings or densely planted areas should be applied to discourage direct access.
- g) The Town should establish a corporate safety policy for the review of all existing and proposed SWM facilities.



Photo 8: Stormwater management ponds should be accessible community features. Their active use will contribute to their safety.

3.5 RECREATIONAL TRAILS

The potential to link the primary open space features, including the watercourse, woodlot, hedgerows and specimen trees, within Community Plan Area 2 encourages the development of a trail system to link the community together, and to be an integral part of the Open Space Network (**Photo 9**). The watercourse and street network provide the primary linear framework for establishing connections between neighbourhoods, parks, schools, woodlot and stormwater management facilities.

The provision of recreational trails creates an attractive and viable alternative to driving and thus may result in a significant decrease in short automobile trips. They also serve as a means of linking new residential areas without adding additional vehicular traffic to these sensitive areas.

The following Guidelines should be considered in the planning and design of recreational trails:

- a) Create links between primary open space destinations, neighbourhoods and Holland Street West by providing continuous recreational trail connections for walking and cycling along streets and the existing watercourse.
- b) Recreational trails on streets and within park and open space areas should connect to the Town-wide Open Space System.
- c) The design of the recreational trail should reflect the function and nature of the type of open space it occupies.

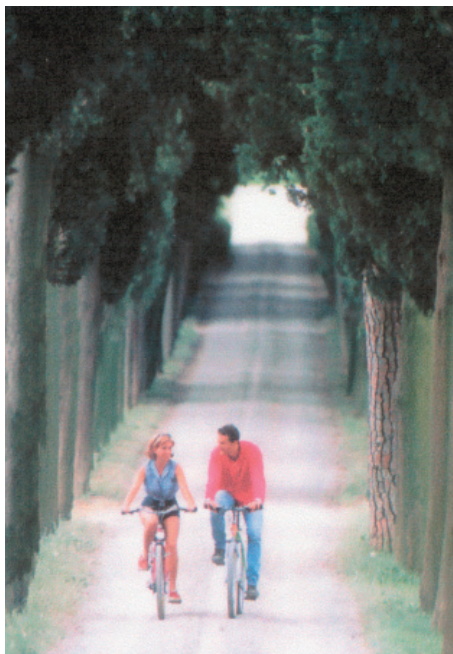


Photo 9: Linking the community together through a trail system will incorporate the existing natural features with new open spaces, parks and streets.

-
- d) Trails that align the watercourse, woodlot or other sensitive natural areas should employ separation distances from such features. Such separation distances should be individually determined and have regard for Conservation Authority policies.
 - e) Lighting levels on trails should be individually determined, particularly where lighting may disturb adjacent residences, natural habitats or have high maintenance costs.
 - f) Bicycle paths along streets should provide direct connections to other trails within the Open Space System.
 - g) Connections should be provided as part of the street bicycle path/trail system across arterial or collector roads at signalized intersections.

3.6 STREETS

How will the new residential areas reflect the character of Community Plan Area 2 and the heritage of Bradford West Gwillimbury? The opportunity to create a sense of connection to the Area's existing context and history is possible through the design of new street and block patterns. Streets can be oriented and designed to enhance the experience of travel and walking and to create visual and physical connections to the remaining natural heritage features (woodlot, watercourse and significant tree stands).

3.6.1 Streets for Walking and Recreation

The use of the street as a place for informal socializing and recreation increases personal safety through casual surveillance opportunities. In the existing established Bradford West Gwillimbury neighbourhoods, the presence of sidewalks and mature tree-lined streets provide a comfortable place for residents to walk and an extended area for children to play. On arterial roads, the provision of sidewalks and recreational trails should be provided to allow for jogging, cycling, skateboarding and other informal recreational activity. Where cars are permitted to park on local or other streets, there are fewer cars in the front yard and a buffer zone between the street and the sidewalk is created.

The characteristics of the new streets that will promote streets for walking and recreating include:

- a) **Limit through traffic:** A shorter system of Local Street and block lengths will allow traffic flow to dissipate more evenly through neighbourhoods. This pattern will limit increased traffic speed on long road stretches and the need for traffic calming devices, which limits emergency vehicle response time, reduces street parking and are costly to construct and maintain.
- b) **Disperse Local Traffic:** An offset street grid and, where appropriate, one way streets will encourage through traffic to stay on the Community Collectors rather than filtering through less direct local streets.
- c) **Minimize Pavement Width:** The widths of streets are proposed in accordance with operational safety of the road and the provision of an enhanced pedestrian realm. The width of the pavement in particular, should be kept as narrow as practically feasible, to encourage traffic to slow down.
- d) **Encourage Street Parking:** Street parking will also help to slow traffic through the maneuvering around parked cars.
- e) **Plant Street Trees:** Tree-lined streets provide an evolving and lasting impression of the street, and a physical buffering between the pavement, the sidewalk and private dwellings. The shading effects of mature street trees have a significant mediating effect on summer sunlight.

3.6.2 Unique Street Character

- a) **Vary the Length of Streets and Blocks:** Allow streets to respond to the configurations of topography, other natural features, and existing development (streets, residential areas) to reinforce a sense of place in the new community. A uniformity of new streets and blocks will limit orientation with community landmarks. A variety of streets and blocks that are occasionally offset, single loaded or curved will enhance one's orientation and enjoyment of the area.
- b) **Provide a Variety of House Types:** The visual interest of the street should be improved by a consistent variety of lot sizes, house types, building heights, materials and colours.
- c) **Provide a Variety of Setbacks:** Opportunities to provide a variety of street setbacks will create visual interest and a sense of informality. A greater variety of buildings will create an image of incremental development, as housing has evolved in the Town's older neighbourhoods, rather than an appearance of being built all at once.

3.6.3 Links to Heritage Natural Features

The organization of streets and blocks should reinforce this historic connection to the landscape by providing physical and visual connections to natural features, parks and the surrounding rural landscape. These features should define the edges or centres of neighbourhoods, should be both easily seen and accessible, and create a strong sense of local identity.

- a) Preserve and incorporate natural features into new neighbourhoods to support an environmentally aware community.
- b) Wherever feasible, incorporate mature trees and hedgerows into parks and other publicly owned areas including street rights-of-way. The visual prominence of hedgerows should be a key-organizing element in the design of new neighbourhoods. A new planting approach that replicates hedgerows and the patterns of tree-lined lanes may be also used in publicly owned areas or as a tree-lined path along recreational trails.

3.6.4 Block and Street Design

The existing established neighbourhoods in Bradford West Gwillimbury generally provide a 'fine grain' grid pattern of streets and blocks. The average lengths of blocks average 150-200 metres. This pattern of shorter blocks and more frequent cross streets allows for greater filtering of pedestrian activity and general connections between neighboring streets. It also helps to reduce traffic volumes on single streets by providing more options to a given destination.

- a) To maximize connections for automobiles and especially pedestrians, streets should be based on a grid pattern that is modified in response to natural, open space or existing street conditions.
- b) Blocks and streets should be designed to enhance views, or to achieve a distinctive character around a neighbourhood focus through deliberate variations in the street alignment.

-
- c) The street grid should shift at key locations to create distinct neighbourhood enclaves, while allowing for significant view opportunities to natural features, parks, public buildings and landmarks.
 - d) Block lengths should generally range between 200 and 275 metres.
 - e) In special circumstances where blocks are longer than 275 metres, a through-block pedestrian walkway and/or parkettes should be provided. Walkway right of ways should be a minimum width of 3.5 metres and parkettes a minimum width of 12 metres.

3.6.5 Rear Lanes

Despite the variety of issues that pertain to laneway based housing including general access, maintenance and safety, there are some conditions where the use of rear lanes to access residential parking is appropriate. These conditions apply:

- a) At arterial roads and particularly on Holland Street West where excessive curb cuts to private driveways would impede the operational function of the roadway.
- b) At parks or open space (woodlot, watercourse, stormwater management ponds) where lane based housing may benefit from having direct overview of these public areas.

(Photo 10)

Rear Lanes Guidelines

- a) Rear lanes should provide a minimum lane right-of-way of 8 metres. **(Figure 13)**
- b) Travel pavement width should be a minimum 6.0 metres, providing a setback of 1.0 metre from the travel lane to the garage face. This 1.0 metre is intended to accommodate snow clearance.
- c) On one side of any garage in a rear lane, a minimum side yard setback of 3.0 metres for semis and 3.0 metres for singles should be provided to allow for visual connections from the lane to the rear of the house, and to promote safer laneway conditions.
- d) On semis and singles, the side-yard beside the garage may also be used as an additional driveway parking space.
- e) Rear lane garages associated with townhouses require no side yard setback; however, a minimum 3.0 metre setback must be provided between a maximum of six townhouse garages constructed in a row to provide access for emergency services or others.



Photo 10: Rear lanes allow housing to have adjacent overview of parks and open space.

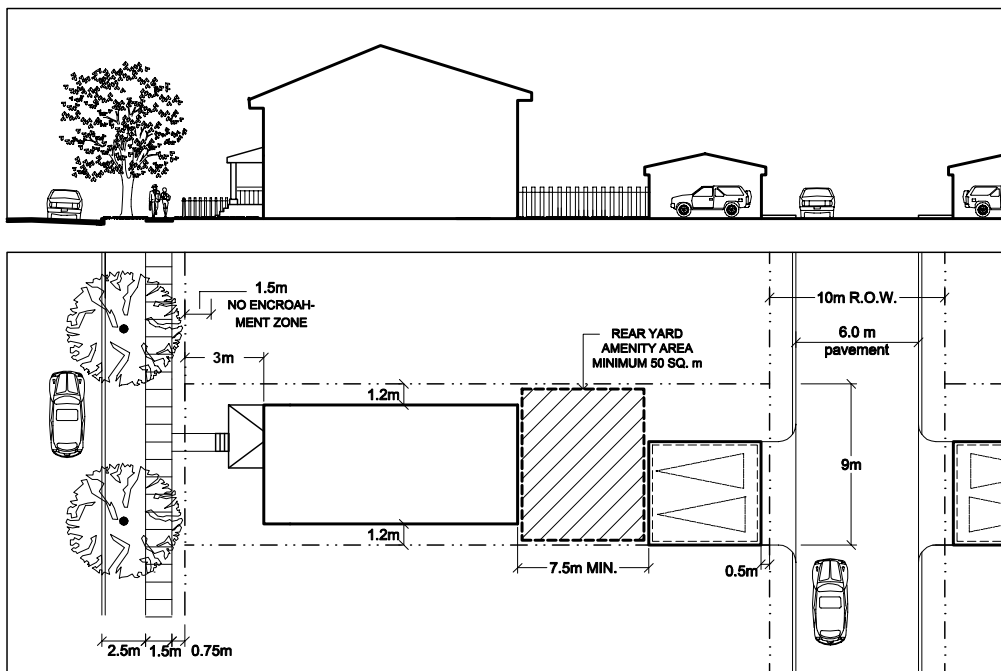


Figure 13: Rear lanes may be required for housing at specific areas, including arterial roads, parks, the Hydro corridor or where small lot housing is proposed.

3.7 SPECIFIC STREET GUIDELINES

The proposed street network outlines a hierarchy of new streets that will both alleviate pressure of future increased transportation on existing streets well as provide new streets that will serve the wider community and the neighbourhoods within it. The three streets identified include:

3.7.1 Arterial Roads

The arterial roads, which border the Community Plan Area 2, consist of major and minor arterial road classifications, of which Holland Street West is classified as major and Sideroad 10 and Line 6 are minor. All arterial roads should be developed as well defined edges to the community through streetscape, open space and built form design. All development should have a positive interface with arterial roads, and rear lotting should be discouraged except under exceptional circumstances.

Holland Street West: (30.0 metres, 35 metres as per the Official Plan) is proposed as a tree-lined civic boulevard with a planted central median. Limited access to development will necessitate reducing the number of driveways off of Holland Street West **(See Figures 5,14 and 15)**.

The potential for Holland Street West to become a vibrant, compact mixed use and commercial centre will increase as the mix of housing opportunities are provided in the adjoining neighbourhoods.

Holland Street West is intended to be the primary community street in Community Plan Area 2 and should be generally expressed through consistent building heights and setbacks, and a high level and wide variety of at-grade commercial and retail uses. Sidewalks on both sides of the street, street trees, seating, lighting and other streetscape elements will create a strong impression of a village main street. Opportunities for transit should be accommodated in the design and function of the street.

The variety and fine scale of built form, and block and mid-block pedestrian and recreational trail connections will provide a filter for activity and will allow for a variety of choices and experiences, as pedestrians are able to move both directly and circuitously through the commercial area.

Sideroad 10 and Line 6: These minor arterial roads will form the boundary of the urban area and the Town's agricultural lands. As such, they should be developed with regard for the natural elements that align them and opportunities to maintain views to the surrounding countryside. The urban street edge will provide access to proposed residential development. Future street widening is recommended to be offset towards the east and north to allow for the preservation of existing trees and other rural character conditions **(See Figure 6)**.

3.7.2 Community Collectors

Community Collectors (18.0-23.0 metres, 26 metres as per the Official Plan): Approximately seven Community Collectors are proposed to support pedestrian and vehicular links between the neighbourhoods. Community Collectors should be designed with a high degree of pedestrian amenity which may include sidewalks, lighting, double rows of street trees where practical, on-street parking and on-road cycling lanes. Specific guidelines are illustrated on **Figure 7**.

3.7.3 Local Streets

Local Streets (15-18.5 metres, 20 metres as per the Official Plan): Local Streets will support low traffic speeds within neighbourhoods. Where feasible, smaller right-of-ways are recommended to be considered by the Town to create a more intimate, pedestrian scaled neighbourhood setting. Local streets should be designed with a high degree of pedestrian amenity including sidewalks, lighting, and street trees and on street parking that could alternate street side location. Specific guidelines are illustrated on **Figure 8**.

3.7.4 On-Street Parking

The provision of on-street parking should be provided on at least one side of the street where appropriate on collector or local streets.

On-Street Parking Guidelines:

- a) Paired driveways on lots less than 12.0 metres should be considered to increase opportunities for on-street parking.
- b) Consideration to permit on-street parking to reduce the number of cars required to park on the lot should be given with respect to all lot sizes, as it relates to short term or visitor parking requirements.

3.7.5 Above Grade Utilities

Above grade utilities on residential streets including hydro, telephone and cable boxes generally contribute to a negative image for the streetscape particularly when placed in highly visible areas of the public right-of-way. Streets that have smaller lots require a greater concentration of above grade utilities and the location of above grade services reduces opportunities to plant street trees.

Above Grade Utility Locations Guidelines:

- a) The general location of all utilities should be addressed within the Town's Site Plan Control process.
- b) Staff should examine the opportunity for grouping utilities in single locations above grade (e.g. the flankage yard of the public right-of-way) or underground. Such locations should be guided by the location and primacy of streets, storm water management facilities, parks and major Open Space Systems.
- c) Staff should continue to work with the utility companies to examine ways to determine and improve the interface of the utilities within new communities.

3.7.6 Holland Street West Gateway

Gateway treatments should extend throughout the Holland Street West to create a main street character consisting of a high level of treatments within the boulevard, sidewalk and, where applicable, within the central street median. The roadway should accommodate feature paving at intersections and crosswalks to encourage priority of pedestrian movements over high-speed traffic flow.

Specific Guidelines for Gateway treatments on Holland Street West include **(Figure 14):**

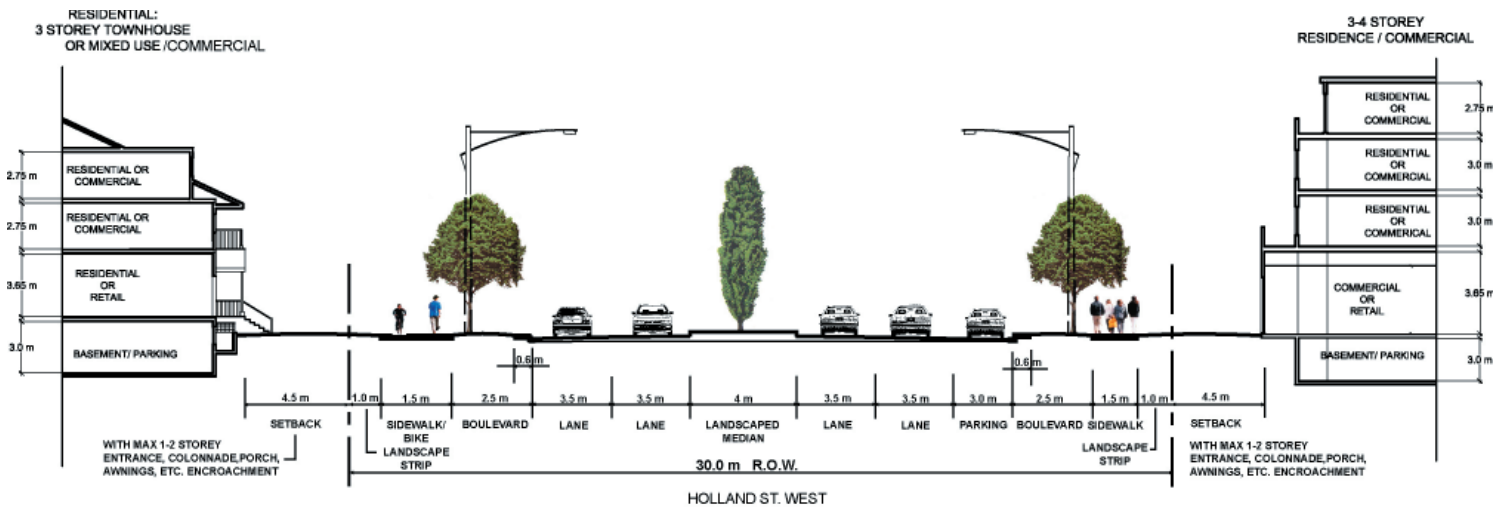


Figure 14: Holland Street West

- a) Landscape, boulevard and sidewalk treatments should be substantial relative to other street treatments in Community Plan Area 2.
- b) The roadway intersection should provide for a minimum of four traffic lanes and widening for turning lanes where required on either side of a min. 4.0 metre wide landscaped median.
- c) The central median should have a combination of grass ground cover and/or feature paving that is coordinated with the location of pedestrian crosswalks.
- d) A tall tree species (e.g. Columnar Oak) should be coordinated with the placement of other elements including banners, lighting and public art.
- e) A double row of street trees within the boulevard should be paired on either side of the public sidewalk.
- f) Buildings should have strong exposure to their corner site or view terminus.
- g) Locate buildings at minimum setbacks to reflect a traditional village or town image where there is a close relationship between the building at grade and the sidewalk.
- h) Buildings above three storeys should be stepped back to express the base, middle and top of taller buildings, and to control the massing of the building and minimize impacts on adjacent residential properties **(Figure 15)**.
- i) Where appropriate, incorporate taller non-habitable structures or freestanding elements (e.g. towers, signs, entrance pavilions) to frame and signal the importance of the Holland Street and key terminus/intersection locations.

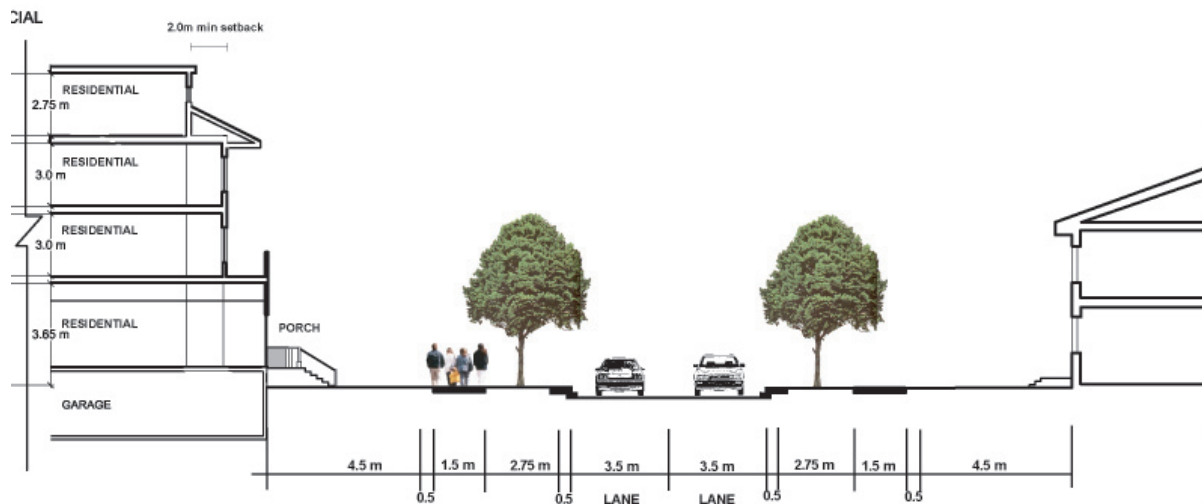


Figure 15: Holland Street West potential interface with neighbourhoods to the south.

3.8 COMMUNITY ENTRANCE FEATURES GUIDELINES

Community features are often used to introduce entry to a community or individual neighbourhood. Entrance features should be located at major intersections at arterial and collector roads. These features would be in the public right-of-way, but generally outside of any daylight triangles.

- a) Community entrance features should be located within a municipal reserve created within of the public right-of-way at a maximum height of 1.2 metres to protect drivers visibility within the daylight triangle. The reserve should be dimensioned to fit the entrance feature (**Figure 16**).
- b) Setbacks between the entrance feature and a private dwelling must be a minimum of 3.0 metres. A front or wrap-around front porch may encroach into the 3.0 metre setback a maximum of 1.5 metres, leaving a 1.5 metre no encroachment zone.
- c) While the developer may fund the capital cost of the entrance feature, the ongoing cost of maintenance and repair should be the responsibility of the Town.
- d) Limit the number of entrance features required within individual neighbourhoods to minimize long-term maintenance costs.

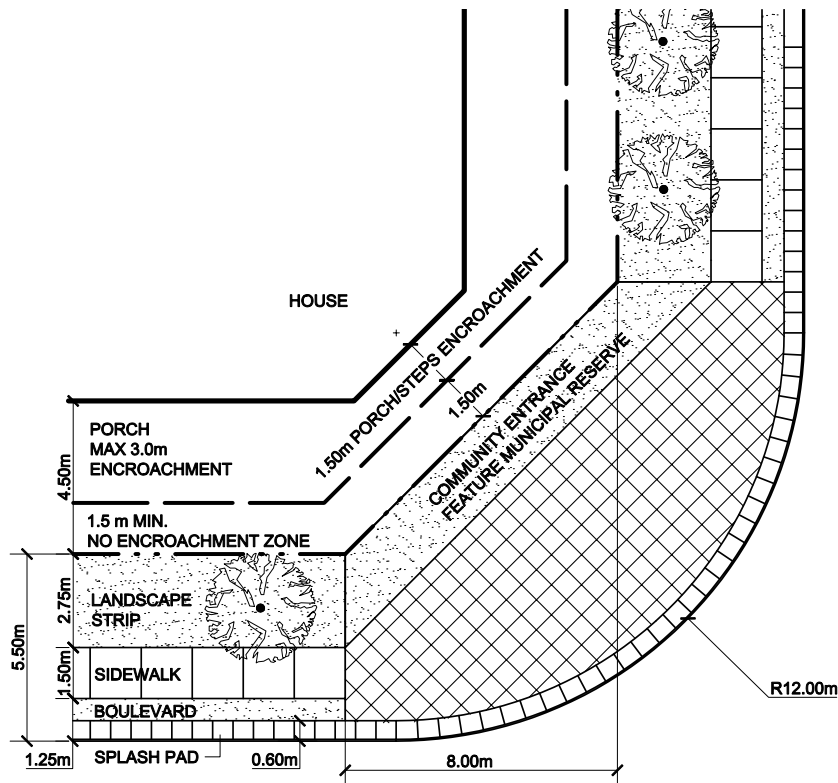


Figure 16: Incorporate community entrance features within the municipal reserve block.

4.0 PRIVATE REALM GUIDELINES

4.1 RESIDENTIAL DESIGN PRINCIPLES

- a) **Create a Strong Public Face:** The houses that line the street substantially create the collective image of the streetscape. House designs that accentuate actively used elements, including windows, front porches and steps combined with a variety of rooflines, create a positive street image over those elements such as front attached garages or blank walls which tend to replace the active house areas from the front of the house to the rear of the house **(Photo 11)**.
- b) **Automobile Storage should be Subordinate:** In traditional neighbourhoods where the garage is not readily visible from the street, the house façade tends to have greater expression through opportunities to emphasize the front entrance, porch, bay windows etc. This is in contrast to many newer local subdivisions where the garage is placed forward of the front wall of the house, and is often the widest element of the front façade. In Bradford West Gwillimbury, where wider lots (40 foot and larger) are the standard, there are many options to provide design options that will limit the presence of the garage in the front yard **(Photo 12)**.
- c) **Create Dual Frontages on Corner Lots:** Give positive expression to the two street frontages through the use of wrap around front porches, sunrooms, bay windows and side entrances. Privacy fencing should be limited to screening the back yard only **(Photo 13)**. In addition to specifically designed corner lot houses, the suitability of interior lot models on corner sites may be considered provided that side elevations are suitable or subject to upgrades.
- d) **Consistent High Quality Design Approach:** The design of structures and houses, the selection of lighting standards and streetscape standards, and signage etc. will occur over many years and will involve the participation of many design professionals. The overall design approach of the community is intended to encourage creative interpretation within a solid design process. The design process will enable a variety



Photo 11: Housing should be designed to project a strong public face, though the inclusion of front porches, rooms that face the street and garage setbacks



Photo 12: Larger lot frontages in Bradford provide a context for a variety of residential design options where the garage is not the dominant entity of the house facade.



Photo 13: Both lot frontages on corner lots should have positive expression to the street, through porches and projecting bays, windows, etc.

of design projects and styles to lead to a cohesive, integrated and high quality community.

4.2 GENERAL RESIDENTIAL GUIDELINES

- a) Housing should front onto streets and open space wherever possible.
- b) At an arterial or open space where a feature road, such as an open cul-de-sac, open crescent, or service road applies, the flanking lots should be subject to architectural controls to encourage positive treatment facing these public areas.
- c) Access to parking and/or garages should generally be from the street, and where appropriate from a rear lane.
- d) The opportunity to build on a variety of small, medium and large lot sizes with a variety of building massing and garage treatments, should contribute to the creation of diverse and distinct neighbourhoods (**Figure 17**).
- e) A general minimum setback of 4.5-6.5 metres and a mix of architectural treatments will provide variety in the building street wall. A sufficient setback is required to ensure vehicle parking does not encroach on the public right-of-way.
- f) Where rear yard garages are provided, a minimum 3.0-metre front yard with a 1.5 metre "no encroachment zone" should be permitted.
- g) Higher density housing should be generally placed along arterial, collector or major local roads, as well as around open spaces and at the end of blocks or view terminus.
- h) Front porches or covered entrances are strongly encouraged as a useable transitional area between the principal building and the front yard to provide both visual interest to the building and the opportunity for informal social activity. Front porches and projecting bay windows are encouraged front yard encroachments; however, no

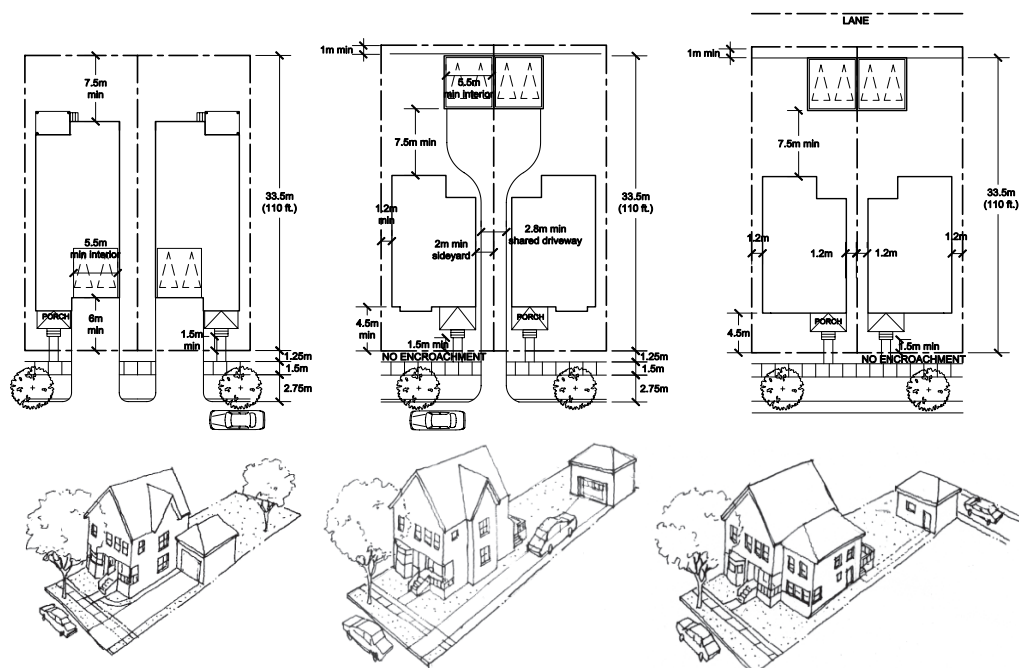


Figure 17: A variety of house and garage treatments will contribute to the diversity of the neighborhood.

part of the encroachment including rails or stairs should be located within the “no encroachment zone” **(Figure 18)**.

- i) Housing adjacent to woodlot, watercourse, stormwater management ponds and mature specimen trees should establish reasonable buffer zones to maximize the retention of these natural features.
- j) Dwellings on corner and flank lots, at Gateways, and at the terminus of streets should employ building elements and designs that emphasize their visibility and potential role as landmark or orienting structures within the community.
- k) Privacy fencing for dwellings on corner lots and flank lots should be encouraged to occupy no more than 50% of the lot frontage measured from the rear property line **(Figure 19)**. Privacy fencing should be kept to the rear corner of the house, with only a small permissible overlap, in order to allow the flankage elevation to address the street.
- l) Decks should be used as outdoor amenity spaces, using where appropriate, trellises to provide privacy between dwellings and canopies for weather protection.

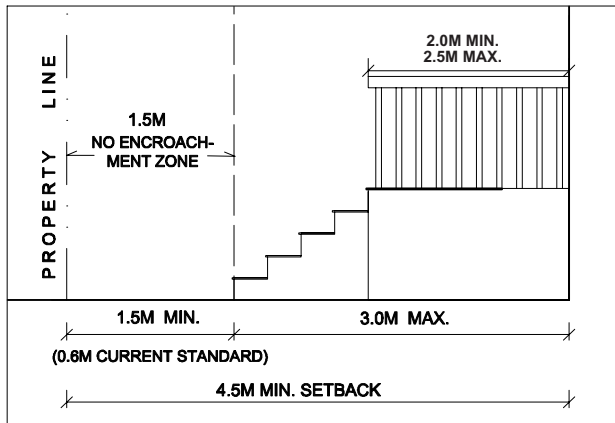


Figure 18: Front porches and projecting bay windows are encouraged as front yard encroachments, but must respect a 1.5 metre no encroachment zone.

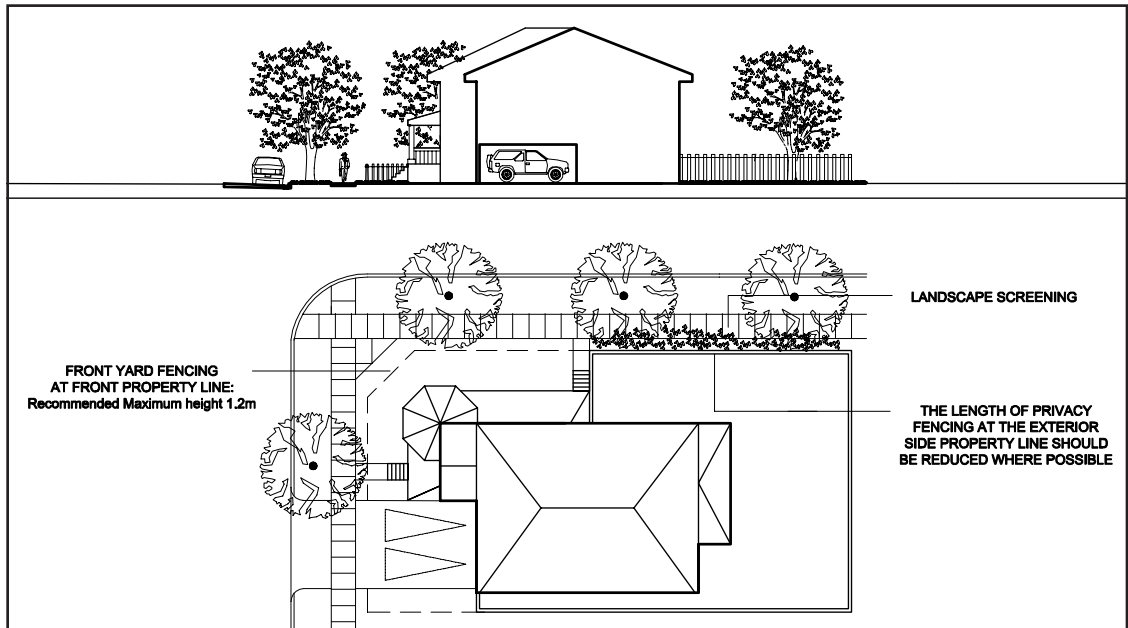


Figure 19: Minimize privacy fencing to occupy no more than 50% of the lot frontage measured from the rear property line.

4.3 SINGLE DETACHED, SEMI-DETACHED, DUPLEXES AND TOWNHOUSES

See Table A and the accompanying Guideline drawings.

4.3.1 Minimum Front Yard Setbacks Guidelines

For the purposes of the following Guidelines the definition of 'main building façade' should mean the front wall of the building on the ground floor that contains the front door to the house. In the case of a corner lot where the front door faces the exterior side yard, the main building façade should mean the ground floor wall of the habitable (non-garage) portion of the dwelling **(Figures 20 to 23)**.

- a) Front yard setbacks should generally be a minimum of 4.5-6.5 metres with the exception of lots providing rear yard garages, which should permit a minimum 3.0-metre setback **(Figure 20)**.
- b) Front yard setbacks should apply to the full range of residential lot frontages. Maximum front yard setbacks should be established in concurrence with the Town's zoning bylaw.
- c) All front yards should have a minimum 1.5 metre "no encroachment" area. The balance of the setback may be encroached with non-interior building elements including porches, steps, roof elements etc. Front yard setbacks should generally be a maximum of 7.5 metres, with the exception of lots on a cul-de-sac or angle bend that may require larger setbacks as a result of lot configuration.
- d) From the property line to the front face of a front attached garage where the driveway crosses a sidewalk the minimum front yard setback should be 6.5 metres and 6.0 metres where there is no sidewalk.
- e) The minimum front yard setback on a lot with a rear garage accessed by a driveway or rear lane should be 3.5 metres.
- f) A range of front yard setbacks (from 3.0 to 6.5 metres) is recommended in order to achieve a diversity of setbacks on the streetscape.
- g) Front porches may encroach into the front yard by a maximum of 3.0 metres including access steps of which the front porch may be a maximum depth of 2.5 metres. A 1.5 metre "no encroachment zone" should be maintained between the furthest front dwelling wall or front porch (including access steps) and the property line.

No	TABLE A Zone Provisions Re: Single, Semi-detached, Duplex and Townhouse Dwellings	Proposed Standard (metres)
1	Minimum Front Yard Setback - From property line to front face of attached garage where driveway crosses sidewalk. - From property line to front face of attached garage where driveway doesn't cross sidewalk. <i>Minimum Front Yard Setback</i> -On a lot accessed by a driveway -On a lot with a front porch (Permits porch steps and rails max. Encroachment of 3.0m) -On a lot where the garage is in the rear yard accessed by a lane or driveway	6.5 6.0 4.5 4.5 3.5
2	Minimum Interior Side Yard Setback - Attached garage/ 9.0 m lot and less - Attached garage/ More than 9.0m and less than 12.0 m lot - Attached garage/ 12.0 m lot and greater - Garage located in the rear yard accessed by a driveway - Abutting a non-residential use (Including a walkway, greenway,buffer blocks and SWM ponds)	1.0 and 0.6 1.2 and 0.6 1.2 and 1.2 3.5 and 1.2 3.5 and 0.6
3	Minimum Exterior Side Yard Setback - With a side yard porch - Adjacent to a rear lane - Adjacent to a site triangle - Site triangle abutting an entrance feature (including a max. 1.5 metre encroachment)	4.5 3.0 1.2 3.0
4	Minimum Rear Yard -On lot accessed by a driveway -On a lot with a rear yard garage accessed by a lane or driveway -On a wide shallow lot	7.5 15.0 6.5
5	Interior Garage Dimensions - Less than 12.0 m lots - 12.0 m lots and greater Maximum Garage Projection - From front wall of dwelling where there is no front porch - From front wall of dwelling where there is a front porch	Min. 3.0 wide by 6.0 Min. 5.5 wide by 6.0 Max. 1.0 Max. 2.0
6	Minimum Lot Depth	27.0
7	Maximum Building Height	11.0

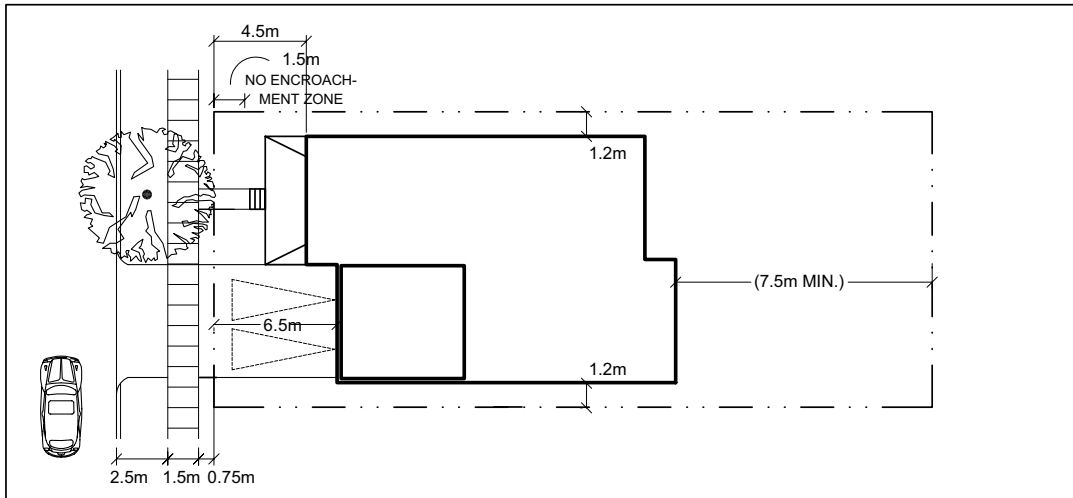
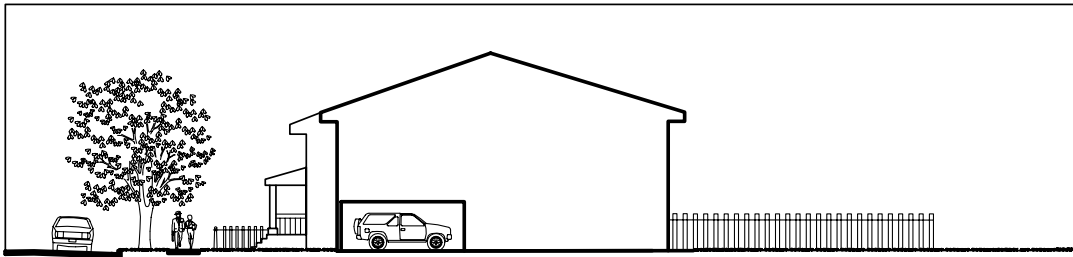


Figure 20: Front yard setbacks should generally be a minimum of 4.5 metres for single-detached, townhouse, and multiplex lots.

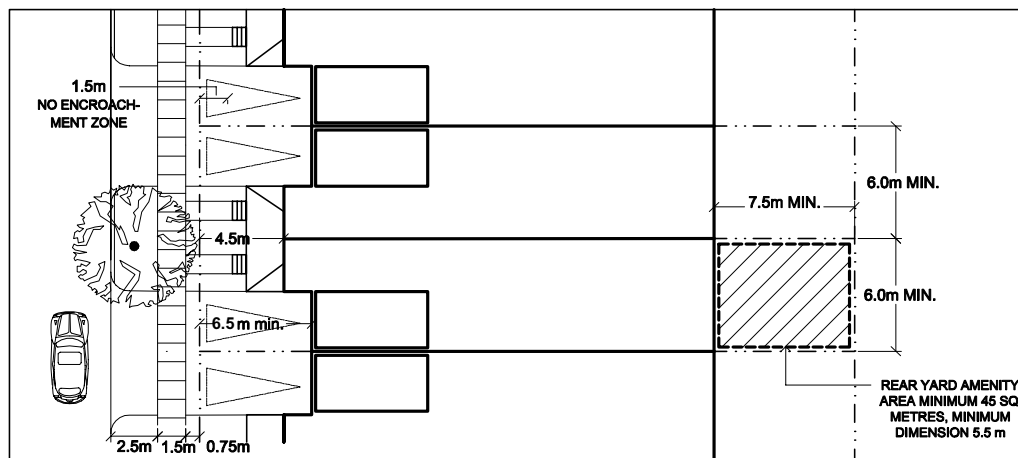
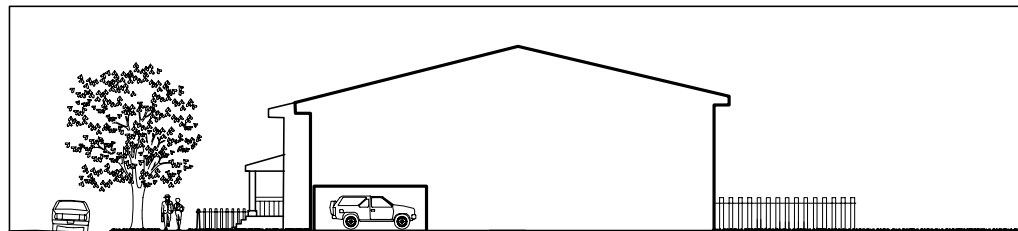


Figure 21: Front yard setback recommendations for townhouse lots.

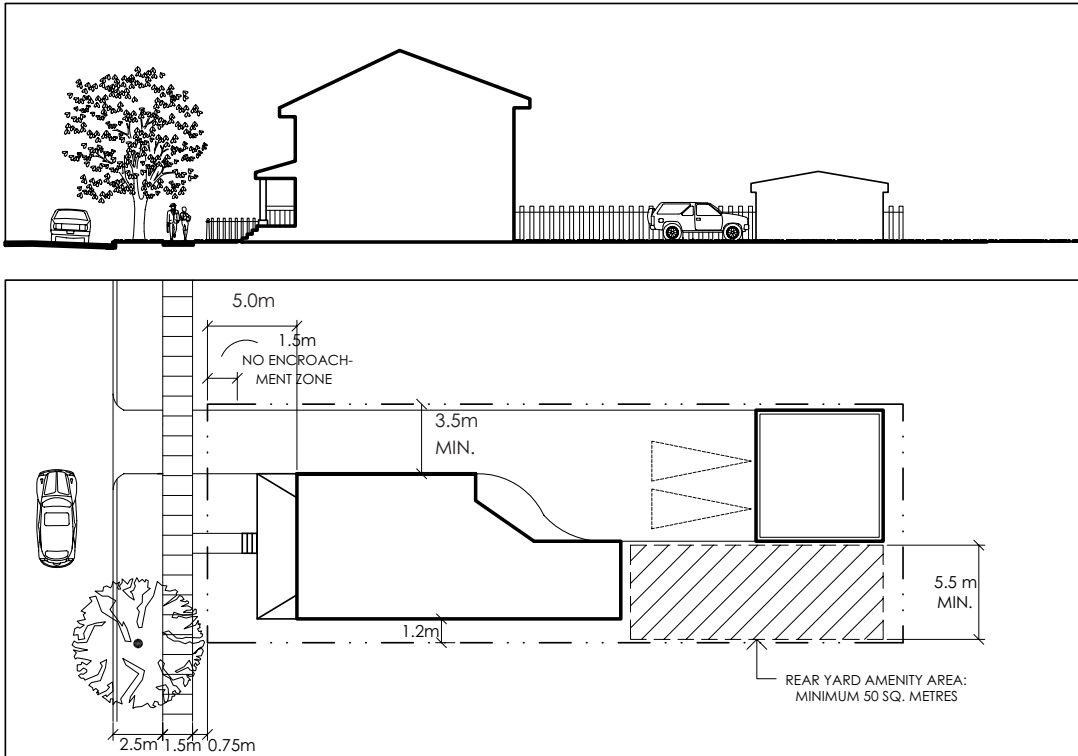


Figure 22: The interior side yard setback at a driveway should be 3.5 metres and the minimum front yard setback the a rear detached garage is 5.0 meters.

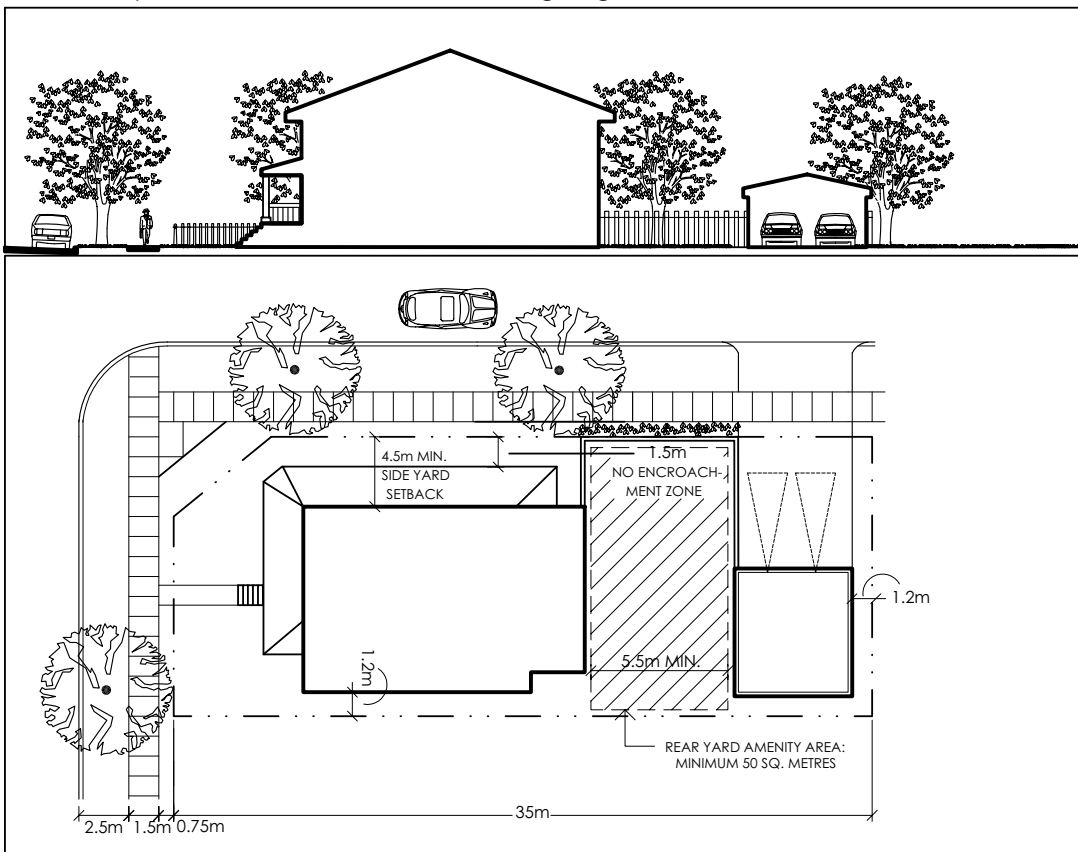


Figure 23: 4.5 metre minimum exterior side yard setback with a side porch

4.3.2 Minimum Interior Side Yard Setbacks Guidelines

- a) On a lot 9.0 metres or less, the minimum interior side yard setback should be 1.0 and 0.6 metres.
- b) On a lot greater than 9.0 metres and less than 12.0 metres, the minimum interior side yard setback should be 1.2 and 0.6 metres.
- c) On a lot greater than 12.0 metres, the minimum interior side yard setback should be 1.2 and 1.2 metres.
- d) On a lot with a garage located in the rear yard accessed by a driveway, the minimum interior side yard setback should be 3.5 and 1.2 metres. Where 'split drainage' is used the side yard setbacks may be reduced to 3.5 and 0.6 metres on the driveway side. On 'rear to front drainage', side yard setbacks should be maintained at 3.5 and 1.2 metres on the driveway side
- e) On a lot abutting a non-residential use (including a walkway) the minimum interior side yard setback should be 3.5 and 1.2 metres.

4.3.3 Minimum Exterior Side Yard Setbacks Guidelines

- a) The minimum exterior side yard setback (including those with a side yard porch) should be 4.5 metres with a "no encroachment zone" of 1.5 metres.
- b) Porches may encroach into the exterior side yard by a maximum of 3.0 metres including access steps of which the front porch may be a maximum depth of 2.5 metres. A 1.5 metre "no encroachment zone" should be maintained between the furthest front dwelling wall or front porch (including access steps) and the property line.
- c) On lots adjacent to a rear lane, the minimum exterior side yard setback should be 3.0 metres.
- d) On lots adjacent to a site triangle (including those with a front or side yard porch), the minimum exterior setback should be 1.2 metres.
- e) On lots adjacent to a site triangle (including those with a front or side yard porch) abutting an entrance feature, the minimum exterior setback should be 3.0 metres of which a porch may not encroach beyond the 1.5 metre "no encroachment zone" set back from the property line.

4.3.4 Minimum Rear Yard Setbacks Guidelines

- a) On lots accessed by a driveway, the minimum rear yard setback should be 7.5 metres measured from the rear face of the garage, or rear property line, to the rear face of the dwelling.
- b) On lots with a rear yard garage, the minimum rear yard setback should be 15.0 metres.
- c) On wide shallow lots the minimum rear yard setback should not be less than 6.5 metres where the lot depth is not less than 27.0 metres.
- d) All other lots should have a minimum rear yard setback of not less than 7.5 metres measured from the rear property line to the rear face of the dwelling.
- e) Rear yard decks/porches and garden sheds should be permitted as rear yard encroachments, provided the rear yard is a minimum 7.5 metres in length, excluding rear yard garages that are attached to the dwelling or at the rear of the property (lane or

driveway access). It is recommended that where feasible, a 50 square metre landscaped amenity space (excluding driveways) be maintained for single-detached and semi-detached dwellings and 45 square metres for duplex, triplexes and townhouses.

4.3.5 Garage Dimensions and Projections Guidelines

In general, the interior width of the garage should be a maximum 50% of the house frontage. The following Guidelines propose standards for interior garage widths that maintain the principle of a balanced house to garage frontage, and ensure that appropriate interior dimensions for attached or detached garages are applied. See **Figure 24** for minimum garage sizes.

- a) On lots less than 12.0 metres, interior one-car garage dimensions should be a minimum 3.0 metres wide by 6.0 metres deep.
- b) On lots 12.0 metres and greater, interior two-car garage dimensions should be a minimum 5.5 metres wide by 6.0 metres deep.
- c) The minimum height clearance from structural or mechanical encumbrances (including overhead bulkheads, lofts, garage closures, etc.) in the garage should be 2.0 metres.
- d) The maximum garage projection in front of the main wall of the house should be 1.0 metre where there is no front porch, and 2.0 metres where there is a front porch.

4.3.6 Minimum Lot Depth Guidelines

- a) The minimum lot depth should be 27.0 metres.

4.3.7 Maximum Building Height Guidelines

- a) The maximum building height should be 11.0 metres for single, semi-detached, duplex and townhouse dwellings.
- b) Building height should be measured from grade level at the front of the house to the mid-point of the roofline for a pitched roof, or the midpoint of the parapet for a flat roof.

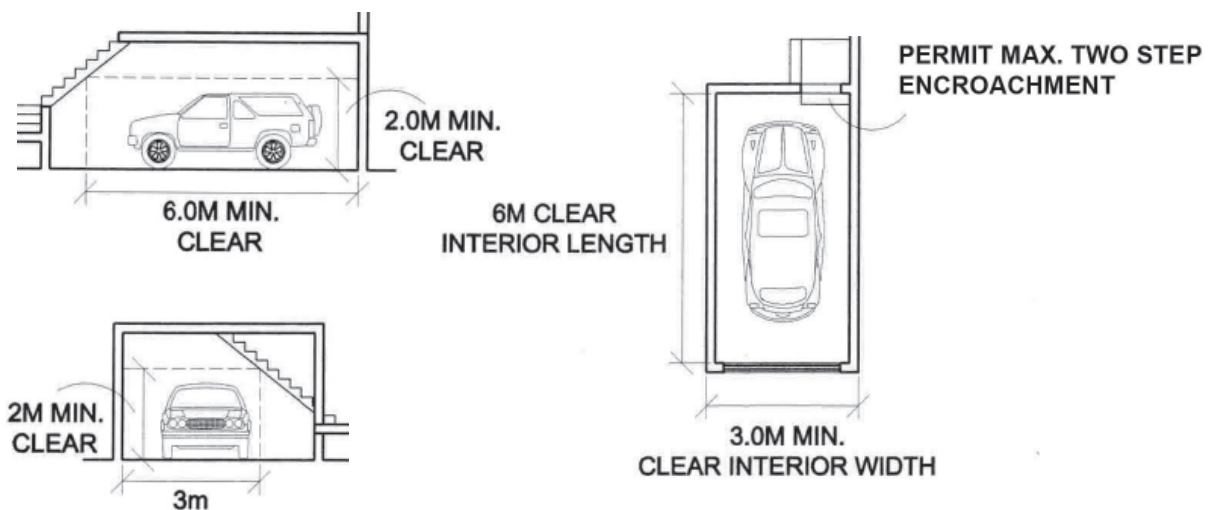


Figure 24: Garage sections illustrate minimum 2.0 m height clearance requirements.

4.3.8 Semi-Detached Lots Guidelines

- a) The minimum lot frontage should be 7.5 metres per dwelling unit.
- b) See Table A for minimum setbacks.

4.3.9 Attached Front Garage Guidelines

The primary issue with respect to attached front garages relates to the dominant proportion of the garage over the habitable portion of the house at grade. Opportunities to provide front porches, windows and front facing rooms are minimized. Public safety through CPTED (Crime Prevention Through Environmental Design) opportunities for casual surveillance of the street from the house are limited.

General:

- a) To reduce the garage dominance on the streetscape, as a general rule, the maximum width of garages should not exceed 50% of the width of the house. See Table A and Section 4.3.5.
- b) The maximum garage projection from the front face of the house should be 1.0 metre where there is no front porch and 2.0 metres where there is a front porch.

4.3.10 Driveways and Tandem Parking Guidelines

- a) Driveways should be straight and not tapered or skewed, and be as wide as the outside dimensions of the garage.
- b) Driveways should not be tapered or skewed to conform to the angular geometry at angle bend and cul-de-sac lots.
- c) The draft plan of subdivisions must be reviewed and approved to ensure that lots have the appropriate curb frontages to accommodate straight and non-tapered driveways.
- d) Driveway standards should be maintained to respect the separation of abutting driveways and setbacks to street hardware including above grade utilities and light standards.
- e) Tandem parking should be discouraged in the front yard. This will result in the reduction of excessive garage setbacks required for front yard tandem parking and will create a more desirable relationship of garage face to habitable dwelling face.
- f) Engineering construction drawings should be required that specify the location and size of driveways on a lot. Driveway locations must include the locations of all on street hardware and provide for driveway widths that comply with the zoning by-laws. These locations must provide for straight and non-tapered driveway locations taking in to account the proposed house location
- g) Existing lot grading criteria should be reinforced to ensure that driveways are built straight and are not tapered or skewed. The house designs and locations must be altered or revised to ensure the appropriate relationship between the driveway and the street edge is provided.

4.4. MULTIPLE UNIT BUILDINGS

The design of townhouse, multiplex and apartment buildings should consider the overall form, massing, proportions, and the rhythm of major repetitive building elements and roof designs to create a street façade that is composed of a consistent and attractive variety of building elements.

4.4.1 General

- a) End units in a townhouse or multiplex block should place windows and entrances facing the public street and along pedestrian walkways where appropriate to encourage these areas to be attractive, active and safe.
- b) The proportion of rooflines, wall planes and openings should be consistent with other buildings on the street.
- c) Ground floor units should have individual at-grade access. Upper floor units should be emphasized through articulations of the exterior wall plane and roof, and the use of pronounced building elements including bay windows, balconies and dormers.
- d) Primary building entrances should clearly address the street with large entry awnings and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building.
- e) Pedestrian entrances to parking and service areas within the principal building should be combined with exposed communal areas such as exercise areas or meeting rooms to provide casual surveillance opportunities.

4.4.2 Townhouse Lots

- a) The minimum lot frontage for townhouse units should be 6.0 metres. It is recommended that townhouse end units be wider to balance the proportion of house and garage to overall frontage.
- b) A maximum of eight townhouse dwelling units should be attached together in a single row.

4.4.3 Rear Lane Townhouses Guidelines (garage facing rear lane)

- a) The minimum separation between the dwelling unit and the detached garage should be 7.5 metres.
- b) The minimum side yard for townhouse end units should be 2.0 metres to facilitate access for emergency services.
- c) A maximum of two garages should be paired together with minimum setback of 1.2 metres on either side.
- d) Fencing should include a doorway within one of the side yards to allow entry between the lane and rear yard.

4.5 RESIDENTIAL BUILDINGS: ARCHITECTURAL CONTROL

The intent of the Architectural Control Guidelines is to achieve a visually rich residential building fabric that promotes a distinct neighbourhood image through the use of materials, building form, and architectural styles.

4.5.1 General

- a) Architecture expressed throughout residential buildings should be varied as well as relate contextually in form and scale. Despite the use of various architectural styles, quality should be consistent and building materials and finishes should be complementary.
- b) Consistent rhythms of similar but not identical details and architectural elements should be used to reinforce the continuity of the street and assist in the creation of a strong neighbourhood image.

4.5.2 Walls

- a) The front facade of dwellings and garage treatments should maximize the presence of the habitable building facade. A high standard of design, detail and variety of materials should be combined to create front building facades with a distinct street presence.
- b) Flanking walls should include at least 20 % surface window area, or be reviewed on the basis of design merit.
- c) Flanking facades should have a design and materials standard equal to the front facade treatment.
- d) Facing materials including brick, stone, stucco and wood/metal siding are all acceptable. Lintels, cornices, quoins, dentils and other details are recommended to be incorporated within brick and stone walls to reduce the heavy effect of these materials.
- e) Changes in the use of wall facing materials should occur at wall setbacks or projections, or to articulate the transition between the building base, middle and top, or be reviewed on the basis of design merit.
- f) Wall materials should be selected based on energy and maintenance efficiency.

4.5.3 Windows

- a) Buildings facing or flanking a street, lane or open space should provide a generous amount of window openings to encourage strong visual connections between the private dwelling and public realm.
- b) Front dwelling facades should include between 30 to 40 % surface window areas, or be reviewed on the basis of design merit.
- c) Bay windows are encouraged as they increase visibility from private dwellings to the public realm and add to the building character.
- d) Window design should be primarily an expression of the interior dwelling use. Creative arrangements of windows should have a functional role in providing natural ventilation and light, views, and privacy to the individual and adjacent dwellings.
- e) Centre lines of similar windows should be aligned vertically, and should be set within a sufficient area of wall to avoid an overcrowded composition of wall openings.

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- f) Window mountings should be part of the window structure and not applied as a decorative element.
 - g) Skylights and clerestory windows are encouraged. Skylights should be treated as distinct roof elements and be coordinated with other roof and building elements. Skylights are encouraged to be located behind the roof ridge, away from the street view. Clerestory windows should be detailed to provide a structural and coordinated junction between the building wall and roof.

4.5.4 Porches and Building Projections

- a) Building projections including porches, decks, canopies and stairs are encouraged as transitional building elements that provide weather protection, dwelling access and active amenity spaces.
- b) A minimum of 30 % of the dwellings in any development should have a porch.
- c) Porch and deck dimensions are encouraged to be generous enough to accommodate furnishings and ensure their active use. The minimum depth for porches and decks should be 2.0 metres (6.5 feet).
- d) Steps to porches should have generous proportions and a gentle rise and run to encourage step sitting and the placement of flowerpots.
- e) The design of porch railings and columns should be integrated and use complementary materials.
- f) Finish materials should extend to all sides of the porch and stairs. The underside of the porch should not be exposed to the street.
- g) Duplex and multiplex dwellings are encouraged to provide porches and decks as outdoor amenity spaces for upper units.
- h) Continuity of front porch design is recommended between detached and semi-detached dwellings. Material and detail variations may occur between porches provided there is an accord of scale and proportion. Townhouse and multiplex dwelling porches should be the same, or establish a clear rhythm of variation between every second or third unit.

4.5.5 Roofs

- a) A variety of varied and complimentary rooflines should occur in each residential block.
- b) Roof forms should apply a consistent roofline in mass and height to adjacent buildings.
- c) Roof materials/colours should complement the building materials and the proposed building design.
- d) Where sloped roofs are required, provide a minimum of 6:12 roof pitch for the main roof, and allow the roof slope to be lower in other areas subject to design merit. Accent roof slopes and dormers may be encouraged to be steeper.
- e) Townhouse and multiplex dwellings should express individuality of address through defined roof forms that express individual dwellings and contribute to a residential character for the overall development.

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- f) Roof elements including chimneys, dormers, pitches, cupolas and vents should be incorporated as distinct elements providing the potential for additional variety in the image of one dwelling to the next.
 - g) The use of dormers on sloped roofs is encouraged to ensure livability of top storeys, or to allow future conversion of attic spaces. Dormer windows should be of the same type and proportion as those used for windows in the lower storeys.

4.5.6 Garages and Coach Houses

- a) Garages and coach houses should be complementary in character and quality of detail to the principle dwelling.
- b) Windows and doors should be provided on elevations facing the dwelling and the garden.
- c) Garages or coach houses backing on to a lane, or coach houses backing on to a local hybrid street should, where the width of the lot permits, provide access through a gate directly on to the lane.
- d) The garden facade of garages and coach houses should be detailed to reflect the private and contained nature of the garden activities. A door to the garage or lower coach house level should be located directly from the garden. Doors and windows on the garden facade should allow for the integration of landscape elements including trellises and/or planting beds.
- e) Where possible, stairs to the upper coach house level should be internal, but where they are required to be external, they should be located at the side of the building. A covered upper level entrance should be provided.

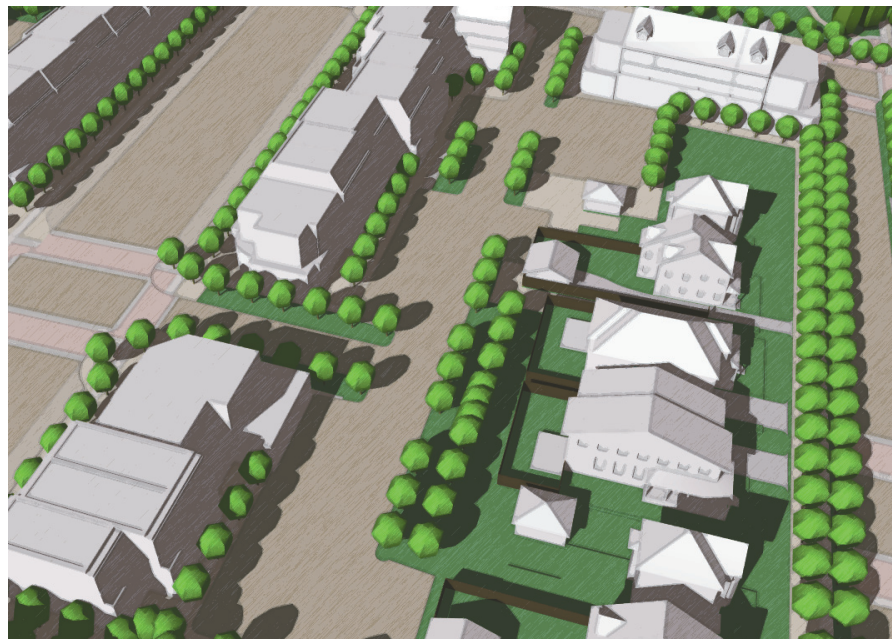


Figure 25: Buildings on Holland Street should support a pedestrian scale, compact, mixed-use town centre.

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- f) Coach house windows should be positioned to maximize street or lane overview and to minimize overview of adjacent neighboring properties.
 - g) Single car garages are encouraged to attach as a pair to provide a consolidated appearance versus many small separate structures.
 - ih) Within townhouse or multiplex dwelling lots, no more than six double car garages or the equivalent in single car garage length should generally occur in a row.

4.6 HOLLAND STREET WEST COMMERCIAL AREA

The following Guidelines address the elements of commercial, mixed use and public use building design anticipated for the Holland Street West area in the longer term. Collectively the area should contribute to a civic gateway image for the Town and fit well within the context, scale and image of the adjacent existing and proposed neighbourhoods (**Figure 25**). Similar to the design of the neighbourhoods, the Holland Street West area should support the design principles of:

- a) A high standard of building design;
- b) Building design that provides continuity to and enclosure to the street and Open Space System;
- c) Site plan design that articulates building setback and massing criteria, parking location, outside storage or display and street edge treatment in relation to development;
- d) Active at-grade uses that combine uses such as retail, service commercial and cafes with recreation areas, open space and street edges to reinforce a sense of animation and safety;
- e) To provide new development that is compatible with adjacent development, natural features and open space;
- f) To encourage building design that contributes to the visual interest of the community and Town.

The commercial designation will permit these lands to be developed with compatible, transitional uses between the uses fronting on to Holland Street West and the adjacent developing neighbourhoods to the south.



Photo 14: At grade uses such as retail and cafes will contribute to an active pedestrian environment on Holland Street.

To promote creation of a special character within the Holland Street West area, and in particular the objective of promoting a greater mix of uses including residential, consideration should be given to the development of relatively higher densities, in locations that are adequately separated from existing and proposed low-density residential areas (**Photo 14**). The following general guidelines should be applied. Buildings in the Holland Street West Commercial Area should be flexible in design to accommodate future conversions between residential, mixed and commercial uses.

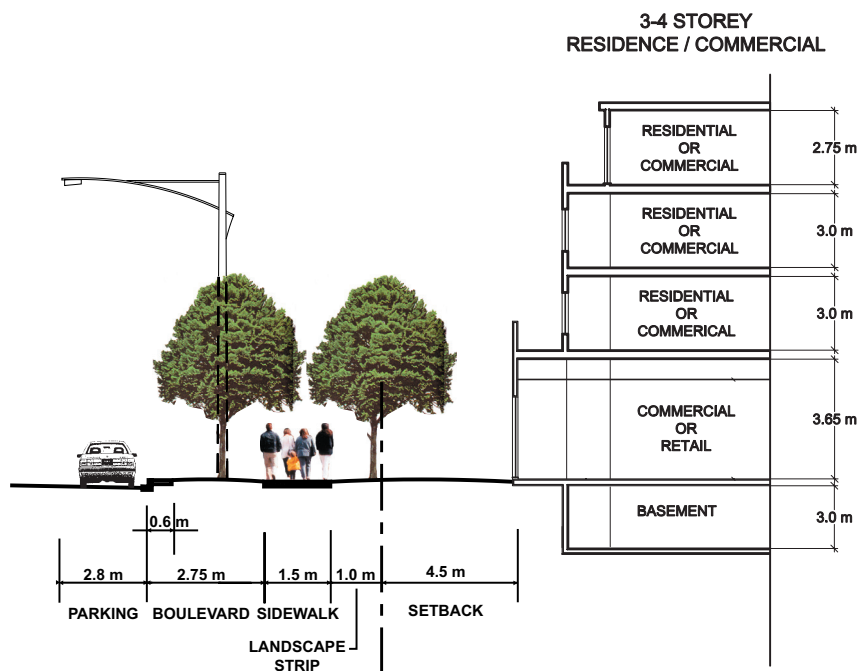


Figure 26: Sections illustrating potential 4 storey mixed-use buildings.



Figure 27: Screen parking behind buildings away from public view.



Figure 28: Buildings and site edge treatment should reinforce an urban street edge



Figure 29: Corner buildings should frame the intersection and provide pedestrian access into the development

4.6.1 Holland Street West Commercial Area General Guidelines

- a) A building height limit of 14 metres is recommended to accommodate the flexibility of building either a three storey commercial building or a four storey mixed-use building with retail at grade and three residential floors above **(Figure 26)**.
- b) For buildings taller than 12 metres, a minimum setback of 1.5 metres for the upper floor be accommodated where the building faces a street, lane or other public area to mitigate the perception of overly tall structures.
- c) Both the setback and height limit provisions should be calculated on an average basis to allow for pitched rooflines.
- d) Live-work units accommodating home-based businesses, studio type businesses or residential loft-type living should be encouraged in the Holland Street West Commercial Area.
- e) All units should have a principal façade and front door that is accessible at grade level from a public street, public lane or private lane.
- f) Parking areas should be well screened from the public street, and where feasible, located at the rear of each unit and accessible via a public or private laneway **(Figure 27)**.
- g) To create a transition between the Holland Street West area and adjacent residential areas, traditional house form elements including pitched roofs, gable ends, dormer windows, front porches, front steps and other architectural features should be incorporated into the design of commercial, mixed use and/or residential buildings adjacent to these lower density neighbourhoods.
- h) Where larger format commercial buildings apply, built form is encouraged to address the street edge through minimum building setbacks and the placement of parking **within the side or rear yard (see Figures 28-30)**

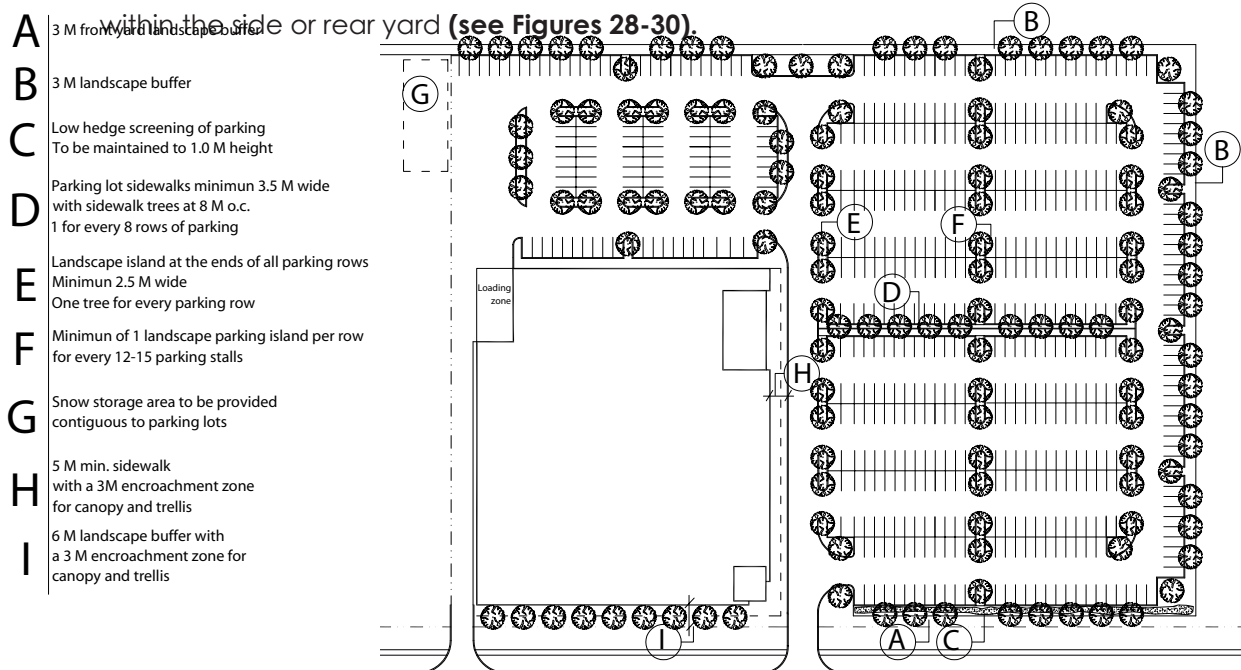


Figure 30: Landscaping should be used to define smaller parking areas and site edges.

4.6.2 Holland Street West Large Format Commercial (Figures 28-30)

Holland Street West is likely to be developed over time with a variety of small-scale commercial units to large format retail buildings. In the short-term, this high profile gateway location should attract regional and local shopping, which should ultimately evolve toward a more intense, mixed-use precinct as urban Bradford matures. If in the future Holland Street West is served by transit, access to the area and the design of the public right-of-way will require balanced consideration of both vehicles and pedestrians.

- a) Buildings should be positioned close to the street edge (min 3.0 metres), wherever reasonably possible, to reinforce an urban streetscape on Holland Street West.
- b) Buildings at the intersections of Holland Street and its proposed collector roads should be designed to address the intersection and provide a pedestrian entry court into the development at the corner or directly adjacent to it **(Figure 29)**.
- c) Street edges and public spaces (entry forecourts, courtyards) should incorporate consistent landscape edge treatments to enhance the image of buildings and screen surface parking areas.
- d) Street facing building façades should incorporate substantial glazing, entry elements (colonnades, canopies, awnings) and architecturally integrated signs.
- e) Building elevations should be developed with equal design quality on all sides.
- f) Service areas should be screened from public view.
- g) Surface parking areas should be defined by interior planted parking 'courts' and walkway connections to major building entrances **(Figure 30)**.

4.7 HOLLAND STREET WEST AREA ARCHITECTURAL GUIDELINES

The following Guidelines address the elements of commercial, mixed use and medium density residential building design.

4.7.1 Walls

i) Building Facades

A strong articulation of building facades is required. In particular:

- a) The base, middle and top of the building facade should be expressed through the use of materials and detail design.
- b) Blank or single material facades that extend the entire length of the building parallel to the public street should not be permitted.
- c) Blank walls in other locations, which are visible to the public, should incorporate additional architectural detailing and/or signs, murals, sculptural or graphic design.
- d) Façades of any significant size should be subdivided through a combination of windows and projections and recessions in the building wall to create a consistent rhythm across the facade and establish divisions that express a hierarchy of entrances and identify individual businesses (where applicable).

ii) Windows

- a) Display windows on the ground floor of commercial buildings should be dominant over solid walls in areas visible to the public.
- b) Windows should be encouraged in any façade, which overlooks areas of public activity.

iii) Wall Facing Materials

- a) Changes in the wall facing materials should occur at wall setbacks or projections, or to articulate the transition between the building base, middle and top.
- b) Wall detailing should integrate functional building elements such as vents or rainwater leaders within the wall plane as visible and integrated elements.

iv) Prominent Focus Buildings

- a) Major community use buildings such as schools, libraries and community centres should be designed as prominent focus buildings. Articulated building elements in the form of towers, bays or other details would emphasize the focal nature of these buildings.
- b) Corner buildings at the intersections of primary roads or gateway and primary roads should employ wall projections, recessions, materials and other details that will enhance the visibility of these locations.

v) Surrounding Areas

- a) Wherever possible the character and scale of materials used in the building should be carried through in those chosen for pathways, courtyards and areas directly surrounding the building to contribute to a cohesive and integrated image of the development.

4.7.2 Fenestration

- a) Display or office space windows facing the street frontage should be large, occupying a minimum of 30% of the street elevation between the ceiling and floor at grade.
- b) Clear glass is preferred for glazing, but some tinting based on functional considerations, such as privacy or building orientation, is acceptable. Reflective or mirrored glass at grade or at upper level windows/curtain wall is not acceptable, unless clearly demonstrated to be an essential component of the design.
- c) Window mountings should be part of the window structure and not applied as a decorative element.
- d) Windows should be thermally sealed and double-glazed.
- e) Ground level windows, particularly within schools and public use buildings facing public courtyards or open space, should consider sill heights and depths suitable for seating.

4.7.3 Pedestrian Entrances and Access

- a) Main entrances to buildings should be emphasized through canopies, awnings or taller, non-habitable building structures. The volume and height of such structures emphasize the prominence of entrances particularly at a corner location.
- b) Windows, and particularly retail display windows, should be coordinated with the location of pedestrian walkways to provide interest and improve security along these routes.
- c) Where possible, access to ground level stores should be barrier-free and avoid the use of steps or ramps.
- d) Where steps or ramps are required, they should be coordinated with the design of the building and should conform to barrier-free access requirements as set out by the Ontario Building Code.

4.7.4 General Building Materials

- a) The most common building materials in Bradford West Gwillimbury include brick, stone, and wood frame and they are also recommended for new construction. Materials such as aluminum, steel, and metal panels may be used provided they are used within an appropriate context such as a contemporary building design, or as accent features. Too varied a range of building materials is discouraged in favor of achieving a unified building image.
- b) Building materials should be chosen for their functional and aesthetic quality. Exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance. If materials that require regular refinishing such as wood or stucco are used, maintenance programs should be provided.
- c) Materials used for the front facade should be carried around the building or at a minimum to the side building facades.

4.7.7 Signs

- a) Pylon signs for private development should be oriented to address the street frontage, street intersections and primary access driveways. Pylon signs should be compatible with the associated building design in scale, material and colour, and should be set within a landscaped setting.
- b) Building identification signs should be incorporated prominently on the front façade or rooftop, and should be compatible with the building design in scale, material and colour.
- c) Internally or externally lit signs are encouraged, particularly those that face the public street or parallel a pedestrian walkway.
- d) Building identification signs are encouraged where possible to be applied as large scale building elements including awnings, banners and rooftop signs to contribute to an artful, dynamic building presence that will be attractive and visible to passing pedestrians and motorists.

