Urban Design Guidelines

MUNICIPALITY OF MIDDLESEX CENTRE

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1 Introduction

The Municipality of Middlesex Centre is comprised of approximately 588 square kilometres of picturesque rural Ontario landscape. Within this rural landscape with its pattern of agricultural operations and natural heritage features there are twelve distinct communities that form the social focal points of this rural Municipality. Taken together these twelve communities account for approximately only 3% of the Municipality's land area and range in scale from 50 to 2,500 residents. Each of these communities has over time evolved their own individual characteristics with their own places in the history of the Municipality but had a number of common characteristics including:

- Being based around a locally or regionally significant road or the intersection of two significant roads.
- Having at least one established commercial use within in its boundaries.
- Having a main street with a building stock that is based on nineteenth-century Victorian era rural architecture.
- The majority having at least one if not more church buildings.
- A built landscape that is typically composed of two storey houses with few structures exceeding three storeys in height with the exception of some agriculturally related structures.

The Official Plan for Middlesex Centre provides Settlement Area Policies (Section 5.0) and Municipality Design Polices (Section 6.0) and has organized these twelve communities into eleven settlement areas into Urban Settlement Areas, Community Settlement Areas and Hamlets as follows:

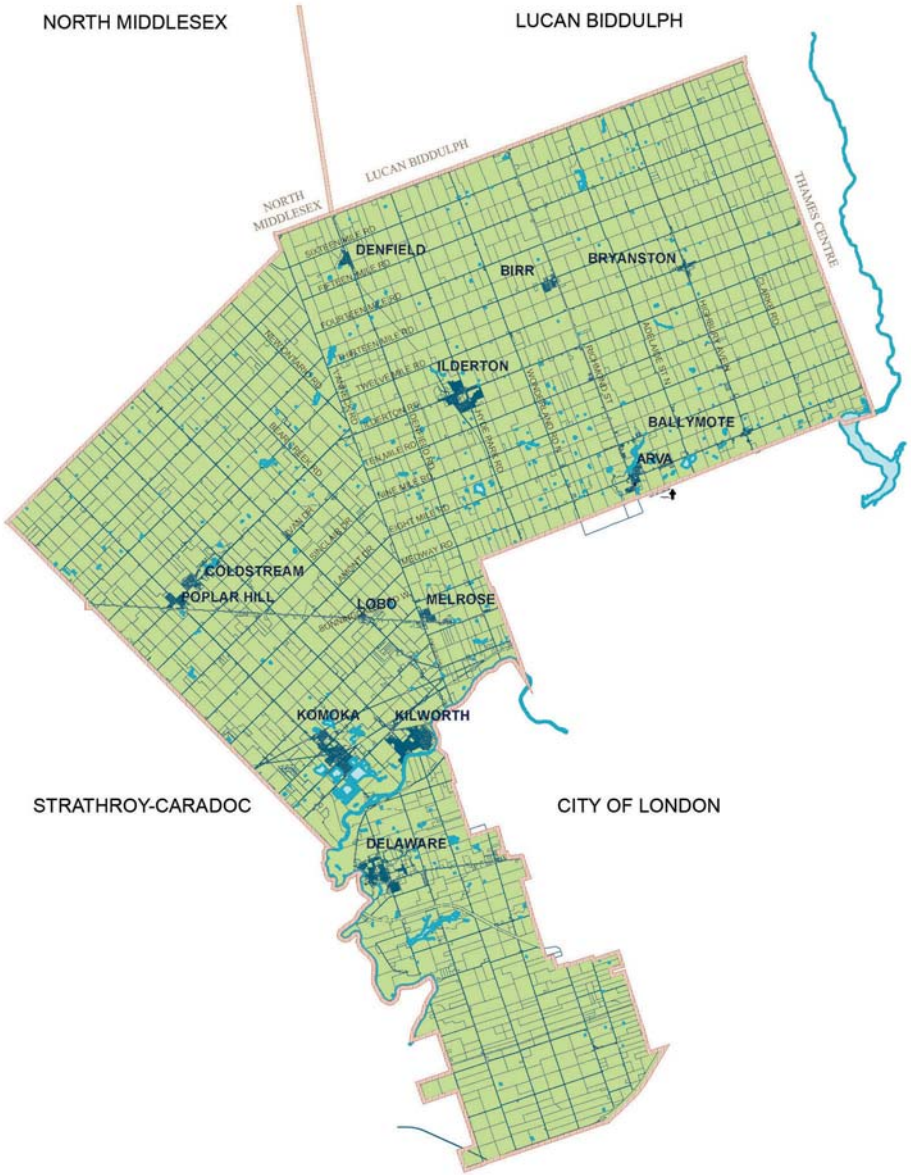
Urban Settlement Areas
Ilderton
Komoka-Kilworth

Community Settlement Areas
Arva
Delaware

Hamlets
Ballymote
Birr
Bryanston
Denfield
Lobo
Melrose
Poplar Hill-Coldstream

Although each of these settled areas have their own distinct characteristics and are geographically separated by agricultural lands and natural heritage features they also have many common qualities and potential urban design concerns that can be addressed through a common set of urban design guidelines.

These urban design guidelines have been prepared to assist in guiding the evolution of the urban fabric of these Settlement areas in terms of their residential neighbourhoods, commercial developments and principal streetscapes. These guidelines have been organized to address the urban design issues raised by redevelopment and infilling in existing neighbourhoods and by the creation of new neighborhoods in a greenfields context. These guidelines should be read in conjunction with the relevant policies of the Municipality of Middlesex Centre's Official Plan, Zoning By-law and Site Plan Manual.


NORTH MIDDLESEX
LUCAN BIDDULPH
NORTH MIDDLESEX
LUCAN BIDDULPH
THAMES CENTRE
DENFIELD
BIRR
BRYANSTON
ILDERTON
BALLYMOTE
ARVA
COLDSTREAM
POPLAR HILL
LOBO
MELROSE
KOMOKA
KILWORTH
STRATHROY-CARADOC
CITY OF LONDON
DELAWARE

2 Character and Context for Settlement Areas

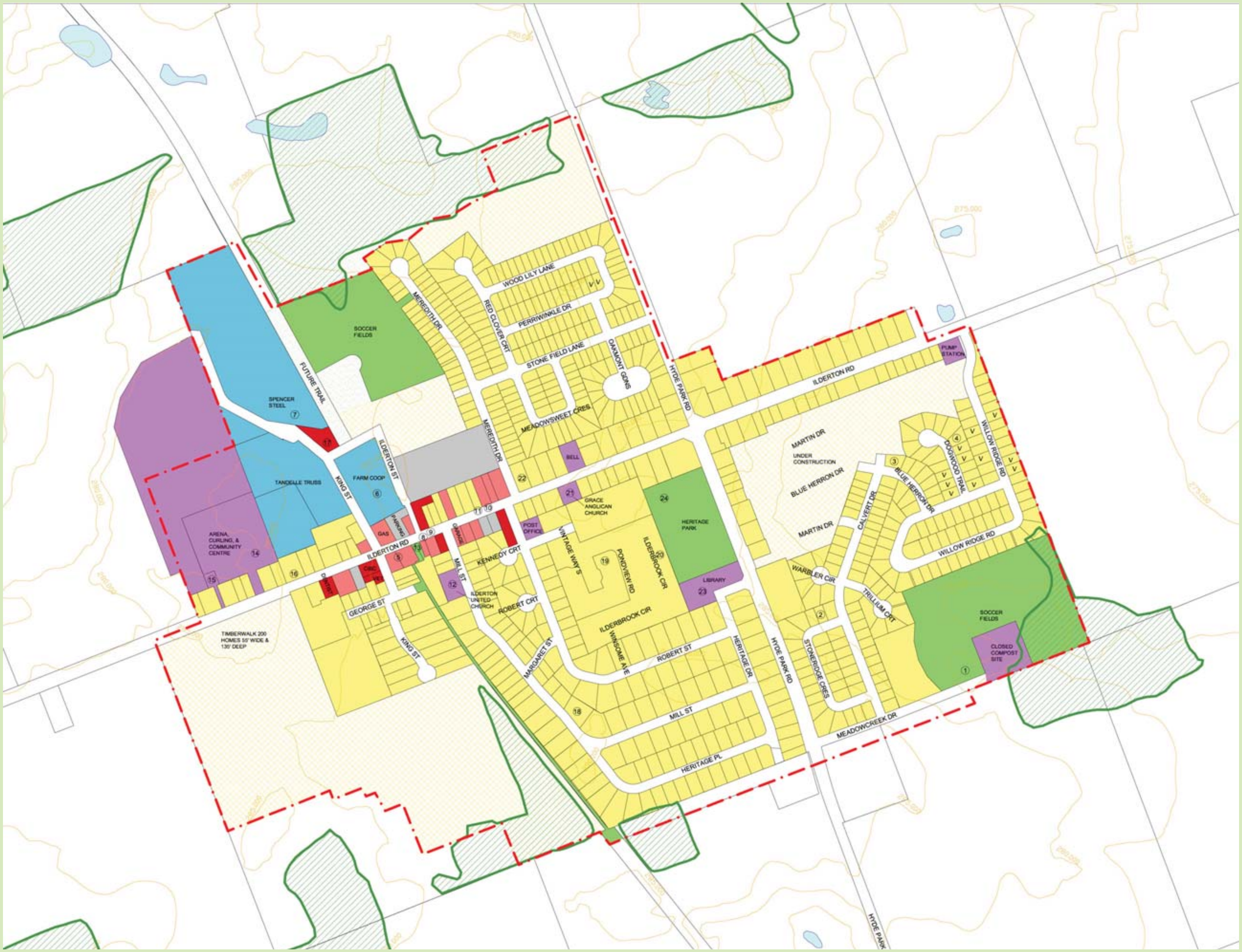
From a design perspective the existing character and context of each of the settlement areas is of great importance in the reviewing of new applications for development at any scale within the settlement areas. With this in mind the following sections have been prepared to describe in general terms the character and context for each of the settlement areas and to identify the priority streetscapes of each community. The population figures based on an average household size of 3.1 persons multiplied by the estimated number of dwelling units in each settlement area as of the date of this report.

Urban Settlement Areas

Ilderton

Ilderton is situated along Ilderton Road at Hyde Park Road and has a population of approximately 2170 people. There is a distinct main street along Ilderton Road in the Village Centre area, which is very pedestrian friendly and has a variety of commercial and office uses. An arena, curling club and community centre are located along the western edge of the Village with a library, district fire station and other institutional uses sited throughout the Hamlet area. Three large parks and two larger industrial facilities are also dispersed within the community. The majority of the lands within the settlement boundary have been developed or have applications submitted for future development leaving only a few vacant areas to the south of the Hamlet.

Most of the residential development within Ilderton is low density in nature and one to two storeys in height. One three-storey apartment building complex is located east of the Village Centre with surrounding semi-detached units.


SOCCER FIELDS
SPENCER STEEL
FUTURE TRAIL
TANDELLE TRUSS
FARM COOP
KING ST
ILDERTON ST
MEREDITH DR
RED CLOVER CRT
WOOD LILY LANE
PERRIWINKLE DR
STONE FIELD LANE
OAKMONT GDNS
MEADOWSWEET CRES
HYDE PARK RD
ILDERTON RD
BELL
GRACE ANGLICAN CHURCH
HERITAGE PARK
POST OFFICE
VINTAGE WAY S
PONDVIEW RD
ILDERBROOK CIR
LIBRARY
KENNEDY CRT
MILL ST
ILDERTON UNITED CHURCH
ROBERT CRT
ARENA, CURLING, & COMMUNITY CENTRE
GAS
GEORGE ST
TIMBERWALK 200 HOMES 50' WIDE & 130' DEEP
MARGARET ST
WINSOME AVE
ROBERT ST
HERITAGE DR
HERITAGE PL
MARTIN DR
UNDER CONSTRUCTION
BLUE HERRON DR
CALVERT DR
DOGWOOD TRAIL
WILLOW RIDGE RD
PUMP STATION
WARBLER CIR
TRILLIUM CRT
STONERIDGE CRES
MEADOWCREEK DR
CLOSED COMPOST SITE

Kilworth- Komoka

Kilworth is centrally located in the Municipality of Middlesex Centre and is bounded by the Thames River to the south and to the east and County Road 14 to the north. Kilworth has a population of approximately 1940 people. At the western most corner of Kilworth, the settlement abuts Komoka and maintains a distinct boundary. All of the lands abutting the Thames River have been designated park and open space and have considerable vegetation. Approximately half of the lands within the Kilworth settlement boundary are undeveloped.

The settlement area has two separate nodes of settlement commercial development the largest node located at the southwest corner of Glendon Drive and Jefferies Road. A second and much more modest node is situated at the intersection of Glendon Drive and Kilworth Park Drive. The predominate housing types within the settlement are one and two storey single detached homes. The newer developments to the northwest are typical contemporary styled homes with projecting garage fronts on narrower lots.

Komoka, with a population of approximately 1190 people, is generally described to be in the centre of the Municipality. The eastern border of this settlement abuts Kilworth and the presence of three rail lines aids in defining its character.

Komoka Road acts as the main street and is the location of the oldest homes and most diversified commercial / office uses. Within Komoka there are also two larger senior residences, Parkview School and a community centre. Areas of land on the eastern periphery of the settlement are in use for larger commercial and industrial sites. A number of vacant lands still remain throughout the settlement area.

The low density single detached ranch style homes are the predominate housing type in the settlement. Newer developments within the community between Simcoe Avenue and Oxbow Drive are primarily contemporary single detached homes with projecting garages.

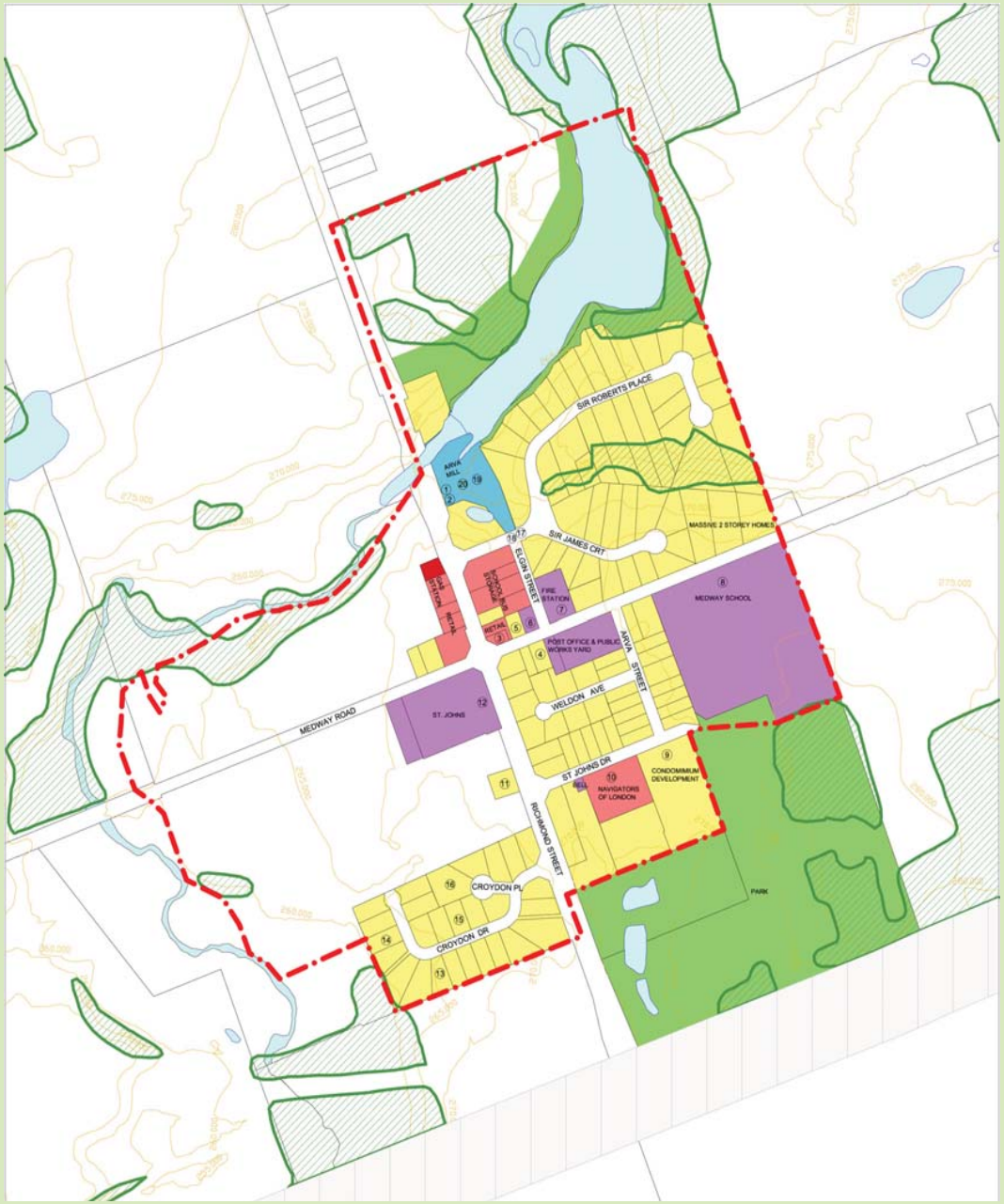
Community Settlement Areas

Arva Village

Arva is situated just north of the urban boundary of the City of London and has a population of approximately 530 people. Its core is along Richmond Street (Provincial Highway 4), north of Medway Road and does not lend itself to pedestrian movement due to the highway-like speeds along Richmond. Very few residences front onto the main arterial roadways.

Arva provides a mix of larger institutional uses, such as, Medway High School, St. Johns Church and a district fire station, commercial/retail uses, and a distinctive industrial use in the Arva Flour Mill along Medway Creek. The majority of houses in Arva tend to be one and two storey single detached estate type homes on larger lots.

A considerable portion of land in Arva currently remains agricultural in nature or are heavily vegetated and used as open space and parks.

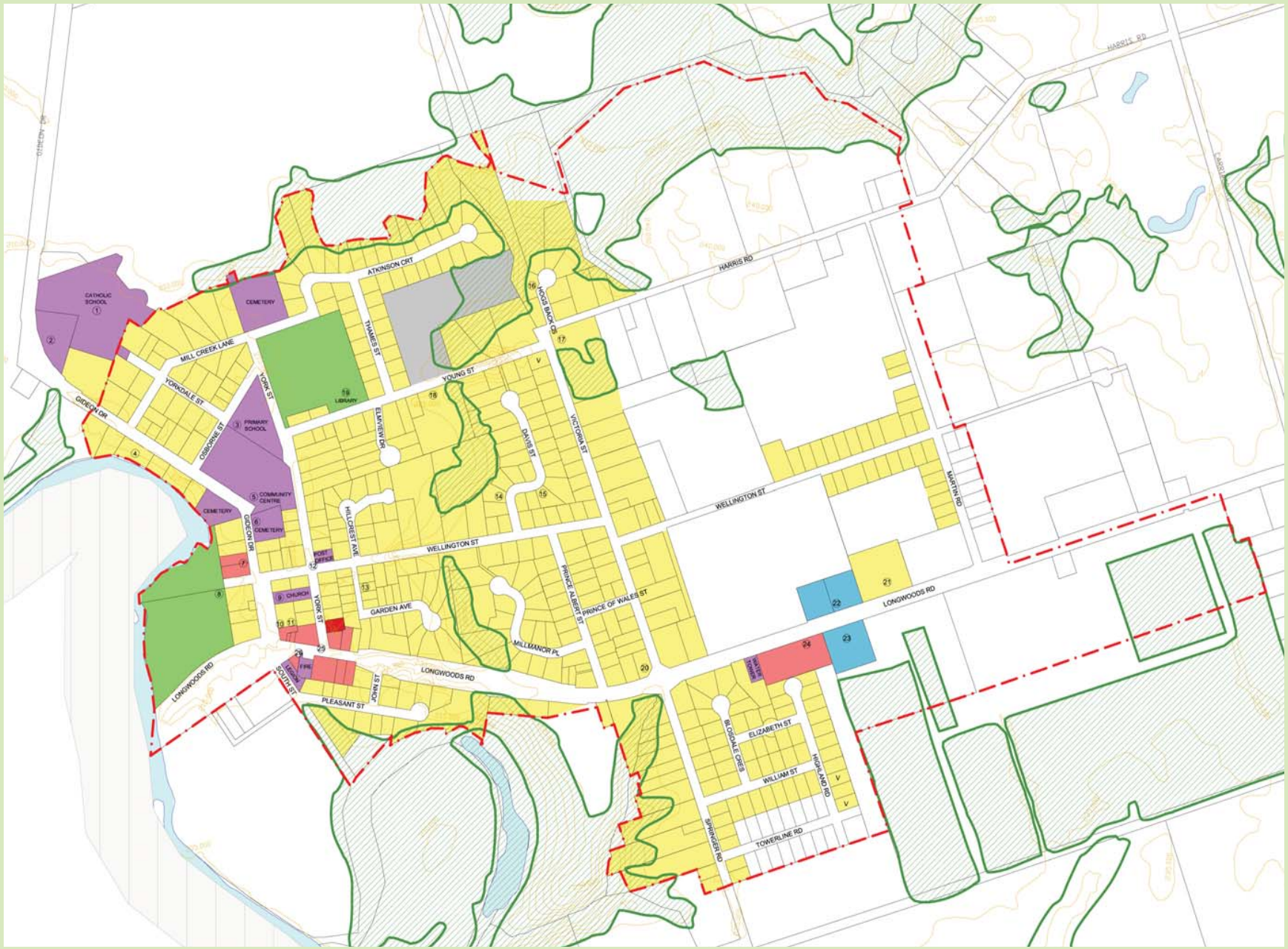

SIR ROBERTS PLACE
ARVA MILL
SIR JAMES CRT
MASSIVE 2 STOREY HOMES
ELGIN STREET
FIRE STATION
MEDWAY SCHOOL
POST OFFICE & PUBLIC WORKS YARD
ARVA STREET
WELDON AVE
MEDWAY ROAD
ST. JOHNS
ST JOHNS DR
CONDOMINIUM DEVELOPMENT
NAVIGATORS OF LONDON
RICHMOND STREET
PARK
CROYDON PL
CROYDON DR

Delaware Village

Delaware has a population of approximately 1590 people. Located in close proximity to Provincial Highway 402, Delaware is the most southern settlement within the Municipality. The majority of development has occurred in the western portion of the Village with a large amount of undeveloped land to the east of Victoria Street.

The Village has two elementary schools, a community centre and library, and a district fire station. Delaware has a distinct Village Centre area based around the intersection of King Street and York Street as well as settlement uses located along Longwoods Road. Both of these commercial areas are very car oriented due to the lack of sidewalks. Two larger parks are also located within the community.

Houses within Delaware are predominately one and two storey single detached homes.


HARRIS RD
ATKINSON CRT
CATHOLIC SCHOOL
CEMETERY
MILL CREEK LANE
YORKDALE ST
GIDEON DR
OSBORNE ST
PRIMARY SCHOOL
YORK ST
LIBRARY
THAMES ST
YOUNG ST
HOGS BACK CR
VICTORIA ST
ELMVIEW DR
DAVIS ST
COMMUNITY CENTRE
CEMETERY
CEMETERY
HILLCREST AVE
WELLINGTON ST
POST OFFICE
MARTIN RD
CHURCH
YORK ST
GARDEN AVE
PRINCE ALBERT ST
PRINCE OF WALES ST
LONGWOODS RD
MILLMANOR PL
FIRE
LONGWOODS RD
SOUTH ST
JOHN ST
PLEASANT ST
WATER TOWER
ELIZABETH ST
GLOSDALE CRES
WILLIAM ST
HIGHLAND RD
SPRINGER RD
TOWERLINE RD

Hamlet Settlement Areas

Ballymote

Ballymote is located at the intersection of Highbury Avenue North and Medway Road. With a population of approximately 100 people, this Hamlet is mainly residential in nature. A gas station and garage on the southeast corner of Highbury Avenue and Medway Road and an electronics repair shop are the only other non-residential uses. The style of homes range from more traditional ranch and split level single detached homes to newer larger single detached homes. The main opportunities for infill development are located south of Medway Road with two smaller locations to the east and the west of Highbury Avenue along Medway.


MEDWAY RD
HIGHBURY AVE N
GAS & RETAIL
GARAGE
POSSIBLE LAND USE CHANGE
519 666 0190
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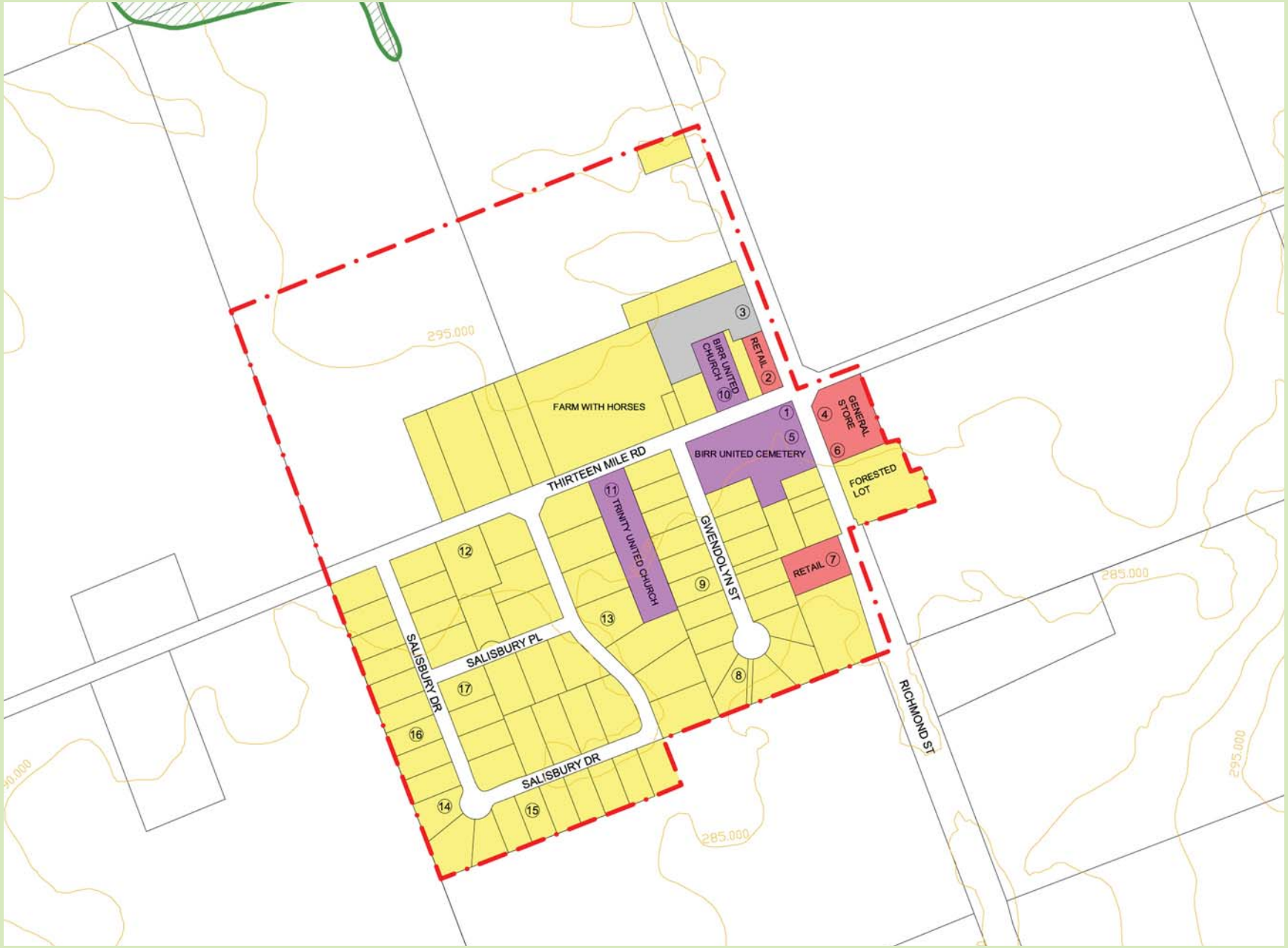
8
275.000

Birr

Located in the northern portion of the Municipality of Middlesex Centre, Birr is home to approximately 240 people. Mainly comprised of lands west of Richmond Street (Provincial Highway 4) along Thirteen Mile Road, there are a few commercial/retail establishments, and institutional uses such as Trinity United Church, Birr United Church and Birr United Cemetery. All of the remaining lands south of Thirteen Mile Road within the Hamlet area have been developed for residential purposes. Large areas of undeveloped agricultural lands remain within the Hamlet area north of Thirteen Mile Road and provide the only potential locations for future development.

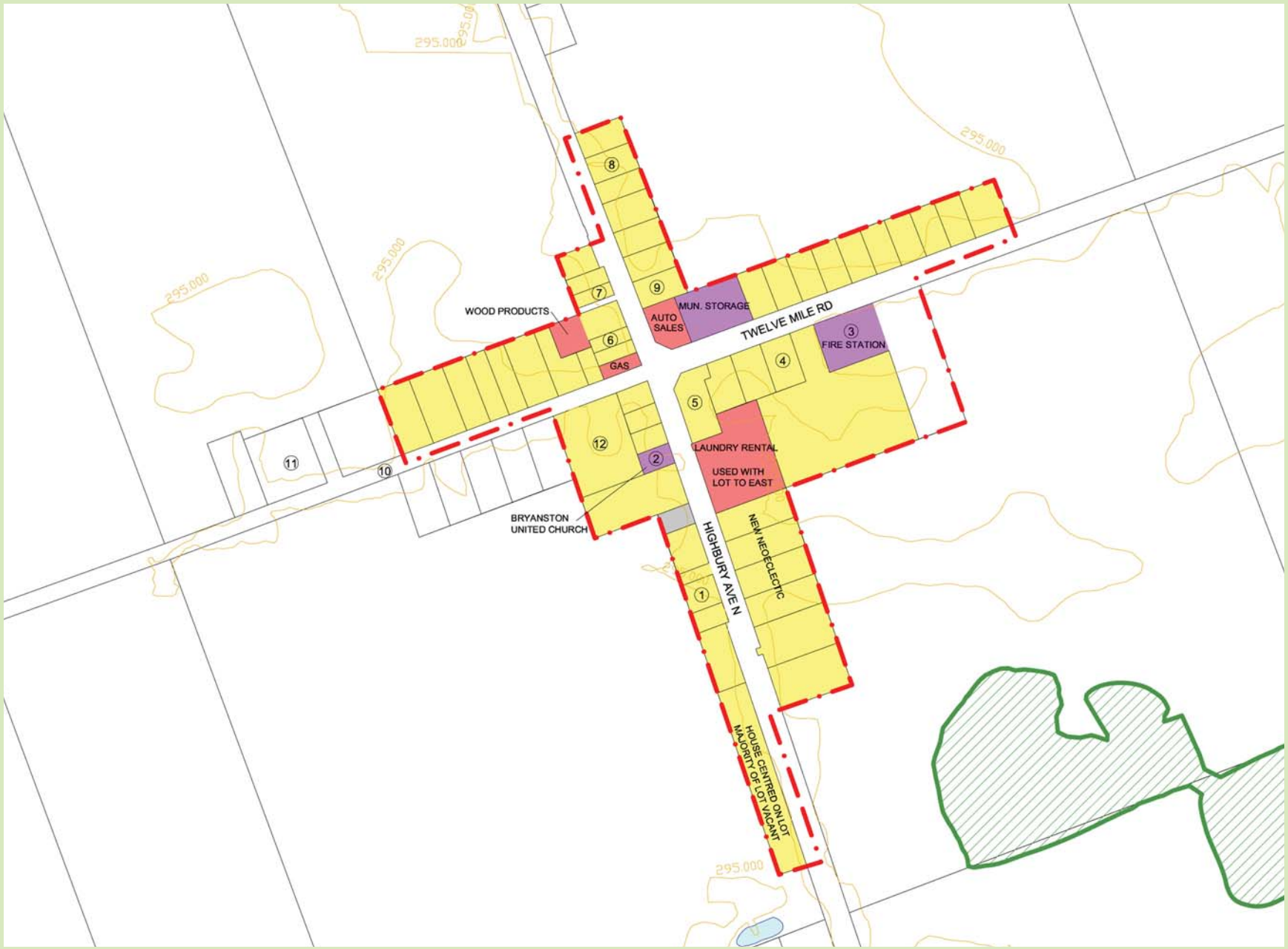
The homes along Richmond Street and Thirteen Mile Road are the oldest in the Hamlet and are of Victorian Style. The subdivision along Gwendolyn Street is mostly composed of single detached split level homes, while the newer subdivision to the west is composed of predominately one and two storey single detached homes.


FARM WITH HORSES
BIRR UNITED CHURCH
RETAIL
GENERAL STORE
BIRR UNITED CEMETERY
FORESTED LOT
THIRTEEN MILE RD
TRINITY UNITED CHURCH
GWENDOLYN ST
RETAIL
SALISBURY PL
SALISBURY DR
SALISBURY DR
RICHMOND ST
295.000
285.000
285.000
295.000

Bryanston

Bryanston is situated along Highbury Avenue North and Twelve Mile Road with a population of approximately 160 people. The Hamlet is home to a community centre, fire station, County garage and a few commercially zoned properties. Currently there is only one undeveloped site within the Hamlet area of Bryanston.

Predominate house form within the Hamlet are one and two storey single detached homes. A few older Victorian homes still remain close to the Hamlet's main intersection.


295.000
295.000
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295.000
295.000
WOOD PRODUCTS
AUTO SALES
MUN. STORAGE
TWELVE MILE RD
FIRE STATION
GAS
LAUNDRY RENTAL
USED WITH LOT TO EAST
BRYANSTON UNITED CHURCH
HIGHBURY AVE N
NEW NEOECLECTIC
HOUSE CENTRED ON LOT MAJORITY OF LOT VACANT
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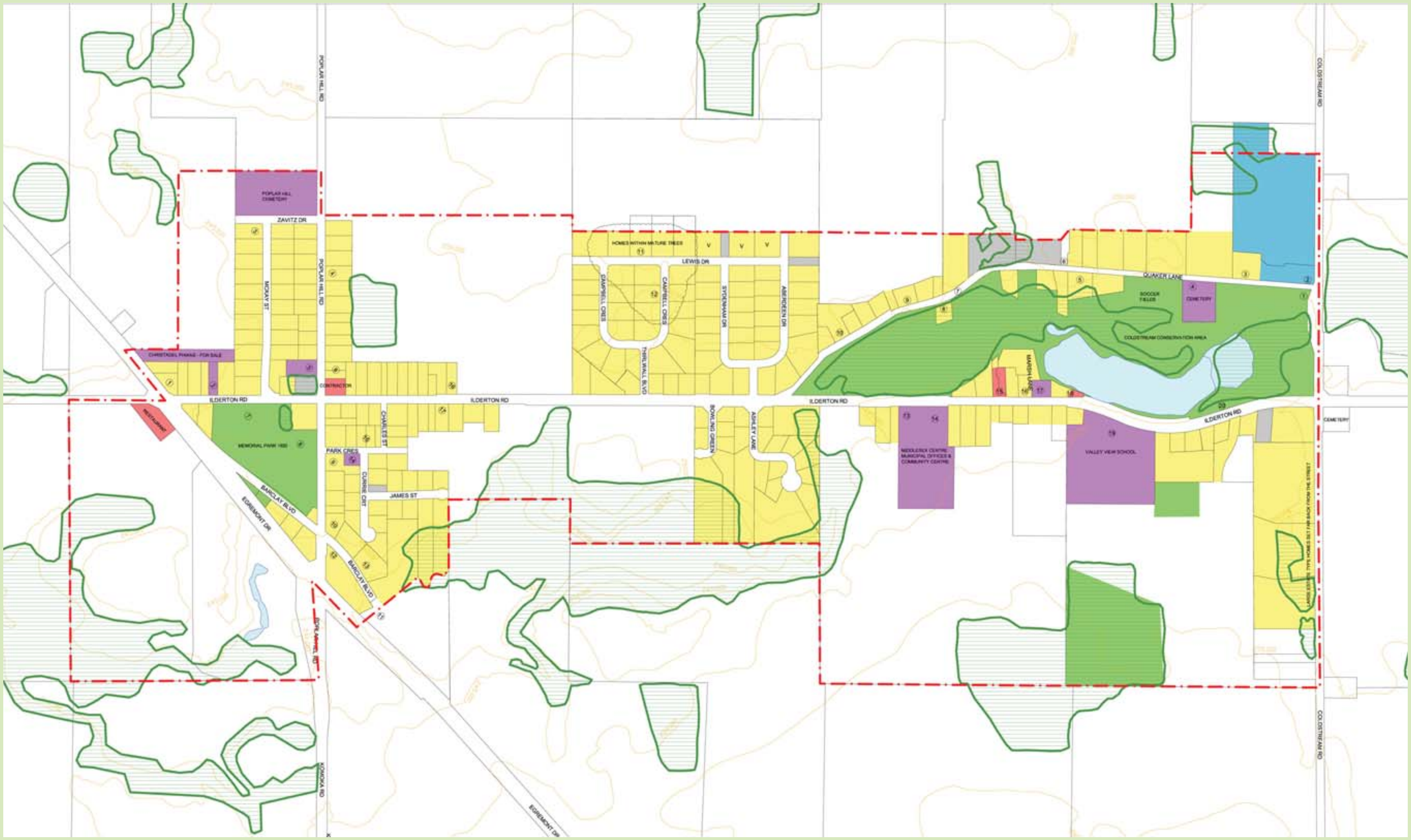
Coldstream - Poplar Hill

The close proximity of the Hamlets of Coldstream and Poplar Hill have caused the two communities to grow together and are now recognized by the Municipality of Middlesex Centre's Official Plan as one settlement area. The population of Coldstream – Poplar Hill is approximately 770 people. They are the most westerly situated communities in Middlesex Centre. There are large areas of undeveloped land within the settlement boundaries of both communities.

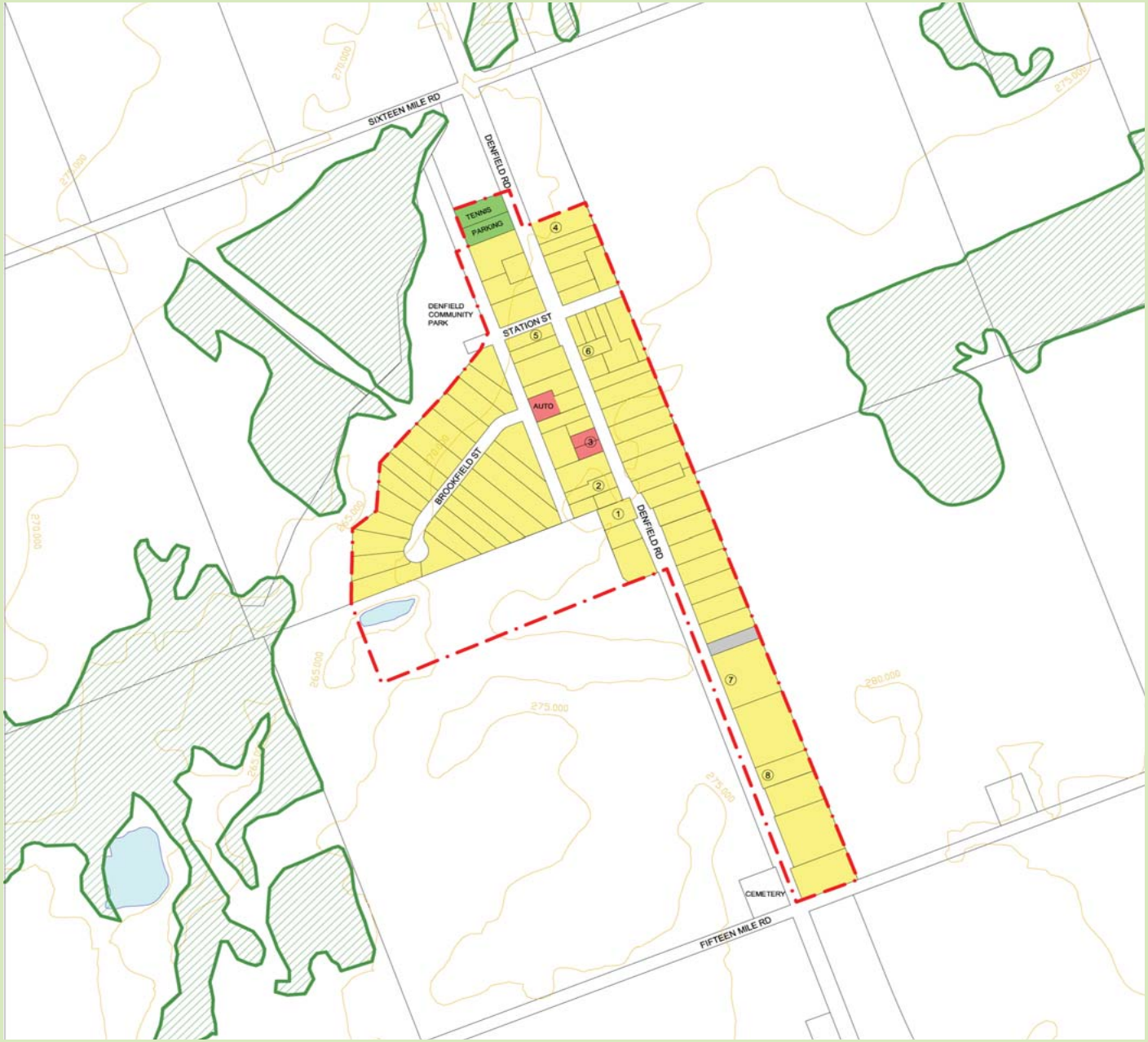
Coldstream is the location for municipal offices, Valleyview School, and a district fire station. A large conservation area is also located in the core of the Hamlet. The housing stock in Coldstream tends to be a mix of Victorian and modern one and two storey single detached homes.

Poplar Hill, which is located to the west of Coldstream, is centered on Memorial Park. The oldest homes in the Hamlet are situated around this park and tend to be of Victorian in style and period. The majority of the remaining homes within the Hamlet are more modern split and ranch style single detached homes.


ILDERTON RD
ZAVITZ DR
POPLAR HILL RD
LEWIS DR
PARK CRES
JAMES ST
QUAKER LANE
VALLEY VIEW SCHOOL
CEMETERY
COLDSTREAM RD
EGREMONT DR

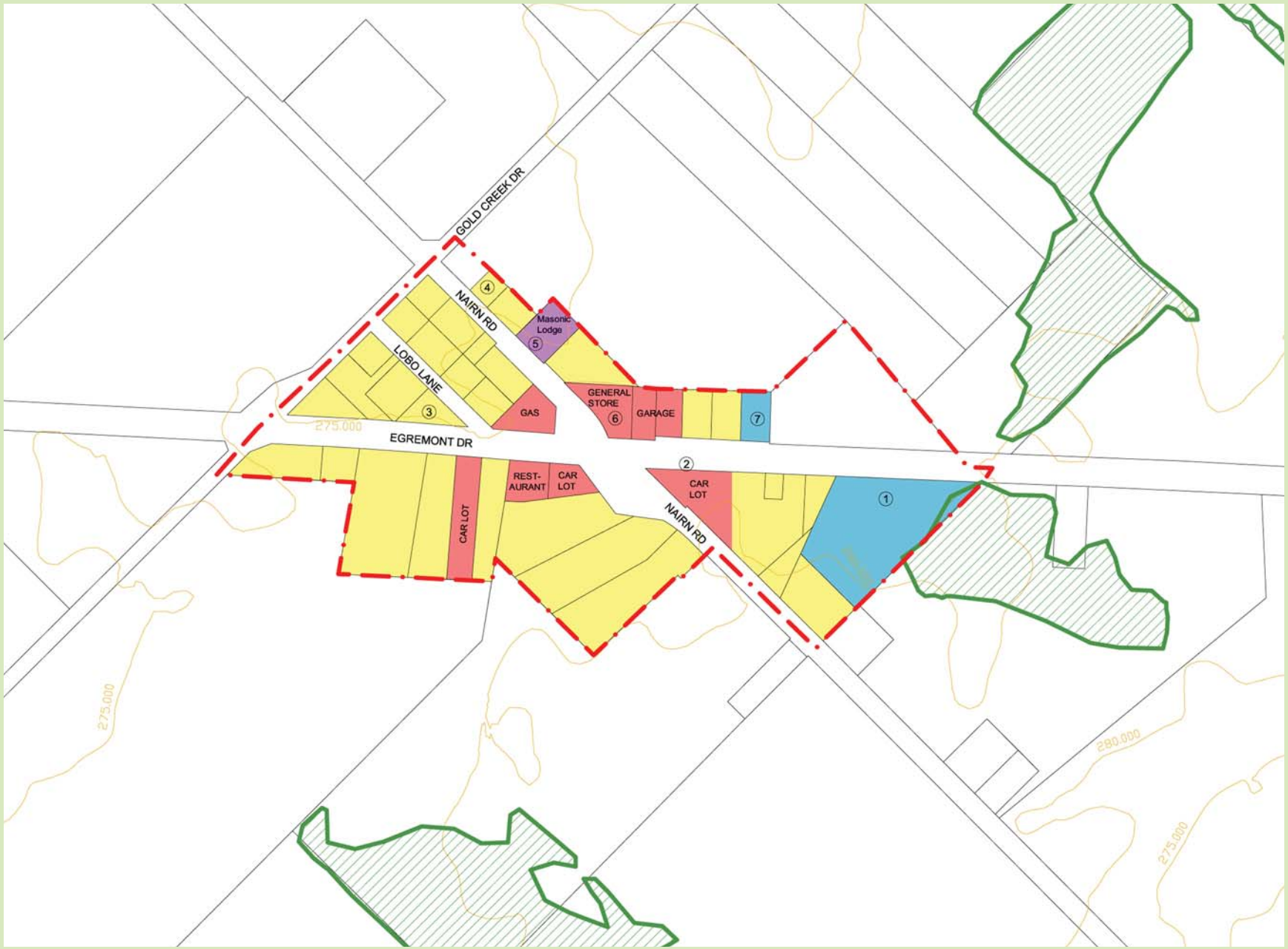
Denfield

The Hamlet of Denfield located on the Denfield Road south of Sixteen Mile Road and north of Fifteen Mile Road, is the most northern of the Hamlets in the Municipality of Middlesex Centre. The population of Denfield is approximately 240 people. Denfield does not have a commercial main street but remains an attractive rural Hamlet with a tall brick church building that has been converted to residential use, and several fine examples of rural Victorian architecture. The housing stock in Denfield is composed of one and two storey single detached homes.


SIXTEEN MILE RD
DENFIELD RD
TENNIS
PARKING
DENFIELD COMMUNITY PARK
STATION ST
AUTO
BROOKFIELD ST
DENFIELD RD
CEMETERY
FIFTEEN MILE RD
270.000
275.000
280.000
265.000

Lobo

The cross roads of Egremont Drive (County Road 22) and Nairn Road (County Road 17) define the Hamlet of Lobo. With a population of approximately 20 people, there are only two parcels of land that remain undeveloped within the settlement boundary. There are a variety of commercial uses in Lobo, including two industrial manufacturing uses to the east of the community. These uses generally service the broader community in the Municipality of Middlesex Centre. The residential housing stock of the community is primarily composed of single detached contemporary homes.


GOLD CREEK DR
NAIRN RD
LOBO LANE
EGREMONT DR
NAIRN RD
Masonic Lodge
GENERAL STORE
GARAGE
GAS
REST-AURANT
CAR LOT
CAR LOT
CAR LOT
275.000
275.000
280.000
275.000
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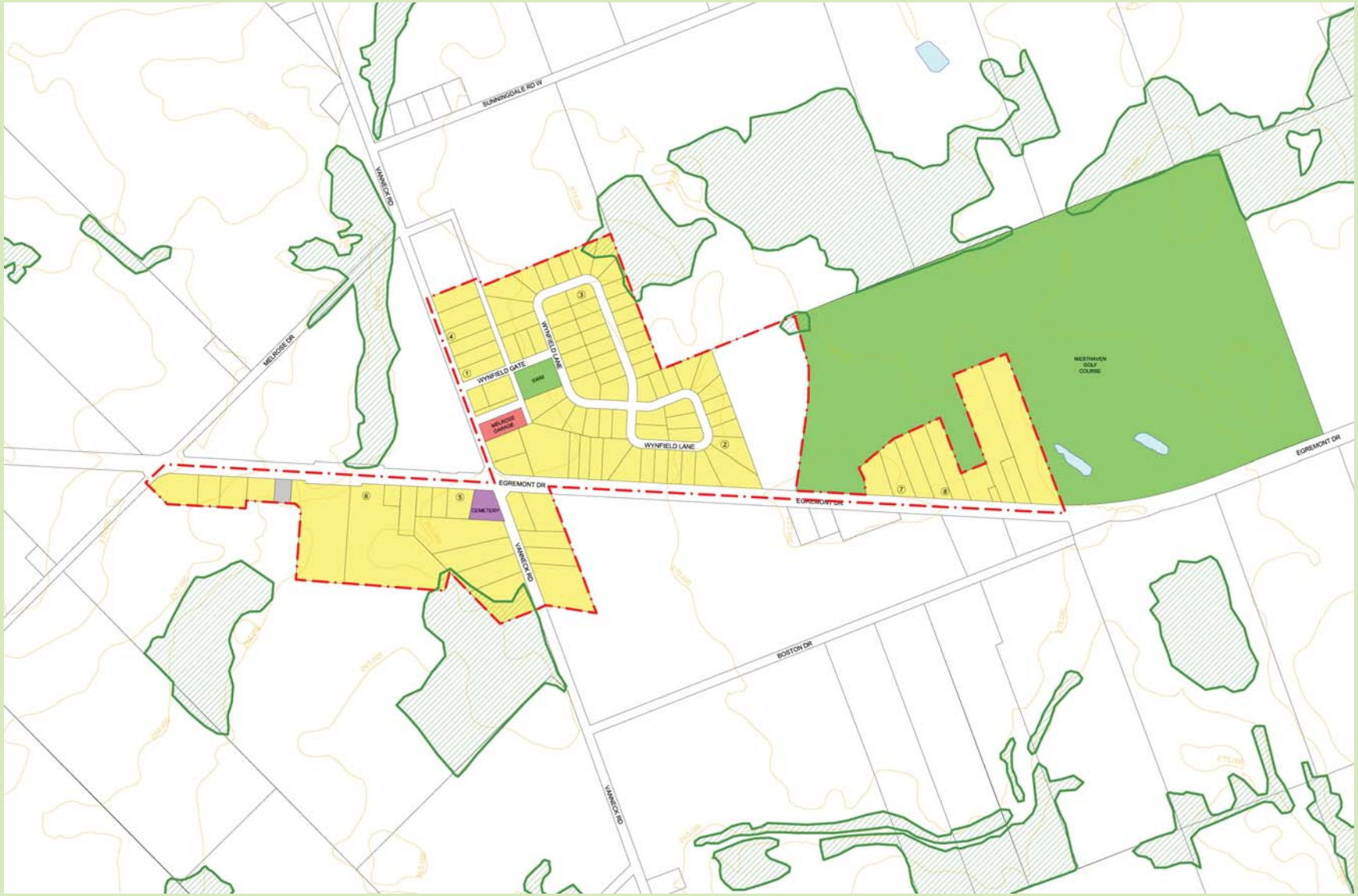
Melrose

The Hamlet of Melrose is located at the cross roads of Egremont Drive and Vanneck Road, east of Lobo Village and has a population of approximately 280 people. The oldest residences within the community are located at or close to the main intersection and are eclectic in style. Only a cemetery and a service garage act as other uses within the Hamlet. A small block of land to the east of Wynfield Estates represents the only undeveloped lands within the settlement boundary.


SUNNINGDALE RD W
VANNECK RD
MELROSE DR
WYNFIELD GATE
WYNFIELD LANE
SWM
MELROSE GARAGE
WYNFIELD LANE
EGREMONT DR
EGREMONT DR
EGREMONT DR
CEMETERY
VANNECK RD
BOSTON DR
VANNECK RD
WESTHAVEN GOLF COURSE

3 Design Guidelines for Infill Development

3.1 Introduction to Infill Development

The process of infilling existing residential and commercial areas with new development is a natural evolution of communities and settlement areas over time. Within the context of these guidelines infill development refers to proposed new development located within the built fabric of one of the settlement areas identified in these guidelines. Infill development is deemed to occur through the redevelopment of existing lots with the replacement of existing structures or through the construction of new buildings on new lots created by consent.

Infill development as a type of development can occur in a variety of built forms and locations but the principle types of infill development are commonly residential, commercial or mixed uses developments.

Successfully designed infill development has the potential to contribute to the stability of established neighbourhoods by enhancing existing streetscapes and by providing visual variety. In a residential context infill development provides opportunities for the enhancement of the residential environment and in a commercial context infill provides opportunities to enhance and reinforce the attractive qualities of commercial streetscapes. Poorly planned and designed infill development has the potential to severely impact the desirability of neighbouring properties and to act as a destabilizing element in an established settlement area.

3.2 Guidelines for Residential Infill Development

These guidelines for residential infill are intended to apply to all new residential development in existing neighbourhoods and where appropriate should be read in conjunction with the appropriate guidelines for medium and high density residential development found in Section 5.0 and Section 6.0. From an urban design perspective the most important concern for residential infill development is the need for it to be compatible with the existing neighbourhood context. The following design guidelines are intended to address these issues of compatibility:

a) Designs for residential infill developments shall be compatible with visual and physical character of the existing neighbourhood and the distinctive character of the specific Settlement Area.

b) The scale, height and massing of residential infill developments shall be compatible with the scale and massing of existing buildings within the streetscape.

c) New buildings in residential infill developments shall address the street with their massing and should provide main front entrances facing onto the street.

d) Where practical and appropriate existing heritage structures shall be preserved and sympathetically incorporated into new residential infill developments.

e) New buildings in residential infill developments and their landscaping shall be designed to support the visual image of streetscapes.

f) New buildings shall be sited with the same front yard setbacks as existing adjacent buildings to visually and physically support the streetline.

g) The design of new buildings shall utilize exterior cladding materials that are complementary and compatible with those used in the surrounding neighbourhood.

h) In determining the appropriate scale, massing, height, siting and orientation of new buildings care shall be taken to prevent undue adverse shadow impact on adjacent properties.

i) In determining the height, siting and orientation of buildings care shall be taken to respect the visual privacy of outdoor amenity areas and windows on neighbouring existing properties.

j) For large scale residential infill projects such as apartment buildings care should be taken to ensure that surface parking is effectively located and buffered from adjacent properties by fencing and landscaping to reduce potential negative impact to privacy and noise.

k) Large areas of surface parking should not be located in front yards on existing streetscapes.

3.3 Design Guidelines for Commercial Infill Development

In many ways, designing for commercial buildings in established commercial main streets is similar to designing for established residential neighbourhoods, in that neighbourhood context is a major determining factor. It is of great importance from a design perspective that new commercial development in established commercial areas be designed to respect and enhance the existing appearance and function of the streetscape. This need to respect and enhance the appearance and structure of existing commercial streetscapes is of specific importance in maintaining the economic well being of these modest commercial areas. The following guidelines are intended to assist in the design and siting of new commercial developments in established main streets particularly in designated Village Centres. These guidelines should be read in conjunction with relevant sections of the Municipality of Middlesex Centre's Zoning By-law and Site Plan Manual.

a) Where practical and appropriate redevelopment of commercial properties on established commercial streets should preserve and maintain existing buildings and their facades.

b) The architectural design of the facades of new commercial developments shall have regard for and be complementary with the designs of existing adjacent buildings on the same streetscape in terms of height, massing, cornice lines, visible roofscapes, materials and colours.

c) If a traditional architectural style is being quoted in the design of new buildings it should be consistently applied to all elements of the elevation.

d) For new buildings located on corner lots all building facades visible to public view from public streets shall be designed to an equal level of detail and shall be consistent in terms of the use of materials and colours.

e) When designing infill developments in established commercial streetscapes it is important to maintain the traditional image of a continuous street wall of store fronts. With this in mind the front facades of new buildings shall not be set further back from the street line than adjacent buildings.

f) In the design of front elevations the ceiling height of main floors shall be consistent with that of adjacent buildings to allow for the creation of a visual datum line for the placement of signage and for consistency in the size and proportions of display windows.

g) The scale, design and placement of windows on the upper floors of building elevations shall be consistent with the overall architectural style of the façade and shall be consistent with the visual datum line formed by the upper floor windows of adjacent buildings in the street line.

h) The designs of new building elevations are encouraged to provide for pedestrian awnings along their store fronts. These awnings should ideally be of the roll up type and not be fixed or illuminated signage features.

i) Back lit facia style signs shall be discouraged on main streets.

j) Designs of signage for buildings within Village Centre areas shall emphasize artistic quality and be complementary to the overall designs of the building elevations they are placed on.

k) Modest projecting signage may be allowed on main street buildings if it is in keeping with the scale, architectural design and period of the building.

l) The modest use of the outdoor lighting of building elevations and signage shall be allowed when used to accent the image of the building and architecture in the streetscape.

4 Design Guidelines for New Residential Neighbourhoods

These urban design guidelines for new Residential Neighbourhoods are intended to guide the design and development of new neighbourhoods in the settlement areas identified by the Municipality of Middlesex Centre's Official Plan. To this end, these Design Guidelines identify and describe the principal formal design elements that are common to new residential neighbourhoods and their relationships to each other. This section of guidelines provides guidance with respect to a wide range of topics relevant to the design of low density housing. For guidelines regarding multiple dwellings, refer to Section 5.0 Design Guidelines for Multiple Dwellings.

New neighbourhoods proposed to be developed in the Municipality of Middlesex Centre shall be envisioned as safe, comfortable residential environments composed of quiet, tree-lined streets integrated into the existing urban fabrics of the settlement areas with their open spaces and natural heritage areas. This community vision represents the desire to create inviting, healthy and sustainable built environments within a rural context that encourage a sense of community and promotes pedestrian and recreational activities.

4.1 Design Objectives for New Residential Neighbourhoods

The primary goal for the design of new and sustainable neighbourhoods is the creation of attractive and healthy residential environments through the design of streetscapes, public open spaces, and architectural forms. To support this vision, the primary design objectives for new neighbourhoods within the Municipality of Middlesex Centre are the:

a) Design of safe, attractive, and energy-efficient neighbourhoods;

b) Design and development of attractive, comprehensively planned residential neighbourhoods that have a clear sense of organization;

c) Preservation and enhancement of identified natural heritage features and their integration into the design of new neighbourhoods ;

d) Introduction of an integrated system of pedestrian walkways, bicycle paths, and open space trails that encourage physical activity and alternatives to the car for local travel;

e) Design of safe, quiet, tree-lined streets that provide visual variety and de-emphasize the presence of cars and garages as a dominant element in the streetscape;

f) Preservation, enhancement and creation of views and vistas of parks, natural heritage features and the rural landscape;

g) Creation of an attractive and varied visual experience when viewed from major roads through the minimizing of rear lotting and noise walls; and

h) Introduction of a memorable sense of place within the larger context of the Municipality of Middlesex Centre that supports the Municipality's rural image and character.

4.2 Urban Design Guidelines for Residential Architecture

4.2.1 Design Objectives for Residential Architecture

The following design objectives are intended to assist in assuring that the design of housing within new residential neighbourhoods in the Municipality of Middlesex Centre individually and collectively support the evolution of a distinctive character and sense of place, such that:

a) The architectural design of housing will support an eyes-on-the-street approach to the design of streetscapes;

b) The individual and collective design of houses shall support a sense of scale that is appropriate to the scale of the streetscape and its landscaping;

c) The design of houses shall encourage a sense of integration between the house and the streetscape through the inclusion and appropriate articulation of such elements as front porches and bay windows;

d) The design of houses shall de-emphasize the visual dominance of garages in the streetscape; and

e) The individual and collective design of houses and sitings shall encourage visual variety in streetscapes and development of attractive pedestrian environments.

4.2.2 Architectural Style

Within the Municipality of Middlesex Centre and the surrounding County, there is a rich tradition of Ontario Heritage Architecture that can be drawn upon for inspiration in the design of houses. The use of recognizable architectural styles in the design of houses helps to provide a visually varied and pedestrian-friendly streetscape. Over time, each traditional architectural style has evolved its own recognizable set of characteristic proportions and details which makes it easily recognizable. These characteristic proportions and details are also associated with particular combinations of materials and colours that often express regional geographic variations. Within the design of new neighbourhoods, it is not intended that traditional architectural styles be copied, but are used as a source of design inspiration.

4.2.3 Design Principles for Visual Variety

In order to provide visual variety in streetscapes, variation in the design of any one house model type shall be required. A wide variety of model types and alternative elevations is encouraged in new neighbourhoods in the Municipality of Middlesex Centre to help meet the following guidelines:

a) A variety of compatible, traditional and innovative architectural designs and styles;

b) Alternative elevations for a house model should be significantly different in terms of entry elements, massing, roof design, fenestration, and building materials;

c) A range of complementary materials and colours appropriate to the styles and characteristics of the house designs;

d) In a continuous streetscape, a single house elevation may account for only twenty percent of the streetscape per side; and

e) The same house elevation shall be separated by a minimum of four other house elevations.

4.2.4 Massing and Rooflines

When viewed collectively, the massing and design of individual house roofs provides an important opportunity to promote visual variety with the neighbourhood. The following guidelines are intended to encourage visual interest in both individual house designs and the collective roofscape of the neighbourhood:

a) A variety of roof configurations with ridges both parallel and perpendicular to the street is desirable;

b) Roof designs are encouraged, where stylistically appropriate, to include accent gables and dormers (including hipped or gabled);

c) Roof materials should be appropriate in colour, pattern and texture to the design and architectural style of the house;

d) Roof vents should be coloured to match roofing material. Plumbing and heating vents should be located away from public view where possible;

e) The design and location of skylights should not visually detract from the appearance of the roof when viewed from the street;

f) Roof slopes should be appropriate to the architectural style of the house. In the design of houses with multiple visible roof slopes, the appearance of these roof slopes shall be complimentary; and

g) The junction between roof and wall is a visually important detail. An appropriate dimension should be provided above window heads to allow for a frieze board of appropriate proportions on all elevations exposed to public view.

4.2.5 Windows as a Design Element

The design and placement of windows adds greatly to the visual impression of the house. From the exterior, windows are conventionally a visual symbol of habitable space and offer comfort and reassurance to both occupants and passers by. As a design element, the scale, proportion and placement of windows and their articulation provides the designer with opportunities to explore the design potential offered by each of the traditional architecture styles that have been identified as appropriate for the neighbourhood:

a) The articulation of lintels at window heads and window sills is encouraged on elevations that are exposed to public view. The articulation of these design elements should be consistent with the architectural style of the house;

b) Additionally, windows that are exposed to public view are encouraged to be an appropriate quality, ideally casement style, single or double hung;

c) Where window shutters are included in the design of elevations, they shall be of a dimension visually appropriate to the covering of the window; and

d) In the design of front elevations or visible flankage elevations such as on a corner lot, additional consideration should be given to the scale and location of windows to support an eyes-on-the-street approach to the design.

4.2.6 Materials and Colours

The selection of materials and colour scheme for a house presents a number of challenges. A colour scheme must include the colours of all the visible exterior elements of the house, must be appropriate to its architectural style and the qualities of the exterior materials while, at the same time, remaining complimentary to the colour schemes of its immediate neighbours. A successful collection of material and colour schemes will play a significant role in the development of visually interesting streetscapes supporting the distinct image of the neighbourhood:

a) The selection of wall cladding materials should be appropriate to the specific architectural style of the house. Appropriate cladding materials may include brick, cultured stone, stucco, and frame-style siding;

b) Elevations should be designed to collectively provide a varied visual experience along community streets while remaining compatible in quality and level of detail;

c) In general, the use of materials should be consistent on all elevations. Changes in materials should occur at natural locations such as at gable ends and not at building corners; and

d) Traditional paint colours appropriate to the specific architectural style of the house should be used. Not all colour schemes are appropriate to all architectural styles.

4.2.7 Porches and Entry Elements

Traditionally, the main entrance of a house is considered to be the principal focal point of the main elevation. Entry areas should appear welcoming, safe, and friendly to the resident, visitor, and passerby, contributing to the visual and spatial qualities of the streetscape. Although not consistent with all traditional architectural styles, the front porch or veranda is a universal symbol and marker for the main entrance to the house. The traditional front porch is a principal element in the development of a strong social connection between the life of the residents and the collective life of the streetscape. A successful front porch should have the following characteristics:

a) Front porches and verandas are encouraged to be included in the design of all houses where appropriate to the specific architectural style of the house;

b) Front porches shall be of a useable dimension, allowing for the placement of appropriate outdoor furniture and adequate circulation;

c) Where appropriate, such fenestration as side lights flanking the front door is encouraged;

d) The design of all front porches shall be architecturally consistent with the design of their houses;

e) The dimensions of columns used for the support of porch roofs shall be visually appropriate to the scale, dimension and style of the porch;

f) Attention shall be paid to the visible junction of the porch roof to the wall of the house and its relationship to the adjacent window sills on the second floor, where appropriate; and

g) Porch railings shall have a top and bottom railing, and pickets of a visually appropriate dimension.

4.2.8 Architectural Integration of Garages

As with the design of any of the principal architectural elements of the house, the design of the attached garage has a significant impact on both the design of the individual house and on the collective impression of the community. To this end, the following guidelines will apply:

a) The massing of the habitable portions of the house and the entry elements shall be the visually dominant elements of the house; and

b) Garages attached to the fronts or sides of houses or townhouses shall not project more than 2.4m (8ft.) beyond the face of the main front wall of the house on the first floor.

4.2.9 Placement of Utilities and Mechanical Equipment

In the natural course of events, the exterior of every house must accommodate the presence of vents and meters. To avoid unnecessary visual clutter, the guidelines are as follows:

a) Vents for such appliances as dryers, furnaces, fireplaces, and hot water heaters shall not be located on the front elevation;

b) Appliances such as ground-mounted air conditioners shall be located and screened with landscaping from exposure to public view; and

c) Hydro meters and gas meters are encouraged not to be located on front elevation, but where this is not possible, they shall be architecturally integrated into the design of the elevation and screened with landscaping as required. The location and visual solution for these details shall be indicated at the design concept stage. The location and treatment of these utilities shall meet all requirements of utility providers.

4.3 Priority Locations on Community Streetscapes

The term "Priority Locations" refers to all locations or lots that are highly visible to the public and may form visual focal points within a streetscape. The architectural and landscape design of houses on these visually prominent lots should receive additional attention in terms of massing, and fenestration, as well as porch and roof designs. These visually prominent locations are commonly:

- Corner Lots
- "T" Junctions
- Gateway Lots
- Lots Facing or Backing onto Parks or Public Open Space

4.3.1 Corner Lots

By their very nature, corner lots are generally highly visible to the public. Houses on most corner lots generally have clearly exposed front, flanking, and rear elevations. These exposed elevations, in this visually prominent location, provide opportunities for design of architecture and landscaping which will add to the over-all positive image of the neighbourhood. Well designed corner lots create local visual focal points and encourage visual variety in streetscapes. The following guidelines are intended to promote design potential for these sites:

a) Although houses on corner lots may be designed to front onto either street, they are encouraged to face onto the flanking street;

b) The design of all exposed elevations should reflect an equal attention to detail regarding materials, colours, and proportions;

c) To support the visual prominence of these locations, traditional architectural elements such as wrap-around porches, turrets and second-floor balconies are encouraged; and

d) Special care should be taken in the combination of house designs that are sited on opposing corners.

4.3.2 "T" Junctions

Houses located at "T" Junctions, like houses located on corner lots are highly visible to the public and provide important opportunities to create visual focal points in the streetscape. The following guidelines are intended to assist in the design of houses located on these lots:

a) The design of all exposed elevations should reflect an equal attention to detail regarding materials, colours, and proportions;

b) For lots located on the head of the "T", driveways should be located to the outside of the intersection;

c) Lots located at the head of the "T" should be set back further from the intersection to provide greater opportunity for landscaping so as to emphasize the visual importance of these locations.

4.3.3 Gateway Lots

The architectural design and landscaping of houses or buildings located at neighbourhood or community gateways are important factors in establishing the character and image of the community;

a) The design of houses in these locations should reflect the same level of detail and attention that is paid to houses located on corner lots; and

b) Where possible, houses should be sited further back from the street line to provide opportunities for additional landscaping.

4.3.4 Lots Facing or Backing onto Parks and Open Spaces

Houses facing onto or flanking parks and open spaces are also highly visible to public view and should be designed with this in mind. All house elevations readily visible to public view should be designed with the same level of care and detail as the front elevation.

4.4 Community Streetscapes

Both visually and structurally, the streetscapes of a community are a collection of diverse elements that combine to strongly define the overall community character. These elements include the physical dimensions of the right-of-way, the design and placement of architectural and landscape elements, street furniture, lighting, traffic controls and signage. The design of new streetscapes in the Municipality of Middlesex Centre will place a high priority on the physical execution of these collective elements to create a visually interesting and pedestrian-friendly environment that supports the unique rural image of the settlement areas.

The design and development of a clear hierarchy of streetscapes is fundamental to the creation of functional, safe, and visually interesting community. With this in mind, these guidelines have been organized into three components:

- Major Road Edges
- Gateway Streets
- Local Streets

Since successful streetscape designs are, to a great extent, the product of the co-ordination of all elements, guidelines have been provided for such specific elements as:

- Community Mailboxes
- Fencing
- Above-ground Utilities

4.4.1 Major Road Edges

Currently, it can be anticipated that many new neighbourhoods will be located with at least one of its edges abutting an existing major road. The design of these neighbourhood edges presents an important opportunity for creating a unique image for a neighbourhood by providing a distinctive architectural and landscape backdrop for existing and future streetscapes. The design of neighbourhoods along major roads should have regard to the following guidelines:

a) Where possible, the backing of house lots onto roads should be discouraged by fronting houses onto roads through the uses of window streets (parallel service roads) or rear laneways.

b) The designs for both acoustic and privacy fencing may utilize a combination of wood and masonry construction. Where possible, the heights of fencing will be encouraged to remain at a human scale in an effort to avoid a “fortress”-like appearance.

c) Earth mounding or “berming” may be employed to add vertical interest and to reduce fence heights where noise reduction mitigation requires substantial vertical barriers.

d) High canopied, native deciduous trees will be planted on private property along the boulevards to provide a continuous and unified streetscape.

4.4.2 Gateway Streets

Gateway streets are the principal vehicular and pedestrian arrival routes into a new neighbourhood. As such, these tree-lined streets have an important role to play in establishing and reinforcing the distinctive character of the neighbourhood. In general, attention should be paid to the effective co-ordination of architectural and landscape design elements within these streetscapes. The following design principles are to be applied to the design of Gateway Streets.

a) Central median landscaping will be a key element along Gateway Streets. It will incorporate single or double rows of high canopied deciduous street trees to unify and frame views into the development. Colourful shrub beds at the lower level will help define the road edges and reduce the apparent width of these entrance roads.

b) Deciduous street trees will also be employed along the boulevard edges and will be spaced at 9.0m intervals to provide a dense and consistent green belt.

4.4.3 Local Streets

Local streets within new neighbourhoods of the Municipality of Middlesex Centre are intended to reflect the careful integration of architectural and landscape design. These streets are intended to promote a sense of safety and comfort by paying respect to the importance of human scale. They are primarily destinations in themselves and not routes to other destinations. The architectural and landscape design of these streetscapes shall reflect the character of the Municipality and its settlement areas. The design of local streets shall respect the following design principles:

a) Within streetscapes, attention should be paid to the design and siting of buildings to achieve architectural compatibility in the streetscape in terms of scale, massing, materials and colours;

b) Local interior streets will be planted with deciduous street trees along both boulevard edges. The spacing of street trees may vary from 9.0m to 12.0 m but a minimum of one street tree shall be planted in front of each house.

c) Street trees will consist of tree types that will create a unifying image and a strong effective canopy;

d) Where space and services allow, deciduous trees will also be provided in the front yard of each dwelling unit to complement the street trees. These trees will provide additional shade, reduce heat-build up and create a cooler microclimate; and

e) Sidewalks will be provided on both sides of local streets, and will connect to adjacent roads to create continuous pedestrian routes through neighbourhoods linking them together.

4.5 Community Mail Boxes

The design and placement of community mail boxes is of importance because of the need for easy, safe, and convenient access to these commonly-used community facilities. The design and location of all community mail boxes are assumed to be consistent with the policies and requirements of Canada Post and the Municipality of Middlesex Centre. The following design guidelines are intended to be additional to these requirements:

a) It is important to site these facilities so as to not conflict with the use and enjoyment of adjacent residential facilities. Community mail boxes should be located in areas providing on-street parking and adequate street lighting to promote safe use.

b) Mailbox areas will be positioned at convenient locations and enhanced in attractive, multi-functional kiosks, incorporating litter bins, benches and newspaper receptacles.

c) The immediate area surrounding community mail boxes should include paved hard surfaces. Surfaces other than asphalt are preferred.

d) The style and design of these facilities shall have respect for the architectural style and design of the community.

4.6 Fencing

Fencing in its different forms and locations is often a highly visible element in the streetscapes of new neighbourhoods and as such needs to be comprehensively addressed. Within a new neighbourhood, acoustic fencing and privacy fencing shall have a consistency of materials and overall design. Typically, fencing can be divided into the two general types, acoustic and privacy fencing.

4.6.1 Privacy Fencing

a) Privacy fencing may be installed to provide privacy to rear yards on all corner lots where flankage side of the rear yard is exposed to the street. Privacy fences may extend forward along the flankage side elevation of the house up to a maximum of ¼ of the exposed flankage of the house;

b) To achieve an attractive human scale, it is recommended that all privacy fences be a maximum of 1.8m high;

c) Privacy fence returns and gates will be determined and coordinate with the placement of windows, gas metering devices and air conditioners; and

d) Wherever practical, it is recommended that perimeter fencing adjacent to parks and open space blocks be minimized. In all areas where such fencing is required, it is recommended that it be commercial grade 1.2m high black vinyl chain link and that the landscape design of the adjoining park respond to privacy considerations by use of generous screen plantings.

e) Sandwich fencing, that is two fence types back to back, is discouraged.

4.6.2 Acoustic Fencing

a) The recommended maximum height for acoustic fences is dependent on the specific circumstances requiring the fence; however, the maximum height recommended by these guidelines is 1.8m. Any additional height that is required by a noise report will be achieved through a combination of fencing and berming; and

b) The need for acoustic fencing may be reduced by avoiding neighbourhood designs that back house lots onto arterial roads. Given their visual prominence, these fences will be carefully designed and will be enhanced with masonry elements to add visual interest and richness to the overall design. In response to site conditions or reasons of appearance, a landscaped buffer strip of varying width may be placed on the street side of the fence to provide space for the creation of a dense buffer and visual screen of planting.

4.7 Above Ground Utilities

Above ground utilities can often be visually distractive and physically restrictive elements in streetscapes if their locations are not carefully coordinated. These above ground utilities include such elements as telephone/cable pedestals, traffic control boxes, and hydro transformers. The following basic guidelines are intended to provide guidance in this task:

a) Above ground utilities shall be located in unobtrusive locations, well away from daylight triangles, main building entrances and significant views or vista.

b) The preferred location for hydro transformers is at the rear of the flankage side of corner lots and screened with appropriate plant materials.

4.8 Landscape Treatment Stormwater Management Ponds

The design concepts for stormwater management ponds associated with new residential neighbourhoods and non-residential development in settlement areas is intended to support a naturalized appearance that will visually blend them into the landscape. Wet ponds are the preferred stormwater management pond. The following are basic principles for the landscape design treatment of stormwater management facilities:

a) Stormwater management areas will be designed as open, aesthetic amenities, allowing for accessibility and for enhancing the visual quality of the natural landscape;

b) Trees, shrubs and grasses will be native and chosen for their ability to thrive in wetland, marsh and flood fringe areas;

c) Where appropriate, walkways or boardwalks will be constructed to allow users to observe the marsh areas;

d) Where erosion control measures are required, the soft technique of bioengineering will be employed, further enhancing the naturalized appearance; and

e) Where possible, stormwater management areas will be integrated with natural heritage features.

5 Design Guidelines for Multiple Dwellings

Within settlement areas, multiple dwellings may take the form of fourplexes, town houses or low/medium rise apartments. In practical terms, all of these housing types must have regard for the guidelines included in Section 4.2 Urban Design Guidelines for Residential Architecture paying specific attention to:

- Architectural Style
- Massing and Rooflines
- Windows as Design Elements
- Materials and Colours
- Porches and Entry Elements
- Architectural Integration of Garages
- Utilities and Mechanical Equipment

However, for housing types such as street townhouses, block townhouse developments and low rise apartment buildings, the following supplementary design guidelines have been prepared to assist in the successful integration of these housing types into the fabric of new and existing neighbourhoods.

5.1 Design Objectives for Multiple Dwellings

The design and siting of medium density housing within settlement areas shall support the following urban design objectives:

a) The design, siting and massing of medium density housing shall promote a character and sense of scale that is compatible with other low rise residential housing types;

b) The individual and collective design and siting of medium density building types shall encourage an attractive and safe pedestrian environment and promote an eyes-on-the-street approach to the design of streetscapes;

c) The individual and collective design of buildings shall support a sense of scale that is appropriate to the scale of the streetscape and its landscaping;

d) The design of buildings shall encourage a sense of integration between buildings and the streetscape through the inclusion and appropriate articulation of such elements as front porches and bay windows;

e) Designs for buildings will de-emphasize the visual dominance of garages and parking in the streetscape; and

f) In the design of a block townhouse development that contains frontage onto a public street, buildings shall be oriented to face and address onto the public street through their design massing and the locations of main building entrances.

5.2 Building Orientation, Massing and Siting

Medium density buildings, such as low rise apartment buildings, can play an important role in defining not only the massing and image of the immediate streetscape but the image of an entire neighbourhood. To support this role, regard shall be shown to the following guidelines:

a) Low rise apartment buildings shall be located to address the street with their massing, main entrances and lobbies; and

b) Main entrances and lobbies shall be designed to be highly visible from the street and provide clear pedestrian destinations.

5.3 Materials and Colours

The design of new buildings shall utilize exterior materials and colours that are complementary and compatible with those used in the surrounding neighbourhoods.

a) In view of the visual prominence of these buildings, attention shall be paid to the selection and materials and the colours of finishes visible on building elevations.

b) The use of architectural stone or precast concrete details is encouraged where appropriate and consistent with the overall architectural style and design of the building.

c) The selection of cladding materials and colours shall be complementary to the existing adjacent buildings in the neighbourhood.

d) Changes in cladding materials should occur at expected locations, such as changes in building massing.

5.4 Common Area Landscaping

Landscaping on private property within multiple unit block developments shall help to support an attractive image for the streetscape and the neighbourhood.

a) Formal landscaped pedestrian walkways must be provided from the street to the front doors of apartment buildings;

b) The provision of attractive foundation plantings;

c) Front yards of buildings facing onto Main Street shall be planted with an appropriate mix of high crowning shade trees and ornamental species; and

d) The landscape shall be designed to provide visual interest in all seasons.

5.5 Parking

Surface parking should be located out of sight from public right of ways. Underground parking can also be designed to mitigate visual impact. Landscaping design, massing, and building orientation are important to achieve aesthetically pleasing parking areas. These guidelines provide direction needed to create an environment that will blend with the surrounding area.

a) In the design of multiple unit block developments, on-site parking shall not be located between buildings and a public street with the exception of individual driveways connecting to individual dwelling units in semi- detached or townhouse units;

b) Driveways that provide access to a drop-off area at the main entry area or lobby are permitted to be sited between the building and the street;

c) Large areas of tenant surface parking shall be visually screened from the streetscape through the building orientation, parking location and landscaping;

d) The design, massing and site orientation of the buildings shall work to reduce and mitigate the visual impact of the entrance to the underground parking; and

e) Garage doors accessing underground parking are encouraged to be set back from the front face of the elevation and the entrance to the parking garage should be visually integrated into the over-all design of the building elevation.

5.6 Fencing

The principal form of fencing that may occur in multiple unit block developments is privacy fencing. Privacy fencing should not be obtrusive, presenting long unattractive blank-board walls to the streetscape. Likewise, privacy fencing should not interfere with a view of attractive front or flankage building elevations. The design and siting of privacy fences should have regard for the quality of the streetscapes.

5.7 Outdoor Lighting

The selection and placement of lighting poles and fixtures in parking and driveway areas should reflect the scale of the adjacent residential uses. The siting and orientation of these lights shall have regard for limiting lighting impact on adjacent properties and bedroom windows.

6 Design Guidelines for Settlement Commercial

Within the Urban and Community Settlement Areas the Village Centre and Settlement Commercial designations support the development of commercial uses. These guidelines are primarily intended to apply to larger new commercial developments that may occur adjacent to a Village Centre or in a Settlement Commercial area. Depending on the specific location of a proposed new commercial development and its proximity to a main street or a Village Centre area these guidelines should be read in conjunction with the guidelines found in Section 3.3 Design Guidelines for Commercial Infill Development. These guidelines should also be read in conjunction with the relevant policies of the Municipality of Middlesex Centre's Official Plan.

6.1 Urban Design Objectives for Settlement Commercial Development

Although the Settlement Commercial designation anticipates a potentially larger scale of development than the Village Centre designation, they have common characteristics. New development within a Settlement Commercial area shall be designed to respect the following urban design objectives:

a) Positively contribute to the quality, vitality and image of the settlement area, the Municipality of Middlesex Centre, its neighbourhoods and streetscapes;

b) Where appropriate, promote a visual and physical character that is complementary to, and compatible with, adjacent residential neighbourhoods and main streets; and

c) Provide both efficient vehicular circulation as well as a safe and attractive pedestrian environment that supports safe alternatives other than the car in settlement areas.

6.2 Building Massing

a) Building massing and building height should be complementary and compatible with visually adjacent residential architecture;

b) Buildings shall be seen to address the fronting street through the organization of their massing and site orientation. Buildings located at the a public intersection shall be seen to address the intersection through their site orientation and massing;

c) The design of roofscapes and roof pitches should be compatible and complementary to visually adjacent residential architecture; and

d) Roof-top mechanical equipment shall be screened from public view.

6.3 Facade Design

a) All building elevations readily visible to the public should be designed and constructed with care, providing a consistency of materials, quality and detail;

b) The selection of materials and colour should be complementary to visually adjacent residential architecture;

c) The design of front elevations should place emphasis on the design of pedestrian entrances. Covered pedestrian entries are encouraged; and

d) Where a building is designed to accommodate more than one tenant, the design of the building is encouraged to remain constant.

6.4 Fenestration

In general, all building elevations facing onto public streets shall provide fenestration to promote a safe, visually interesting pedestrian environment. Window placement should also consider the provision of views into isolated outdoor areas to allow for passive observation.

6.5 Pedestrian and Vehicular Circulation

a) A clearly marked pedestrian walkway shall be provided from the public sidewalk on the fronting street to the principal building entrance;

b) In general, the design of a safe and attractive pedestrian environment is encouraged; and

c) Random circulation through large areas of parking shall be discouraged through site design.

6.6 Loading and Servicing Areas

a) Loading and service areas shall not be visible from the adjacent residential areas or public streets;

b) Loading areas shall be screened from view through a combination of building orientation and massing, landscaping and architecturally integrated visual barriers; and

c) All garbage storage areas shall be architecturally integrated into the designs of buildings. Isolated, open, exterior garbage storage areas are to be discouraged.

6.7 Landscaping

a) In general, landscaping design shall unify and enhance all other elements of the development including building design, signage and pedestrian circulation and contribute to the general appearance and quality of the streetscape; and

b) Landscaping and privacy fencing shall be used as needed to buffer parking and servicing areas from adjacent residential properties.

6.8 Signage

a) In general, the design of signage shall have regard for the presence of the visually adjacent residential architecture;

b) Fascia signs, where used, should be integrated into the design of the building elevations as an important visual element of its composition;

c) Solid-based ground signs with a horizontal form shall be encouraged instead of pylon-based sign designs. The design materials and colours of signage shall have regard for the architecture of the buildings and the landscaping materials; and

d) Where possible, it is preferred that signage should be architecturally integrated into the designs of buildings.

6.9 Lighting

a) The selection of a lighting system and fixtures should contribute to the overall image and design of the development, providing a safe, attractive pedestrian and vehicular environment;

b) As an important step in the integration of these commercial developments with the adjacent residential areas, it should be demonstrated that exterior lighting not spillover onto adjacent residential properties; and

c) Additionally, to support the visual integration of this form of development into adjacent residential areas, the height of light poles for outdoor lighting should not be greater than those found on neighbourhood streets, providing a sense of pedestrian scale.

7 Design Guidelines for Employment Areas

These guidelines are intended to apply to new industrial developments located in Urban and Community Settlement Areas.

Industrial and employment land uses will often be located along major roads to promote easy transportation access and high visibility.

7.1 Design Objectives for Industrial and Employment Areas

The principles governing the development of industrial and employment areas are based upon the same goals and objectives as those for the community as a whole. New development within industrial and employment areas shall be designed to reflect the following design objectives:

a) To promote varied and high quality streetscapes;

b) To create open space and, where feasible, pedestrian connections;

c) To foster pleasurable environments for working;

d) To support the logical distribution of buildings, parking and loading areas in an integrated balance to minimize the impact of vehicles on the streetscape;

e) To promote architectural interest and human scale, and to enhance the quality of development exposed to the public realm.

7.2 Building Massing

a) Architectural features such as entrance areas, canopies, office components and major areas of fenestration are encouraged at the building elevations facing the street frontage.

b) On corner lots, equal attention should be given to both elevations fronting on the streetscapes. Office and entrance elements are encouraged to engage the corner in their design.

c) The impact of mechanical equipment at rooftops should be minimized. Rooftop mechanical units are to be screened in all directions, and shall be compatible with building design in form, materials and colour.

d) When designing screening, attention should be given to sight lines from public streets and roadways.

e) Alternately, architectural form or mechanical equipment may be designed to integrate large central elements with the architecture of the building.

f) Visual accenting of parapet lines and roofscapes is encouraged to assist in establishing appropriate scale for large building types.

7.3 Facade Design

a) To relieve large expanses of solid wall, architectural features that emphasize entry areas and other special building areas are encouraged. Articulation of building materials and form should provide three dimensional relief to large wall areas.

b) Buildings should emphasize architectural elements that promote pedestrian comfort. These may include the use of canopy structures or arcades. In addition, the design of building entrances shall be emphasized for their importance for orientation, building identification and articulation of exterior form.

c) Exterior building materials shall be of a high lifecycle and aesthetic quality.

7.4 Fenestration

a) Minimum proportional areas of fenestration for main facades fronting onto streets and onto highways should be considered in the establishment of design controls.

7.5 Pedestrian and Vehicular Circulation

a) Joint access driveways at adjacent development lots are encouraged in order to maximize landscaped areas surrounding lots.

b) Design shall provide for ease and continuity of pedestrian movement between sites and within them. Provisions for barrier-free environments shall be taken into account.

c) Distinctive paving patterns and materials are encouraged in key locations to promote pedestrian safety and assist in orientation.

d) To encourage pedestrian movement, building should be sited to maximize the proximity to bike and walking routes.

7.6 Loading and Servicing Areas

a) Design measures shall be employed that reduce the visual and noise impact of service and loading areas on the surrounding environment. Loading, service and garbage storage areas should not face any public street.

b) Wherever possible, garbage and storage areas should be located inside buildings.

c) Where loading areas are in visually prominent locations, they shall be screened with architectural elements, building orientation and massing. Berming and landscaping shall also contribute to screening these functions.

d) In general, storage of goods shall be within main building structures. Where outside storage is necessitated, it shall be screened by landscape features, together with fencing features. These shall be compatible with building design.

e) All loading areas shall be screened by landscape features and/or fencing that is compatible with the building's architecture.

f) Consideration should be given to facilities for recyclable waste. Incorporate central, convenient locations for building users to collect and store recyclables and compostibles.

7.7 Landscaping

a) Landscaping should be provided adjacent to highways to create landscape strips that promote a green image for these areas. The only permitted use within these areas should be soft landscaping.

b) The development of open space / landscaped areas within industrial and employment areas is encouraged to foster high quality exterior spaces.

c) The impact of parking areas shall be minimized as much as possible through their configuration, the use of landscaping, and grading.

d) At lot frontages, substantial continuous landscaped areas between buildings and the street line shall be maintained. These areas shall be free of parking although access driveways may cross through.

e) Incorporate grading that creates berming and landscaping to screen parking areas from pedestrians and those in vehicles.

f) Storm water ponds within industrial areas shall be developed as natural landscaped features that contribute to the high quality of landscaped environment.

g) Landscaped islands and paving demarcations should be used to promote proper scale within parking areas.

7.8 Signage

a) Development shall ensure the design of signage that is of a quality commensurate with the architecture of the buildings in its scale, materials, consistency and design. A high level of clarity, visibility and visual interest should be attained with minimal visual clutter and impact on adjacent uses. Consistency of approach to signage type shall be encouraged in multi-tenant structures.

b) Rooftop signs are not permitted.

c) The design of ground or monument signs shall have regard for the architectural characteristics of the building and the surrounding landscaping. The continuity of the open space system should be ensured within or in proximity to industrial areas.

7.9 Lighting

a) Site lighting should be designed to promote pedestrian well being and safety. Pedestrian and parking areas should be well lit to promote safety and comfort at all hours. Light standards shall use pedestrian level pole heights adjacent to walkways, and other pedestrian zones.

b) Exterior lighting shall be designed to minimize the projection of light onto adjacent properties. In particular, the spill over of light into residential neighbourhoods is to be avoided.

c) Accent lighting is encouraged to emphasize built forms and landscape elements.

7.10 Parking

a) Internal side yard and rear yard locations for parking are encouraged to lessen the visual impact of parking on the streetscape. These locations are preferred and parking at main front yard locations should be limited to visitor parking where possible.

b) Design of parking areas should promote pedestrian comfort and a human-scaled environment. This shall be achieved through the use of high quality landscaping and pedestrian paving materials.

c) The scale of large parking areas shall be reduced through the use of differentiated paving materials to designate major pedestrian routes, and subdivision by landscaped parking islands.

d) Front doors and building entrance areas should be visible from streets for security purposes.

8 Design Guidelines for Institutions

This section contains guidelines for schools, places of worship, and other community institutions. These community institutions and their sites have the potential to act as landmarks.

8.1 Urban Design Objectives for Institutional Development

The design of institutional buildings should recognize their civic importance with a view to primarily reinforcing their focal significance. New development should emphasize visibility, landmark status, and links to public spaces. Accordingly design objectives for Institutional uses include:

a) Visibility to institutional buildings should be maintained from the primary streetscapes to ensure their landmark status. Site development shall encourage axial views.

b) Design shall reinforce the continuity of the open space network within the community. Links to pedestrian routes within primary streetscapes, and to park areas and natural open space will ensure this continuity.

c) Maximize the view of outdoor sports facilities to residential units (i.e. baseball backstops, basketball posts, hoops and backboards, ball walls, ball hockey goals etc.)

8.2 Building Massing

a) Institutional facilities shall have regard for the setbacks of adjacent streetscapes.

b) To maximize the potential for their location within view corridors from surrounding neighbourhoods, schools and community facility buildings are encouraged to be located close to the street line.

c) Development of the built form of institutional and community facilities should utilize building features that reinforce their landmark status.

d) The design of community institutions shall respond to the context of important street views and vistas from the surrounding area.

8.3 Facade Design

a) The importance of building entries shall be emphasized in their elevation design. They should be articulated strongly within the building elevation to ensure strong visibility from the streetscape.

b) Architectural elements such as vertical projections, bay windows, large glazed areas, prominent entrance portals, canopies, and roof forms should be used to create significant identity for these structures within the community.

8.4 Pedestrian and Vehicular Circulation

a) The major entrances of schools and other institutional sites shall face the street.

b) Landscape development of these sites should emphasize the pedestrian connections from major entrances to the streetscape.

c) The design of institutions at corner sites shall address the streetscape of both public frontages.

8.5 Parking Areas

a) Access points to parking areas should be minimized to reduce their impact on the surrounding streetscapes. Shared parking with adjacent parks should be considered.

b) Parking areas should be located to the rear and side yards. Front yard vehicle circulation and parking should be minimized.

8.6 Landscaping

a) The development of landscaping at the streetscape edges should be compatible with neighbouring residential areas. At the same time, landscape development should reinforce the focal nature of these facilities.

b) The design of the landscape shall screen parking areas form view of residential units.

8.7 Signage

a) The design of major signage should be grade related and coordinate with the architectural and landscape design of the fa