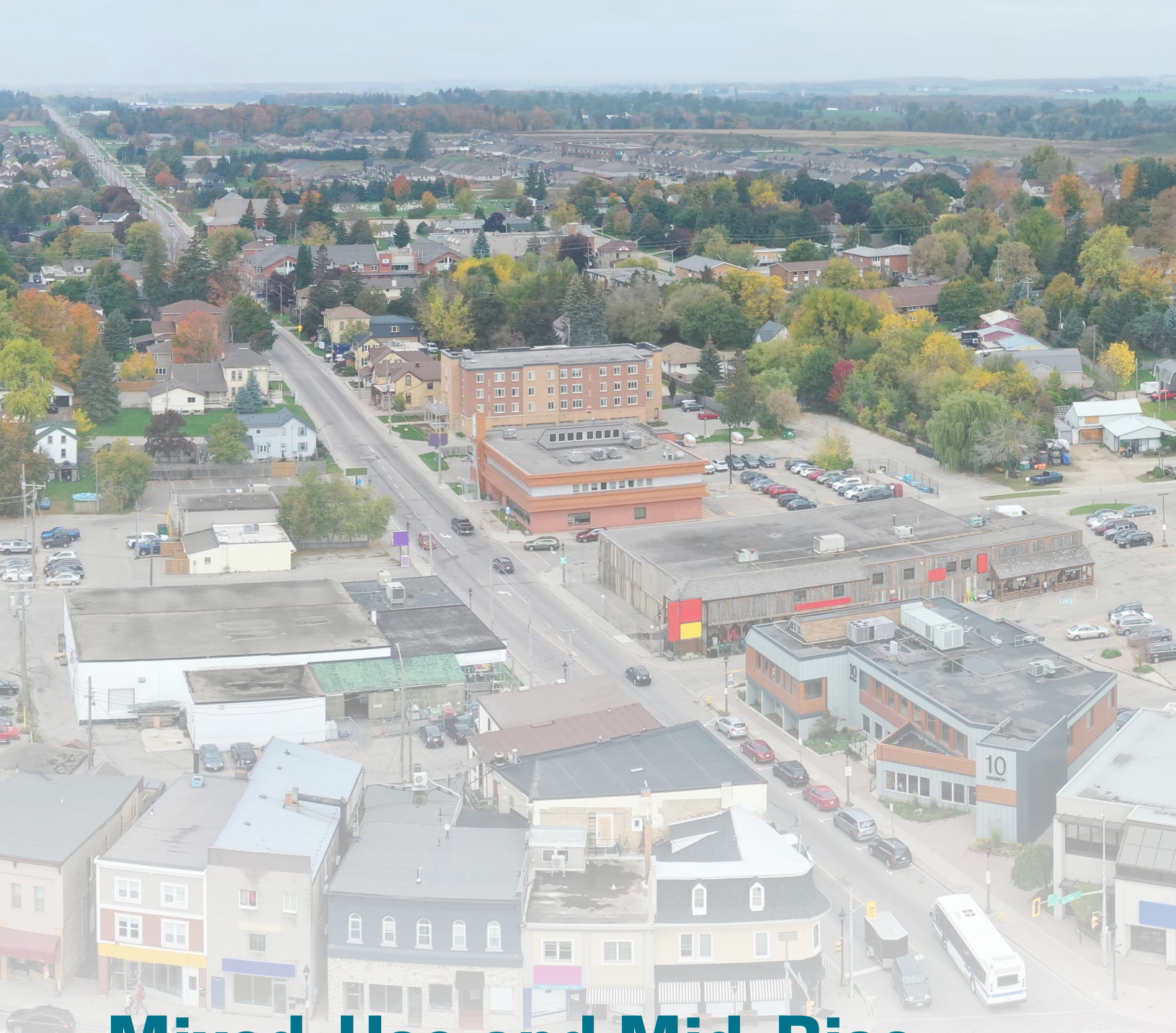

Mixed-Use and Mid-Rise Urban Design Guidelines

Township of Woolwich

2025

WOOLWICH TOWNSHIP

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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Contents

1 INTRODUCTION

1.0 | Introduction

The Township of Woolwich supports the creation of complete communities within the existing settlement areas of Elmira, Breslau, St. Jacobs and the Stockyards. The addition of mixed-use and mid-rise buildings in development and redevelopment proposals helps Woolwich create complete communities by providing housing units to accommodate an increasing population and by creating active street fronts and bringing a variety of community services, commercial uses and amenities in proximity to housing. While these guidelines are intended to apply primarily within Elmira, Breslau and St. Jacobs, they will also be considered in evaluating any mixed-use or mid-rise proposals within all settlement areas within the Township.

Mixed-use zones have been identified in the Township's new 2024 Zoning By-law and mixed-use development is encouraged in Planning policies. To comprehensively plan for intensification and increased densities in mixed-use and mid-rise developments, the Township has identified a need for Mixed-Use and Mid-Rise Development Design Guidelines to provide clear direction to builders and developers in Woolwich.

These guidelines apply to all mid-rise and mixed-use projects in the Township with an emphasis on multi-unit forms of development. Mid-rise in Woolwich Township is considered to be between 4 and 8 storeys. Mid-rise may be considered as being up to 12 storey's based on the consideration and implementation of future Official Plan policies, particularly within the Breslau area in the identified Major Transit Station Area and Strategic Growth, Core Areas and Nodes. The goal of this document is to help address concerns and compatibility in a comprehensive manner, ensuring that developers understand the goals and expectations of the community and that the community has assurance of the type of mixed-use built form that will be achieved to increase the housing choices and a broader mix of uses within the settlement areas of St. Jacobs, Elmira, Breslau and within the Stockyards.

Vision Statement

"By strengthening the existing core areas and identified strategic growth areas and creating new mixed-use nodes with housing, services, and amenities, the Mixed-Use and Mid-Rise Urban Design Guidelines will support the Township's goal of creating neighbourhoods that are walkable, diverse, and sustainable with compatible well-designed buildings."

Goals

Built Form: "The Guidelines will create context-sensitive development that balances the existing community identity with the goal of increased density and mix of uses."

Public Realm & Circulation: "The Guidelines will promote a vibrant and accessible public realm that prioritizes a pedestrian focused environment with active transportation and social interaction."

Landscape & Sustainability: "The Guidelines will encourage the development of sites, buildings, and landscapes that encourage biodiversity, reduce carbon emissions, and respond to the impacts of climate change."

Using the Guidelines

These guidelines are primarily intended to be used by the builder and development community to guide the design of mixed-use and/or mid-rise developments. The guidelines address a full range of design considerations including site layout, building design of height and mass, parking, and landscaping. The guidelines will be used by Municipal staff when reviewing development applications. The guidelines are not intended to add time to the development approval process, rather the guidelines are intended to streamline the process by setting out the design expectations early on in the pre-consultation stage and avoiding the back-and-forth between the development community and Township staff. By setting clear design objectives and priorities early in the process, the development community will understand what the Township will be looking for when reviewing applications.

When preparing plans for a new mixed-use or mid-rise development, the builder or developer should consider first the Vision Statement and design goals established in this section. These three goals should be considered in all development proposals as they represent the Township's priorities for intensification and mixed-use development. This should be followed by a review of the design guidelines contained in Section 2 of this document. The guidelines in Section 2 apply to all mixed-use and mid-rise development proposals and deal with general design aspects such as site layout, parking, landscaping, massing, building materials, etc.

Depending on where the development is proposed, consideration should next be given to the guidelines contained within Section 3, as applicable. Section 3 provides guidelines specific to each of the three urban settlement areas (Breslau, Elmira and St. Jacobs).

These guidelines are intended to provide a balanced approach to intensification, and include a fair level of flexibility. Existing conditions and site constraints such as site grades, surrounding character and safety needs will all be considered in the application of these guidelines. The photographs and sketches contained in these guidelines are intended to illustrate only a few of the multitude of solutions for successful mixed-use or mid-rise developments. Not all of the individual design guidelines listed in this document are appropriate in every situation. The guidelines include a number of photos and diagrams to help illustrate various design guidelines and design concepts. The illustrations shown in the document provide a few examples of how the guidelines can be applied, and are not intended to exclude other concepts that meet the intent of the guidelines. **It is not the intention of the guidelines to limit creativity. Where it can be demonstrated that an alternative built form achieves the intent of the guidelines, alternative solutions should be permitted and encouraged.**

Where Do the Guidelines Apply?

These guidelines should be applied to development and redevelopment within the Township's mixed-use zones. These guidelines also apply to all mixed-use and/or mid-rise development proposals within the three settlement areas and the stockyards regardless of the underlying zoning. For the purpose of these guidelines mid-rise development generally refers to any development that is between four and eight storeys in height. However, as noted in the Introduction section above, in the identified areas within Breslau, up to 12 storeys may be considered as 'mid-rise'. It is noted that permitted building heights are determined by the Township's Zoning By-law and not by these guidelines.

What is Mixed-Use Development?

Mixed-use development typically refers to the mixing of uses (residential and non-residential) within a single building. Non-residential uses such as restaurants, retail, offices, personal services are typically located on the ground floor of a multi-story building and are oriented towards the abutting public street. In a mixed-use building residential units are typically located above the ground floor. Mixed-use development can also refer to development proposals that include a mix of uses within the same site, but not necessarily within the same building. In other words, a mixed-use development proposal could

also include a standalone non-residential building(s) and a standalone residential building(s) on the same property or potentially within the same contiguous mixed-use zone. The surrounding context is important when considering the best way to achieve a mix of uses on a site.

What are Mid-Rise Buildings?

As previously noted and except for identified areas of Breslau, all residential developments between four and eight storeys are considered mid-rise development for the purpose of these guidelines. Mid-rise buildings contribute to complete communities, provide a mix of housing and are built at densities that can help improve the viability of non-residential uses in a community. Mid-rise is a form of housing that typically offers a more affordable or attainable option than traditional low-rise buildings and the option for people to 'downsize' while remaining in their same neighborhood or community. One of the benefits of mid-rise is that it results in the development of land in a more sustainable way, keeping people close to schools, commercial, employment and other community services, such as public transit, parks/ recreational facilities and health services.

What does Planning Staff Consider?

In evaluating development proposals, Planning staff will look at a wide range of considerations including:

- Building height, massing and articulation features.
- Facade treatment (e.g. transparent treatment – % of windows and doors vs blank walls).
- Setbacks and stepbacks.
- Building placement and orientation, and orientation of primary entranceway.
- Traffic.
- Vehicular access and circulation.
- Connection to active transportation corridor.s
- Parking which may include above grade parking structures.
- Outdoor private amenity areas and public community space.
- Shadows and privacy.
- Lighting.
- Landscaping.
- Noise.
- Microclimate.
- Building Form.
- Community Context.

Key Questions when Preparing Development Concepts

When preparing plans for a new development, buildings and developers should ask the following questions:

- What is the appropriate setback based on surrounding development?
- What is the best layout and orientation for the development based on the dimensions and configuration of the site?
- Does the building elevation incorporate elements that break up the overall mass such as: changes in building materials and colours; transparent (windows and doors) treatment, variety in the roofline; or projections and/or recessions in the building façade?
- Is the proposed development on a corner lot, and if so, has the building been designed to positively address both frontages?
- How has active transportation (walking, cycling) or transit facilities (where available) been considered in the overall site and building design?
- How will parking be addressed? Will it be visible from the street? If so, how will these areas be screened?
- How will privacy concerns be addressed? Is privacy fencing or landscaping proposed along the side and rear lot lines? Has the building been oriented and step back to minimize overlook onto existing residential properties?
- Will the development result in a loss of mature trees? If so, does the proposal allow for the incorporation of new trees?

- How does the proposed development enhance the surrounding public realm and streetscape?
- Is the proposal greater than five storeys? If so, have shadow impacts been considered?

By thinking through these kinds of questions when designing the site and building(s) the intent is that the development community and staff will be working towards a common goal which will streamline the approval process.

Other Design Guidelines

Within the Township of Woolwich there are existing design guideline documents including Landscape and Design Guidelines, Stockyards Urban & Architectural Control Guidelines and the Townships more general Urban & Architectural Control Guidelines. Through the Pre-Consultation process the Township will identify which guideline documents are applicable to a particular development. In some instances, more than one guideline document will need to be considered. The applicability of a guideline may depend on the type of planning application being considered. For example, specific guidelines related to matters such as lighting and building materials are typically considered through the site plan approval process, whereas guidelines related to building orientation and placement should be considered as part of a Zoning By-law Amendment.

2 GENERAL DESIGN GUIDELINES

2.0 | General Design Guidelines

Built Form

Built form refers to the overall size and shape of the building. Height and massing are critical to determining the degree of impact a building will have on neighbouring properties. For this reason, the building form must respond sensitively to its context to arrive at a high-quality design outcome.

Guidelines:

1. When determining building height and massing the physical character of the surrounding area including the height, separation and scale of adjacent buildings and the immediate streetscape shall be considered.
2. The potential shadow impacts on neighbouring properties, especially residential and public properties (i.e. parks, school yards) shall be considered in the height, placement, orientation and massing of buildings on a site.
3. Sites should be designed so that the building massing reinforces the street edge.
4. All buildings shall have a main entrance(s) fronting on a public street. If the building fronts on multiple streets, the main entrances should be oriented towards higher street classification. It is recognized that there may a limited number of large, multi-building sites where not all buildings will have direct access to a public street. In those circumstances, well defined pedestrian connections from an internal building to the street shall be provided.
5. Pedestrian weather protection should be provided over entrances to residential and commercial uses.
6. Where an existing streetwall exists (i.e. continuous built form at a similar setback and similar height along a street), buildings should be designed to reinforce the existing street wall to create a consistent streetscape. This can be achieved by applying a setback consistent with abutting properties and by designing the base of a building to be similar in height to surrounding properties and visually distinct from upper levels. For taller buildings it may also be appropriate to incorporate a stepback for upper floors.
7. For buildings taller than six storeys, a stepback of at least 1.5 metres should be provided for upper storeys. Generally, the stepback should be applied above the fourth, fifth or sixth storey of the building. The stepback should be applied to any street facing elevations.
8. In general, the building should not exceed a length of 70.0 metres. If a building is proposed that exceeds 70.0 metres, it should either be broken up physically or visually using architectural and design elements that sufficiently differentiate the building mass to appear as separate building forms. This may include step-backs, colour and material variations, projections and recessions, and varied building articulation.

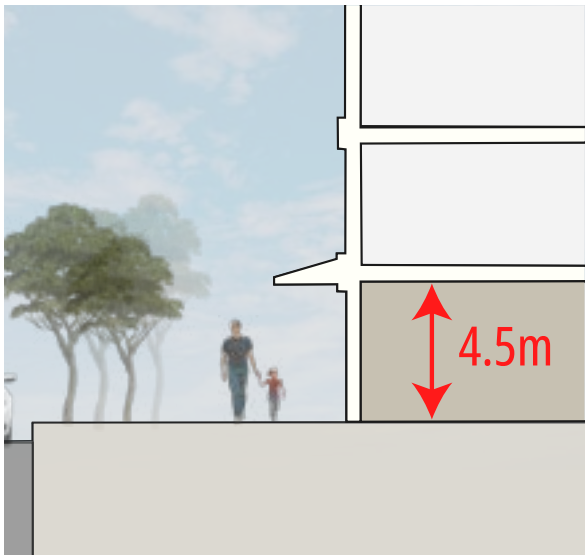
Where an existing streetwall exists (i.e. continuous built form at a similar setback and similar height along a street), buildings should be designed to reinforce the existing street wall to create a consistent streetscape. In the Elmira example above, a building within to the existing downtown core would be expected to have a well-defined building base that aligns with the existing streetwall. This may mean employing a consistent setback and/or designing the building to have a well defined two-storey base.

9. A variety of colours, textures, building materials and articulation features should be used to create visual interest across building façades.
10. Balconies are encouraged to provide future residents with private outdoor amenity space. Integrated balconies are preferred, in particular along building facades facing public streets. Balcony projections should be designed to ensure they do not project over a public sidewalk. For buildings with ground-floor commercial uses, balcony projections should be minimal.
11. Buildings five storeys or more should consider shadow impacts and for buildings six storeys or higher, the Township may require the completion of a sun shadow study. The Terms of Reference for a sun shadow study is included as Appendix A of these guidelines.
12. For mid-rise developments with residential uses at-grade, buildings should be sufficiently setback to allow for separation between private and public space and to provide an opportunity for private outdoor amenity space.
13. For mixed-use developments with commercial, office or institutional uses at grade, the building should generally be located closer to the street, typically at the minimum zoning setback.
14. For corner sites, a consistent setback should be applied to the front and flankage yards to allow the built form to wrap the corner in a consistent manner.
15. All building frontages that face a public street should be designed as active frontages with large windows and highly visible building entrances. Commercial uses, lobby and amenity space, and residential units can all contribute positively to an active frontage. Building service areas (i.e. loading, garbage, storage) should be located internal to the building and away from the street facing building frontages.
16. Where a mid-rise building site is adjacent to low density residential, design strategies that mitigate the impacts of height, overlook and shadow shall be considered. This could include increased setbacks between the proposed building(s) and property lines; stepbacks of upper floors; orientation of buildings in a manner which minimizes shadow impacts; careful placement of balconies, terraces and outdoor amenity areas to minimize overlook; and the inclusion of landscape buffers.

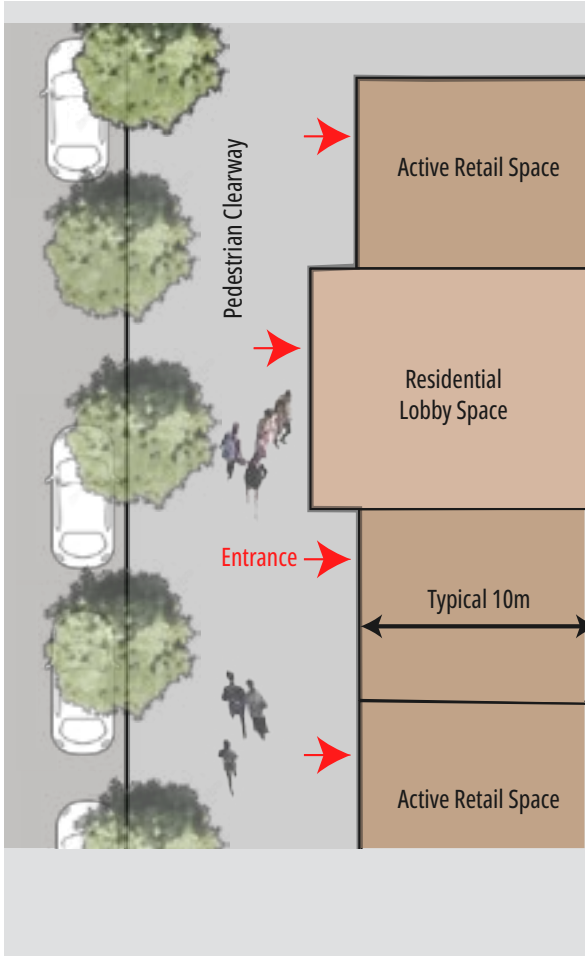
For mid-rise developments with residential uses at-grade, buildings should be sufficiently setback to allow for separation between private and public space and to provide an opportunity for private outdoor amenity space.

All building frontages that face a public street should be designed as active frontages with significant window and building entrances.

For corner sites, a consistent setback should be applied to the front and flankage yards to allow the built form to wrap the corner in a consistent manner.



A minimum ground floor height of 4.5 metres shall be incorporated into all mixed-use and mid-rise buildings. This will allow for a range of flexible commercial uses over time.



Retail and commercial units should generally have a depth of at least 10 metres. Likewise, indoor amenity/ common area space within a residential building should be designed with depths that would support a potential future conversion to a non-residential use

17. A minimum ground floor height of 4.5 metres shall be incorporated into all mixed-use and mid-rise buildings. This will allow for a range of flexible commercial uses over time. Where adjacent to an existing established street wall, a ground floor height consistent with adjacent buildings is strongly encouraged. For large multi-building sites, a reduced ground floor height may be considered for any buildings that do not have frontage on a public street.
18. Retail and commercial units should generally have a depth of at least 10 metres. Likewise, indoor amenity/ common area space within a residential building should be designed with depths that would support a potential future conversion to a non-residential use.
19. At grade retail and commercial uses should have a direct entrance from the abutting street/sidewalk.
20. In cases where there are patios along the street, an unobstructed pedestrian path shall be maintained without interruption.
21. Retail façades should include large transparent window openings and clear signage facing the adjacent public street.
22. Landscape treatments, planters and paving that extend public walkways are encouraged within a commercial setback provided an unobstructed pedestrian path along the sidewalk is maintained.
23. Primary entrances to the base of mixed-use and mid-rise buildings shall be barrier free and provide sufficient clearance for pedestrian walkways.
24. For mixed-use sites containing standalone commercial and standalone residential buildings, commercial buildings should be oriented to the street both in terms of building access and positioning on the site.
25. Within large mixed-use developments, consideration should be given to the inclusion of public or community space. This could be in the form of public parkland; privately owned publicly accessible parkland; or indoor community rooms. The inclusion of public space is particularly important in areas where there are limited public/community space available.
26. Any public or community space shall be designed to be fully accessible.

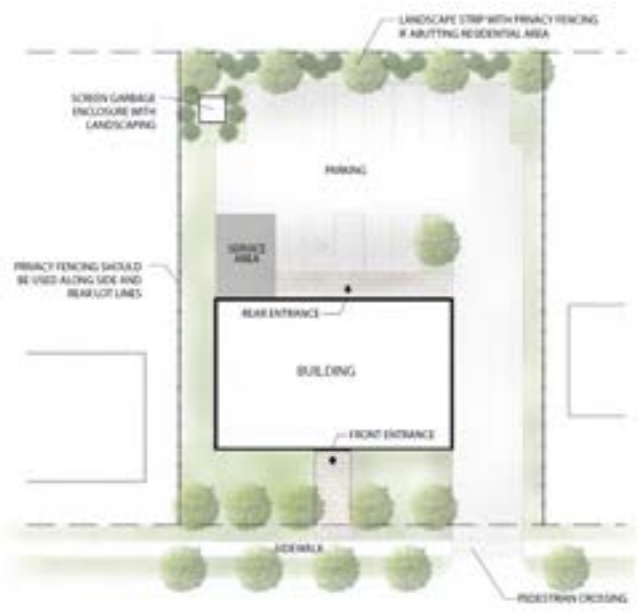
Architectural Details

1. Ensure that design and construction reflect a high level of craftsmanship and are of similar or superior quality to buildings in the immediate context.
2. Reinforce the continuity of the street and create a strong community character by using consistent rhythms of similar pre-existing details and positive architectural elements.
3. Design buildings so there are no blank facades. Side or rear facades that face streets or public spaces should have a design and materials standard equal to the front facade.
4. Break up the facade of buildings by using a variety of materials and architectural details, both vertical and horizontal.
5. Divide mixed-use or multi-unit buildings with wide frontages into visually functional and visually smaller units through the use of facade articulation and landscaping.
6. Architectural details that are consistent with the village or township will be encouraged including local stone or other materials.

Ensure that design and construction reflect a high level of craftsmanship and are of similar or superior quality to buildings in the immediate context.

Site Design

1. Where a building abuts a natural heritage feature or open space, it is encouraged that new developments face and/or provide physical or visual connection(s) to the adjacent feature.
2. Sites should be designed with sufficient areas for landscaping including landscaping along the street. This may include hardscaping features to accommodate gathering and rest areas.
3. Where mid-rise buildings are proposed, the greatest height should be located furthest from any adjacent existing low-rise built form to mitigate shadow impacts. These buildings should generally be located adjacent to major roads and intersections and close to existing amenities and include building steps as noted in Built Form Guideline #7.
4. Front yard setbacks are determined by applicable zoning by-laws and are usually minimum requirements. Generally, buildings should be located close to the street.



Example site layout for a small apartment/multiple site residential site.

Design multi-unit sites with attractive landscaping along the street edge and a direct connection to the public sidewalk/street.

This building was designed to orient balconies toward the adjacent natural feature.

5. On streets with a consistent front yard setback that is not expected to change, new buildings should generally be located at the same setback as existing development.
6. Where there is no consistent pattern of street setbacks, and where there is limited space within the public right-of-way, buildings should be set back to create a boulevard that can accommodate wider sidewalks, street trees, landscaping, and active uses to establish a more pedestrian oriented relationship between the building(s) and the sidewalk.
7. Mid-rise residential buildings may warrant an increased setback to allow for physical separation between any ground floor units and the public sidewalk.
8. Increased setbacks may be appropriate in order to maintain existing surrounding public spaces.
9. Parking areas should generally be located in the rear or side yard and should be designed with adequate snow storage areas.
10. Large sites and/or full block developments should be designed with mid-block pedestrian connections.
11. The design and layout of mid-block connections should be carefully considered and be identified for their intended purpose as a space for public or private movement with suitable landscaping, lighting and signage. The design of these spaces should enhance the overall development.
12. Connections to private and/or publicly accessible open spaces and amenity areas within a site should also be clearly signed and well-lit.
13. Where a site is large enough to support multiple buildings consider offsetting or angling the buildings away from each other to improve privacy between facing units.
14. When determining building placement, consider the building's orientation to maximize south-facing walls for optimal access to sunlight to habitable rooms and other environmental benefits such as energy conservation.
15. Site Plans and Draft Plans shall depict the pedestrian pathway routes.

A QUICK CHECKLIST ON BUILDING ORIENTATION AND SITE LAYOUT:

- ☐ Consider the existing context.
- ☐ Locate buildings to face surrounding public streets.
- ☐ For corner lots, provide attractive elvevations for both sides facing the street.
- ☐ Consider existing setbacks when determining building placement.
- ☐ Provide a pedestrian connection to any existing sidewalks.
- ☐ Locate parking at the side or rear of the property where possible.
- ☐ Screen parking from surrounding lots with landscaping or privacy fencing.
- ☐ Provide landscaping along the frontage.

Lighting and Signage

1. Site plan applications shall include a photometric lighting plan for the site.
2. Select different luminaries with a coordinated appearance to light pedestrian pathways, parking spaces, drive aisles, building and site entrances and other relevant parking lot features.
3. For sites adjacent to natural heritage features, lighting design must ensure there is no spillover onto the natural heritage area(s).
4. Balance the need for safety and security with the reduction of energy consumption and light pollution as follows:
    - ensure all parking spaces and circulation routes are well-lit;
    - install lighting that is appropriately scaled to its purpose, i.e. avoid "over lighting";
    - design sites to be dark sky compliant;
    - direct light downward and shall not overspill on adjacent properties, streets and open spaces, or cause a glare on adjacent roads; and
    - use energy-efficient fixtures and bulbs.
5. Provide pedestrian-scaled lighting, such as bollards or lower-scale pole fixtures along pedestrian routes.
6. Consider lighting elements for their aesthetic and design value, not simply their lighting function or ease of maintenance.
7. Coordinate the location of lighting with pedestrian clearways, tree planting and other landscaping.
8. Signage shall be in accordance with the Township's Sign By-law where applicable.
9. Signage should be integrated into the overall design of the façade and should positively contribute to the overall streetscape and existing character of the area.
10. The shape, material, texture and colours of signage should complement the building's architecture.
11. Sign location should not compromise pedestrian and vehicular sight lines in order to ensure the safety of movement.
12. A sign should be in proportion to the building and not dominate or overwhelm the façade and should be scaled to pedestrian viewers.
13. Rooftop signs are discouraged.
14. Electronic messages on digital signage with visible effects during the message transition, including fading, flashing, or motion will not be permitted.
15. To reduce the impacts of light pollution, the illumination of signage is discouraged during off-peak hours, except where required for safety purposes.

Signage should be integrated into the overall design of the façade and should positively contribute to the overall streetscape.

Provide pedestrian-scaled lighting, such as bollards or lower-scale pole fixtures along pedestrian routes.

Compatibility and Transition

The majority of new mixed-use and mid-rise development in Woolwich will come in more dense forms than existing development within the Township. These larger buildings should relate to their surrounding context, with an appropriate transition of scale to adjacent uses, especially to existing low-rise residential buildings, historic structures, and public spaces.

1. Mid-rise buildings shall be designed to frame the street they are fronting while allowing access to sunlight to adjacent properties. This may be done through considerations given to building orientation, setbacks, stepbacks and relationship to grade.
2. Mid-rise buildings should transition in height and density toward low-rise residential areas.
3. Locate the greatest height and density along arterial streets or at major intersections, ideally adjacent to commercial areas and community uses with stepbacks incorporated for upper storeys.
4. Mid-rise buildings should be in scale with the street, with a height that relates to the width of the adjacent street right-of-way. In other words, streets with wider right-of-way widths can typically support taller buildings while still maintaining an appropriate human scale.
5. Transition should be provided between midrise buildings and abutting buildings and properties to the rear. This transition should include compliance with the minimum zoning setback from the rear property line to the mid-rise building face. For taller mid-rise buildings the Township may require increased setbacks and/or stepbacks for upper storeys.
6. Inform building design by the existing and planned neighbourhood context, including significant architectural datum lines or cornices. This is particularly important along main streets.
7. Continue frontage features such as windows and articulation of the built-form to the exposed sides of buildings, in order to avoid excessive blank walls on side streets, lanes and walkways.
8. Buildings should use the existing natural grade and be designed to complement adjacent developments where possible.
9. Where grade transitions must occur, they should be integrated into the landscape design of the site where possible.
10. Existing healthy trees along the rear and/or side property lines should be preserved with sufficient soil volumes to enhance the transition to the adjacent properties in the rear.
11. Parking, service and loading areas should be screened from adjacent properties through landscaping and/or privacy fencing.
12. For development adjacent to parks and open spaces, orient buildings to minimize shadows on the adjacent public space.
13. Buildings adjacent to parks and other public spaces shall include sufficient entrances, balconies and windows to provide for natural surveillance of these areas.
14. Through the site plan review process the Township will review site demarcation measures which may include fencing, berming, site entry signage, trees or hedges.

Example of a mid-rise building that has used the podium design in order to transition height across the street frontage.

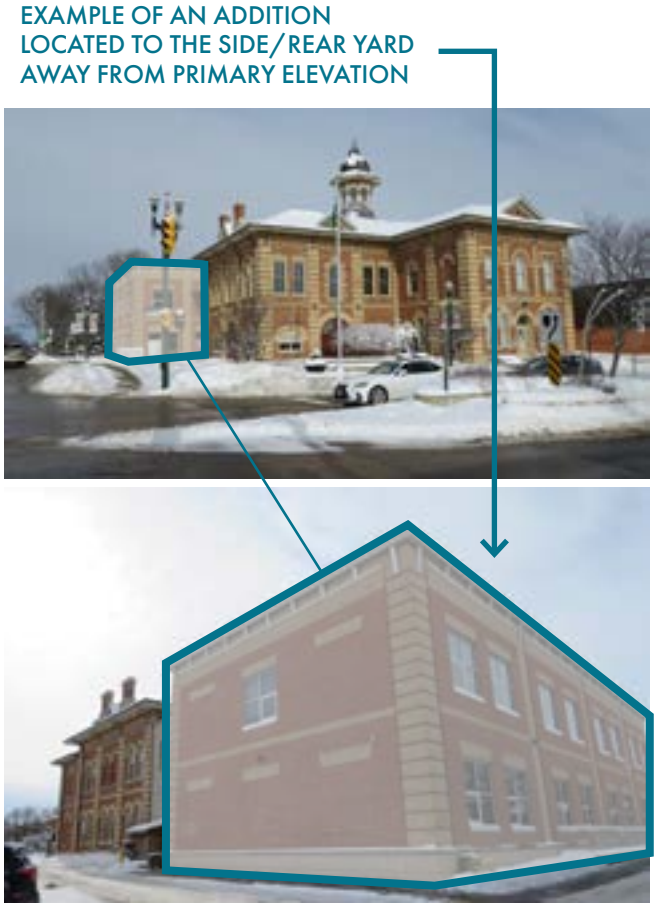
Example of an appropriate scaled mid-rise building in terms of surrounding context and adjacent street width right-of-way.

Heritage

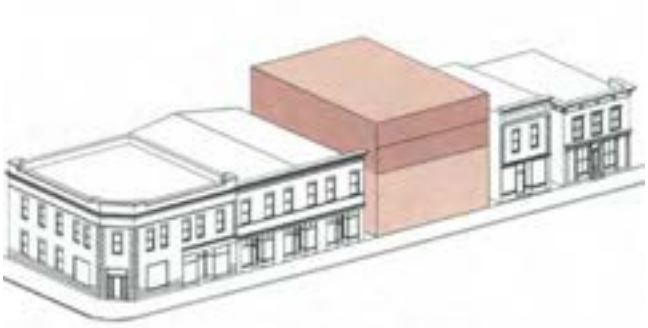
The conservation of significant cultural heritage resources is an important consideration within the historic areas of Woolwich. Where a new or infill development is to be constructed adjacent to a building of architectural or historical significance (including designated or listed properties) the Township may request the preparation of a Heritage Impact Assessment to assess the proposed development relative to surrounding built heritage resources. The following provides guidelines on the conservation of cultural heritage resources. This includes a focus on built cultural heritage resources, including all listed and designated buildings which are protected under the Ontario Heritage Act as well as all potential cultural heritage resources within the downtown/core areas that contribute to its unique heritage character.

1. The conservation of cultural heritage resources is is a critical consideration on sites that contain heritage resources. The Provincial Planning Statement identifies that built heritage resources and significant cultural heritage landscapes shall be conserved.
2. This document acknowledges that conservation can take the form of rehabilitation, preservation, or restoration, all of which are forms of conservation recognized by the Parks Canada Standards and Guidelines.
3. Alterations to properties that are designated or listed under the Ontario Heritage Act should adhere to the standards and guidelines of the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada.
4. The adaptive re-use of significant cultural heritage resources is to be prioritized as an alternative to demolition.
5. The adaptive re-use of buildings may require alterations to suit new use. This is referred to as "rehabilitation" in the Parks Canada Standards & Guidelines. Adaptive re-use and/or rehabilitation projects should refer to the Parks Canada Standards & Guidelines for guidance.

Example of how high quality modern materials can be incorporated into an existing building to enhance character and retain heritage fabric.



6. The adaptive re-use of buildings shall retain the character and heritage attributes of the building or resource while achieving appropriate new use.
7. Significant Cultural Heritage Resources should be retained and repaired or rehabilitated, rather than replaced. The demolition of cultural heritage resources is discouraged.
8. Additions to cultural heritage resources should be located at secondary elevations (i.e. to the side or rear of the building and sited away from any front or primary elevation(s) of the building).
9. Additions should be compatible with, distinguishable from, and subordinate to cultural heritage resources.
10. Additions should be products of their own time, using contemporary materials and not re-create historical styles or attributes which gives the impression that they are authentic.
11. Additions should complement the rhythm of the building of cultural heritage value or interest through the use of positive and negative space, as well as windows and doors.
12. A Heritage Impact Assessment will assess the impact of new development on any adjacent listed or designated heritage properties. Taller buildings can be located adjacent to heritage properties without adverse impacts to the heritage attributes of the property.



Example of an alteration/addition in size and scale to the character of surrounding area.

1

2

The above examples show two different approaches to building additions. Image 1, the addition used similar building materials and colours as the original building. Image 2, the addition incorporated a contemporary addition with materials and colours that contrast to the original building. Both are appropriate as in both instances, the addition is of an appropriate scale and mass relative to the original building. Both additions contribute positively to the surrounding streetscape.

Landscaping can be used to screen parking areas and to break up larger surface lots as shown in the above images.

Access, Parking and Loading

To preserve livable, pedestrian friendly streets, intensification projects need to carefully consider site access and parking. The following guidelines have been prepared to ensure that parking and service areas are appropriately located, screened and designed.

1. Parking, driveways and aisles shall be in accordance with the Township Zoning By-law.
2. Where possible, entrances and exits for vehicles should be located as far from corner intersections as possible to ensure safe pedestrian and vehicular movements at intersections. Where there is concern with a proposed site access, the Township may require a review of the proposed access by a qualified Transportation Engineer to ensure safe site design.
3. Shared parking for commercial and residential may be permitted, particularly where visitor parking spaces are required. Commercial uses and visitors often operate with opposite peak times providing for logical sharing opportunities. A Parking Utilization Study will be required to be completed by a qualified consultant in consideration of shared parking which may require a related Minor Variance Application or as part of a site-specific Zone Change Application. Required parking for the mixed use development shall include signage to clearly delineate residential and commercial parking areas.
4. Surface parking areas in the front yard are strongly discouraged.
5. Where parking areas are adjacent to a public sidewalk, buffers such as landscaping or trees should be provided between the parking area and the sidewalk to visually screen the parking area.

A QUICK CHECKLIST ON ACCESS AND PARKING:

- ☐ Minimum the number and width of driveway accesses.
- ☐ Parking for larger scale developments should be in the rear yard or side yard.
- ☐ Locate barrier free parking near building entrances.
- ☐ In large parking lots, provide landscaped islands.
- ☐ Screen parking from public sidewalks and streets with landscaping.
- ☐ Provide privacy fencing between parking areas and surrounding residential development.
- ☐ Provide bicycle parking racks to promote active transportation.

6. Where parking areas abut residential these areas should be visually screened from surrounding residential properties. This can be achieved through a variety of design measures including privacy fencing. Other alternatives to privacy fencing such as landscaping, change in grade elevation or a retaining wall may be considered if it results in an adequate privacy barrier, This consideration may require a Minor Variance Application or considered as part of a site-specific Zone Change Application.
7. Accessible parking stalls should be located close to primary building entrances. The primary building accesses must also be AODA compliant.
8. Larger parking areas should be broken up with pedestrian walkways and landscaped traffic islands to minimize the aesthetic impact of surface parking. Distinctive pavement and/or markings may be used to indicate pedestrian crossings.
9. Service and drop-off area circulation should not interfere with pedestrian circulation.
10. Where parking is provided within an above ground structure, it should be wrapped with commercial, residential or lobby/amenity spaces along the ground floor street frontage. Above the ground floor parking should be architecturally screened and should limit the amount of visibility to parked vehicles within the above ground parking levels.

Landscaping can be used to screen parking areas and to break up larger surface lots as shown in the above images.

Example of structured parking screened through architectural detailing.

Examples of screening for utility and mechanical equipment.

Servicing and Utilities

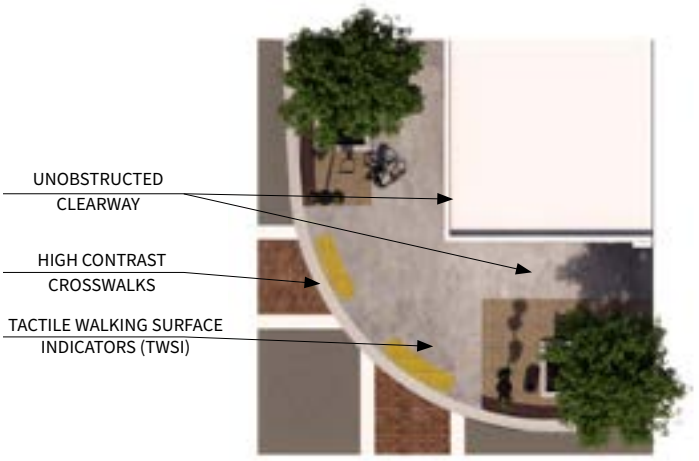
As a general approach, reduce the negative aesthetic impact on streets and open spaces of service elements such as utility boxes, garbage storage, loading docks, air conditioner compressors, utility meters and transformers. Where possible, services should be incorporated into the design of new development and screened from view so that they do not diminish the quality or safety of the public streetscape. The following guidelines relate to the design and location of servicing and utility elements.

1. Where possible, integrate service elements (such as loading areas, garbage and recycling storage, utility meters, transformers, heating, ventilation and air conditioning equipment) into the design of the building so that they are not visible from the street and/or adjacent public spaces.
2. On interior lots utility meters are encouraged to be limited to the side elevation of buildings. Landscaping as a means of screening meters will be required.
3. Where meters are located on side elevations of lots flanking streets, parks, or other highly visible locations the meters should be placed at an inconspicuous location, recessed and treated with an architectural surround or screened by landscaping, where permitted by utility company standards.
4. Air conditioning units, vents for dryers, exhaust fans, etc., shall not be located on any elevation facing the street.
5. Locate garbage, waste and recycling materials in a rear shed/garage enclosure, or in a small storage space that is within the building. Consider the use of molok systems or similar deep well systems as an alternative to garbage storage areas.
6. Respect safety clearances and setbacks from overhead and underground services and utilities.
7. Consider innovative methods of screening utility services, in particular when services are visible from the public realm.
8. Rooftop mechanical features shall be screened or stepped back from pedestrian view.

Universal and Age Friendly Design

Planning proactively for a future in which a greater proportion of the population lives with reduced mobility and other disabilities is responsible, necessary and timely. Age-friendly planning is sensitive to the needs of all age groups and all ability levels. Universal Design means designing the built environment so that it can be understood, accessed, and used to the greatest extent possible by all people regardless of their age or ability.

1. Ensure that all public spaces are accessible and barrier-free for persons of all ages and abilities. This includes sidewalks, parks, etc. as well as semi-private open spaces.
2. The use of high colour/tonal contrast to define the edge of exterior accessible routes are encouraged and will be reviewed during the site plan approval process.
3. Irregular surfaces, such as cobblestones or pea-gravel finished concrete are difficult for both walking and pushing a wheeled mobility device and should be avoided in areas where pedestrian travel is anticipated.
4. The use of pavers along accessible routes should be carefully considered since they may settle or shift due over time and can become potential tripping hazards.
5. Avoid the use of any grate, opening or cover along accessible routes, especially high traffic areas, in order to prevent any potential tripping hazards.
6. Accessible ramps shall be designed with a stable, firm and slip resistant surface and handrails on both sides of the ramp.
7. For any exterior stairs, ensure uniform riser height (rise) and tread depth (run).
8. Provide tactile attention indicator (TAI) at potential hazards including at curb ramps and depressed curbs; where walking surfaces between pedestrians and vehicle areas are not separated by curbs; and at stairs.
9. All common outdoor amenity areas should apply the principles of universal design.
10. Street trees, landscaping, seating, public art and signage should not obstruct the path of travel for pedestrians.
11. Integrate tactile and visual design elements (such as differential paving) to assist in orientation and the recognition of potential hazards to persons with disabilities.



Example of how a streetscape has been designed with accessibility considerations in mind including unobstructed pedestrian clearway; high contrast crosswalks and tactile walking surface indicators.

ELMIRA ACCESSIBILITY GRANT

The Elmira Community Improvement Plan identifies a number of potential grants that may be available, including an Accessibility Grant. Funding each for each particular grant can vary from year to year. If you are considering improvements to make an existing building more accessible you can review the CIP Plan or reach out the Elmira BIA to confirm if funding is available.

12. Design in accordance with the Accessibility for Ontarians with Disabilities Act and other applicable provincial legislation.
13. Ground floor commercial space and residential lobby entrances shall be designed with accessible entrances.
14. Pedestrian routes should be well illuminated to ensure public safety.
15. Where waste and recycling receptacles are provided, ensure the size is large enough to contain the anticipated amount of waste so that overflows do not cause a tripping or slipping hazards.
16. Ensure the efficient and thorough removal of snow and ice during winter conditions, which is essential for any related pedestrian clearway or accessible route.
17. New buildings shall be directly accessible from the street and barrier-free access from the building entrance to the public sidewalk shall be provided.
18. Visitor parking spaces should be located in visible and accessible locations near building entrances and pedestrian walkways.
19. Articulated, safe, accessible and integrated dedicated pedestrian walkways should be incorporated through surface parking areas through differentiated paving materials and landscaping.
20. Within or along larger sites, rest areas may be required along pedestrian paths of travel, ideally rest areas should be provided every 30 metres. Rest areas should be located adjacent to an accessible route.
21. The alteration of significant cultural heritage resources as part of a redevelopment should consider opportunities to improve accessibility and achieve the principles of universal design provided that it does not result in adverse impacts to identified heritage attributes and is sympathetic to the heritage character of the area.

Articulated, safe, and accessible pedestrian walkways should be incorporated throughout parking areas and/or larger sites. High colour/tonal contrasts shall be used to define the edge of exterior accessible routes.

The implementation of green infrastructure and low-impact development strategies is encouraged.

Sustainable and Climate Ready Design

The guidelines within this section assist in the development, implementation and promotion of environmentally sustainable practices. Developers and property owners shall incorporate sustainable elements within all proposed developments. New development and redevelopment shall consider the following guidelines:

1. Sustainable site and building design are encouraged that reduces energy and water consumption, improves air quality, water quality, and waste management. For new development, apply proactive solutions that encourage groundwater infiltration of stormwater, such as increasing permeable surfaces.
2. Installation of electric HVAC equipment (air or ground source heat pumps) rather than requiring the use of natural gas is encouraged.
3. Electric vehicle (EV) parking and designed EV parking should be provided in accordance with the Township Zoning By-law.
4. For new development, apply proactive, low impact development (LID) solutions that encourage groundwater infiltration of stormwater, such as increasing permeable surfaces, installation of rain gardens, etc.
5. Site design should promote alternative modes of transportation including walking and cycling and be connected to existing active transportation networks (i.e. trails, bike lanes, etc.) and where provided, transit. Site design should also promote and be connected to public transportation networks (where available). .
6. Landscape plans should consider the use of native, drought resistant plant materials and should be in accordance with the Township of Woolwich Landscape and Design Guidelines.
7. The provision of trees will be prioritized in site design and the Township may establish minimum standards for new trees within development proposals.

8. Secure bicycle parking shall be provided for all mixed-use and mid-rise development proposals in accordance with the Woolwich Township Zoning By-law in convenient locations and preferably protected from inclement weather. This should include consideration of other active transportation vehicles (scooters, e-bikes, etc.).
9. Reduce the heat island effect by planting trees or other vegetation.
10. Lighter, reflective surfaces help reduce the Urban Heat Island effect, heat loading, and internal building temperatures, thus reducing energy costs and extending the lifespan of rooftops, HVAC equipment, roads, and other paved surfaces. Cool roofs or white roofs are encouraged.
11. Encourage the incorporation of design features that achieve passive cooling and natural ventilation to help maintain lower internal ambient temperatures with less air conditioning. Some design features include:
    a. Appropriate east-west building orientation.
    b. Passive ventilation design.
    c. High performance glazing.
    d. Operable windows
12. Where possible provide south facing windows to maximize passive solar orientation benefits.
13. For sites with surface parking, identify a designated snow storage area in an area that will reduce salt and contaminant impacts to vegetation, groundwater and surface water.
14. Retain and reuse uncontaminated on-site topsoil in areas not covered by the building and parking/hard surface areas. Proper storage of topsoil will retain soil health and quality. Reusing soil promotes responsible use of a natural resource and minimizes the need to truck soil to and from the site.
15. Encourage the adaptive re-use of the existing historical building stock (including significant cultural heritage resources) as sustainable practice which encourages retrofits and repairs rather than the removal of historic building fabric which contributes to landfill.

Secure bicycle parking shall be provided for all mixed-use and mid-rise development proposals. These areas should be designed with consideration of other active transportation vehicles including scooters and e-bikes.

Landscape plans shall incorporate native drought tolerant species.

The provision of elements such as seating, shared bbqs, and play structures will ensure the use of these communal outdoor amenity space areas.

For larger multi-unit developments, communal outdoor amenity space is encouraged. Communal outdoor spaces, and in particular play areas for children, should be visible from common rooms and other habitable spaces to ensure safety and surveillance.

Common shared amenity space shall be designed to be accessible for all residents, this includes considerations like furniture height, spacing between furniture, wider doorways and accessible washrooms.

Amenity Areas

1. Ensure an appropriate amount of usable amenity area is available for new mixed-use and mid-rise developments in conformity with the Zoning By-law.
2. Ensure all indoor and outdoor amenity areas are sufficiently sized and proportioned to create usable spaces. Long, narrow areas are discouraged.
3. Provide different types of amenity area for mixed-use and mid-rise residential developments. This may include:
    - Private outdoor amenity areas – a private yard, balcony or terrace.
    - Shared outdoor amenity areas – large, communal yards or courtyards to accommodate social gathering and recreation
    - Shared rooftop amenity or terrace areas
    - Shared indoor amenity areas – an indoor area to accommodate social gatherings, meetings, recreational activities, and play space; and,
    - Play space for children – a separate communal play space for children with formal play equipment and some seating for adults.
4. The provision of elements such as seating, shared bbqs, and play structures within outdoor amenity areas will ensure the use of these spaces.
5. Communal outdoor spaces should be conveniently located for the majority of units.
6. Communal outdoor spaces, and in particular play areas for children, should be visible from common rooms and other habitable spaces to ensure safety and surveillance.
7. Shelter outdoor amenity areas from the noise and traffic of adjacent streets or other incompatible uses.
8. Outdoor space should be placed with consideration to prevailing winds and sun orientation to provide a comfortable environment.
9. Shared amenity space shall be designed to be accessible to all users.
10. Garbage /recycling receptacles provided in strategic location to avoid littering
11. Shared public amenity space(s) will be strongly encouraged in the appropriate context located along the main frontage or at the corner of the property if a corner site.

Affordability

For buildings that are being considered for affordable housing the following guidelines should be considered:

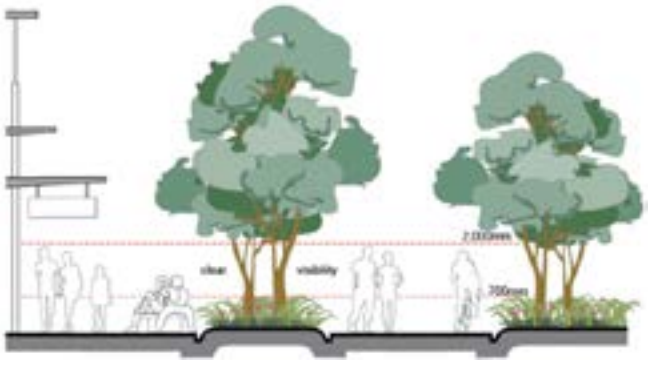
1. Encourage and provide for a range of unit types within mixed-use and mid-rise developments including smaller units and rental units.
2. Encourage adaptive reuse projects and conversions of large single-detached dwellings into multi-unit developments where appropriate.
3. Ensure that main floor design and ceiling heights can be re-purposed from residential to commercial when its viable
4. While the design of all building elevations is important, building articulation and detailing should be concentrated on street fronting facades where it will have the most visual impact. Similarly higher cost building materials should be directed to street fronting façades or façades that face public spaces.
5. Focus landscaping where it will have the greatest impact on the streetscape. Landscaping internal to sites can be simplified with low maintenance plant materials that will minimize the need for replacement plantings.
6. The more floor area and volume of space a building has, the greater the energy required for heating and cooling and the higher the cost to construct. If the physical size of the building is reduced the cost of materials and labour, as well as the cost of operating and maintaining the building for its entire lifespan, can also be reduced.
7. Consider the number of jogs, penetrations, cantilevers and projections in the exterior walls and envelope of the building. The less surface area a building envelope has, the fewer materials required, the fewer chances of construction quality issues, the less air leakage and overall building cost will be experienced.
8. Articulation of building façades can be provided by using architectural details, wall cladding used in different planes (stone or brick versus siding) that do not affect and are independent of, the thermal, moisture, air and vapour control layers of the building enclosure.
9. Consider using building materials, means and methods that are common within the area or region of construction. Keeping building materials and the type of structure familiar to those constructing the building can reduce the time necessary to learn new skills for contractors, reduce the poor quality of construction and reduce building costs. Local materials also have the benefit of reflecting the context of the site and can create a stronger sense of place.

Crime Prevention Through Environmental Design

Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach of crime prevention that uses site and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime. The following guidelines should be considered in the design of safe sites and buildings:

1. Use appropriate features that express ownership and boundaries such as defined entrances, parking areas, and pathways.
2. Landscaping, fences and pavement treatments can be used to delineate different areas.
3. When designing sites avoid creating spaces that appear confined, dark, isolated or unconnected with neighbouring uses, or without a clear purpose or function.
4. Integrate informal surveillance by considering visibility, light and openness. Orient and design physical features and activities to maximize the ability to see throughout the site. This includes attention to the placement of windows to provide visual access to areas of the site, and locating walkways, entrances, landscape materials, and other site features to avoid areas for persons to hide.
5. Encourage the concepts of 'eyes on the street' and 'eyes on the park' when placing windows and balconies. This includes the placement of windows relative to private outdoor amenity areas.
6. Incorporate appropriate lighting that does not produce glare. Avoid excessively bright lighting.
7. Lighting should be used in strategic locations as a safety measure.
8. Public realm space should be located where visible to the street to increase natural surveillance and visibility of these areas.
9. Provide clear signage and other wayfinding cues that make a site easily understood and navigable.
10. On larger sites consider grouping outdoor uses in complementary arrangements that create more activity than if separated.

Example of buildings and open space maximising casual surveillance opportunities.



Example of landscape elements selected for views and safety.

3 AREA SPECIFIC CONSIDERATIONS

3.0 | Area Specific Considerations

The general guidelines contained within Section 2 of this document reflect best practices in urban design and apply to mixed-use and mid-rise development in Breslau, Elmira and St. Jacobs. Notwithstanding, each of these three communities have their own unique character and different contextual considerations. The following sub-sections provide additional design considerations for Breslau, Elmira and St. Jacobs.

Breslau

Breslau has a mixed character that includes older buildings within the core area that are more rural in character and new and emerging subdivisions that have more of an urban character. The Village of Breslau is anticipated to experience significant growth as a result of recent settlement boundary expansion which is expected to also have more of an urban character. Future intensification will occur both within the existing village of Breslau built boundary, identified strategic growths area and intensification corridors as within new greenfield areas and nodes. Mixed-use and mid-rise development in Breslau should consider the following additional guidelines:

1. Within the designated core area of Breslau there is an opportunity to create a more defined "downtown" with a greater mix of uses and pedestrian friendly streetscapes.
2. Mid-rise may be considered as being up to 12 storeys based on the consideration and implementation future Official Plan policies particularly within the Breslau area in the identified Major Transit Station Area and Strategic Growth and Core Areas.
3. For 12 storey buildings, building placement and orientation shall be carefully considered to minimize shadow impacts and overlook.
4. Depending on the surrounding context and site design, the Township may require additional stepbacks for 12 storey buildings.
5. On larger sites where multiple buildings are proposed, including 12 storey buildings, consideration should be given to height transition and variety across a site.
6. New mixed-use and mid-rise development in the core should prioritize pedestrian streetscapes and active transportation opportunities.

Within new greenfield areas there will be less existing context to draw inspiration from. Instead, new development should set a high standard of design that fosters community interaction and pedestrian movement.

Underutilized commercial sites represent an opportunity for intensification with mid-rise mixed-use development. Where a commercial development is being redeveloped for mixed-use, commercial uses should continue to be incorporated.

7. Along Woolwich Street buildings should be oriented to the street. While consideration may be given to residential mid-rise buildings in the core, at key intersections and within nodes, ground floor commercial use or live/work units are strongly encouraged.
8. Along Woolwich Street on-street parking should be retained where possible as a natural form of speed control.
9. New development within the core area shall include bicycle parking, including outdoor bicycle parking racks that are accessible from the surrounding public sidewalks.
10. New development within the core should consider opportunities to enhance the existing streetscape. This may include widening public sidewalks, providing new street trees, or providing for patio / seating areas along the street.
11. Underutilized commercial sites represent an opportunity for intensification with mid-rise mixed-use development. Where a commercial development is being redeveloped for mix-use, commercial uses should continue to be incorporated. The replacement of all commercial uses on an existing site with a fully residential development is discouraged.
12. Development within nodes shall be in accordance with Official Plan policies. Generally, nodes are intended to have a mix of uses (both within buildings or within sites) at higher densities than surrounding areas to service the adjacent neighbourhoods.
13. Along Victoria Street North, access and streetscape opportunities may be more limited, until the planned Provincial Highway #7 is completed. Development along this corridor should be designed with an attractive interface adjacent to Victoria Street.

New development within the core area shall include bicycle parking, including outdoor bicycle parking racks that are accessible from the surrounding public sidewalks

14. Developers are encouraged to discuss streetscape opportunities along Victoria Street North with Township and Regional staff early in the development process. All efforts should be made to enhance the streetscape along Victoria Street North, this may require streetscape elements to be provided within the private realm.
15. The guidelines related to building entrances, pedestrian sidewalks and building orientation may not be achievable along the Victoria Street North frontages. Local streets and/or private streets/ driveway access will need to be designed with a pedestrian focus to ensure pedestrian focused design throughout Breslau.
16. Within Breslau the Ottawa Street extension is identified as an intensification corridor providing opportunities for mixed-use and mid-rise design at higher densities.
17. A Major Transit Station Area (MTSA) is planned along Fountain Street with higher density and mixed use built form planned within this area. The Township will require a high level of design within the MTSA and will encourage transit supportive development and compact development. Within the MTSA underground and structured parking is strongly encouraged. Large surface parking areas are discouraged within the MTSA area.
18. Within new greenfield areas there will be less existing context to draw inspiration from. Instead, new development should set a high standard of design that fosters community interaction and pedestrian movement.
19. A mix of uses should be located within future nodes to provide for community focal points in proximity to future residential development.
20. New development in the greenfield areas should be designed to frame streets and intersections with the greatest height oriented towards the intersection.

Within Breslau's Strategic Growth Areas, mid-rise may be permitted up to a height of 12 storeys. Taller buildings shall be designed with a high level of design. The below image illustrates a taller mid-rise building with several positive design features including:

- *A taller ground floor height which lends itself to ground floor commercial uses.*
- *Structured parking entrance that is integrated within the building design.*
- *Appropriate scaled signage that complements the architectural style of the building.*
- *A building with a clearly defined base and upper storeys that are visually distinct from the lower three storeys.*
- *Incorporation of podium amenity area.*
- *Recesses in the building façade and changes in building materials and colours to add visual interest and to break up massing.*
- *Appropriate separation between tower portions of building.*

The ground floor of any mixed-use or mid-rise development should take visual cues from surrounding development. While development should be of its time, building materials and architectural detailing should complement the more historic built form in the area.

Elmira and St. Jacobs

St. Jacobs and Elmira are two neighbouring rural communities in the Township of Woolwich that are home to a large population of Mennonites. Often seen driving horse-drawn buggies, the Mennonites of St. Jacobs and Elmira trace their origins back to German and Dutch-speaking Pennsylvania Mennonites who immigrated to the area in 1806. In comparison to Breslau, both Elmira and St. Jacobs have well defined core/downtown areas. While the downtowns include a wide range and mix of uses, the existing character is much more rural and village-like when compared other traditional Ontario downtowns. Mixed-use and mid-rise development in Elmira and St. Jacobs should consider the following additional guidelines:

1. The downtown core areas within Elmira and St. Jacobs are generally intended to be preserved, however there may be opportunities for modest intensification, including adding additional storeys to existing buildings, or redevelopment underutilized sites at the edges of the core.
2. Development within the Elmira Core shall be in accordance with the more detailed "Elmira Core Urban Design Study, July 2022" in particular as it relates to public realm and streetscape improvements.
3. Elmira's downtown is generally located along Arthur Street between Park Avenue and William Street and Church Street, between Centre Street and Walker Streetv. Within this area mid-rise development is generally considered to be limited to 4 storeys unless permitted to be more than 4 storeys in the zoning of the property or through a redevelopment application that can demonstrate that additional height can be incorporated in a manner which does not detract from the existing village character (for example, sites at the periphery of the core or sites that can be sufficiently separated from adjacent low-rise residential uses).
4. St. Jacob's downtown is generally located along King Street between Hachborn Street and Front Street. Similar to Elmira, within this area mid-rise development will generally be limited to 4 storeys unless it can be demonstrated that additional

Larger sites with commercial uses may be required to provide additional parking areas for buggies.

Where residential units are added above an existing commercial or mixed-use building private amenity areas should be incorporated where possible.

height can be incorporated in a manner which does not detract from the existing village character (for example, sites at the periphery of the core and that can be sufficiently separated from adjacent low-rise residential uses).

5. When selecting materials for new development within Elmira and St. Jacobs, developers and designers are encouraged to use historic colour palettes and materials that are commonly found within the existing villages. Brick, siding and stone are all used within these areas.
6. The ground floor of any mixed-use or mid-rise development should take visual cues from surrounding development. While development should be of its time, building materials and architectural detailing should complement the more historic built form in the area.
7. New mid-rise development should prioritize pedestrian friendly design and streetscape design.
8. Horse-drawn buggies are a unique form of transportation within Elmira and St. Jacobs. New development will be designed to ensure that existing travel routes for buggies are not negatively impacted.
9. Larger sites with commercial uses may be required to provide additional sheltered parking areas for buggies.
10. Development that proposes removal of existing buggy parking areas will not be permitted unless an alternative location for buggy parking is provided or determined not to be warranted in that location.

When selecting materials for new development within Elmira and St. Jacobs, developers and designers are encouraged to use historic colour palettes and materials that are commonly found within the existing villages.

The Stockyards Area

The Stockyards Area is defined in the Township's Official Plan and is subject to specific policies and specific Urban Design and Architectural Control Guidelines. This area is also subject to specific zoning categories which have been applied to each of the anticipated "districts" within the Stockyards. The Stockyards Design Guidelines are included as an Appendix to the Official Plan.

Mixed-use or mid-rise development within the Stockyards shall consider these guidelines, in particular those guidelines that are not covered off in the Stockyard design guideline document (e.g. guidelines for taller buildings, sustainability and accessibility guidelines). Notwithstanding, where a conflict occurs between these guidelines and the Stockyard specific guidelines, the Stockyard guidelines shall prevail.

4 IMPLEMENTATION

4.0 | Implementation

Township staff will implement these Urban Design Guidelines as part of their review of development applications and in consultation with the public and members of the municipal staff to assess development applications. The guidelines are intended to help both staff and applicants engage in meaningful discussions about urban design based on a common understanding of good urban design and clear expectations. Many of the design guidelines can be implemented through the mechanisms available in the Planning Act. These mechanisms are applied, in part, through the Zoning By-law, through the review of Site Plan Control applications, draft plan conditions of subdivision and condominium approval processes (Greenfield Areas) and through the variance and consent processes of the Committee of Adjustment.

Official Plan

The Official Plan provides general urban design policies that apply to all development applications. Where an Official Plan Amendment is submitted to allow for mixed-use or mid-rise development, the Township will consider both the Official Plan design policies as well as these guidelines. The Township may require the preparation of an Urban Design Brief in support of an Official Plan Application for mixed-use or mid-rise developments. The purpose of the Urban Design Brief is to demonstrate how the proposed development conforms with the Townships Urban Design policies and addresses these guidelines.

Zoning By-laws

Zoning By-laws outline what a parcel of land may be used for and regulates lot size, parking requirements and building height. Design guidelines will support the requirements under Zoning. Where amendments to the current zoning are requested as part of a development application, consideration will be given to the Urban Design Guidelines in determining if site specific regulations should be incorporated as part of the amendment. The Township may require the preparation of an Urban Design Brief in support of a Zoning By-law Amendment application for mixed-use or mid-rise developments. The purpose of the Urban Design Brief is to demonstrate how the proposed development conforms with the Townships Urban Design policies and addresses these guidelines.

Site Plan Control

Site Plan Control is the process that is used to control or regulate the various features on the site of an actual development including building location, landscaping, drainage, parking, and access by pedestrians and vehicles. The Site Plan Review process will be the primary implementation tool for these guidelines. Using the guidelines contained herein Staff will be able to review the appropriateness of a building's design and determine what amendments, if any, are needed to the development plan. While these guidelines provide general landscape direction, the Townships Landscape and Design Guidelines are the primary document to be reviewed in order to guide the preparation of landscape plans.

Committee of Adjustment

The Committee of Adjustment is a quasi-judicial tribunal appointed by Council. It derives its jurisdiction from the Planning Act of Ontario. The Committee's mandate is, in part, to hear Applications for "Minor Variances" where a requirement of a Zoning By-law cannot be met (under Section 45 of the Planning Act) and to hear Applications for Consent to "Sever" a property. These Urban Design Guidelines are a tool to guide development. Applicants will have regard for the guidelines as they prepare their submissions; the Committee of Adjustment will equally have regard to the guidelines as they evaluate development applications.

Draft Plan of Subdivision / Condominium

These design guidelines may be implemented through draft plan conditions. This may include conditions related to the preparation of streetscape plans, conditions related to public or community space, or simply conditions consideration of these guidelines, or specific sections of these guidelines.

Exceptions to Guidelines

When implementing design guidelines, it is important to recognize that exceptions can be warranted and that at times a project that strives for excellence in design can demonstrate that a specific guideline is not appropriate in that instance. The guidelines are intended to be flexible to take into consideration site specific context. Where a development is inconsistent with these guidelines, it is the responsibility of the developer/builder to demonstrate to the Township that the exception is justified and it is at the discretion of the Township to support or not support that justification.

APPENDIX A

TERMS OF REFERENCE

SUN SHADOW ANALYSIS

TERMS OF REFERENCE
SUN SHADOW ANALYSIS

A shadow analysis is a visual model of how a proposed development will cast its shadow. Shadow analyses will demonstrate any potential impacts on shadow sensitive areas, such as public spaces, communal amenity areas and residential private outdoor amenity areas.

The Township of Woolwich may request a shadow analysis as part of a complete submission package when an increase in height and or massing is submitted through a Zoning By-law application, for a residential or mixed-use development. Typically the Township will only request a shadow analysis where a proposed development is 6-storeys or more in height or where a development is in close proximity to a shadow sensitive area.

The requirement for and scope of a shadow analysis will be determined at the formal pre-application consultation meeting.

Content for Sun Shadow Analysis

The Shadow Analysis should highlight the site and identify the shadow outline of the proposed building(s). Shadows should be shown in a different shade/ hatching. In areas where only a modest increase in height is proposed applicants may wish to also show the shadow outline of the as-of-right height.

If known, applicants are encouraged to illustrate shadows of approved but not yet constructed developments in the study area. Provide the shadow outline(s) of such buildings only if the shadows which would be cast overlap on the shadow area of the proposed application.

Drawings are to be accompanied by a written summary of the shadow impacts, which include the locations of the impact and type of shadow sensitive use where the impact occurs (if applicable).

Test Dates and Times:

September 21 (Equinox):
8am, 10 am, 12 pm, 2 pm, 4 pm, 6pm.

December 21 (Winter Solstice)
9 am, 11 am, 1 pm, 3 pm

June 21 (Summer Solstice)
8 am, 10 am, 12 pm, 2 pm, 4 pm, 6 pm, 8 pm

When reviewing Shadow Analysis submission the Township will generally use the following evaluation criteria:

Acceptable Shadow Impacts for Shadow Sensitive Areas		
Public Spaces (plazas, open spaces, parks, school yards)	**Communal Amenity Areas** (daycare outdoor play areas, private outdoor amenity areas associated with residential developments)	**Ground Level Residential** Private Outdoor Amenity Space (rear yards of low-rise residential developments)
An average of 50% of public space areas should be exposed to sunlight for a minimum of 5 interval hours during the September test date.	An average of 50% of communal amenity areas should be exposed to sunlight during two consecutive hourly interval times per day between 11 am and 3 pm during all three test dates. Pools only have to meet the criteria for June and September.	No new shadows within the rear yard of low rise residential development for more than two consecutive hourly test times during the June and September test dates.

WOOLWICH TOWNSHIP

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE