RESIDENTIAL INTENSIFICATION GUIDELINES

A FRAMEWORK FOR DESIGN IN HURON COUNTY

November 4, 2020

HURON COUNTY

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FORWARD

Huron County is home to great neighbourhoods. Places where people, through the generations, have lived, played, and built communities. As you walk our tree-lined streets, you will note many of the original houses built during our early years continue to line the streets. Over time, a wide variety of housing styles have been built, responding to changes in lifestyle, affluence, and architectural trends of the day; the layering of different designs through time helps create the visual interest of established neighbourhoods. While Huron's neighbourhoods vary in design and styles, common to nearly all of them, is that majority of the houses are single detached dwellings.

Single detached dwellings meet the needs of many residents – but not all of them. When housing takes a wide range of forms, it can better meet the diverse needs of community members: those who rent, families requiring multiple bedrooms, seniors who are interested in downsizing, first time home buyers who can afford a house provided they can rent out the basement unit.

In order to meet the needs of current and future residents, the housing stock across the County needs to diversify and in many communities, this change is already underway. A survey of recently built units includes a large number of attached units – sometimes referred to as townhouses or row houses – which provide living spaces which meet the needs of our aging population and help young people to get their start in the housing market. The change is positive, but more units are needed to meet demand.

New residential units can be provided in many ways: converting an existing house into multiple units, replacing a single detached with a four-plex, or building a small apartment building on a vacant lot. The shift to new forms of housing can raise questions. Often times when higher density housing developments are proposed, concerns are raised regarding the height of the building, design compatibility with existing residences, lighting, and parking areas. Is this compatible with my neighbourhood? Compatible development is not necessarily the same as, or similar to, the existing development, but can coexist with the surrounding area without unacceptable adverse impact.

The goal of this document is to help address concerns and compatibility in a comprehensive manner, ensuring that builders and developers understand the goals and expectations of the community and that the community can benefit from increased housing choices.

Neighbourhoods are dynamic places; the shifts that are anticipated in the next 20 years will bring about a renewal of our housing stock and the introduction of more dense forms of housing. This document is a tool to help manage that change and ensure that housing is available – and affordable – for all who call the County home.

- Huron County Planning & Development Department

Section 1

INTRODUCTION

SECTION 1

1.0 INTRODUCTION

The County of Huron's residential neighbourhoods have traditionally had a mix of housing types, predominately single detached dwellings. While it is anticipated that low rise development forms such as single-detached dwellings will continue to be a primary form of residential development, there are also a growing number of proposals to increase the density of housing in some neighbourhoods through the intensification and infill projects. As a County, we need to meet the housing needs of current and future residents and to do so, we need different, more dense forms of housing and a range of 10 year options (own, rental, land-lease, etc.).

The Residential Intensification Guidelines (RIGS) have been prepared by MHBC Planning and Allan Avis Architects Inc. in consultation with the County of Huron as a framework to guide the planning and design of residential intensification projects within the County. These guidelines are intended to be used by property owners, developers, builders, architects and planners in preparing plans for intensification projects. The RIGS can also be used by County and Municipal staff as a tool to assist in their review of development applications. Applicants are encouraged to use the RIGS early in the development process to streamline approvals.

The overarching goal of these design guidelines is to help ensure new infill and intensification developments in the County achieve a good fit into an existing neighbourhood, respects existing character; enhances existing streetscapes; and provides new housing that offers variety and a broader mix and range of housing types. Recognizing the scale and visual pattern that exists in the neighbourhood and community and then incorporating it into the proposed new development or redevelopment is key in achieving good intensification projects.

New buildings and additions or renovations should respond harmoniously to their specific contexts and be complementary to the existing area with respect to building size, density and architectural detailing. Well-designed residential intensification projects integrate into a local landscape, enriching existing neighbourhoods.

SECTION 1

1.1 WHY INTENSIFICATION?

To promote a diverse community and accommodate a variety of households (i.e. young adults, families with children, single parents, seniors, people with special needs, etc.), the County encourages the provision of a full range of housing types through residential intensification projects. Intensification can often be perceived as a negative concept, something that is forced upon existing residents resulting in unwanted changes to existing communities. It is important to remember that intensification can be accommodated in a way that is sensitive to surrounding residential communities and that there are a number of benefits to intensification including:

- **Environmental Benefits:** Intensification uses less land, reduces pressure on agricultural areas and environmental lands from urban expansion, and supports transit and active transportation.
- **Affordability:** Intensification makes more efficient use of hard and soft services such as sewer, water and hydro, schools, parks and community centres reducing the need for increased capital and operating costs which in turn can contribute to pressures for increased taxation. As the land supply for low density housing becomes increasingly limited, pricing for these homes will rise. Intensification helps to introduce a broader range of housing types and can offer greater affordability through the provision of smaller and/or more affordable unit types.
- **Community Benefits:** Intensification supports existing and new businesses, stores and services in neighbourhoods. Intensification can also help reduce the need for people to travel long distances between home, work, shopping and recreational activities.
- **Health and Well-Being:** Intensification within existing communities optimizes existing infrastructure including sidewalks, trails and cycling networks providing opportunities for healthier lifestyle options including active transportation.

SECTION 1

1.2 EXAMPLES OF INTENSIFICATION

Residential intensification is development that allows for more people to connect, work and play within our communities; it happens when we re-develop, expand and/or re-purpose existing areas, buildings or vacant lands. Intensification can be redevelopment, building in previously developed areas, infill and conversions and additions. The development of new neighbourhoods at higher densities is also considered intensification. Projects may fall into more than one of these categories. The following images provide examples of various forms of intensification.

INFILL HOUSING

Infill housing is the development of vacant lots or portions of vacant lots in established areas. A vacant lot may have been vacant historically, created by a severance, or result from demolition, fire and/or some other means. Infill optimizes the efficient use of serviced lands adjacent to existing infrastructure and transportation modes. The keys to good infill are recognizing the scale and visual lot pattern of the desirable neighbourhoods that exist, and those planned for the future. It is not intended that infill development will mimic or replicate the architectural styles in the surrounding built form. Often the most interesting neighbourhoods are those that have embraced the evolution of architectural style and offer an eclectic blend of housing types and styles.

New infill buildings should be developed in a way that minimizes adverse impacts on neighbouring properties and promotes the most efficient use of existing servicing infrastructure. They should also provide a range of housing types to promote variety, diversity and affordable housing opportunities.

ADDITIONS & RENOVATIONS TO EXISTING BUILDINGS

Additions and renovations to develop additional residential units is another form of intensification. This includes the conversion of existing single detached dwellings into multi-unit dwellings. For additions and renovations to existing buildings, the current building stock of the surrounding neighbourhood should be used as inspiration to determine the appropriate mass, scale, design, and materials to create a development that complements the community.

ADDITIONAL RESIDENTIAL UNITS

With increasing pressure on housing affordability and supply across Ontario and here in Huron County, both the Province and local municipalities are looking at permitting more than one additional unit for each main residence; thus, Additional Residential Units. Additional residential units can be popular for a variety of different reasons. For property owners, they can add a source of revenue. Families might use them to keep a family member close and affordable housed, while giving everyone more privacy than living in the same unit. For people struggling to find an affordable place to live, they can be a home to help them get on their feet. Additional residential units can be created in a few different ways. Sometimes, an existing home is sized and designed so that a unit can be split off without requiring any additions. Sometimes, an addition onto a home is made to make space for a new unit. Additional residential units may also be built in an accessory building, like a garage; purpose built as a new structure on the property; or be a temporary, removable building.

Renovation of an existing residential building to create additional units

Example of a garage with additional living space which was designed with reference to the main building. This living space could be used as an Additional Residential Unit.

RESIDENTIAL CONVERSIONS

A residential conversion project is when an existing non-residential building (e.g., warehouse, church) is converted into residential units and pre-existing elements of the building, such as the foundation or frame, are incorporated into the new design and construction of the project. Residential conversion projects can help to preserve the County's history while providing new residential units within vacant or underutilized buildings.

NEW COMMUNITY DEVELOPMENT

Residential development on previously undeveloped land including the creation of new residential neighbourhoods is also a form of intensification. New neighbourhoods are most likely to occur in serviced areas within communities that have been comprehensively planned. These guidelines are applicable to sites in these communities, unless area-specific design guidelines have been created for the new community through the development process.

The development of new neighbourhoods on previously undeveloped land is another form of residential intensification

Conversion or expansion of non-residential buildings for residential use

1.3 AN OPPORTUNITY WITHIN HURON COUNTY

The predominant form of housing within Huron County today is single detached dwellings. While it is anticipated that this form of housing will continue to represent a large percentage of the housing types available within the County, there is an opportunity to provide housing for the 'missing middle'.

Missing Middle Housing is a range of house-scale buildings with multiple units that are compatible in scale and form with single-detached homes. Missing Middle Housing includes a wide range of housing types including duplexes, fourplexes, row-houses, stacked townhouses and low rise apartments and is often referred to as 'middle' housing forms because they sit in the middle of a spectrum between detached single-family homes and mid-rise to high-rise apartment buildings, in terms of form and scale, as well as number of units and often, affordability.

The majority of Missing Middle Housing types have 4-8 units in a building or 4-8 units on a lot. Most Missing Middle building types are 2 to 3 stories in height.

With rising housing costs the provision of 'middle housing' forms will provide greater housing choice for existing and new residents of the County. These forms of housing appeal to a broad range of buyers and tenants. By providing and supporting a broader range of housing types, existing and new residents will have the opportunity to age in place and the County can deliver more housing and more housing choices in existing neighbourhoods.

While the guidelines in this document consider a full range of housing types, including single and semi-detached dwellings, the focus of these guidelines is on those housing forms that would be classified as middle housing, in recognition that these forms of housing will represent a larger portion of development applications moving forward.

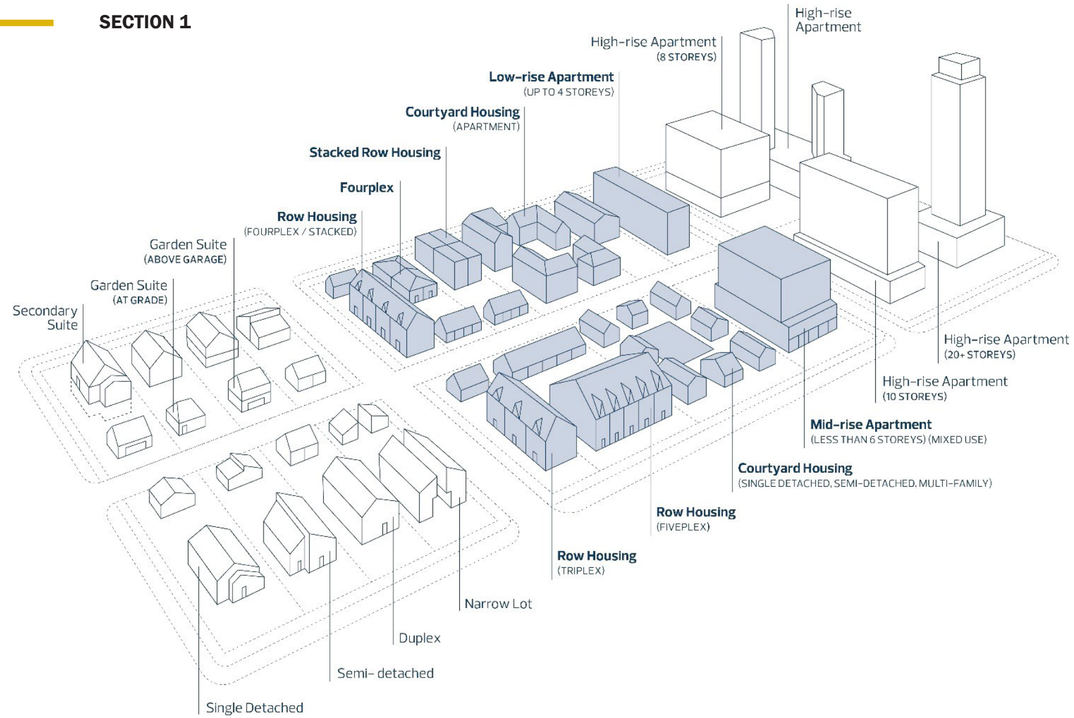


Image Source: https://www.edmonton.ca/programs_services/recognition_awards/infill-design-competition.aspx?utm_source=tld&utm_campaign=edmontoninfilldesign

Within Huron County the majority of housing is single –detached. This RIGS document provides guidance in support of intensification projects for a full range of housing types, many of which comprise the 'Missing Middle'.

1.4 GUIDELINE USERS

This document is intended to assist Planning Staff, Council, land owners, builders, developers and the public with a framework to guide residential intensification projects.

County Council: The Huron County RIGS provides Council approved design guidelines that help implement the Official Plan and express Council's design aspirations for intensification across the County.

Development Industry: The primary user of the Huron County RIGS is intended to be the development industry. It is intended that during any pre-consultation meetings that staff will identify primary design priorities and key sections of the RIGS that apply to a particular development proposal. The development industry will be responsible for demonstrating how development applications have considered these guidelines.

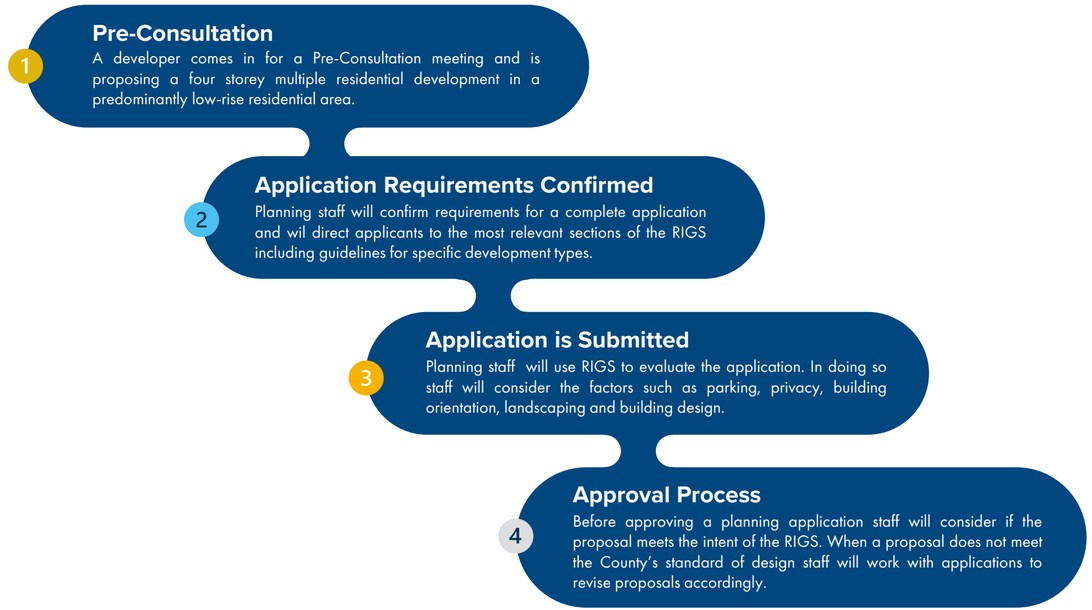
County and Local Municipal Staff: Staff will use these guidelines in the review and approval of development applications with emphasis on Official Plan/Zone Change applications, Site Plan Applications and Committee of Adjustment Applications.

The General Public: The County understands public concerns related to intensification and has prepared these guidelines in response to common concerns. As such, the RIGS has been prepared with guidelines that consider a wide range of compatibility aspects including building heights, parking, lighting and landscaping.

These guidelines apply to development applications that are submitted following the adoption of the guidelines. Where applications are in process at the time the guidelines are adopted, the County should work with the developer to determine if the directions of the guidelines can be met.

Those using the guidelines should review both the general guidelines as well as guidelines for specific development types. These guidelines apply to all residential intensification projects within the County.

HOW WILL PLANNING STAFF USE THE RIGS?



1.5 HOW TO USE THE 'RIGS' GUIDELINES?

The RIGS document is intended to be a tool to help achieve the County's intensification goals while ensuring high quality, well thought out design that will enhance existing residential communities. This document will be applied to all infill and intensification development within the County.

The Huron County RIGS are intended to provide a balanced approach to intensification, and includes 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 herein are intended to illustrate only a few of the multitude of solutions for successful infill development. Note that not all components of every photograph illustrate successful solutions. As new projects are constructed, some photographs may be replaced from time to time with photographs which better illustrate the guidelines in this document.

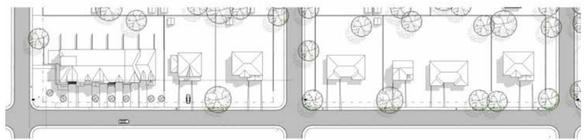
Not all of the individual design guidelines listed in this document apply or are appropriate in every situation.

The RIGS include a number of sketches, 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.

A RIGS User Guide will be made available to applicants during pre-consultation meetings.

Illustrations are used throughout the document to illustrate specific design concepts. The larger illustration on pages 20 and 21 has been prepared as a representative streetscape and shows how a new building could be integrated into a streetscape with consideration given to various design aspects. It is not intended for new buildings to replicate this example, rather the image illustrates multiple design considerations in one graphic. For example, it is not intended that a multiple unit building would transition from three storeys to one and a half storeys, rather the example shows how height can transition near lower rise development and that increased height may be appropriate on a corner lot.

Photographs are used throughout the document to illustrate certain design guidelines or considerations. The use of a photograph does not imply that all aspects of the image are relevant or that the image is exactly what the County is looking for.



Plans and sketches are also used throughout this document to illustrate various considerations for the design and layout of sites. These sketches also illustrate other considerations including setbacks, driveway placement and streetscape variety.

Illustration of a conceptual infill development with consideration given to a range of design elements including: rooflines; building articulation; building materials; building height transitions; and universal design.

Section 2

OVERALL GOAL & DESIGN PRINCIPLES

SECTION 2

2.0 OVERALL GOAL & DESIGN PRINCIPLES

It is the County's objective to support intensification projects that will contribute to complete, vibrant, healthy and sustainable communities that are well designed, include a mix and range of unit types, and respect natural and cultural heritage features and are compatible with, and enhance, adjacent land uses. The following principles support this objective:

A High Standard of Design: Promote and encourage a high standard of design for all residential built form. The County supports a variety of architectural styles provided the surrounding context is considered. Intensification projects should positively impact streetscapes within the County.

Affordability: Encourage well designed and cost efficient development. Encourage more compact housing forms and densities that are affordable to low and moderate income households.

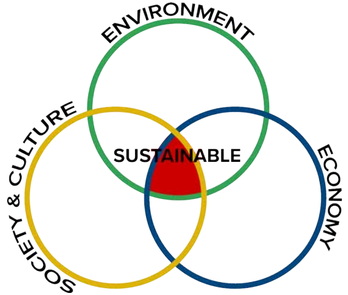
Active Transportation: Encourage intensification in locations with planned and existing active transportation networks including sidewalks, trails and lanes and paths. Provide safe and barrier free access from buildings to the surrounding active transportation network.

Universal & Age-Friendly Design: Encourage VisitAble housing as an approach that promotes the inclusion of a basic level of accessibility into all housing to enable everyone to get in and out of a building comfortably. The County, in cooperation with the development community, will continue to identify, remove and prevent barriers so that everyone can experience and take part in all that the County has to offer.

Heritage and Culture: Retain, conserve and enhance existing buildings and structures that contribute to the heritage character and appearance of the County. Allow for growth and change by encouraging new development and re-development that is compatible with existing development and enhances the overall streetscape.

Sustainable and Climate Ready Design: Ensure that all development is based on principles of environmental sustainability and the protection of the environment. Promote and encourage climate ready design and sustainable design initiatives and practices including sustainable building and landscaping practices.

All of the above noted design principles are sustainability principles and implement the County's broader goal for sustainable development.



A HIGH STANDARD OF DESIGN

AFFORDABILITY

ACTIVE TRANSPORTATION

UNIVERSAL & AGE-FRIENDLY DESIGN

HERITAGE & CULTURE

CLIMATE READY DESIGN

Section 3

GENERAL GUIDELINES

These guidelines implement the Design Objectives and apply to all residential intensification projects throughout the County. The guidelines contained within this section are intended to be read in conjunction with the applicable guidelines of Section 4.0 Residential development in new subdivisions are subject to these guidelines as well as the guidelines contained within Section 5.0 of this document.

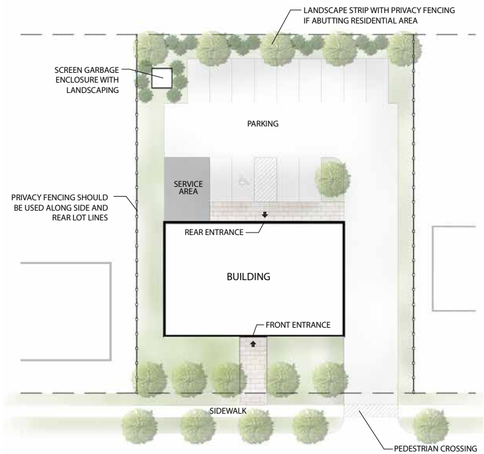
3.0 BUILDING ORIENTATION AND SITE LAYOUT

The relationship of buildings to one another, and to streets and open spaces, influences the amount of energy they consume, the comfort of pedestrians at the street, and the quality of interior spaces. Buildings should frame streets and open spaces, and preserve desirable views. When considering an infill property, developers and/or applicants should follow the steps as outlined on page 29.

GENERAL BUILDING SITING

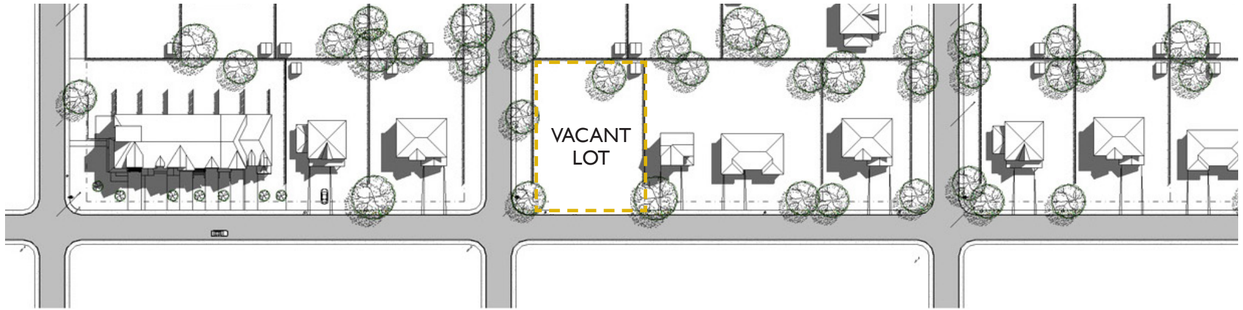
- Buildings should be oriented towards the adjacent public street(s) and be directly accessible from public sidewalks and/or public roads.
- For corner lots, the building design should address both streets through massing, building articulation and landscape design and give prominence to the street corner.

Guideline Tip: The image gallery found in Appendix 3 includes examples of development on corner lots.



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

STEPS FOR DETERMINING BUILDING ORIENTATION AND SITE LAYOUT



Step 1- Analyze the Existing Site Context

One of the most important considerations to be given when designing a residential development project is the site context. Effort must be made to ensure that new development projects fit appropriately within their respective context. This includes a review of the Official Plan and the applicable Zoning By-law as well as existing built form in the area lot frontages, setbacks, building heights, etc.

In this example the vacant lot is located along a street with a variety of setbacks and housing forms including single detached and row housing.

Step 2 - Evaluate Opportunities & Constraints

Consider the potential opportunities and constraints which will arise as a result of the development project. New development provides an opportunity for designers to enhance the existing urban form of a lot, a street, the community, and the County at large.

In this particular example the corner lot location provides an opportunity for a building façade that addresses both street frontages.

Step 3- Determine Appropriate Building Orientation

Buildings, when oriented to face the adjacent street(s), with proper massing and setbacks, provide a sense of enclosure and appropriate scale. This is enhanced by providing street trees which over time form a canopy over the street. Appropriate building setbacks from the street and surrounding buildings and step-backs at higher levels help mitigate potential shadow impacts.

In the above example, the driveway should be oriented to the east/west street consistent with other dwellings along this street. The front door could be oriented to either street frontage.

GENERAL BUILDING SITING

- Buildings should be sited to locate the main entrances towards the street. If this is not possible then they should be directly visible, easily accessible and as close to the street as practically possible. They should also provide a sense of enclosure and be designed to give maximum protection from wind and rain for comfortable and safe pedestrian access.
- 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.
- Sites should be designed with sufficient areas for landscaping including landscaping along the street.
- Where mid-rise (4-6 storeys) or taller 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 be located towards other similar height buildings or adjacent to major roads and intersections.
- Parking areas should generally be located in the rear or side yard and should be designed with adequate snow storage areas.
- Where possible provide barrier free grade access between public street to building entrance. For multi-unit developments consider alternative floor plans to provide at grade, or grade related access to some units from street.

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

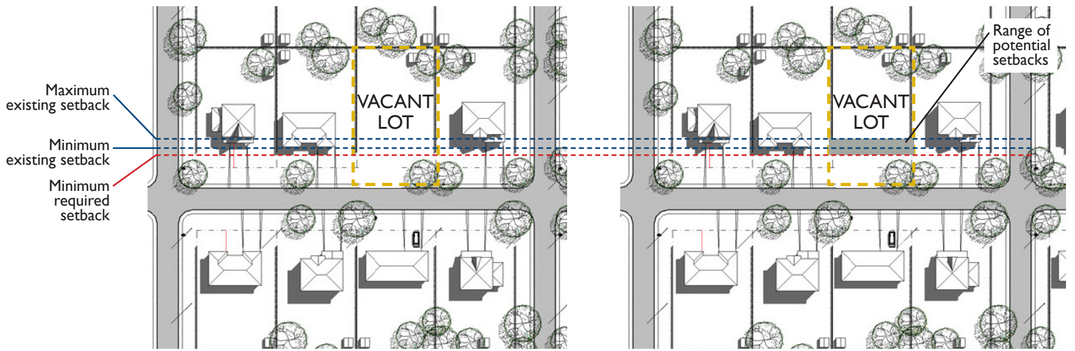
Buildings should be sighted to locate the main entrance(s) toward the street.

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

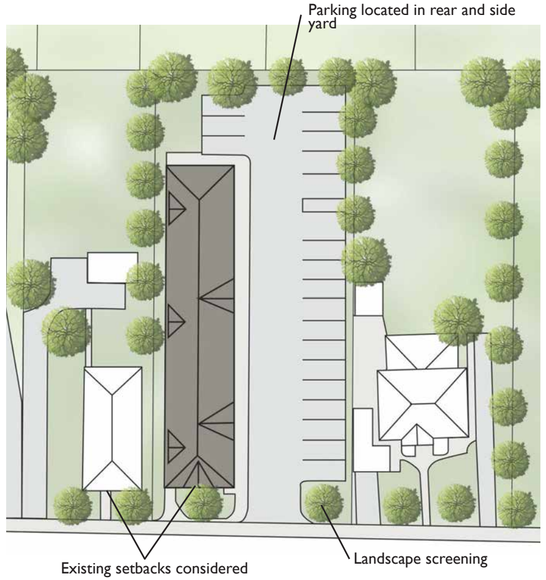
SETBACKS

- Front yard setbacks are determined by applicable zoning by-laws and are usually minimum values. Buildings should generally be proposed to be close to the street.
- On streets with a consistent front yard setback infill buildings should generally be located at the same setback as existing development.
- Where setbacks along a street vary, a range of setbacks may be appropriate for proposed development with consideration to the minimum and maximum setbacks of surrounding buildings (see diagram below).
- Increased setbacks may be appropriate in order to maintain mature trees or other features.

Example of infill development which considered existing setbacks.



In the example streetscape diagram above, the vacant lot is located along a street with varying setbacks. The above diagram illustrates the minimum and maximum existing setback and the minimum setback required by the zoning by-law. In the second diagram, the gray area illustrates the range of potential setbacks for new development on the vacant lot. This approach would apply to all housing forms.



Example multi-unit site layout with consideration given to the Building Orientation and Site Layout guidelines. This building orientation maintains similar building widths along the street and considers existing setbacks.

A QUICK CHECKLIST ON BUILDING ORIENTATION AND SITE LAYOUT:

- ☐ Consider the existing context
- ☐ Locate buildings to face surrounding public streets.
- ☐ Locate the main entrance to be visible from the street.
- ☐ For corner lots provide attractive elevations 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.

3.2 ACCESS AND PARKING

To preserve livable, pedestrian friendly streets, intensification projects needs to carefully consider site access and parking. The following guidelines have been prepared to ensure that garages do not dominate the streetscape, and to ensure that surface parking lots are appropriately located, screened and designed.

ACCESS GUIDELINES

- The number and widths of vehicular driveways and accesses shall be minimized, where possible.
- Where possible, entrances and exits for vehicles should be located as far from corner intersections as possible to minimize disruption of street traffic flow.
- Limit the number and width of curb cuts, and paired driveways in order to maintain as much on-street parking as possible. Paired driveways also result in increased landscape opportunities.

Paired driveways maximize landscaping and on-street parking opportunities.

PRIVATE DRIVEWAY & GARAGE GUIDELINES

- Minimize the area occupied by driveways and parking spaces to allow for increased landscaping opportunities and reduced impervious cover. Increased landscape areas minimize the visual and environmental impacts of hard surface areas.
- In order to increase the amount of surface water infiltration, in particular on narrow lots where paved areas occupy a large percentage of the yard, consider permeable paving for hard surface areas (e.g. parking spots, walkways, driveways).
- Where driveways and walkways abut each-other, use contrasting materials to distinguish and highlight the walkway to front door.
- Detached garages are permitted and provide opportunity for an Additional Residential Unit. Detached garages should be setback behind the main dwelling.
- For buildings with attached garages, the garage should be flush with or recessed behind the habitable portion of the dwelling to ensure windows, projecting balconies, living space and landscaping are dominant elements facing the public streetscape.
- Where garages project beyond the habitable portion of the dwelling provide front porches in alignment with the garage projection. Porches may also project beyond the garage.
- Second storey habitable space above an attached garage is encouraged.

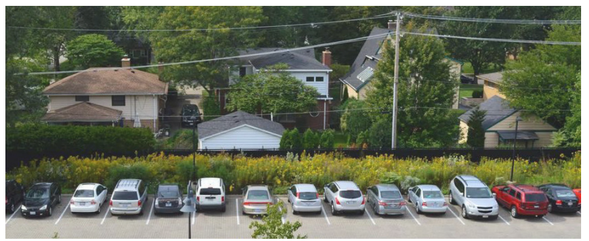
- For attached garages efforts should be made to ensure the garage(s) are not the visually dominant element of the dwelling. The following strategies can be utilized to improve the visual impact of garages:
  - » Incorporate garage doors that have architectural detailing including glazing.
  - » Design the homes so that the garages are an integral part of the home design.
  - » Where a two car garage is proposed, preference is given to two single doors as opposed to one large garage door.
  - » Second storey habitable space above the garage is encouraged.

Garage doors with glazing and architectural detailing are encouraged.

Habitable space above the garage is encouraged.

GUIDELINES FOR SURFACE PARKING LOTS

- Surface parking for larger scale residential developments should generally be located in the rear yards. If the lot is not deep enough, the parking should be located at the side of the building (see example on page 32).
- Surface parking areas in the front yard are strongly discouraged.
- Large areas of uninterrupted parking should be avoided and parking beyond the minimum by-law requirement should be avoided to allow for amenity and landscape opportunities.
- 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.
- Where parking areas abut residential development privacy fencing is required along the side and rear property lines to visually screen the parking area from surrounding residential properties. Privacy fencing also ensures that headlight glare does not penetrate into surrounding properties.
- Barrier free parking stalls should be located close to building entrances.
- 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.
- Where surface parking lots are located within close proximity to the lake or natural water courses, the principles of low impact development (LID) should be applied to control stormwater on-site and minimize discharge.
- Landscaping, or other parking area screening devices, should not obstruct the primary building façade or total visibility of the parking area.
- On larger sites pedestrian-scaled lighting should be provided along pathways to enhance visibility and security.
- The incorporation of bicycle parking spaces is strongly encouraged to promote active transportation.
- Service and drop-off area circulation should not interfere with pedestrian circulation.



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

The above row house example achieves a number of the parking and garage guidelines including:

- Paired driveways
- Garage that is flush with the habitable portion of the dwelling
- Second storey habitable space above the garage
- Articulated garage doors
- A porch that projects in front of the garage
- A garage that has been designed as an integral part of the home design

A QUICK CHECKLIST ON ACCESS AND PARKING:

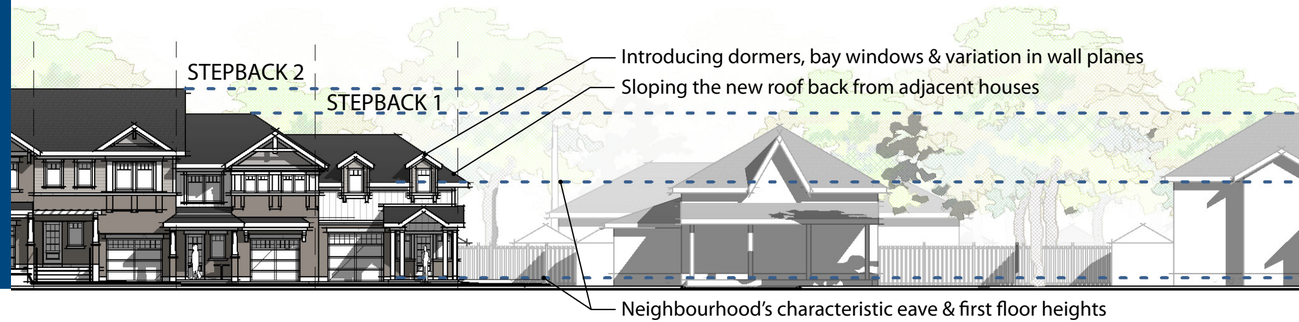
- ☐ Minimize the number and width of driveway accesses.
- ☐ For row housing, provide shared driveways for interior units.
- ☐ Provide garages that are flush with or recessed behind the front façade.
- ☐ If a projecting garage is proposed provide a front porch in alignment with the garage projection.
- ☐ Design garages as an attractive component of the building (see page 31).
- ☐ 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.

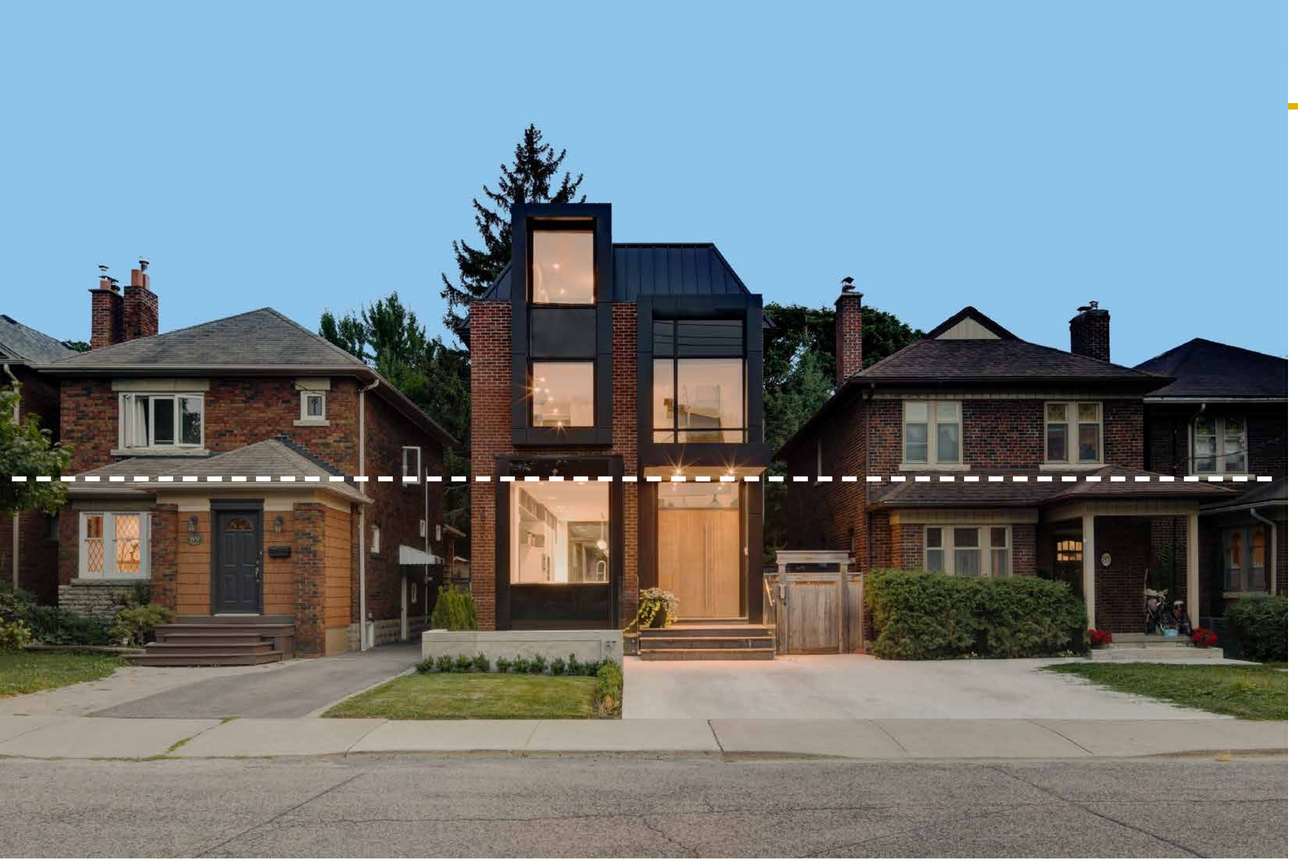
3.3 BUILDING HEIGHTS

The ability of buildings to fit into the existing context, and contribute positively to the character of the streetscape is important when considering intensification projects. Generally, new buildings should promotes human-scaled development, minimizes adverse impacts on adjacent streetscapes, and provide appropriate height transitions to adjacent residential dwellings.

GUIDELINES

- Intensification projects should ensure a scale, massing, roof line and building orientation creates a sensitive transition to adjacent residential dwellings.
- Minimize the appearance of height by sloping the new roof back from adjacent houses or by considering flat roofs with careful attention to massing, scale and setbacks to ensure the building fits within the streetscapes.
- Introduce projecting dormers, bay windows, and variation in wall planes to help deemphasize the height of the dwelling/building.
- For buildings that are taller than surrounding dwellings avoid features with strong vertical orientation.
- Where possible new development should maintain the neighbourhood's characteristic first floor height.
- Multi-unit development can be designed to step building height down or up depending on the surrounding context.





While the above infill example exceeds the height of adjacent homes, efforts have been made to maintain a similar groundfloor height. The same strategy can be applied to other housing forms.

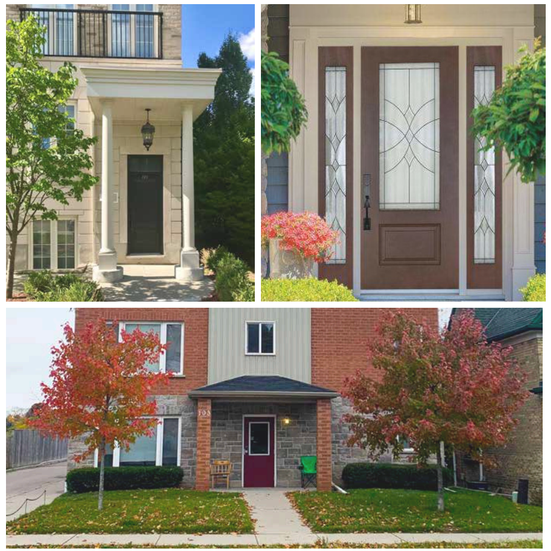
SECTION 3

3.4 ENTRANCES AND PORCHES

The main entrance to the dwelling should convey its importance as both a focal point of the façade and the interface between the private realm of the dwelling and the public realm of the street. The following guidelines should be considered in the design of building entrances:

GUIDELINES

- Main entrances should be oriented to the street and be architecturally emphasized to provide a welcoming experience. Such an entrance can be achieved through the use of porches, verandas or some other form of enhanced entryway.
- Front doors and windows close to grade offer an attractive edge to the public sidewalk. Lowering the elevation of the first floor reduces the need for stair projections thereby allowing for maximum soft surface front yard area and providing more accessible entry to the building.
- Main entrances should be appropriate scale to the dwelling/ building. Two storey entryways are generally discouraged.
- For a new development, avoid large number of steps leading to the front or side entrance, in order to maintain a pedestrian scale and to improve accessibility.
- Weather protection at entries should be provided where possible through the use of covered porches, porticos, overhangs or recesses.
- The front entry design and detail should be consistent with the architectural style of the dwelling.
- Enhancements to emphasize the entry are encouraged and may include pilasters, masonry surrounds, a variety of door styles, a variety of transom lights above the door, sidelights, etc.



Main entrances should be oriented to the street and be architecturally emphasized to provide a welcoming experience.

- Building entrances located at the side or rear of residential buildings should be well lit, with windows or glazing that provides residents an opportunity to see the outdoor surroundings before exiting the building.
- In ground oriented residential developments such as row housing, VisitAble housing units are strongly encouraged where grading will permit. Features include: one zero-step entrance, wider doorways and clear passage on the main floor. Visitable housing is discussed in further detail in Section 3.14 of these guidelines.
- On corner/priority lots, wrap-around porches are encouraged.
- The generous use of front porches, verandas or porticos is encouraged to provide opportunities for 'eyes on the street' as well as social interaction among neighbours.
- In neighbourhoods where there is a dominant pattern of existing front porches, a new house or addition should consider a front porch consistent with the style of the house.
- Porch columns and hand railings should be consistent with the character of the house. Maintenance-free, pre-finished aluminum wrought iron railings or high quality composite railings are preferred.
- For street oriented housing (single-detached, semi-detached or row housing), porch depths should be sufficient enough to provide useful seating space.

Example of an end unit with a wrap-around porch which provides

3.5 WINDOWS

GUIDELINES

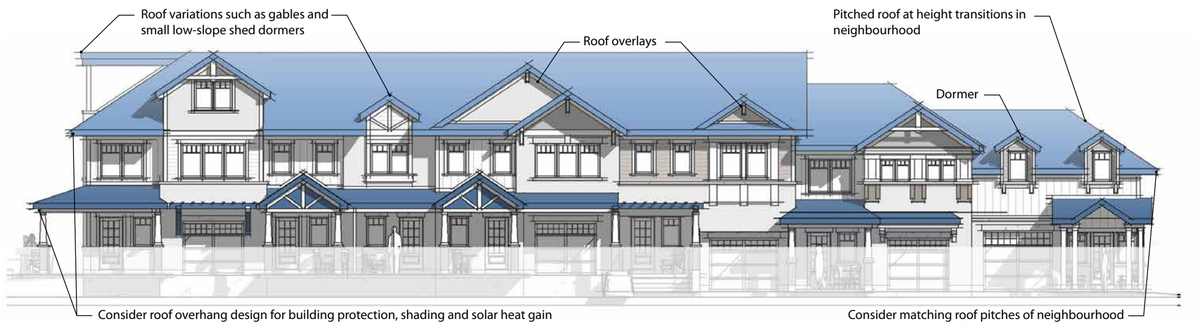
- Provide a generous amount of window openings for buildings facing or flanking a street or open space. This will encourage strong visual connections between the building and the public space.
- Proportion windows and doors to the size of the wall in which they appear, with sufficient wall area and/or architectural features between them to set them apart.
- Emphasize front doors and windows rather than garages.
- Consider how the location of windows affects views, sunlight and privacy.
- To appropriately transition intensification projects into an established neighbourhood, consider elements from the neighbourhood such as the size, shape, placement and number of windows.
- All new windows should be low maintenance, thermally sealed, and double glazed.
- Where possible locate windows on the southern facing side of the property to better absorb the sun's heat energy and more easily warm the space in the winter.
- Large ground floor windows are encouraged wherever feasible to promote "eyes on the street". Windows surrounding doors, or within doors are also encouraged.
- Exterior window air conditioners are discouraged along street facing facades.
- Primary upper and lower storey windows on street-facing elevations should be aligned in an organized manner to enhance the façade.
- Projecting bay windows are encouraged where appropriate and consistent with the proposed architectural style to give 3-dimensional interest to primary house faces.
- Sidelights and/or transom windows are encouraged around front doors where possible.
- For conversion projects, original windows (e.g. wood sashes, muntins, and glazing) should be preserved where possible, and replacement windows should reflect the original in style, type and material.

Emphasize front doors and windows rather than garages.

3.6 ROOF DESIGN

GUIDELINES

- For ground related residential development (including row housing) roof pitches are encouraged to achieve a good transition between roof heights along a streetscape.
- Complementary roof lines are to be provided in areas where a predominant roof line exists.
- Roof embellishments such as gables and dormers are encouraged especially on corner lots.
- Roof vents, stacks and flues should be located on the rear slope of the roof where feasible.
- Incorporate roof overhangs to provide shading during the summer while still allowing light penetration in the winter.
- Apply roof materials/colours that complement the building materials, the overall building design, and the neighbourhood context.
- Encourage roof design oriented for solar installation such as a south-facing pitch.
- Large, box-like, flat-roof dormers (i.e. shed dormers) are discouraged.
- For row housing or other long linear forms of housing, include variation in the roof line to avoid a long flat roof surface, particularly for single storey buildings.



3.7 MASSING & ARTICULATION

Determine context-sensitive height and massing for residential development and redevelopment through careful site analysis, including consideration of adjacent properties. Generally changes in the depth of the surface of a building face or façade such as attached columns, recessed windows or window bays, horizontal banding or decorative cornices is encouraged. These forms of articulation give texture to the building surface.

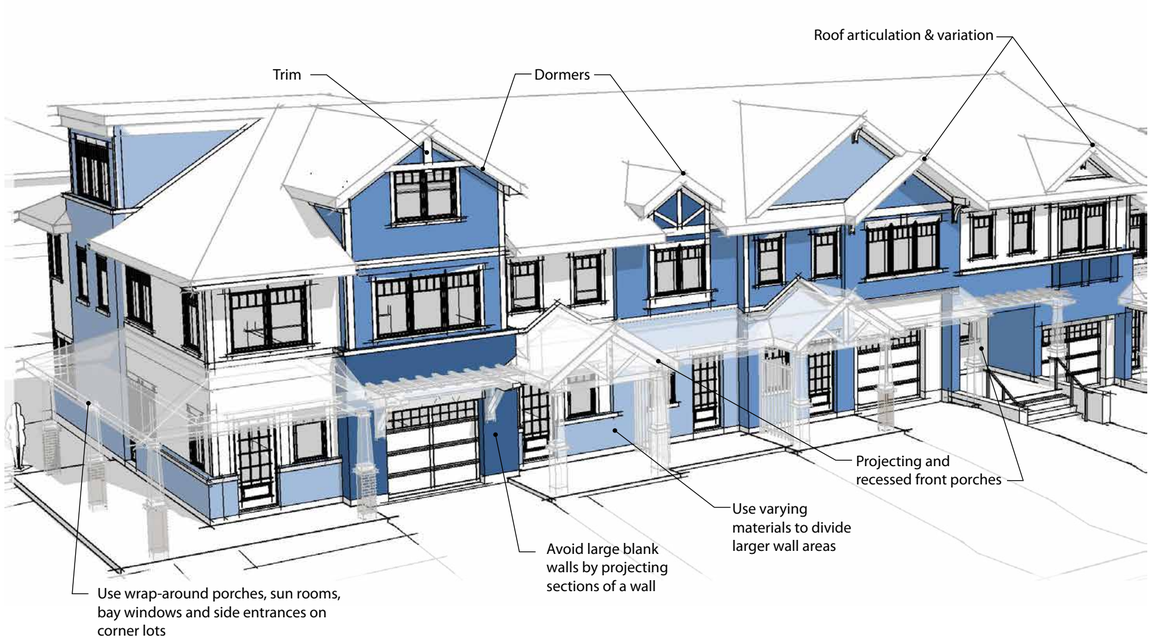
GUIDELINES FOR SINGLE DETACHED, SEMI-DETACHED & ROW HOUSING

- Blank walls and large projecting garages are discouraged along the street facing façade(s).
- Design façades that address both streets on corner lots. Use design elements such as wrap-around porches, sun rooms, bay windows and side entrances. Design should emphasize visibility and the potential role of corner buildings as landmark or orientation structures within the community.
- Use details such as recessed or bay windows, dormers, balconies and trim to add visual interest to façades.
- Use a roofline consistent in mass and height to the adjacent area. Include elements such as dormers as distinct elements to differentiate dwellings.
- For row housing developments, façade articulation and roof variety are encouraged to break up the overall mass of the building.

Guideline Tip: Consider starting with a simple shape to the building and provide visual interest and aesthetic value through the division of materials on the façade, and the size, scale and ratio of windows and doors. This will improve the exterior building design without adding significant cost to the project.


Create façades that address both streets on corner or flanking lots.


For row housing developments, façade articulation and roof variety are encouraged to break up the overall mass of the building.



The above graphic illustrates a number of techniques that can be used to breakup the mass of the building.

GUIDELINES FOR MULTI-UNIT BUILDINGS

- The massing of larger buildings should be broken up using a number of techniques including changes in building materials/colours; projections; recessions; and varying window sizes.
- Incorporate appropriate height transitions along a streetscape.
- Orient and design taller buildings (e.g. apartment buildings) to minimize shadows cast on adjacent properties, especially other residential buildings and open spaces.
- For taller buildings, avoid problems of overshadowing by siting the development away from neighbouring boundaries, stepping back the upper storeys of the building, and/or altering rooflines.
- Place taller buildings adjacent to or near amenities, on the periphery of neighbourhoods, near parkland or open spaces, and on arterial and collector roads.
- Design taller buildings to reinforce the prominence of these locations through appropriate massing, building projections, recesses at-grade, lower storey design and open space treatments.
- A sun/shadow analysis may be required to identify potential impacts on adjacent public and private property where potential conflicts have been identified. See Appendix 2 for sun/shadow analysis criteria.
- By integrating articulation and massing techniques a more cost effective, simple rectangular building mass can be provided without adding significant cost to the project.

The massing of larger buildings can be broken up using a number of techniques including changes in building materials & colours.

The above images incorporate a number of techniques that break up the building massing including:

- (A) Changes in building materials and colours
- (B) Projections
- (C) Recessions
- (D) Large windows
- (E) Varied roofline
- (F) Facade that addresses both street frontages (right image)

A QUICK CHECKLIST ON MASSING & ARTICULATION:

- ☐ Avoid blank walls on façades visible from public streets.
- ☐ Create façades that address both streets on corner lots.
- ☐ Add architectural details to the most visible façades.
- ☐ For row housing provide variation in the roof line.
- ☐ Include a variety of building materials and/or colours.
- ☐ Include projections/recessions or other techniques to break up massing.

3.8 BUILDING MATERIALS

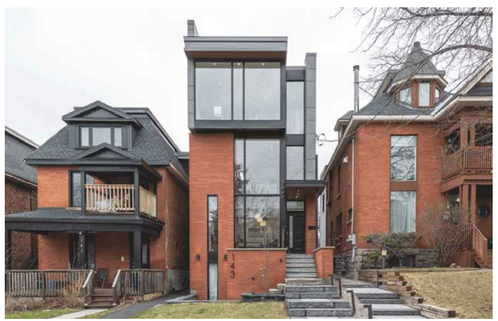
The existing context of the proposed building should be considered, and if common cladding materials are utilized elsewhere on the street or neighbourhood in question, forming a common theme, rhythm or pattern, consideration should be given to utilizing these same materials and methods of construction. The intent is to provide uniformity to the streetscape, either in the similar use of existing materials, in related patterns, or by utilizing similar materials or colours in a contemporary way that reflects the historical context of the street and neighbourhood.

MATERIALS & AFFORDABILITY

- Material selections, specifically related to cladding and building design, can be a tool in the affordability of buildings. By reducing the number of jogs in exterior walls, penetrations or other projections, and providing visual interest through careful material selection and design, construction costs can be reduced, and energy efficiency increased.
- It is recommended that a focus on the "passive" or fixed elements of a building be considered first, instead of the more complex mechanical, electrical or building control systems. The passive elements of the building, such as insulation, air barriers, windows and doors are items that can provide large reductions in energy consumption relative to their initial costs.

SUSTAINABILITY & CLIMATE READY DESIGN

- The more floor area and volume of space a building has the greater the energy required for heating and cooling and more 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. When designing intensification projects, consider if the building is designed with more space than is necessary to serve its purpose.
- Consider locally produced, sourced or manufactured materials or equipment. The embodied energy, or the energy consumed by all the processes and transportation of materials, can have a dramatic impact on the sustainability of construction.



If common cladding materials are utilized elsewhere on the street consideration should be given to utilizing these same materials and/or colours in a contemporary way.

- Consider not only designing with the intent of providing an energy-efficient building but include testing of the various components of the building, as construction unfolds and to those systems and materials being concealed. Testing, such as blower-door testing for airtightness, demonstrates real-world performance and allows the ability to adjust and modify various details during the construction stage.
- Consider the building and site orientation. The orientation of the building has a direct impact on the amount of energy required to heat and cool a building. Where possible, it is recommended that the building design consider working with, rather than against the specific context and site orientation. The design of many elements, such as roof overhangs on southern exposures and control of east and west fenestration, can have a dramatic impact on the overall energy efficiency of a building. This consideration in design also provides a level of uniqueness to the design, helping to create a distinctively designed building that is respectful of the context.
- Choose building materials for their functional and aesthetic quality including their energy and maintenance efficiency.
- Design elements such as lintels, cornices and other details within brick and stone walls are encouraged to minimize the strong visual effect of these materials.
- Do not use large expanses of uninterrupted, single material exteriors without window trim, accent features, or other detailing.
- Use changes in building materials intentionally for horizontal definition, for changes in building form, occurring at wall setbacks or projections, and, for taller buildings, to articulate the transition between the building base and upper storeys.
- As with colours, a mix of materials is encouraged. Primary building materials used on the front façade should wrap the corner so that the side elevation incorporates these materials at the edge condition. Materials used on the ground floor are encouraged to extend along the side elevations of buildings.

Use changes in building materials intentionally for horizontal definition and for taller buildings, to articulate the transition between the building base and upper storeys.

Primary building materials used on the front facade should wrap the corner so that the side elevation incorporates these materials at the edge condition.

The above graphic illustrates a number of building material considerations.

3.9 ARCHITECTURAL DETAILS

GUIDELINES

- Ensure that design and construction reflect a high level of craftsmanship and are of similar or superior quality to buildings in the immediate context.
- 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.
- 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.
- Break up the facade of buildings by using a variety of materials and architectural details, both vertical and horizontal.
- 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.
- For ground related dwellings (singles, semis, row-housing), use greater architectural expression on the dwelling facade than the garage facade to ensure garages are not a dominant feature of the streetscape.
- By reducing the number of jogs in exterior walls, penetrations or other projections, and providing visual interest through careful material selection and design, construction costs can be reduced, and energy efficiency increased.

By reducing the number of jogs in exterior walls and providing visual interest through careful material selection and design, construction costs can be reduced, and energy efficiency increased.

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.

The above graphic illustrates a number of architectural elements that can be added to articulate the facade. Emphasis should be on the facades that are visible from public streets and spaces.

3.10 LANDSCAPING & AMENITY AREAS

EXISTING VEGETATION

- Assess and retain existing landscape features of environmental and ecological value.
- Protect and incorporate existing trees, tree stands, and vegetation where possible. Where trees are to be removed, it should be shown that alternative measures such as pruning are impractical, and suitable replacement trees should be planted and maintained elsewhere on the site.
- Existing noninvasive healthy mature trees should be preserved where possible, either by leaving them in place or spading them for use after construction in the same or another location.
- Dense evergreen vegetation may be used to supplement or replace a required privacy fence.
- Existing invasive plants should be removed. Invasive plants should be avoided in landscape plans for new development.
- Where large native healthy trees cannot be preserved on site, off site use should be considered in consultation with the local municipality.

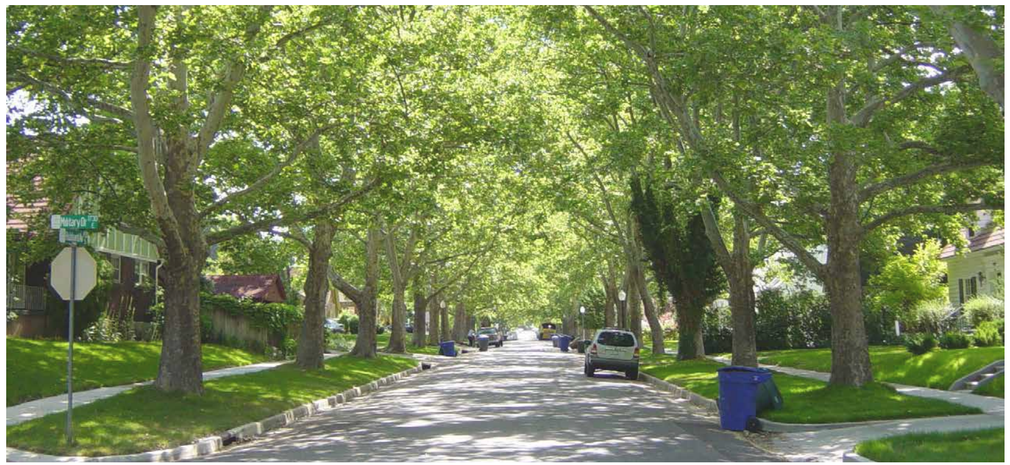
Guideline Tip: For more information about the removal of invasive plant species, reference 'A Landowner's Guide to Managing and Controlling Invasive Plant Species in Ontario' which is available at: ontarioinvasiveplants.ca.

Existing healthy mature trees should be preserved where possible. In order to do so, consideration may be given to increased front yard setbacks.

Dense evergreen vegetation may be used to supplement or replace a required privacy fence.

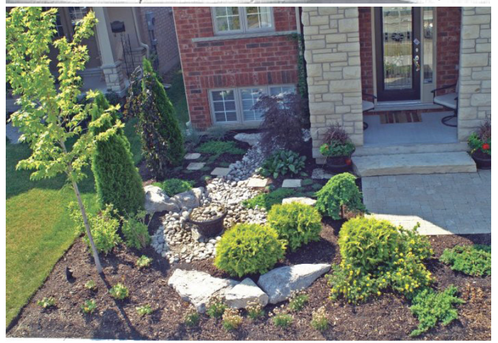
TREE PLANTING

- Plant new trees to contribute to the County's existing tree canopy.
- Plant new trees where the rhythm of existing trees is interrupted to infill and maintain a continuous canopy. On large frontages, incorporate a variety of tree types to protect against major deforestation in the event of a species-specific affliction.
- Tree selection should prioritize native and non-invasive species. A list of recommended species are included in Appendix 1.
- Use trees to create canopy and shade especially in parking areas and amenity areas.
- Locate deciduous trees to shade windows of dwellings to reduce cooling costs in the summer. To help minimize artificial lighting and heating needs in the winter, deciduous trees are preferred for locations to the south of a building.
- Coniferous trees can be used to create barriers protecting structures from prevailing winter winds.
- For new buildings above 3-storeys, tree planting can be used along with privacy fences to provide privacy for abutting low density residential areas.



NEW LANDSCAPING

- Encourage the inclusion of soft landscaped areas which are open space areas comprised of lawn, shrubs, flowers, trees, and other vegetation which supports the growth of vegetation and permits water infiltration into the ground.
- Use low-maintenance native plant materials in landscaping. These landscaping materials should be non-invasive, pest, disease and drought resistant and placed to ensure clear views into and out of amenity areas.
- New landscape materials should require minimal maintenance and have the ability to retain and absorb stormwater. Prioritize native/pollinator landscaping.
- Encourage site designs with landscaped open space to allow infiltration of storm water.
- Supplementing traditional stormwater management with low impact development features is encouraged for all developments (e.g. rain gardens and rain barrels).
- Minimize water consumption by incorporating landscape design strategies such as use of mulches and compost, alternatives to grass, and rainwater collection systems (e.g. rain barrels) to trap stormwater runoff.



Encourage the use of soft landscape materials and low impact development features (e.g. rain gardens) which consume less water than lawns.

- Create an attractive street and/or sidewalk edge by planting trees, shrubs, hedges, ornamental plantings and groundcover adjacent to the street and/or sidewalk.
- Use landscaping to define specific areas of multi-unit developments such as site entrances, parking lots, main walkways, and edges between public and private space.
- Landscape the front yard and right-of-way to blend with the landscape pattern and materials of surrounding developments.Where surrounding yards are predominantly soft surface, reflect this character.
- Landscape Plans shall be required as part of a site plan application and should illustrate:
  - » Location of planting beds
  - » Location of existing trees, marked if to be removed or relocated
  - » Location of new trees
  - » Location of any privacy screening including fences

(Left) Landscaping can be used to break up and define parking areas.
(Above) Site signage should be coordinated with landscape materials.

VISUAL SCREENING & PRIVACY FENCING

- Broadly speaking there are two forms of visual screening and fencing: those intended to block views (i.e.. Privacy fence) and those intended to reduce views of certain elements without blocking them (i.e.. Planted screening).
- A solid board fence is the preferred screening approach for interior side and rear lot lines of new multi-unit developments. Such board fence shall be between 1.75 m and 2.1 m tall and constructed such that framing structural members are not exposed to the adjacent lands. Privacy fences should have minimal gaps between boards (less than 1 cm after shrinkage)
- 'Board on board' style fences (with boards alternating across the structural support) may also be used, with a minimum 2.5 centimeter overlap.
- Landscaping is encouraged to provide visual screening of certain areas such as parking areas and garbage enclosures.
- The benefit of visually screening an area, such as a surface parking lot, must be balanced against the potential CPTED drawbacks of blocking views of an area, and the potential for negative impacts from excessive solid fencing. This particularly applies to grouped parking areas, front yards, or the rear yard of a development on a through lot.
- Landscaped screening should incorporate evergreen vegetation to provide visual screening in all seasons, but may also include flowering plants and other deciduous greenery.
- Low, ornamental fences may be incorporated to further define spaces.

AMENITY AREAS

- Ensure an appropriate amount of usable amenity area is available for new developments.
- Amenity areas may include: balconies, porches, rear yards, front yards, large side yards, and areas of communal space available to residents only.

SINGLE, SEMI-DETACHED & ROW HOUSING AMENITY AREA

- The inclusion of private outdoor amenity space, i.e. fenced backyard, balconies, front porches, is strongly encouraged.
- Use the rear yard and/or front porches to accommodate the majority of amenity area.
- Design rear yards so that they are of a usable size and shape. Avoid long narrow year yards or yards with acute angles or major slopes.
- Provide direct access to rear yard or ground-level amenity areas from the dwelling unit.
- Proposed development and additions within existing residential areas are often problematic if designed to occupy too much space in the rear yards of existing dwellings. This should be considered when integrating Additional Residential Units.
- Additional Residential Units added to upper levels of existing dwellings should be designed with an outdoor amenity area, wherever possible. Such space may be in the form of a roof terrace or balcony, with consideration to the privacy of neighbouring properties.
- Ensure that redevelopment projects do not result in a complete loss of outdoor amenity areas.

SECTION 3

Example of landscaping used to provide visual screening of parking area.

The inclusion of private outdoor amenity space, i.e. second storey balcony.

Example of an Additional Residential Unit with private outdoor amenity space in the form of a second storey deck.

The inclusion of private outdoor amenity space, i.e. front porches, is strongly encouraged.

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.

SECTION 3

MULTI-UNIT AMENITY AREAS

Amenity areas are extremely important to meet the requirements of residents for both functional and recreational space. Amenity areas can provide spaces for play, rest, and entertaining, as well as other purposes including gardening and other personal hobbies.

- Provide different types of amenity area for multi-unit residential developments. This may include:
  - » Private outdoor amenity areas – a private yard, balcony or terrace.
  - » Communal outdoor amenity areas – large, communal yards or courtyards to accommodate social gatherings and recreation;
  - » Communal 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 (generally provided with higher density residential developments).
- For larger multi-unit developments, communal outdoor amenity space is encouraged. The provision of elements such as seating, shared bbqs, and play structures will ensure the use of these areas.
- Communal outdoor spaces should be conveniently located for the majority of units.
- 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.
- Ensure all indoor and outdoor amenity areas are sufficiently sized and proportioned to create usable spaces.
- Shelter outdoor amenity areas from the noise and traffic of adjacent streets or other incompatible uses. Outdoor space should be placed with consideration to prevailing winds and sun orientation to provide a comfortable environment.

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

The above is an example of a small amenity areas that provides seating and rest opportunities along a walkway.

A QUICK CHECKLIST ON LANDSCAPING & AMENITIES:

- ☐ Protect and maintain existing trees where possible.
- ☐ Where street trees are removed provide replacement trees along the frontage.
- ☐ Remove invasive plants.
- ☐ Use low maintenance native plant materials in landscaping.
- ☐ Incorporate landscaping into site signage.
- ☐ Use landscaping or fencing for privacy and/or visual screening of parking and servicing areas.
- ☐ Provide outdoor amenity areas (i.e. backyard, balconies, front porches, common amenity areas, etc.)
- ☐ For larger multi-unit developments provide communal outdoor amenity space.
- ☐ Shelter outdoor amenity areas from wind and noise impacts.

Guideline Tip: A list of preferred species for tree planting is included in Appendix I of this document.

3.11 SERVICING & 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, vehicle access and egress (such as ramps to parking), air conditioner compressors, utility meters and transformers. Services can 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.

GUIDELINES

- 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.
- Conceal service and utility elements using a variety of methods such as containment, hard and soft landscaping, and decorative screening, without limiting access, safe operations and maintenance.
- Where there is no garage, waste and recycling materials in a rear shed/garbage, or in a small storage space that is within the building
- Respect safety clearances and setbacks from overhead and underground services and utilities.
- Group utility boxes to minimize their visual impact and where possible locate the metres on the side of the building
- Consider innovative methods of screening utility services.

Consider innovative methods of screening utility services.

Group utility boxes to minimize their visual impact and where possible, locate the metres on the side of the building.

3.12 CLIMATE READY DESIGN

According to the Ontario's Climate Change Strategy, the third-largest source of emissions is the buildings sector, representing about 19 percent of the province's total greenhouse gas emissions. Measures such as conservation and retrofits have meant a significant improvement in emissions intensity in the buildings sector. However, emissions caused by buildings overall are rising due to population and economic growth, and the associated increase in buildings and floor space. The following guidelines have been prepared in support of climate ready design.

- Apply proactive solutions that encourage groundwater infiltration of stormwater, such as increasing permeable surfaces.
- Implement the following green initiatives for new development:
  - » Water conservation features such as low-flow toilets and water-efficient appliances.
  - » Use of high quality windows to reduce thermal loss.
  - » Use of recycled materials, local materials and certified wood products.
  - » Use of low VOC-emitting materials.
  - » Use of energy efficient lighting such as LED for both interior and exterior lighting including street lights.
  - » Enhanced insulation for exterior walls, basements (particularly walkouts and partial walkout units), garages and exterior doors.
  - » Use of native, drought resistant and salt tolerant planting materials in landscaped areas.
  - » Green infrastructure and low-impact development strategies.

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

- Encourage and support active transportation, including sidewalks, trails and cycling routes with connections to broader active transportation systems to encourage alternative modes of transportation.
- Design multiple residential and mixed use blocks to include bicycle parking.
- Promote sustainable design initiatives and practices including sustainable building and landscaping practices.
- Increase the shading of surfaces by planting trees or other vegetation.
- 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.
- Direct development away from flood-prone areas.
- Encourage the incorporation of design features that achieve passive solar cooling and ventilation to help maintain lower internal ambient temperatures with less air conditioning. These features also help keep facilities habitable during extended electrical grid failures when generators fail, or must be reserved for critical functions. Some design features include:
  - » Appropriate east-west building orientation.
  - » Passive ventilation design.
  - » Exterior window shades (retractable to not lose beneficial solar heat gain in winter).
  - » Light-colored exteriors.
  - » Thermally massive materials.
  - » High performance glazing.
  - » Operable windows
- Where possible provide south facing windows to maximize passive solar orientation benefits. On larger, multi-building sites orient buildings to be south facing where possible.
- When landscaping development sites, maintain a minimum of 15 cm/6" quality topsoil. Appropriate topsoil levels absorb runoff and help to ensure plants survive and thrive.
- 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. Appropriate on site snow storage is preferable to off-site snow removal. Road salt poses risk to plants, animals, birds, fish, lake and stream ecosystems and groundwater. Appropriate snow storage areas can help manage and mitigate the risks associated with road salt. Through the site plan process the completion of a chloride management plan may be required.
- 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.

Design multiple residential and mixed use blocks to include bicycle parking.

3.13 AFFORDABILITY

- Encourage and provide for a range of unit types including smaller units and rental units.
- Encourage the inclusion of Additional Residential Units including detached secondary units in rear yards.
- Encourage adaptive reuse projects and conversions of large single-detached dwellings into multi-unit developments where appropriate.
- 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.
- 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.

AFFORDABILITY AND SUSTAINABILITY

Many of the aspects related to the affordability of a building or home has direct relationships with various strategies of increasing the energy efficiency for a building. See also Section 3.12 of this document.

- The more floor area and volume of space a building has the greater the energy required for heating and cooling and more 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.

Encourage and provide for a range of unit types including multiple residential buildings and Additional Residential Units.

- 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.
- Consider starting with a simple shape to the building and provide visual interest and aesthetic value through the division of materials on the façade, and the size, scale and ratio of windows and doors. Articulation of the façade can be provided by using architectural details, wall cladding used in different planes (stone or brick versus siding), porches and overhangs that do not affect and are independent of, the thermal, moisture, air and vapour control layers of the building enclosure.
- 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.
- Not withstanding the above guideline, innovation is encouraged within County which may include the use of unique building materials (e.g. concrete houses, houses built from entirely recycled materials, shipping container houses, leading edge passive solar houses).
- Review the cost of insulation for the building and decide where the best value is related to the insulation. Insulation can be categorized and tested as having both an effective 'R' value and a listed 'R' value. Consider the placement of the insulation in the exterior envelope. The placement of continuous insulation on the exterior side of the structure has many advantages. It helps to keep the structure warm and dry, increasing the chances of longer service life and reduces the amount of thermal bridging that could occur across structural elements, such as studs in an exterior wall. As an example, if the relative cost of R-24 batt insulation and R10 rigid insulation is the same, but the placement of the R-24 batt into a 2x6 wood stud wall reduces the effective R-value to R6, the better value is with the continuous layer of exterior insulation.

Encourage and provide for a range of unit types including multiple residential buildings.

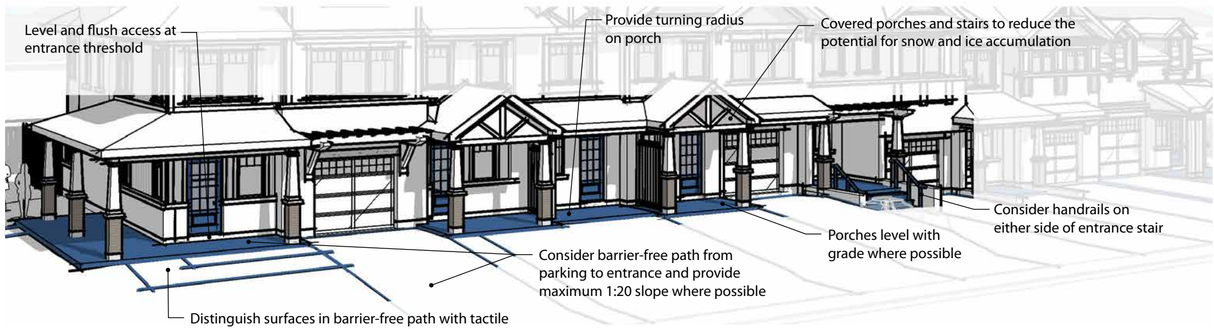
3.14 UNIVERSAL & AGE-FRIENDLY DESIGN

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. Whether providing room for parents with baby strollers, the mobility requirements of the elderly or other persons with disabilities (e.g., the use of walkers, wheelchairs and motorized personal mobility devices), or the needs of the general populace to navigate buildings, streets, paths and sidewalks safely and easily, age-friendly planning creates a civic environment that is welcoming to all.

The philosophy of good barrier-free design is to incorporate universal design principals. 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. Whenever possible, consider a design that allows a wide range of users, now and in the future, to live in and access the building and residence.

- Ensure that all public spaces are barrier-free for persons of all ages and abilities. This includes sidewalks, parks, etc. as well as semi-private open spaces.
- Street trees, landscaping, seating, public art and signage should not obstruct the path of travel for pedestrians.
- Integrate access structures such as curb ramps, entry ramps and handrails as seamless components of buildings where practical.
- Use curb ramps to provide barrier-free connections between the street, pedestrian walkways and parking areas.
- Integrate tactile and visual design elements (such as differential paving) to assist in orientation and the recognition of potential hazards to persons with disabilities.
- Design in accordance with the Accessibility for Ontarians with Disabilities Act and other applicable provincial legislation.
- Introduce a range of unit types within residential neighbourhoods to allow residents to age in place.
- In ground oriented residential developments such as row housing, VistAble housing units are strongly encouraged. Features include: one zero-step entrance, wider doorways and clear passage on the main floor.
- For condominium or professionally managed developments, plan for adequate snow removal and/or salting to ensure safe travel across sites.
- Where site conditions and topography dictate that neither exterior walks nor ramps would be practical, the design of stairs should consider the inclusion of handrails on either side of the stair, have colour contrast or distinctive visual pattern on the nosing and be constructed of a slip-resistant finish as per the Ontario Building Code.

- The finished floor elevation of a residence, relative to the exterior finished grade, dictates the design and accessibility of the home. Therefore, when at all possible, provide a finished floor elevation that is close enough to the proposed grades that stairs or an exterior ramp are not required. Adjust grades and provide level access, by means of gently sloping grades, sidewalks and other stable surfaces to the entrances of the home. This would be defined as an Exterior Walk under the Ontario Building Code.
- If an Exterior Walk is unwanted or impractical and stairs are provided, it is recommended that final grading is considered in the design, and where possible, established so that future construction of an Exterior Walk or ramp could be constructed to the entrance(s) of the home.



The above graphic illustrates various ways a multi-unit development can incorporate universal design.

The above example has barrier-free access with a direct pedestrian connection to the public street/sidewalk.

VisitAble housing units that provide easy access on the main level for everyone are encouraged.

Example of a stacked townhouse development with at-grade barrier free entrances.

The above example works with the site grade change to provide barrier-free access across all unit entrances.

SECTION 3

3.15 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

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:

- Use appropriate features that express ownership and boundaries such as defined entrances, parking areas, and pathways.
- Landscaping, fences and pavement treatments can be used to delineate different areas.
- When designing sites avoid creating spaces that appear confined, dark, isolated or unconnected with neighbouring uses, or without a clear purpose or function.
- 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.
- Encourage the concepts of 'eyes on the street' and 'eyes on the park' when placing windows, front porches and balconies. This includes the placement of windows relative to private outdoor amenity areas.
- Incorporate appropriate lighting that does not produce glare. Avoid excessively bright lighting.
- Provide clear signage and other wayfinding cues that make a site easily understood and navigable.
- On larger sites consider grouping outdoor uses in complementary arrangements that create more activity than if separated.

Building designs that provide 'eyes on the park' are encouraged.

3.16 HERITAGE RESOURCES

The preservation of the County's residential streetscapes in combination with sensitive intensification is key to supporting the attractive rural character that makes the County desirable. The intent of the guidelines in this section is to help current and future property owners make sensitive repairs and alterations to existing properties and to encourage compatible new construction that adds a new layer of high quality architecture to the County.

GUIDELINES

- Retain and restore protected heritage properties. Their removal is contrary to the Ontario Heritage Act.
- Use a complementary scale and massing, and height for the development of new buildings and renovations to protected heritage properties. Do not mimic adjacent protected heritage properties. Complementary does not mean the same as.
- Use a height-to-width ratio for new buildings that is similar to existing buildings on blocks with built heritage resources.
- Enhance and maintain the continuity of the existing historic streetscape when incorporating new development or redevelopment. This may include continuity in setbacks, landscaping, building heights, massing, etc.
- It is important to not block or interfere with the view and prominence of adjacent built heritage resources where views are significant.
- Additions visible from the public realm may have a greater impact on the cultural heritage value and character of the area than rear additions and will therefore require greater design consideration.

Use a complementary scale, massing, and height for the development of new buildings and renovations to protected heritage properties. Do not mimic adjacent protected heritage properties.

When considering building additions, including Additional Residential Units, it is important to not block or interfere with the view and prominence of adjacent built heritage resources.

- Generally locate additions to the rear or on a discrete side of the building.
- Set side additions back from the front façade of the building.
- Design new buildings that take into consideration the height of neighbouring contributing buildings; the height of the ground floor level on neighbouring buildings; the roof profiles of neighbouring contributing buildings; the horizontal and vertical rhythms on adjacent contributing buildings such as building widths, rooflines, cornice lines, proportions and alignment of windows and doors etc.; and the external materials and cladding on neighbouring contributing buildings.
- When designing new residential buildings avoid directly imitating historic architectural styles, but instead aim to add a new layer of architectural history to the areas and add to the existing variety and character of the surrounding streetscape. For example, new buildings may have a traditional form that is similar to neighbouring buildings, but include high quality robust contemporary materials. Alternatively, new buildings may have a contemporary design but incorporate traditional materials and proportions.
- Ensure that new multi-unit residential buildings are broken up visually to reflect the scale of surrounding residential buildings in areas with heritage resources.

When designing new residential buildings avoid directly imitating historic architectural styles, but instead aim to add a new layer of architectural history to the areas and add to the existing variety and character of the surrounding streetscape.

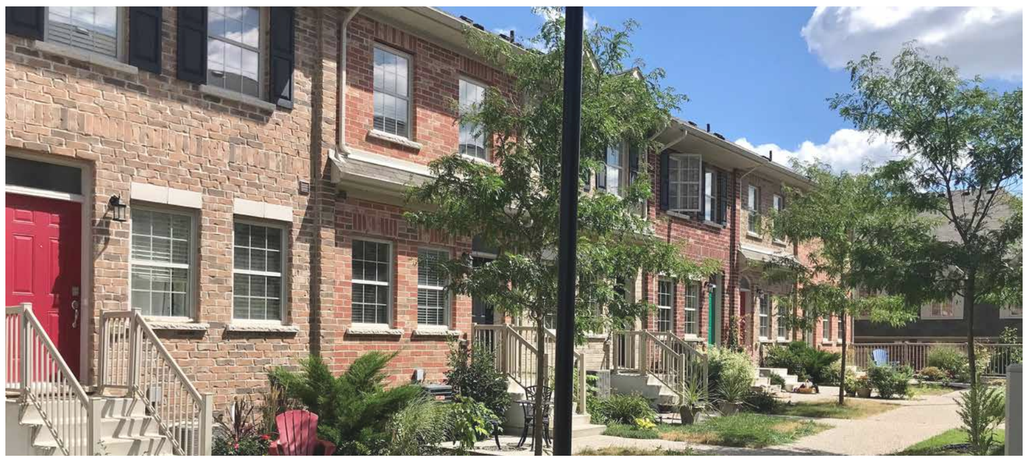
Section 4

GUIDELINES FOR SPECIFIC HOUSING TYPES

4.1 INFILL DEVELOPMENT

Infill development is contemporary construction within an existing context. The existing context, character and pattern of an established neighbourhood can be recognized, while at the same time, allowing for the evolution of architectural style and innovation in built form. Infill development should be a desirable addition to an existing neighbourhood. This does not mean imitating historical styles, or conversely creating a total contrast in fabric or materials, but rather recognizing the established scale and pattern of the context and the grain of the neighbourhood.

Residential infill should meet current building requirements and incorporate new technologies including the inclusion of sustainable elements. A wide range of architectural styles can be compatible with existing residential buildings. Through the use of quality materials and innovative design, contemporary architectural styles can revitalize a street. Built form rich in detail enhances public streets and spaces.



4.1.1 SINGLE AND SEMI-DETACHED INFILL HOUSING

- Ensure new infill faces the abutting public street(s). Ground floors with principal entries, windows and porches at street level and facing onto the street, contribute positively to the streetscape.
- Locate and build infill in a manner that reflects the existing or desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.
- In cases where there is a uniform setback along a street, match this setback in order to fit into the neighbourhood pattern and create a continuous, legible edge to the public street.
- In cases where there is no uniform setback, a range of potential setbacks can be considered (see diagram on page 31 of this document for guidance).
- Permit increased front yard setbacks if this preserves and integrates existing natural features, such as mature trees.
- Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. This may result in exceeding the minimum rear yard setback required in the Zoning By-law.
- Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties.

In cases where there is a uniform setback along a street, match this setback in order to fit into the neighbourhood pattern and create a continuous, legible edge to the public street.

Ensure new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street, contribute positively to the streetscape.

- Corner Units shall be designed in accordance with the corner lot guidelines contained in Section 3.0 of this document.
- Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood. To appropriately transition into an established neighbourhood, consider elements from the neighbourhood such as materials, patterns and colours; cornice lines, form of the roofline; size, shape, placement and number of doors and windows; and the pattern and location of projections, recesses, and front porches.
- Provide primary building entrances that are inviting and visible from the street by: using quality and eye-catching materials and features at the entry such as transom windows and/or sidelights and by adding architectural elements such as porches which promote street-oriented interaction.
- Where the front door does not face the street, use architectural detailing, lighting and landscape design to clearly indicate the location and route to the front door.
- Where they are in keeping with the character of the neighbourhood, add front yard projections, such as porches, bay windows and balconies, to enhance the facade of the infill and contribute to the animation of the street.
- For semi-detached infill housing avoid garage dominated façades by including porches or other architectural features enhance the front façade.
- Symmetry can be used to improve semi-detached façade design; however an exact mirroring of units is not required or necessary to achieve attractive design. The two units can be designed to be compatible in terms of architectural style but not identical.
- Each semi-detached unit should be provided a fenced or screened private yard accessible from the unit. Access to the rear yards for maintenance is required.

Symmetry can be used to improve semi-detached façade design; however an exact mirroring of units is not required or necessary to achieve attractive design. The two units can be designed to be compatible in terms of architectural style but not identical.

(Top) On a narrower lot, semi-detached dwellings can be provided by incorporating creative solutions such as a side entrance for one of the units.

(Bottom) For semi-detached infill housing avoid garage dominated façades by including porches or other architectural features enhance the front façade.

NARROW AND/OR SMALL LOTS

In some neighbourhoods, vacant lots are much narrower or smaller than existing lots and, as a result, it can be more difficult to achieve a fit consistent with the existing character. Particular attention to design and context is required to ensure a compatible fit for infill on narrow or small lots.

- Generally, infill houses on narrow lots should be within the height permitted by the zoning by-law. Increased height may be considered in accordance with Section 3.3 of this document.
- Where new lots are created via severance, conditions may be imposed requiring board fencing on new and existing interior sides and rear lot lines. The size of new lots should be sufficient to accommodate parking requirements.
- Where minimum open space requirements cannot be met, it shall be demonstrated how stormwater will be managed. This may include the inclusion methods to increase on site surface water infiltration.
- Limit the width of driveways, parking spaces and walkways in the front yard in order to maximize the amount of soft surface area remaining in the front yard.
- Ensure that there is sufficient space to park a single vehicle without overhanging the sidewalk or curb.
- Where there are healthy existing trees, site driveways and parking spaces on the property in such a way that the trees can be retained.
- Incorporate architectural features, such as porches, that reflect neighbourhood character.

SECTION 4

4.1.2 ROW HOUSING/TOWNHOUSE INFILL DEVELOPMENT

Row housing or Townhouse development is defined as vertically divided buildings, typically facing a street, each having their own separate entrance. Row housing units may have garages. Row housing is to be designed to seamlessly integrate with other street fronting products (i.e. single detached lots). Cluster row house/townhouse developments (i.e. development on private streets within a condominium development) shall be considered multiple residential for the purpose of these guidelines and are subject to the guidelines contained within Section 4.4 of this document.

The following guidelines are to be considered when designing row housing/townhouse developments:

- When designing elevations for row housing, the overall design merits of the entire building are to be considered rather than the individual units.
- Generally row housing should contain a maximum of six units. In some cases more units may be permitted where it is demonstrated that a high level of design is achieved. Row housing that exceeds six units should incorporate design strategies including variations in unit heights to break up the overall mass of the building.
- Adjacent townhouse blocks are to be coordinated with each other in terms of materials and architectural styling. Colour variation is encouraged between adjacent blocks of street fronting townhomes to provide variety along the streetscape.
- The main facade is to be located parallel to the street.
- Corner end units should have enhanced side facades, similar to the front façade and materials from the front facades should wrap around the corner to the side elevations. Wrap around porches are also encouraged.
- Where possible utility hardware is to be inset into enclosures and screened from the public realm. Grouping of utility metres at the side elevation is encouraged to avoid utility metres along the street facing façade.
- Three storey row house design should consider appropriate height transition which may include sloped roofs or the stepping down of end units.
- Symmetry can be used to improve row housing façade design, however an exact mirroring of units is not required or necessary to achieve attractive design. Units can be designed to be compatible in terms of architectural style but not identical.
- Each unit should be provided a fenced or screened private yard accessible from the unit. Access to the rear yards for maintenance is required, either through an easement or another method.

Guideline Tip: Appendix 3 provides an image gallery of corner treatments and includes examples of end unit treatments for row housing.

Corner end units should have enhanced side facades, similar to the front façade and materials from the front facades should wrap around the corner to the side elevations. Wrap around porches are also encouraged.

Row house design should consider appropriate height transition which may include stepping down end units.

The above row house includes a number of positive design elements including paired driveways, flush garages, large windows, changes in building materials, front porches, varied roof lines and articulated building facades.

4.1.3 'PLEX' INFILL DEVELOPMENT

A 'plex' is a purpose built building divided into units, and includes triplexes, quadraplexes, or other similar structures. Plexes usually provide rental housing, unless divided into condos. Plexes usually have a common entrance with internal access to units. Plexes do not include buildings such as semi-detached or row house buildings where units are vertically divided by a common wall which are viable for severance; or converted dwellings which were not purpose built as plexes.

The following guidelines are to be considered when designing a new plex development:

- New plexes should be designed to resemble a single detached dwelling.
- Where possible, minimize the number of primary entrance doors facing the street by locating additional entrances at the side or rear of the building where possible or by splitting entrances with an interior foyer.
- Use porches or other architectural feature to complement additional front facing doors and to reduce the visual impact of these entrances.
- The provision of private outdoor amenity space via balconies, porches, etc. is strongly encouraged.
- Parking areas should be designed in accordance with the parking guidelines in Section 3.0 of this document and should be screened from adjacent properties and public streets.
- Exterior stairs should be avoided; where necessary they should be limited to rear or interior side yards.
- When siting a new 'plex' development, consider the setback guidelines in Section 3.0.

4.2 ADDITIONAL RESIDENTIAL UNITS

Additional residential units (also referred to as secondary units, granny flats or in-law suites) are encouraged by the Province and the County and can be located in basements, laneways, or backyard apartments. Additional residential units as a great way to sensitively add more homes to existing neighbourhoods, keeping communities together and helping to keep Huron County as a great place to live.

Additional residential units can be created in a few different ways. Sometimes, an existing home is sized and designed so that a unit can be split off without requiring any additions. Sometimes, an addition onto a home is made to make space for a new unit. Additional residential units may also be built in an accessory building, like a garage; purpose built as a new structure on the property; or be a temporary, removable building.

On a fully serviced property used for single detached, semi-detached or multiple attached residential units, additional dwelling units may be established in an accessory building and the main dwelling. Consideration may be given to additional residential units in areas with partial services provided the existing septic can accommodate the additional demand from more households.

GUIDELINES FOR ADDITIONAL RESIDENTIAL UNITS

- Where additional entrances are necessary, the entrances should not be visible from the street.
- Locate additional entrances at the side of the main unit. Use the porch or other architectural feature to complement/shield additional front facing doors and/or split entrances within an interior foyer.
- External staircases required for access to an upper story should not be in a front or exterior side yard.
- If an additional unit is proposed within an accessory building, the accessory building should be no taller than the main building.
- In fully serviced areas, water and sewer connections should be through the same utility connections as for the main house.
- In areas with individual or partial services, an accessory building for a secondary unit should connect to the septic system and/or well for main building and should be clustered with the main building.
- There should be a minimum of one parking space per unit, including the original unit. Tandem parking is permitted.
- The number of driveways or parking accesses off of each street should be minimized.
- An accessory building for a secondary unit should not be closer to the street than the primary dwelling unit in the exterior side or front yard.

4.3 CONVERSIONS

Converted dwellings are existing dwellings that have been renovated into three or more separate units. This may include additions or exterior alterations to add additional units or facilitate the conversions. Often Converted Dwellings are large, older homes with traditional architectural features which due to their size are less viable as single detached dwellings. Converted buildings should maintain the traditional architectural features which are visible from the street.

A residential conversion project is when an existing non-residential building (e.g., warehouse, church) is converted into residential units and pre-existing elements of the building, such as the foundation or frame, are incorporated into the new design and construction of the project.

The following guidelines apply to conversion projects:

- Minimize the number of primary entrance doors facing street for multiple unit building.
- Maintaining the original entrance is preferable with unit divisions to occur internally.
- Additional entrances should be located at the side or rear of the dwelling.
- Maintain the original front façade where possible, recognizing minor modifications may be required.
- Where possible, maintain existing private outdoor amenity space.
- Additional parking should be grouped and screened from adjacent properties / public roads; and directed to side or rear yard.
- Exterior stairs should be limited to rear and interior side yards.

When converting residential dwellings and non-residential buildings, maintain the original facade where possible.

4.4 MULTIPLE RESIDENTIAL & STACKED ROW HOUSING

Multiple-residential buildings are often divided both vertically and horizontally. Multiple residential developments can be freehold, rental or condominium in tenure. This section applies to multiple residential development including dual frontage townhomes, stacked townhomes, and cluster townhomes.

Dual Frontage Townhomes have facades that address the abutting street, including the provision of front doors. A second entrance and parking is located at the rear of the building with the rear of the building designed to also look like a front façade.

Stacked Townhouses share a sidewall and have units stacked vertically (typically two or three).

Cluster Townhomes are townhouse developments located along a private street(s). Typically these developments are condominium in tenure. Cluster townhomes can include individual private garages, or can be designed with surface or underground parking arrangements. Typically cluster developments include common element areas such as amenity space and visitor parking.

The above is an example of dual frontage townhomes. The photo on the left shows the frontage that faces the public street. The photo on the right shows the rear access from the internal private street.

- Wherever possible, accessible entrances should be provided for ground floor units of multiple unit developments.
- On streets where multiple driveway accesses are not desired or permitted, consideration should be given to the inclusion of dual frontage townhomes which allow for front doors facing the street and parking in behind.
- For dual frontage townhomes, private outdoor amenity in the form of front porches, balconies or decks is encouraged. Private amenity areas can be provided along the front or rear façade.
- In areas where increased height is appropriate (i.e. along collector or arterial roads), denser forms of multiple residential development including stacked townhomes may be appropriate.
- To help integrate taller buildings into a low rise neighborhood, the use of sloped, flat or mansard roofs should be considered to decrease the perceived building height.
- Locate and orient windows, decks and balconies to limit overlook into nearby windows and amenity spaces of adjacent properties while enabling "eyes on the street" for common public areas.
- The use of landscaping at entrances to multiple residential sites is encouraged. Addressing or other signage should be incorporated with the landscaping.

Guideline Tip: For additional images of multiple residential dwellings, including stacked townhouses and dual frontage townhouses see Appendix 3.

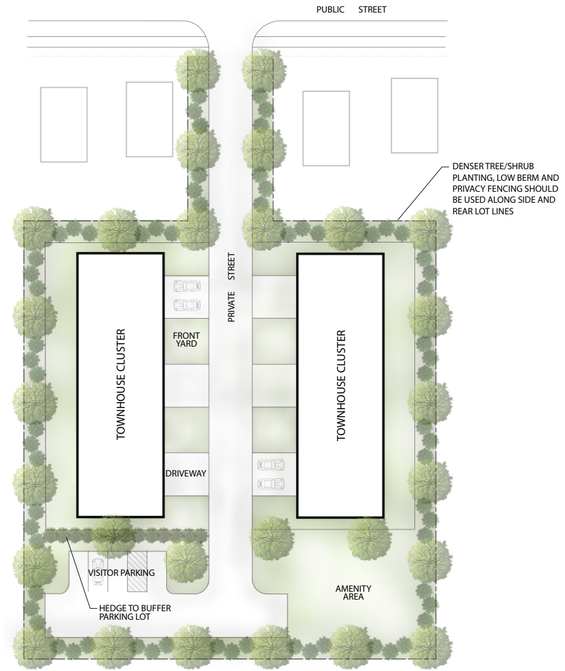
In areas where increased height is appropriate (i.e. along collector or arterial roads), denser forms of multiple residential development including stacked townhomes may be appropriate.

- Privacy fences should be provided along side and rear lot lines.
- Private outdoor amenity areas should be provided for ground floor units and such areas should be screened for privacy.
- Parking for stacked and mid-rise row housing should be provided in structured parking garages, surface communal parking lots, or underground; but should not be provided through street-facing garages.
- Larger surface parking areas should be broken up by landscaping to reduce heat island effects.
- Within cluster developments private garages are permitted and encouraged, however accommodation should be made for visitor parking within the overall site design.
- Cluster developments on private roads should be designed with consideration to the public street from which the development is accessed. Where frontage permits this may include orienting some units to face the public street. Where frontage is only wide enough to accommodate the private access road, landscaping and/or new street trees should be provided to frame the access.
- For large, clustered row housing development, a communal outdoor amenity area should be provided.
- In areas that are well served by public parkland the provision of private outdoor amenity area may not be necessary.

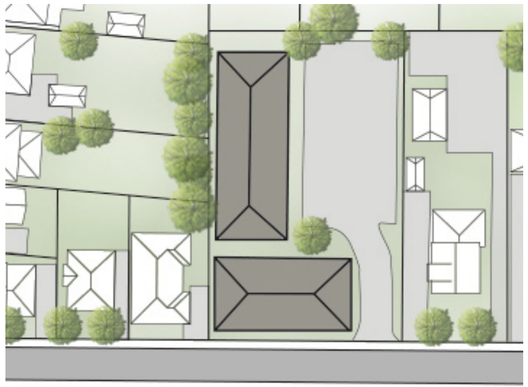
Larger surface parking areas should be broken up by landscaping to reduce heat island effects.

Cluster developments on private roads should be designed with consideration to the public street from which the development is accessed. In the above example, end units have been designed to address both the public street and the internal private road.

EXAMPLE SITE LAYOUTS FOR CLUSTER/MULTIPLE RESIDENTIAL DEVELOPMENT



MULTIPLE-RESIDENTIAL DEVELOPMENT WITH MINIMAL LOT FRONTAGE



MULTIPLE-RESIDENTIAL DEVELOPMENT WITH SUFFICIENT LOT FRONTAGE FOR STREET FACING UNITS

4.5 APARTMENTS

For the purpose of these guidelines apartments are described as larger multiple residential buildings that share interior corridors, vertical circulation and entrances, and have multiple units stacked vertically. Typically units are located on both sides of a corridor (double-loaded) and, sometimes, only on one side of a corridor (single-loaded). Apartments may also be designed with lower ground floor units with direct access to grade as well as upper units that gain access from a shared corridor, vertical circulation and entrance. 'Apartments' can be rental or condominium buildings.

GUIDELINES

- Buildings should be designed to address the street and are to include pedestrian entrances from the surrounding public street and/or sidewalk.
- Where applicable, buildings should be located to frame intersections.
- The mass of proposed buildings , shall be broken up using a number of massing techniques including: projections and recessions; changes in building materials/ colours; and the incorporation of varying window sizes. These techniques should be applied to longer buildings to ensure an attractive streetscape.
- High quality materials including a large amount of glass should be incorporated into the building facades. Repetition of lines and windows through both vertical and horizontal articulations and setbacks can be used to further break up building mass.
- Larger, multi-storey buildings should incorporate repeating patterns at a regular rhythm.
- The massing of all proposed apartment buildings should be designed to create a comfortable pedestrian environment, which will be further enhanced through the provision of private amenity space and landscaping.
- Building designs and architectural elements that add variety to rooflines are encouraged.
- All building façades will be articulated, with particular attention to building elevations visible from the surrounding public realm. Blank walls are strongly discouraged.
- Outdoor living spaces of individual units are encouraged in the form of patios, porches or balconies.
- Within apartment buildings a range of unit sizes are encouraged.
- Apartment developments should be designed with common amenity space. In locations where public parkland is not located within walking distance, common outdoor amenity space is strongly encouraged.
- Outdoor amenity areas associated with apartment developments should be designed in highly visible locations.
- Apartment buildings should generally be restricted to 70 metres in length to ensure adequate lighting within internal hallways and corridors. Where longer buildings are contemplated consideration should be given to window placement and lighting to avoid dark hallways.
- Privacy fences should be provided along interior side and rear property lines of apartment developments to ensure that glare from headlights do not spill over onto adjacent properties. This also provides for continued privacy of any adjacent residential properties and provides for shade opportunities on-site.

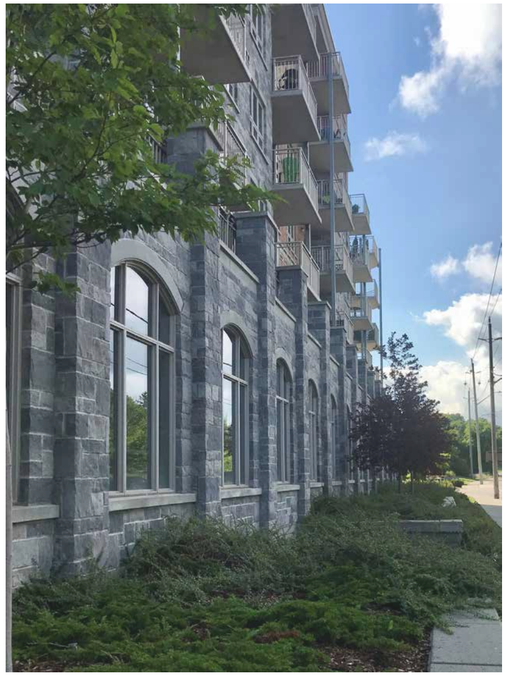
Outdoor living spaces of individual units are encouraged in the form of patios, porches or balconies.

On narrower sites, more compact low-rise apartments may be appropriate.

In the above example, the street facing facade has been designed to complement the adjacent single detached dwelling. The building has been oriented with the long side running perpendicular to the street. This layout works well on narrow deep lots. The diagram on page 32 provides an example of a site layout for this type of lot.

- The design of parking areas shall be in accordance with the parking guidelines contained within Section 3.0 of this document.
- For taller apartment buildings (6 storeys and up) additional design measures may be required to integrate these buildings into low rise neighbourhoods. This may include:
  - » The provision of a podium consistent at a height consistent with existing façade heights in the neighbourhood. Building floors above the podium should be distinguished by different material or colors than the podium or designed with step backs from the podium base.
  - » The use of mansard roofs and comparable roof designs to soften upper stories.
  - » Increased rear or side yard setbacks.
  - » Strategic orientation of buildings (where possible) to minimize shadow impacts.
- For larger apartment developments (more than 50 units) high quality indoor and outdoor common space should be incorporated into the proposed development.
- Common parking should be provided in structured parking garages, surface communal parking lots, or underground; but should not be provided through at grade street-facing garages

Guideline Tip: The County of Huron 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 multiple-storey residential development. The Shadow Analysis Terms of Reference is found in Appendix 2.



Taller apartment buildings should incorporate a well defined base or podium.

4.6 MIXED-USE BUILDINGS & DEVELOPMENTS

The guidelines in this section apply to mixed-use buildings and mixed-use developments. Mixed-use buildings are typically designed with non-residential uses (retail, office, etc.) On the ground floor with the upper floor(s) used for residential or other purposes (i.e. office). Sites which contain both free-standing residential and free-standing commercial buildings are also considered mixed-use developments for the purposes of these guidelines.

Guidance for mixed-use developments in and near Downtowns is provided in the County's *"Urban Design Guide for Traditional Downtowns in Huron County"*.The guidelines in this section apply to new developments, typically located within Highway Commercial areas along major arteries which are located outside of traditional downtown areas.

- New residential or mixed-use buildings along major arterial roads should be set close to the street with the intention of eventually creating a more traditional downtown-style street. Maximum setbacks may be imposed through implementing zoning by-laws to achieve this objective.
- Shared parking for commercial and residential uses is encouraged, particularly where visitor parking spaces are required. Commercial uses and visitors often operate with opposite peak times providing for logical sharing opportunities.
- New parking areas should be located within the side and rear yards where possible. Existing front yard parking areas should be screened from the street.
- Mixed-use buildings are encouraged to be designed with higher ground floor ceiling heights and large ground floor windows.
- Reduced amenity areas may be appropriated is in proximity to parks and commercial uses.
- Freestanding residential buildings in Highway Commercial areas should be limited to higher density forms including mid rise row house, stacked row house, and apartment typologies
- Privacy fencing should be provided along all interior side and rear lot lines.
- When integrating new mixed use or residential buildings within Highway Commercial areas flat roofs are appropriate.
- If possible, consider having a secondary residential access via the amenity area, in addition to an entrance in the street-facing wall.
- Where residential units are added above an existing commercial or mixed-use building private amenity areas should be incorporated where possible.

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

New parking areas should be located within the side and rear yards where possible. Existing front yard parking areas should be screened from the street.

Mixed-use buildings are encouraged to be designed with higher ground floor ceiling heights and large ground floor windows.

New mixed use buildings should be set close to the street with the intention of eventually creating a more traditional downtown-style street. Maximum setbacks may be imposed through implementing zoning by-laws to achieve this objective.

Section 5

GUIDELINES FOR NEW NEIGHBOURHOODS

5.1 GENERAL DESIGN GUIDELINES

The following design guidelines have been established to ensure high quality well designed communities and apply to all new subdivisions within the County.

UNIT MIX

- A variety of housing types and built form should be accommodated with density encouraged adjacent to the collector and arterial roads and/or near neighbourhood parks.
- New neighbourhoods should be developed with a mix of unit types including single-detached, semi-detached, , row housing, multiple residential, apartment and mixed-use units.
- Building designs that include Additional Residential Units (ARUs) or are designed to easily accommodate ARUs in the future are encouraged (e.g. providing separate entrance to the basement).

COLOUR PALETTE & MATERIALS

- Variations in building facades and materials are encouraged.
- A sufficient variety of exterior colour packages should be planned for by Builders to avoid monotony within the streetscape.
- Individual exterior colour packages should combine to create a visually harmonious streetscape appearance. In this respect, jarring colour contrasts will be discouraged.
- When considering building materials, reference should be given to the guidelines in Section 3.8 of this document.

FACADE VARIATION

- Variations in building facades and materials are encouraged.
- Within residential blocks intended for single-detached development the following guidelines apply:
  - » Identical building elevations must be separated by at least three units;
  - » Builders are encouraged to provide more than one elevation style per model.
  - » Variety in colour packages shall be provided and identical colour packages should be separated by at least one unit.
  - » Identical units, including corner units, should not be sited across from each other on the same street unless it is demonstrated that the colour and material packages for each unit provides sufficient variety.

- Within each townhouse block a cohesive design and colour palette should be applied. Facade variety should be applied between townhouse blocks to achieve variety along the streetscape.
- Street fronting townhouse blocks should generally be designed with a maximum of 6 units within each block.

ROOF LINES

- Roof Lines (roof pitches) are encouraged to achieve a good transition between roof heights. Complementary roof lines are to be provided.
- Roof embellishments such as gables and dormers are encouraged especially on corner lots.
- Roof vents, stacks and flues are encouraged to be located on the rear slope of the roof where feasible. .

WINDOWS

- All windows should be low maintenance, thermally sealed, and double glazed.
- On front and flankage elevations windows for portions of the building that are located above grade should be consistently employed to suit the house style.
- Window proportions should reflect the architectural style of the building.
- Large ground floor windows are encouraged wherever feasible to promote "eyes on the street".
- Windows surrounding doors, or within doors are also encouraged. This includes sidelights and transom windows around front doors.
- Primary upper and lower story windows on street-facing elevations should be aligned in an organized manner to enhance the facade.
- Projecting bay windows are encouraged to give 3-dimensional interest to primary house faces.

GARAGES

- The placement and design of garages is important to the overall streetscape. As such, garages should not project in front of the building or front porch.
- Zoning regulations should permit a reduced front yard setback for the habitable portion of a dwelling or front porch than the setback required for the garage.
- Garage widths shall be in accordance with site specific zoning regulations and will be limited to a percentage of the front building facade length.
- Design treatment of garage doors is encouraged including sectional, paneled garage doors with glazed top panels.
- A variety of lintel treatments above the garage are encouraged.
- For double garages, two single doors are preferred over one large door.

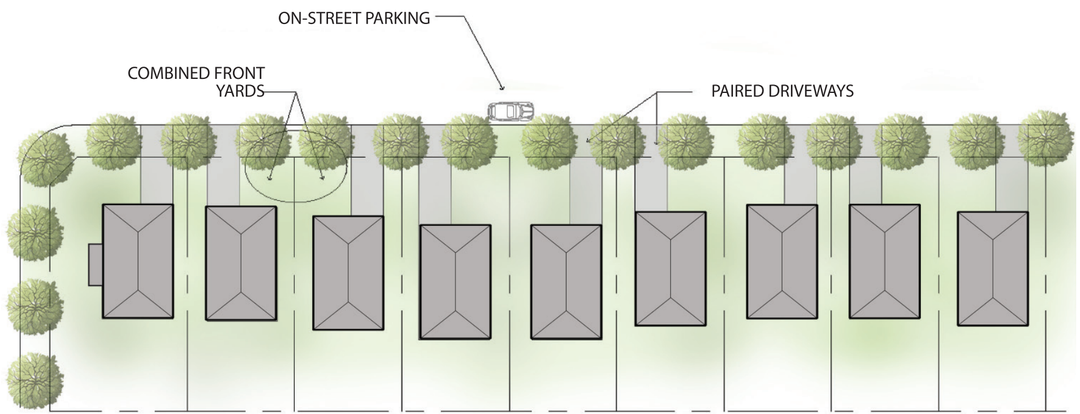
PORCHES

- The generous use of front porches, veranda's or porticoes is encouraged to provide opportunities for 'eyes on the street' as well as social interaction among neighbours.
- Porch columns and hand railings should be consistent with the character of the house.
- Maintenance-free, pre-finished aluminum wrought iron railings or high quality composite railings are preferred.
- Porch depths should be sufficient enough to provide useful seating space. On corner/ priority lots, wrap-around porches are encouraged.
- Porch projections into required front and side yards shall be in accordance with site specific zoning regulations.

DRIVEWAYS AND PLACEMENT

The following guidelines apply to driveways:

- Driveways for dwellings adjacent to intersections, public walkways, open space and parks should be located as far from the adjacent use as possible.
- Driveway slopes between garage and street should be minimized.
- Paired driveway locations are encouraged where feasible for smaller lots to maximize on-street parking opportunities.
- For larger lots, combined front yards (as illustrated) maximize on-street parking and landscaping opportunities.
- Driveways should be setback 6 metres from the intersection of two street lines.
- A maximum of one driveway with one access point connecting to a public street shall be permitted on a lot.
- An on-street parking plan is to be approved for each stage of development.
- Driveways will be in accordance with the approved parking plan.



MAIN ENTRANCES

- The main entrance to the dwelling should convey its importance as both a focal point of the facade and the interface between the private realm of the dwelling and the public realm of the street.
- Weather protection at entries should be provided where possible through the use of covered porches, porticoes, overhangs or recesses.
- The front entry design and detail should be consistent with the architectural style of the dwelling.
- Enhancements to emphasize the entry are encouraged and may include pilasters, masonry surrounds, a variety of door styles, a variety of transom lights above the door, sidelights, etc.

ARCHITECTURAL STYLE

- A harmonious mix of architectural styles which incorporate both traditional and modern influences is encouraged over one specific style.
- The various building types and architectural styles throughout the Neighbourhoods will be linked through the use of distinctive, well-designed buildings and the use of quality building materials.
- Townhouse, multiple dwellings and mixed-use buildings within the neighbourhoods are to be designed with a high degree of architectural quality with emphasis given to building facades which face the public realm.

Weather protection at entries should be provided where possible through the use of covered porches, porticoes, overhangs or recesses.

5.2 GUIDELINES FOR PRIORITY LOTS/ BLOCKS

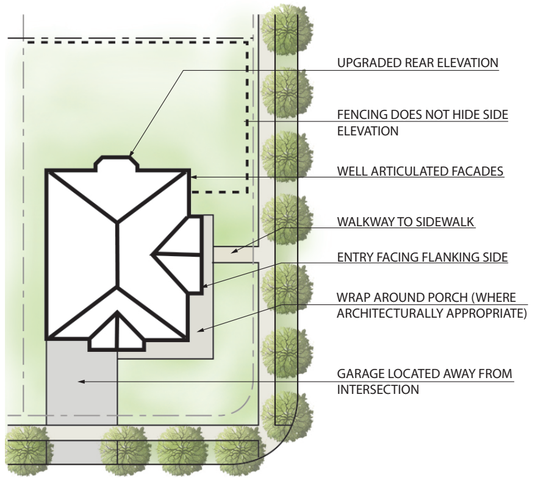
GATEWAY LOTS/BLOCKS

For Gateway lots/blocks, the following guidelines shall be considered:

- Distinctive design forms including prominent building form and landscaping will be required within gateway blocks.
- Building faces with public exposure from internal public streets at community entrances shall be designed with enhanced facade design including high quality building materials and landscaping.
- Entry elements and porches are encouraged to produce interest in the facade as well as to help define the entrances to the neighbourhoods.
- Flankage elevations visible from the street shall have high levels of building design and detail with attention given to massing, height, roof lines, materials, and details.
- Building detailing should include, well-proportioned windows, masonry detailing, and a mix of coordinated building materials.
- Blank facades along the face of a road shall be avoided.
- Similar setbacks should be employed where possible for each block to create a strong edge condition within gateways.

CORNER LOTS

Corner lots play a significant role in setting the character and quality of a street. Corner lots, especially those on higher order streets, act as informal landmarks within a community and therefore should be carefully designed. Units on corner lots shall be designed with the following guidelines in mind:



Example of corner lot design with the main entry located on the long elevation facing the flanking street

Examples of corner lot design elements

- The following architectural elements are encouraged for corner lots:
  - » A prominent wrap-around porch.
  - » Sufficient fenestration on front and flanking elevations displaying balanced proportions.
  - » Well-articulated flanking elevations to avoid flat, blank, uninteresting facades.
  - » Architectural treatment of garage door openings including sectional, paneled garage doors with glazed top panels.
  - » Architectural features that differentiate the corner lot from internal lots and provide emphasis to the corner of the structure are encouraged and may include: turrets, corner bay windows, boxed-out windows on the front and side elevations, entrance porticoes and wrap-around porches.
- Flankage elevations visible from the street shall have consistent materials and details as the front elevation.
- Where possible, the main entry to the dwelling should be located on the long elevation facing the flanking street.
- Main entries facing the front lot line or shorter side of the lot may be permitted provided the design of the flanking face will include a secondary entry, projecting bay or other appropriate architectural feature.
- Unit designs are encouraged to provide an architectural feature at the corner. This could include, but is not limited to, wrap around porches.
- Both street frontages for corner lot dwellings shall have high levels of architectural design and detail with attention given to massing, height, roof lines, materials, and details.
- In cases where a townhouse is situated on a corner lot, the end units flanking a public street are to have articulated end walls.
- Where possible, utility meters shall be located on the interior side elevation of detached units.
- Identical elevations on abutting or directly opposite corner lots are discouraged. However, building designs which have compatible architectural style, massing, elements and details are encouraged on abutting or directly opposite corner lots to provide both harmony and variety to the streetscape.

TERMINATING VIEW LOTS (T-INTERSECTIONS & ELBOW STREETS)

Lots that occur at the terminus of T-intersections, and lots along elbow streets have been identified as 'Terminating View Lots'. As such, the following design consideration should be given to homes at the end of the T intersection street view and homes at a bend on the road:

- Dwellings should be designed to provide a visually attractive terminus from the intersecting street.
- Front elevations of homes that terminate the street should include a number of enhanced architectural features which could include a porch, projecting windows and decorative elements.
- House design for lots at the end of T-intersections shall have facade designs that utilize elements such as coordinated fenestration, masonry detailing, and entry elements.
- Driveways are encouraged to be located to the periphery of the view corridor to increase landscaping opportunities and reduce the prominence of the garage where possible.
- On elbow streets, driveway locations are to be carefully considered to avoid (as much as possible) driveways on adjoining lots merging at the street line.
- Where side elevations on elbow streets are partially visible from the street, materials should be coordinated with those of the front elevation.
- Where the driveway and garage are located at the visual terminus of the street design enhancements such as decorative garage door openings should be incorporated to contribute to an attractive streetscape.

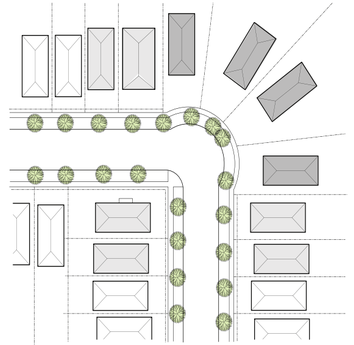


Diagram of lots along elbow streets.

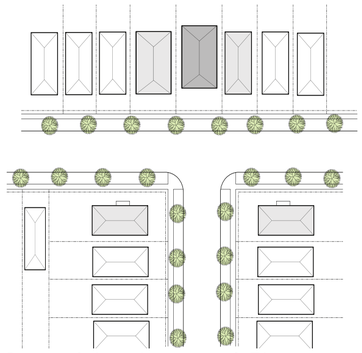


Diagram of a lot at the terminus of a T-Intersection.

Section 6

IMPLEMENTATION

6.1 IMPLEMENTATION

Staff will implement the RIGS as part of their review of development applications and in consultation with the public and members of the development community. Many of the design guidelines can be implemented through the mechanisms available in the Planning Act. These mechanisms are applied, in part, through the various lower-tier Zoning By-laws, through the review of Site Plan Control applications, and through the variance and consent processes of the Committee of Adjustment.

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 RIGS in determining if site specific regulations should be incorporated as part of the amendment.

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. Section 41 of the Planning Act provides local municipalities with the ability to implement exterior design control through the site plan process. Exterior Design Control is an essential tool in shaping the character, materiality and design of new buildings, site plans, and adjacent boulevards (i.e. street trees, furniture, etc.). Exterior Design Control allows a mandatory review and commenting process. 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.

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. The RIGS 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. For a 'Consent (to sever) Application' where an infill lot is being created, even if the lot conforms to the requirements of the Zoning By-law, Planning staff may request specific conditions for the design of the building to be constructed on the lot (e.g. a condition that requires building permit applications to be generally consistent with a consent sketch provided as part of the application).

The Building Permit stage is sometimes the only time an infill project will be reviewed. For example, it may be reviewed only at Building Permit stage if it is exempt from Site Plan Control and all other Zoning By-law provisions have been met; it is not a Designated Heritage Building or within a Heritage Conservation District under the Ontario Heritage Act, and there is no requirement for a severance. The Building Code review process is technical only; designed to ensure that once the building or addition etc. is completed, the minimum building standards for health, safety, structural sufficiency, accessibility and energy conservation will have been incorporated and that applicable law has been met. While applicants are encouraged to consider these guidelines prior to apply for building permit, there is no mechanism to require this.

DESIGN GUIDELINE UPDATES AND MONITORING

Staff from various departments should meet at regular intervals to discuss any and all recurring issues or challenges with implementing the guidelines. A general file can be kept on the Guideline Update and should contain a summary of guideline issues as they arise. Required amendments to the guidelines should be identified as a part of the regular meetings, and it is recommended that the guidelines be reviewed, and amended as required, every five years.

As the Intensification Areas develop, revisions to the guidelines should address any emergent issues that are not evident at this time.

EXCEPTIONS TO THE 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. It is the responsibility of the designer/developer/builder to demonstrate to the County where this exception exists and it is at the discretion of the County to support or not support that justification.

APPENDIX 1

LIST OF RECOMMENDED STREET TREES

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Huron County's unique climate and soils limit the variety of species which are recommended for street tree planting. Species listed in this appendix are preferred for their dependability, low maintenance requirements and drought resistance. Species attributes such as pollution tolerance, soil and moisture requirements, and growth characteristics must be considered together with spatial suitability. Generally, cultivars of listed species are also be acceptable, provided they do not have undesirable characteristics. Composition of species should be considered in light of composition of surrounding natural areas, in light of the risk of natural seeding. An acceptable species is not necessarily appropriate for all planting sites.

NATIVE DECIDUOUS TREES:

Acer x freemanii (Freemans Maple)
Acer nigrum 'Green Column' (Green Column Black Maple)
Acer rubrum (Red Maple)
Acer saccharum (Sugar Maple)
Amelanchier canadensis Std. (Serviceberry Tree)
Celtis occidentalis (Hackberry)
Cornus racemosa Std. (Gray Dogwood Tree)
Gymnoclaudus dioicus (Kentucky Coffee Tree)
Platanus occidentalis (Sycamore)
Tilia Americana (Basswood)
Quercus macrocapia (Bur Oak)
Cherry Sp. (Pin Cherry and Chokecherry)
Cornus alternifolia (Alternate Leafed Dogwood)
Cercis canadensis (Eastern Redbud)
Hamamelis virginiana (Witch-hazel)
Lirodendron tulipifera (Tulip Tree)

NON-NATIVE DECIDUOUS TREES:

Ginkgo biloba (Maidenhair Tree)
Gleditsia triacanthos 'Skyline' (Skyline Honeylocust)
Tilia cordata 'Greenspire' (Little Leaf Linden)
Ulmus spp. (Elm)
Aesculus glabra (Ohio Buckeye)

APPENDIX 2

SHADOW ANALYSIS TERMS OF REFERENCE

SHADOW ANALYSIS TERMS OF REFERENCE

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 County of Huron 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 County will only request a shadow analysis where a proposed development is over 5-storeys 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 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 which have received approval but are not yet constructed. 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

Drawings are to be prepared within a single 11x17 sheet for each of the test dates (resulting in three pages total).

EVALUATION CRITERIA

When reviewing Shadow Analysis submission the County 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 internal 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.

APPENDIX 3

IMAGE GALLERIES

CORNER LOT DESIGN

Corner Lot developments are located at the intersection of two streets and have two façades fully exposed to the public realm. Corner lots play a significant role in setting the character and quality of a street. Corner lots, especially those on higher order streets, act as informal landmarks within a community and therefore should be carefully designed. Regardless of the form or type of development corner lots should be designed with special design consideration given to both the front and flankage elevations. The images in this gallery provide examples of successful corner lot designs and are intended to provide ideas of how corner lot developments could be designed.

MULTIPLE UNIT DEVELOPMENT

As housing prices increase, the County is experiencing applications for denser forms of development. This includes stacked towns, dual frontage towns, apartment buildings and other forms of multiple residential development. The images on this page illustrate these forms of development.

FORM VS. DENSITY

The same number of units can be achieved multiple ways. Often the dimensions of the lot and/or the surrounding context will dictate the form of housing. The market and current housing demands will also factor into the ultimate form of development. The following examples show how the same number of units can be achieved in different forms of development.

THREE UNITS FOUR WAYS:



FOUR UNITS FOUR WAYS:



SIX UNITS FOUR WAYS:




APPENDIX 4

RECORD OF CHANGES

RECORD OF CHANGES

As edits are made to the document and it is periodically updated; the date, name, and role of those making changes, and the nature of the changes will be recorded here.

November 25, 2020 - Victor Kloeze, Planner
Corrected 'Circles of Sustainability' graphic to match use by Sustainable Huron, fixed link to Allan Avis Architects logo, fixed section cover page graphics issues, fixed hidden text and formatting issues throughout, updated list of street trees (Appendix 1) based on input from County Biologist, added Appendix 4 Record of Changes.