

Sharon Village Urban Design Guidelines

February, 2010



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1.0 Introduction

The Village of Sharon is located in the southern part of the Town of East Gwillimbury within the Region of York. (Figure 1.1). The Village of Sharon is a charming rural community of approximately 2,900 people, recognized for the historic Sharon Temple and its unique architectural features.

Within the last decade, York Region has experienced one of the highest rates of growth in Canada. The recently enacted Provincial *Growth Plan for the Greater Golden Horseshoe* continues to recognize York Region's desirability as a place to live and work. Amongst all regions in the Greater Golden Horseshoe, it has allocated some of the highest levels of growth to York.

In order to better manage the growth in undeveloped areas of the Community Plan, the landowners elected to complete a Block Plan process that would comprehensively address environmental, servicing, transportation, heritage, acoustic, archaeological and land use issues. The Block Planning process allows for the orderly, logical, and cost-effective development of the areas in the Village of Sharon (Figure 1.2).

The new neighbourhoods of Sharon Village will reflect the surrounding historical roots of Sharon, in a manner that is compatible with existing residential lots, that maintains and enhances the natural and cultural heritage core of the community and contributes to the village main street appeal along Leslie Street.

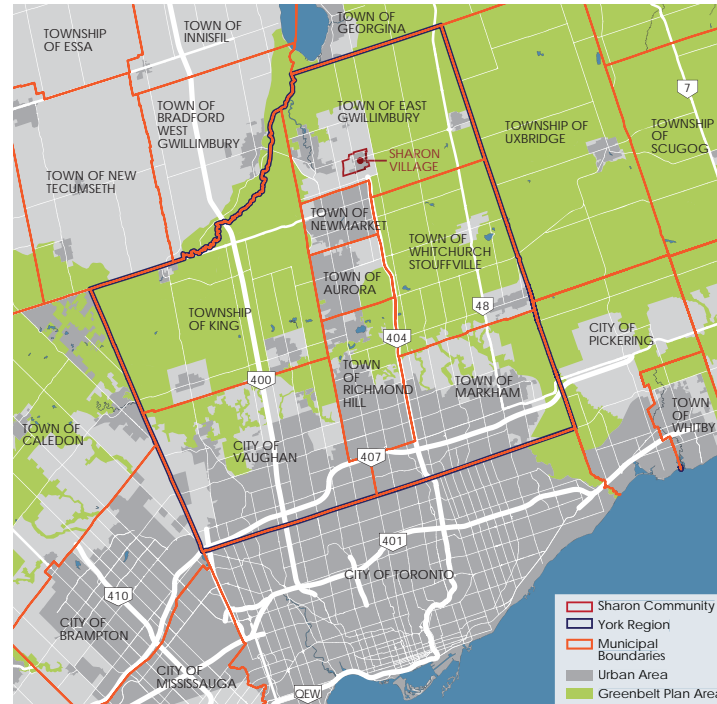


Figure 1.1: Sharon Context Location Map



Figure 1.2: Sharon Village Plan Context Map

The new neighbourhood of Sharon Village will reflect the surrounding historical roots of Sharon, in a manner that maintains and enhances the natural and cultural heritage core of the community and contributes to the village main street appeal.



1.1 The Role of the Guidelines

The Sharon Village Urban Design Guidelines have been prepared as a component of the Block Plan Submission, through a collaborative process involving a team of consultants, the Sharon Landowners Group, the Town of East Gwillimbury and the Lake Simcoe Region Conservation Authority. The Urban Design Guidelines establish the physical design concepts that will guide the development of new high quality, sustainable and complete neighbourhoods. The Sharon Village Urban Design Guidelines identify the overarching community vision, design principles and objectives, the neighbourhoods structure and illustrative design guidelines. Graphic images are conceptual in nature and represent the manner in which the consultants and landowners group intends to achieve the community vision.

This document is to be used and read in conjunction with the following:

- Town of East Gwillimbury, Sharon Community Plan (OPA #122)
- Sharon Village Block Plan and Planning Rationale
- Sharon Village Master Environmental and Servicing Plan

1.2 Structure of the Document

The guidelines identify the larger components of the Sharon Community structure followed by more area specific guidelines that address details of the Block Plan. The Urban Design Guidelines are structured into the following sections:

- Section 1: Introduction
- Section 2: Community Vision
- Section 3: Community Structure
- Section 4: General Urban Design Guidelines
- Section 5: Open Space Design Guidelines
- Section 6: Streets

Sharon is one of five distinct community areas planned for growth in the Town of East Gwillimbury, the others being Mount Albert, Holland Landing, Queensville, and Green Lane West.

1.3 Surrounding Context

The Village of Sharon is located within the Township of East Gwillimbury, which is north of the Town of Newmarket and west of the Township of Whitchurch-Stouffville within the Region of York. A regional transit linkage is located southwest of the community and provides commuters with a GO Train connection to Union Station in Toronto. Highway 404 currently terminates at Green Lane just southeast of the community and the alignment of its proposed extension is being constructed just east of the existing community.

A retail / commercial node at the southwest corner of Yonge Street and Green Lane offers convenient access to the residents of Sharon for day-to-day shopping, service, dining and entertainment needs.

Rogers Reservoir Conservation Area, maintained by the Lake Simcoe Region Conservation Authority (LSRCA), abuts the community to the southwest. The reservoir serves as a regional recreation area, providing opportunities for fishing, biking, hiking, and dog-walking, and a regional connection to the Nokiidaa Trail.

Sharon is one of five distinct community areas planned for growth in the Town of East Gwillimbury (refer to Figure 1.3 on the following page). The other communities include Mount Albert, Holland Landing, Queensville, and Green Lane West. The Village of Sharon is currently a community of predominantly single-family detached dwellings on large lots. The low-density character of Sharon is complemented by a historic corridor along Leslie Street, where heritage structures, such as the Sharon Temple identify the character of the Village. Leslie Street is also the commercial and institutional heart of the community. The Town of East Gwillimbury Town Hall is located in the Civic Centre just north of the Sharon Temple.

The currently Sharon Village Community Plan is comprised of the following existing elements:

- Natural Heritage System.
- Existing road pattern including the primary arterial roads, Leslie Street and Mount Albert Road, which connect the community to the rest of the Town; the extension of Hwy 404 will frame the community on its eastern boundary.
- Sharon Temple and Park (a National Historic Site), Civic Centre and Mixed Use area which will form a Civic Centre District.
- Sharon Heritage District Policy Area along Leslie St which includes the Sharon Temple and historic single family homes.
- Low density, single family residential neighbourhoods.
- A commercial strip plaza anchored by a supermarket at the southeast corner of Farr Avenue and Leslie Street.
- Community uses including the Sharon Civic Centre, East Gwillimbury Community Centre, and schools.



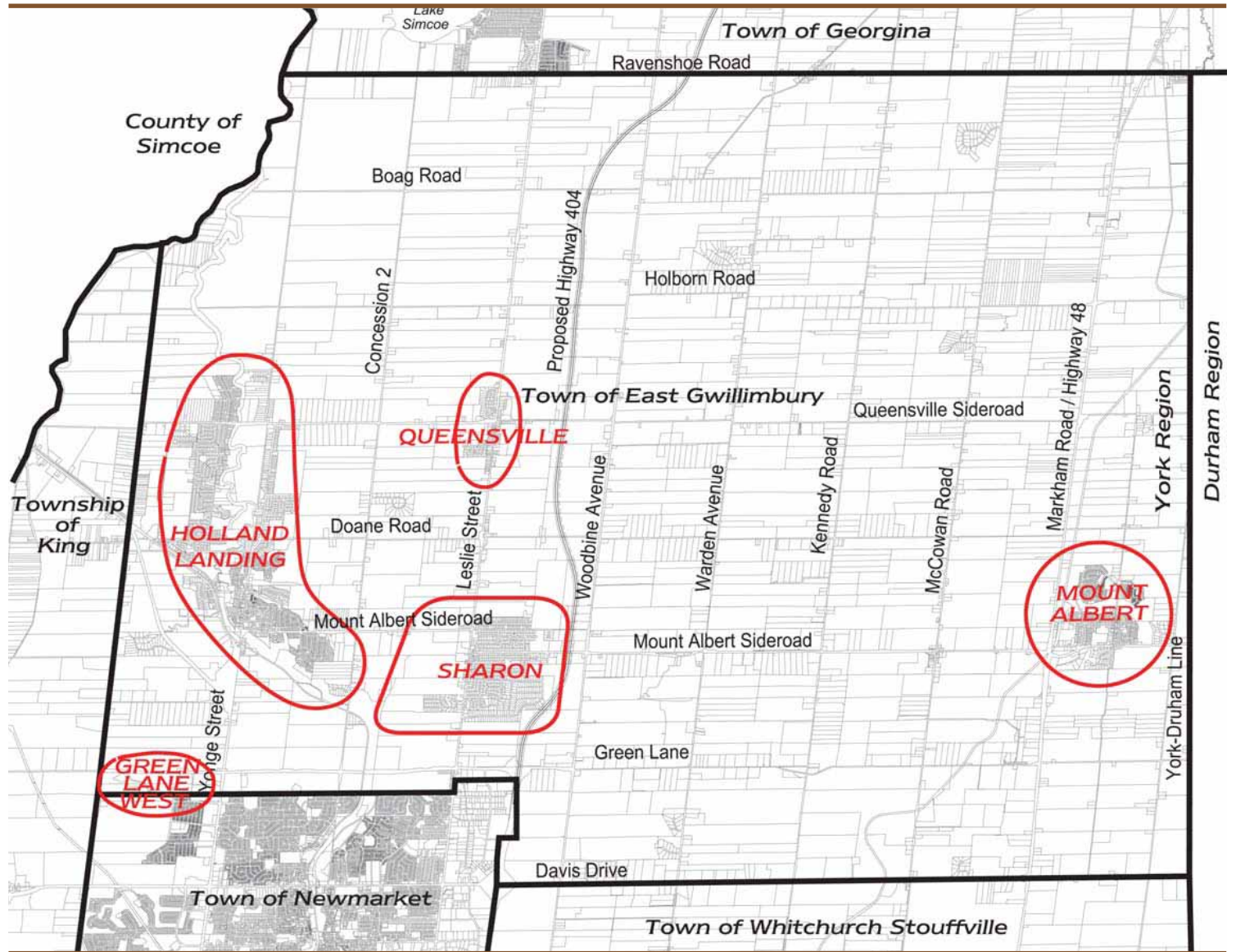


Figure 1.3: Community Context - Town of East Gwillimbury Community Areas

2.0 Vision and Guiding Principles

2.1 The Community Vision

The following describes the community vision for Sharon Village which provides the basis for the principles and guidelines contained in this document.

The character of Sharon is embedded in its built heritage and system of natural features. Sharon Village is envisioned to be a respectful extension of the existing “close knit” community. The Sharon Village will be built upon the existing community structure and unique character by incorporating design features and elements that work to reinforce and emphasize the small town atmosphere of Sharon. Sharon’s heritage is characterized by the Sharon Temple and its traditions, designated as a ‘National Historic Site’, and the Leslie Street Heritage District Area. The vision for Sharon Village recognizes the importance and significance of these features and traditions through sensitive planning and urban design.

The natural system is a strong component of the community and will continue to be an important structuring element of Sharon Village. A number of natural features within Sharon Village have been identified for preservation and will be linked to the community through the design of streets and blocks, the placement of stormwater ponds and parks, and the provision of trails and walkways that allow and encourage the community to interact with the natural environment.

Sharon Village is envisioned to be a well-designed, pedestrian-scaled, attractive and vibrant community that offers a variety of options for housing, employment, recreation and shopping. The community will build on the existing close knit, small town nature through the provision of community facilities and a strong open space system. Sharon Village will strive be a sustainable, safe, diverse, compact and transit-supportive community.



The Sharon Village will be built upon the existing community structure and unique character by incorporating design features and elements that work to reinforce and emphasize the small town atmosphere of Sharon.

2.2 Community Design Principles

The following community design principles stem from the Development Principles in the Sharon Community Plan and are based on the vision for Sharon Village.

1. *Protect and enhance natural features*

The Sharon Village Plan will recognize the ecological benefits of preserving natural features as part of the community fabric and the importance of maintaining a relationship with the natural environment.

2. *Preserve and incorporate heritage features*

The Sharon Village Community will recognize the importance of developing a community that acknowledges the Heritage District Area and Sharon Temple as the focus of the Community.

3. *Promote sustainable development*

The Sharon Village Community will recognize the importance of implementing sustainable technologies and energy saving standards for built form.



4. *Create pedestrian-scaled neighbourhoods and streets*

The Sharon Village Community will recognize the importance of creating walkable neighbourhoods and a human-scale environment where residents feel comfortable.

5. *Provide an interconnected community*

The Sharon Village Community will recognize the importance of access to community amenities, the open space system and the ability to move conveniently, safely and freely throughout the community.

6. *Create an attractive and identifiable community*

The Sharon Village Community will recognize the importance of the visual experience of a community and how that contributes to its identity, and the manner in which residents relate to their surroundings.

7. *Provide a series of gateways, landmarks and focal points*

The Sharon Village Community will recognize the importance of visual markers and places that enhance residents' understanding of community structure and hierarchy.

2.3 Design Objectives

Design objectives support the implementation of the Community Vision and Community Principles. These originate from the Sharon Community Plan and provide general criteria to be used in the evaluation of any physical changes on public or private lands in Sharon. The objectives guide the development of the overall community structure and serve as checklist for determining whether detailed elements of the design fit within the overall vision and principles of the Community.

Environmental Integration

The Natural Heritage System of existing natural features, including the East Holland River corridor, the Sharon Creek, and a number of woodlots and wetlands are major structuring elements of the community. Sharon Village Plan will visually preserve these main focal elements through the provision of buffers, but are easily accessed through the general layout of streets and development of parks and trails.

Several stormwater management facilities shall be provided throughout the community to service development. Constructed as low maintenance naturalized ponds, these will incorporate native plantings and natural forms to visually enhance the Plan's 'green' areas. The naturally undulating topography in some cases is very steep and will be respected where feasible, through the layout of streets and blocks, and location of parks, schools and medium density uses.

Attractive Streets

The Sharon Village street pattern will respond to natural features and topography and create short residential blocks that enable pedestrian connections within the community. The visual quality of the public realm will be further defined through the treatment of streetscape elements within the right-of-way such as street trees, light standards, paving and other landscape elements. Prominent streets will be carefully considered to include design elements which support this important role.

Distinct Neighbourhoods

Sharon Village shall be made up of a collection of nine low density neighbourhoods defined by natural boundaries and the road system. Connection between these neighbourhoods will be facilitated through a pedestrian system that includes sidewalks, walkways and trails. The public realm will be defined by a combination of common and distinguishing design elements that will unify the community and allow for the distinctiveness of each neighbourhood.

Heritage District Area Enhancement

The Sharon Community Plan identifies the Leslie Street corridor including the Sharon Temple and a number of historic residences. This area shall be the focal point of the community and a major determinant for the areas character. The Heritage District Area is one of the defining elements of Sharon and a significant edge condition for Sharon Village. The Town's vision for this area includes streetscape enhancements and pedestrian friendly design along Leslie Street. The enhancements and some of the design elements along Leslie Street can be adapted to the streets in the Plan to create a sense of place that is consistently recognizable throughout the community.

Safety and Security

Safety and security are important criteria for design, particularly within the public realm, including streets, walkways and open space. Public safety and security will be considered carefully together with design criteria associated with CPTED (Crime Prevention Through Environmental Design) at the detailed design stage.

Distinct Gateways

Distinct Gateways which reflect the character of the community shall be created at major entrances to the community on Leslie St. and Mount Albert Road. The use of landscaping features and signage shall be included in the road allowance to clearly identify gateway areas.

- *Environmental Integration*
- *Attractive Streets*
- *Distinct Neighbourhoods*
- *Heritage District Area Enhancement*
- *Safety and Security*
- *Distinct Gateways*

SECTION 3.0
NEIGHBOURHOOD
FRAMEWORK

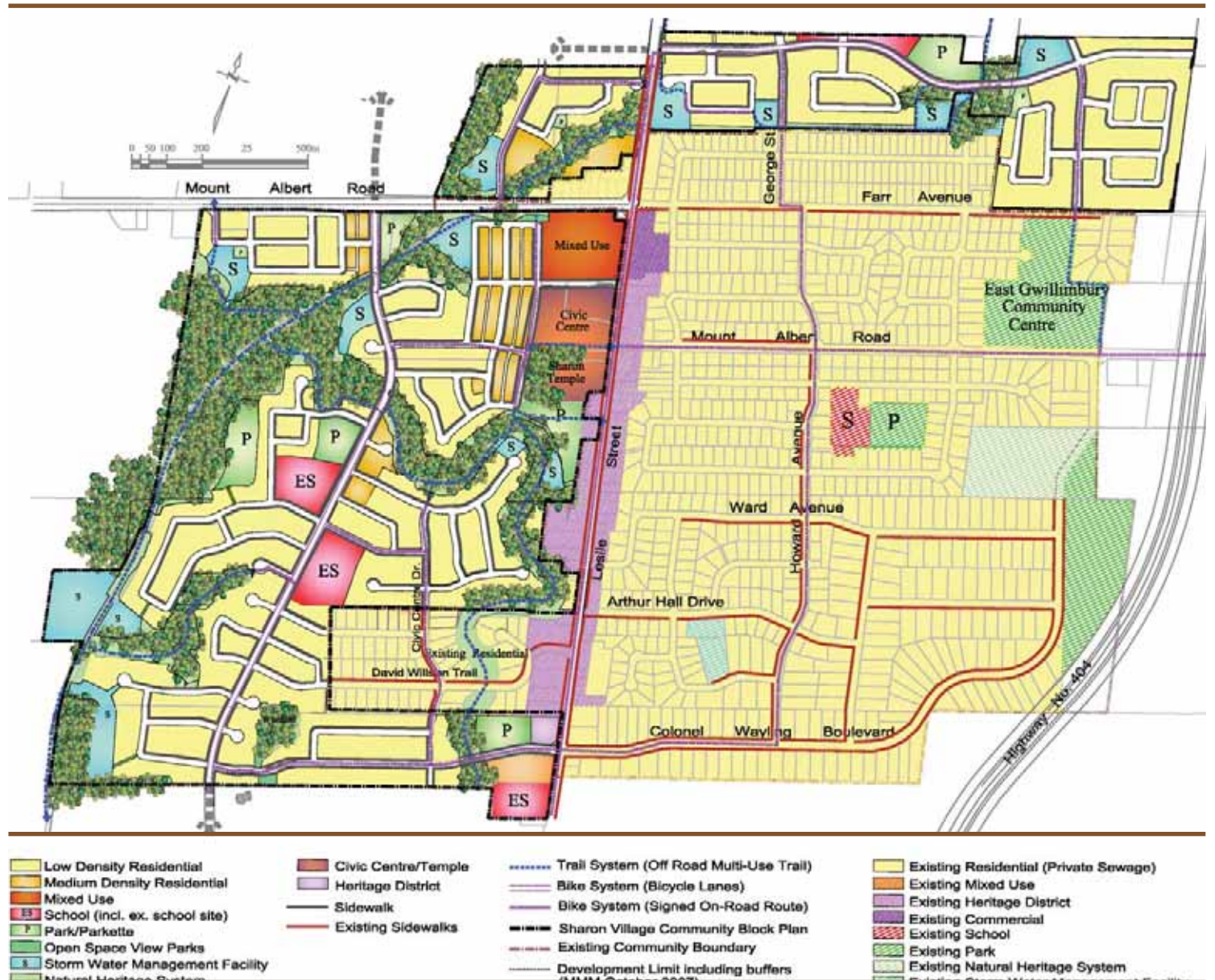


Figure 3.1: Sharon Village Land Use Plan

3.0 Neighbourhood Framework

The neighbourhood framework of Sharon Village is comprised of the following components:

- Natural Heritage System
- Road Network
- Neighbourhoods
- Heritage District Area
- Open Space System
- Transit System

The structure of Sharon Village will be strongly influenced by the system of natural features and existing topography. The other major structuring elements of the community are the road network and land uses. These have been developed to address site-specific opportunities and constraints and to conform to the Official Plan and Sharon Community Plan. The following describes the components of the community structure and is illustrated in Figure 3.1.



3.1 Natural Heritage System

Natural features have an important role in Sharon Village. These features contribute to the health of the community, promote sustainability and provide a natural setting for the community. The natural system is a major structural element of Sharon Village, defining the boundaries of neighbourhoods, influencing the road pattern and providing opportunity for trail connections and passive recreation. The system of natural features includes the East Holland River Corridor which forms the western boundary of Sharon Village, Sharon Creek which runs through the community and a number of woodlots and wetlands which are interspersed throughout the community.

The East Holland River Corridor forms a 'green' backdrop to the community, particularly the neighbourhoods located on the west side of the Community. Sharon Creek provides the opportunity for a trail system. This natural feature also enhances the rural / village character that is associated with Sharon.

Neighbourhoods located adjacent to the natural features incorporate view parks and trails that promote view and access opportunities. A number of existing woodlots have been identified and will be preserved and incorporated within an open space system.



- *Natural Heritage System*
- *Road Network*
- *Neighbourhoods*
- *Heritage District Area*
- *Open Space System*
- *Transity System*

SECTION 3.0
NEIGHBOURHOOD
FRAMEWORK

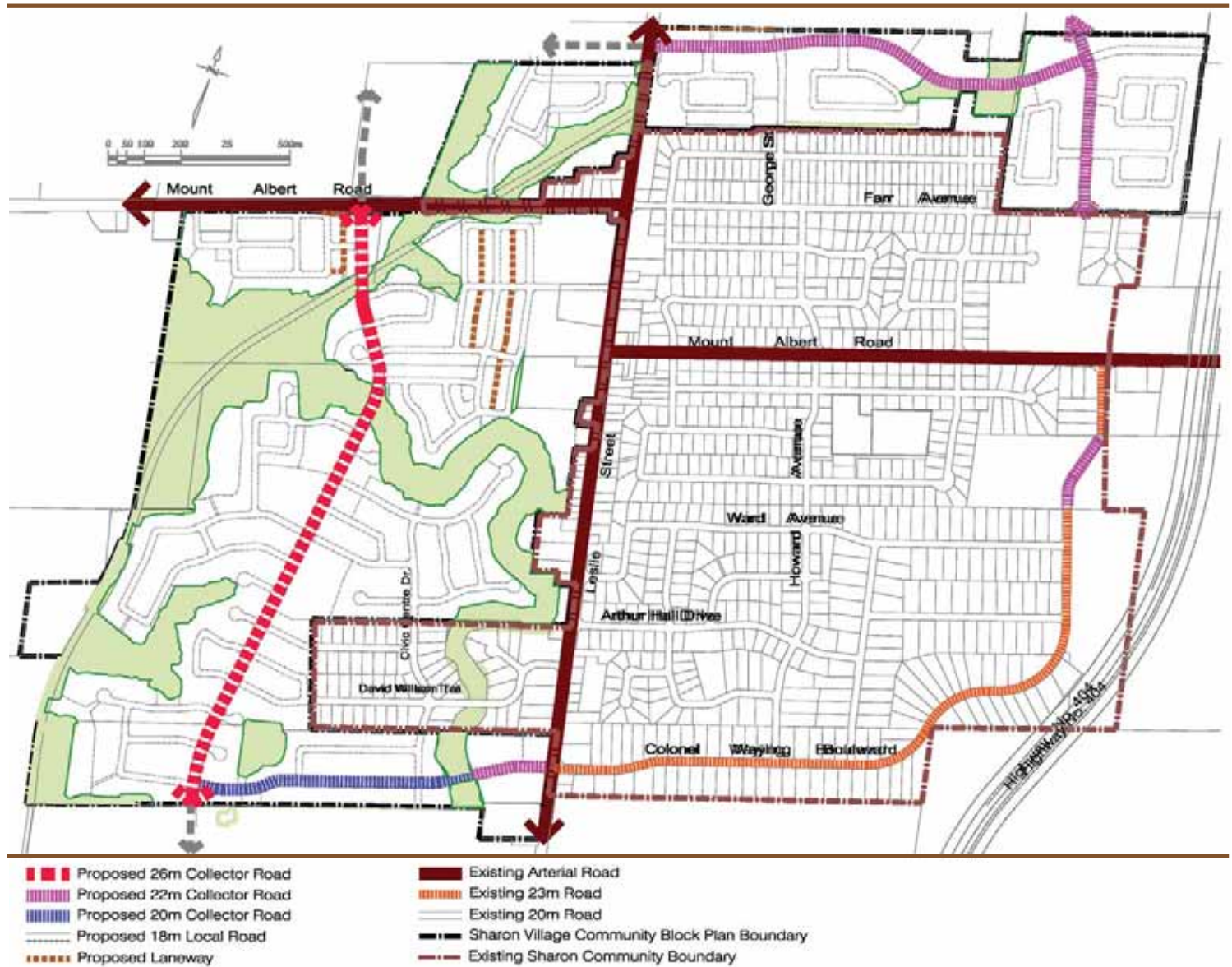


Figure 3.2: Road Network Plan

3.2 Road Network

The road network for Sharon Village has been developed to respond to the natural features within the Plan and the existing topography (Figure 3.2). It has also been designed to facilitate movement and circulation within the community that supports accessibility and promotes a pedestrian environment.

A major North-South Collector road bisects the Plan area and functions as a by-pass to Leslie Street and spine road for the future neighbourhood. The local road network has been developed to promote a pedestrian-oriented community, provide multiple connections to link residents to important focal points such as the Leslie Street Corridor/ Heritage District Area, the Civic Centre, commercial mixed use blocks, schools and the open space system. The organization and hierarchy of the road network is the result of traffic function as much as of the community form. For example, in the neighbourhood adjacent to the Civic Centre, which is envisioned to include relatively higher densities and built form that responds to this focal location, the use of laneways has been proposed. Laneways in this particular location are desirable because they eliminate the presence of garages and create street-facing dwellings with front porches.

The road network is also the largest system of publicly accessible space within a community. It is a shared use space that is essential to both pedestrian and vehicular movement, a place where social interaction can occur and where the first visual impression of a community is established. In order to support the functional role of the road network, enhance the public realm and promote the visual identity of the community streetscape design should be carefully considered.

Local Road



Respect views to natural features

Leslie Street in Village Core



Build on Sharon's initiatives

Spine Road



North-South collector with a boulevard and bike lanes



The road network has been developed to promote a pedestrian-oriented community, provide multiple connections to link residents to important focal points such as the Leslie Street Corridor or Heritage District Area, the Civic Centre, commercial mixed use blocks, schools and the open space system.



Figure 3.3: Neighbourhoods

3.3 Neighbourhoods

Nine neighbourhoods have been proposed for Sharon Village with a variety of housing opportunities, building types and tenures. In Sharon Village this will add to the richness of the neighbourhood fabric and vitality of the community. Sharon Village will be characterized by low density housing throughout, with medium density housing in key locations. Each neighbourhood will contain a mix of residential densities and lot sizes to accommodate a diversity of living requirements. Each neighborhood is within easy walking distance to transit stops, schools, and parks.

There is one mixed use block identified in the block plan for Sharon Village. This is located at the southwest corner Leslie Street and Mount Albert Road and provides an opportunity to develop intensified uses and built form that builds upon and provides a northern anchor for the Heritage District Area.

3.4 Heritage District

The Sharon Community Plan identifies a 'Heritage District Area' centered along Leslie Street that includes the Sharon Temple and a number of other heritage buildings. This designation recognizes the distinct character of the area and its importance in defining Sharon's identity. Sharon Village will build upon this character and will strengthen Sharon's identity. The Sharon Village Block Plan interfaces with Leslie Street and provides for a range of compatible uses and anticipated building forms that will build upon the vision for Leslie Street.



Nine neighbourhoods have been proposed for Sharon Village with a variety of housing opportunities, building types and tenures which will add to the richness of the neighbourhood fabric and vitality of the community.

SECTION 3.0
NEIGHBOURHOOD
FRAMEWORK



Figure 3.4: Open Space System and Community Uses

3.5 Open Space System

The Open Space System forms a major structuring element of the community. It is comprised of trails within the natural heritage system, stormwater management facilities, parks, and pedestrian systems. The Block Plan emphasizes the importance of these features as focal elements through the layout of streets and defined visual and physical accesses.

An active transportation system of sidewalks, trails and bike paths and on-street bicycle lanes has been planned to provide service throughout Sharon Village and to allow non-automobile connections to and through the natural features. Existing trails within this system will be maintained. A trail head is located along Mount Albert Road adjacent to the North-South Collector Road as the major access point to the Nokiidaa Trail. Its design shall be coordinated with the design of any entrance features in this location and incorporate parking.



The Open Space System forms a major structuring element of the community and is comprised of trails within the natural heritage system, stormwater management facilities, parks, and pedestrian systems.

SECTION 3.0
NEIGHBOURHOOD
FRAMEWORK

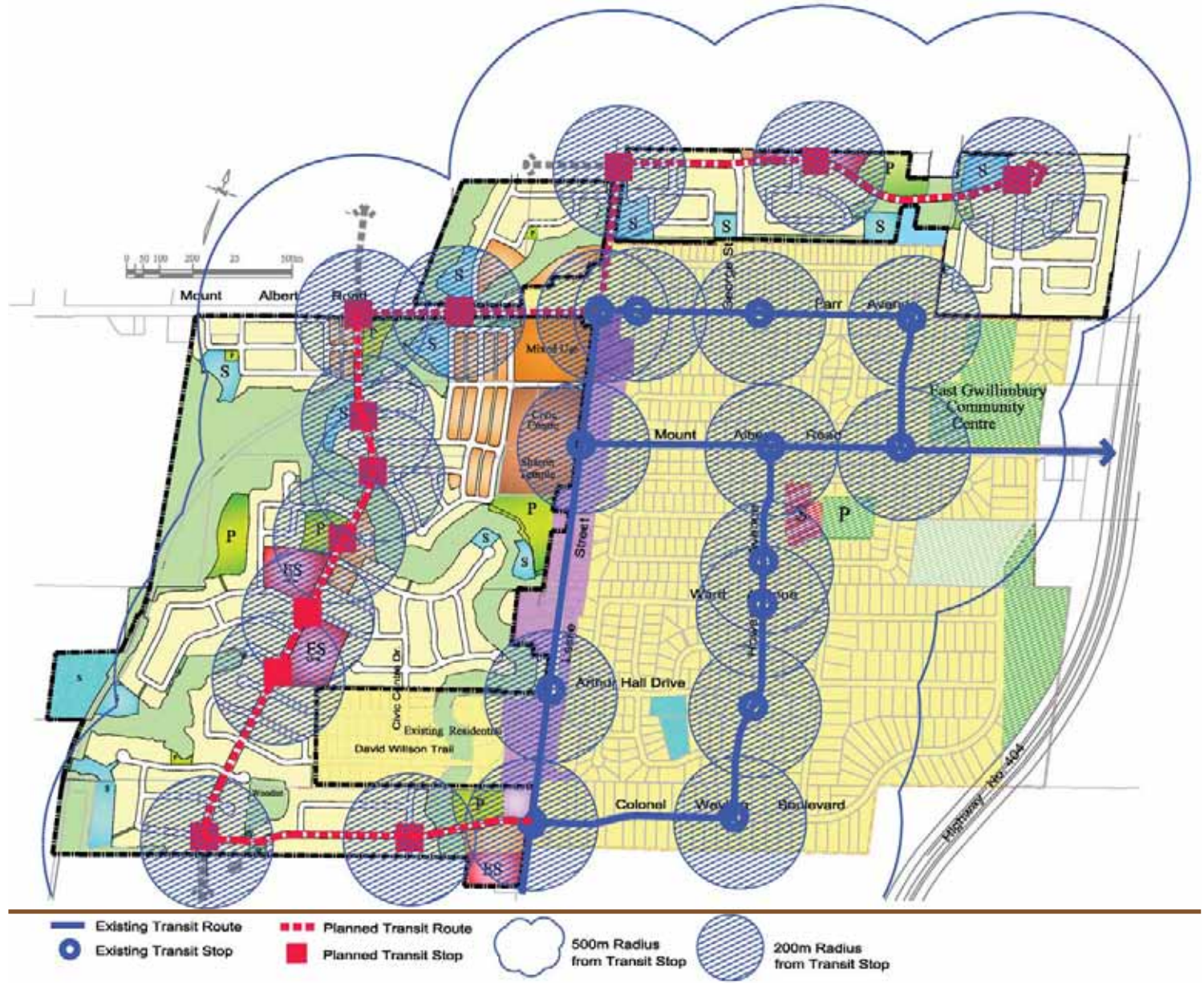


Figure 3.5: Transit Network Plan

3.6 Transit System

Transit networks connecting Sharon to other communities within York Region and connecting neighbourhoods within the Sharon community to one another will be provided in the future.

It is anticipated that transit stops will be located along the North-South Collector Road, Mount Albert Road and the minor collector road that intersects with Leslie Street at the southern portion of the Block lands as part of a looped system within the community. These will be within walking distance for the majority of residents of Sharon Village and should be coordinated with trail entrances and other community focal points and have the flexibility to include bicycle parking facilities.



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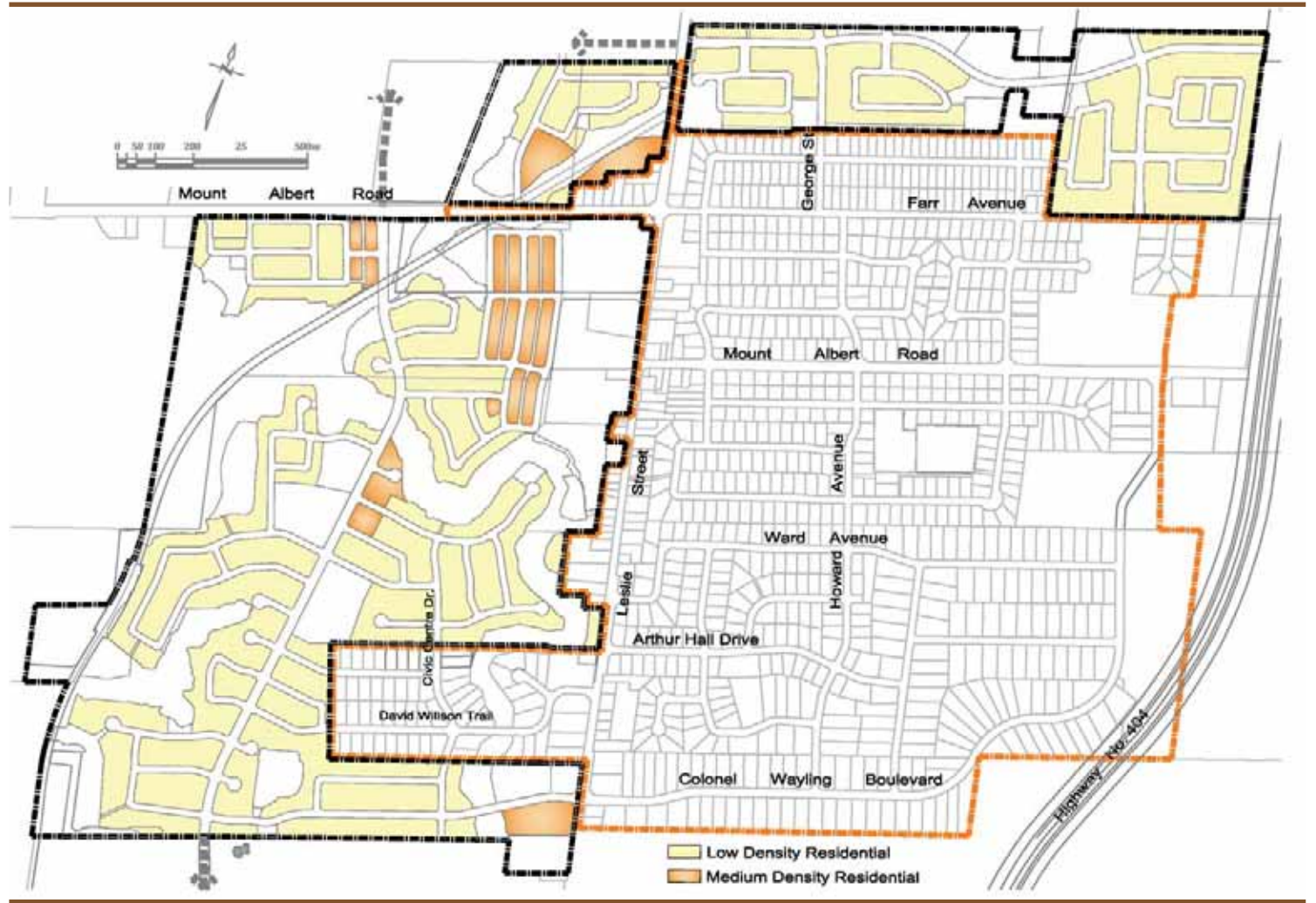


Figure 4.1: Medium and Low Density Residential

4.0 General Urban Design Guidelines

New neighbourhoods in Sharon Village must be designed to integrate with the character of the area it is located in. New neighbourhoods within Sharon Village may develop their own distinct character but only within the context of the general density character, heritage, natural landforms, and streetscape of the community as a whole.

When it comes to the built-form, variety and diversity in architectural design styles is a key component of a successful and visually appealing community. Therefore, a mixture in housing types, façades, setbacks, rooflines, massing and scale is encouraged.

4.1 Land Uses

4.1.1 LOW DENSITY RESIDENTIAL

Low density residential uses are permitted throughout the majority of the Sharon Village area and allow for single-detached, semi-detached, duplex and townhouse dwelling units. Coordinated variety is a desirable objective for any community, particularly one as large as Sharon Village. Within the low density housing areas there will be a variety of residential architecture based on traditional influences.

Design Guidelines

- a) Lotting for low density housing will be generally compatible with the adjacent existing communities.
- b) Housing styles will be varied and reflective of the existing styles found within Sharon and the design objectives of the Sharon Community Plan.
- c) Brick, stone and other complimentary materials will be common elements in the housing style for low density residential.
- d) House designs are encouraged to incorporate architectural elements that support attractive and vibrant streetscapes (i.e. front porches, porticoes, window projections, bay windows).



Figure 4.2: Corner Lot Plan

New neighbourhoods within Sharon Village may develop their own distinct character but only within the context of the general density character, heritage, natural landforms, and streetscape of the community as a whole.

SECTION 4.0
GENERAL URBAN
DESIGN GUIDELINES



Figure 4.3: Illustration of Low Density Residential Street

4.1.2 MEDIUM DENSITY RESIDENTIAL

Medium density housing is permitted in a few key locations throughout the Sharon Community Plan and will generally consist of street townhouses, lane-accessed townhouses and general medium density blocks that may consist of single-detached, townhouses, semi-detached, seniors apartments (up to 3 or 4 stories), or duplex units.

Design Guidelines

- a) Built form should be sited to reinforce the street.
- b) Attractive and articulated primary facades of buildings should be oriented to the street.
- c) The interface between private and public areas should be defined through landscaping.
- d) Building setbacks and/or block configurations should be considered in conjunction with streetscape design and with a focus on creating attractive and pedestrian-scaled street zones.



4.1.3 MIXED USE/COMMERCIAL

The architectural quality and built form of these structures should be reflective of the community's architectural heritage, reflect a human scale, encourage pedestrian comfort and enhance the public realm. Exterior building material, canopy structures, and signage should be of high-life cycle and aesthetic quality.

A mixed use block is to be located at the southwest corner of Leslie Street and Mount Albert Road. Generally considered a part of the Sharon Temple Precinct, it should be developed with consideration for its function and form within this context. This mixed use block will have the greatest opportunity for new commercial/office development and may include a small neighbourhood food store as well as smaller retail uses.

Design Guidelines

- a) Recognize the corner of Leslie Street and Mount Albert Road as a 'Gateway' into the community by providing built form in this location that is designed to create a visual landmark.
- b) The street edge facing the Civic Centre should be developed to include smaller scale buildings that evoke a 'Main Street' character, and should be supported by a combination of enhanced landscaping within the private realm, streetscaping within the public realm, minimum building setbacks, highly articulated building facades and minimized parking located along the street no more than 50% of street frontage.
- c) Larger retail or food store(s) should be located towards the northwest quadrant of the site, with appropriate parking and loading areas.

- d) The interface between commercial and residential uses, particularly with respect to loading areas, shall be carefully considered. Two possible options to address this condition include: a shared laneway that accommodates commercial loading activity and an enhanced landscape buffer that visually screens loading areas from the adjacent residents fronting onto the local road. Other options can be considered during the Block Plan detailed design phase, and when there is a better understanding of the intended uses within the mixed use block.
- e) Internalize parking within the site as much as possible while balancing functional requirements with those of urban design.
- f) Building design should be compatible with the surrounding built form and may draw upon a combination of the design language found within the Heritage District Area and the residential forms in Sharon Village.

4.1.4 SCHOOLS AND COMMUNITY USES

A total of four school blocks are shown on the Block Plan. Exterior building material, canopy structures, and signage should be of high-life cycle and aesthetic quality. These community uses and institutions have the potential to act as landmarks reinforcing their focal significance along axial views to them from the surrounding areas.

The final locations of the schools will be determined in consultation with the school board and their layout shall be in accordance with school board design criteria finalized through the subdivision plan process. The facility fit concepts for the schools have been prepared to demonstrate standard school layouts and that road frontage, access and parking can be accommodated.

Design Guidelines

- Locate buildings to reinforce the street edge or terminate a view vista.
- Pedestrian connections from sidewalk and circulation within the site should consider safety and efficient movement. This is especially true at vehicular circulation, drop-off and parking areas.
- Design seamless transition with adjacent neighbourhood parks (physically, visually).
- Provide a range of multi-use / flexible outdoor areas that can accommodate a range of recreational and social activities.
- Landscaping within the school block should focus on low maintenance, naturalized landscapes that contribute to the diversity of the community and promote sustainability.
- There should be limited vehicular (bus lay-by or passenger pick-up and drop-off) access from the North-South Collector to the school blocks.



Figure 4.4: Locations of School Blocks



Figure 4.5: School Facility Fit Concept

Land Use Design Guidelines for:

- *Low Density Residential*
- *Medium Density Residential*
- *Mixed Use / Commercial*
- *Schools and Community Uses*



Figure 4.6: Focal Lots Map

Good design of the public realm depends on the buildings giving positive definition to the shape, character, and function to the outdoor space.

4.2 Built Form and Site Design

Human scale design of all new buildings is essential in keeping with the rural and intimate atmosphere of the community core. Good design of the public realm depends on the buildings giving positive definition to the shape, character, and function to the outdoor space. Height, density, massing, and set backs of any new buildings must be appropriate to the context of the street and adjacent structures. Furthermore, maintaining and conserving heritage buildings and structures, ensuring that any alterations, repairs, or additions to these buildings are in keeping with the original character of the building and Sharon's heritage.

4.2.1 BUILDING AND SITE RELATIONSHIP

Building and site relationships within Sharon Village will be maintained and enhanced through the following guidelines:

Design Guidelines

- a) Main entrances shall be visible from the street, especially for commercial buildings where they should provide continuous storefronts along the sidewalks with primary access from the front façade.
- b) Weather protection at main entrances shall be encouraged such as covered porched or overhangs.
- c) Garages shall not project more than 1.5m from the front façade of the building. In all other cases, it is encouraged that garages are flushed or recessed from the front face of the house.
- d) A variety of garage door treatments including ones with windows shall be encouraged.
- e) Wrap around porches shall be encouraged on corner lots.
- f) Corner lots and lots adjacent to parks or other public use lands shall have articulated elevations that are visible from the public space. Additional fenestration and architectural detailing may be required on these elevations.

- g) The requirement for rear/side upgrading shall apply where the severe stepping of units due to grading causes significant exposure to the side and/or rear wall of a dwelling.
- h) The main entrance, flankage or long side of the lot to the dwelling shall be oriented to the North-South Collector.
- i) The massing and height of dwellings adjacent or opposite one another should be compatible.
- j) Variation in height and massing should be minimized through the use of architecture and groupings of similar architectural features and structures.
- l) Where steep grade condition occurs, units that adapt to the site to reduce the impact of elevated front entries shall be provided.

4.2.2 FOCAL LOTS

Focal lots have increased visibility since they are located within a view corridor, a vista, or have an identifiable prominence at an intersection. This gives these lots a greater influence on the streetscape and public realm than others within the neighbourhood. These lots may also have substantial impacts on views from open spaces, trails, and entry gateway features, and consequently, should have special high-quality design consideration in their landscaping, massing, and architectural design details. Focal lots generally include corner lots; lots fronting onto, and abutting, open space, pedestrian links and parkettes; and lots at T-intersections and entry streets



Figure 4.7: Civic and Heritage District

4.3 Heritage District Guidelines

4.3.1 LESLIE STREET

The Leslie Street Heritage District Area is core to the character of Sharon. The Sharon Community Plan outlines a number of goals and objectives for the development of Leslie Street and offers design strategies that are meant to preserve and enhance the historic character of the area. The Sharon Village Block Plan interfaces with Leslie Street and provides for a range of compatible uses and anticipated building forms that will build upon the vision for Leslie Street.

Design Guidelines

- Buildings fronting onto the Heritage District Area shall be in character with existing buildings.
- East-west streets intersecting the Heritage District Area will be designed to incorporate and continue streetscape elements along Leslie Street.
- Streetscape elements will include heritage style street lights, heritage inspired street sign blades, decorative roadway and walkway paving in key locations, and Village inspired palette of plant materials.



4.3.2 SHARON TEMPLE

The heritage character and values of the Sharon Temple are a valuable and unique national, provincial and community resource that must be preserved. The Sharon Temple is the focus of the Heritage District Area. Access to the site is provided directly from Leslie Street with primary sightlines from Leslie Street. The most significant view to the Temple is from Leslie Street towards the east entry framed by the 'allée' of mature trees (Figure 4.7).

Mitigation Measures

To mitigate the any potential netagive impacts from the development of the Sharon Village the following shall be considered:

- Provisions for a single loaded local residential street to the west that is 18m wide, that does not cross the creek to the south in order to reduce the amount of traffic, noise and lights along the west side of the Temple site (Figure 4.8).
- On-street parking along this local residential street shall be restricted where possible.
- Locate garages behind the residential uses along the west side of the Temple site thereby reducing the movement of resident's vehicles to and from their houses.

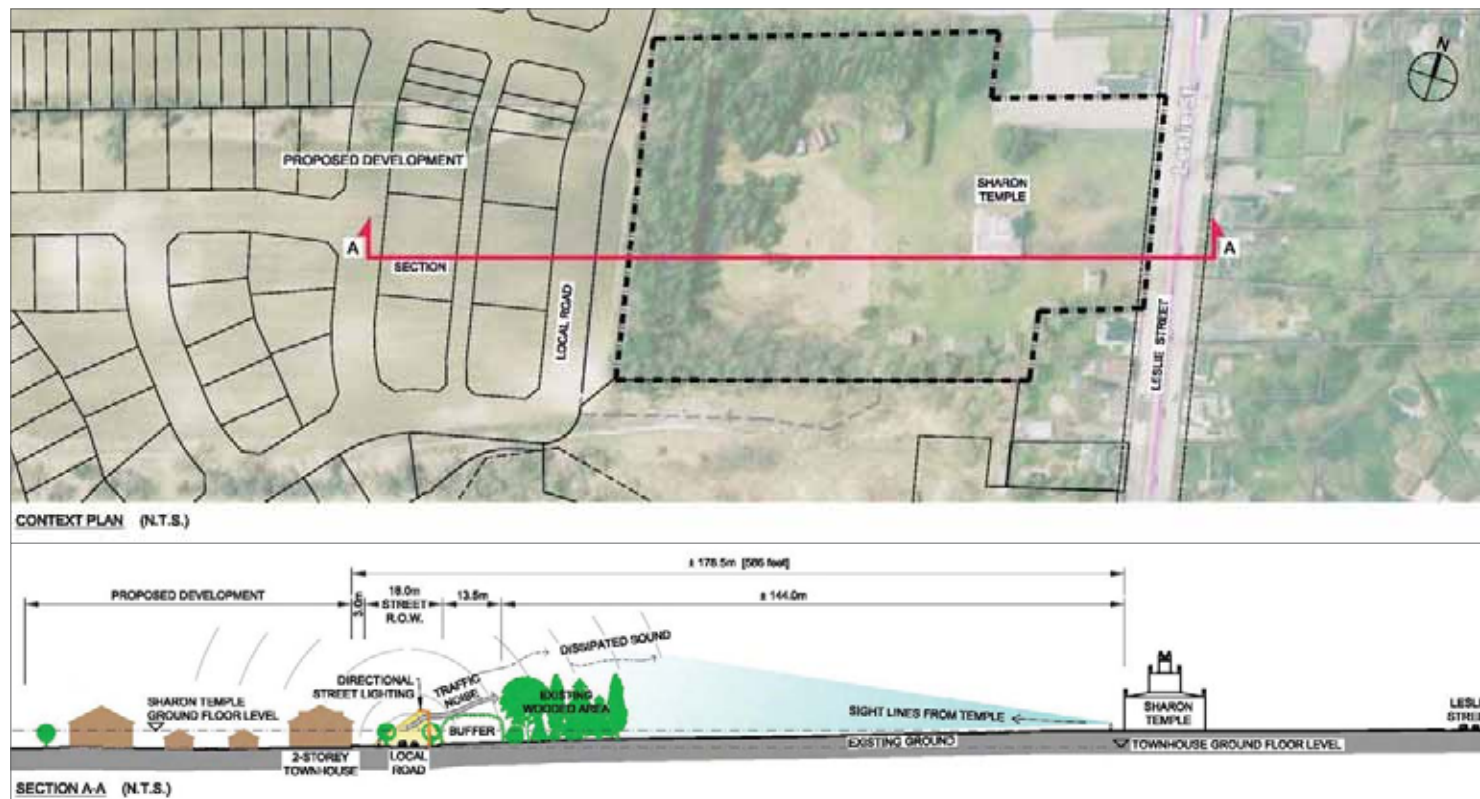


Figure 4.8: Sharon Temple Context Plan and Section (Source: Heritage Impact Statement, May 2009)

The Sharon Community Plan outlines a number of goals and objectives for the development of Leslie Street and offers design strategies that are meant to preserve and enhance the historic character of the area.

- d) Provide a 13.5m linear natural feature buffer between the western edge of the Temple site and the eastern edge of the residential street R.O.W. Employ a range of landscape approaches that would help to reduce and dissipate noise and light originating from the neighbourhoods to the west (Figure 4.9).
- e) The Linear buffer shall incorporate sound dissipation measures such as dense conifer planting, and acoustic berms.
- f) Generally maintain the grade difference between the main floor of the Temple and the ground floor of the townhouses (approximately 3.8m) in order to minimize the sightlines from the Temple to the residences to the west, and to reduce the impact of lights and noise emanating from the ground floor elevations of the neighbourhood to the west on the Temple.
- g) Building heights for the residential uses to the west of the Temple shall generally not be greater than 2 storeys, facing the rear of the temple property, in order to reduce visibility from the main floor of the Temple.
- h) Lower, street and pedestrian lights with baffles to control light direction away from the Temple site shall be provided to contribute to a reduction of visible light as perceived from within the Temple site.
- i) To the south of the Temple, a park shall be provided to augment the open space around the Temple.

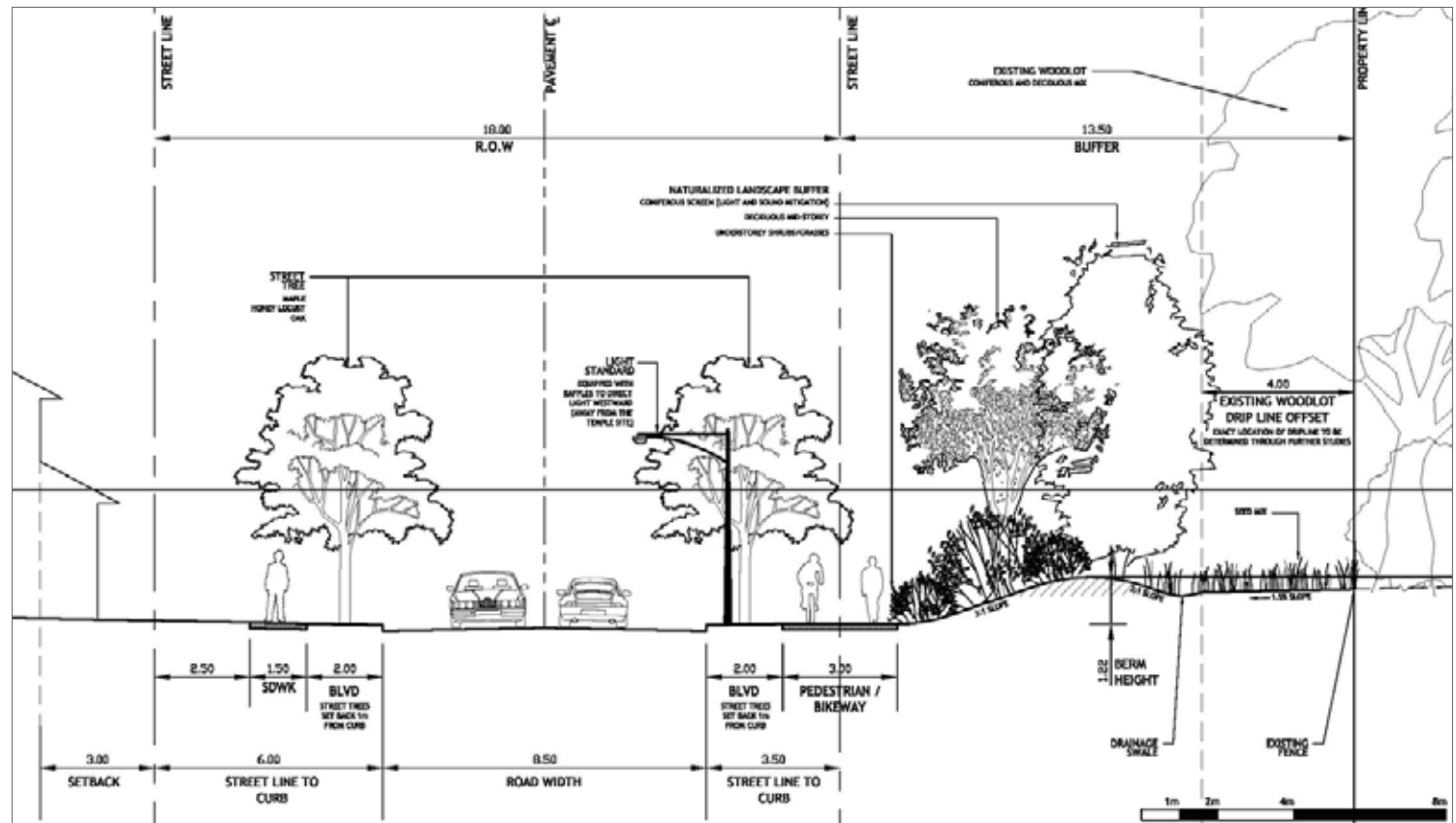


Figure 4.9: Potential Mitigation - Streetscape and Landscape Buffer (Source: Heritage Impact Statement, May 2009)

SECTION 4.0
GENERAL URBAN
DESIGN GUIDELINES

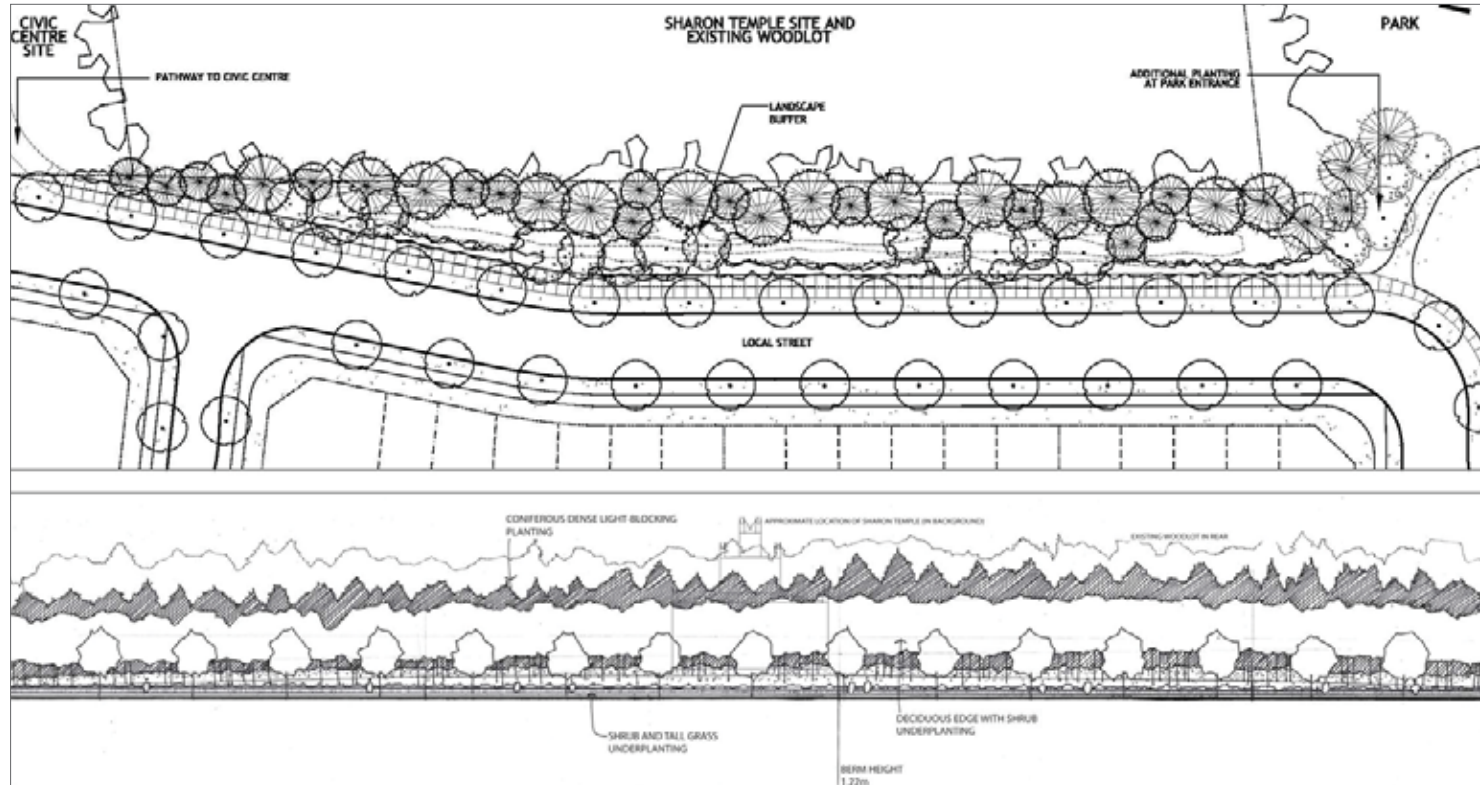


Figure 4.10: Potential Mitigation - Streetscale and Landscape Buffer (Source: Heritage Impact Statement, May 2009)

The most significant view to Sharon Temple is from Leslie Street towards the east entry, framed by the 'allée' of mature trees.



Figure 4.11: Sharon Temple Precinct Context

4.3.3 CIVIC CENTRE

The combination of the Temple site, Park, and Municipal Offices is important for the creation of a 'civic or community place'; every effort should be made to create a well designed center for the growing and evolving community of Sharon. This assembly will continue to be a central and prominent place in Sharon (Figure 4.10). Accessibility from all sides and function of this assembly should promote a single, interconnected public and open space that is made up of these different functions.

This precinct could be framed with appropriate landscaping to focus views to the entrance and distinctive form, similar to the framing of the Temple. For this potential 'community place' to be effective it must be easily permeable and easily accessible from Leslie Street and the surrounding neighbourhoods. As a center for the community it is also important that a wide range of activities are programmed for this combined site; activities that attract the nearby residents as well as visitors from other places.

The Sharon Temple Precinct is a special area within the community of Sharon. The Town of East Gwillimbury's vision for the Civic Centre combines a civic square with various landscape elements that support the municipal offices as well as other complementary use buildings. The Plan shall recognize the importance of the Civic Centre as a community focal point and provides for land uses, built form and streetscaping that supports the vitality of the area.

The vision for the Civic Centre Area is a special area which combines a civic square with various landscape elements that support the municipal offices as well as other complementary use buildings.

Design Guidelines

- a) A mixed use block north of the Civic Centre shall include smaller retail buildings facing the Civic Centre.
- b) Enhanced streetscape design along streets abutting the Civic Centre shall build upon the design enhancement proposed along Leslie Street and that promote a pedestrian street environment. This may include pedestrian-scaled decorative streetlights with banners and hanging flower baskets, heritage inspired benches, and decorative paving.
- c) Higher density forms of housing shall be considered to locate along the street(s) abutting the western edge of the Civic Centre. These will include building forms and massing that provide an appropriate transition from the Civic Centre to the low density housing that characterizes the rest of Sharon Village.
- d) Rear lanes to support the uses and building proposed shall be considered around the Civic Centre.
- e) Lay-by parking in association with rear lane accessed street townhouses shall be used to mitigate traffic impacts and animate the street.
- f) The streetscape design along streets connecting to the Civic Centre and Leslie Street shall complement and draw from the design elements proposed in the Community Plan for the Heritage District Area and support the type of vibrant and animated pedestrian public realm envisioned for this area.
- g) Decorative paving, both in the roadway at intersections and in the pedestrian sidewalk shall be continued.
- h) Heritage inspired decorative street lights shall be encouraged as well as those that incorporate hanging flower baskets and/or banners.
- i) A coordinated palette of street furniture, similarly designed, including trash receptacles, traffic bollards, benches tree grates, fencing (where appropriate) and signage is encouraged.
- j) Where retail uses are planned wider pedestrian walkways may be provided.

4.4 Gateways

Gateways play an important role in a community's structure and design by providing visual landmarks that enhance the sense of arrival and place, promote community character and assist with wayfinding. Gateways for Sharon Village are located along Mount Albert Road and Leslie Street.

Design Guidelines

- a) Gateway locations should be designed to include a combination of landscape elements and built form.
- b) Building form should be the dominant feature at gateway locations and should be reinforced through the siting, massing and orientation of the building(s).
- c) Buildings at gateway locations should provide an attractive presence on the public realm.
- d) Landscape elements should be integrated with building design and should be contained within a publicly dedicated block of land located behind the daylight triangle.
- e) Proposed landscape elements can include low stone walls (a feature that reappears in many various forms throughout the community) and ornamental grasses and perennials (part of a consistent palette of planting used in various combinations throughout the community).
- f) A double-row of deciduous trees should be provided within the right-of-way at gateways, where space permits.
- g) Landscaped medians are proposed at gateway locations and will include hardy, drought-resistant shrubs and ornamental grasses.
- h) Decorative paving may be introduced both in the roadway and pedestrian sidewalk in gateway locations.
- i) Public Art may be incorporated at gateway locations.

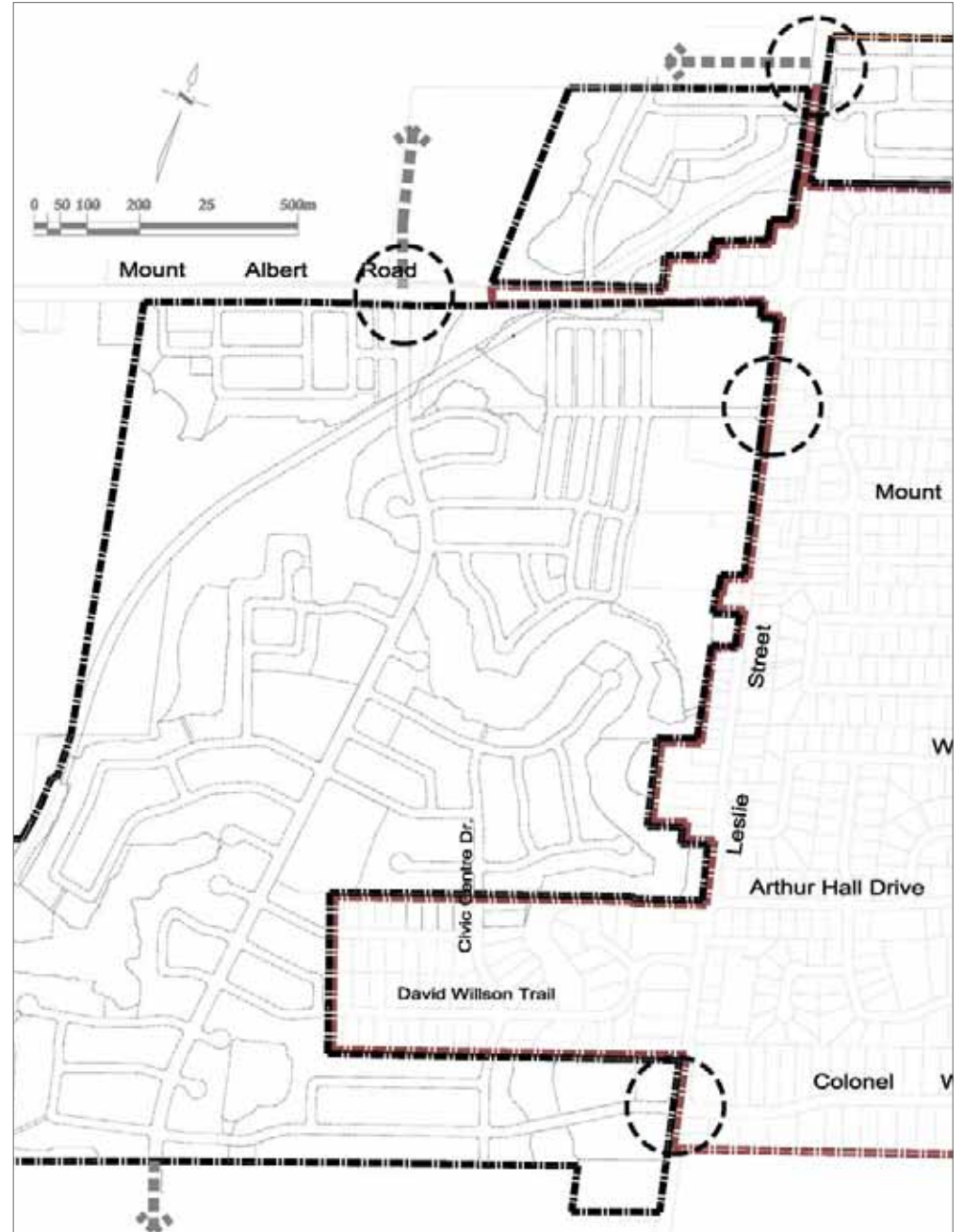


Figure 4.12: Gateway Feature Map

Gateways play an important role in a community's structure and design by providing visual landmarks that enhance the sense of arrival and place, promote community character and assist with wayfinding.



Figure 4.13: Primary Entry Feature Plan

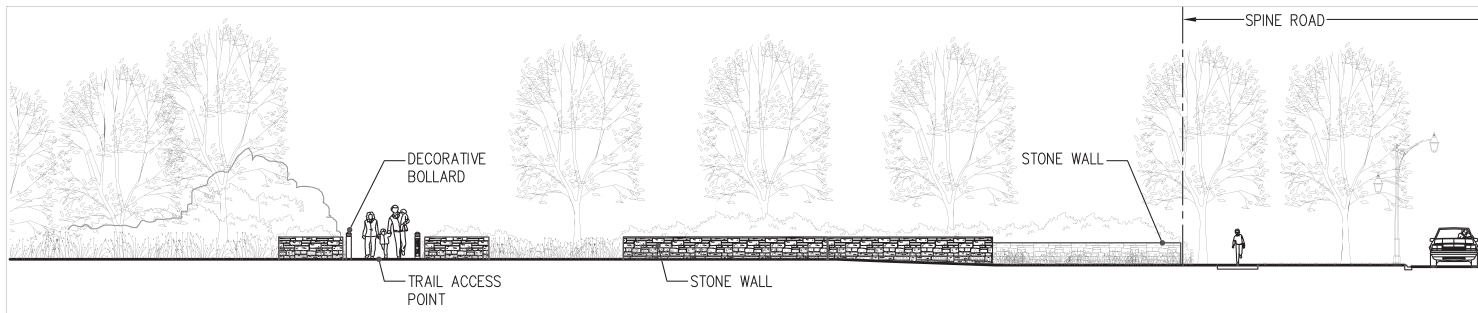


Figure 4.14: Dry-Laid Stone Gateway Elevation and Materials Palette



4.5 Public Space/Streetscape Elements

The elements within public spaces and streets when appropriately selected and designed, have a great impact on the visual character of the community. These elements affect the way people move through and use the spaces and streets and, to a large extent, influence how residents relate to their community. Public Space/ Streetscape elements include the following:

1. Lighting
2. Street Furniture
3. Community Mailboxes
4. Fencing
5. Signage
6. Paving
7. Public Art
8. Utilities and Services

4.5.1 STREET LIGHTS

Design Guidelines

- a) Street lighting should be designed to promote pedestrian safety.
- b) Heritage inspired decorative street lights (Pole, arm and fixture) shall be used within Sharon Village.
- c) Pedestrian scale lighting should be incorporated in the Sharon Temple Precinct.
- d) Accent lighting on building façades and landscape elements is encouraged.
- e) Lighting design will address the safety and security objectives of CPTED (Crime Prevention Through Environmental Design), particularly along the perimeter of parks, schools and trail entrances.
- f) Lighting should be designed to minimize the projection of light onto adjacent residential properties (i.e. friendly skies), and in accordance with municipal standards.

4.5.2 STREET FURNITURE

The placement and selection of street furniture should be done in a way that adapts to the context of the streetscape. This may include the groupings of benches to promote social interaction at public spaces (i.e. parks, parkettes) and community focal areas (Civic Centre, Mixed-Use Block) or benches along the trail system for rest.

Design Guidelines

- a) Street furniture should be selected for ease of maintenance and durability.
- b) Street furniture design should be coordinated and consistent with or complement the heritage inspired style of other features within the community.

4.5.3 COMMUNITY MAILBOXES

Community mailbox locations will be determined in consultation with Canada Post at the earliest possible stage of planning.

Design Guidelines

- a) It is recommended that mailboxes are located either at parks and stormwater management facilities along the street or along sideyards, between the sidewalk and the corner lot line.
- b) Planting may be provided in these locations to highlight the area.
- c) Trash receptacles should be provided in these locations.
- d) The provision of decorative mailboxes is a design option that will contribute to the visual quality of the public realm, provide another opportunity to enhance the character of the neighbourhoods and serve as a unifying element for the community.



The elements within public spaces and streets when appropriately selected and designed, have a great impact on the visual character of the community.

4.5.4 FENCING

The design of corner lot fencing provides an opportunity to enhance the appearance of neighbourhoods. Consistency in material and colour will unify the community.

Design Guidelines

a) In residential neighbourhoods where space permits, hedges or vines can be planted in conjunction with corner lot fences to create 'green fences'.



Figure 4.15: Sideyard Fencing Plan

- b) For lots adjacent to public use lands, a 1.8m high privacy fence shall be provided. These shall enclose the rear yard and shall not extend beyond 1/4 of the house length from the rear corner of the house.
- c) Where required, a 1.8m high acoustic fence will be constructed in accordance with noise studies with a design that is compatible with the rest of fencing.
- d) For residential lots adjacent to parks, schools, and public open space a 1.5m high black vinyl chain link fence shall be provided and located along the common lot line.
- e) Along the window street(s) along Mount Albert Road, fencing is not being proposed. Instead a combination of landscape berms and planting is proposed to create a 'green fence' and attractive edge to the community.



Figure 4.16: Fence Detail

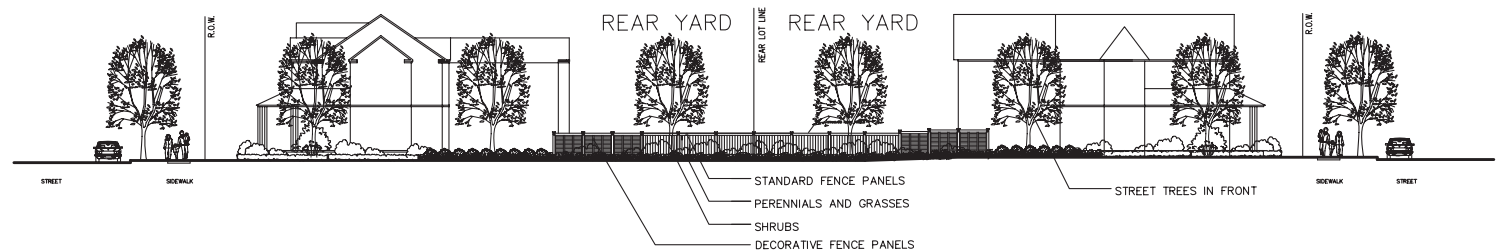


Figure 4.17: Fence Elevation

4.5.5 SIGNAGE

Signage serves an essential function in the community by providing important information that assist people in understanding, navigating through and relating to their environment. Signage will generally include:

- Street signage,
- Trail Signage, and
- Mixed Use Development Signage.

Design Guidelines

- Signage should be coordinated throughout the community to minimize visual clutter and confusion.
- Signage should reflect the character or style of building / use it is representing.
- Street sign design will be inspired by the character of the community, taking cues from local, existing design elements and motifs.
- In key locations such as the Sharon Temple Precinct or along the Spine Road, street signage may be in the form of banners that help to promote the identity of the community.
- A coordinated trail system signage palette will be developed. This will include signage that identifies trail heads and entrances, parking and bicycle parking areas, rest areas, areas of scenic, environmental or heritage significance.
- A thematic signage template is encouraged for retail developments, such that it contributes to a unified building presence and eliminates visual clutter.
- Usually Retailers are only permitted a single primary identification sign per business frontage. It is further encouraged to allow building entrance canopies and window awnings to incorporate signs to enhance building character and identification.



Signage serves an essential function in the community by providing important information that assist people in understanding, navigating through and relating to their environment.



4.5.6 PAVING

Design Guidelines

- a) Many different types of paving materials may be used throughout the community for functional and aesthetic purposes.
- b) A coordinated approach to paving design shall be followed.
- c) Decorative (impressed) asphalt paving is proposed for the roadway at Gateway Locations, key intersections (i.e. collector roads), and major pedestrian crossings of the North-South Collector road.
- d) Decorative concrete paving (impressed or unit paving) is proposed for pedestrian walkways/sidewalks around the Sharon Temple Precinct and at major pedestrian crossings.

4.6.7 PUBLIC ART

It is recognized that public art serves many different functions within a community. It can add to the visual richness and provide landmarks within a community while celebrating its heritage and eliciting emotions and thoughts that engage the viewer. Public art is one way to enhance and promote the character of Sharon. Key areas of the community where a public art element may be incorporated are:

- The Sharon Temple Precinct
- Parks
- Gateways

The form of public art could include for example:

- Murals on blank building walls
- Paving motifs
- Street furniture
- Free standing sculpture

4.5.8 UTILITIES AND SERVICES

Design Guidelines

- a) In order to minimize the negative visual impact of above-ground utilities within the streetscape, their coordination is encouraged at the earliest possible stages of development.
- b) Wherever possible utilities should be grouped at sideyard locations.
- c) Conflicts with driveways, walkways, fencing, landscaping and other street elements should be identified as soon as possible.
- d) Telecommunications poles are being considered for this development. These decorative light poles provide housing for cable and telephone within their base.



Public art can add to the visual richness and provide landmarks within a community while celebrating its heritage and eliciting emotions and thoughts that engage the viewer.

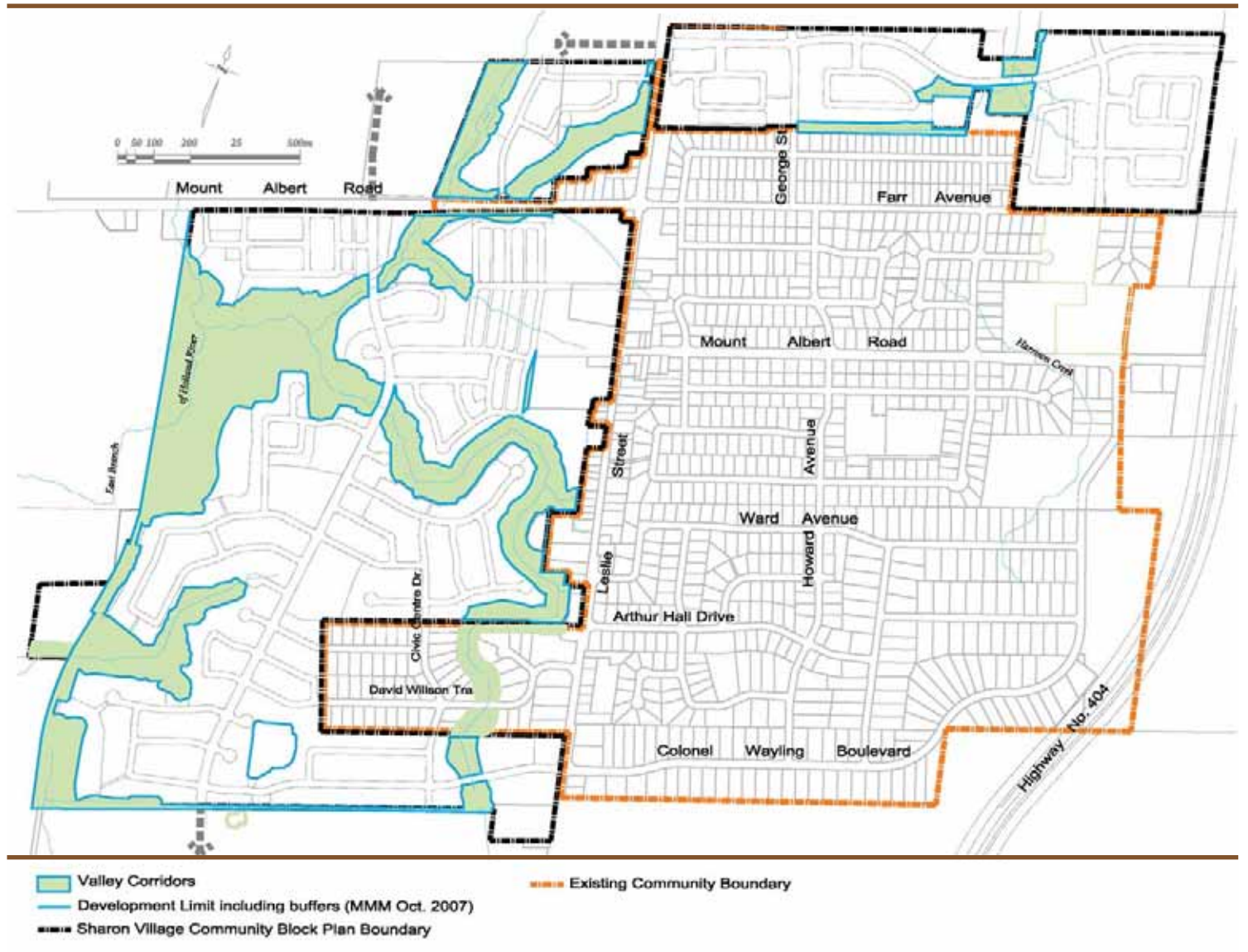


Figure 5.1: Natural Features Plan

5.0 Open Space Guidelines

A well-defined public Open Space System is an important feature of the Sharon Village community. The Open Space System will be design to complement the identified natural features and to serve the diverse passive and active recreation needs of the community. The Open Space System consists of:

- Natural Areas
- Parks
- Active Transportation Systems
- Stormwater Management Facilities

The design of the various open space components shall be carefully considered within the context of community sustainability, enhanced community function and promotion of the character and identity of Sharon. Taken together, these features shall form a system of green spaces that are highly accessible, interconnected through the system of trails and walkways and offer residents the opportunity to enjoy a range of recreational and social activities. The abundance of green space, its strong presence throughout the community and its focus within each neighbourhood will enhance the existing Sharon Village character. The amount of green space also provides the opportunity to enhance biodiversity, create natural habitat, and contribute to the sustainability of the community.

General Design Guidelines

- a) Provide parks in central locations that are accessible to residents.
- b) Provide street frontage for parks to reinforce their presence within the community.
- c) Locate open space areas such as parks, view parks and stormwater management facilities adjacent to natural features.
- d) Allow for viewing opportunities to natural features.

5.1 Natural Areas

The Natural System within Sharon Village includes the East Holland River Corridor, Sharon Creek and a number of woodlots and wetlands that have been identified for protection (Figure 5.1). The Block Plan shall respond to and integrate these features in the following manner:

Design Guidelines

- a) Buffers shall be provided between the features and the neighbourhood fabric.
- b) Amenities shall be located within vicinity to the natural areas to promote accessibility.
- c) Views and view parks shall be provided along the East Holland River Corridor, Sharon Creek and other key locations to allow views to these natural areas.
- d) Block and road patterns shall be configured to provide street exposure for natural features and to strengthen its presence within the community.
- e) Block and road patterns shall be configured so to minimize extensive regrading due to the existing site topography.
- f) A trail system will be provided and located within the East Holland River Corridor and Sharon Creek that promotes recreational opportunities, provides community linkages and allow residents to enjoy these features.
- g) Physical access to environmentally sensitive woodlots and wetlands shall be limited; however, these features will have a presence within the community through their exposure along streets.



Together the Open Space System of natural areas, parks, active transportation systems, and stormwater management facilities will create an abundance of green space, a strong presence throughout the community, and a focus within each neighbourhood to enhance the existing Sharon Village character.

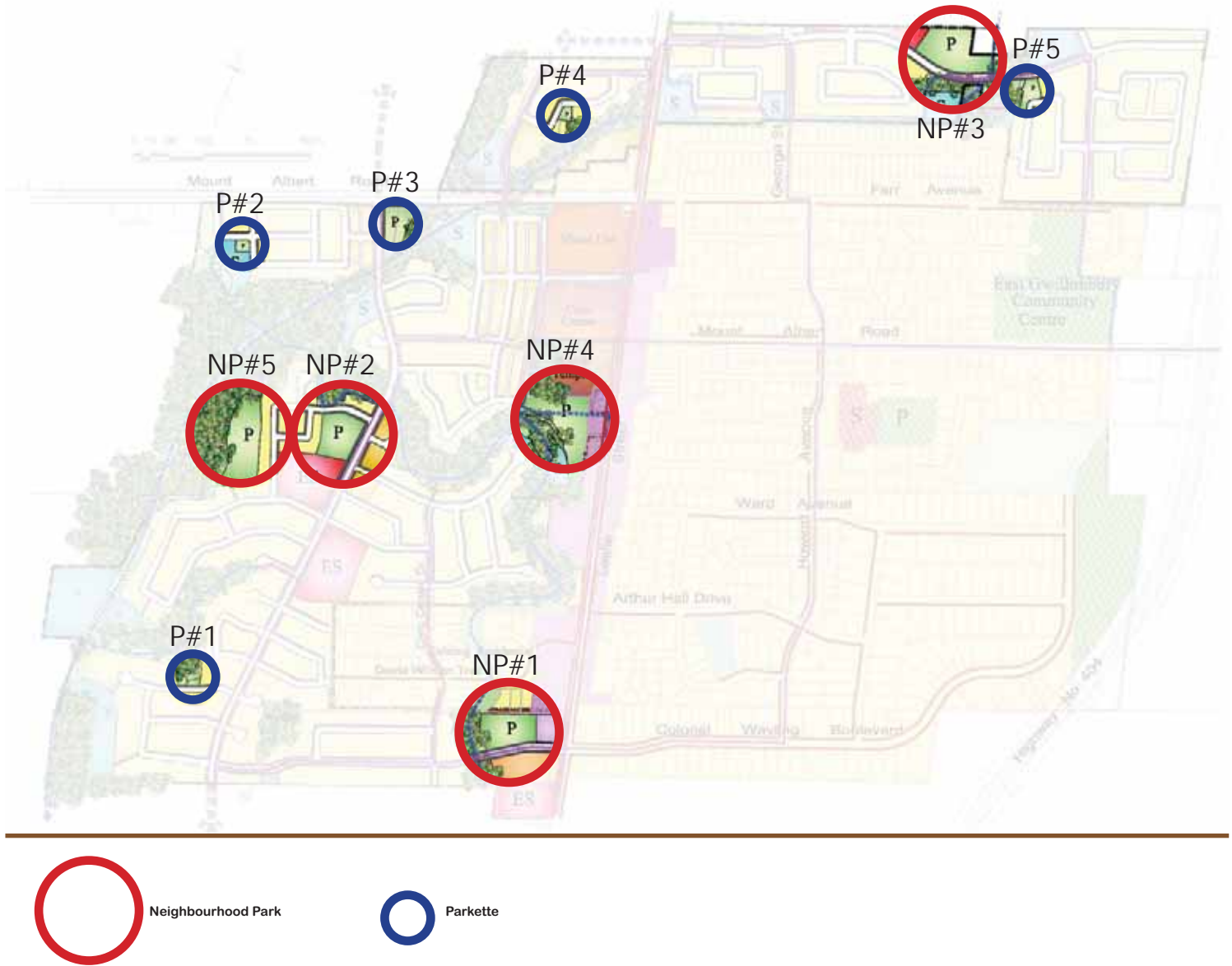


Figure 5.2: Location and Typology of Parks

5.2 Parks

Parks within the Sharon Village will be part of the Town-wide system of parks and will be designed in a manner that serves the Community as a whole and the surrounding rural lands. The types of parks proposed for Sharon Village include:

- Neighbourhood Parks
- Parkettes
- View Parks

There are five each Neighbourhood Parks and Parkettes within the community. The following general design criteria should apply to the development of parks:

Design Guidelines

- a) Parks should be generally located within a 10 minute walking distance (800m) of most residents.
- b) Focal presence should be reinforced through street frontage on least one side.
- c) Pedestrian links throughout the parks should be designed in a safe and accessible manner.
- d) Planting plays an important role in defining the visual identity of Sharon Village reinforcing the character of Sharon. Parks provide the opportunity to implement a naturalized, low maintenance planting scheme. This includes native and ornamental shrubs and grasses, particularly in key areas such as the interface with residential lots, around seating / gathering areas and at entrances.





Figure 5.3: Park Facility Fit - Neighbourhood Park #1



Figure 5.4: Park Facility Fit - Neighbourhood Park #2

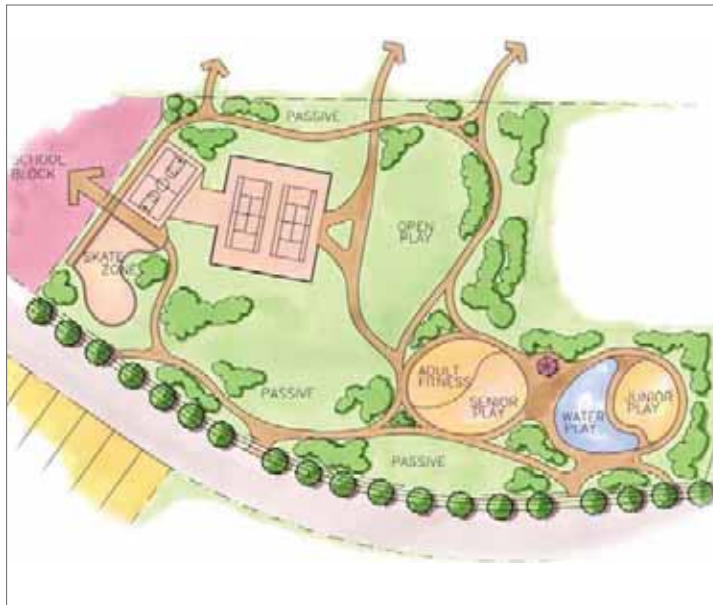


Figure 5.5: Park Facility Fit - Neighbourhood Park #3



5.2.1 NEIGHBOURHOOD PARKS

Neighbourhood Parks shall be campus with schools and provide the opportunity for neighbourhood level play.

Design Guidelines

- Neighbourhood parks shall generally be a minimum of 1.4 hectares in size in accordance with the Sharon Community Plan.
- Where neighbourhood parks are located adjacent to school blocks, their design should be coordinated with the school blocks, particularly if there is an opportunity for shared facilities.
- A non-regulation sized play field (e.g. miniature Soccer, 3x3 basketball courts) may be provided.
- A children's play component (including spray pads) may also be incorporate and located in an accessible and visible location within the park accessible.
- Walkways should be designed to facilitate ease of circulation as well as to include some scenic qualities.
- Park facility fits are conceptual and have been prepared in consultation with the Town for active neighbourhood parks. Programming and use of passive parks will be determined by the Town.

5.2.2 PARKETTES

Parkettes are internal to the neighbourhoods and function as neighbourhood focal points where social gathering and limited active play may occur.

Design Guidelines

- Parkettes shall range in size but shall generally be under 1.0 hectare.
- A children's play component shall be provided in each parkette.
- A seating area should be provided in conjunction with the play area and designed to include shade trees, trash receptacles and bicycle racks.

- Outdoor exercise equipment may be provided to promote people of all ages to remain physically active in the community.
- A shade structure may be provided in some of the parkettes depending on the size, location and configuration of the park.
- The main entrance to the parkette shall be designed to include special landscape features. These features could include stone walls and planting that are similar to and coordinated with community gateway features.
- Parkette entrances and street frontages may be enhanced with additional ornamental planting such as daylilies, lilacs, perennials, ornamental grasses and small flowering trees.

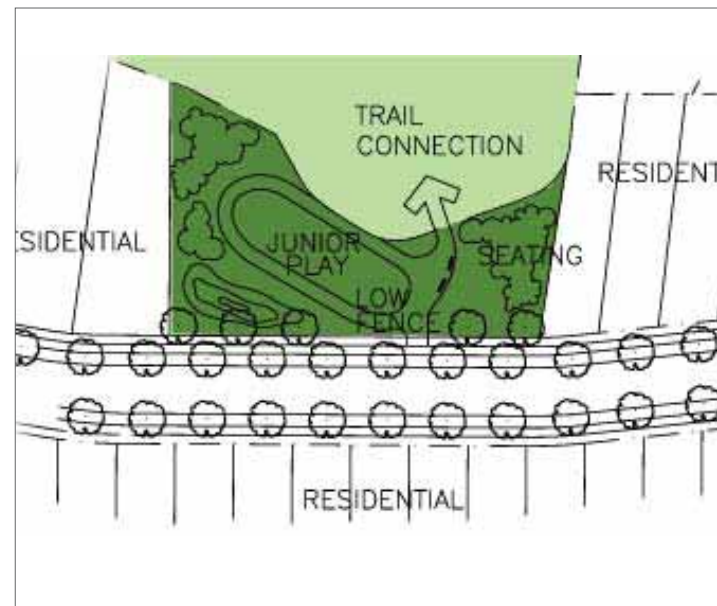


Figure 5.6: Park Facility Fit - Parkette #1

Parks within Sharon Village will be part of the Town-wide system of neighbourhood parks, parkettes and view parks that will be designed to serve the whole community and the surrounding rural lands.

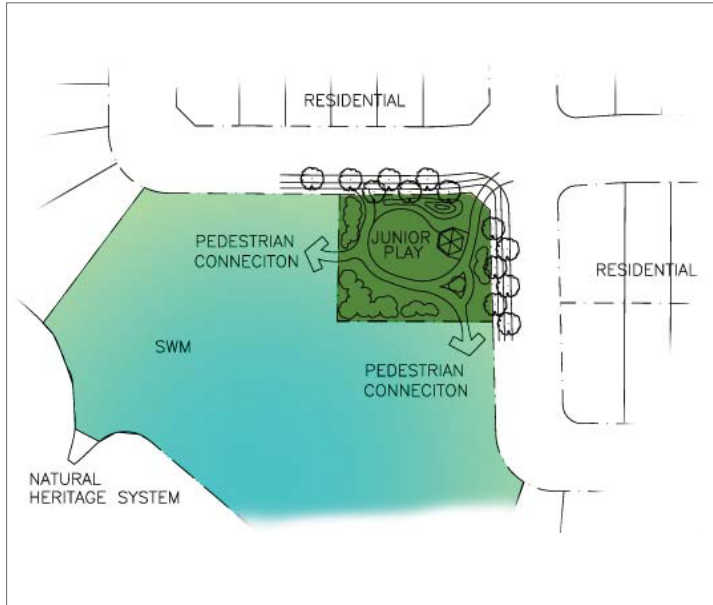


Figure 5.7: Park Facility Fit - Parkette #2

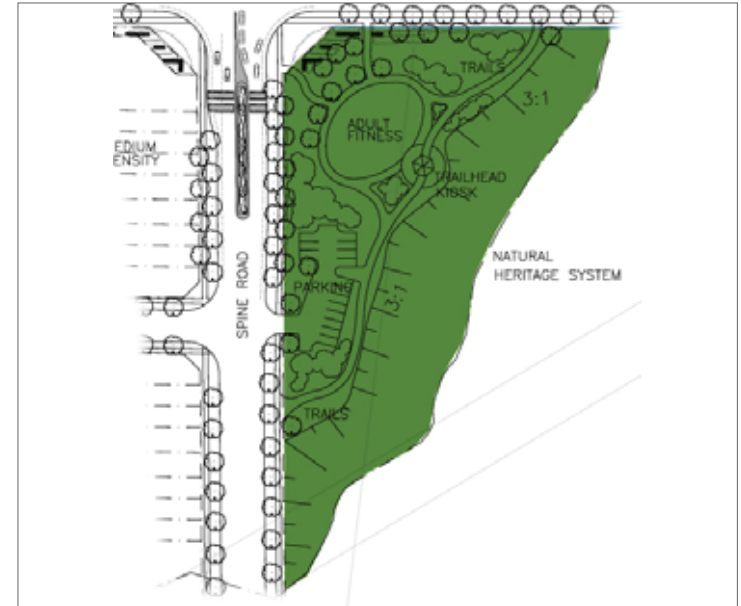


Figure 5.8: Park Facility Fit - Parkette #3

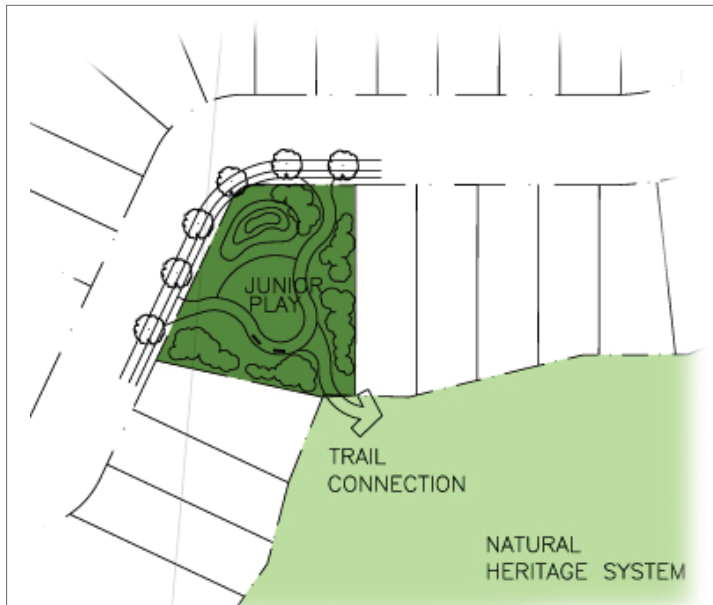


Figure 5.9: Park Facility Fit - Parkette #4



Figure 5.10: Park Facility Fit - Parkette #5

5.2.3 VIEW PARKS

View Parks are public open space areas that have no active play component but are provided for the purpose of furthering the enjoyment of natural features and strengthening the relationship between residents and the natural environment by providing views to natural areas and maximum access to the trail system therein. A number of these spaces shall be provided within Sharon Village to encourage viewing and to accommodate access to the trail system. The varied size and configuration of View parks will add to the richness of the community fabric and enhance the visual interest of the public realm.

Design Guidelines

- a) Native and low maintenance planting adjacent to the natural feature.
- b) Landscape features located at the street frontage, similar to the features included at gateways and parkettes.
- c) Ornamental plantings to reinforce the landscape features at the street.
- d) Seating.
- e) Signage if a trail connection is provided.
- f) A walkway connection from the public sidewalk to the seating area that is paved with a granular material.
- g) Landscape elements at the street frontage similar to that for Parkettes may be provided to enhance the presence of these view parks within the community. These elements should be developed on a lesser scale than that for the Parkettes.

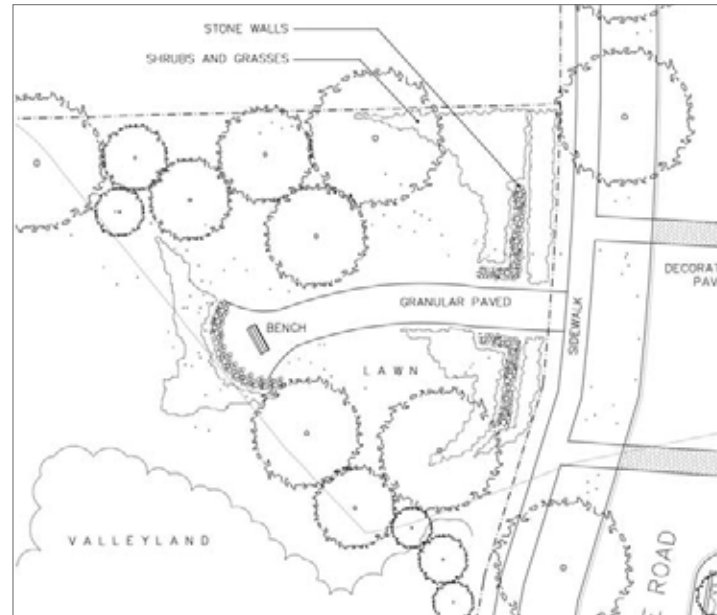


Figure 5.11: Park Facility Fit - View Park

Park	Mini Soccer	Basketball	Junior Play	Senior Play	Water Play	Adult Fitness	Open Play	Shade Structure	Shade Zone	Toboggan	Pathways	Seating	Passive	Parking	Trail Connection	Park Area (ac)	Park Area (sq ft)
Active Parks																	
NP#1	■	□	■	■	■	■	■	□	■	■	■	■	□	□	□	3.53	1.43
NP#2	□	■	■	■	■	■	■	□	□	□	■	■	■	□	□	3.48	1.41
NP#3	□	□	□	□	□	□	□	□	□	□	■	■	■	□	□	0.89	0.36
P#1	□	□	□	□	□	□	□	□	■	■	■	■	■	□	■	0.40	0.16
P#2	□	□	■	■	■	■	■	□	□	□	■	■	■	■	■	0.35	0.14
P#3	□	□	□	□	□	■	■	□	□	□	■	■	■	■	■	2.47	1.00
P#4	□	□	■	■	■	■	■	□	□	□	■	■	■	■	■	0.32	0.13
P#5	■	■	■	■	■	■	■	■	□	□	■	■	■	■	■	4.87	1.97
Passive Parks																	
NP#4	□	□	□	□	□	□	■	□	□	□	□	□	□	■	□	5.16	2.09
NP#5	□	□	□	□	□	□	■	□	□	□	□	□	□	□	□	5.78	2.34

Figure 5.12: Summary of Park Facilities

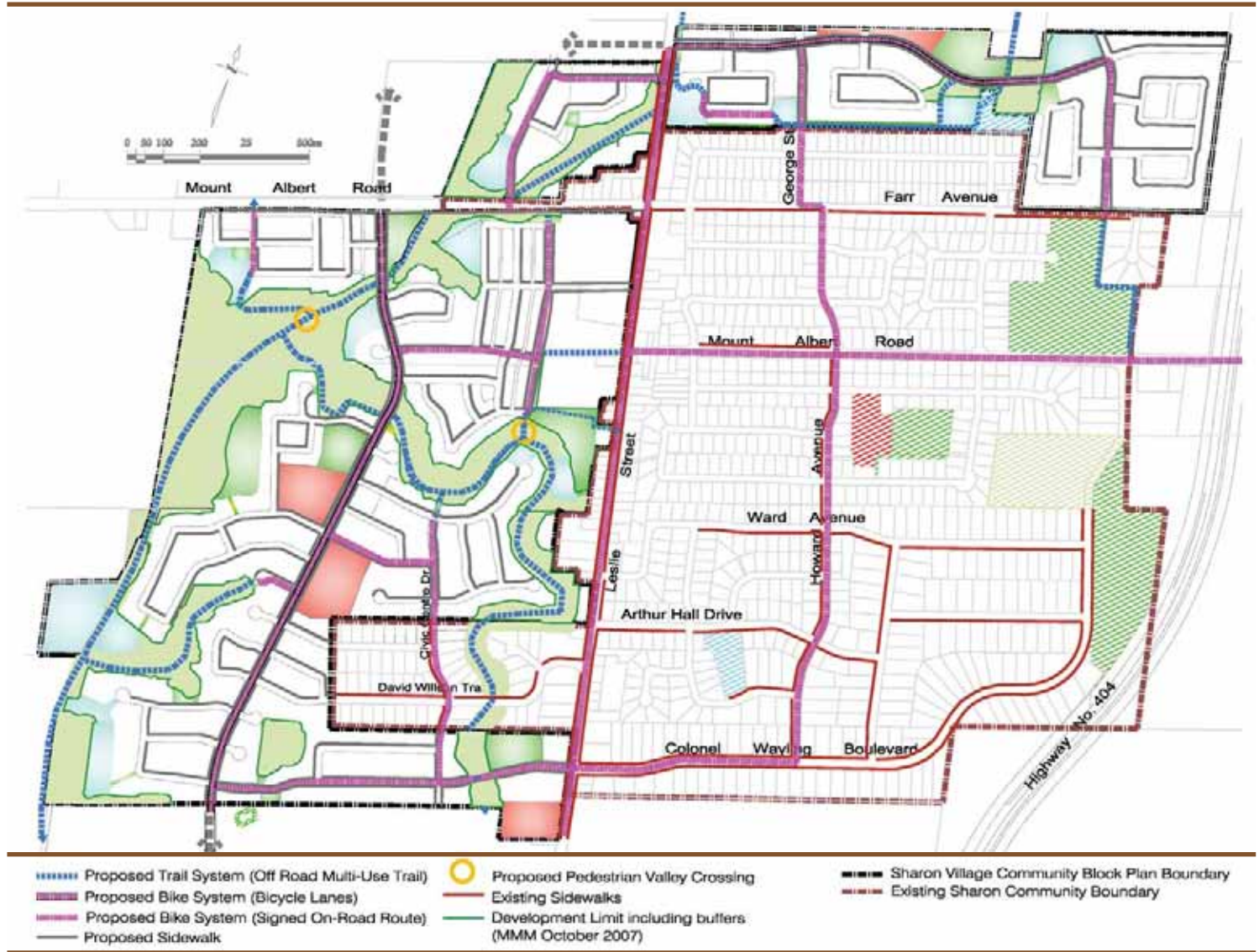


Figure 5.13: Active Transportation System

5.3 ACTIVE TRANSPORTATION SYSTEM

It is anticipated that the Pedestrian, Trail and Bicycle system will be located in a combination of tableland, buffers and valleylands in a manner that links the key features of the Open Space System within Sharon and the Town of East Gwillimbury. Environmentally sustainable trails are encouraged in the valley as these areas are more scenic and provide for a more enjoyable nature experience. The final location and alignment of the Pedestrian, Trail and Bicycle System shall be determined in consultation with the Town and the Conservation Authority, and should be sited and designed to accommodate shared use by utilities providers in the village.



Sharon Village should provide a number of design features and elements that are intended to enhance the Pedestrian, Trail and Bicycle System.

Design Guidelines

- Provisions for traffic calming features along the North-South Collector Road.
- A trail entrance located at the intersection of the North-South Collector and Mount Albert Road.
- A pedestrian bridge that provides a scenic connection the neighbourhoods south of Sharon Creek to the neighbourhoods north of the creek and the Civic Centre area.
- Detailed development of the community plan will identify points of interest along the trail system.
- The trail system shall connect with parks and open space areas in a manner that protects the Natural Heritage System.



The Pedestrian, Trail and Bike System will consist of:

- Off-Street Trails
- On-Street Bikeway System
- Sidewalk System

The Active Transportation System is a network of pedestrian and bicycle trails, designed to provide access to more scenic areas in the valley for the enjoyment of experiencing nature.



5.3.1 OFF STREET TRAILS

- a) A Regional non-paved trail within the East Holland River Corridor that can accommodate both pedestrians and cyclists.
- b) A community trail within the Sharon Creek Valley that follows the intent of the community plan and, including the walkways within parks and stormwater management facilities, provides for pedestrians and cyclists within a continuous and looped system.
- c) Secondary trail entrances may be combined with view parks within the community.

5.3.2 ON-STREET BIKEWAY SYSTEM

- a) Designated on-street bicycle lanes shall be provided on the North-South Collector Road.
- b) Designated bicycle routes shall be provided on local roads, where appropriate.

5.3.3 SIDEWALK SYSTEM

- a) Sidewalks shall be provided on both sides of all collector roads.
- b) Sidewalks will generally be provided on at least one side of all connecting local roads. The final locations of sidewalks will be based on Figure 5.5, subject to approval by the Municipality.

5.4 Stormwater Management Facilities

Stormwater management facilities are an integral part of the new community and will be designed in the context of the entire open space system. Throughout the community, stormwater management facilities should aim to enhance the function of the open space system. These facilities will be developed as naturalized ponds incorporating native planting and natural forms with the purpose of minimizing maintenance and creating natural habitat to enhance biodiversity.

Design Guidelines

- a) Where technically feasible, Stormwater Management Ponds should be located in focal locations and with exposure along the street where their presence is reinforced
- b) A naturalized approach to planting and layout is recommended.
- c) Walkways and/or maintenance paths that may also serve as walkways should be connected to the trail system.
- d) The street frontage should be designed to provide an appropriate transition from the community fabric to the natural system. This may include a row of formalized canopy trees, ornamental plantings and a pedestrian / seating node.



Figure 5.14: Stormwater Management Pond Concept



The Pedestrian, Trail and Bike System consists of:

- *Off-street trails*
- *On-street bikeway system*
- *Sidewalk system*

SECTION 6.0
STREETS

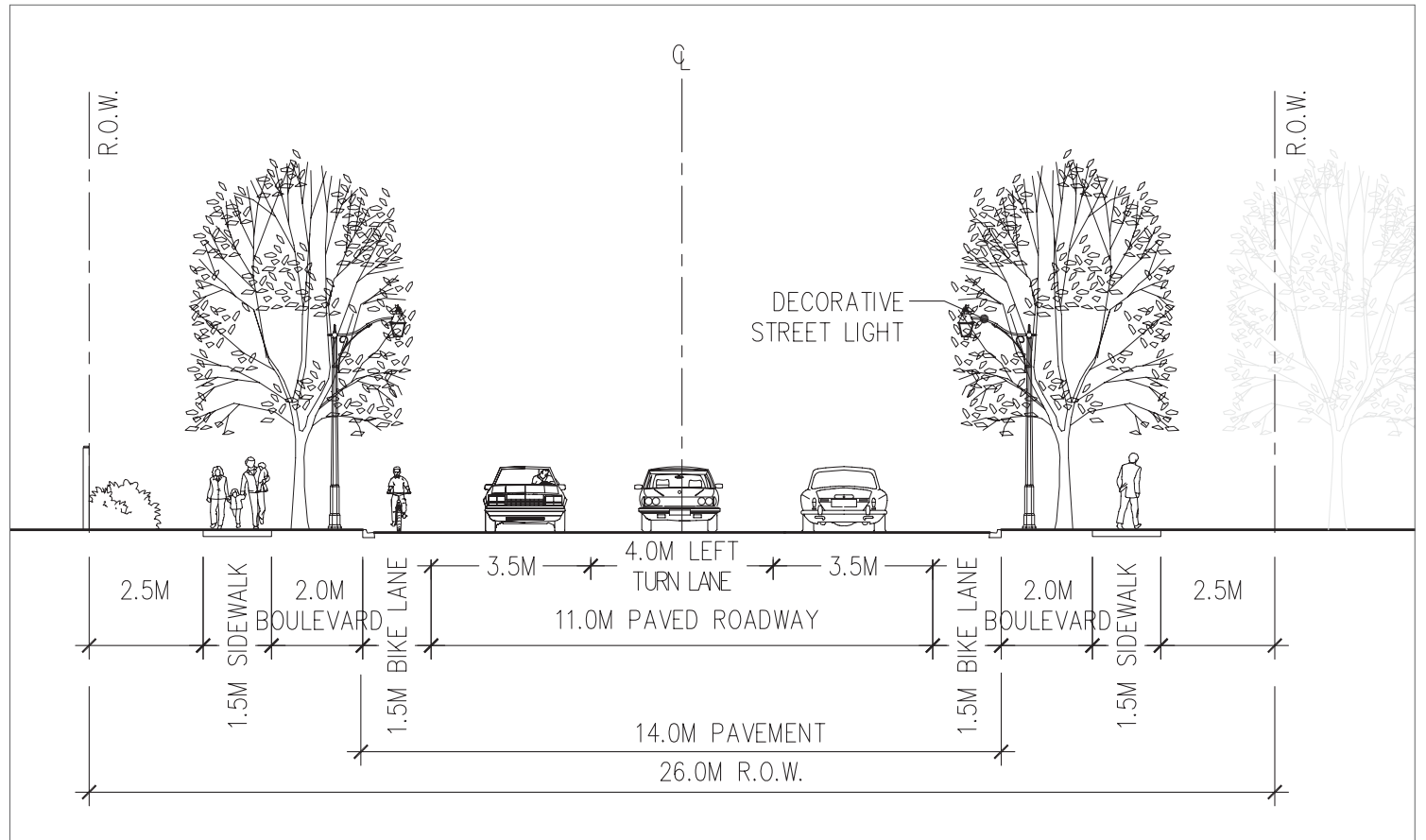


Figure 6.1: 26.0m R.O.W. without Median

6.0 Streets

A hierarchal system of roads is necessary to define the form and function. Streets within Sharon Village will consist of the following:

- North-South Collector Road
- East-West Collector Roads
- Local Roads
- Laneways

6.1 North-south Collector Road

The North-South Collector Road serves an important transportation function within the community of Sharon. This 'Spine Road' has been planned to divert traffic away from Leslie Street and connect north to Queensville and south to Green Lane. The Spine Road will be a visually prominent road within Sharon Village, one that bisects the community from the north. The vision for this road is of an attractive, pedestrian-friendly and comfortable street that is a unifying feature. To this end design elements that would provide traffic calming, create an articulated and animated public realm and enhance the pedestrian experience is strongly encouraged.



Design Guidelines

- a) A right of way of 26.0m will be provided.
- b) Provision for an on-road, designated bicycle lane on both sides of the street adjacent to the curb.
- c) Landscaped medians, 4.0m wide, within the roadway at open space locations such as the neighbourhood park and the valley crossing.
- d) A landscaped median at the Mount Albert Road gateway location.
- e) Where appropriate, decorative roadway paving and street lights may be used.
- f) A consistent and coordinated planting scheme that includes native shrubs, ornamental grasses and vines at sideyard locations.
- g) A continuous row of large deciduous canopy trees planted within a curbside boulevard. Along open space and park frontage these trees should be planted closer together.
- h) Enhanced building designs for dwellings flanking the street.



The hierarchy system of roads includes:

- *North-South Collector Road*
- *East-West Collector Roads*
- *Local Roads*
- *Laneways*

SECTION 6.0
STREETS

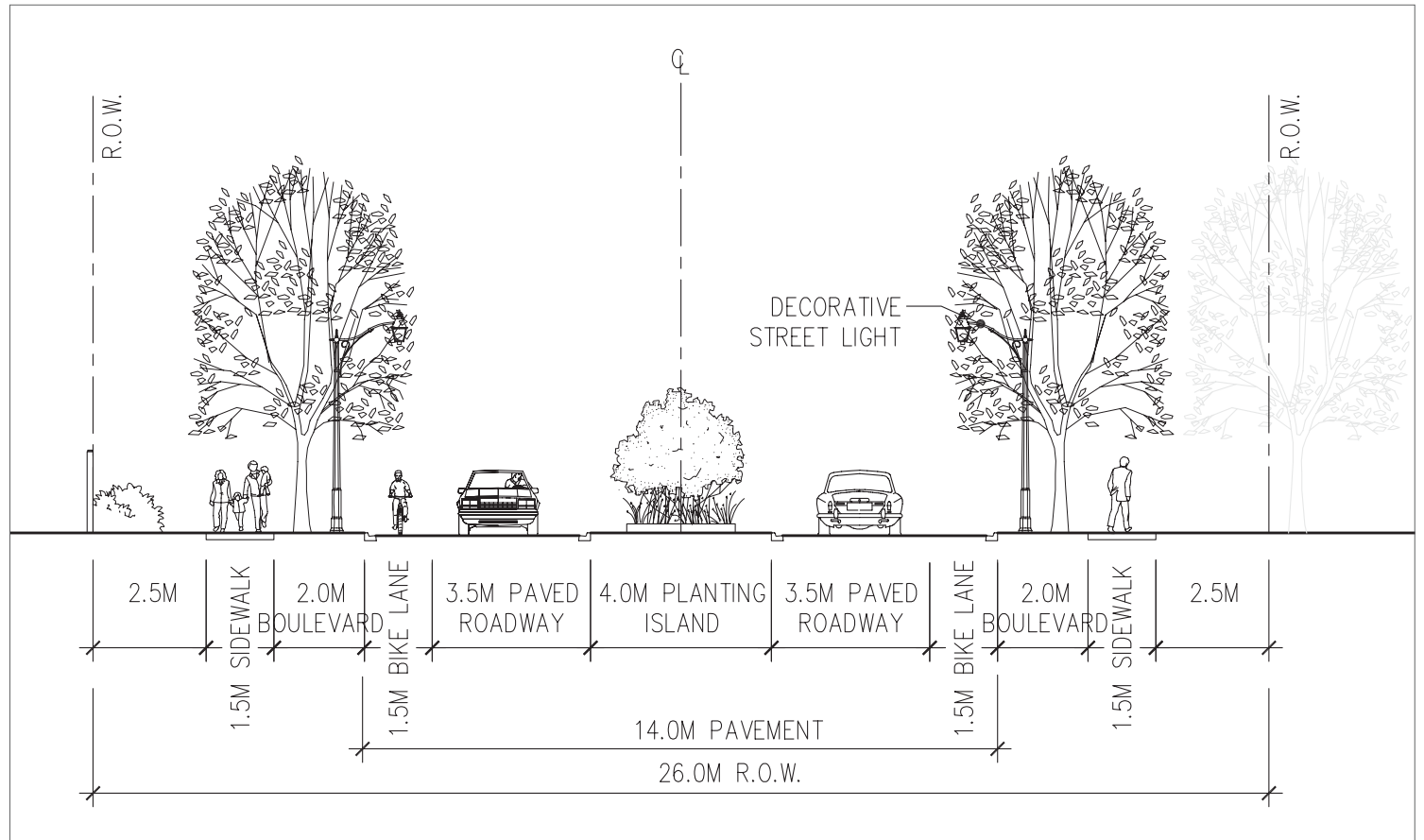


Figure 6.2: 26.0m R.O.W. with 4.0m Median

SECTION 6.0
STREETS

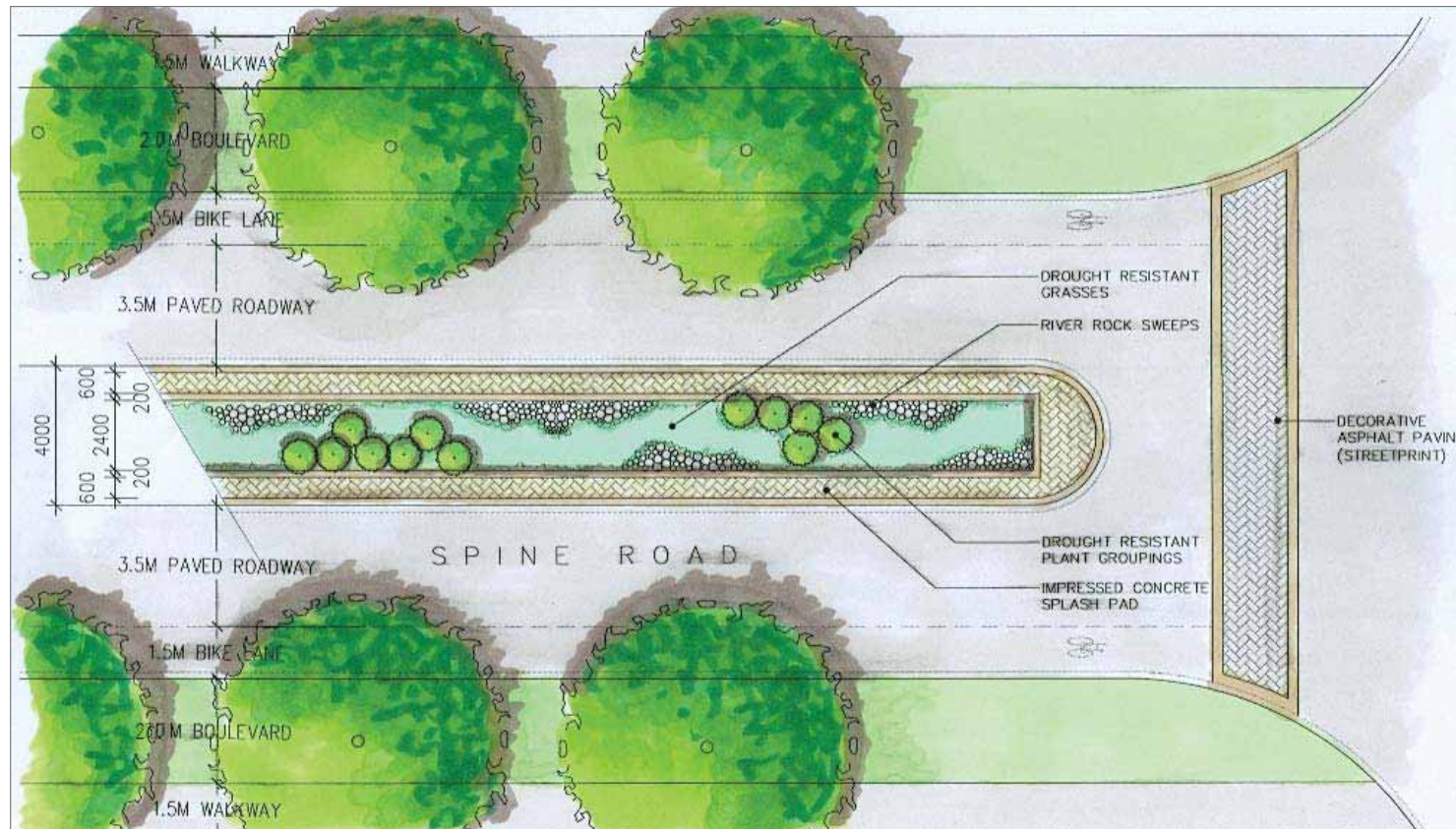


Figure 6.3: Centre Median Enhancement Detail

- *The North-South collector is the 'Spine Road';*
- *East-West collectors provide an efficient means to access the community;*
- *Local roads enhance the distinctive neighbourhood character; and*
- *Laneways, where appropriate, enable access into key areas.*

6.2 East-west Collector Roads

The East-West Collector Roads provide access to Sharon Village from Leslie Street and form the main entry roads into the community. Additionally, these roads will provide for efficient access to areas through the community.

Design Guidelines

- a) A right of way of 22.0m south of Mount Albert Road at Leslie Street, tapering westward to 20.0m will be provided.
- b) A right-of-way of 22.0m north of Mount Albert Road, east of Leslie Street, will be provided.
- c) Landscaped Medians shall be provided within the right-of-way at the Leslie Street intersections. Their design will include a combination of landscape elements that are coordinated with the built form in the adjacent lands.
- d) A 1.5m wide sidewalk will be provided on both sides of the street, in accordance with Town standards.
- e) Decorative street lights will be provided.
- f) Street trees will be selected for their distinctive form and/or visual impact in defining these prominent streets. It is recommended that one tree species be planted on both sides of the street for the entire length of the road.

6.3 Local Roads

The local roads comprise the majority of streets within the community offering a great opportunity to enhance the distinctive character of each neighbourhood.

Design Guidelines

- a) A right of way of 18.0m will generally be provided, where window streets may be designed to 15.5m in width.
- b) A 1.5m wide sidewalk will generally be provided on one side of the street, in accordance with Town standards.
- c) Street trees can have an important impact on the visual appearance of a street and therefore will within each neighbourhood will be selected and organized to create visually distinct areas within the community.
- d) Landscaped medians will be provided within the right-of-way at Leslie Street intersections that includes a combination of landscape elements coordinated with the built form.
- e) Where appropriate decorative street lighting will be provided at the intersections of Leslie Street.

6.4 Laneways

Laneways are permitted in key areas of the community, where appropriate and will consist of a 7.5m right of way.

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