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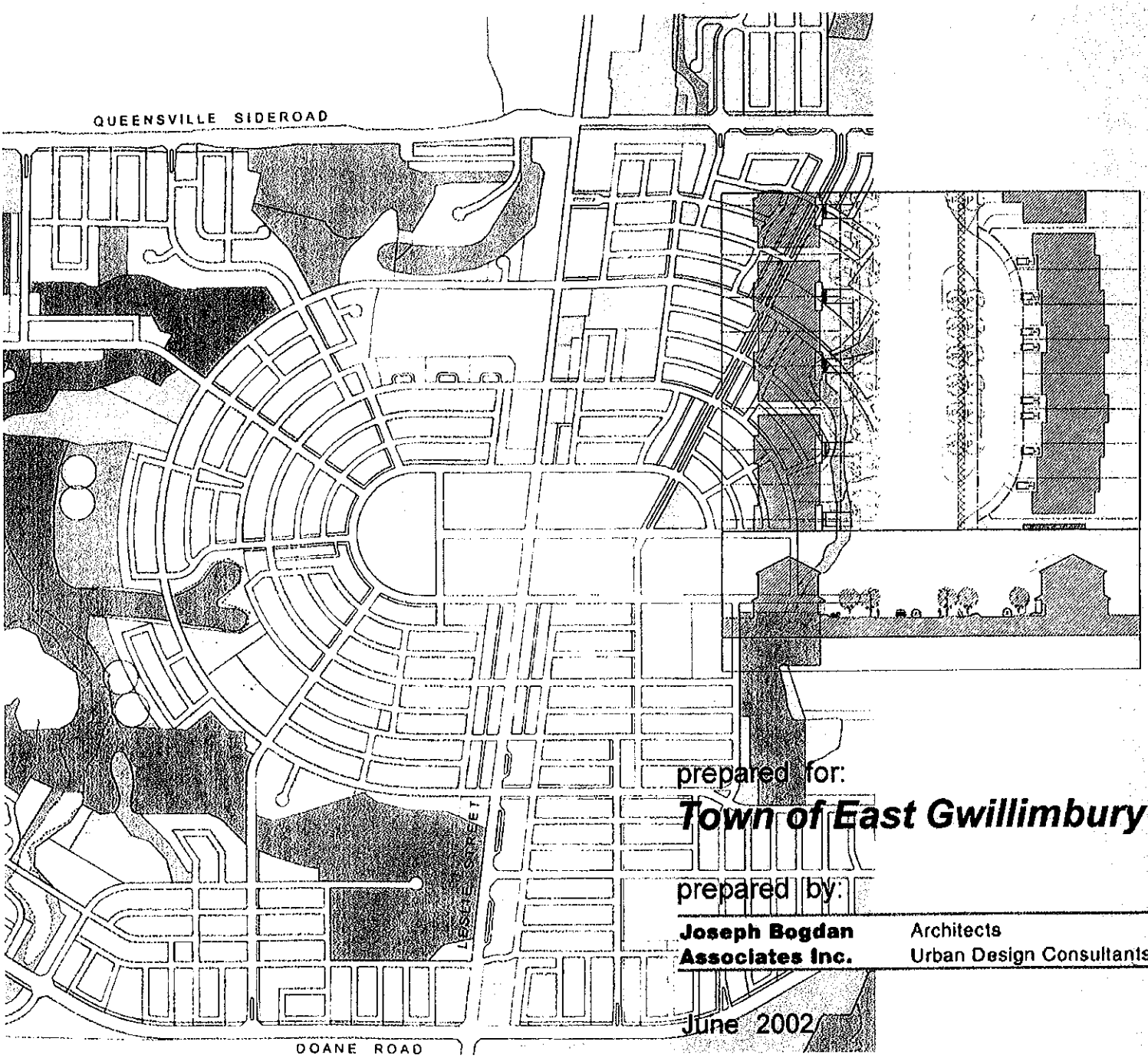
Queensville Community Plan
URBAN DESIGN GUIDELINES



prepared for:

Town of East Gwillimbury

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June 2002

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1.0 INTRODUCTION

1.1 Purpose of the Urban Design Guidelines

The purpose of these urban design guidelines for the Queensville Community is to provide a more detailed description of the design principles and elements that will realize the community vision outlined in the Official Plan Amendment.

Furthermore, they are intended to provide tools that establish design direction and design control to guide the development process through its implementation phases. In particular, they will guide the development of Neighbourhood Concept Plans as called for in the Official Plan, and the development of further architectural controls to be developed at that time for use during the implementation process.

1.2 The Queensville Community

The Queensville Community Plan pertains to the lands comprising 1,187 hectares (2,933 acres) in the Town of East Gwillimbury which are bounded approximately by Woodbine Ave. to the east, Queensville Sideroad to the north, the 2nd Concession Road to the west and the realigned Doane Rd. to the south, and include a portion of lands extending beyond those boundaries to the north and to the south.

The Community Plan is based on the concept that the Community of Queensville will grow through the initial phases to a community of 20,000 people by the year 2021, and ultimately will grow to a population of 30,000.

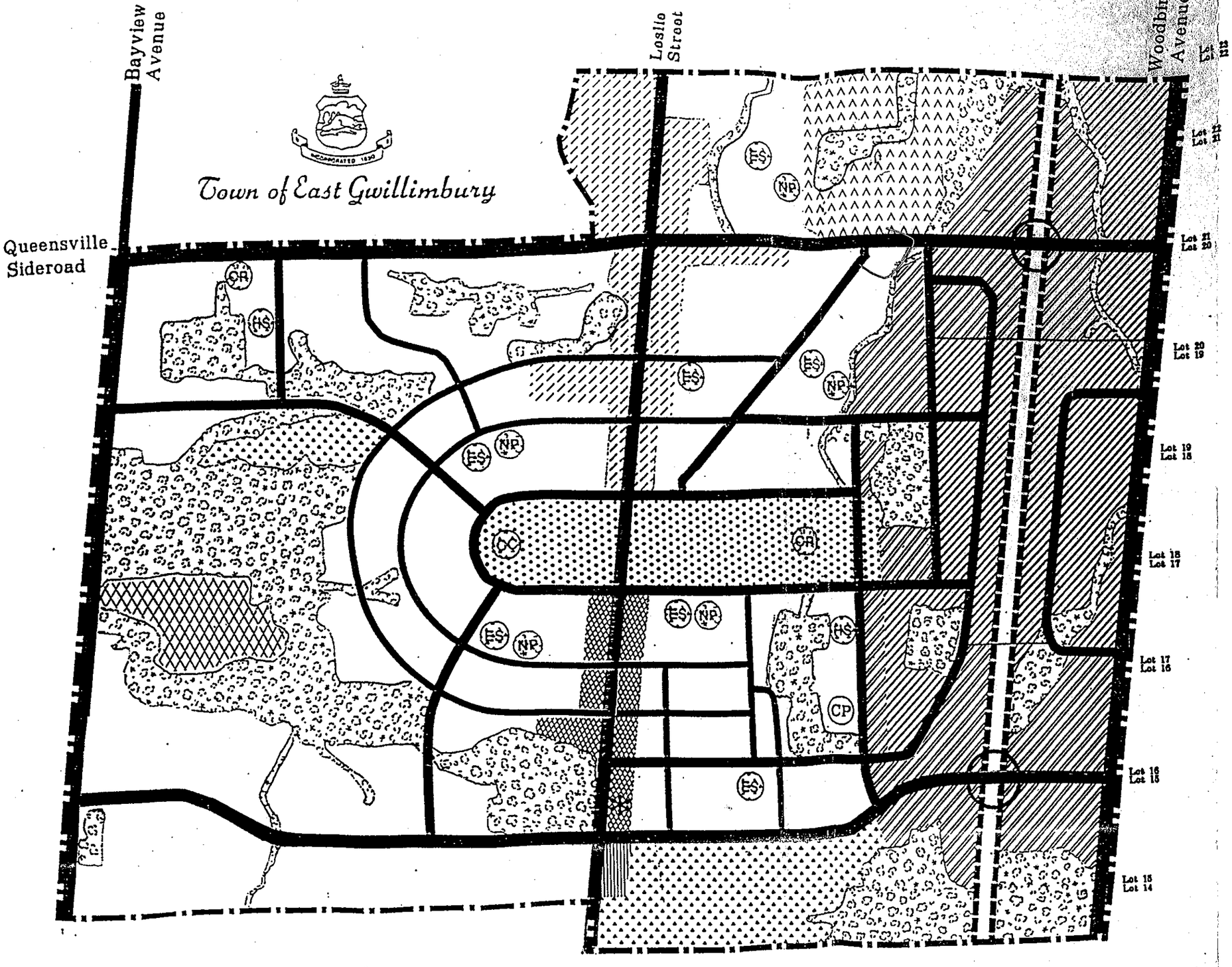
1.3 Queensville Community Vision *Figure - Community Plan Schedule A*

The vision for the community of Queensville as described in the Queensville Community Plan Official Plan Amendment (OPA) 89 includes within it the following objectives relevant to the design of its physical structure:

- a fully integrated community providing appropriate services and employment
- new development to be sensitively integrated with the existing settlement
- phased development to provide comprehensive community services with a balance of employment and residential opportunities
- variety of lot sizes and housing types
- provision of an integrated transportation network offering ease of travel within, through and around the Community of Queensville

Queensville Community Plan

Schedule A
Land Use & Transportation Plan



Legend

- Medium Density Residential
- Low Density Residential
- Special Estate Residential
- Hamlet Residential
- Town Centre (refer to Schedule A-1)
- Highway Commercial
- General Industrial
- Prestige Industrial
- Institutional
- University
- Open Space
- (CP) Community Park
- (NP) Neighbourhood Park
- (ES) Elementary School (refer to Section 6.4)
- (HS) High School (refer to Section 6.3)
- (CC) Community Centre
- * See policy 3.2.2.(vii)
- Arterial Road
- Major Collector Road
- Minor Collector Road
- Highway
- Proposed Interchange
- Community Plan Boundary

Not to Scale

0 100 500M
50 200

July, 1997

- establishment of an interconnected open space system providing active and passive recreational activity
- sensitivity to environmental impact
- this community to become the focus of urban development in the Town of East Gwillimbury and recognized as the Town Centre for the municipality.

The community plan contained in the OPA was developed further into the current concept that forms the basis of the Master Servicing Plan (MSP) of January 2000.

Throughout the design process for the Queensville Community leading to the Official Plan Amendment and the MSP these broad objectives have been the basis underlying further urban design goals that support each objective. These have been identified during the preparation of the urban design guidelines study as follows:

1. *Fully Integrated Community*

- excellent street, pedestrian, cycle and transit connections from living to employment
- excellent pedestrian, cycle and vehicular connections within residential areas, and to recreational facilities and open space
- proximity and convenient connections to commercial, community, and institutional services
- visual clarity of all these components supporting clear orientation

2. *Sensitive Integration with Existing Settlement*

- respect for land use patterns and scale of existing settlement
- provide street connections with settlement area to integrate the plan
- scale of Leslie St. to comply with community vision and pedestrian scale

3. *Phased Development to Provide Comprehensive Services*

- provide for phased development of facilities, community services, and employment opportunities to be in place at the appropriate times to meet the needs of the Community and Town.
- provide for the varied components of the community plan within each phase wherever possible

4. *Variety of Lot Sizes and Housing Types*

- variety of lot sizes integrated into each neighbourhood
- gradual transitions between housing types and lot sizes
- building design variety within local streetscapes
- variety of housing types to include single-detached, semi-detached, townhouses, enclave and courtyard development, and apartments

5. *Interconnected Open Space System*
- components to include natural lands, active parks, smaller passive parks, boulevard connections within the street system, pedestrian links, and trails
- convenient connections from community to natural lands
- parks as focal areas in the community
- small parks as focal spaces for neighbourhoods
- strong boulevard and greenway connections between elements
- housing oriented towards open space
- tree placement for pedestrian comfort

6. *Connectivity of Street System*
- clarity in the pattern of the street system
- multiple connections in the street system promoting choice of route
- community design to recognize major gateways

7. *Sensitivity to Environmental Elements*
- preserve and reinforce environmental lands
- retain landforms wherever possible
- ensure views and vistas throughout development areas to natural lands
- proper integration of stormwater features to compliment natural surroundings

8. *Streetscape Design to Promote Community Vision*
- public, institutional, and commercial structures to reinforce focal points, gateways and hierarchy of place
- Building facades and entrances as major defining elements of the streetscape
- streetscape and building design to de-emphasize garages
- placement of trees and landscaping to promote pedestrian scale
- scale of street sections to promote sense of place and pedestrian comfort
- minimization of driveway interruptions, particularly at major streetscapes
- block and street patterning that reinforces streetscapes of major streets

9. *Mixed Use Town Centre*
- a mixed use town centre of street level retail and institutional uses, with office and residential uses above
- street related grade level uses, with parking provision at the rear accessed by pedestrian ways
- integration of community and institutional uses at landmark locations

1.4 The Urban Design Guideline Components

The realization of the vision for Queensville will depend upon the achievement of these objectives at both a general and a detailed level of development. The components of the urban design guidelines have been organized to achieve these objectives as follows:

- General Urban Design Guidelines - the Community Framework
- Specific Urban Design Guidelines - Principles for Specific Locales
- Site Planning and Built Form Guidelines for Land Use Areas
- Design Guidelines and Principles for Landscaping
- Principles for Establishment of Architectural Form Guidelines

2.0 GENERAL URBAN DESIGN GUIDELINES - The Community Framework

The overall structure of the community is based upon the following elements:

- community entry zones, boundary edges, gateways and focal areas
- the street pattern and its hierarchy
- the land use pattern
- the linked pedestrian and open space system
- integrated bicycle and transit network
- streetscapes

This section deals with the general guidelines that describe and delineate that overall structure. A review of the concept plan described in the MSP of January 2000 at the initiation of this study, outlined several refinements and revisions to strengthen its attainment of the objectives of the Official Plan and the original proposed urban design plan as follows:

- creation of greater design emphasis of entry points as gateways, and measures to unify the boundary approaches to the community

- integration of scale of new development with existing along Leslie St. as a community "main street" with the potential for pedestrian character.

- definition of the character of major radial streets and boulevards to better define hierarchy of street pattern and improve pedestrian links

- development of further links to connect the open space system

- introduction of small parkettes in neighbourhoods providing passive recreational elements

2.1 Major Entry Zones, Boundary Edges and Focal Points

Figure 2.1- Entry Zones, Gateway Points

The design of the major arterial roads at the edges, and through the community provide an opportunity to create an image of the community that will reflect its unique character of integration with natural and open spaces.

Methods to develop continuity of landscaping along boundary roads and entry zones, to unify their streetscapes are outlined in section 3.0.

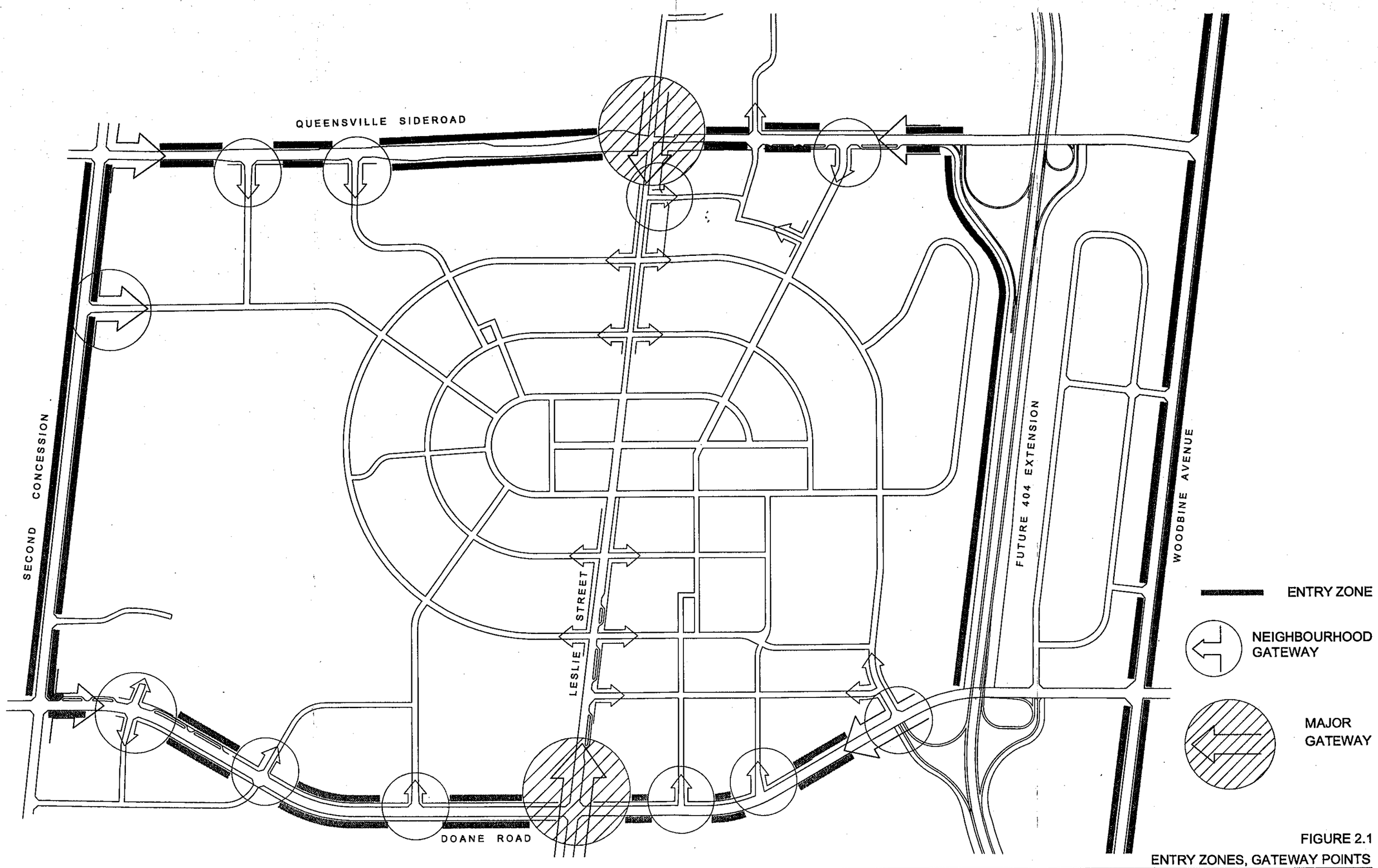


FIGURE 2.1
ENTRY ZONES, GATEWAY POINTS

Joseph Bogdan Associates Inc. Architects Urban Design Consultants

QUEENSVILLE COMMUNITY
URBAN DESIGN GUIDELINES STUDY

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2.1.1 Queensville Sideroad and Doane Road

Queensville Sideroad and Doane Road are the major east-west thoroughfares. They constitute the community's principal approaches from Highway 404 and from the west. They will become major entry zones into the community. Their character alternates from areas where development occurs on both sides of the road to areas of natural environmental lands or agricultural land. The character of Queensville Sideroad changes from development on two sides (residential on the south side and the university lands on the north) to a boundary road in the northwest sector, with only agricultural land to the north. The urban design of the community should include unifying landscape elements that will provide continuity to these varied streetscapes.

2.1.2 Second Concession Rd. and Woodbine Ave.

Woodbine Ave. and Second Concession Rd. form the east and west boundaries of the community respectively. Woodbine Ave. will be characterized by industrial land along its west edges facing agricultural land to the east.

Second Concession Rd. is characterized primarily by natural environmental lands and woodlots along its edges.

2.1.3 Leslie Street

Figure 2.1.3 - Character of Leslie St.

Leslie St. will be the community's major north-south thoroughfare and it is important that its character reflect the pedestrian friendly vision of the community. The intersections of Leslie St. with Queensville Sideroad in the north and with Doane Rd. in the south are major gateways into Queensville and should act as transition points into the more urban setting. From the north, Leslie St. passes through the existing hamlet as it leads into the Town Centre. From the south, Leslie St. will be bounded by medium density residential development. As its roadway width must accommodate up to four lanes of traffic, the character of its streetscape and that of the adjacent street pattern are crucial in conveying the role of Leslie Street as the community's main activity street, and not simply a vehicular thoroughfare. Guidelines for the development of Leslie St. are discussed in Section 3.2.

2.1.4 Entry Streets to the Neighbourhoods

Certain streets within the plan act as the main entrances into the residential neighbourhoods. These streets, whether collector roads or local streets, by virtue of their connections with the arterial roads on the boundaries, become the arrival routes into specific residential neighbourhoods. They should be identified in the Neighbourhood Concept Plan and their street sections, landscaping and architectural development should reflect their importance as gateways into the community. Strategies relating to this objective are discussed in Section 3.3.

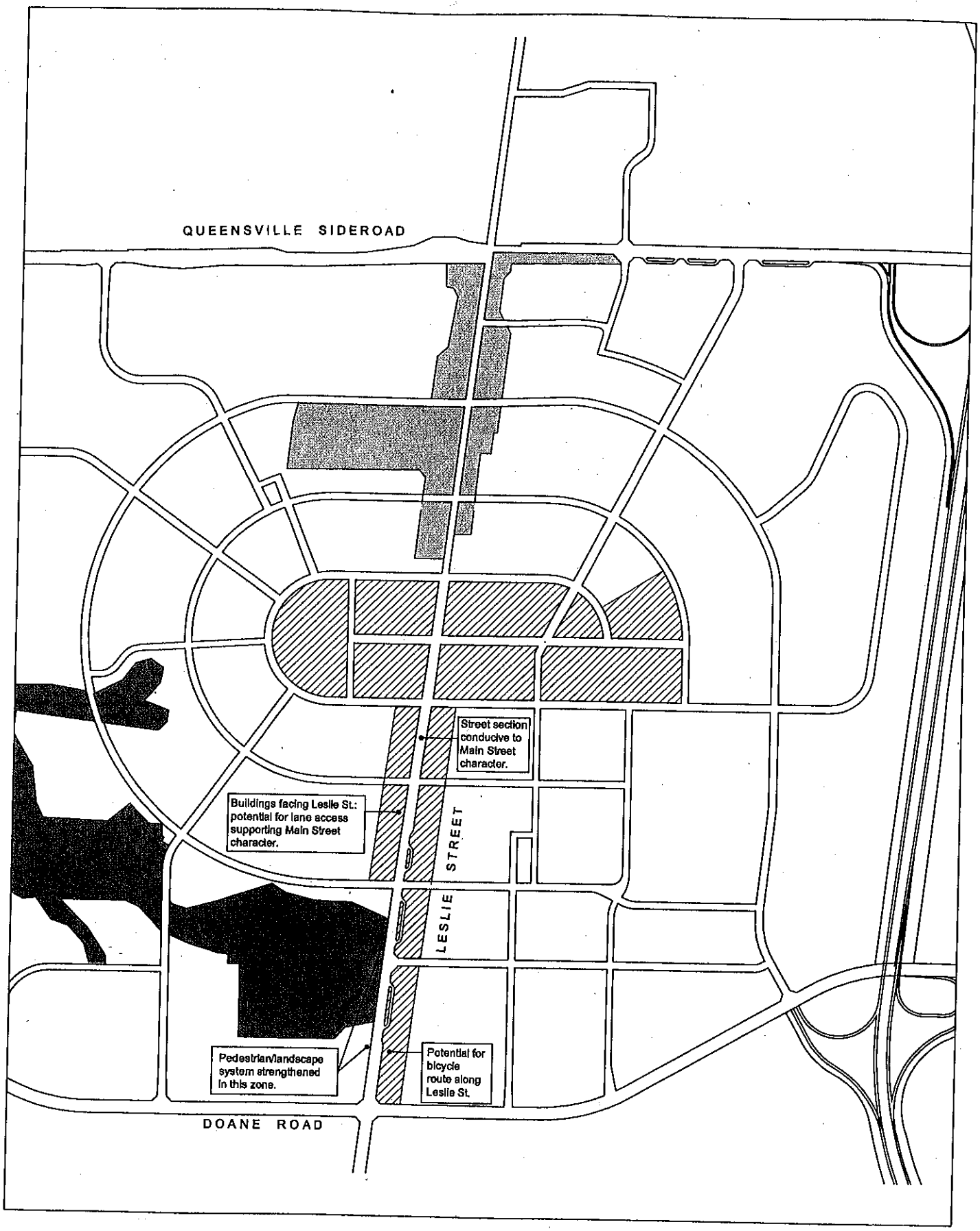

FIGURE 2.1.3

CHARACTER OF LESLIE STREET

Joseph Bogdan Associates Inc. Architects Urban Design Consultants

QUEENSVILLE COMMUNITY
URBAN DESIGN GUIDELINES STUDY

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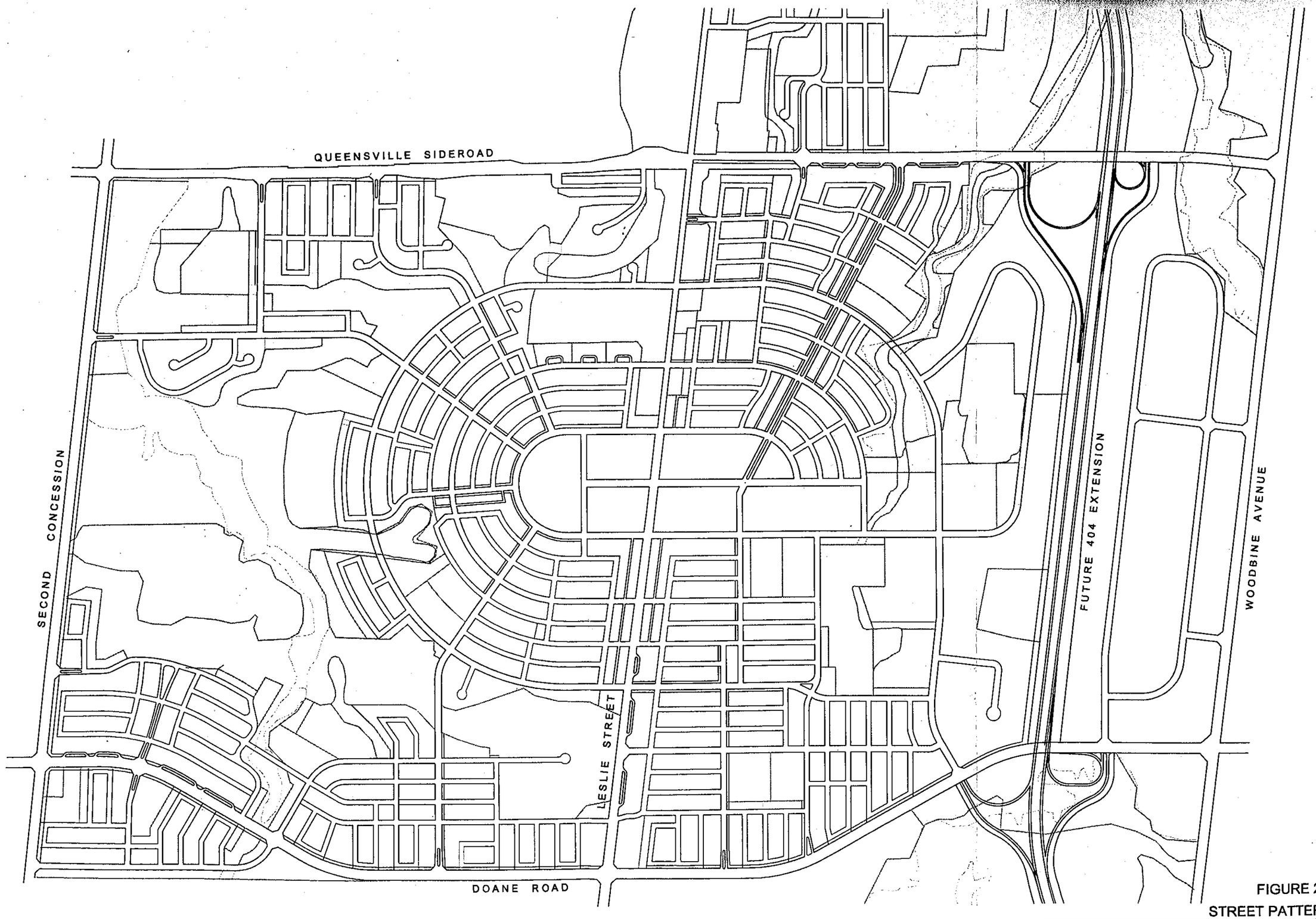

FIGURE 2.2
STREET PATTERN

Joseph Bogdan Associates Inc.
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Urban Design Consultants

QUEENSVILLE COMMUNITY
URBAN DESIGN GUIDELINES STUDY

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2.2 Street Pattern and Hierarchy

figure 2.2 - Street pattern

The pattern of streets forms the basic element of the community's physical structure, and will be key to establishing its character. The plan of Queensville is based upon a grid pattern that has been modified to respond to existing topography, natural features, the existing hamlet, the locations of community facilities and to a unified open space system.

This street pattern is characterized by multiple street connections that provide alternate routes that connect the neighbourhoods to each other and to community facilities for both pedestrians and vehicles.

This Urban Design Plan elaborates upon the hierarchy of streets as outlined in Volume III of the Master Servicing Plan -the Transportation Plan. The street system consists of arterial roads, major and minor collector roads, and local streets. Differentiated by urban design details, they create an urban fabric that allows for clear orientation, integration of community components, and enhancement of pedestrian-scaled streetscapes.

Although the plan will evolve through the development of various phases and neighbourhood concept plans, certain principles shall form the basis for the configuration of the street pattern throughout the process.

- multiple street linkages for the streets in a grid pattern that allows alternative vehicular and pedestrian routes
- development of the grid pattern in a manner that respects and responds to the existing natural features
- clarity of the street pattern that allows for ease of orientation, and integration with the community's shared facilities and natural features
- block lengths that are suited to the pedestrian scale, avoiding excessive length

2.2.1 Arterial roads

The arterial roads consisting of Queensville Sideroad, the Second Concession, Woodbine Ave., Doane Rd., and Leslie St. will carry large volumes of traffic. As they are the major transportation routes to and from the community, their importance as entry zones into Queensville warrants attention to the continuity of their streetscapes as outlined in Sections 2.1 and 3.1.

2.2.2 Primary streets

figure 2.2.2 - Primary streets plan

Specific streets within the plan act as strong links to integrate its elements. They form major connections for pedestrians, bicycles and automobiles into and between the neighbourhoods, to the Town Centre, to community facilities and to significant elements of the open space system. Together with the arterial roads they are the "bones" of the Community Plan, and from an urban design viewpoint they are classified as the primary streets of the community. They include major and minor collector roads, local streets that act as neighbourhood entry streets, and certain local streets that connect to focal points in the plan.

In general the network of primary streets is made up of: the main street of the town centre; collector routes running east /west above, below and linking around the town centre; streets that radiate outwards from the town centre; and the neighbourhood entry streets.

Due to the focal nature of the intersections of these primary streets, schools, parks, and other common facilities will be located at these points. The importance of these streets will also be realized through particular measures:

- Strong landscaped boulevard development shall distinguish these streets, in some cases with expanded boulevard width.
- The development of these streetscapes shall emphasize their continuity for pedestrians.
- The architectural character of these streetscapes shall be of a high quality with facade development that responds to their significance in the plan.
- Pedestrian sidewalks will be provide on both sides of these streets.
- Parallel parking lanes are encouraged on these streets

2.2.3 Local streets

Figure 2.2.3 - Pattern of local streets western sector

The local street system plays a strong part in creating the character of the community. It is important that the streetscape of local streets be scaled for pedestrian activity and reflect the importance of local streets as key outdoor spaces in the life of the residential community. In addition, a measure of variety in the local street pattern itself is important to foster a sense of place in residential areas and to assist in orientation. The development of the local street pattern in neighbourhoods will be characterized by the following guidelines:



FIGURE 2.2.2
PRIMARY STREETS PLAN

Joseph Bogdan Associates Inc. Architects Urban Design Consultants

QUEENSVILLE COMMUNITY
URBAN DESIGN GUIDELINES STUDY

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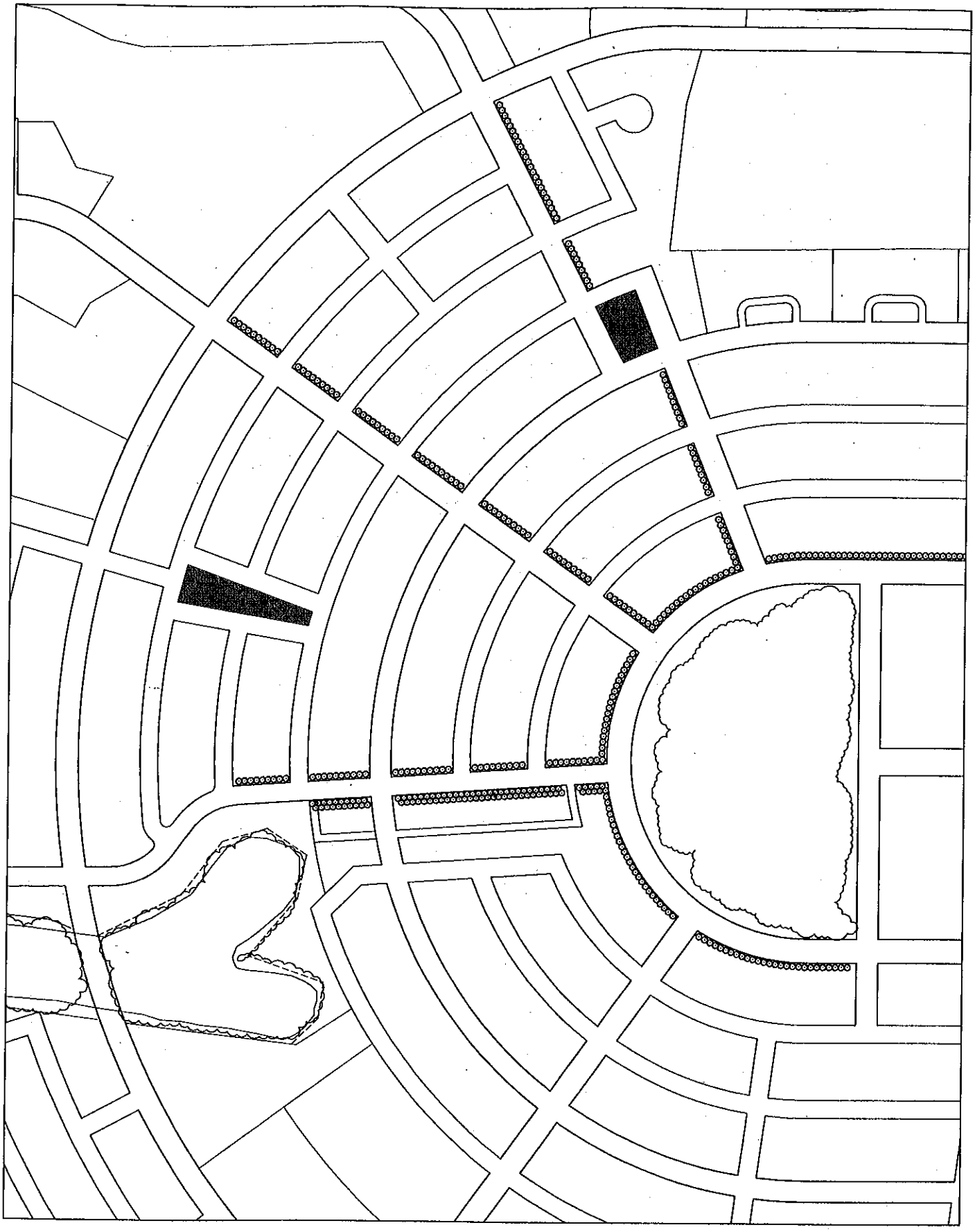

FIGURE 2.2.3

PATTERN OF LOCAL STREETS - WESTERN SECTOR

- The length of blocks should be scaled to pedestrian comfort and visual proximity. Blocks lengths above 250m are to be avoided where possible.

- Variety in block depth is encouraged to promote both variety in the street pattern and in housing types, to adjust to particular conditions of the plan, and to promote flexibility in the evolution of the community over time.

- The design of the grid of local streets shall respond to existing landform.

- The introduction of small parks in the street pattern of neighbourhoods is encouraged to introduce variety, focus and relief in the local street system, and to assist in limiting block length.

- The local street right-of-ways shall be scaled to promote compactness of urban form and promote traffic calming and safety within the neighbourhoods.

2.3 Land Use Pattern

figure 2.3 - Concept plan

The integrated nature of the community is promoted through the inclusion of various land uses. It is important that the distribution of these land uses occurs in a pattern that will ensure their harmonization into each neighbourhood or phase. Although Queensville will be typified to a large extent by low density residential development, the mixed use town centre, employment areas, medium density residential, and institutional facilities are equally significant elements for achieving its unique character. The system of public open space and parks will assist in knitting these elements together into an integrated whole.

The pattern of land use as delineated in the Official Plan (OPA 89) is as follows:

- a mixed use town centre of commercial uses, residential uses and community facilities in an east/west pattern perpendicular to Leslie St.
- employment lands in the form of industrial and prestige industrial in the eastern sector of the plan either side of the 404.
- medium density residential lands south of the town centre along Leslie St.
- retention of the hamlet residential north of the town centre along Leslie St.
- university lands north of Queensville Sideroad in the northeast
- designation of lands south of Doane Rd. in the southeast as institutional
- retention and regeneration of natural environmental lands as open space

From an urban design perspective the following particular guidelines are intended to strengthen the application of this land use distribution pattern:

- Placement of schools and neighbourhood parks at focal intersections of the primary street system. Substantial portions of street frontages on at least two sides of school campuses are to be maintained to ensure that they are landmarks in the neighbourhoods.
- Placement of institutional and major community facilities, such as places of worship or community centres in landmark locations in the plan. These locations will generate axial views vistas from surrounding areas in the plan and from the primary streets to reinforce their importance.
- Development of the town centre in a traditional streetscape pattern with street-related retail uses and with full integration of residential, office, community, and retail uses
- Planning for the potential of a variety of medium density housing types including townhousing, apartment and low-rise condominium development
- Distribution of a variety of housing types within each neighbourhood concept plan in a rational integrated pattern with smooth transitions between housing types

QUEENSVILLE SIDEROAD

DOANE ROAD

SECOND CONCESSION

FUTURE 404 EXTENSION

WOODBINE AVENUE

LESLIE STREET

HS

CP

ES

NP

CC

M=0.45±ha

7=0.5±ha

L=0.68±ha

6=0.5±ha

K=0.65±ha

5=0.5±ha

J=0.85±ha

I=0.5±ha

PES=2.15±ha

F=1.04±ha

C=0.62±ha

E=0.56±HA

D=0.54±HA

NP 3.05±ha

ES 2.02±ha

A-B=1.92ha

F=1.08±ha

3=0.65ha

H=0.74ha

H=0.74ha

LEGEND:

- CORE AREAS
- SUPPORTING AREAS
- FLOOD PLAIN
- INDUSTRIAL
- TOWN CENTRE
- HIGHWAY COMMERCIAL
- UNIVERSITY
- INSTITUTIONAL
- SCHOOLS / PARKS
- S.W.M.
- SPECIAL ESTATE RESIDENTIAL
- HAMLET RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- SPECIAL INSTITUTIONAL
- FLOOD LINE
- EXPANDED BOULEVARDS AND GREENWAYS AT ARTERIALS
- PARKWAY BUFFER

FIGURE 2.3
CONCEPT PLAN

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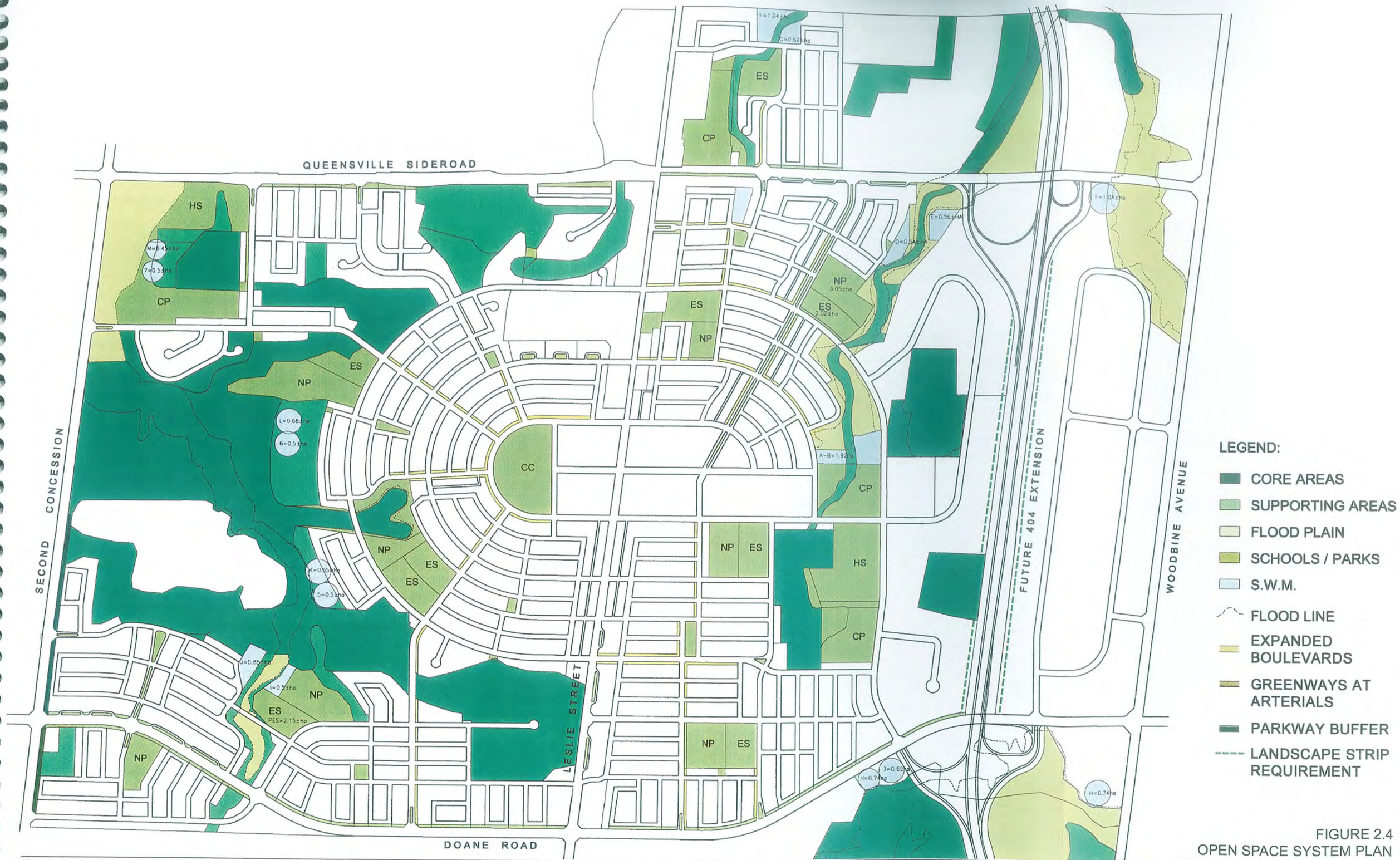

FIGURE 2.4
OPEN SPACE SYSTEM PLAN

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2.4 Pedestrian and Open Space System

figure 2.4 - Open space system plan

The network of public open space and pedestrian systems is one of the key elements of the vision for Queensville. This system weaves throughout all areas of the community and links to all the different land uses and neighbourhoods. Maintaining the connectivity of this system is of the utmost importance. The components of the pedestrian and open space system are:

- natural environmental lands including core and supporting areas and floodplain lands
- stormwater management facilities
- community and neighbourhood parks
- local parkettes in residential areas
- public street walkway system of sidewalks, landscaped boulevards and expanded treed boulevards
- minor pedestrian links

Together with the street pattern this open space system forms the major organizing structure of the urban design plan and the following guidelines reflect the care to be put into its design throughout the development process.

2.4.1 Natural Environmental Lands

The description and recommendations regarding the classification, maintenance, and regeneration of these lands are more fully discussed in the Natural Heritage Study - Queensville Community Plan Area report prepared for the Town of East Gwillimbury, dated January 1997. From an urban design perspective these lands play a significant role in the community plan in several ways.

The major complex of valleyland, wetlands and woodlands in the western sector has been key in generating the entire urban form of all the lands west of Leslie St. Similarly, the existing woodlands in the eastern portion of the plan together with the creek running to the northeast have helped determine the configuration of school and park facilities and the adjoining street pattern. Both these elements will provide a variety of amenities to the community: important natural habitats, significant vistas of natural lands from adjoining developed areas, and the opportunity for carefully managed recreational activity such as walking, cycling and passive activities in a natural setting. The following guidelines are intended to promote the long term retention and regeneration of these lands as a valuable resource within Queensville.

- Development areas adjacent to these lands will be designed to preserve the natural features of the environmental areas including vegetation, topography, and drainage patterns.

- Areas of significant frontage of public streets on natural lands or open space adjacent to natural lands are to be created in the plan to ensure a strong visual presence of these lands for the whole community.

- The design of the street system and lotting of adjacent areas shall provide multiple views, vistas and connections to the natural lands to strengthen their integration within the community.

- A continuous path and trail system is to be created within these lands and linked to the other components of the pedestrian and open space system. Its design shall provide for pedestrian and cycling activity in a safe and appropriately lit environment. Simultaneously, its design shall use all possible measures to preserve the surrounding natural environment.

- Small greenway links are encouraged in strategic locations that ensure the continuity of the open space system and its links to natural lands.

2.4.2 Stormwater Management Facilities

Stormwater management facilities have been located in the plan to be associated with the system of natural lands and parkland. They are intended wherever possible to form features that will be integrated in the open space network. Their landscape design shall reflect this goal (refer also to Section 5.3).

- Stormwater management facilities shall be incorporated into the surrounding environment to create transitions with the natural landform that allow their naturalization over time.

- Landscape design of these facilities will incorporate restoration and revegetation through species that will provide naturalized cover and habitat and that will be in harmony with surrounding open space elements.

- The design of these facilities is encouraged to safely integrate pedestrian and cycling activity where possible.

2.4.3 Community and Neighbourhood Parks

Community and neighbourhood parks provide both the major focus for outdoor active recreational activity, and provide open space for passive recreational activity. Their distribution throughout the plan should ensure proximity of parkland to all neighbourhoods and convenient access for pedestrians.

- Community and neighbourhood parks shall be located at intersections of primary streets, or adjacent to schools at these intersections, to reinforce their focal importance to the neighbourhoods.

- Areas of significant street frontage on at least one side of these parks, and preferably two sides shall be maintained to ensure pedestrian connections and their visual integration in the surrounding neighbourhoods.

2.4.4 Local Parkettes in Residential Areas

Small park areas shall be provided to support passive recreational activity in close proximity to all residential areas. These parkettes increase the incidence of views and vistas onto open space at internal locations in neighbourhood plans, aid in the reduction of block lengths and provide visual variety to the streetscapes and plan of neighbourhoods.



Local Parkette- Oakville

- These parkettes shall be bounded on at least two sides by public streets.

- Parkettes should be located on neighbourhood entry streets or centrally located in neighbourhoods and visible from their primary streets.

- They should be linked by means of expanded treed boulevards to other elements of the open space system.

- Detailed design of neighbourhoods should enable the main facades of surrounding housing to face these parkettes.

figure 2.4.4 - Local parkettes & entry medians

2.4.5 Walkway and Boulevard System

The street pedestrian walkways and their associated landscaped boulevards are principal connecting elements in the pedestrian and open space system, and ensure its continuity. They provide not only an urban connection for pedestrian activity within the neighbourhoods, but also link to and between parkettes, park/school campuses and the natural environmental lands. Pedestrian safety and comfort shall govern their design. The location and configuration of walkways in the streetscape are illustrated in section 2.6, Streetscapes.

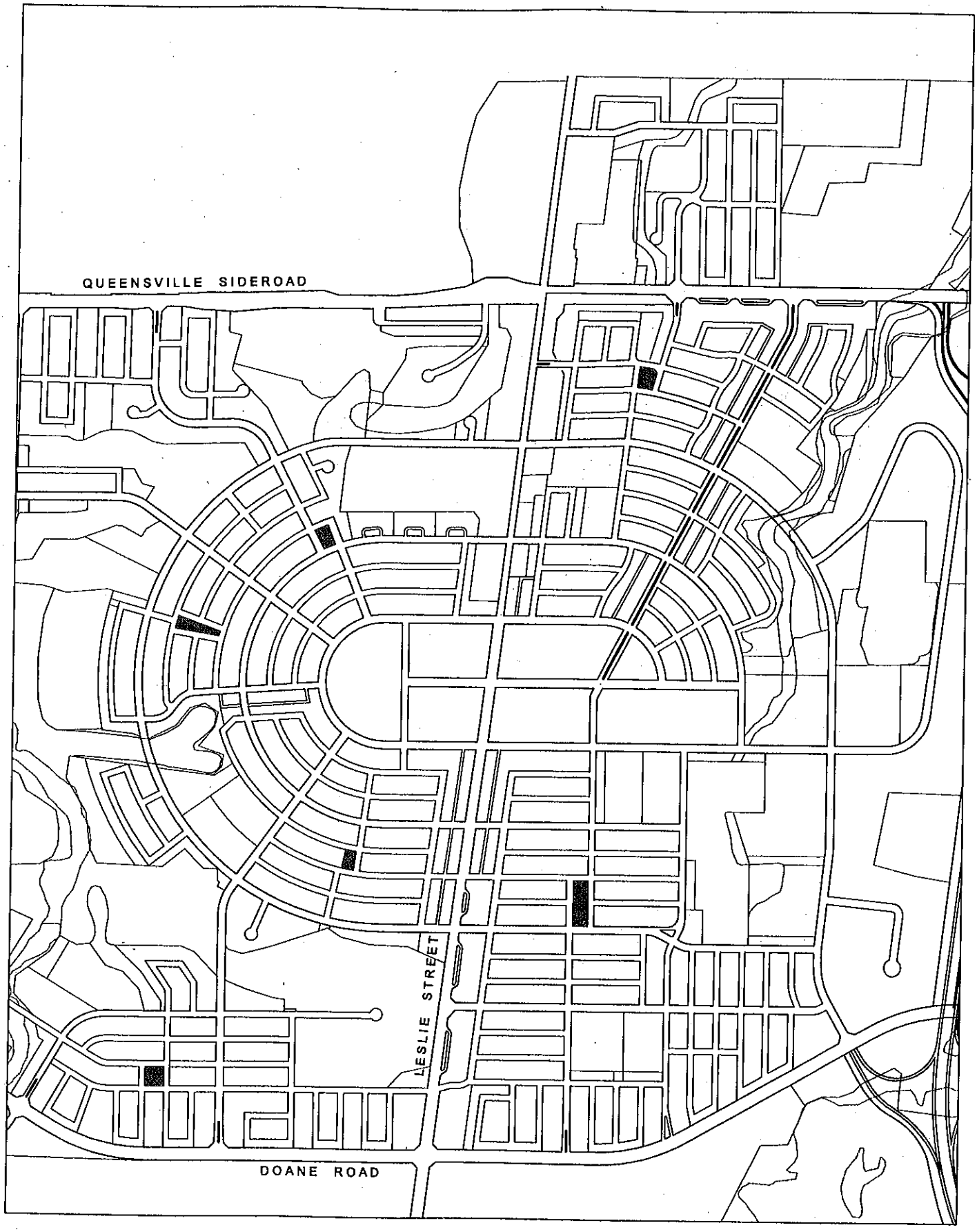

FIGURE 2.4.4

LOCAL PARKETTES AND ENTRY MEDIANS

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DATE: 7 JUNE 2002
SCALE: 1:15,000

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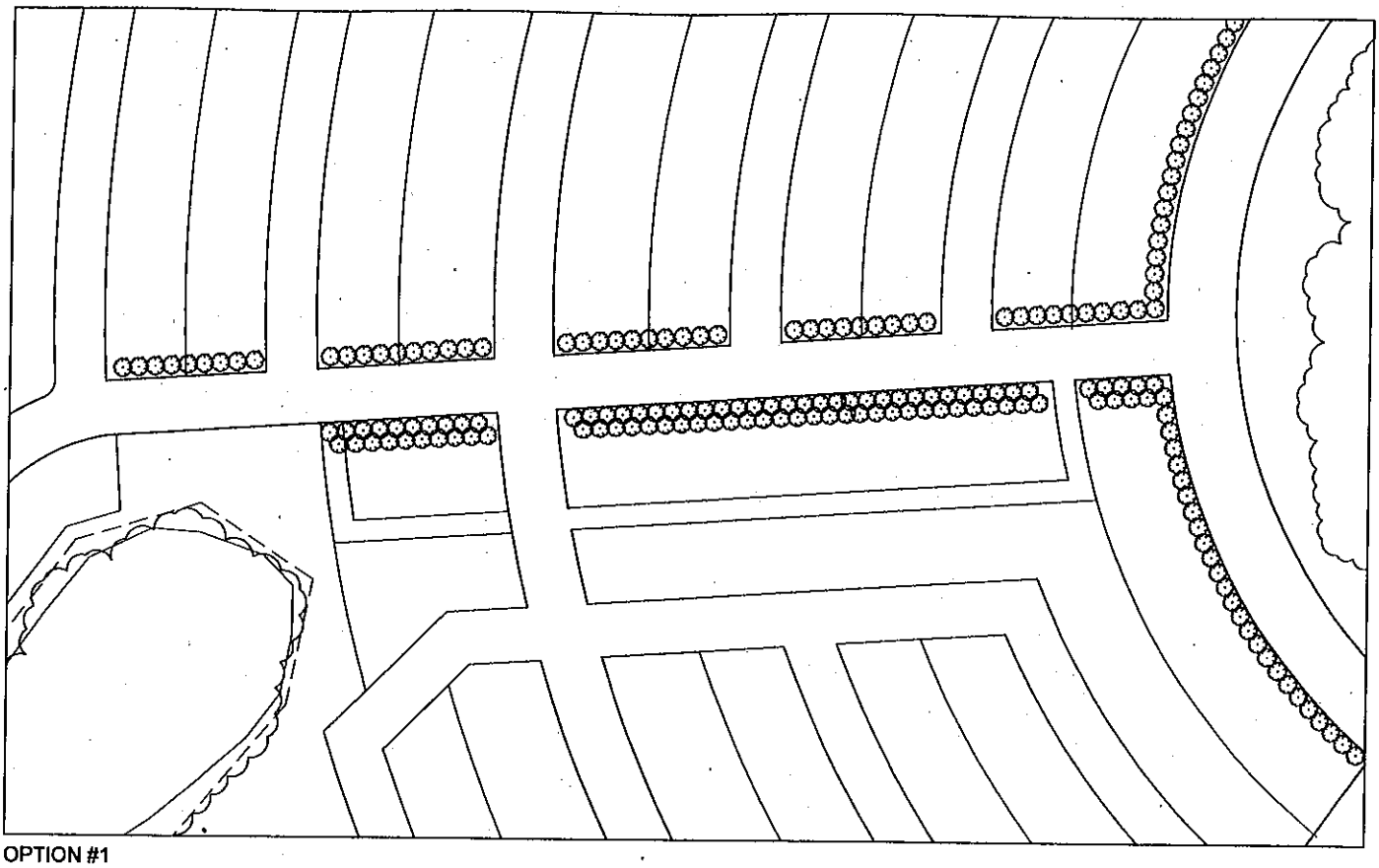
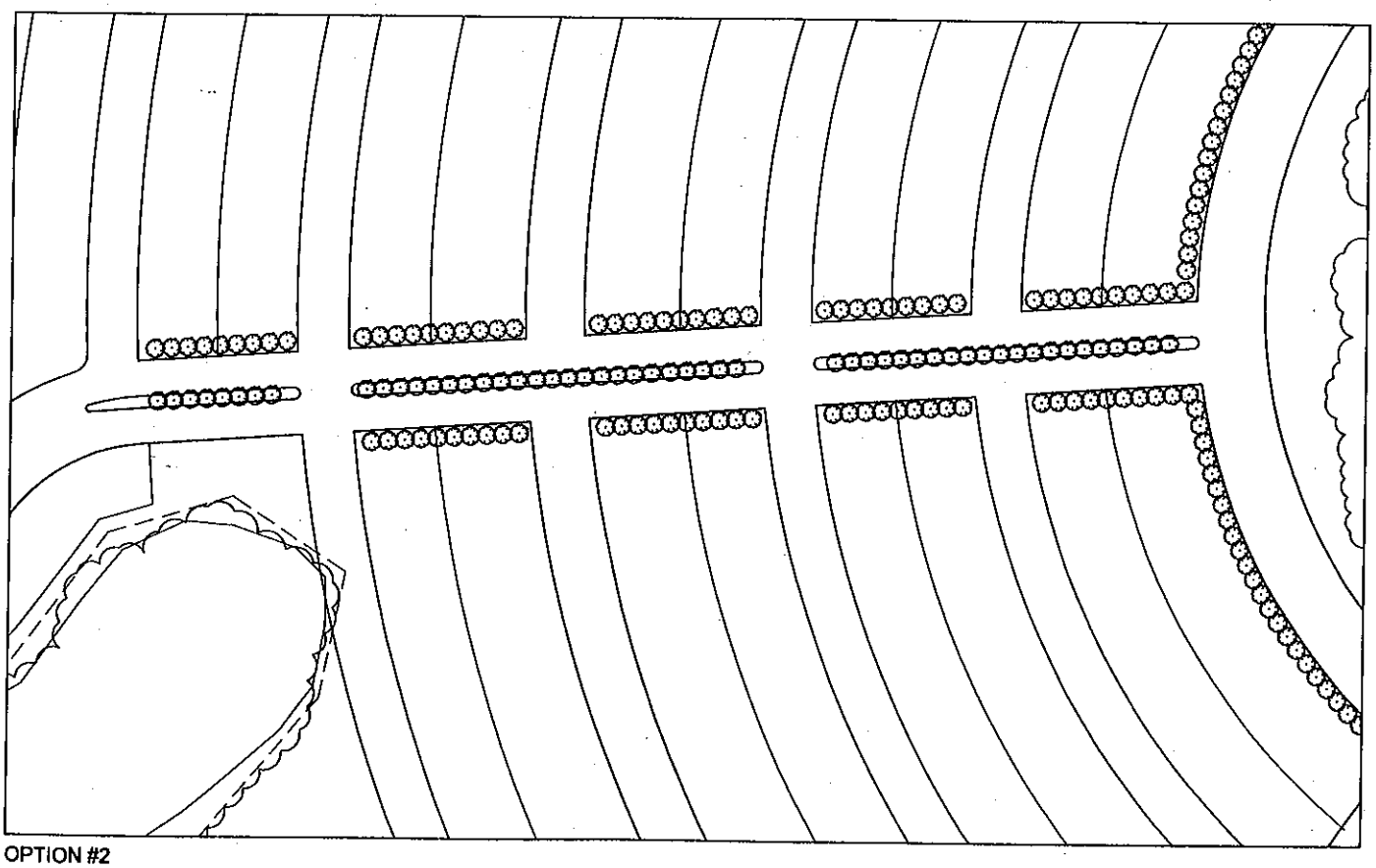


OPTION #1



OPTION #2

FIGURE 2.4.5

PLAN OPTIONS FOR EAST/WEST BOULEVARD TO TOWN CENTRE

2.4.6 Expanded Boulevards

Certain sidewalk links have increased significance within the pedestrian system resulting from their locations on primary streets that link parks or the town centre to each other, and to the system of natural environmental lands. To reflect their importance in the pedestrian system, expanded boulevards shall be used to create more generous greenway connections and support continuous rows of trees in these locations.

figure 2.4.5 - Plan options for east/west blvd. to town centre

2.4.7 Minor Pedestrian Links

Minor pedestrian links exist in strategic locations to provide connections from neighbouring residential streets through to parkland, and natural environmental lands. They ensure convenience and proximity for pedestrians to adjoining open space. They are to be incorporated into the detailed design of neighbourhoods to maintain the interconnected nature of the entire pedestrian and open space system.

2.5 Bicycle and Transit Network

2.5.1 Bicycle Network

figure 2.5.1 - Proposed Bicycle Network Plan

The bicycle network will in the main be provided for within the roadways of the street system, which provide many minor collector streets and local streets with low volumes of traffic to accommodate alternative routes. These routes will be combined with the trail system to be developed in the natural lands, providing extensive supplementary routes to the street system with a picturesque environment.

In a few instances dedicated bicycle paths, either on the roadway or within boulevards, are recommended as they create convenient connections on higher traffic volume streets. Detailed landscape measures, such as curb cuts, will be required to accommodate transitions to the street roadway where they occur. Dedicated bicycle ways are recommended in the following locations at this time, but other locations and configurations may be deemed appropriate as the community plan evolves:

- on the roadways of the diagonal University Blvd. and its extension to the south of the town centre
- on the roadway of two major collectors leading from the west of the town centre, one to the northwest sector and one to the southwest sector
- on the roadway and within the boulevard of southern portions of Leslie St. to connect to the valleylands

A proposed Bicycle Network Plan is included in this document. Variations and evolution of the proposed network are expected to occur as subsequent Neighbourhood Concept Plans evolve.

2.5.2 Transit Network

The transportation plan of the MSP has suggested routes for a future local transit network to be instituted at the appropriate time, and recommends a transit terminal in the town centre for convenient transfer to interregional routes. The integration of transit will strengthen the vision of a community that promotes pedestrian and alternative modes of transportation to the automobile.

Though it is premature to commit to the proposed transit network, streetscape design at the primary street intersections where transit stops would occur should provide the potential for their eventual inclusion in the boulevard configuration.

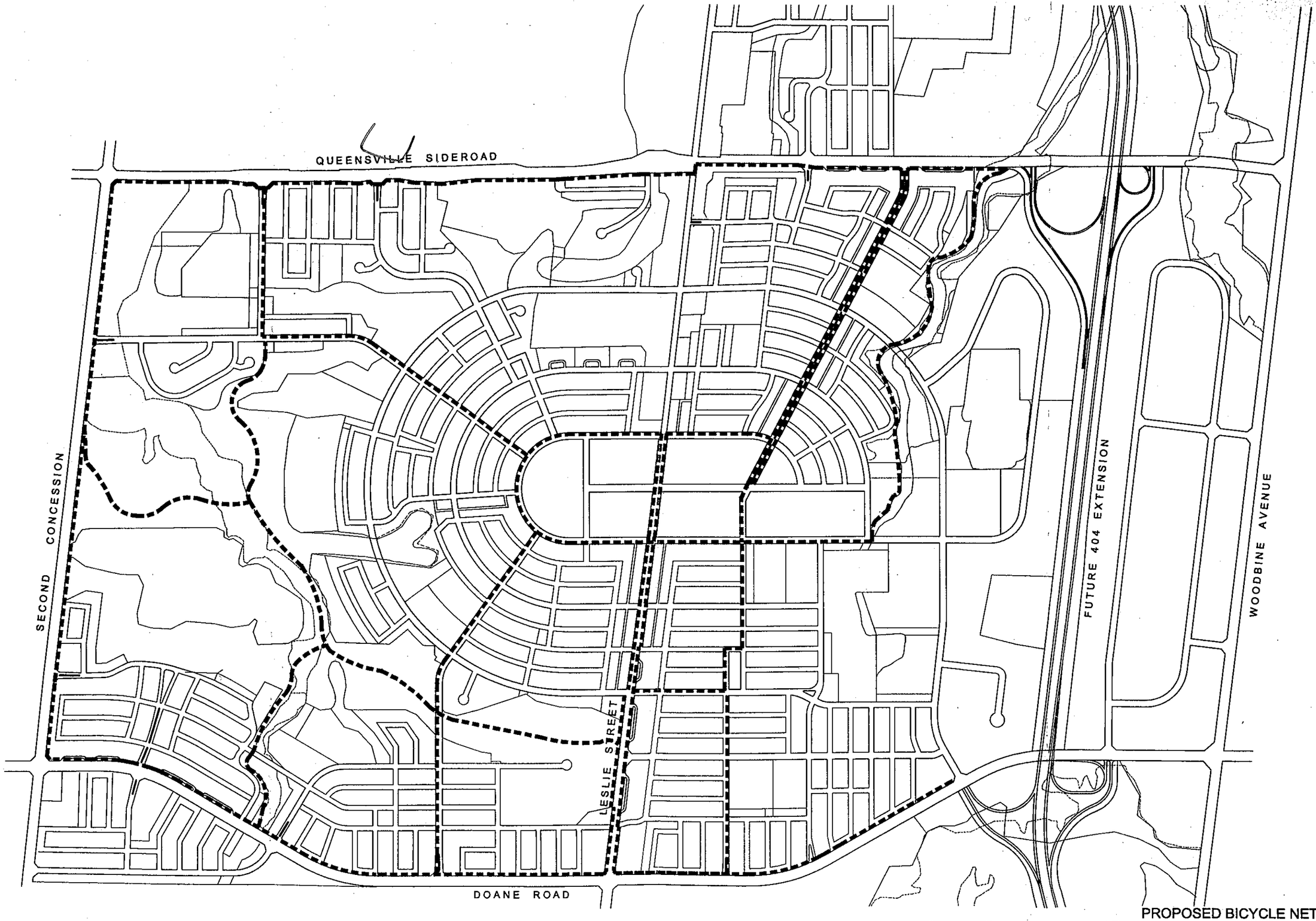


FIGURE 2.5.1
PROPOSED BICYCLE NETWORK PLAN

2.6 Streetscapes

The hierarchy of the street system is reflected in the design of the streetscapes of the various street types. The street cross sections illustrated in this section indicate the key components of the spatial and functional relationships of the streetscapes:

- width of right-of-way
- roadway pavement width
- landscaped boulevard widths
- location and width of sidewalks
- suggested street tree placement
- location of street lighting
- minimum setbacks to:
  - main building face
  - porches, bay windows and other projections
  - face of garages
- width of streetscape from building face to building face

The design of these street sections is based upon the stated principles: establishing a pedestrian scaled environment; definition of the streetscape by the main facade of buildings; and reducing the impact of garages in the street environment. These underlie the development of all the cross sections. Rights-of-way and setback depths have been scaled accordingly and garages are to be set back from the main facades.

Detailed sidewalk placement in neighbourhoods and sidewalk design will be addressed further at the Neighbourhood Concept Plan stage.

2.6.1 Local streets

figure 2.6.1 - Local street

The street section of typical local streets will have roadway pavements 8.5m, sufficient width to accommodate two travel lanes and one parallel parking lane. These streets will typically have sidewalks of 1.5m on one side of the street with a boulevard width to the sidewalk of a minimum of 2.0m to accommodate snow clearing in winter.

See 6.14

Setbacks to the main building face will be a minimum of 4.0m. Projections of porches, and bay windows are encouraged in the streetscape. Porch projections will be allowed up to 1.8m and bay windows to 1.0m. The front edge of porch entrance stairs shall not be closer than 0.6m to the street line.

A minimum setback of 6.0m is to be maintained from the garage face to the property line. Attached garages shall be recessed from the main building face and projecting garages will only be allowed for a low proportion of the number of units within any Neighbourhood Plan (refer to section 4.1.3).

The resulting width of the streetscape from building face to building face is 25.0m. The placement of street trees in the streetscape shall be centred in the boulevard areas adjacent to the roadway to establish an intimate street scale suited to pedestrian use and a sense of neighbourhood.

2.6.2 Local streets abutting arterial roads (Window streets)

figure 2.6.2 - Local street abutting arterial

In locations where local streets run parallel to arterial roads, the overall width of the right-of-way may be reduced to 15.5m through reduction of the street boulevard adjacent to the arterial to 1.5m. The sidewalk shall be on the opposite side of the local street, from the arterial road to serve house frontages facing these service roads or window streets. Lotting that allows house frontage to address these streets or the use of entrances on the flank facade is encouraged (refer to 4.1.5 Corner Lots). However, instances may occur where short flank ends of single blocks have no houses fronting on them. At the detailed design phase, requirements for sidewalk connections in these areas will be reviewed.

2.6.3 Local streets with expanded boulevard

figure 2.6.3 - Local street w expanded blvd.

In certain locations, local streets have added importance as connecting streets between elements of the open space system. In these instances the boulevard on the sidewalk side of the street shall be expanded to accommodate a continuous double row of trees to spatially delineate the sidewalks and provide shade. The right-of-way width of these streets shall increase to 19.0m accordingly to create this generous landscaped boulevard. Detailed design of these treed boulevards with regards to adjacent parks and community facilities shall be determined at the later Site Plan Approval stage.

2.6.4 Collector

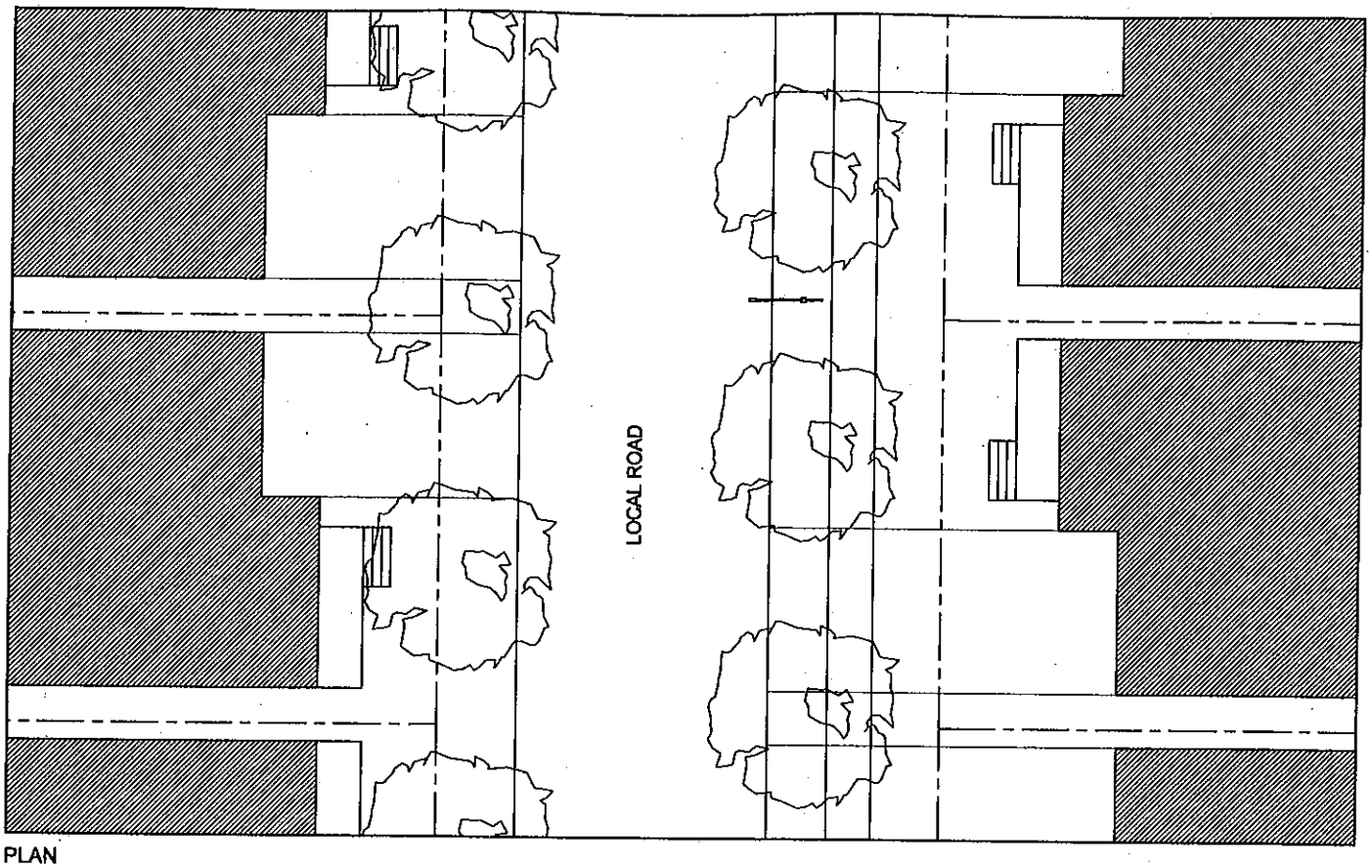
figure 2.6.4 - Collector street

Collector roads by virtue of their increased traffic volume shall have an increased roadway pavement width of 9.8m to accommodate two wider travel lanes and one parallel parking lanes. Due to their increased importance as primary streets they shall have sidewalks on both sides of the street. The overall ROW width shall increase to 20.0m and setbacks to the main building faces shall be increased to 4.5m. Adjustments to the width of collector street sections may be required to accommodate increased road pavement widths in certain locations.

2.6.5 Collector Roads with Expanded Boulevards

figure 2.6.5 - Collector street with expanded blvd.

Certain collector streets have significance in the plan as major urban links in the open space system. Accordingly they will have expanded boulevards on one side to accommodate continuous double rows of trees to spatially delineate these pedestrian links and provide shade. The overall width of these street sections increases to 22.0m.



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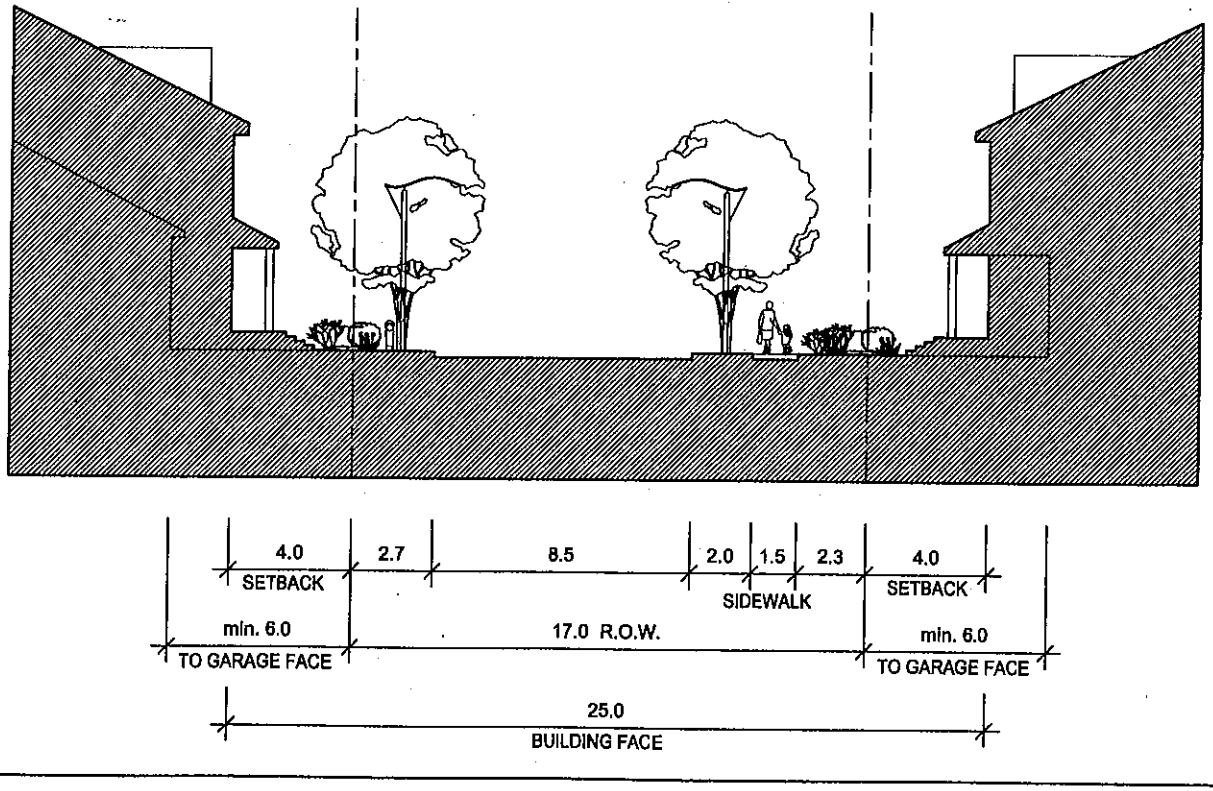
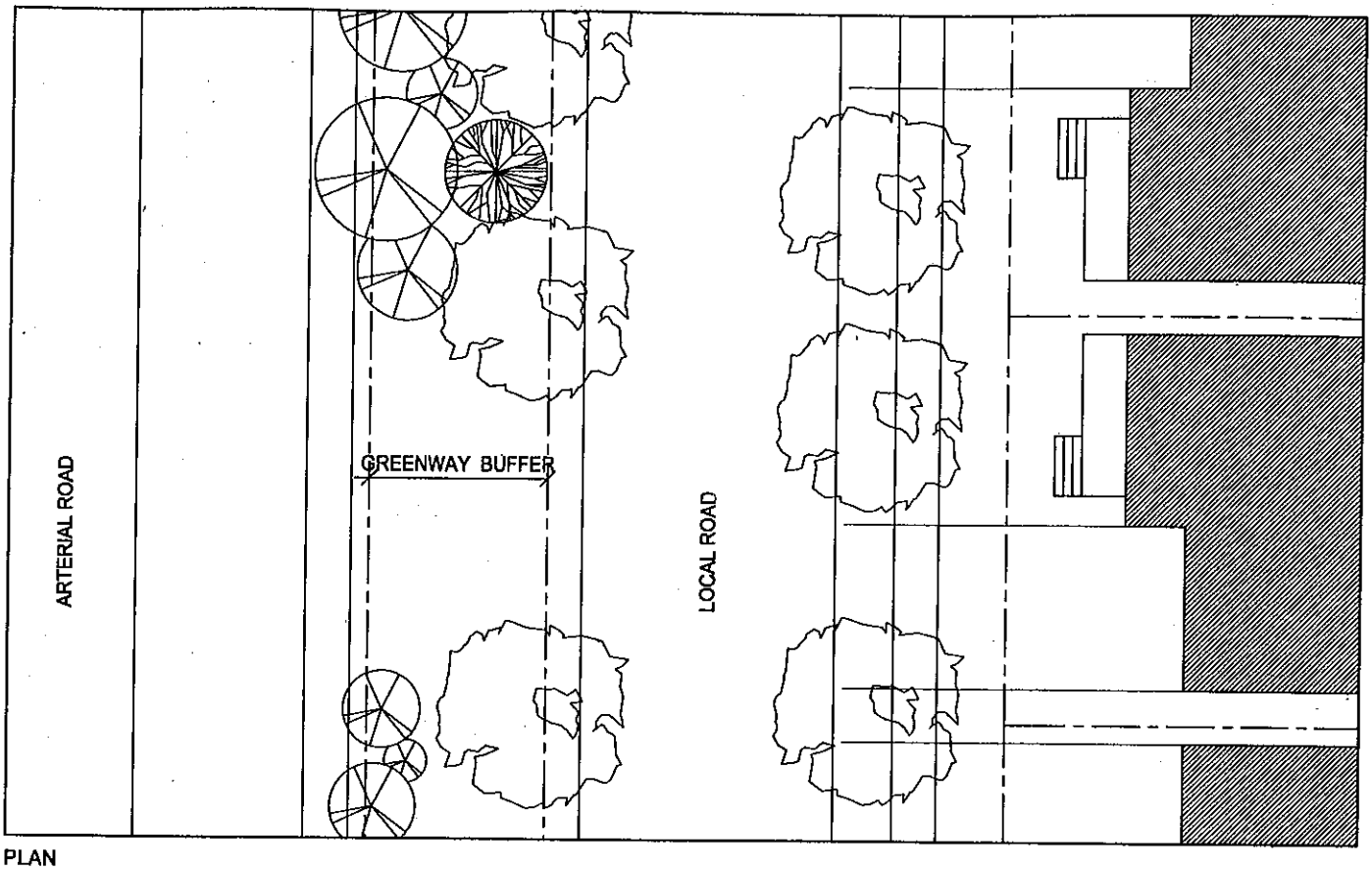


SECTION

FIGURE 2.6.1

LOCAL STREET



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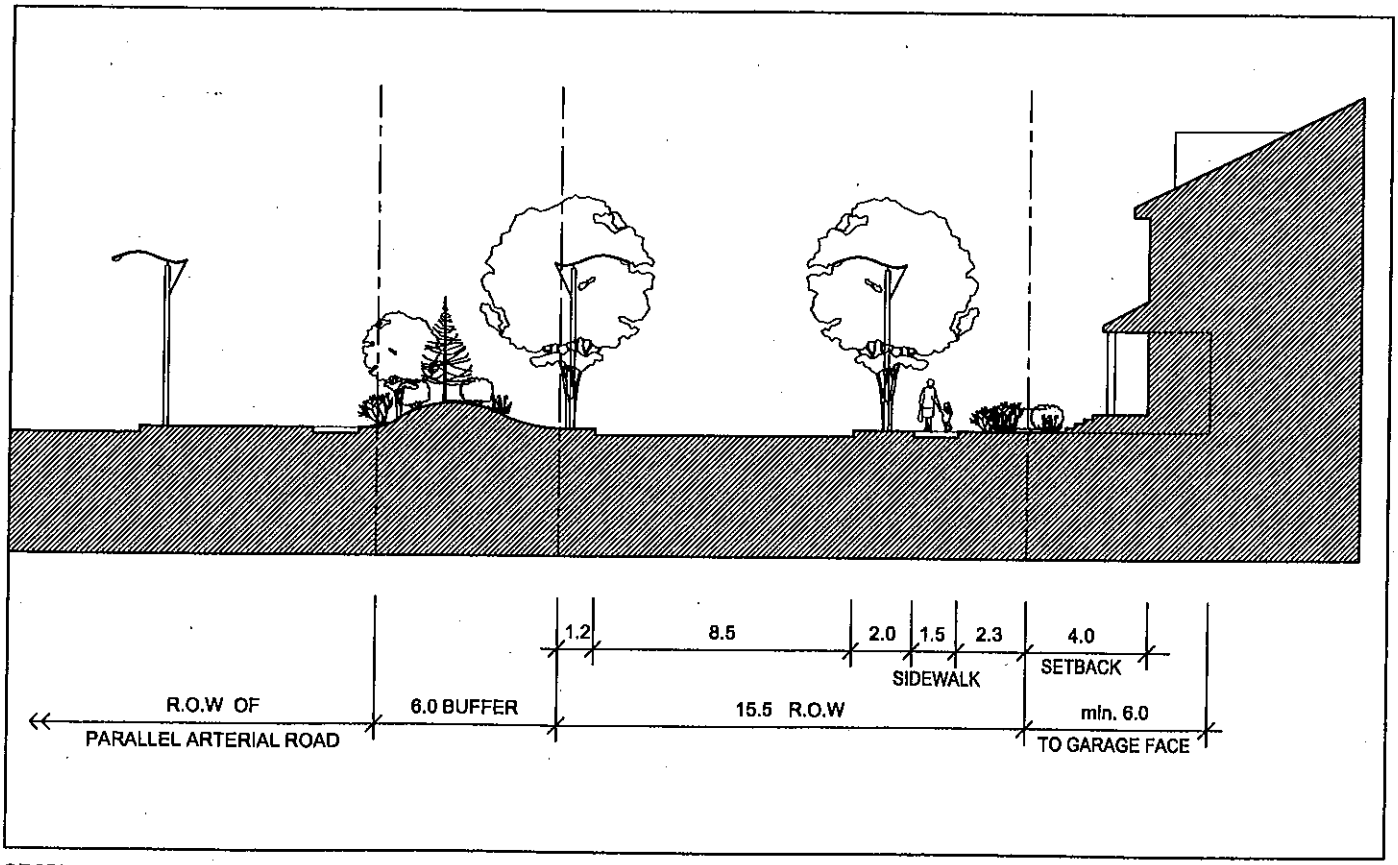
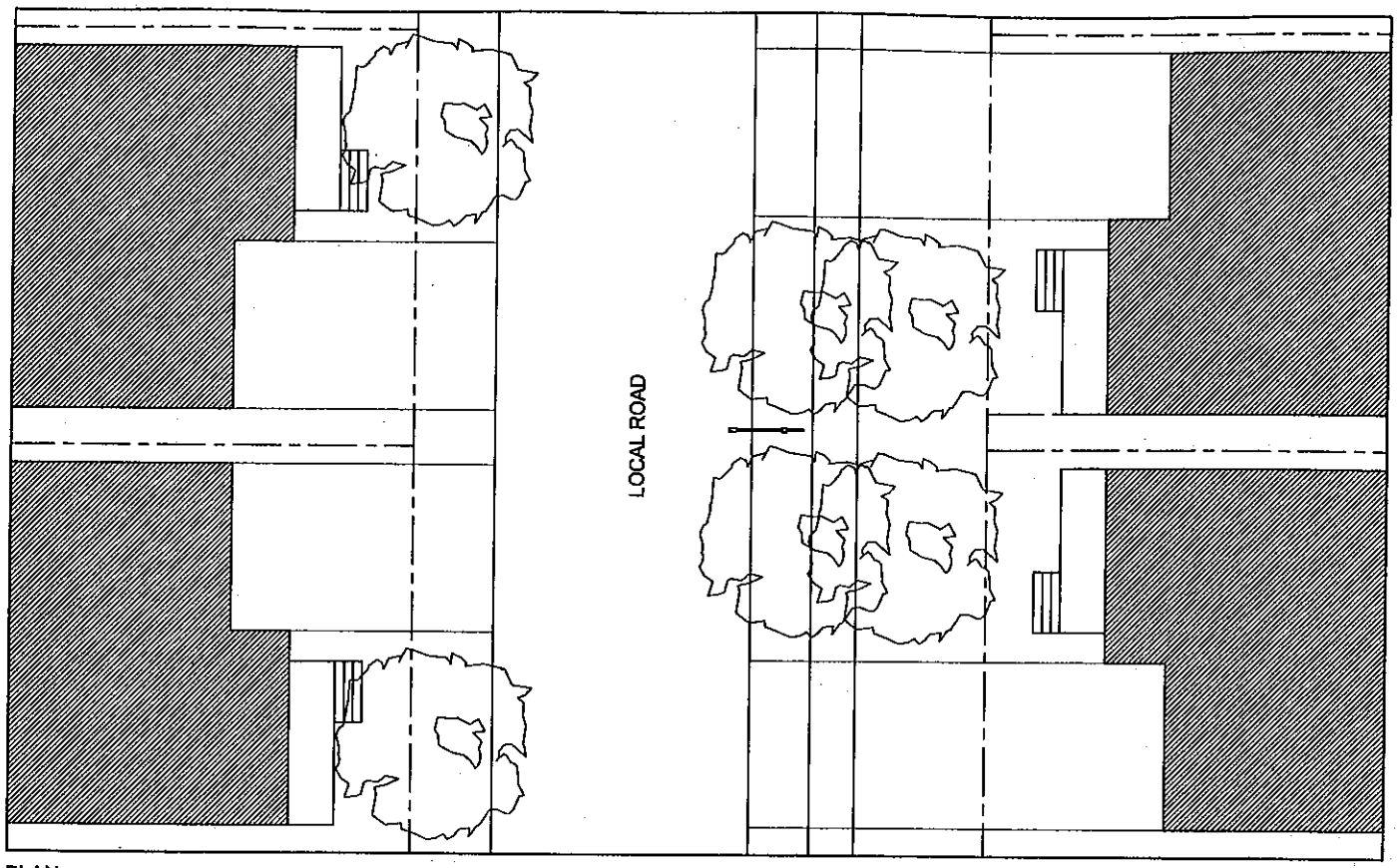


SECTION

FIGURE 2.6.2

LOCAL STREET ABUTTING ARTERIAL



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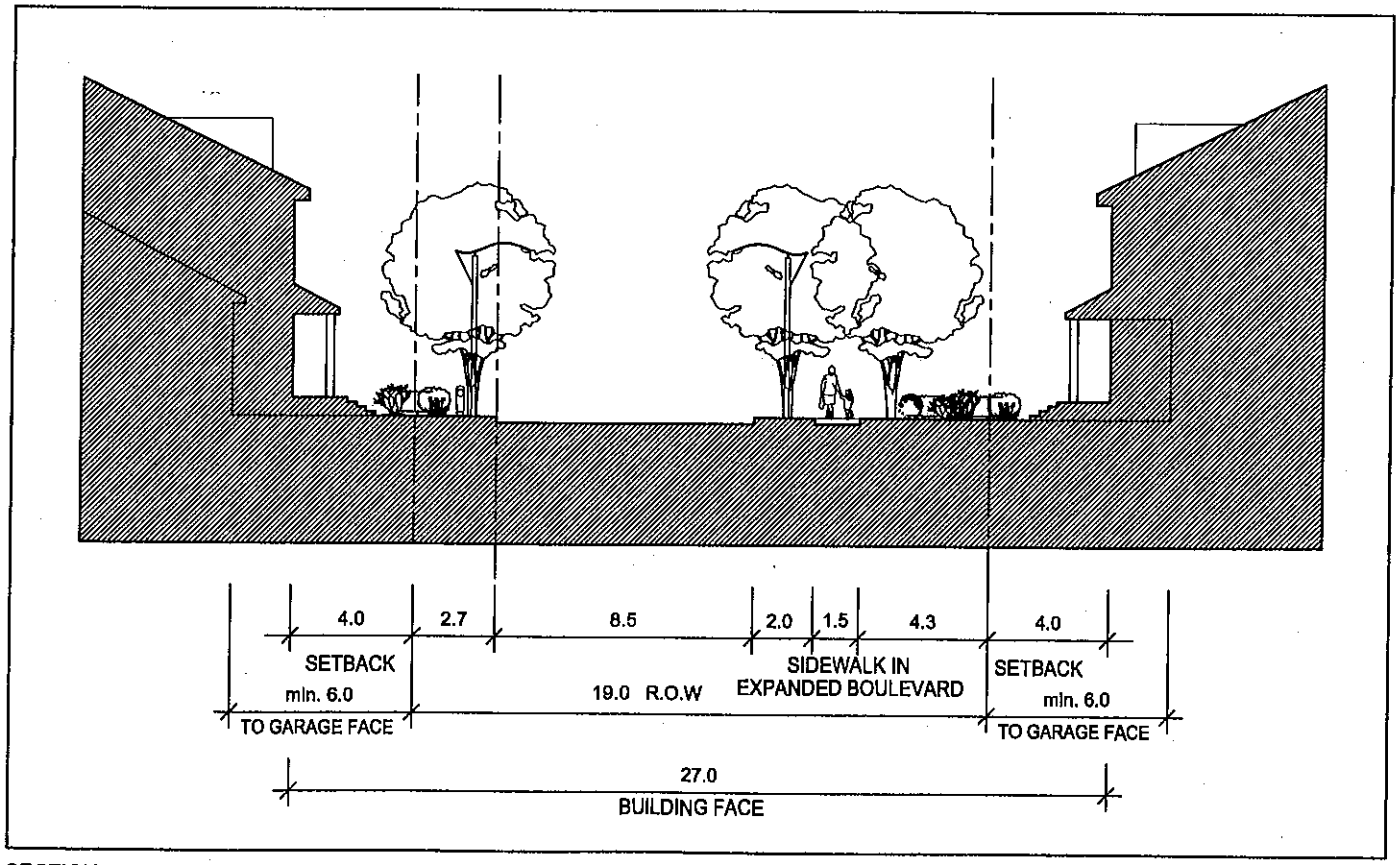
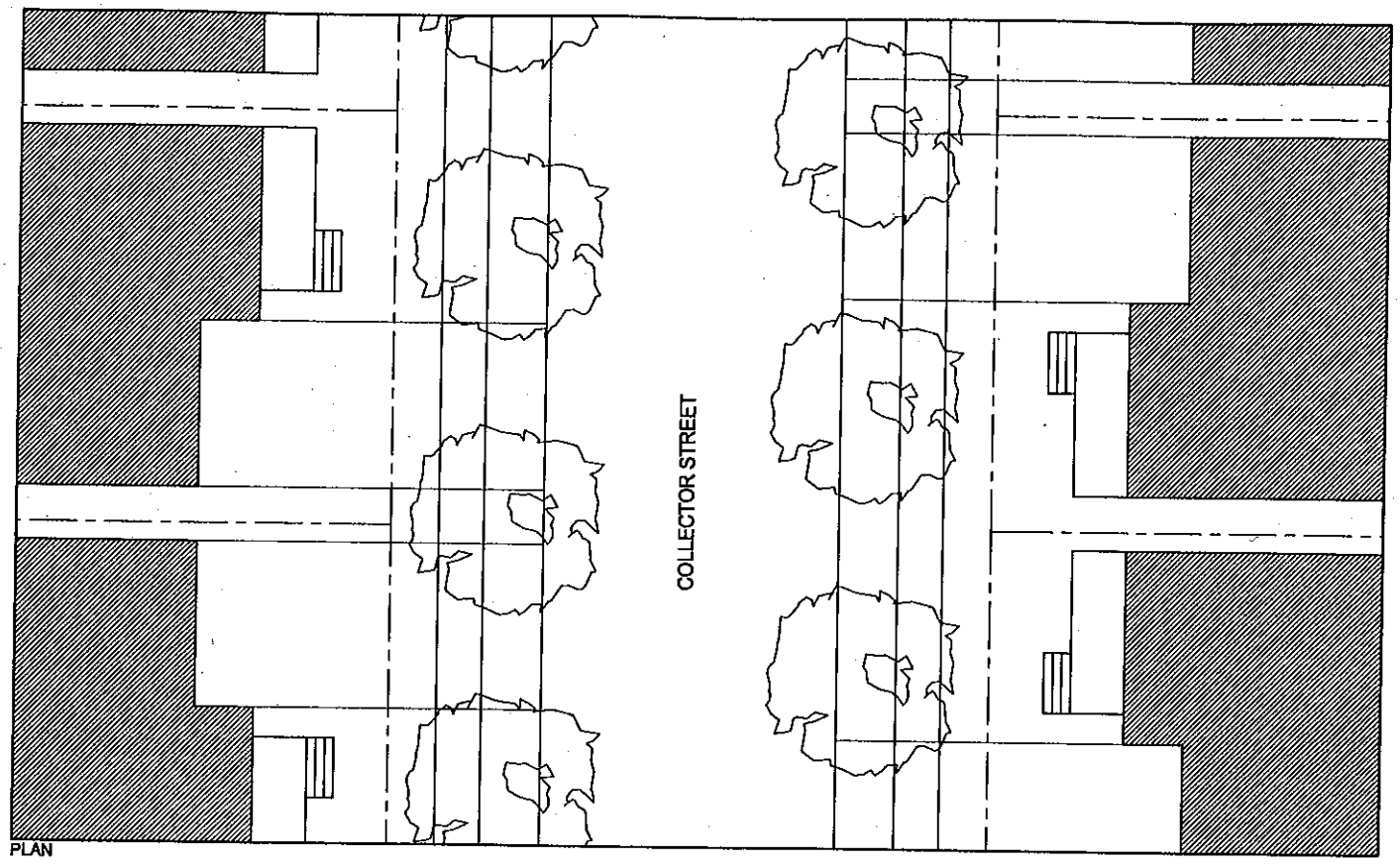


SECTION

FIGURE 2.6.3

LOCAL STREET WITH EXPANDED BOULEVARD



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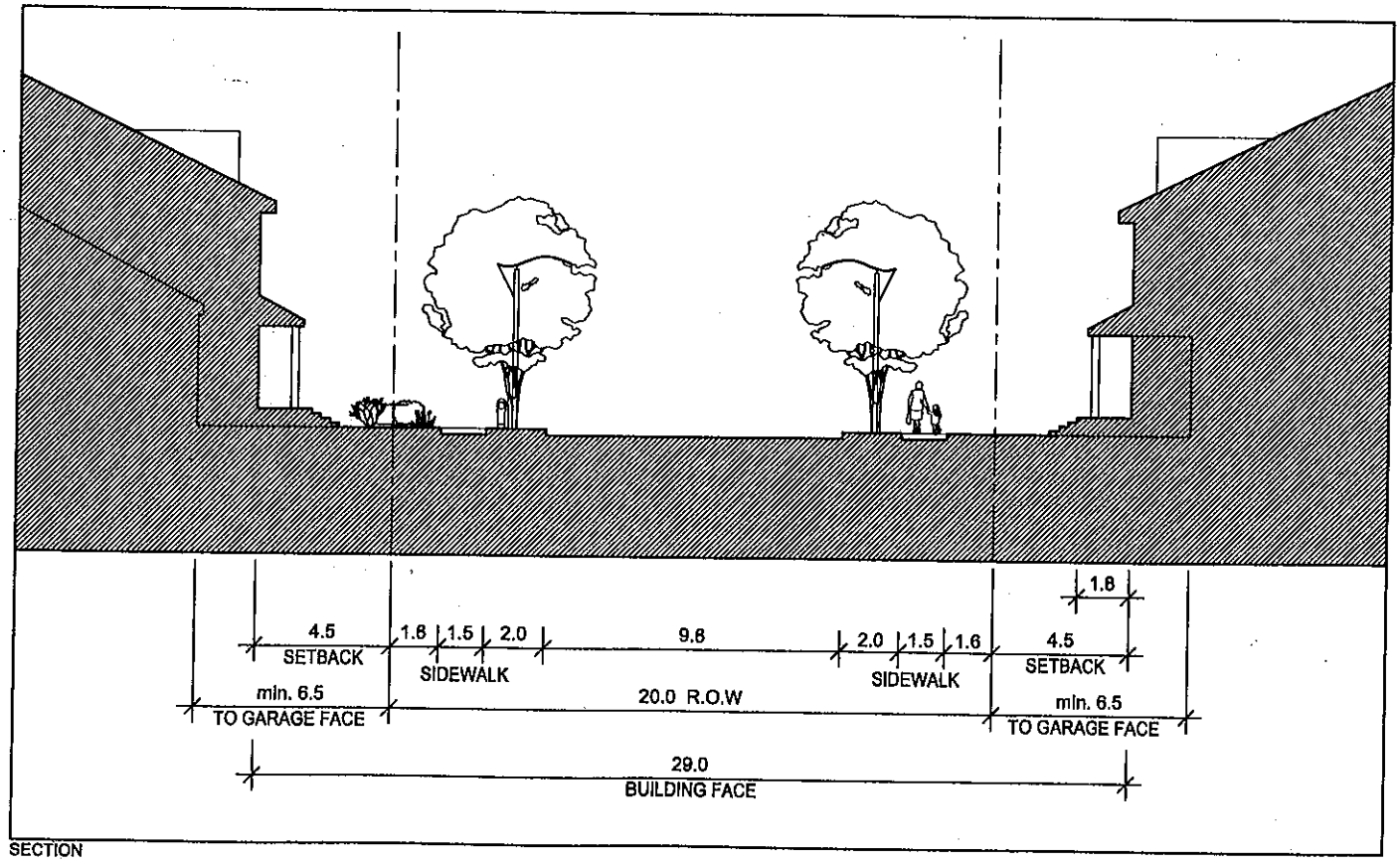

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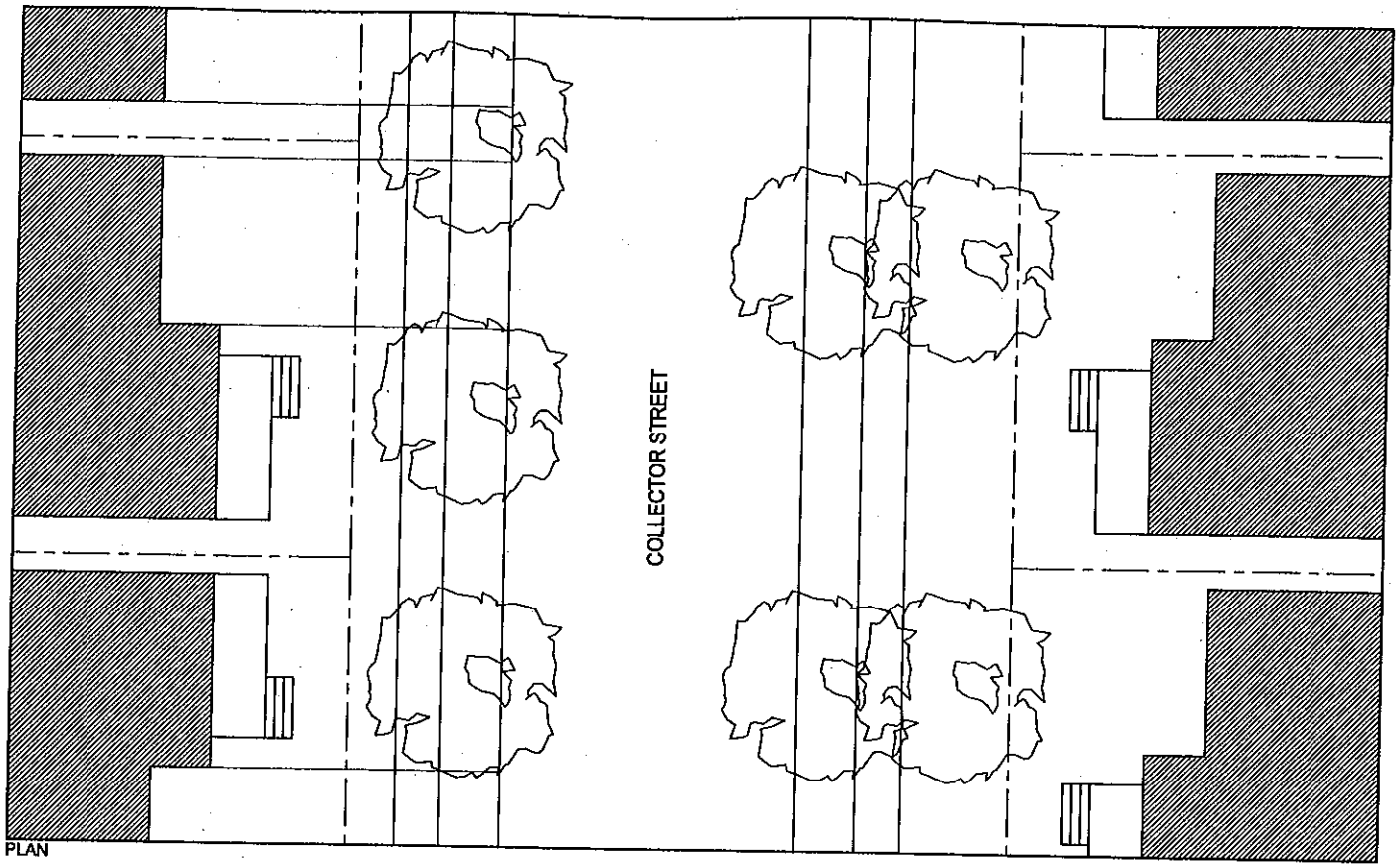
FIGURE 2.6.4

COLLECTOR STREET



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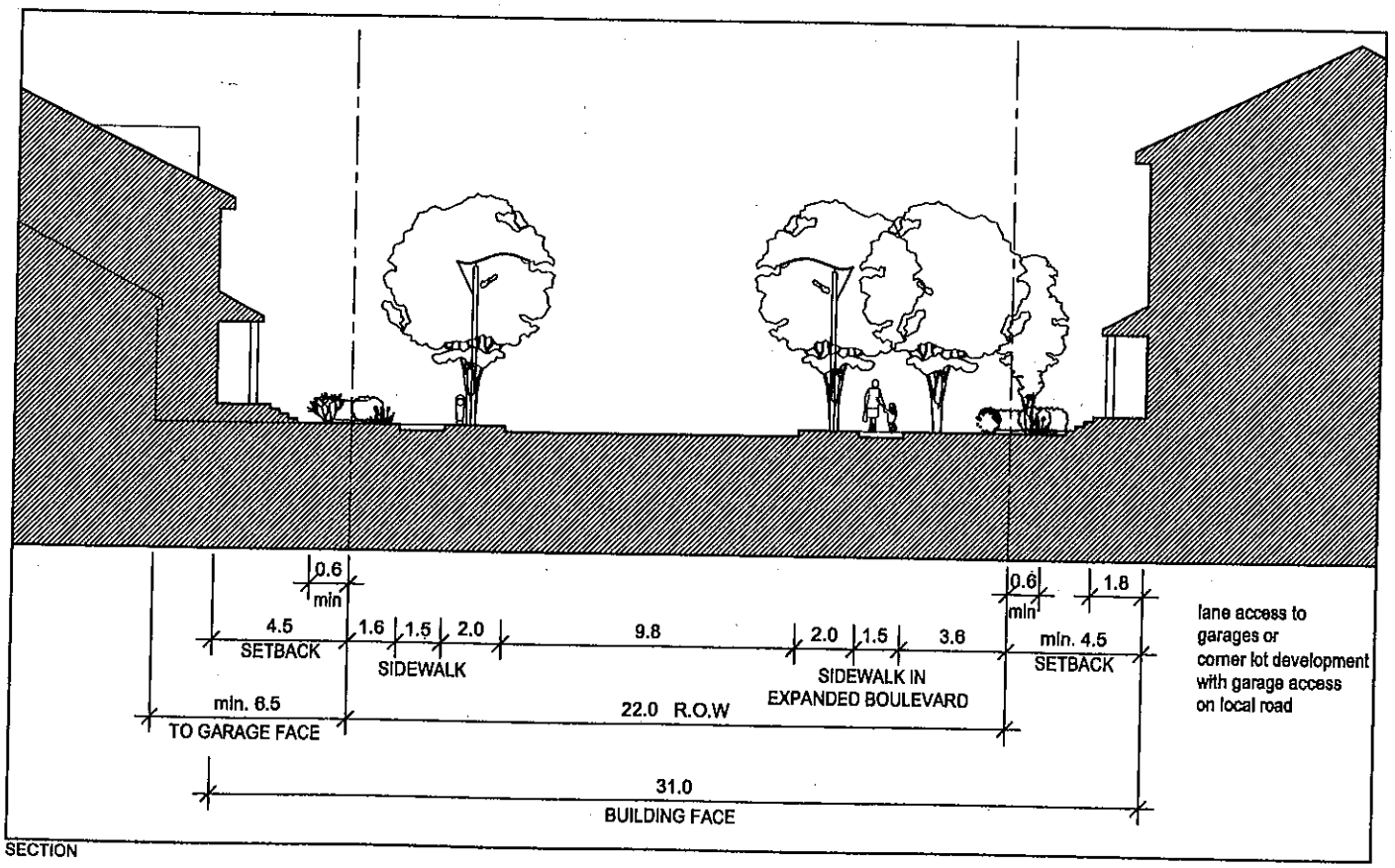

SECTION

FIGURE 2.6.5

COLLECTOR STREET WITH EXPANDED BOULEVARD

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DATE: 7 JUNE 2002
SCALE: 1:500

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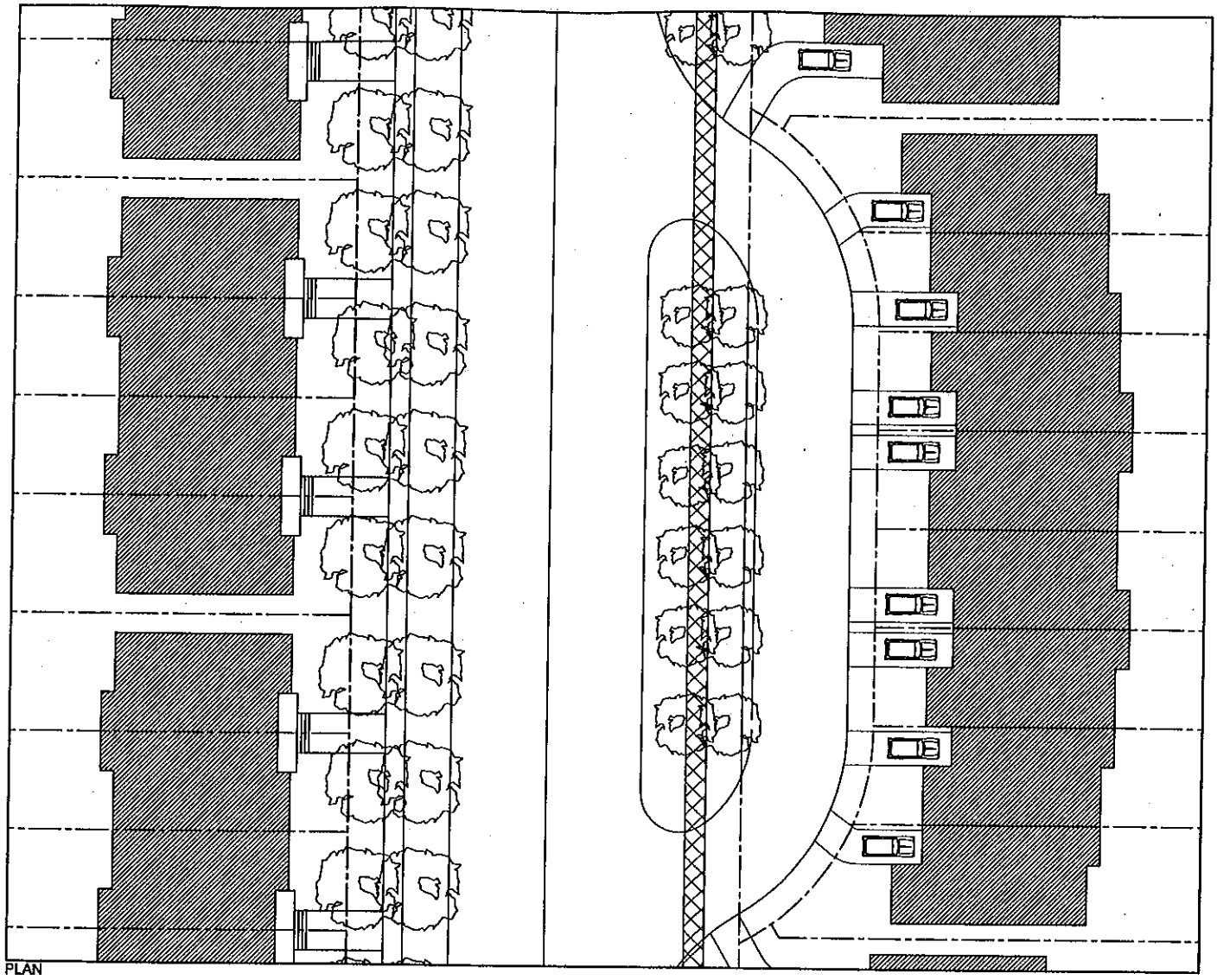

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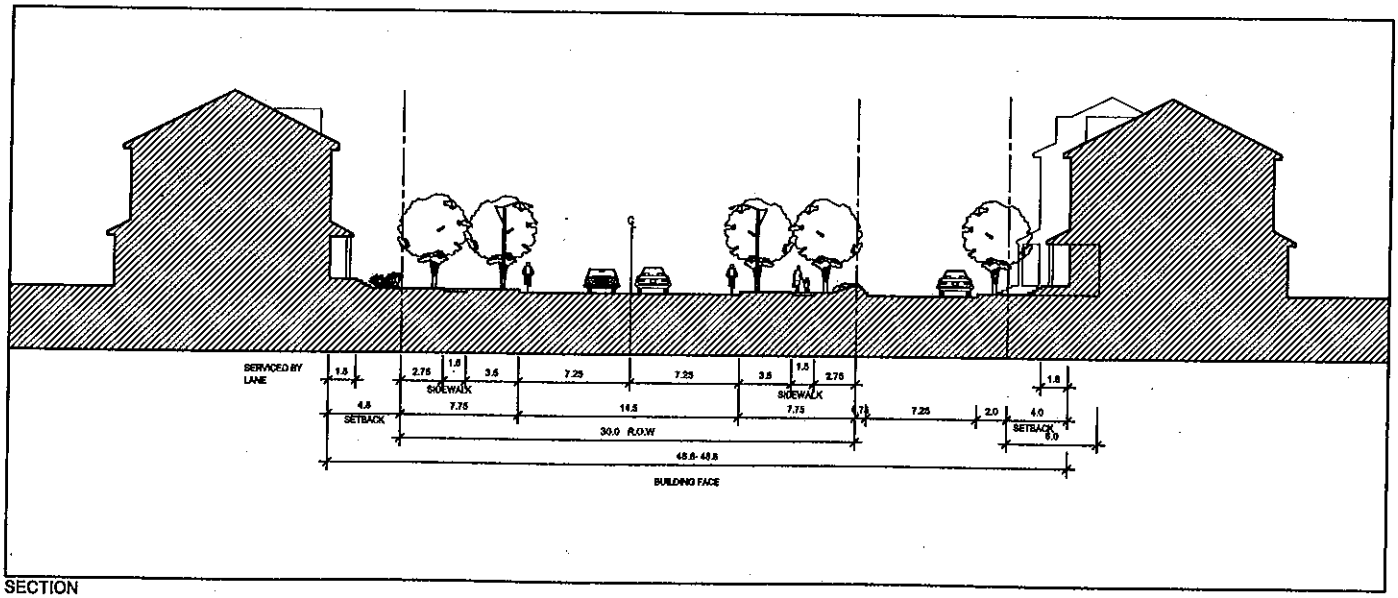

SECTION

FIGURE 2.6.6

CRESCENT STREET (AT LESLIE STREET)

Final determination of details regarding tree placement, sidewalk location and utility box placement and other streetscape elements shall be dealt with at subsequent approval stages.

3.0 SPECIFIC URBAN DESIGN GUIDELINES - Principles For Specific Locales

This section deals with guidelines that are related to particular components or specific locations within the community framework. These more detailed design strategies flow from the general objectives of the earlier sections. In some cases alternative strategies are available to achieve these urban design objectives.

3.1 Major Entry Zones and Boundary Edges

Objectives:

- Create entry vistas and streetscapes along these community edges that integrate development with the natural environmental areas and that unify their varied land use character to reflect the vision for the community
- Provide a landscape transition to adjoining agricultural lands
- Facilitate bicycle use and enable comfortable pedestrian connections to adjoining neighbourhoods along these arterial roadways

Strategies:

In order to achieve a streetscape that will unify the varied land uses along these entry zones, and create transitions to environmental and agricultural lands, development along Doane Rd., and Queensville Sideroad, shall be guided by the following:

- To provide landscaped strips wide enough to accommodate varied landscape plantings, boulevards along these roads shall include greenways with a minimum width of 6m. These greenways shall consist of the dimension from the outside sidewalk or paved trail edge to the private property line. They may be accommodated within the arterial road right-of-way, depending upon the detailed design of the cross section. They will connect to natural environmental areas and introduce landscaped vistas to these arterial road approaches. They also assist in forming a smoother transition in zones where agricultural lands face residential lands across the arterial roadways.

- These greenways are to be characterized by areas of deciduous tree plantings, combined with coniferous groupings and berming to vary their topography.

- The inclusion of pathway widths sufficient to accommodate cyclists is recommended adjacent to these greenways along Doane Rd. and Queensville Sideroad.

- The street patterns of adjacent residential lands shall utilize short parallel service roads. Where traffic flow permits, the use of parallel crescent streets may also be introduced. In either case, the resulting streetscapes along

arterials will thus have a residential flavour, while the residences themselves will be buffered and partially screened from the arterial roads by the landscape greenway boulevards. The bounding of arterial roads by the rear of residential lots (backlotting) is discouraged, as is the use of acoustic walls to rear gardens. These shall only be used where no alternative in street or lotting pattern is practical.

Along Woodbine Ave. development shall be characterized by the following:

- The west side of Woodbine shall be characterized by increased building setbacks to create a buffer. A minimum of 40% of the yard to Woodbine shall be landscaped.

- The west side of Woodbine shall be characterized by continuous rows of trees in the boulevards to create streetscape continuity as a transition to agricultural lands to the east.

Along the Second Concession development shall be characterized by the following:

- The development of the street section along natural environmental lands and floodplain areas shall be sensitive to the existing natural features and minimize any construction impact upon them.

- In the southwest area of the plan along the Second Concession directly adjoining wooded natural lands, densely wooded parkway buffers shall be provided with a minimum width of 10m, that shall be owned by the Town. This creates continuity to the streetscape. Species shall be selected to harmonize with the existing woodlands in this area and create a naturalized landscape. A pedestrian trail shall be incorporated into this buffer zone.

- Street patterning along these areas of the Second Concession shall use parallel service roads or crescents, as described above.

Along Highway 404 the following measures are proposed:

- Building setbacks from the property lines adjacent to the highway are proposed that are large enough to allow for green landscaping of this important corridor (refer to 4.2.1).

- A landscaped strip requirement shall be created within this setback zone by establishment of a landscaping setback within individual lots adjoining the highway.

3.2 Leslie Street

Objectives:

- Create a character for Leslie St. conducive to its role as a major activity street of the community for pedestrians and cyclists as well as vehicular traffic.
- Integrate new development on Leslie with the existing hamlet.

Strategies:

figure 3.2A- Recommended plan of Leslie Street

- The frequency of intersections with local streets should be greater than the other arterial roads of the community. This will strengthen links to the adjoining neighbourhoods and act as a traffic calming measure on Leslie St.

- The street pattern of blocks adjacent to Leslie should be characterized by a combination of the use of parallel crescent streets, and the use of laneways. These will allow building facades to define the streetscape while enabling multiple road connections to the neighbourhoods. The use of parallel service streets is to be avoided in these locations.

Figure 3.2B- crescent development on Leslie

- The street section of Leslie St. will be characterized by double continuous rows of deciduous trees planted in the street boulevards to reflect the significance and urban character of the street and provide shade to pedestrian walkways.

Figure 3.2C- Leslie street section

- A bicycle path in the roadway is proposed to link the Town Centre with the environmental lands in the southwest. On the west side, adjacent to these environmental lands a transition of this path to the boulevard is proposed.

- Parallel parking should be allowed on Leslie St. outside of rush hours, to reinforce its character as an urban street.

- The development of the medium density housing areas on the east side of Leslie facing the environmental lands in the south should reflect their unbroken vistas of these natural lands. A high quality of architectural facade development is to be used in these prominent locations.

- Alternative types of medium density development should be considered for these locations to promote a generous landscaped environment for this section of Leslie St. Housing forms such as courtyard development or crescent terraces create landscaped forecourts suitable as a transition to Leslie St.

- The use of laneways for garage access is recommended for the section of Leslie street approaching the town centre. This type of block configuration will provide an urban transition to the town centre distinguished by an architectural facades of higher quality uncompromized by garage access.

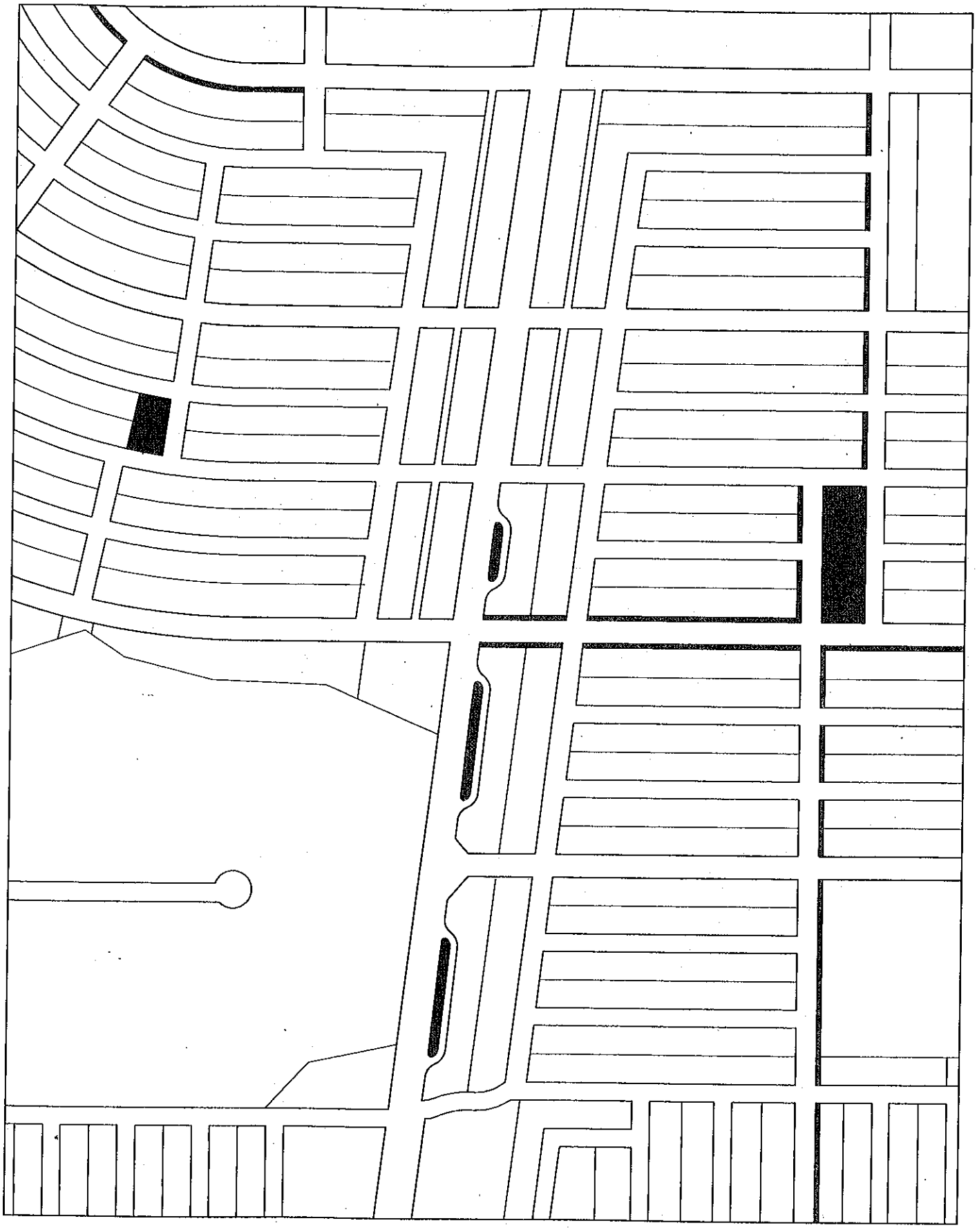

FIGURE 3.2A

RECOMMENDED PLAN OF LESLIE STREET

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DATE: 7 JUNE 2002
SCALE: 1:5,000

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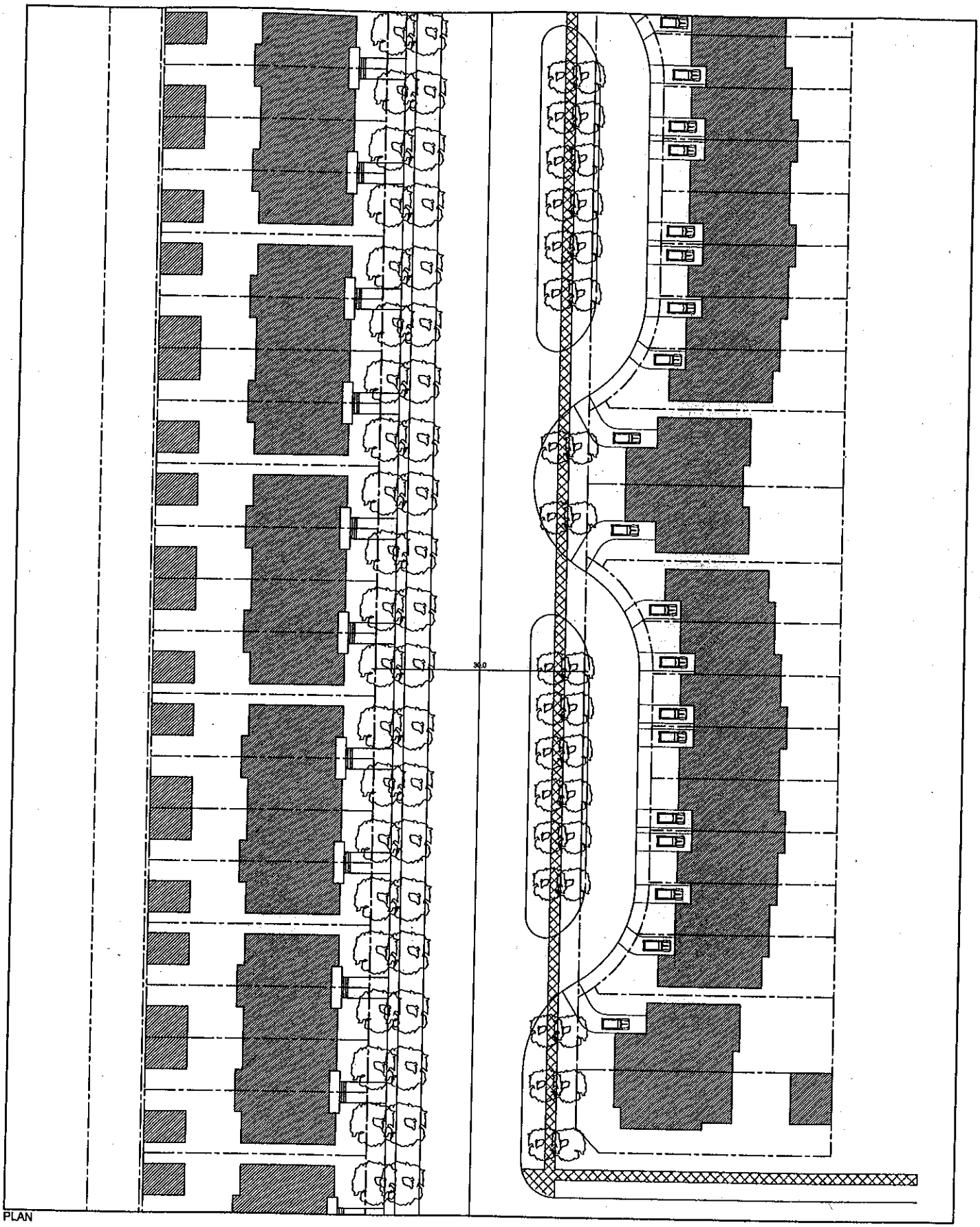

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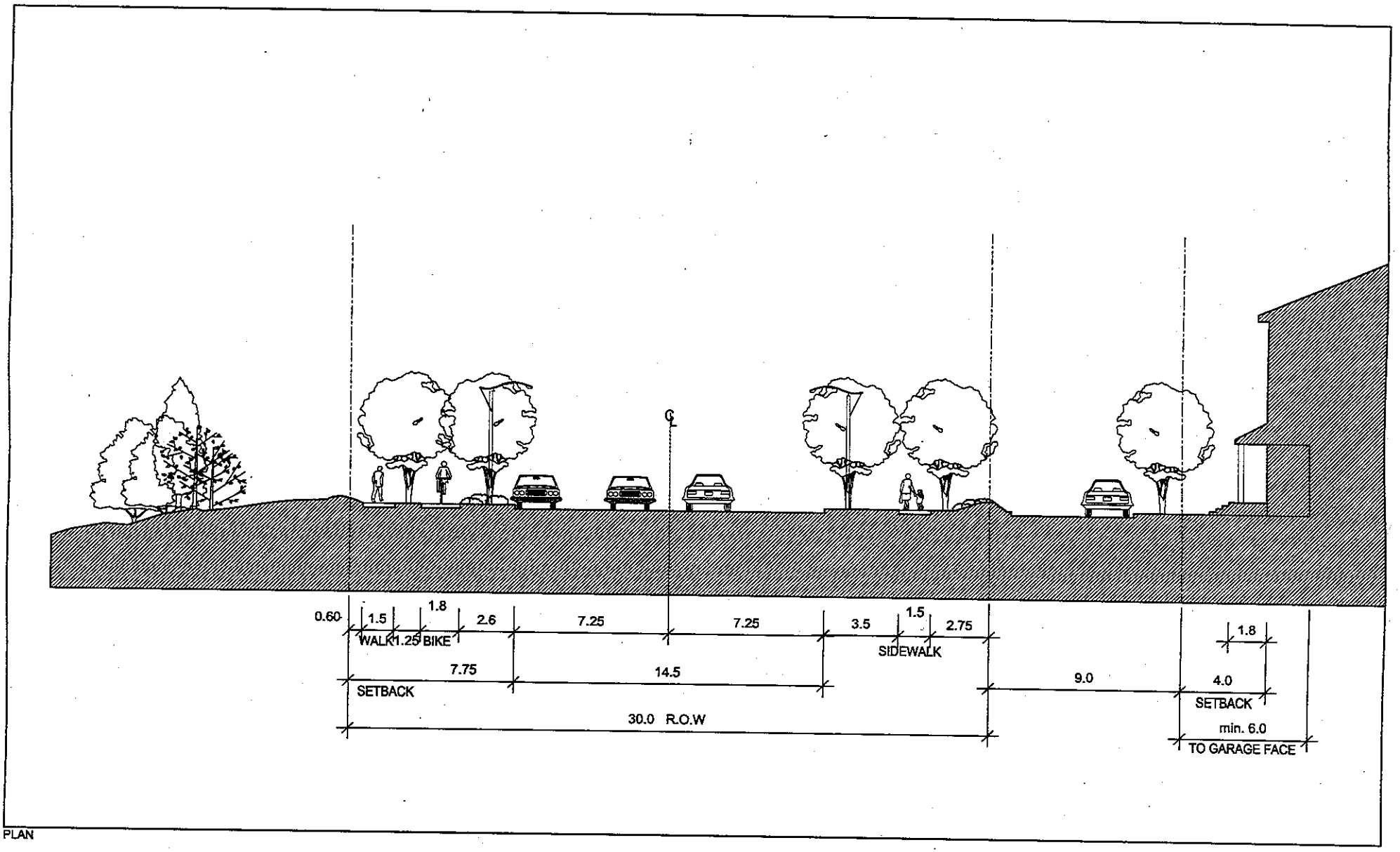
FIGURE 3.2B

CRESCENT DEVELOPMENT ON LESLIE STREET



PLAN

FIGURE 3.2C

LESLIE STREET SECTION AT OPEN SPACE / VALLEY LANDS

3.3 Primary Sreetscapes

figure 2.2.2 - Primary streets plan

The development of the street pattern creates primary streets with greater significance to the community's urban design structure. The streetscapes of these streets shall be distinguished by additional measures that will reflect their importance.

3.3.1 Neighbourhood Entry Streets

Objectives:

- Create distinctive gateways into the neighbourhoods at the entry points from arterial and boundary roads.
- Strengthen the streetscape of these streets to reflect their importance within their local neighbourhoods and provide additional pedestrian comfort.
- Ensure that the built form of these streets supports their significance in the plan.

Strategies:

figure 3.3.1- Neighbourhood entry street plan

- Neighbourhood entry streets shall have landscaped medians with rows of trees in the first block from their entry at arterials to mark their distinctive character and act as gateways into the neighbourhoods.

- The corner locations of these entry points may be further delineated with unique landscape groupings, or the use of special built features such as low walls, pavilion shelters or gateway markers.

- The boulevards of these streets should also be characterized by continuous rows of trees in expanded greenways to create better pedestrian connections along these streets (refer to 2.6.3 and 2.6.5).

- The architectural streetscape of these streets shall consist of the main frontages of houses and not their flank frontages. The development of corner house types with main entrance facade and porches facing these streets should be used in these locations.

3.3.2 University Boulevard

Figure 3.3.2A - University boulevard plan

Objectives:

- Development of this street as a significant urban boulevard linking the town centre with the university in the northeast
- Creation of a distinctive gateway for this major collector street into the neighbourhoods of the northeast sector of the plan
- Development of an adjacent block pattern that enables strong streetscape and built form development

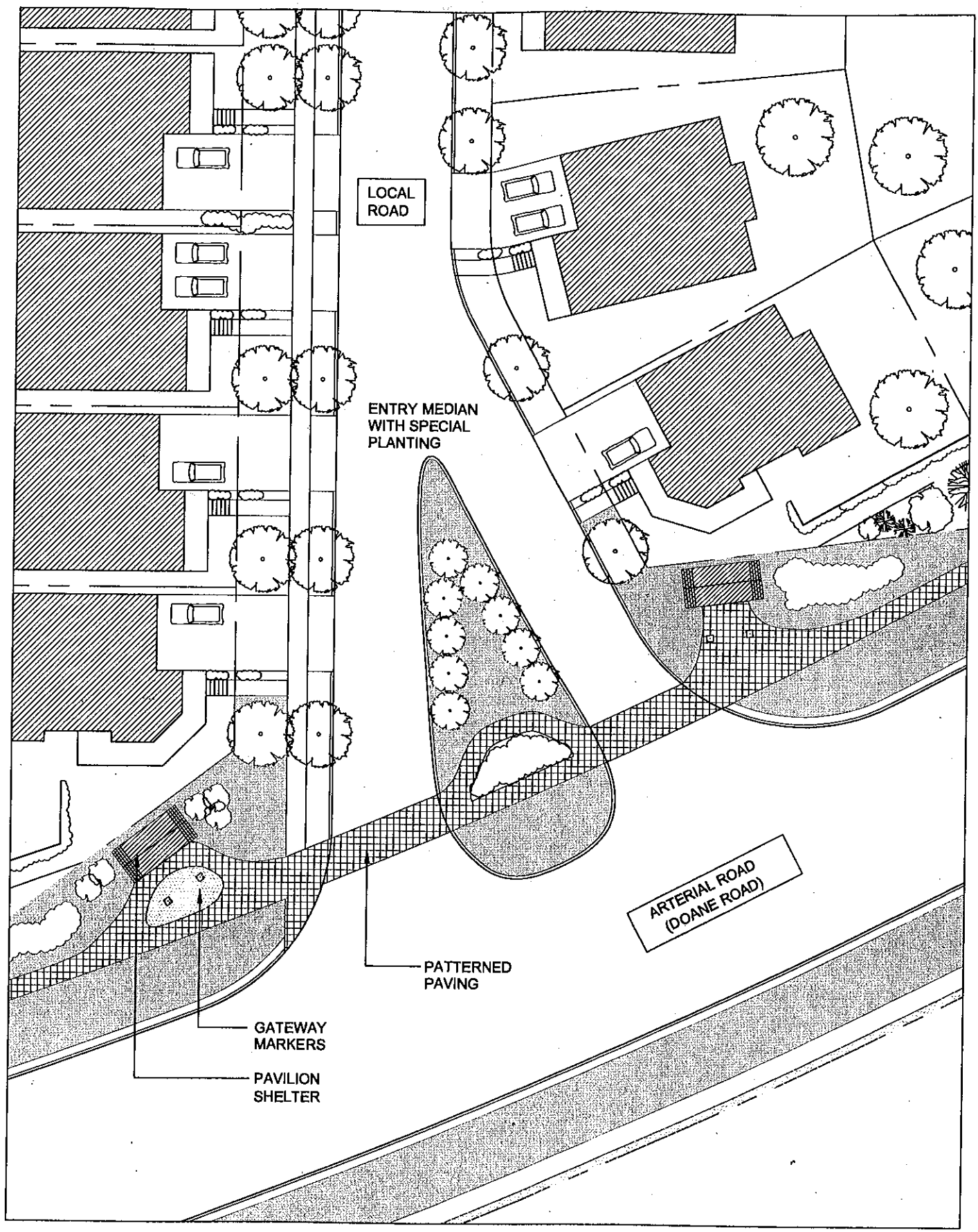


FIGURE 3.3.1

NEIGHBOURHOOD ENTRY STREET PLAN

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DATE: 7 JUNE 2002
SCALE: 1:400

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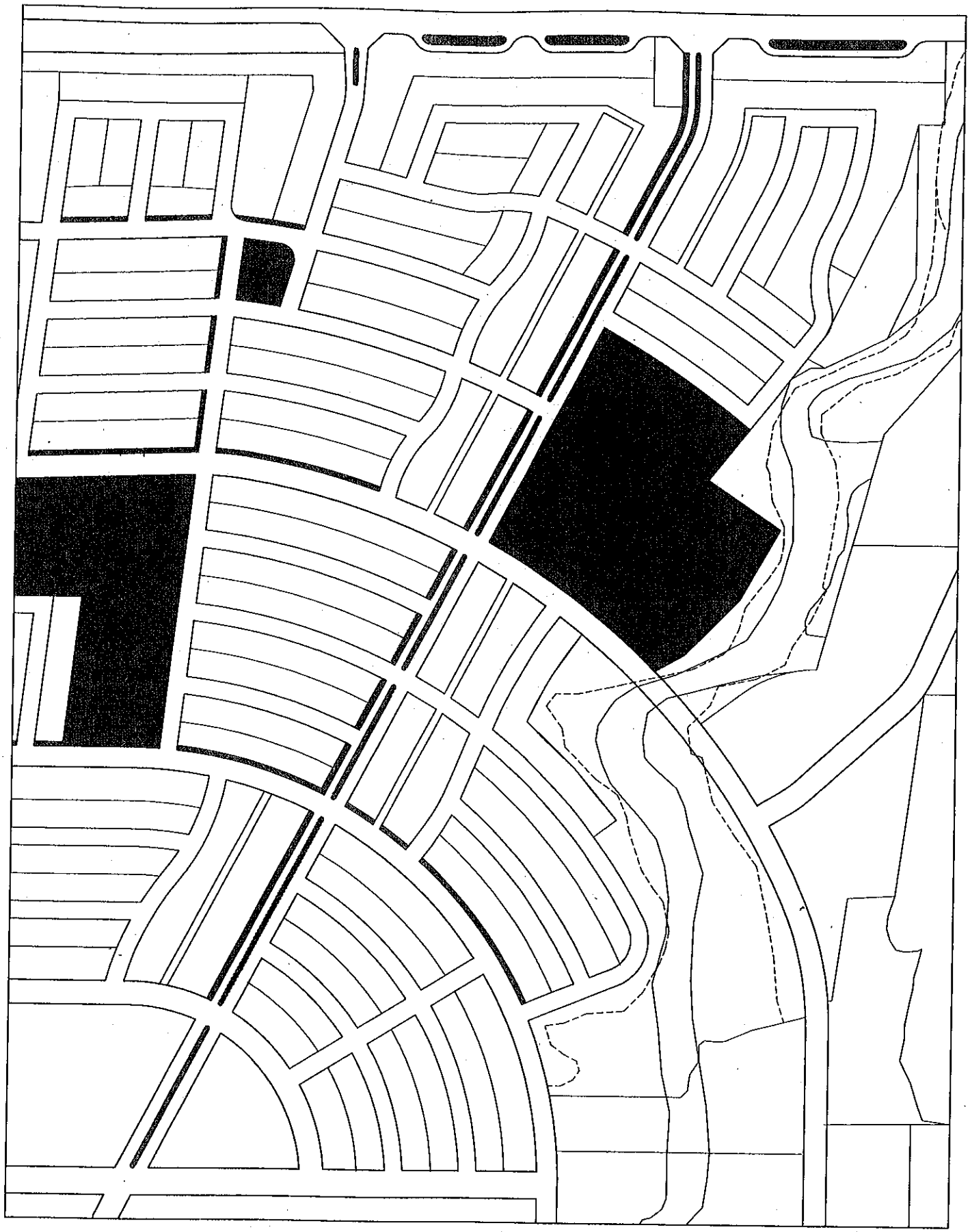
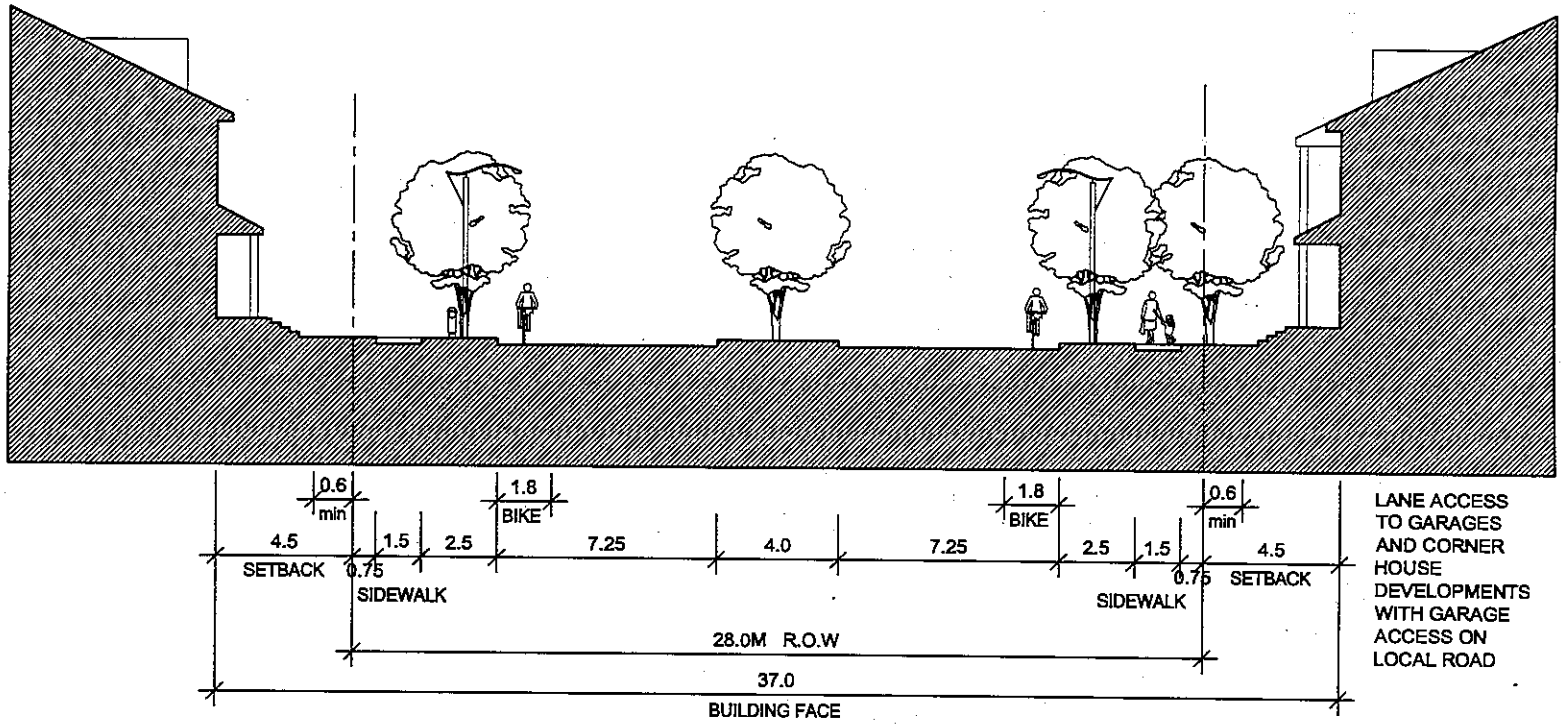


FIGURE 3.3.2A

UNIVERSITY BOULEVARD PLAN



SECTION

FIGURE 3.3.2B

UNIVERSITY BOULEVARD SECTION

Strategies:

A variety of strategies shall be used to achieve the strong streetscape development crucial to this major diagonal boulevard.

Figure 3.3.2B -University boulevard section

- Landscape design of the street boulevards on both sides to contain a continuous row of deciduous trees uninterrupted by driveways, to emphasize the spatial continuity of this important street and its pedestrian sidewalk.

- Development of a 4.0m wide central median in the roadway planted with a continuous deciduous tree row. Intersection spacing shall be at every 2nd block to minimize interruption of the central boulevard.

- Street townhousing, semi-detached dwellings or other forms of multiple family housing types fronting on the street should be used to promote continuity of building facades.

- Use of lanes in these locations to achieve streetscapes characterized by continuity of the landscaped boulevards with no driveway interruptions.

- Use of corner house types with the main entrance facade and porches facing the diagonal boulevard. Garages should face the local streets to eliminate driveway impact on the boulevards.

- Due to the length of this street, a combination of both of the above strategies is recommended to introduce variety into the streetscape.

3.3.3 Primary radial streets west of the town centre

Objectives:

- Reinforcement of these streets as major links in the overall plan of the community that connect town centre to the valleyland system and to outlying neighbourhoods.
- Differentiation of these streets within the circular neighbourhood street structure for better orientation in this area of the community

Strategies:

- Creation of expanded landscaped boulevards along one side of these streets characterized by double rows of deciduous trees for pedestrian comfort and differentiation of the streetscape(refer 2.6.5).

- The use of corner house types as described above.

- Street townhousing, semi-detached dwellings or other form of multiple family housing types should be used to promote continuity of building facades facing these radial streets.

- The street running westward from the town centre has particular characteristics within this group of radial streets, as it connects to a finger of natural valleyland in close proximity to the town centre. The use of lanes is recommended behind the south side of this street. This provides a continuous landscaped boulevard link from the town centre to open space, unbroken by driveway access.

3.3.4 Street K/G

The development of this street shall employ strategies similar to the radial collector streets.

3.3.5 Town Centre Streets

The streets of the town centre will be the subject of a more detailed study dealing with the urban design of the town centre as a whole. Although the development of these streets is based upon similar principles, their mixed use nature, along with their street related retail uses and additional parking facilities, necessitate more specific streetscape and street section configuration.

3.4 Parkette Locations

Objectives:

- Creation of local focal points within the neighbourhoods
- Creating streetscape quality appropriate to public neighbourhood places
- Promotion of built form development that acknowledges these open spaces

Strategies:

- The main entrance facade of buildings adjacent to parkettes shall face these open spaces. Where building flank situations prove unavoidable, these houses should be developed with porches or bay windows wrapping their corners to face the parkettes (refer to 4.1.5).

- Reduced building setbacks may be introduced in these locations to promote a pedestrian scale to the open space.
- Residential design adjacent to parkettes shall take into consideration design measures that allow for privacy within the private realm. These measures may include wrought iron fencing, and landscaping elements such as shrubs or trees.

- Reduction of street width dimensions around these parkettes is encouraged to promote efficiency of land use. Two way local streets may be reduced to 15.5m.

- One way street configurations around parkettes may be considered.

- Garages shall be deeply recessed, placed at the rear of lots or accessed by means of laneways around parkettes.

- The landscape development of parkettes may include play facilities that encourage their use by small children. Landscaping materials should be used that are appropriate to the anticipated functions of these spaces, and that introduce native plant elements that enable a low maintenance program.

- Landscaping of parkettes should provide a degree of screening to adjacent residential lots, while allowing sitelines from streets and residential areas to promote safety and security.

3.5 Development Adjoining Environmental Lands

Specific measures related to development areas that are adjacent to natural environmental lands are recommended in addition to those mentioned in Section 2.4.

Objectives:

- Create development that respects and integrates with the existing environmental features of the community

Strategies:

- Where development is adjacent to heavily wooded areas, enclave forms of street patterning may be used to limit street connections. In these cases, the creation of small distinct residential streets nestled within wooded buffers establishes naturalized treed buffer zones as transitions to adjoining woodlands and that aid in preserving these woodlands.

- In locations where development backs on to woodlands, a 3m portion of the rear yard of lots shall be dedicated to establishing naturalized tree and hedge vegetation as a buffer for woodland protection. Lot depths shall be increased to facilitate this so that a minimum active rear yard depth of 7.5m is maintained. Should detailed environmental analysis substantiate that adequate buffering already exists within the currently designated environmental lands, this buffer requirement will be waived.

4.0 SITE PLANNING AND BUILT FORM GUIDELINES FOR LAND USE AREAS

The principles that underlie the overall community structure also have implications on the relationship of individual development parcels to the public community structure. This section outlines design measures intended to guide the site planning and built form relationships of the individual land use parcels with the public realm of streetscapes, with the open space system outlined above, and with each other. These recommendations are intended to guide the preparation of Neighbourhood Concept Plans and the preparation of zoning by-laws to assist in their implementation.

4.1 Low and Medium Density Residential Areas

The development of a diverse and visually appealing community is dependent upon variety and diversity within the community's residential fabric. This diversity is important not only from a visual perspective but also to provide a range of housing necessary to sustain a vibrant community. Guidelines that promote the development of varied streetscapes by means of the qualities of the residential built form and character are organized by the following topics:

.1 Variety of Housing Type

.2 Siting, setbacks and variations in setbacks

.3 Garage Placement Alternatives

.4 Street Facade Development and Allowable Projections

.5 Housing at focal locations - corner houses, T intersections, at pedestrian links and at parkettes

refer to figures 4.1A through 4.1F, and to 2.6.1 to 2.6.6

4.1.1 Variety of Housing Type

- Varied lot depths and configurations should be introduced to the concepts for each neighbourhood to promote diversity within all phases of residential development. The current concept plan formulated for the Master Servicing Plan envisions the vast majority of housing to be configured on shallow lots. The introduction of additional blocks of deeper lots into more areas of the plan is encouraged, to introduce greater diversity within the residential fabric.

- Variations in lot depth promote the ability to introduce variations in front yard setback for housing groupings, greater flexibility of response to particular

conditions such as steeply sloped sites, a more sensitive response to adjacent existing land uses, and accommodation of more generous private yard dimensions. Lot depths of less than 27m are not recommended. In exceptional cases, where a minor number of such lots may facilitate preservation of natural features, they may be considered within the Neighbourhood Concept Plan.

- Diversity in lot widths and housing types are encouraged within all neighbourhoods. Integration of these varied residential types shall occur within individual streetscapes to promote variety at the most local level and to avoid segregation by house type. As a general guideline lot widths of less than 10.0m shall not exceed 35% of lots in a Neighbourhood Concept Plan.

- The arrangement of varied housing types within individual streetscapes shall be characterized by smooth transitions with relation to massing and setbacks. Gradual transitions of height, scale and massing shall typify streetscape development. Abrupt changes in massing of adjacent structures are to be avoided.

- Alternatives in facade treatment representing differences in built form massing, roof lines and architecture shall be created for housing types to ensure streetscape variety. As a general guideline, buildings of the same elevation should not comprise more than 35% of the streetscape of any block. Exceptions to this guideline may be considered on a case per case basis at specific locations, such as housing facing parkettes or natural lands.

4.1.2 Siting, setbacks and variations in setbacks

Setback and siting provisions are proposed as a general guide to the visual streetscape character of Queensville. Neighbourhood Concept Plans are expected to build upon these general prescriptions and to determine specific neighbourhood characteristics and responses for inclusion in zoning by-laws.

- *Front yard* setbacks shall be determined for Queensville residential areas that establish a sense of scale for the streetscape that is pedestrian friendly and provides enclosure to the public space of the street. Generally, buildings are proposed to be close to the street. Local street setbacks to the main building facade of 4.0m are proposed. These are increased to 4.5m for primary streets with planted medians, and 4.5m for collector streets. Refer to section 2.6 for streetscape sections.

- *Front yard* setbacks proposed are minimums, and variations in setback are encouraged to promote variety in the streetscape. These variations shall be achieved by means of housing groupings of a minimum of four lots to introduce a rhythm of setback variation through gradual transition of the location of the

main building face. Variations greater than 1.5m between adjoining lots are to be avoided unless street or topographic conditions are exceptional.

- Setbacks at intersections and sight triangles should be minimal to encourage spatial closure of the streetscape. Ensure that sight triangles are respected.

- *Sideyard* setbacks will be determined to allow for access, and servicing requirements, and variations in grading requirements. As a general guide side yard setbacks are proposed as follows:

  - For single family dwellings, 1.2m on at least one side of the dwelling and 0.6m for the opposing side. At corner lots the side yard setback shall equal the front yard; porch, stair and bay window encroachments are allowed. At pedestrian links a minimum of 3.0m is proposed.
  - For semi-detached dwellings, 1.2m and the same provisions as above for corner and pedestrian link conditions.
  - For multiple family townhouse dwellings, 1.5m for the sideyard of the end condition and the same provisions as above for corner and pedestrian link conditions.

- Where drainage from rear yards is accommodated within sideyards the detailed lotting, site planning and grading design at later stages of development shall ensure that proper slopes and drainage design are achieved.

- Garages located at the rear of buildings are encouraged. Sideyard setbacks will accommodate for 0m sideyard setbacks of garages to one side lot line at rear areas of properties for single family and semi-detached dwellings. In the case of townhousing, 0m setbacks to both side lot lines will be permitted for interior town house dwellings. For corner lots, the sideyard setback of rear garages shall be equal to the setback of the house.

- *Rear yard setbacks* establish the relationship of private open space to built form, and relationships between properties with regards to spatial enclosure, privacy, and sunlight. Actual rear yard setbacks may vary widely based on housing and lot types. A minimum rear yard setback of 7.5m is proposed.

- When garages are located in rear yards, a 7.5m setback shall be maintained between the garage and any portion of rear house facade that overlaps the garage.

4.1.3 Garage Placement Alternatives and Driveway Design

A stated aim of the urban design vision for Queensville is to minimize the impact of garages and driveways on the environment of the streetscape. The main

architectural elements of houses, such as entrances, porches and windows, together with landscaping are to be the distinguishing components of the streetscape.

However, it is recognized that garages are significant components of the design of house types. Therefore, a variety of garage types is proposed to accommodate diversity of house design: garages at house fronts, garages to the rear of houses, garages at the rear lot lines, and garages for corner lots. In all cases, the design of garages is to be integrated with the house design.

Garage widths shall be balanced within the proportions of the house and lot width they serve. Large garages on narrow lots are to be avoided.

Attached Garages

- Where garages are attached to the house, their massing shall be integrated with the house; preferably within the mass of the house unit.
- As a general guideline, garages located at the front wall of houses shall be recessed from the main building face of attached garage housing units. The minimum recess of the garage face from the main front wall of the house shall be 0.5m for the predominant number of attached garage units in any neighbourhood or draft plan.
- Projecting garages may be allowed for up to 25% of the number of attached garage housing units in any neighbourhood or draft plan. These garage projections shall be allowed only in conjunction with adjacent porches and their design shall relate to the scale of the porch. The maximum garage projection in such cases shall be 2.0m from the main front wall of the house, and the minimum garage setback to property line shall be maintained.
- Where garages are attached but not within the mass of the house, their roofscape shall be detailed to create a smooth transition that integrates with the house architecture.
- Garages that project forward from the front of the house are to be avoided.
- A minimum distance of 6.0m shall be maintained from the garage face to the property line. On collector streets and other streets with a front yard setback of 4.5m, the minimum distance to the garage face shall be increased accordingly to 6.5m.

Attached Garages Related to Lot Widths

Attached garage widths shall relate to overall house frontage to ensure high quality streetscapes, and ensure habitable room widths with front windows and well-scaled entrance ways at the main facade of the house. Garage widths shall be balanced within the proportions of the house facade, and the lot width. Large garages on narrow lots are to be avoided.

As a general guide the following maximum garage widths are proposed in relation to lot width:

refer to figures 4.1A-1 & 4.1A-2

- For single detached lots with a width less than 10.6 metres, garages shall be sized for one car. The maximum interior garage width shall be 3.0 metres.
- For single detached lots with a width greater than or equal to10.6 metres and less than 11.8 metres, garages shall be sized for one car and additional storage width will be allowed. The maximum interior garage width shall be 5.0 metres. The driveway width shall be permitted to accommodate two cars.
- For single detached lots with a width greater than or equal to11.8 metres and less than 12.8 metres, garages shall be sized for two cars. The maximum interior garage width shall be 5.5 metres.
- For single detached lots with a width greater than or equal to12.8 metres garages shall be sized for two cars or larger. The maximum interior garage width shall not exceed 50% of the house front width.
- For semi-detached and townhouse units with a house unit width greater than or equal to 6.0 metres and less than 8.8 metres, garages shall be sized for one car. The maximum interior garage width shall be 3.0 metres.
- For semi-detached and townhouse units with a house unit width equal or greater than 8.8 metres, garages shall be sized for one car and additional storage width will be allowed. The maximum interior garage width shall be 4.4 metres.

Rear Yard Locations

- Site planning that creates detached garages in rear yard locations, or attached at the rear wall of the house is encouraged as an alternate means of minimizing garage impact on the streetscape.
- Where detached garages at rear yards are proposed, their location on the side lot line (refer 4.1.2) is preferred. Driveway widths beside the house to access these garages should be narrow to reduce their impact on the lot design.

- The pairing of rear yard garages for adjacent properties is recommended, and their attachment at the side lot line is encouraged.
- The materials and architectural detailing of detached garages located at rear yards shall be compatible with those of the house to ensure integration of building design on the lot.
- The area of rear yard garages should be exempted from calculations of maximum coverage to encourage this design strategy. This exemption should be in implementing zoning by-laws.
- The design of detached rear yard garages with habitable space above them for supplementary units or work spaces is encouraged under specific conditions and for particular locations, such as corner lots. The development of zoning to permit these additional uses is recommended.
- The use of rear yard garages with laneway access has been recommended for particular locations within the plan. These laneway garages may be attached to one another on one side. Where laneway garages serve townhouse units they may be attached on both sides for lot widths of less than 6.5m.
- A dimension of 1.0m from the garage face to the pavement width of the lane is recommended to facilitate snow clearance.

Driveways

- The impact of driveways is strongly felt in the rhythm of the streetscape. Grouping of driveways in pairs with landscaping strips as dividers is encouraged where possible to reduce the frequency of driveway cuts at the curb on streetscape design. For lots narrower than 10m paired driveways without landscape dividing strips may be considered.
- Where residential lots abut open space or pedestrian links, their driveways should be located on the opposite side of the lot.
- Driveways shall be limited to the width of the garages they access.
- The width of driveways accessing rear yard garages shall be kept to a single lane of 3.0m on each lot.
- On corner lots at primary streets garages and their access driveways shall be located on the local street.

4.1.4 Street Facade Development and Allowable Projections

The intent of these guidelines is to promote a sense of scale in the streetscape that is appropriate to pedestrian activity and outdoor street life. Creating a rich and varied

built environment to define the streetscape is therefore essential. A number of issues relating to the configuration of built form of housing and the way it addresses the street are key to achieving these goals.

Street address

- The main elevations of housing shall address the lot frontage through the articulation of a number of elements including main entrances and porticoes, porches and stairs, windows and bay windows, terraces and balconies. These elements convey the sense of houses "looking out onto the street", and thus promote a pedestrian friendly streetscape.

Entrance architecture

- Attention shall be given to the development of architectural detail at the main entrances or porticoes of houses in order to establish a rhythm for the streetscape elevation. The street elevation design should accentuate the importance of main entrances.
- Emphasis of main entrances through the addition of porches is promoted as a means of creating well proportioned and pedestrian scaled main elevations. The development of proportions and detailing of entrance elements should be integrated with that of the house as a whole.
- Front porches and porticoes act to foster social activity between the house and the public street. Their design is encouraged to facilitate seating and shelter from the weather. Minimum depths of 1.5m are recommended.

Grade relationship

- The relationship of the house to grade is critical to the built form in the streetscape. Relationships where the main floor is within 1.0m of grade are preferred as they result in an appropriate scale of entrance stairs and porches.
- Where housing types are developed for on-street townhouses that locate the main floor at or near one floor above grade, their design shall limit the exterior stairs to the main entrance, and incorporate the remaining stairs within the house. The height of the entrance level shall be limited in these instances to 1.5m from the adjacent grade.

Windows

- The design, placement and size of windows is critical to the achievement of architecturally well-scaled street elevations. Care shall be taken in the proportions and detailing of windows.

Projecting elements

- The inclusion of projecting elements from the main front elevation is encouraged to increase variety and promote residential scale in the built form of the streetscape. In addition to the porches and portico elements mentioned above, these projections may include bay windows, balconies, chimney elements, projecting cornices and roof eaves.
- Porches, balconies and porticoes may project up to 1.8m from the main building face into the front yard setback, and zoning by-laws shall reflect this. Stairs to main entrance porches may project further, but in no case shall they be closer than 0.6m to the street line.
- Bay window projections may have single or double storey heights and may project up to 1.0m from the building face. Their proportions should be appropriate to that of the building from which they project.

Roofs

- The configuration of roofs play a major part in defining the architecture of the streetscape. A variety of roof forms is encouraged in the design of housing types within one streetscape to promote variety in its built form. This variety includes roof massing and type, orientation of ridges, use of dormers, and pitch.
- A minimum slope of 6:12 shall be employed and steeper roof pitches are encouraged.
- Within the design of a streetscape, attention shall be paid to roof form for achieving appropriate transitions between adjacent houses of different massing.

4.1.5 Housing at Focal Locations

Within neighbourhoods, certain lots are located in positions that possess greater significance in the streetscape. The focal nature of these locations stems from their place within views and vistas, their prominence at intersections, or their relationship to areas of high public exposure such as open space or entry gateways. The increased visibility of housing in these focal locations demands special design consideration. Their architectural detailing, landscaping and fencing shall reflect a high quality of design.

These focal or priority locations include the following:

- corner houses, and corner houses at entry streets
- housing abutting open space & pedestrian links
- housing at T intersections
- housing at parkettes

Corner Lots

- Housing at corner lots has increased importance due to its visibility from both streets, and its prominence at the entry to streets. Side elevations of the house, garage and private yard enclosure are part of the public realm, and they shall bear special consideration in their design.
- Both elevations of housing at corner locations shall be of equal quality in terms of the architectural components, amount and proportions of openings, and attention to detail.
- The main entrance to the house should be located on the long elevation facing the flanking street to avoid blank elevations in these visible locations.
- Options exist for placing the garage on either elevation, and in detached form in the rear yard. Where the latter occurs, the garage architecture and materials should match that of the house.
- At primary street corner locations it is important to ensure that the streetscape consists of elevations with main entrances addressing the street, in combination with minimal driveway cuts to pedestrian boulevards. The garages of these houses shall be located at the short elevation facing the local street.

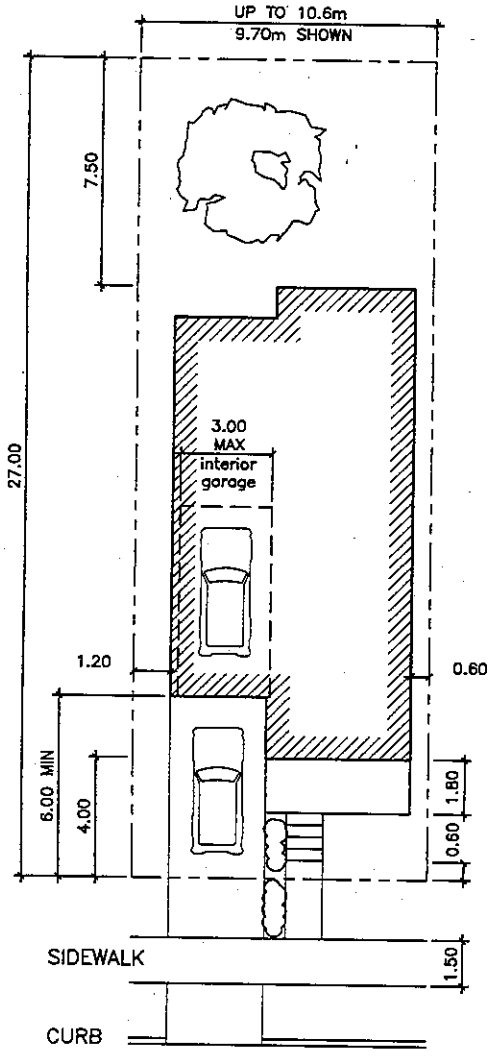


Corner house entrance

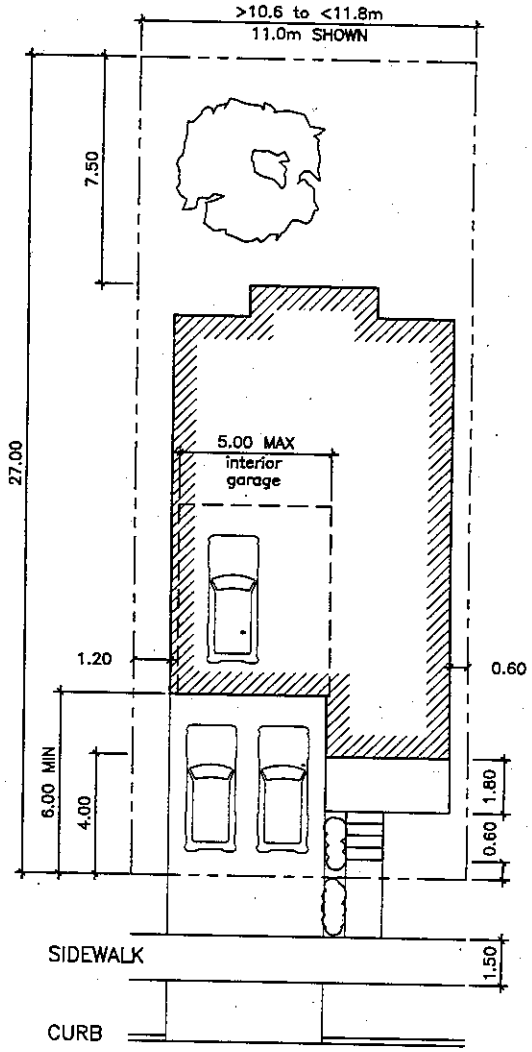
- The design of houses at corner locations is encouraged to include architectural features that provide emphasis to the corner of the structure itself. These include corner bay windows, higher elements or higher roof elements at the corner, and wrap around porches.
- Where rear yard garages accessed by laneways occur at corner lots, the provision of habitable space above the garage is encouraged, and the design of such structures should include special consideration to their entrance, window and dormer elements.

Housing abutting Open Space & Pedestrian Links

- Housing located immediately adjacent to parks, open space and pedestrian links possesses similar heightened visibility as corner lot locations described above. Therefore, both elevations of housing in these locations shall be of equal quality in terms of the architectural components, amount and proportions of openings, and attention to detail.

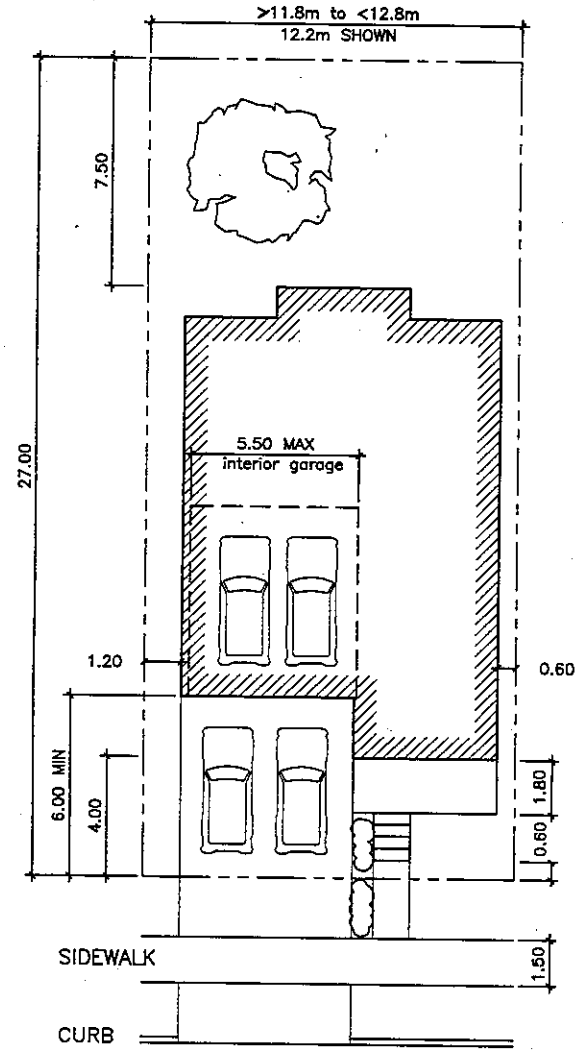


LOT WIDTH: UP TO 10.6m
INTERIOR GARAGE WIDTH: MAX. 3.0m

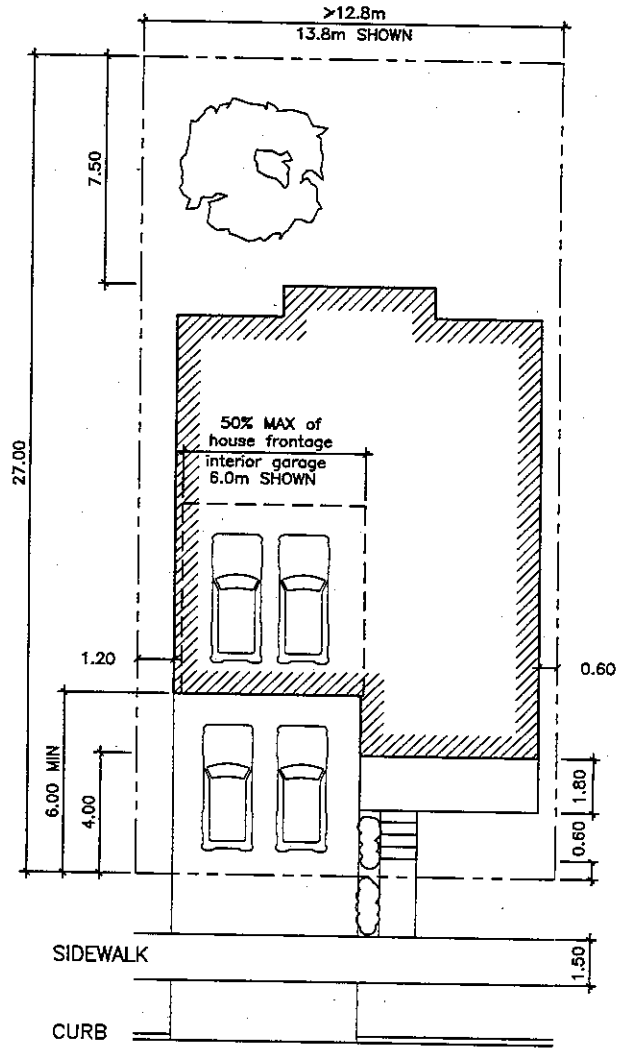


LOT WIDTH: >10.6m TO <11.8m
INTERIOR GARAGE WIDTH: MAX. 5.0m

FIGURE 4.1A-1
SINGLE DETACHED
INTERIOR LOTS (27M DEPTH)

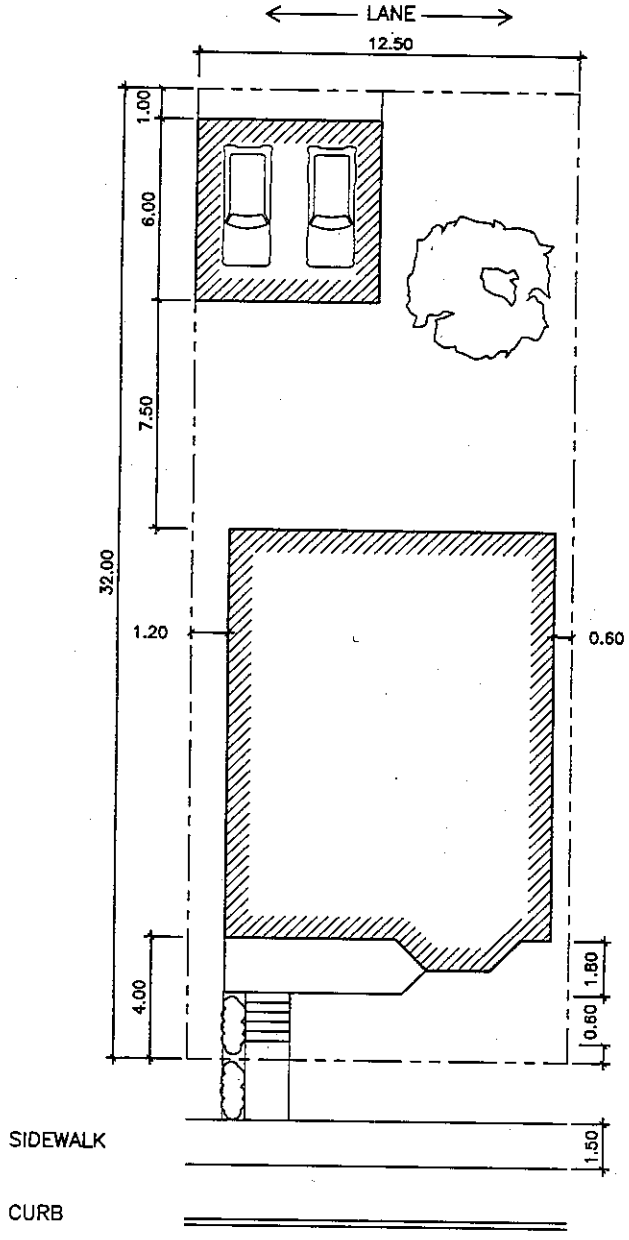


LOT WIDTH: ≥11.8m TO <12.8m
INTERIOR GARAGE WIDTH: MAX. 5.5m

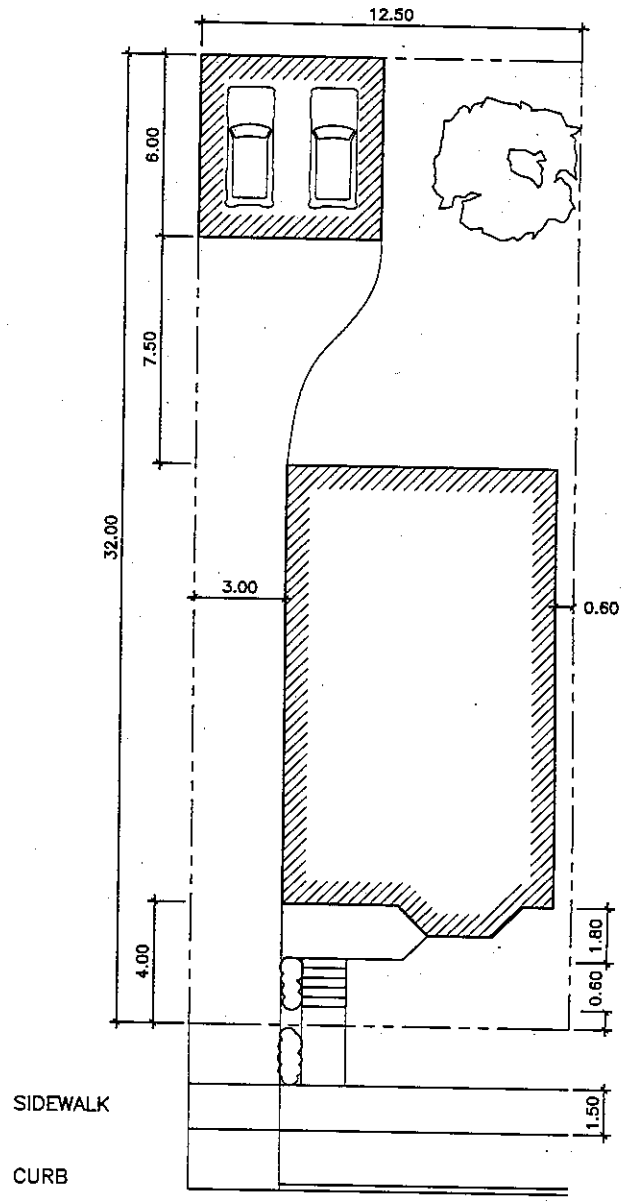


LOT WIDTH: ≥12.8m
INTERIOR GARAGE WIDTH: MAX. 50 % OF HOUSE FRONTAGE

FIGURE 4.1A-2
SINGLE DETACHED
INTERIOR LOTS (27M DEPTH)

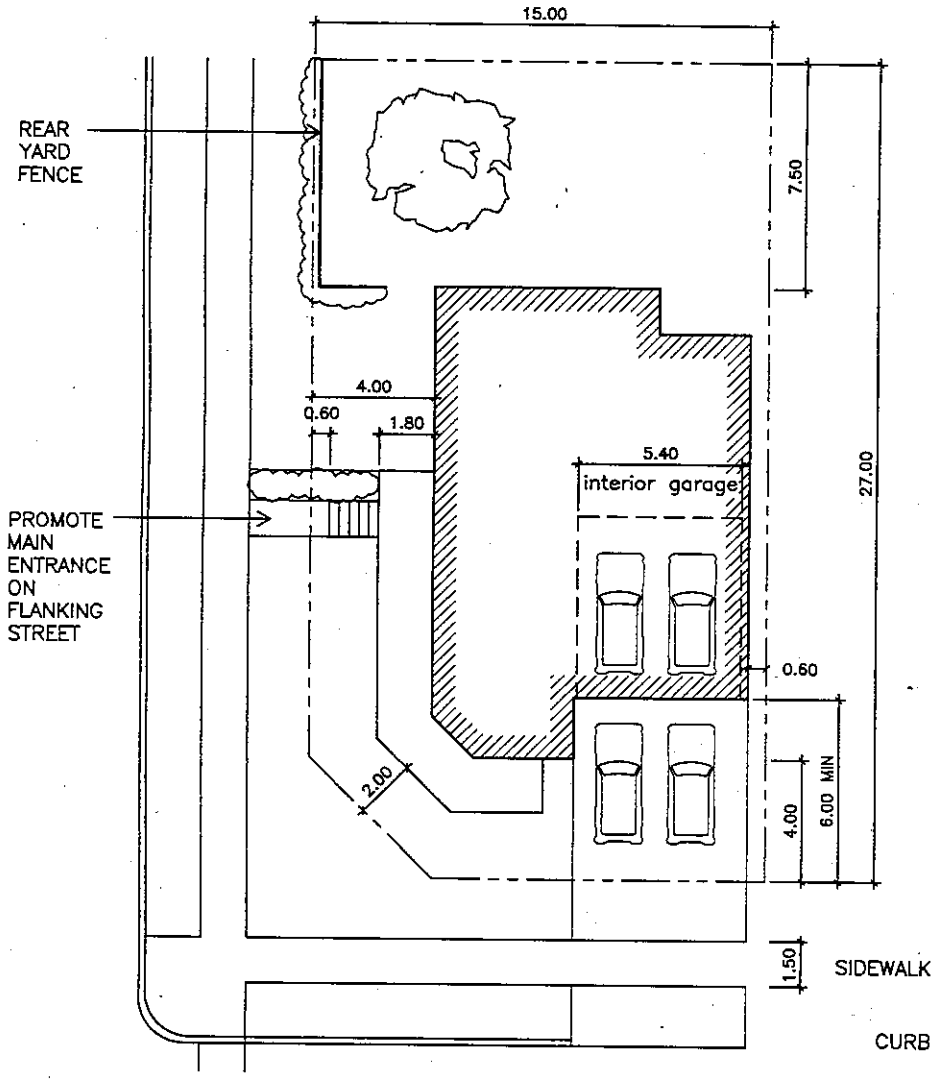


12.5M WIDE LOT
GARAGE AT REAR YARD
LANE ACCESS

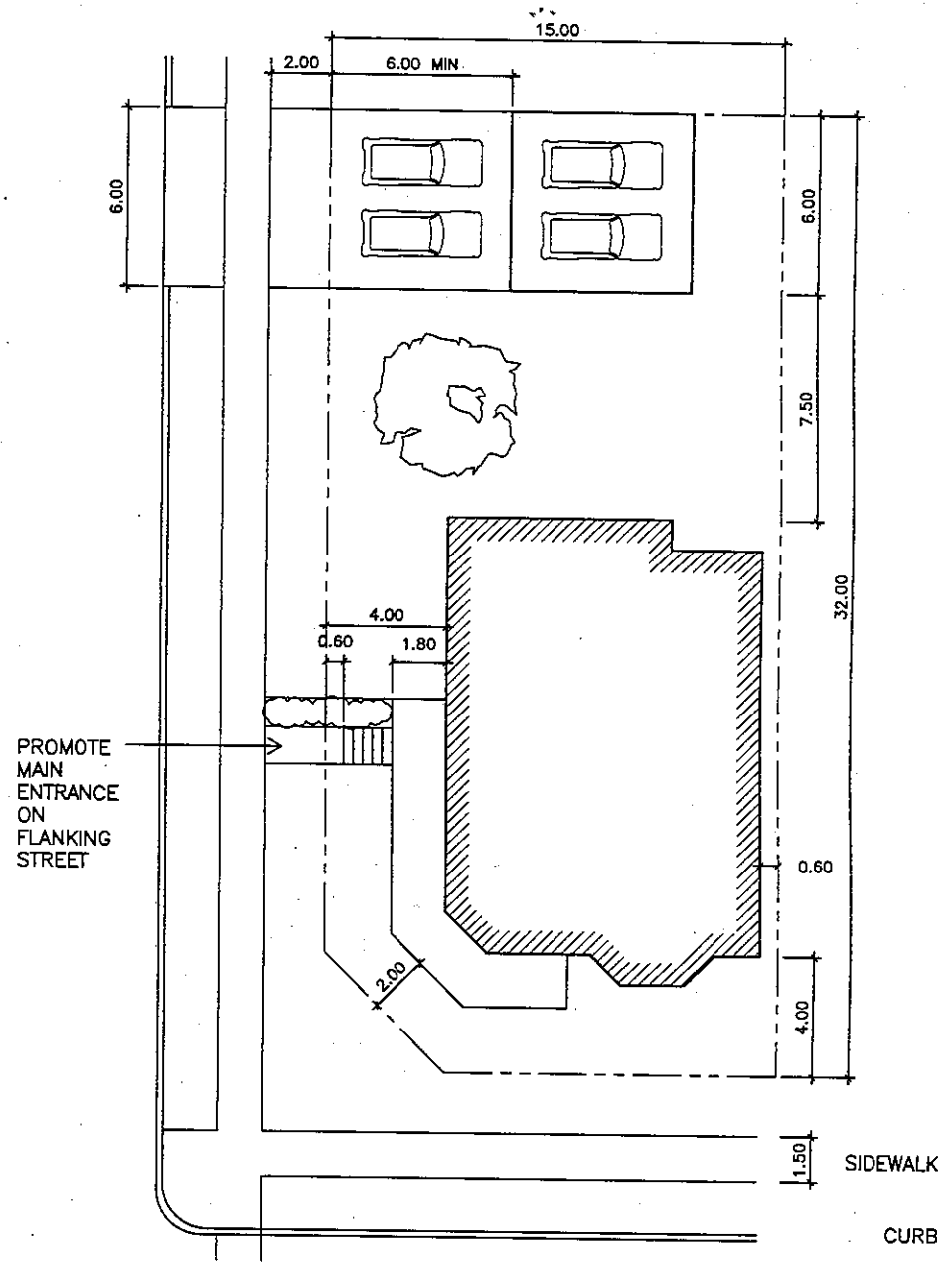


12.50 WIDE LOT
GARAGE AT REAR YARD
DRIVEWAY ACCESS

FIGURE 4.1B
SINGLE DETACHED
INTERIOR LOTS (32M DEPTH)



27.0M DEEP LOT
INTERIOR GARAGE



32.0M DEEP LOT
GARAGE AT REAR

FIGURE 4.1C
SINGLE DETACHED
CORNER LOTS

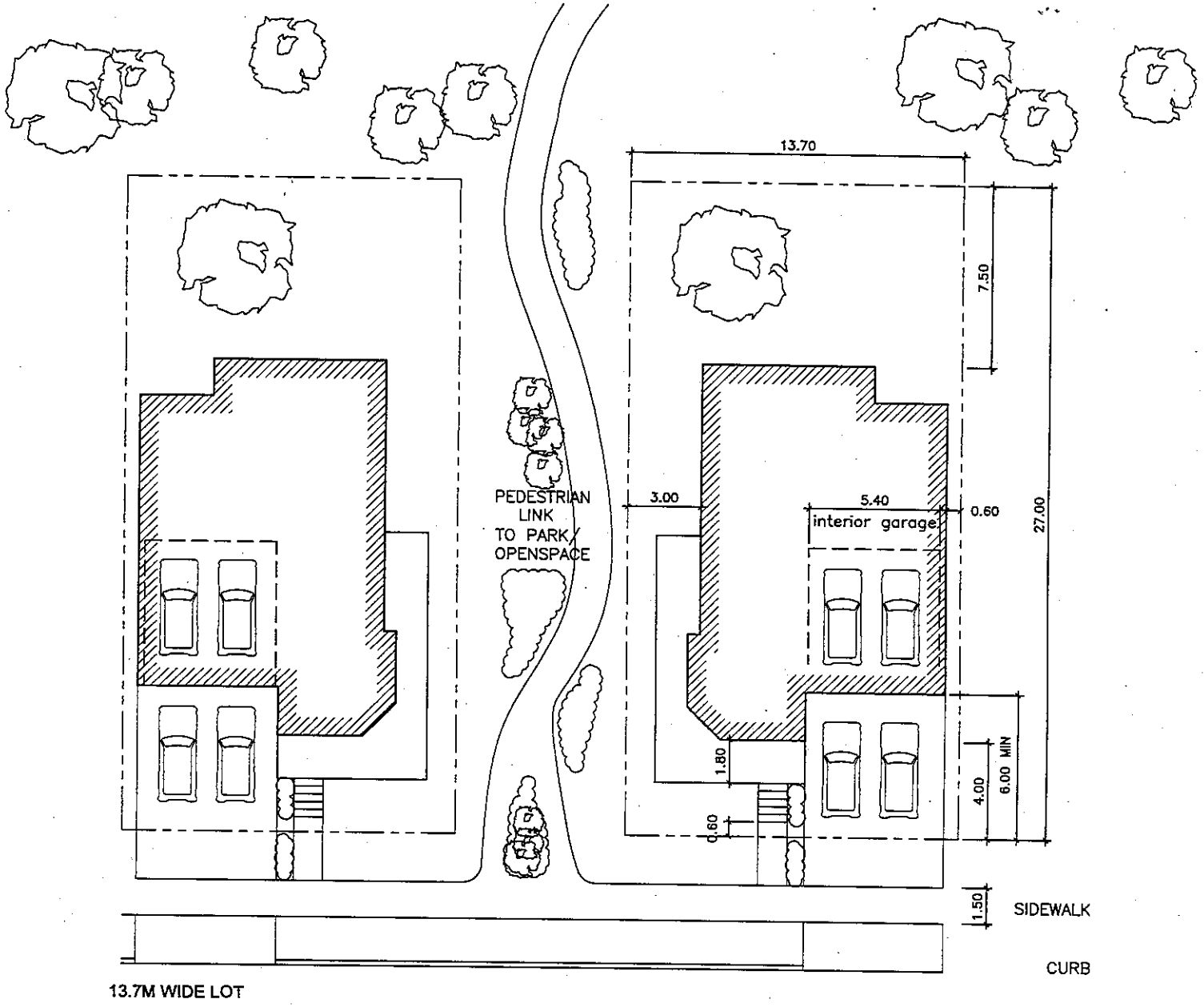
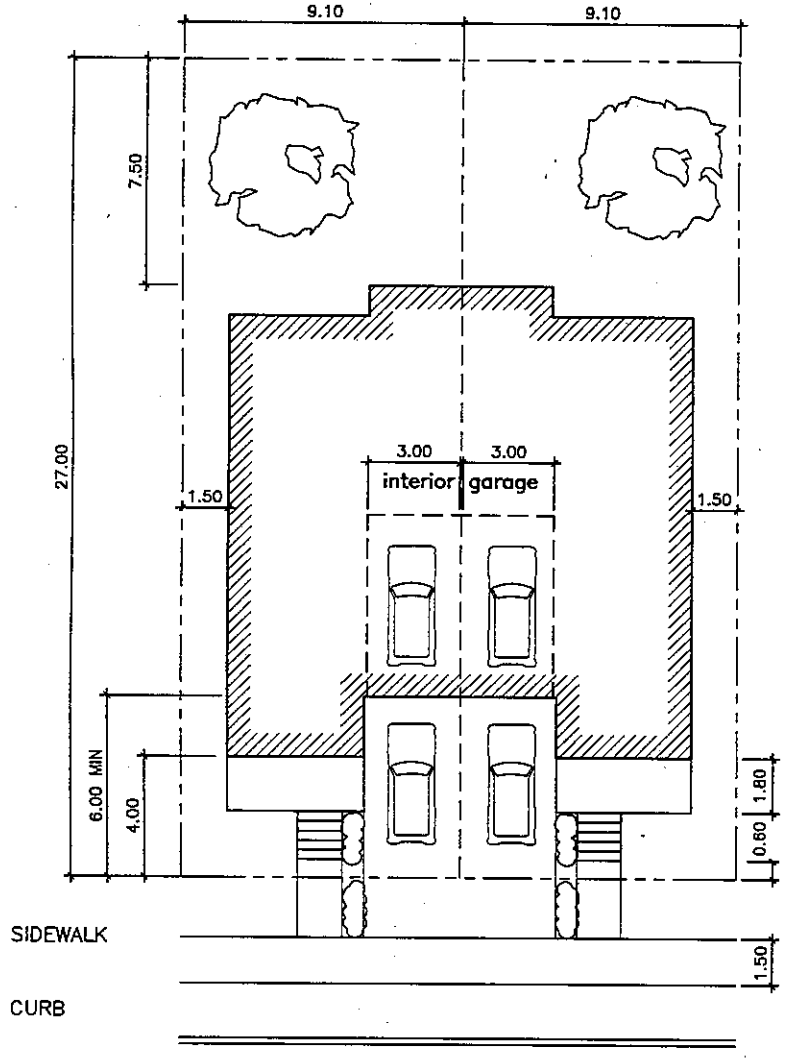
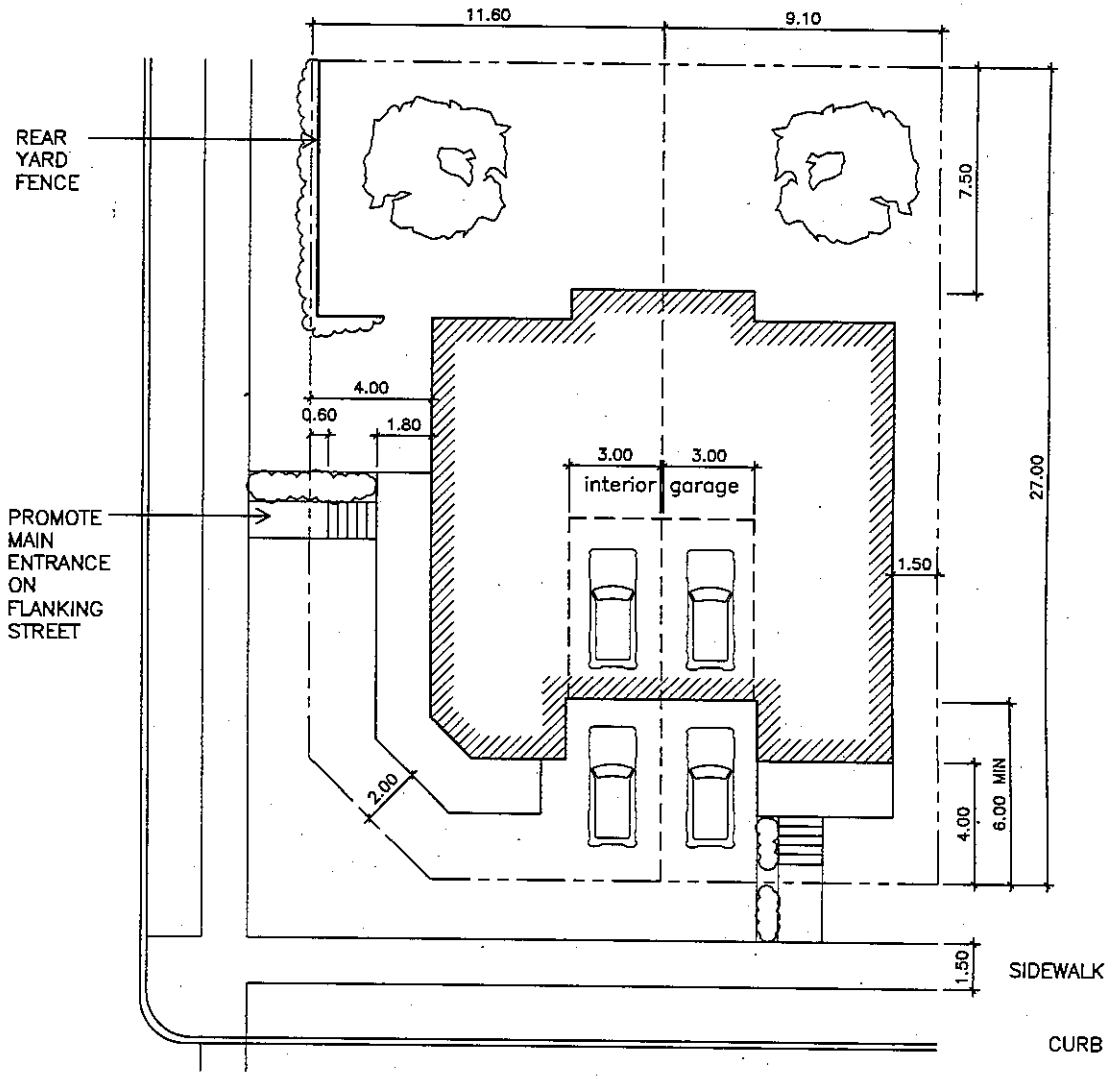


FIGURE 4.1D
SINGLE DETACHED
LOTS ADJACENT TO PEDESTRIAN LINK (27M DEPTH)



SEMI-DETACHED
INTERIOR LOT



SEMI-DETACHED
CORNER LOT

FIGURE 4.1E
SEMI-DETACHED LOTS (27M DEPTH)

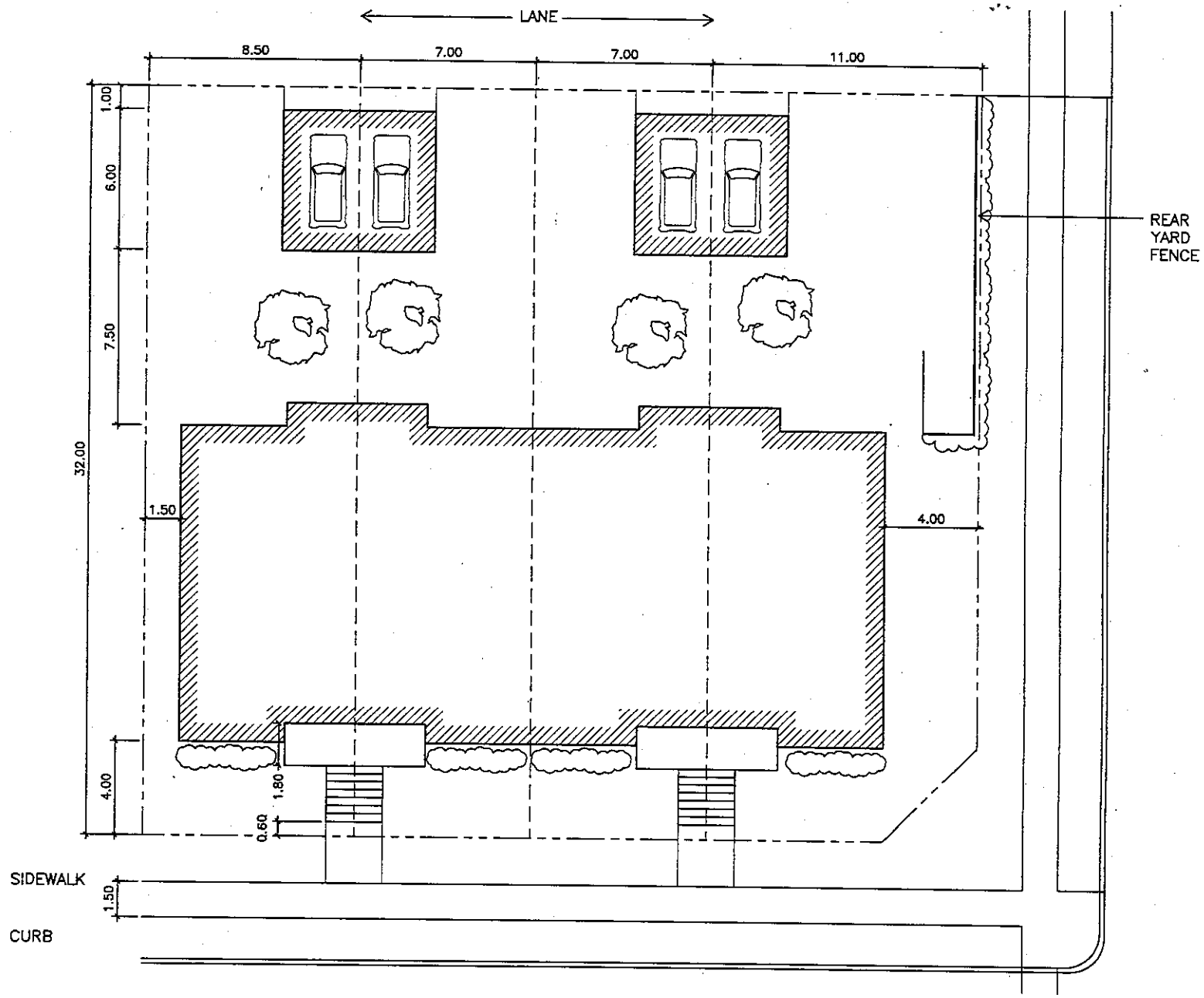


FIGURE 4.1F
TOWNHOUSE LOTS (32M DEPTH)
REAR GARAGE

- Although the main entrance of housing in these locations will face the street, the design of these houses should incorporate features that provide emphasis to the corner of the structure and its side elevation, such as corner bay windows, wrap around porches, and roof elements at the corner. Landscape design features that assist in providing visual privacy to the residential lot may be utilized.

Housing at T Intersections

- Where streets within neighbourhoods form T intersections, the lots facing the terminating street act as elements that end the views down that street. Based on this greater visual significance, care should be taken in their design to achieve a high quality of street elevation and landscaping.
- Where lotting division allows it, the driveway garage elements of houses in these locations shall be kept to the outside of the axial view corridor, so that entrance, porch and bay window elements will be the focal elements in the view.
- Consideration should be given to increasing the front yard setback in these locations to allow additional landscaping that will create visual focus.

Housing at Parkettes

- The built form of housing surrounding parkettes will be seen from numerous perspectives as complete streetscapes forming the backdrop to open space, and providing spatial enclosure. Therefore, careful consideration should be given to the development of housing in these locations as groupings that define the space of the parkette.
- A balance should be achieved between diversity of the streetscape on the one hand, and continuity of architectural massing on the other. Streetscapes that have a higher than usual level of repetition in their architectural elements may be considered for these locations.
- Consideration should be given to the inclusion of upper floor balconies, French windows, and deck terraces in these house types to promote the sense of housing form that looks out onto the open space.


Streetscape facing parkette -continuity of massing

4.2 Employment Areas - Industrial and Commercial

The lands that have been identified in the Queensville Community Plan for employment areas are concentrated in the eastern sector of the community. They are bounded by Woodbine Ave. on the east, and on the west by a north/south collector street (Street G) in combination with narrow environmental areas running towards the Town Centre. The extension of Highway 404 is anticipated to run northwards through the middle of these lands.

Although the scale and site sizes of development in these areas have different characteristics from those of residential and Town Centre areas, the principles governing their development are based upon the same goals and objectives as those for the community as a whole. Design guidelines for site planning and built form in these areas are intended to promote varied and high quality streetscapes and they are organized by the following topics:

- Site Planning
  - Development adjacent to environmental areas
  - Gateway locations
  - Site access
  - Building setbacks
  - Parking areas
  - Service and loading areas
  - Site lighting and safety
  - Pedestrian movement and comfort

- Built Form
  - Building height
  - Building design
  - Roofscape
  - Signage

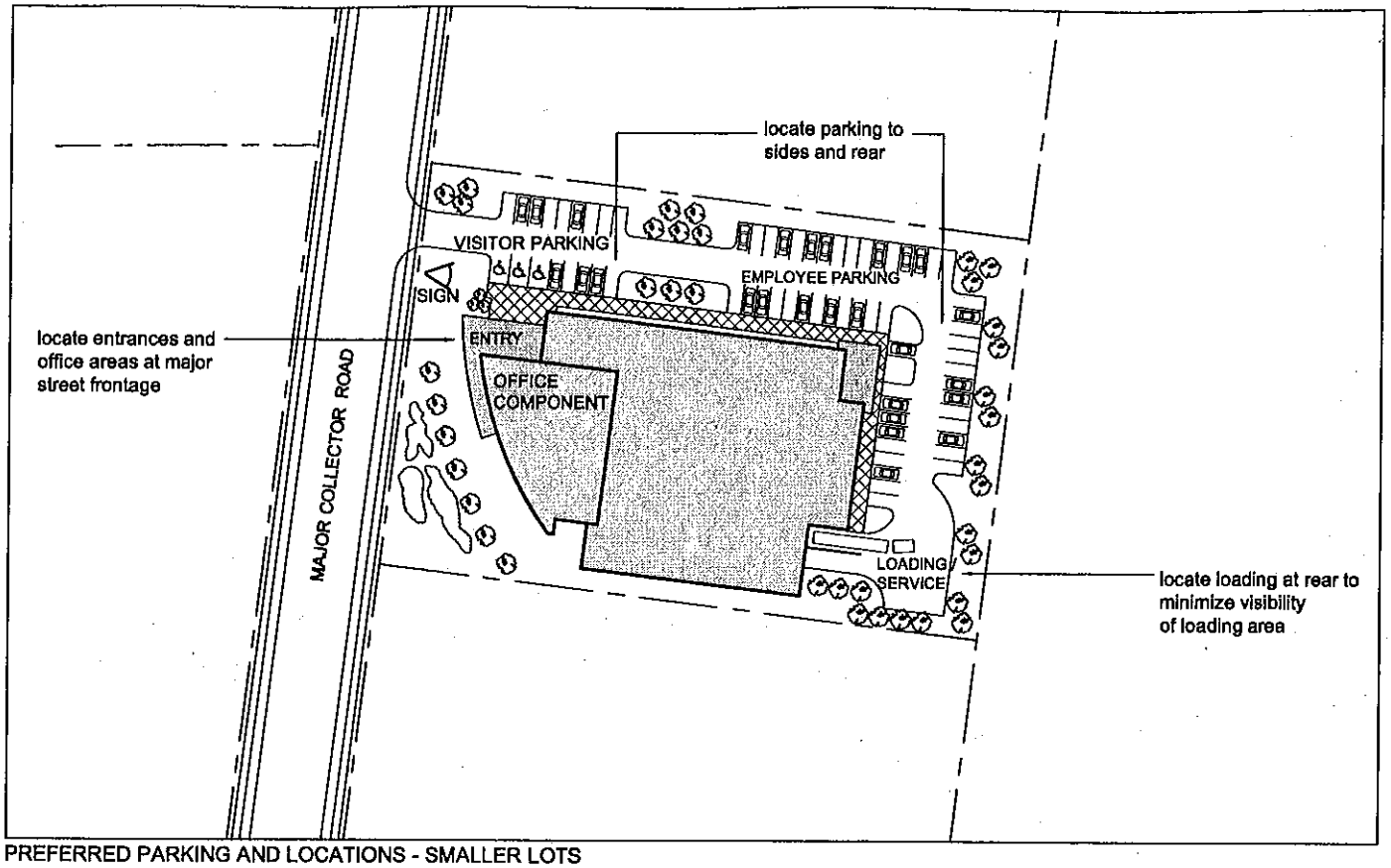
4.2.1 Site Planning

refer to figure 4.2.1A- Site Planning at Employment Areas

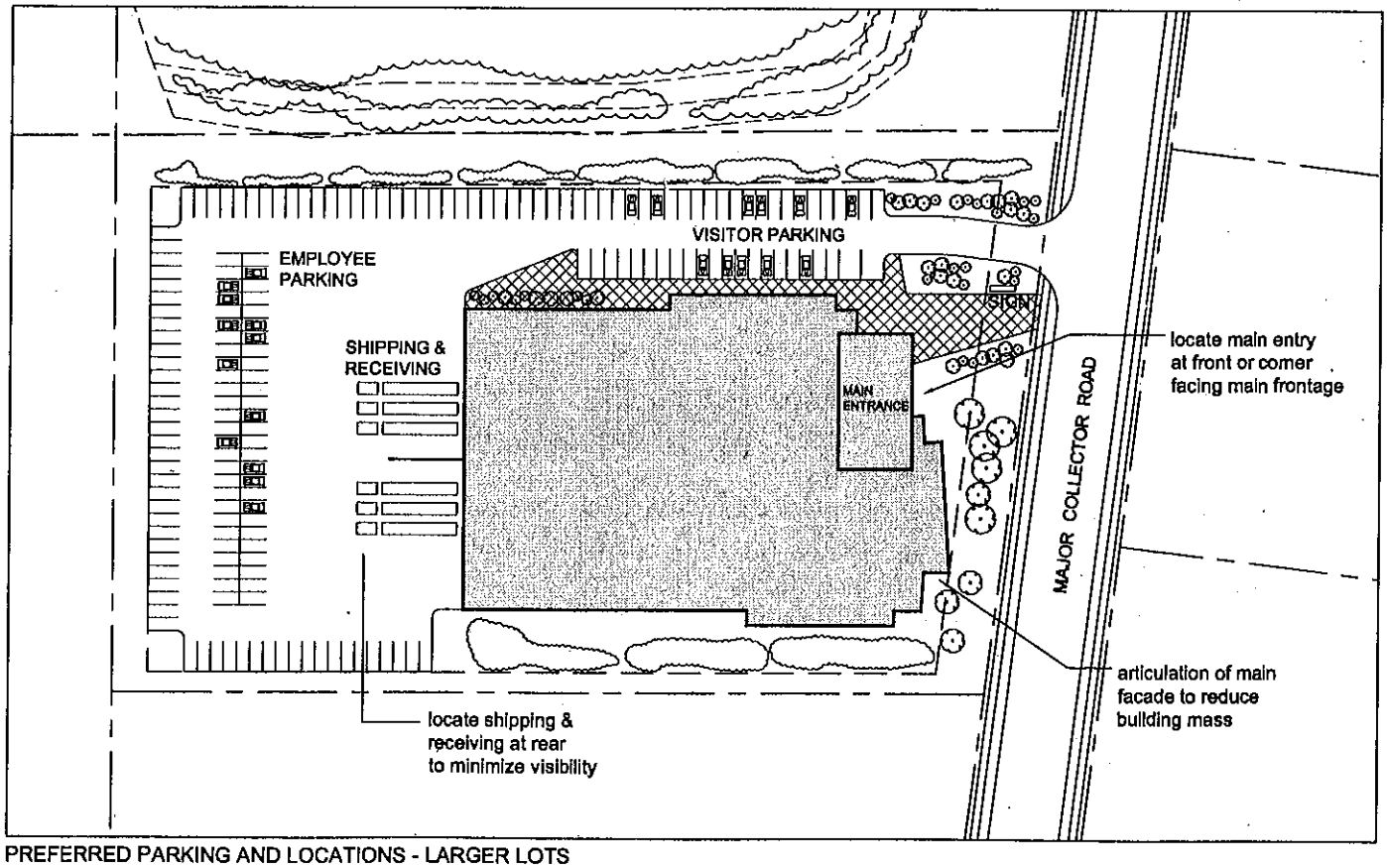
The employment and industrial areas of Queensville adjoin agricultural lands, natural lands and institutional lands, and as such views and vistas across open space of these lands will be common. A park-like-campus should be created for these areas which preserves and enhances the existing landscape and integrates with adjoining areas of the community plan.

Development adjacent to environmental areas

- The impact of adjacent development on existing and regenerating environmental areas should be minimized through site planning that responds sensitively to the existing natural environment. Sufficient buffers shall be maintained, and site



PREFERRED PARKING AND LOCATIONS - SMALLER LOTS



PREFERRED PARKING AND LOCATIONS - LARGER LOTS

FIGURE 4.2.1A
SITE PLANNING AT EMPLOYMENT AREAS

grading shall bear in mind the impact of stormwater drainage patterns, in accordance with the recommendations of the Natural Heritage Study.

- Development shall be set back a minimum of 7.5m from the boundaries of environmental areas.

Site Access

- Vehicular access to development lots in these areas shall be from internal streets. Site access from Woodbine Ave., and Street G/K is discouraged.
- Joint access driveways at adjacent development lots is encouraged in order to maximize landscaped areas surrounding lots. *refer to figure 4.2.1B*
- Site planning shall provide for ease and continuity of pedestrian movement and a high-quality barrier-free pedestrian environment.
- Distinctive paving patterns and materials are encouraged in key locations to promote pedestrian safety and assist in orientation.
- Bicycle racks and/or secure bicycle storage areas should be provided where feasible.

Building setbacks

- Building setbacks that enable a generous landscaped setting should be established, in order to reflect a campus-like environment.
- Setback requirements should be in accordance with those outlined in the Town's zoning by-laws for these uses. In the interim, the following recommendations are made to promote a green environment:
  - Woodbine Ave., Queensville Sideroad, Doane Rd. : 15m
  - Highway 404: 15m
  - Street G/K: 12m
  - At internal street frontage: 10m
  - Internal side yard: 4m Exterior side yard: 10m
  - Rear yard: 7.5 m
- A continuous landscape strip of 7m width measured from the highway property line is proposed along Highway 404, on private property within the general setback. This will promote a green landscaped environment adjacent to the highway. The only permitted use within this area shall be soft landscaping.
- A landscape strip of 3m is proposed along street property lines to promote continuous landscaping at main frontages. These may be crossed by driveways.

Parking areas

- Site planning shall minimize the impact of parking areas as much as possible through their configuration, the use of landscaping, and grading.

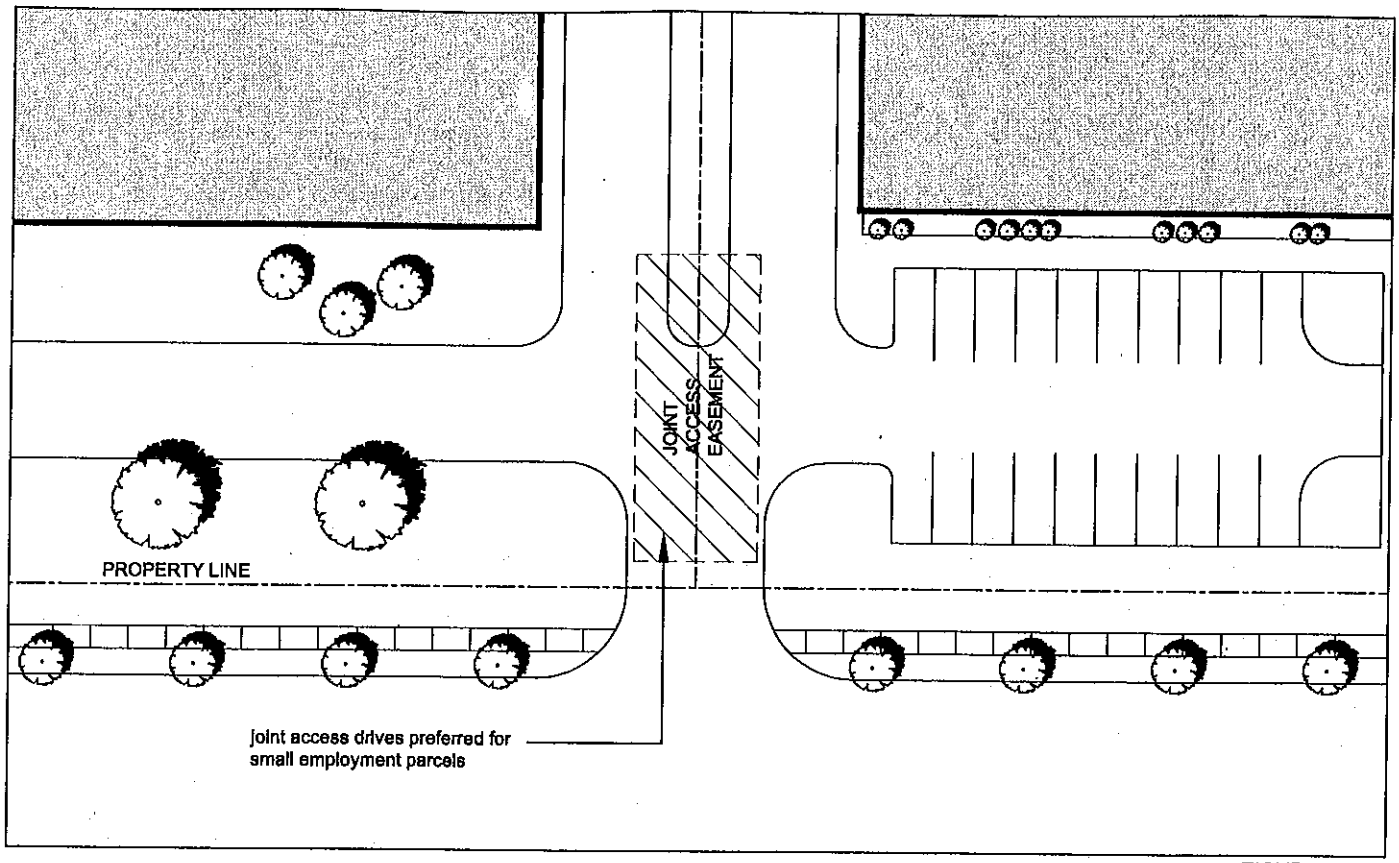


FIGURE 4.2.1B
JOINT ACCESS

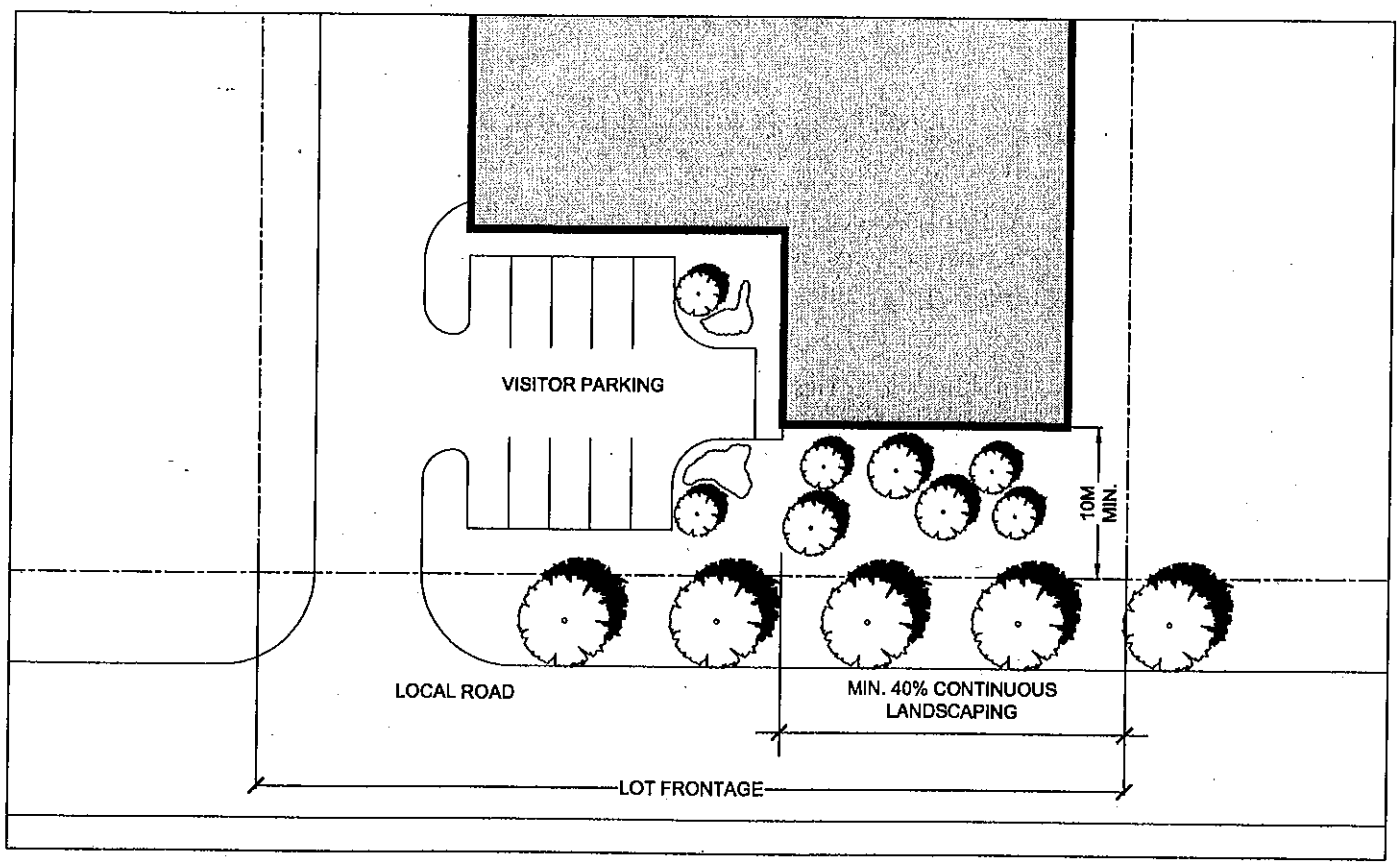


FIGURE 4.2.1C
CONTINUOUS LANDSCAPING

- At lot frontages on primary streets, a minimum continuous landscaped area between buildings and the street line consisting of 40% of the lineal lot frontage shall be maintained. This area shall be maintained free of parking although access driveways may cross through. Along Woodbine Ave. a maximum of one aisle of parking is permitted in combination with this requirement.

  refer to figure 4.2.1C- Continuous Landscaping

- Site planning is encouraged to incorporate grading that creates berming and landscaping to screen parking areas from pedestrians and those in vehicles.
- Internal side yard and rear yard locations for parking are encouraged to lessen the visual impact of parking on the streetscape. These locations are preferred. Parking at front yard locations should be limited to visitor parking where possible.

  refer to figure 4.2.1D-Parking locations and screening

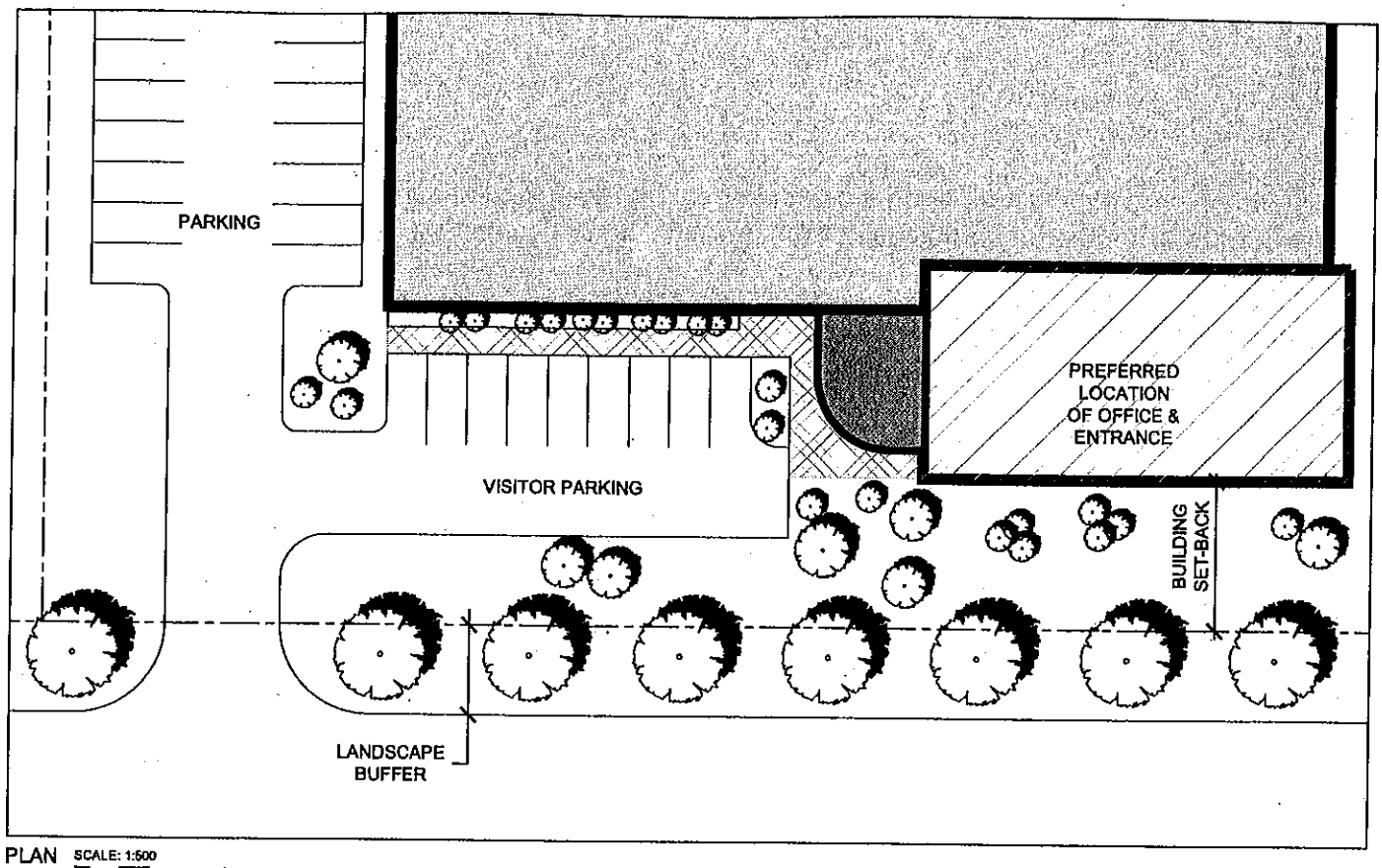
- Design of parking areas should promote pedestrian comfort and a human-scaled environment. This shall be achieved through the use of high quality landscaping and pedestrian paving materials. Pedestrian connections to parking areas shall be barrier-free.
- The scale of large parking areas shall be reduced through the use of differentiated paving materials to designate major pedestrian routes, and subdivision by landscaped parking islands.

Service and loading areas

- Design measures shall be employed that reduce the visual and noise impact of service and loading areas on the surrounding environment.
- Loading, service and garbage storage areas should not face any public street. Where site planning constraints necessitate loading areas in visually prominent locations, they shall be screened with architectural elements compatible with building design vocabulary and materials.
- In general, storage of goods shall be within main building structures. Where outside storage is necessitated buffering and screening measures shall be employed. Outdoor garbage containers shall be screened by landscape features, together with fencing features. These shall be compatible with building design, vocabulary and materials
- All loading areas shall be screened by landscape features and/or compatible fencing.

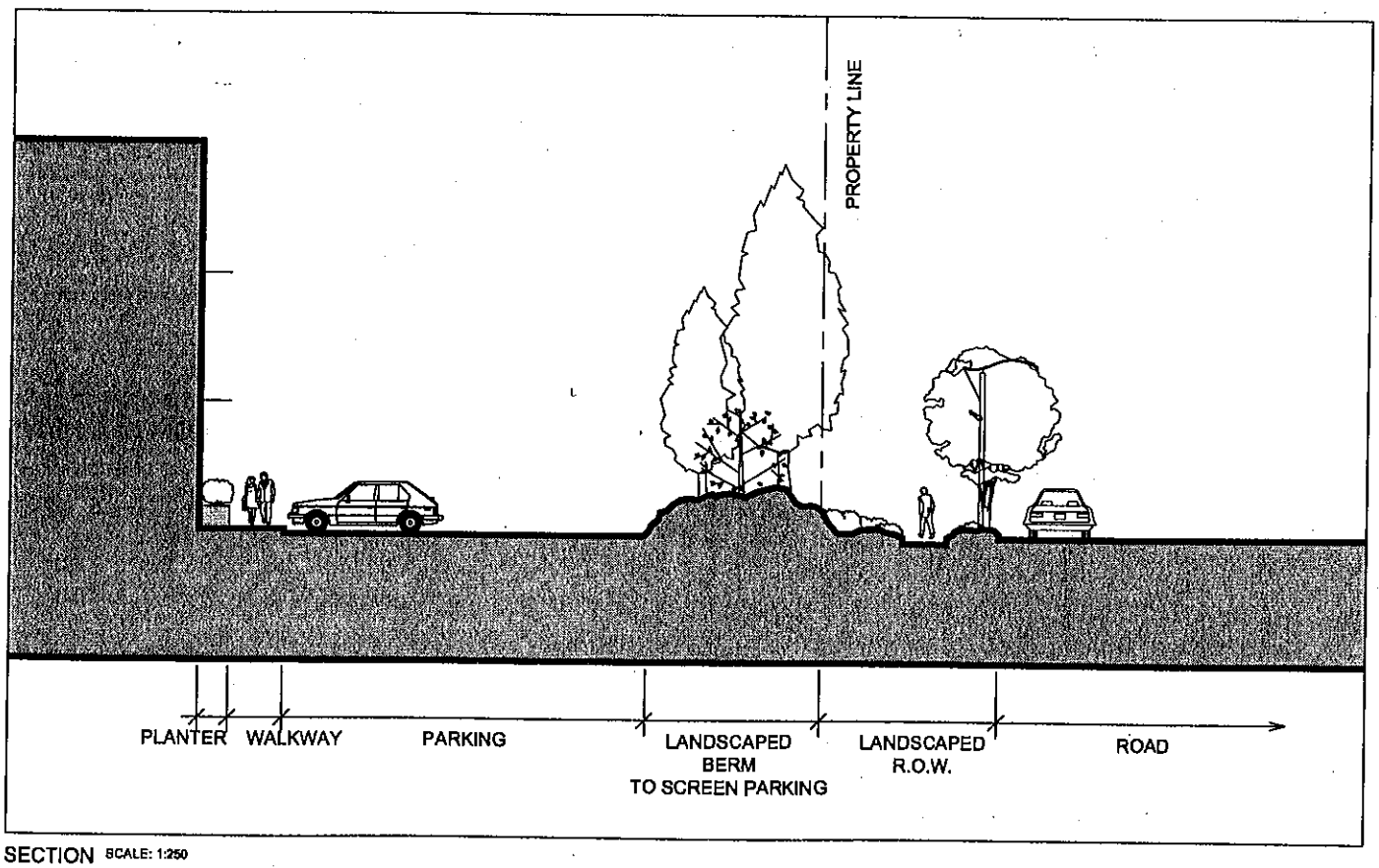
Site lighting and safety

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



PLAN SCALE: 1:500

0 1 3 5 10m



SECTION SCALE: 1:250

0 1 2 5m

FIGURE 4.2.1D

PARKING LOCATIONS AND SCREENING

- Exterior lighting shall be designed to minimize the projection of light onto adjacent properties. In particular the spill over of light into residential neighbourhoods is to be avoided.
- Accent lighting is encouraged to emphasize built forms and landscape elements.

4.2.2 Built Form

- The built form within these areas will represent the physical image of industry and employment in Queensville. In particular the areas adjacent to Highway 404 will be significant in projecting the image of the community. The quality of form, and architectural design of these structures is therefore highly significant. Major objective of development in these areas will be to promote architectural interest and human scale, and to enhance the quality of development facing the public realm.

Building design & elevational development

- Development of building form scaled to the highway environment is encouraged on lots bounding on Highway 404. In addition, a high level of architectural design and innovation is encouraged in these locations to promote prestige development adjacent to the highway. The inclusion of architectural features such as entrance areas, office components, major areas of fenestration and canopies is encouraged at the building elevations facing the highway frontage.

refer to figure 4.2.1D

- Office and entrance elements of buildings in employment and industrial areas should be oriented towards the streetscape and intersections, to promote the sense of buildings addressing the streets.
- On corner lots, equal attention should be given to both elevations fronting on the streetscapes. Office and entrance elements are encouraged to engage the corner in their design.
- Establishment of minimum areas of fenestration for main facades fronting on the streets, and to Highway 404, should be considered in the establishment of design controls for the concept plans of these areas.
- Architectural features to emphasize entry areas and other special building areas, and to relieve large expanses of solid wall are encouraged. The employment of articulation in building materials and form will provide three dimensional relief to large wall areas.
- Exterior building materials shall be of a high life-cycle and aesthetic quality.
- Buildings should emphasize architectural elements that promote pedestrian comfort. These may include the use of canopy structures and arcades. In addition, the design of building entrances shall emphasize their importance for orientation, building identification and articulation of exterior form.

Roofscape

- Roof top mechanical units are to be screened in all directions. Such screening shall be compatible with the building in form, materials and colour. In design of screening, attention should be paid to sight lines from public streets and roads.
- Visual accenting of parapet lines and roofscapes is encouraged to assist in establishing appropriate scale.

Signage

- Development shall ensure the design of signage that is of a quality commensurate with other built form in its scale, materials, consistency and design. A high level of clarity, visibility and visual interest should be attained with minimal visual clutter and impact on adjacent residential uses. Consistency of approach to signage type shall be encouraged in multi-tenant structures.
- Rooftop signs are not permitted.
- The design of ground or monument signs shall have regard for the architectural characteristics of the building and the surrounding landscaping.

4.3 Institutional and Community Sites

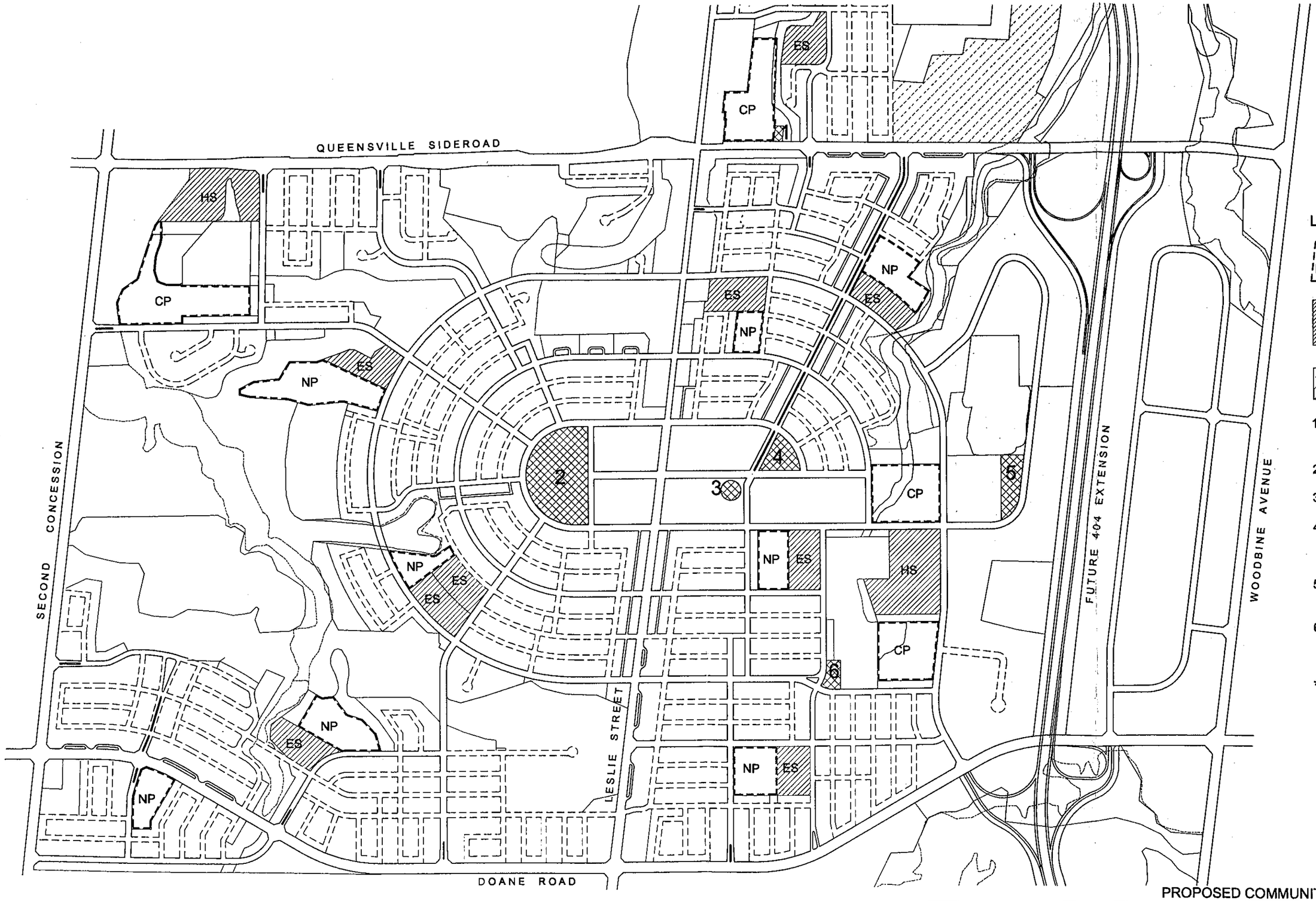
figure 4.3 - Proposed Community Facilities Plan

The Queensville Community Plan contains sites for schools and other community institutions located both in the neighbourhoods and in the town centre. These community institutions and their sites have the potential to act as landmarks and features within the community plan. Their development should recognize their civic importance with a view to reinforcing their focal significance. The future design of the Town Centre shall take into account the potential for institutional and community uses. These may include storefront facilities such as a branch library to be developed as part of mixed use developments.

4.3.1 Site Planning

Site Location and Visibility

- Community institutional sites shall be located at focal intersections of primary streets within the neighbourhood concept plan.
- Visibility through to these buildings should be maintained from the primary streetscapes to ensure their landmark status in the neighbourhood and in the overall framework of the plan. Their location and site development shall encourage axial views to them from the surrounding urban fabric.
- The location and site planning of institutional facilities shall reinforce the continuity of the open space network within the entire community plan. Pedestrian links to pedestrian boulevards within primary streetscapes, and to park areas and natural open space will ensure this continuity.



LEGEND:

- CP / NP — COMMUNITY & NEIGHBOURHOOD PARKS
- ES / ES — SCHOOLS
- UNIVERSITY

1. EXISTING FIRE HALL & COMMUNITY CENTRE
2. COMMUNITY CENTRE
3. FIRE HALL
4. PLACE OF WORSHIP OI OTHER INSTITUTIONAL USE
5. PUBLIC WORKS FACILITY
6. PLACE OF WORSHIP OI OTHER INSTITUTIONAL USE

* specific locations of all community facilities to be identified through the Neighbourhood Concept Plan process.

FIGURE 4.3
PROPOSED COMMUNITY FACILITIES PLAN

Site Access

- The major entrances of schools and other institutional sites shall face the street. They should be articulated strongly within the building elevation to ensure strong visibility from the streetscape. Landscape development should emphasize the pedestrian connections from major entrances to the streetscape.

- The design of institutions at corner sites shall address the streetscape of both public frontages. Consideration should be given to entrance locations that relate directly to the corner.

Parking areas

- Access points to parking areas should be minimized to reduce their impact on the surrounding streetscapes. Shared parking with adjacent parks should be considered.
- Parking areas should be located to the rear and side yards. Front yard vehicle circulation and parking should be minimized.

Landscaping

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

4.3.2 Built Form

- Setbacks of institutional facilities shall have regard for the setbacks of adjacent streetscapes. To maximize the potential for their location within view corridors from surrounding neighbourhoods, schools and community facility buildings are encouraged to be located close to the streetline.

- Development of the built form of institutional and community facilities should utilize building features that reinforce their landmark status. Architectural elements such as vertical projections, bay windows, prominent entrance portals, canopies, and roof forms should be used to create significant identity for these structures within the community.

- The design of major signage should be grade related and coordinate with the architectural and landscape design of the facilities.

4.4 Town Centre

The development of a mixed use town centre is one of the central objectives of the vision for Queensville. The design of this town centre will be based upon principles intended to create the vibrant and street focused relationships of traditional main streets and town cores.

- A mix of uses is proposed that envisions retail and community/institutional uses at grade; integrated with office and residential uses developed at upper storeys.
- Building design and site planning will be based upon street related retail and other grade level uses creating strong pedestrian activity zones and active streetscapes.
- These will be complimented by the development of parking areas to the rear of blocks, and connected to the streetscape by the development of pedestrian links or covered ways. Thus convenient surface parking will be provided without adversely affecting the character of the major streetscapes.
- The development of public open space as focal activity areas is central to the vision for the Town Centre.
- Community and institutional uses will be located at prominent locations that terminate axial views or occupy significant corner locations.

A more detailed description of the principles and strategies proposed for the design of the Town Centre is to be the subject of a separate urban design guidelines study.



Town Centre Image Sketch of Queensville - Joseph Bogdan Associates, 1990 Urban design Study

5.0 LANDSCAPING DESIGN GUIDELINES AND PRINCIPLES

The components of the pedestrian and open space system have been outlined as comprising the following:

- natural environmental lands
- landscaped greenway buffers at boundary edges
- stormwater management facilities
- parkland including community and neighbourhood parks, local parkettes and neighbourhood entry parkettes
- the street walkway system of sidewalks, landscaped boulevards and expanded boulevards
- minor pedestrian links

This section describes additional design strategies to guide the landscape design of the various elements of the pedestrian and open space system through their incorporation into Neighbourhood Concept Plans and other detailed landscaped guidelines that may be required for specific areas of the plan.

5.1 Natural Environmental Lands

The long term retention and regeneration of the natural environmental features of these lands shall be the underlying principle guiding the design of adjacent community elements and of the integrating pedestrian system.

- In the surfacing of on-street pedestrian walks adjacent to woodland and natural features, consideration should be given to materials, such as gravel and cinder paths, that respond to the specific environment.

- The use of natural materials such as wood and stone is encouraged in the design of fencing of public pedestrian walkways adjoining natural environmental areas.



Pedestrian path adjacent to woodland

- Plant materials used in adjacent street boulevards and adjoining walkways should be chosen that help to naturalize the transition to natural lands. Their choice shall include consideration for low maintenance.

- Avoid selection of agressively spreading plant materials for public areas adjacent to natural lands that may upset the balance of existing plant communities.

- The design of the path and trail system to be created within these lands, along with its other supporting elements such as access points, seating areas, and lighting to provide safe usage, should be addressed through a detailed design study.

5.2 Greenway Buffers at Boundary Edges

The creation of greenway buffers along major boundary edges of the community is intended to provide a generous green landscaped setting to the main approaches to Queensville and to connect to the natural environmental lands.

- The landscape character of these greenway buffers is intended to be informal to offset their lineal nature and facilitate the transition to natural lands.

- The use of varied groupings of coniferous plantings in combination with deciduous trees and shrubs should be used to emphasize the informal nature of these buffers.

- The design of walkways and bicycle paths within these buffers shall be curvilinear wherever possible, and the use of berming within these buffers is encouraged.

- Landscape design of these areas shall take into account species selection for low maintenance.

5.3 Stormwater Management Facilities

The design of stormwater management facilities is intended to facilitate their becoming features of the natural landscape, and their landscape design shall promote this goal.

- The design of stormwater management facilities shall sensitively integrate them into neighbouring natural environmental lands.

- Their design shall promote transition through naturalization from the developed lands they serve to natural lands they may adjoin and to promote views into these neighbouring natural features.

- Grading and contouring of land to create stormwater facilities shall harmonize and provide natural transitions where possible with surrounding landforms.

- Grading and vegetation shall be carefully controlled to prevent adverse effects on existing natural habitats.

- Plantings for these facilities will be characterized by species of trees, shrubs and vegetation that will promote naturalized cover and habitat appropriate for their wetland environment. Their layout shall create the appearance of natural plant communities.



Stormwater management landscape feature - Markham

- Species shall be native materials appropriate to the region where possible and their layout shall assist to regenerate the natural environment. Their selection shall ensure low maintenance of the landscape design.

- Paths of compacted or granular material shall provide access to pedestrians and cyclists to integrate these facilities into the open space system.

- Where security issues require provision of barriers, the use of natural hedges and planting barriers is encouraged. High fencing to isolate these facilities is to be avoided.

- Consideration shoud be given to incorporating seating areas overlooking naturalized stormwater facilities as part of their integration into the community landscape.

5.4 Parks, Parkettes and Entry Parkettes

Parks and local parkettes provide the main focus for outdoor activity within the communities developed areas. They are the outdoor rooms of the community and their design should reinforce their accessibility by all.

5.4.1 Community and Neighbourhood Parks

The communities parks have been located to ensure their proximity to all areas of their respective neighbourhoods, and to be visible to the surrounding streetscapes. They will accommodate active recreational activity, but their design should also enable areas for passive recreation. Their siting in combination with school sites facilitates an active recreational and social neighbourhood focus.

- Neighbourhood park design shall facilitate views into the parks from surrounding streets to promote integration and neighbourhood supervision for safety.

- Significant open street frontage on at least one, and preferably two sides of these parks shall be maintained to achieve this.

- Landscaping and planting on these frontages shall be designed to allow access and pedestrian visibility.

- Fences separating the rear of residential lots from adjacent parks shall be of a high quality of materials and design appropriate to their public exposure. Soft landscaping of trees and shrubs is encouraged in conjunction with fencing to buffer these locations.

- Sports facilities in parks should be sited to allow appropriate buffering between separate facilities and to adjacent residential properties. A minimum setback for major recreational facilities of 10m to residential properties is proposed.

- The design of landscaped areas for passive relaxation shall also be integrated into the design of these parks.

- Where natural open space is adjacent to parkland, pathway systems within neighbourhood and community parks should be linked with the trail system of the natural lands. These access points shall be well lit.

5.4.2 Local Parkettes

Small local parkettes have been centrally located on neighbourhood primary streets to provide passive recreational focus, internal residential views of green space and variety in the streetscape.

- Local parkettes shall accommodate pedestrian pathways, areas for seating, and small tot lots.

- Other elements that promote neighbourhood character to be considered include small pavilions, local postal kiosks, decorative built elements and sculpture.

- Planting design of parkettes should combine areas for comfort and small children's play with other areas of low maintenance and naturalized planting to minimize maintenance requirements.

- Particular landscape features that could be specific to each neighbourhood, such as arbors or specialized garden areas should also be considered.

- The design of local streets at parkettes shall include the continuation of parkette walkway paving across intersections to opposite sidewalks. This will promote traffic calming in these areas.

5.4.3 Neighbourhood Entry Medians and Parkettes

Gateway features to the neighbourhoods are proposed comprised of landscaped medians in the first block at arterials in combination with corner parkette features. These elements through generous landscaping will establish significant markers and neighbourhood character.

- Trees shall be planted in the median strip at these entry points to provide vertical emphasis for these intersections in the arterial streetscape. Their placement shall be coordinated with regard to traffic viewplanes.

- The design of the median shall incorporate patterned paving surfaces or particularly hardy groundcover to offset the effects of winter snow piling.

- Landscaped parkettes comprised of expanded corner boulevard areas will assist in establishing these gateways. Built landscape features as well as generous plantings should be utilised in these locations.

5.5 The Street Walkway and Boulevard System

The street sidewalk system and accompanying landscaped boulevards form the most significant connecting elements of the pedestrian and open space system. They not only provide continuity to the outdoor fabric of the community but are also an important destination in themselves for neighbourhood life and social interaction. The quality of their landscape development shall reflect this central importance to the community and their design shall promote pedestrian comfort.

5.5.1 Local Street Boulevards

- Local streets landscaping will be characterized by the planting of deciduous trees in the street boulevard at spacings of approximately 10 meters. Their location centred in the boulevard allowance adjacent to the roadway ensures a canopy that shades both pedestrian walk and roadway, and provides enclosure to the space of the street.

- As a general guideline, there shall be a minimum of one tree in the street boulevard for each lot.

- Driveway locations, lotting and utility placement shall be coordinated to facilitate the continuity of the street tree boulevard.

- The selection of tree types for street boulevards shall be limited, within the visual field of any street, in order to provide continuity to streetscapes.

- Changes in tree type shall be used to signify specific locations such as parkettes,

entrance areas, and other focal points such as institutions, as well as changes in character from street to street.

- Continuation of sidewalk paving through roadways at intersections is encouraged to promote pedestrian safety and traffic calming.

- Buried locations of utility elements are preferred within boulevards. Where above grade locations for hydro transformers or other utility elements cannot be avoided, low boulevard plantings should be utilised to screen their presence. These elements should be sited in inconspicuous locations.

5.5.2 Expanded Boulevards at Primary Streets

For certain primary streets, their importance in linking parks, gateway points, school locations and the town centre has been emphasized by the provision of an expanded boulevard to allow more generous landscaping to create a greenway.

- Expanded boulevards shall be characterized by the provision of a continuous double row of trees with sidewalk between them.

- Naturalized groundcover plantings, low coniferous planting groups and accent shrubs should also be considered in specific locations to enrich and vary the landscaping of these important boulevards.

- Driveway cuts through these expanded boulevards should be minimized. The use of lanes, corner house development, or very wide lots shall be used to reduce driveway interruptions.

- The design of boulevard landscaping shall respond to the transitions to neighbourhood and community parks by means of detailed design of walkway and plant groupings to recgnise park entrances and pedestrian path transitions.

5.6 Minor Pedestrian Links

Minor pedestrian links have been introduced in the plan to ensure the continuity of the open space system by connecting parkland and natural lands to the street pedestrian system. These short pedestrian ways may vary in character and width depending on their specific circumstances.

- Pedestrian paths at these links shall be well-lit to promote pedestrian safety.

- Their width shall facilitate curvilinear pathway development as a transition to parkland paths.

- Generous soft landscaping and shrubs shall emphasize their linkage to parkland as well as providing screening to adjacent residential gardens.

- Landscape design of these links shall emphasize views and vistas from adjoining streets through to parkland and natural lands.

5.7 Streetscape Elements: Lighting, Signage and Furniture

Streetlights, signage, street seating and utility elements are important elements in the environment of the streetscape. Their design should reflect the goals and objectives of the overall streetscape; those of pedestrian comfort and a unique character for Queensville.

- Street and pedestrian path lighting should be properly scaled to its environment.
- Pole heights for local streets should be smaller and spaced more frequently to serve the pedestrian scale than lighting for major and arterial streets.
- Parkland and greenway lighting should be of a pedestrian scale.
- The design of street lighting poles and fixtures, and of signage poles should be unified in character and detailing.
- Likewise the design of park benches or open space seating, and streetscape furniture such as waste bins should be of consistent detailing and character.
- The design of these streetscape elements shall be integrated with the architectural character to be outlined in the Neighbourhood Concept Plans.

5.8 Mailbox Locations

Community mailboxes should be located and designed in a manner that promotes safe and functional use, but also that recognizes their potential for combining with open space features to provide a backdrop for this important activity.

- The integration of community mailboxes with parkettes, or open space areas adjacent to natural features or stormwater facilities, helps to promote the potential for their use to combine with passive recreational activity.
- Their locations shall ensure pedestrian accessibility.
- While meeting the requirements of Canada Post the design of these facilities should be complemented by paved seating areas and the provision of gazebos or roof structures.
- Their architecture, materials and detailing should compliment the open space with which they are integrated.

6.0 PRINCIPLES FOR ESTABLISHMENT OF ARCHITECTURAL DESIGN GUIDELINES

6.1 Introduction

The architectural design of individual buildings contributes significantly to the overall character of streetscapes and to the collective image of the community. Architectural form of development should support and build upon the urban design principles and guidelines established within this report. To ensure this continuity of design purpose, architectural design guidelines shall be established to guide the design of the buildings themselves so that they promote the vision and objectives of the Queensville community.

These Design Guidelines for detailed block development and individual lots should be formulated and applied through a design review process. They will be prepared for neighbourhoods by their developers, and they will be a condition of Draft Plan Approval. Their scope and review process shall be established in consultation with the Town.

6.2 Scope of Architectural Design Guidelines

The general scope for detailed block design and architectural form guidelines shall include:

- principles for design of coordinated street facades while promoting variety in streetscape design
- identification of specific lot locations of increased significance for neighbourhoood views and image, and design measures for these locations
- guidelines for the general massing of housing types, and to assist transitions between housing types or different housing groups
- detailed streetscape design of street section elements
- design guidelines to maintain the quality of exterior building form and detailing including:
  - entrances and porch elements
  - roofs, fascias and overhangs
  - windows and bay windows
  - garage design
  - architectural treatments - materials and colours
- guidelines for individual lot site planning and landscaping issues such as fencing, driveway and entrance landscaping, and relationship of grading to building

7.0 IMPLEMENTATION

These urban design guidelines set out the urban design direction for the Queensville Community. The growth of all communities is a dynamic process, and some degree of change to elements of the plan is both anticipated and viewed as desirable. The intent of the Urban Design Guidelines is to create a framework structure and more detailed strategies for the community's physical development to realize the vision of the community that has been outlined to date, while at the same time providing flexibility to deal with the evolution of the community.

7.1 Neighbourhood Concept Plans

The preparation of Neighbourhood Concept Plans is called for in the Official Plan to ensure the implementation of the design intent for the overall community within the development of successive neighbourhoods.

The Neighbourhood Concept Plans should illustrate how the detailed development of the neighbourhood further implements the Urban Design Guidelines as set out herein, with respect to:

- the urban design structure of the neighbourhood
- significant elements within the neighbourhood
- site planning principles for residential and other use areas within the neighbourhood
- architectural form for neighbourhood residential, and other uses

It is proposed that Architectural Design Guidelines be prepared in conjunction with the Neighbourhood Concept Plan in order to ensure a consistent approach.

The Neighbourhood Concept Plans will be part of a design review process to govern implementation of the Queensville Community Plan.

7.2 Process

The Neighbourhood Concept Plan and Architectural Design Guidelines will be prepared by the developer or landowner group. Their detailed scope and content will be established in consultation with the Town. They will receive approval by the Town prior to or in conjunction with granting of Draft Plan Approval for any area within a Neighbourhood Concept Plan.

A subsequent Design Review Process will administer review of private development to ensure that the Architectural Design Guidelines are followed. This Design Review Process will be the joint responsibility of the developer in consultation with the Town. An urban design/architectural consultant will be retained by the developer to review

and approve developments for conformance to the guidelines. Selection of the consultant will be approved by the Town, and the town shall direct the consultant's Design Review which will be conducted and completed prior to granting of building permits.