# GREEN LANE WEST SECONDARY PLAN

## *URBAN DESIGN GUIDELINES*

**TOWN OF EAST GWILLIMBURY**

*November 2000*

## *1.0 INTRODUCTION*

These urban design guidelines for the Green Lane West Community Plan are intended to provide a further level of general guidance in the development of these lands and in their evolution as future neighbourhoods in the Town of East Gwillimbury.

The issues covered and the level of detail presented in these guidelines is intended to promote compatible and complementary development of the various parcels of land that comprise the Green Lane West Community Plan. Additionally, it is also intended that these guidelines promote the development of these lands as a gateway to the Town of East Gwillimbury and as a visually appropriate transition between the more intensely urban area south of Green Lane and the more rural character of the Town of East Gwillimbury to the north.

## 1.1 URBAN DESIGN OBJECTIVES FOR THE GREEN LANE WEST COMMUNITY PLAN

The urban design goal of the Green Lane West Community Plan is the evolution of quality living, shopping, and recreational environments that pay particular attention to the character of streetscapes, public open spaces, and architecture. Building on the opportunities presented in the Green Lane West Community Plan, the following urban design objectives have been identified:

a) Development of a comprehensively planned residential community with a clear sense of organization and a distinct sense of place.

a) Design and development of commercial sites at the intersection of Green Lane and Yonge Street that present an appropriate gateway image to the entrance to the Town of East Gwillimbury and the transition between the urban and the rural.

b) Development of a street pattern using a modified grid that is easily understood and promotes a sense of neighbourhood and intimacy of scale.

c) Design of safe, quiet, tree lined, pedestrian friendly streets with low traffic volumes, supporting primarily local traffic.

d) Encouragement of the development of visually interesting streetscapes.

e) De-emphasis of the presence of the garage as a dominant feature in streetscapes.

f) Design of a parks and open spaces system that supports opportunities for both passive and active recreation.

g) Preservation and enhancement of identified environmental protection areas and their integration into the community landscape.

h) Design of community gateway streets that promote a sense of arrival and support the image of the community.

i) Creation of distinctive, attractive community edges presenting an image of quality, while providing an attractive and varied visual backdrop for existing streetscapes.

j) Design of an integrated system of pedestrian walkways, bicycle paths, and open space trails.

k) Preservation and enhancement of existing views and vistas.

l) Creation of landscaped visual focal points on a neighbourhood level within the community.

## *2.0 COMMUNITY ELEMENTS*

The overall character and quality of the community created by the Green Lane West Community Plan will result from the combination and design of its principal community elements. The following Urban Design Guidelines are intended to provide general guidance in the development of their individual qualities and characteristics and to demonstrate how they combine to achieve the urban design objectives identified for the Green Lane West Community Plan.

For the purpose of these guidelines the principal community elements of the Green Lane West Community Plan have been organized as:

- Community Streetscapes
- Park and Open Space System
- Residential Architecture
- Commercial Development
- School Sites

## *3.0 COMMUNITY STREETSCAPES*

Streetscapes are, visually and structurally, a combination of a diverse collection of elements including the dimensions of the right-of-way, the design and placement of architecture, landscape elements, street furniture, lighting, and signage. The design of streetscapes within the Green Lane West Community Plan will place priority on the creation of visually interesting, pedestrian friendly environments helping to create a distinctive image.

Fundamental to the creation of a functional, safe, and visually interesting community is the development of a clear hierarchy of street types with appropriately matching streetscape designs. Concepts for the design of this hierarchy of streetscapes have been organized in the following sections:

- Arterial Road Edges
- Community Gateway Streets
- Local Streets

In addition to providing guidelines for these specific types of streetscapes, general guidelines have also been included for some of the common elements associated with streetscape design including:

X Streetlights and Signs
X Community Mail Boxes
X Above Ground Utilities

### 3.1 ARTERIAL ROAD EDGES

The edges of the Green Lane West Community Plan are bounded on three sides by arterial roads: Bathurst Street, Green Lane West, and Yonge Street. The design of the arterial road edges of the community presents an important opportunity in creating a unique image, providing a distinctive landscaped backdrop for these arterial roads.

#### 3.1.1 The Bathurst Street Road Edge

Of the three bounding arterial road edges, only the Bathurst Street edge will remain undeveloped as it defines the western edge of the Western Environmental Protection Area.

#### 3.1.2 The Green Lane West Road Edge

Green Lane West forms the northern edge of the Community plan and acts as a transition line between the envisioned urban lands to the south and the rural landscape to the north.

Along its length from west to east, a succession of land uses has been proposed by the plan. Starting with the natural landscape of the Western Environmental Protection Area, followed by low to medium density housing, a proposed high school site and a second area of low to

medium density housing, this arterial edge ends with a regional commercial centre and the gateway intersection with Yonge Street.

The development of this streetscape shall collectively achieve these design objectives:

- Provide continuity through the use of unifying elements along its length to compose these different land uses into a series of complementary visual experiences along a single streetscape.

- Ensure the design and development of a southern street edge that will provide a compatible and complementary interface with the rural landscape on the northern side of Green Lane West.

In the design and development of the lands composing this streetscape, the following guidelines shall apply:

a) The backing of residential lots onto arterial roads and the use of continuous acoustic walls shall be discouraged. Instead, in short lengths the use of parallel services roads, often referred to as "window streets" is preferred. It is not required that houses along these parallel streets face onto the arterial road; they may present their flankage elevations and appropriately screened side yards. This condition provides an opportunity for the development of landscaped boulevards and buffers separating these interior streets from the Green Lane West right-of-way. It is intended that this approach will reduce the "fortress" like quality that may arise from urban land uses with acoustic barriers backing onto a multi-lane arterial road across from a rural landscape.

b) The use of reduced right-of-way widths is encouraged for these interior streets where they travel parallel Green Lane West and are single loaded.

c) In general, boulevards separating parallel streets from the arterial will be planted with high canopied, native deciduous trees to provide a continuous and unified streetscape. These will be planted in conjunction with groupings of coniferous trees.

d) For reasons of access, it is anticipated that the building proposed for the new high school site will front onto an interior street. This arrangement provides the opportunity for a view into the community across the playing fields from the arterial road and provides a green open space that will visually complement the rural lands to the north. The street edge of these lands should be planted with high canopied, native deciduous trees to complement and continue the landscape treatment of the parallel residential streets to the east and west along Green Lane West.

e) The landscape treatment of the Regional Commercial Centre's street frontage shall be complementary to the landscape treatment proposed for the residential uses and the school site along the south side of Green Lane West. Landscaping along this portion of the street edge will be co-ordinated with the architectural design and siting of buildings to enhance the appearance and visual appeal of the commercial centre and to present an appropriate image for this highly visible gateway location. Care should be taken that

landscape elements, such as trees, are positioned not to obscure important sight lines into this commercial site while endeavouring to achieve the desired streetscape image. In the design of this site, sufficient space should be left along the street line to provide an appropriate continuous planting area between parking areas and the street line.

### 3.1.3 The Yonge Street Road Edge

As Yonge Street passes north through the Town of Newmarket and on into the Town of East Gwillimbury, its character varies and changes through a number of different conditions and contexts. Along this eastern edge of the Green Lane West Community Plan, the character of its streetscape should reflect the importance of this specific location as the transition between two municipalities and communities. With this in mind, it is appropriate for the landscape treatment proposed for the Regional Commercial Centre located at the intersection to be wrapped around the corner and continued down the western edge of Yonge Street to present a unifying image for the adjacent land uses.

## 3.2 COMMUNITY GATEWAY STREETS

Community Gateway streets are the principal vehicular and pedestrian arrival routes into the Green Lane West Plan from the bounding arterial roads. As such, these tree-lined streets have an important role to play in establishing and reinforcing the distinctive character of the community. In general, attention should be paid to the effective co-ordination of architectural and landscape design elements within these streetscapes. The following design principles are to be applied to the design of Community Gateway Streets as they enter the community:

a) Central median landscaping will be a key element along Community Gateway Streets. Single or double rows of high canopied deciduous street trees will be incorporated to unify and frame views into the development.

b) Walkways will be provided on each side of these streets in the boulevard areas and may meander where space allows, widening at specific locations to provide seating and other street amenity items.

c) Deciduous street trees will also be employed along the boulevard edges and will be spaced at 30' intervals to provide a dense and consistent green belt for an initial distance.

## 3.3 LOCAL STREETS

Local Streets within the Green Lane West Plan are intended to promote a sense of safety and comfort by paying respect to the importance of human scale. They are primarily destinations in themselves and not routes to other destinations. The architectural and landscape design of these streetscapes shall reflect the character of the community. The design of Local Streets shall respect the following design principles:

a) The pattern of Local Streets will be laid out to follow a modified grid pattern.

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

c) Houses sited on corner lots, at the heads of "T" junctions, and facing onto open spaces or parks should be identified as being sited on visually prominent lots and designed accordingly.

d) Local Interior Streets will consist of deciduous street trees along both boulevard edges. Spacing will vary between 30' and 40' and will consist of a limited selection of tree types to create a unified image and to provide a strong effective canopy.

e) Walkways will be provided on one or both sides of the street and will connect to adjacent roads to create a continuous pedestrian route out to the subdivision perimeter.

## 3.4 STREETLIGHTS AND SIGNS

Streetlights and signage are important elements in the design of residential streetscapes. The following are intended as basic guidelines for their selection:

a) The selection of pole heights, proportions and separation distances of poles should reflect the location of the pole within the established street hierarchy such that taller poles are located on larger busier streets and smaller, more pedestrian scaled poles are located on local streets.

b) All poles and fixtures, where appropriate, and regardless of specific location should appear to be visually similar in style and material and clearly belong to the same family of design.

c) The selection of light poles and fixtures shall reflect the architectural theme and quality of the streetscapes in period and style.

d) In a similar fashion, the selection of street signage primarily for street names should be stylistically appropriate to the design, materials, colour, and theme of the light poles and fixtures, acting in a complementary fashion with the architecture of the houses.

## 3.5 COMMUNITY MAIL BOXES

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

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

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

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

## 3.6 ABOVE GROUND UTILITIES

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

a) In general, above ground utilities shall be located where possible in unobtrusive locations, well away from daylight triangles and significant views or vistas.

b) Where possible, the preferred location for hydro transformers is at the rear of flankage lots and screened with appropriate plant materials.

## *4.0 PARK AND OPEN SPACE SYSTEM*

Within the structure of the Green Lane West Community Plan, the park and open space system acts as a series of important organizing elements within its fabric. It is intended that these elements be integrated into the plan with the same level of concern as the design of the future homes that will surround them. The preservation and enhancement of the Western Environmental Protection Area identified by the environmental consultants has provided important opportunities for the creation of a series of potential important views and vistas which may benefit the community as a whole.

The principal components of the Park and Open Space System have been identified within these guidelines as:

- The Western Environmental Protection Area
- The Greenway Corridor
- The Neighbourhood Park

In addition, within this section, concepts for the Landscape Treatment of Stormwater Management Facilities have been included.

### 4.1 THE WESTERN ENVIRONMENTAL PROTECTION AREA

Although not a park, this land will play an important role in the open space system of the community, not only by preserving a range of natural habitat, but also by providing an important source of visual interest. This natural area will provide a visual backdrop for the western side of the community as well as providing important opportunities for the development of a street pattern that uses its presence as the visual terminus for the creation of new views and vistas within the plan. The following guidelines are intended to promote a visually enhanced pedestrian and residential environment that profits from the presence of this important natural feature:

a) It is intended that the detailed design of the future community will preserve the forest and wetland areas as well as the associated slopes. A goal of this plan will be the successful long term co-existence of this area with the evolving urban environment.

b) The detail design of the road system of the future Green Lane West community is encouraged to reinforce the importance of these natural features by providing, where possible, views and vistas of this natural area.

c) In order to encourage the design of a road system that provides views and vistas of this natural area, it is inappropriate that the edge of this natural feature be completely contained by rear yards. Appropriate portions of this feature shall be edged with single loaded roads allowing residents and passers-by the opportunity of the view, visually enriching the community as a whole.

d) Where possible, streets that lead towards this feature shall terminate in a view of this feature.

## 4.2 THE GREENWAY CORRIDOR

The Greenway Corridor is intended to follow the eastern edge of the Western Environmental Protection Area, offering a range of non-intensive recreational opportunities including walking, bicycling, as well as more passive recreational activities such as bird watching. In addition this corridor may also provide minor opportunities for wildlife movement. The following guidelines are indented to assist in the integration of this Greenway Corridor into the future urban environment of the plan:

a) Where possible, the Greenway Corridor should be located between the right-of-way of a single loaded road and the edge of the natural area. The placing of this corridor along a public street provides increased opportunities for using passive observation and street lighting to improve personal safety and security. Additionally, the placing of this corridor along a public street improves the visual qualities of these streetscapes, providing houses with a park like setting. In this configuration the surface of the Greenway Corridor shall always be separated from any area of vehicular travel.

b) Where appropriate, the Greenway Corridor may be permitted to be located running between the edge of the natural feature and the rear lot lines of lots backing onto the natural feature. This condition should not be encouraged as it may have negative implications for public safety.

c) It is also intended that the width of the Greenway Corridor shall exceed that of a standard or engineered walkway and should generally be 10 metre wide. To allow for the development of a significant recreational linkage intended for multipurpose usage, the width of this corridor should, for safety reasons, not be limited to the width of its paved or compacted surface.

d) In order to extend the social and recreational opportunities provided by this corridor, its south terminus should be located to connect with any similar corridor or trail located into the south along the same natural edge in the Town of Newmarket.

e) Likewise, the northern terminus of the Greenway Corridor should be extended to Green Lane West and signage provided to direct users to an additional appropriate route of travel.

f) The surface material of the Greenway Corridor shall be of a consistent material and colour.

g) All material used shall conform to the Town of East Gwillimbury's maintenance standards.

## 4.3 THE NEIGHBOURHOOD PARK

The Neighbourhood Park, positioned as a component of a campus with the proposed elementary school site, is located at a central point in the plan on the north side of the principal

east-west collector. This neighbourhood park is composed of a minimum of 1.6 hectares and will provide opportunities for a range of passive and active recreational outdoor activities as well as a limited range of indoor activities.

a) The general design of the landscape of the park and the layout of its facilities shall promote views into and through park to provide opportunities for the creation of vistas and to promote passive supervision from the street and the adjacent school property.

b) Areas designed to promote passive recreation shall be located close to the street line so as to make them readily accessible and to bring landscape elements associated with these uses closer to the street line so that they can be used to provide visual interest in the streetscape.

c) The organization of the outdoor facilities in the park and their design should include an opportunity for the design and siting of an open covered park structure of a scale appropriate to accommodate modest activities during inclement weather.

d) All principal formal entrances to the park shall have curb cuts and be designed in accordance with principles for barrier free design.

e) Fences separating the rear yards of house lots from the park shall be of a quality of materials, construction and design appropriate to such a prominent publicly visible location.

## 4.4 LANDSCAPE TREATMENT OF STORMWATER FACILITIES

Although created for engineering reasons, stormwater management facilities with careful design become focal points within the plan of a community. The Green Lane West Community Plan is intended to support the naturalization of stormwater management facilities and to visually blend them into the landscape. The following are basic principles for the landscape design treatment of stormwater management facilities:

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

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

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

d) Where appropriate, walkways or board walks will be constructed to allow users to observe the marsh areas.

e) Where erosion control measures are required, the soft technique of bioengineering will be employed to further enhance the naturalized appearance.

## *5.0 RESIDENTIAL ARCHITECTURE*

The Green Lane West Community Plan provides opportunities for both low and medium density residential development. It is intended that this combination of housing densities will promote a range of lifestyle opportunities within the community as well as opportunities to develop a visually interesting and varied architectural environment.

Concepts for the design and development of residential architecture have been divided into the following five groups:

- X Design Objectives for Residential Architecture
- X Architectural Focal Points
- X Principles for Visual Variety
- X Principles for Facade Design
- X Traditional Architectural Styles

### 5.1 DESIGN OBJECTIVES FOR RESIDENTIAL ARCHITECTURE

The following design objectives are intended to assist in assuring that the design of housing within the Green Lane West Community Plan individually and collectively supports the evolution of a distinctive character and sense of place, such that:

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

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

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

d) The design of houses de-emphasizes the visual dominance of garages in the streetscape.

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

### 5.2 ARCHITECTURAL FOCAL POINTS

To provide visual focal points within streetscapes, the architectural and landscape design of houses on visually prominent lots shall receive additional attention in terms of massing, and fenestration, as well as porch and roof design. These visually prominent locations are commonly:

X Corner Lots
X "T" Junctions
X Bends in Roads
X Community Gateways

## 5.3 DESIGN PRINCIPLES FOR VISUAL VARIETY

To promote visual variety and architectural character within the streetscapes of Green Lane West Community Plan the following are encouraged:

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

b) A range of roof massings and orientation.

c) A range of house models and elevations.

d) A range of complementary materials and colours appropriate to the styles and characters of the house designs.

e) A co-ordinated and complementary variation of building setbacks along streets.

f) A variety of locations and massings for the integration of houses and garages.

## 5.4. PRINCIPLES FOR FACADE DESIGN

To encourage safe and attractive pedestrian friendly streetscapes within the Green Lane West Community Plan, the designs of houses are generally encouraged to have:

a) Main front entries that are oriented to the street.

b) Front porches of a usable dimension, where appropriate to the architectural style and character of the house.

c) Front elevations that reduce the visual dominance of the garage by architecturally integrating the massing of the garage into the massing of the house.

d) The width of driveways for double car garages limited to the interior width of the garage.

e) Balanced and well proportioned visible facades that present appropriate detail to public view.

## 5.5 TRADITIONAL ARCHITECTURAL STYLES

Within the Town of East Gwillimbury and the surrounding area of York Region, there is rich body of Ontario Heritage Architecture that can be drawn upon for inspiration in the design of houses for this community. The use of recognizable architectural styles in the design of houses helps to provide a visually varied and pedestrian friendly streetscape.

## *6.0 COMMERCIAL DEVELOPMENT*

Commercial development within the Green Lane West Community Plan is anticipated to take on two primary forms in three distinct locations:

- An approved Regional Commercial Centre located at the intersection of Green Lane and Yonge Street, intended as a mixed Commercial and Recreational campus style development.
- An adjacent proposed Regional Commercial development directly to the south along Yonge Street also intended to be designated as Regional Commercial.
- A small scale Convenience Commercial area within the residential community and likely located adjacent to a future collector road.

In order to address these two types of commercial development, design guidelines have been organized in the following sections:

- General Urban Design Objectives for Commercial Development
- Urban Design Guidelines for Regional Commercial Development
- Urban Design Guidelines for Convenience Commercial

### 6.1 GENERAL URBAN DESIGN OBJECTIVES FOR COMMERCIAL DEVELOPMENT IN GREEN LANE WEST

Although the three locations identified for commercial development each provide for a distinctly different form and scale of development, they all have a set of common characteristics and should all be designed to respect the following urban design objectives:

- Visually contribute to this gateway location to the Town of East Gwillimbury and its distinctive character and sense of place.
- Promote development that is compatible and complementary to adjacent residential neighbourhoods.
- Provide both efficient vehicular circulation as well as a safe and attractive pedestrian environment.
- Contribute to the quality of the image of the streetscape along Green Lane West, Yonge Street and the collector road.

### 6.2 URBAN DESIGN GUIDELINES FOR REGIONAL COMMERCIAL DEVELOPMENT

Within the Green Lane Community Plan, the south west corner of the intersection of Green Lane

West and Yonge Street (currently owned by Manulife) and the adjacent property to the south fronting on to Yonge Street (currently owned by Dalton Faris), have been identified as being appropriate for Regional Commercial development. Given the scale of these properties it may be deemed appropriate that they each be developed in a Campus Commercial form.

In general, Campus Style shopping centres share a number of common characteristics that include large sites containing multiple buildings, tenants and uses. As well, these multiple buildings share one address, common access points, and parking facilities. This style of commercial development can be very successful, but requires a disciplined and organized approach to its design and planning, particularly in the areas of building location and circulation.

Ideally, buildings that are not located at the street should be sited along an interior "street" which has some of the appearance of a public street containing, where appropriate, such elements as curbs, landscaped boulevards and street trees, pedestrian walkways and crossings, lighting and directional signage. The intention of this organizing principle is to promote the development of safe, recognizable outdoor spaces. It is also intended that interior "streets" promote easier and safer pedestrian and vehicular site circulation and navigation.

### 6.2.1 The Gateway to East Gwillimbury

The intersection of Green Lane West and Yonge Street has been identified as a visually prominent intersection that marks both the entry to the Town of East Gwillimbury and the transition between a clearly urban area to the south and the more rural area to the north. This location presents a series of design opportunities for the development of the north east corner of the Community Plan (currently owned by Manulife). The property at the south west corner of the intersection has the advantage of both high visibility as well as a distinctive gateway location. In response to its location, the design of this site and its buildings should respect the presence of the intersection and the two fronting streetscapes through building orientation and placement. An appropriate amount of building massing should address the intersection as well as the two street frontages in order to support both the intersection and the streetscapes forming a distinctive gateway to the Town.

### 6.2.2 Building Massing

a) Building massing and the relationship between buildings should help to create visual focal points in appropriate locations as viewed from within the site and from the street lines, providing visual interest for both pedestrians and passing motorists.

b) Building massing should support the overall orientation of a building and help to orientate users to the location of the principal building entries.

c) In commercial developments comprised of more than one building, there should be some common elements such as massing, building height, cornice line or roof design to bring consistency and continuity to the ensemble of buildings.

d) Roofscapes should be designed not only to provide visual interest but also to visually screen and integrate mechanical equipment from public view. Attention should be paid

to principal sight lines and view points.

e) The design of roofs, regardless of profile, should show consideration for form and materials and should add positively to the overall design of the building.

### 6.2.3 Facade Design

a) All building elevations readily visible to the public should be designed with care and demonstrate a consistency of materials, quality, and details.

b) All building facades that address either a public street or an interior "street" shall be designed to provide visual interest at a pedestrian scale through the use of, for example, changes in planes, overhangs, and fenestration.

c) Architectural elements should be used to provide visual punctuation and add definition to long, unbroken building elevations.

d) The design of front elevations should place strong emphasis on the design of main pedestrian entries. Canopies and covered articulated entry elements are encouraged. Prominent entry elements help to orient pedestrians and can form attractive and inviting visual focal points.

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

f) In campus style commercial developments that contain more than one building, the designs of individual building facades must be complementary to their neighbours. The use of some common elements, features, materials, and colours is encouraged.

### 6.2.4 Fenestration

a) In general, all elevations facing onto interior "streets", Yonge Street, or Green Lane West or public spaces, shall provide fenestration to promote a safe, inviting, visually interesting and pedestrian friendly environment, where appropriate.

b) Windows are also encouraged to allow for passive observation of visually isolated outdoor areas.

### 6.2.5 Pedestrian Circulation

a) Large scale commercial developments, particularly those composed of more than one building, shall have clearly defined pedestrian circulation systems to service all major buildings within the development and to establish clear connections to the fronting arterial streets.

b) Pedestrian walkways should be consistent with barrier free design requirements and, where appropriate, walkways directly adjacent to buildings should be surfaced in a hard

paving material other than asphalt.

c) Major pedestrian walkways that connect to Yonge Street or Green Lane West should be landscaped with a canopy of trees to form focal points and to visually break up large parking areas.

d) All major pedestrian walkways adjacent to the front facades with principal building entrances shall be a minimum of 1.5 metres in width.

e) Where possible, pedestrian walkways shall be provided to public transit stops with appropriate pedestrian shelters.

f) Pedestrian crossings should be provided where walkways cross interior "streets". These crossings should be clearly marked with appropriate signage and vehicular stop signs and be provided with curb cuts to support barrier free design. Changes in paving materials are encouraged in these locations.

### 6.2.6 Vehicular Circulation

a) A clearly organized vehicular circulation system that demonstrates a pattern of main entrances onto interior "streets", and provides an understandable hierarchy of primary and Community drive aisles, parking, service areas and fire routes is required to provided on the site plan.

b) Extensive areas of parking shall be selectively visually broken up with tree planting in landscape islands where possible.

c) The pedestrian circulation system shall be shown to have the right-of-way over the vehicular circulation system at crossing areas through the use of signage and markings.

d) Random circulation through large parking areas shall be discouraged through the use of traffic islands. Where feasible, traffic islands should be landscaped.

### 6.2.7 Parking Areas

a) Parking areas should be separated from high volume drive aisles (interior "streets") with landscaped boulevards or end of row landscaped islands.

b) Extensive areas of parking should be divided into smaller parking areas through the siting of buildings and through the use of pedestrian connections and landscaping. It is not the intention of this requirement to reduce the potential for efficient circulation or the visual impact of retail opportunities, but to create a visually inviting environment that is compatible with the adjacent residential areas as well as with the image of the principal fronting streetscapes.

c) Designated drop off areas or lay-bys shall be provided on interior "streets" in front of such appropriate uses as entertainment facilities and food stores. Sidewalks in these

locations should be wide enough to accommodate larger numbers of pedestrian in front of building entrances and to facilitate the loading of passengers and merchandise.

### 6.2.8 Loading and Servicing Areas

a) Loading and service areas shall be screened when viewed from the adjacent residential areas, Green Lane West, or Yonge Street. Loading areas shall be screened from view through a combination of building orientation and massing, landscaping, and architecturally integrated barriers. Loading and service areas do not present an appropriate view that will support these streetscapes or the gateway qualities of this visually significant location in the Town of East Gwillimbury.

b) Where possible, access to loading areas shall be separated from pedestrian routes. It is undesirable to have pedestrian routes crossed by service vehicles.

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

### 6.2.9 Landscaping

a) Landscaping along street edges shall reinforce the image of the streetscape through the planting of trees on private property. The planting of trees along the street line should be co-ordinated with all other aspects of the site design to insure that the visibility of available parking and signage is not adversely affected, while creating a visually attractive edge for the development.

b) In general, landscape design shall unify and enhance all other elements of the development including building design, signage, pedestrian circulation, as well views into the site from the bounding arterial roads.

c) Major entry points to the development for both pedestrians and vehicles shall be marked with hard and soft landscaping elements.

### 6.2.10 Signage

a) In the development of a large commercial site it is important to provide a consistent approach to signage, both along exterior streetscapes as well as on interior "streets". The design and placement of signage approached in a co-ordinated and integrated fashion can enhance and support the overall image of a development as a whole.

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

c) For buildings that are intended to have multiple tenants, the size, proportions and scale of fascia signs should be co-ordinated and have regard for the composition, materials, and style of the building and of adjacent signs.

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

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

### 6.2.11 Lighting

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

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

c) To address issues of personal safety and to provide an inviting environment, sufficient lighting shall be provided throughout all areas of the development.

d) To reinforce the importance of this gateway location, the strategic floodlighting of selective building facades is encouraged.

## 6.3 URBAN DESIGN GUIDELINES FOR CONVENIENCE COMMERCIAL

Although a convenience commercial project is a much smaller form of commercial development than a regional commercial centre, it can still be seen to share at a more modest scale the same basic urban design objectives:

X Contribute visually to the character and quality of the neighbourhood and community.
X Encourage visual and functional compatibility with adjacent residential properties.
X Promote effective vehicular circulation and a safe inviting pedestrian environment.
X Enhance the collective positive image of the streetscape.

### 6.3.1 Building Massing

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

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

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

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

### 6.3.2 Facade Design

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

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

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

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

### 6.3.3 Fenestration

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

### 6.3.4 Pedestrian and Vehicular Circulation

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

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

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

### 6.3.5 Loading and Service Areas

a) Loading and service areas shall not be visible from the adjacent residential areas or public streets. Loading areas shall be screened from view through a combination of building orientation and massing, landscaping and architecturally integrated visual barriers.

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

### 6.3.6 Landscaping

a) In general, landscape design shall unify and enhance all other elements of the development including building design, signage and pedestrian circulation and contribute

to the general appearance and quality of the streetscape.

### 6.3.7 Signage

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

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

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

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

### 6.3.8 Lighting

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

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

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

## *7.0 SCHOOL SITES*

The Green Lane West Community Plan provides for both an elementary school site and a Community school site. Although these two school sites will be designed with very different programs and requirements in mind from the standpoint of urban design, they present a number of common design opportunities. Traditionally, public institutions such as school buildings have been viewed with pride by their communities and have acted as important social and visual focal points. The inclusion of these two school sites in Green Lane West Community Plan allows the opportunity to present these buildings and their sites as visual and social focal points. To this end, the following design and siting principles will be respected in the Green Lane West Community Plan:

a) Where possible, these buildings should be sited at visually prominent locations such as on corners or at the ends of "T" junctions acting as the visual terminus of a view corridor.

b) The siting, design, and landscaping of these buildings should encourage, where possible, building massing located close to the street line to visually support the image and design of the streetscape.

c) In general, school buildings should be designed as dignified public buildings whose design and materials are complementary to the image of the community and its residential architecture.

d) In order to encourage the landmark qualities of these buildings, their massing shall be encouraged to respond in a traditional manor to their locations. Buildings located at intersections shall address the intersection with a raised or elaborated corner massing.

e) The design of front elevations should place strong emphasis on the design of the main entrance area. Canopies and articulated covered entry elements are encouraged so as to reinforce a positive and inviting relationship to the streetscape.

f) All service and loading areas shall be architecturally integrated into the massing of the buildings and screened from public view.

g) The design of roofscapes shall architecturally integrate and screen roof mounted mechanical equipment from public view.