APPENDIX 4 – Highway 404 Employment Corridor Urban Design Guidelines

Highway 404 Employment Corridor Urban Design Guidelines

Town of East Gwillimbury

July 13, 2020

BrookMcIlroy/



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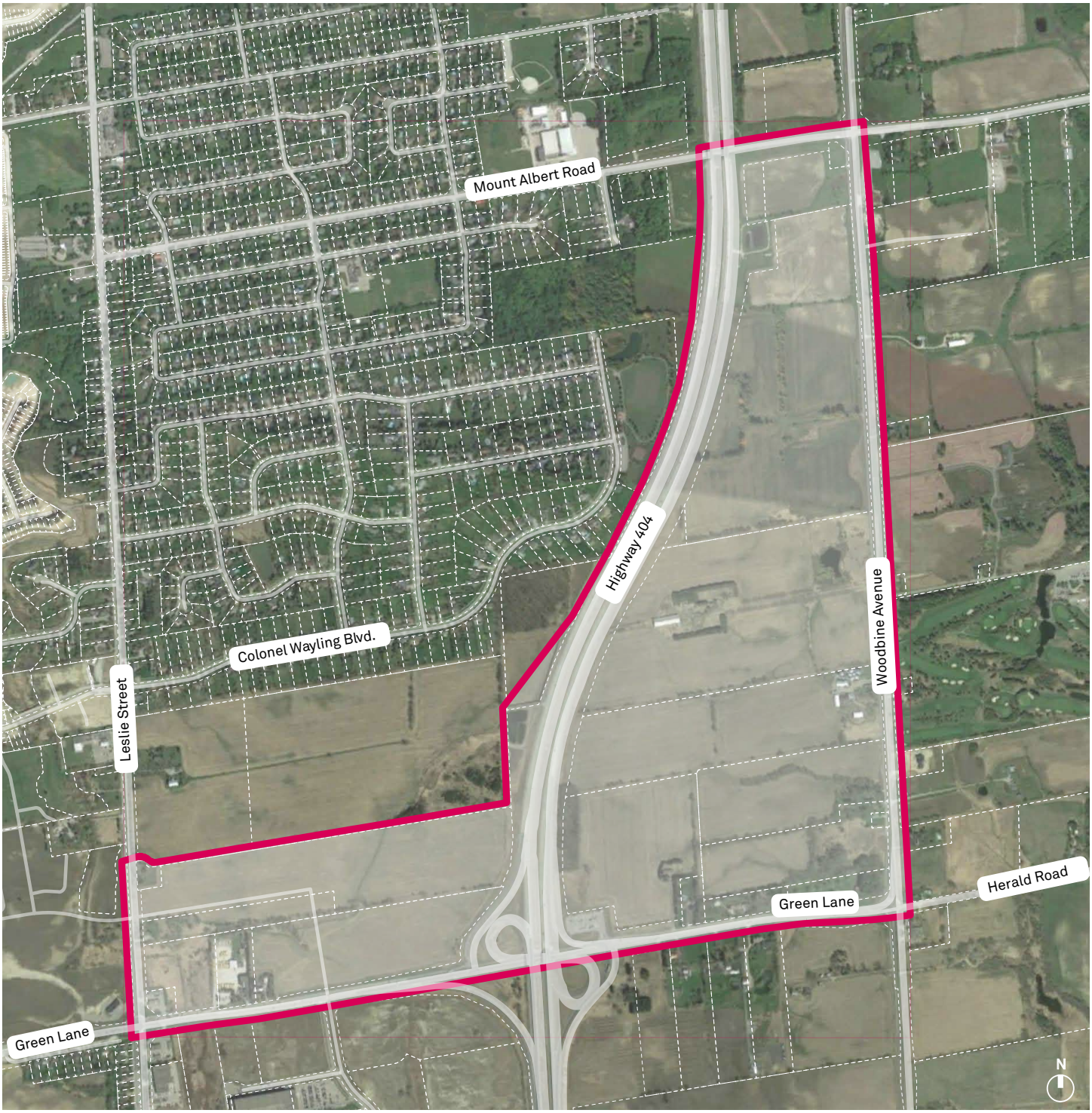
1.0 Introduction



404 Employment Area Secondary Plan Boundary

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1.1 The Employment Area

The Highway 404 Employment Corridor Secondary Plan Area (Employment Area) is located within the Town of East Gwillimbury. It is comprised of approximately 196.4 hectares. The Employment Area is bound by Green Lane East and Herald Road to the south, Woodbine Avenue to the east, Mount Albert Road to the north, and Highway 404 to the west. A portion of land between Highway 404 and Leslie Street is also included within the Employment Area, north of Green Lane.

The lands allocated to the Employment Area lands are primarily greenfield, with exception of some low scale residential, commercial and agricultural buildings and structures, and an MTO commuter surface parking lot, which are predominantly located along Herald Road. The site includes Environmental Protection Areas.

The majority of the areas surrounding the Employment Area are undeveloped. A low-rise residential neighbourhood exists northwest of the Employment Area and a low-rise industrial development exists to the southwest, south of Green Lane East. The Shawneeki Golf Club is located east of Woodbine Avenue.

1.2 Role of the Guidelines

The Highway 404 Employment Corridor Urban Design Guidelines provide direction for the implementation of the Highway 404 Employment Corridor Secondary Plan and the Town of East Gwillimbury's Official Plan.

These Urban Design Guidelines provide clear directions on the design for the Employment Area that correspond with the vision of the Secondary Plan and aim to ensure high quality urban design and a distinct sense of place. They will be used by Town staff to evaluate development applications for the area.

1.3 How to Use the Guidelines

The urban design guidelines are organized into five sections:

Section 1.0 Introduction contains information on the Employment Area and an explanation on the role of the guidelines.

Section 2.0 Vision presents the secondary plan vision and corresponding urban design objectives. This section also contains guidance on the envisioned look and feel of the Employment Area through a description of precincts and gateways.

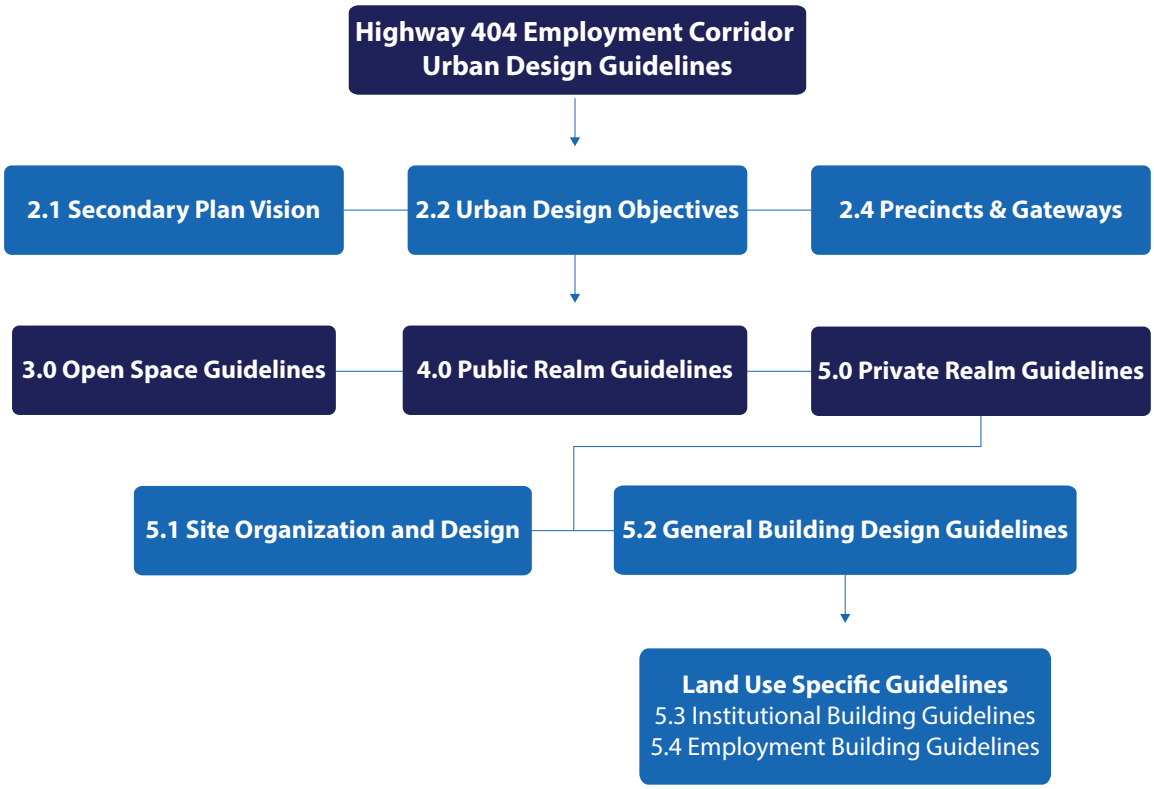
Section 3.0 Open Space Guidelines identifies urban design guidelines to inform the sensitive integration of open spaces within the Employment Area.

Section 4.0 Public Realm Guidelines identifies urban design guidelines related to the design of the public realm, including the design of roads, trails, gateways, streetscape design elements, street trees and landscaping, and stormwater management facilities.

Section 5.0 Private Realm Guidelines contains urban design guidelines related to building design and site organization and design within the private realm. It provides guidance on the design of specific employment and institutional building types.

Development proposed within the Employment Area must refer to all sections of the guidelines to ensure that the design of buildings, sites and the public realm are informed by the comprehensive vision and design goals for the Employment Area. Land use specific guideline sections should be referred to as relevant pertaining to the site's specific land use.

How to Use the Guidelines



The Secondary Plan Vision, Urban Design Objectives, and Precinct and Gateways should inform the development and design of all sites.

Section 3.0 Open Space Guidelines, and Section 4.0 Public Realm apply to all sites.

Within Section 5.0 Private Realm Guidelines, the Site Organization & Design and General Building Design guidance should also be applied to all sites.

Land use specific guidelines contained within the General Building Design Guidelines for Institutional Buildings and Employment Buildings should be applied as relevant to the site in question.

2.0 Vision

2.1 Secondary Plan Vision

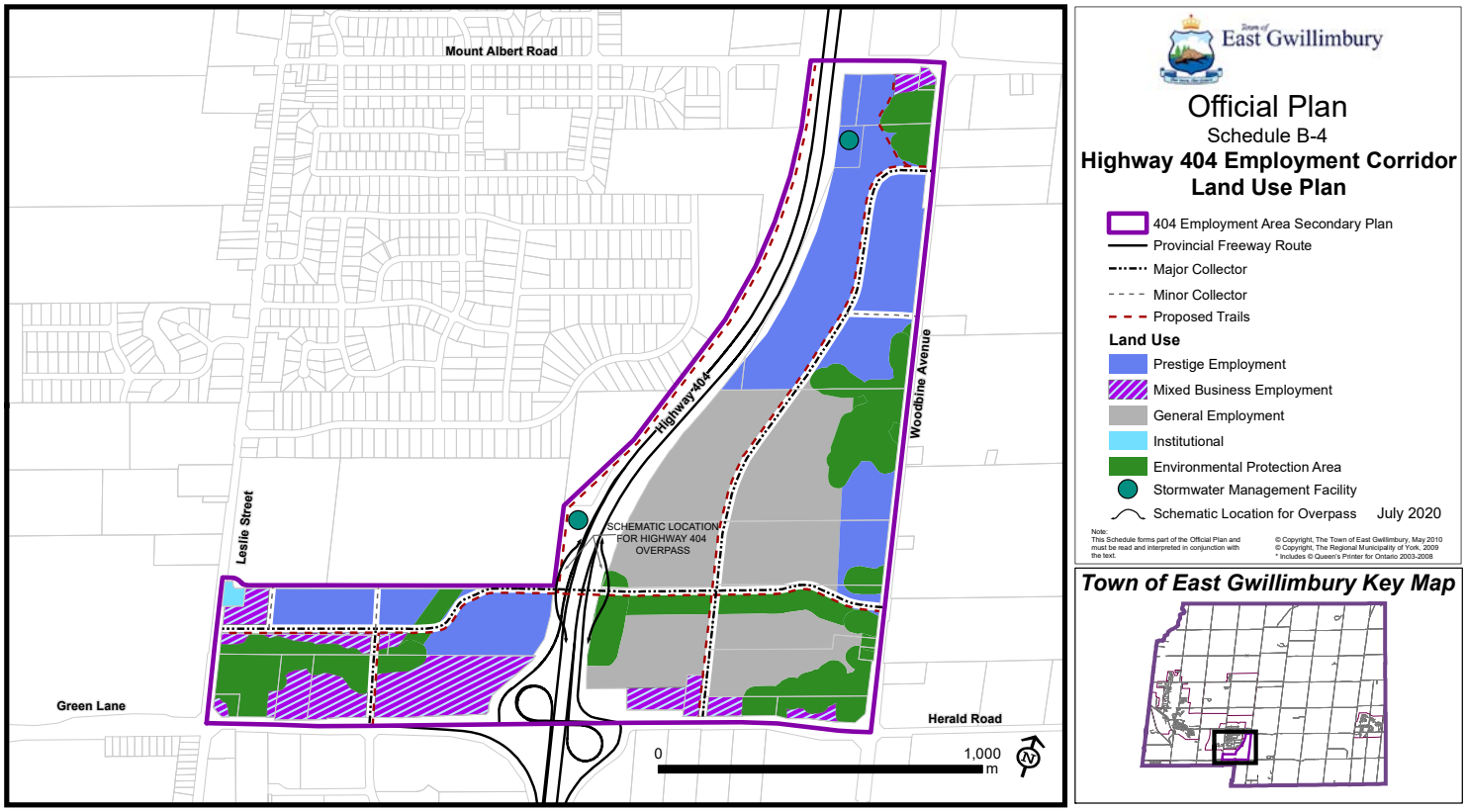
The Highway 404 Employment Corridor will be a high quality, comprehensively planned employment area that supports a complete range of office and industrial uses as well as limited retail uses. It will diversify and enhance the Town's economic base, increase employment options to meet the needs of the Town as a growth municipality and improve the Town's vitality and resiliency. The area will take full advantage of its proximity to Highway 404 and will provide enhanced access and connectivity.

It will create pleasant and comfortable streetscapes that encourage active transportation and support public transit. The area will be visually attractive as well as being sustainable, with enhancements at key focal points and gateways. Development will proceed on the basis of full municipal services and surface and ground water resources will be maintained and improved. Natural heritage resources will be protected and enhanced and cultural heritage resources will be retained and supported.

2.3 Land Use Concept

The Employment Area consists of lands located east and west of Highway 404, and includes a range of land uses. Land uses include Prestige Employment, General Employment, Mixed Business Employment, Environmental Protection Area, and Institutional. Prestige Employment generally frames the highway and the periphery of the Employment Area, with the exception of Green Lane East and portions of Leslie Street and Woodbine Avenue that contain Mixed Business Employment. General Employment Areas are located on the southeast, internal to the Employment Area.

Environmental Protection Areas traverse the lands and two existing Stormwater Management Facility uses are located within the Employment Area. A variety of Major Collector and Minor Collector roads provide internal circulatory routes. Proposed Trails are located along all Major Collector roads, along the western side of Highway 404, and at the western edge of the northernmost Environmental Protection Area. An overpass provides an east-west connection across Highway 404 into the Employment Area.



Highway 404 Employment Corridor Secondary Plan Schedule B-4



The Employment Area should feature enhanced public realm that features sustainable site design

2.2 Urban Design Objectives

The following urban design objectives should inform the development within the Employment Area:

1. Reinforce Precincts & Gateways

The design of the Employment Area should be informed by precincts and gateways. Four precincts are identified for the Employment Area which reflect proposed future land uses and adjacent local context. Two major gateways, three minor gateways, and one Town gateway are identified for the Employment Area. Together, precincts and gateways identify areas where a higher level of design quality for built form, site design, and the public realm are recommended, to reinforce a sense of arrival into the Employment Area and to a create a sense of place.

2. Promote High Quality Urban Design

To enforce its role as a gateway to the Town of East Gwillimbury, the Employment Area is envisioned as a high quality employment area that promotes architectural and urban design excellence on both public and private lands, including built form, open space, and the public realm. Development should create a positive interface between both Highway 404 and Town streets, and should appropriately transition to sensitive areas including low-rise neighbourhoods, natural heritage, and cultural heritage.

3. Create Attractive Streetscapes & Efficient Connections

The design of public sidewalks, boulevards, roads, mid-block connections, and trails should support safe and efficient mobility of pedestrians, cyclists, and motorists. The design of sidewalks and boulevards should contribute to a distinct sense of place and reflect the hierarchy of streets within the Employment Area. The area should consist of visually attractive streetscapes that include landscaping and other public amenities. Connections should be seamlessly linked together to facilitate ease of mobility within the employment area and to the Town beyond.



A well connected pedestrian network is an important aspect of the Employment Area



Architectural and urban design excellence help create an attractive area to work and play

4. Enhance the Open Space Network

The design of the Employment Area should be informed by the presence of high quality open spaces including publicly accessible open spaces, natural heritage, and stormwater management facilities. These areas should contribute to an overall network of spaces that enhance the look and feel of the area. These spaces should be considered important public amenities and sensitively integrated into development, with opportunities for connections and views as appropriate.

5. Encourage Sustainable Site Design

The design of all buildings and sites should encourage sustainability. The use of sustainable practices should be incorporated including Low Impact Development (LID) techniques, consideration for solar orientation, and measures to promote energy efficiency. All development within the Employment Area should minimize their impact to existing topography by minimizing soil cut and fill volumes in the construction process.

6. Respect and Enhance Town Character

The design of buildings and sites should consider the existing and planned context. Development within the employment area should preserve and enhance the unique attributes and character of the Town, including cultural heritage attributes and natural heritage features. Site features such as rolling topography and existing agricultural hedgerows should be considered and preserved where possible through site sensitive design.

2.4 Precincts & Gateways

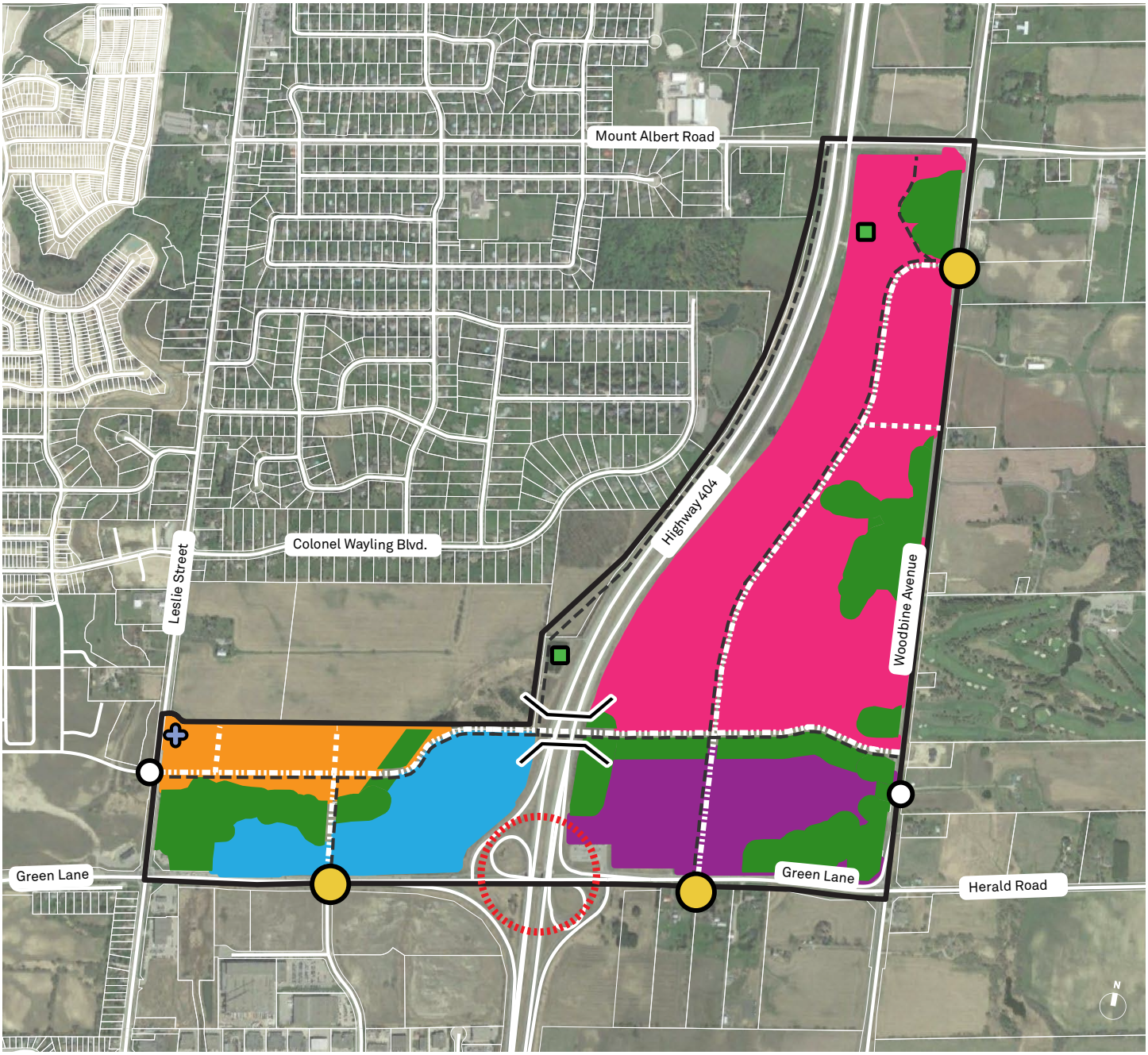
The design of the Employment Area should be informed by precincts and gateways. These urban design elements provide a framework for area-specific design priorities within the Employment Area, and should be considered in coordination with all relevant urban design recommendations found within this Urban Design Guidelines document. The precincts and gateways provide guidance on the envisioned look and feel for different portions of the Employment Area and help to consider where transitions in building and site design may be appropriate.

Four precincts are identified within the Employment Area. The precincts include the 404 Corridor Precinct, Woodbine Precinct, Green Lane Precinct, and Leslie Street Precinct. The delineation of the precincts is informed by:

- Existing major thoroughfares including Highway 404, Green Lane East, and proposed Collector Roads within the Employment Area;
- Environmental Protection Areas; and
- Land uses as proposed within the Employment Area.

The precincts also consider the interfaces between the Employment Area and existing adjacent land uses, and recognize that the Employment Area should respond to the various types of built form and land uses within the surrounding community. All precincts should demonstrate high quality architectural and urban design.

Gateways are areas that promote a sense of arrival and reinforce a sense of place through a high quality of design for buildings, sites, and the public realm. Gateway areas should include landmark buildings and higher development densities where appropriate, in addition to enhanced public realm features in the public right of way such as entrance signs, planting areas, and public art. They should reflect the overall vision for the precinct within which they are located, be contextually appropriate, and consider the local community context. Within the Employment Area, three major gateways are proposed: at the intersection of Highway 404 and Green Lane East, at the intersection of Green Lane and Harry Walker Parkway, and where Woodbine Avenue intersects with a proposed major collector road at the north end of the Employment Area. Two minor gateways are located where proposed major collector roads intersect with Leslie Street, and Woodbine Avenue at the south end of the Employment Area. One Town Gateway is located at the interchange of Highway 404 and Green Lane East.



Highway 404 Employment Corridor Precinct Plan

404 Employment Area Secondary Plan Boundary

Stormwater Management Facility

Cultural Heritage

Environmental

404 Corridor Precinct

Woodbine Precinct

Green Lane Precinct

Leslie Street Precinct

Town Gateway

Major Gateway

Minor Gateway

Existing Road

Major Collector

Minor Collector

Proposed Trail

Overpass



The 404 Corridor Precinct will feature high quality Prestige Employment uses

404 Corridor Precinct

The 404 Corridor Precinct is located east of Highway 404 and forms the northern portion of the Highway 404 Employment Area. It will contain primarily Prestige Employment uses with a small proportion of the precinct containing General Employment uses. The precinct is located between Highway 404 and Woodbine Avenue, and will include future major and minor collector roads.

Development adjacent to the Highway 404 Corridor should feature site design and built form with high quality frontages facing both the Highway Corridor and internal collector roads. As topography along the Highway Corridor varies, site design, architectural features, and landscaping should minimize impact to existing landforms and be designed to reflect any site's specific topological conditions. Where possible, existing hedgerows should be maintained to enhance site design.

This precinct will contain the highest proportion of Prestige Employment within the Employment Area. Prestige Employment uses within this precinct should demonstrate a high quality of design and an urban character. Prestige employment buildings should transition down in height in proximity to General Employment uses in the southern part of the precinct, which will be lower in height. A small area accommodating Mixed Business Employment will be located at the northeast portion of the precinct, and should accommodate uses with at-grade ancillary spaces to serve nearby businesses. All development should appropriately transition to Environmental Protection Areas throughout the precinct and the existing stormwater management facility at the precinct's northwest edge.

The 404 Corridor Precinct will contain one major gateway along Woodbine Avenue where it meets with the Employment Area's northernmost major collector road. This gateway is located adjacent to an Environmental Protection Area, stormwater management facility, and proposed trail system on the northern side of the road. The gateway design should leverage these natural assets as part of the streetscape and public realm design. This may include entry signage and wayfinding, lighting, seating areas, complementary landscaping, and other features that promote views and connections, all of which must be sensitively integrated into the natural environment.



Street fronting development and attractive public realm will be featured in the Woodbine Precinct

Woodbine Precinct

The Woodbine Precinct is located east of Highway 404 and forms the southeast portion of the Employment Area. It will contain primarily General Employment Areas with smaller portions of Prestige Employment along portions of the east and west boundary. Mixed Business Employment areas are located along Green Lane East. Environmental Protection Areas frame the western and northern portion of the precinct and delineate it from the 404 Corridor Precinct further north. Environmental Protection Areas are also located along the southeastern portion of the precinct. General employment development within this precinct should be low-rise in form and should be sensitively integrated within the Environmental Protection Area context.

Mixed Business Employment should frame Green Lane East and Woodbine Avenue, providing opportunities for a range of ancillary uses to serve the community and businesses within the Employment Area. Development along Green Lane and Woodbine Avenue should have street-fronting development that demonstrates a high quality of architecture and urban design and should foster an urban character, contributing to a high quality public realm with sidewalks, street trees, street furniture, and other public amenities.

Two major collector roads bisect the precinct, one travelling north-south from Green Lane East, and the other travelling east-west from Woodbine Avenue. The intersection of these collector roads with Green Lane East and Woodbine Avenue are gateway locations. A major gateway is located at the intersection of Green Lane East with a proposed collector road. The major gateway should include landmark architecture in combination with a landscaped plaza component and public amenities to signal the transition into the Employment Area. The minor gateway from Woodbine Avenue should recognize the presence of Environmental Protection Areas on both sides of the street and sensitively integrate design components adjacent to these areas; this may include lighting, seating, and other design elements that promote access to views.



The Green Lane Precinct should foster a more urban character

Green Lane Precinct

The Green Lane Precinct is located west of Highway 404 fronting Green Lane East, stopping just east of Leslie Street. The majority of this area will consist of Mixed Business Employment, all of which will front Green Lane East; an area for Prestige Employment is located at the northern portion of this precinct. The precinct is bounded to the north and west by an Environmental Protection Area. Development along this portion of Green Lane should relate to adjacent industrial and commercial uses and should ensure compatibility between those uses proposed in the Employment Area and existing uses on the other side of Green Lane.

Development along Green Lane should demonstrate a high quality of architecture and urban design and should foster an urban character, contributing to a high quality public realm with sidewalks, street trees, street furniture and other public amenities. Where it is not possible for building frontages to be located adjacent to Green Lane, ample landscape buffers should be provided to foster a welcoming streetscape.

One major gateway will be located at the intersection of Green Lane with a proposed major collector road. This gateway should feature entry signage and reinforce a high quality public realm that facilitates connections and potential views to the Environmental Protection Area further north.



The Leslie Street Precinct will feature sensitive transitions to the existing Town

Leslie Street Precinct

The Leslie Street Precinct is located at the northwestern portion of the Employment Area, west of Highway 404. This area contains Mixed Business Employment uses framing the southern and western boundaries (the Environmental Protection Area and Leslie Street); a small area for Institutional uses is identified at the northwestern portion of the employment area and recognizes the existing Sharon Burying Ground, a heritage cemetery. Mixed Business Employment uses within the Leslie Street Precinct should be modest in scale and consider adjacency and transitions to the existing Town fabric and low-rise residential areas outside of the Employment Area. Development should also sensitively transition to the heritage cemetery. Mixed Business Uses facing Leslie Street should serve the local community.

A minor gateway is located at the intersection of Leslie Street with the planned collector road. This gateway should respect the proximity to the heritage cemetery and local community uses, and should feature treatments such as high quality landscaping treatment, and public amenities including seating and sidewalks.

Town Gateway

The lands at the interchange of Highway 404 and Green Lane are considered an important gateway to the Town of East Gwillimbury. The Town Gateway should consider larger, high quality entry signs that integrate with the highways' topography as well as the existing Environmental Protection Areas that run adjacent to the highway. Gateway features should consider materials such as timber, natural stone, and powder coated steel, and should convey a clean and contemporary design sensibility.

3.0 Open Space Guidelines



View of naturalized areas along Woodbine Avenue.

Open space within the Employment Area, including publicly accessible open space and natural heritage, should play an integral role in defining the character of the Employment Area and where possible to facilitate connections to adjacent neighbourhoods.

3.1 Environmental Protection Areas

A significant proportion of the Employment Area is occupied by natural heritage features including a wetland and tributary of the Holland River west of Highway 404, and tributaries of the Black River, small woodlots and hedgerows east of the 404. Significant natural heritage areas within the Employment Area are identified as Environmental Protection Areas.

Guidelines

i. The Environmental Protection Area should be preserved and enhanced. Development is generally not permitted within the Environmental Protection Area.

ii. Site design should leverage the presence of Environmental Protection Areas as part of the design of streetscapes, the public realm, and site design in a sensitive manner. This includes maintaining existing hedgerows where possible.

iii. Where appropriate, publicly accessible areas within the Environmental Protection Area should be highly visible and bordered by streets, multi-use trails, and open space.

iv. The design of development located adjacent to Environmental Protection Areas should maximize views and public access where possible and appropriate. This includes in areas where trails are located within or adjacent to Environmental Protection Area, including the north end of the 404 Corridor Precinct.

v. Development should not interfere with natural drainage patterns and should provide adequate buffers to Environmental Protection Areas.

vi. Development within Environmental Protection Areas should adhere to the Town's Thinking Green Development Standards.



High quality design and materials enhance this gathering area

3.2 Open Space and Landscaping

Although new public parks are not included in the Highway 404 Employment Corridor Secondary Plan, opportunities exist to integrate a hierarchy of private and publicly accessible open space through future development. These spaces should be designed and located to ensure safe and active use, and to reinforce a connected network of open spaces.

Guidelines

i. The design of open spaces should employ high quality and durable materials and landscaping elements that is complementary to the adjacent context.

ii. Open spaces should be barrier-free and demonstrate principles of universal design.

iii. Open spaces should be visible and accessible from the public realm to promote user safety and to contribute to a vibrant public realm.

iv. Open spaces should be directly accessible from adjacent public roads, sidewalks, and Multi-Use Trails.



Landscaped open space located at the main building entry

v. Open spaces should be located near key building entrances where incorporated into a private development site.

vi. Buildings fronting onto publicly accessible open spaces are encouraged to enhance safety through casual surveillance. In such cases, clear public pathways and other measures are encouraged to ensure that the space is not interpreted as private amenity space.

vii. The placement of trees and landscaping elements should not inhibit clear views into and out of amenity spaces from the public realm.

viii. Where feasible and appropriate, open spaces should be located adjacent to Environmental Protection Areas or stormwater management facilities.

ix. Native, non-invasive plantings should be used wherever possible within open spaces.

x. A landscaped, 14 metre setback should be provided along Highway 404 corridor. This corridor should provide a visual linkage between different parts of the surrounding Environmental Protection Area.

xi. Landscaping should be provided around edges of properties visible from the public realm.

xii. Where adjacent to identified Environmental Protection Areas, landscaping treatments are encouraged to consist of native species and to integrate the design of the area with adjacent natural features.

4.0 Public Realm Guidelines



Median planting areas are one way of creating a Gateway feature

The Public Realm encompasses all publicly owned places and spaces that are accessible and belong to everyone. This includes elements such as municipal streets, sidewalks, open spaces, and trails. The Public Realm is vital to the where Employment Area as it provides the foundation for people to interact and travel through their surroundings. The public realm guidelines will ensure the creation of a pleasant and comfortable streetscape that will encourage alternative transportation modes including cycling and public transit.

4.1 Collector Roads

Several new Collector Roads are proposed within the Employment Area. Collector Roads are medium capacity corridors that serve local travel demands between Secondary Plan Areas. Their design should be more substantial than Local Roads and should include boulevards with wide sidewalks on both sides, consistent paving, and lighting. Bicycle lanes and streetscale elements such as furniture should be incorporated along Collector Roads where appropriate.

Guidelines

i. Collector Roads should be designed as complete streets that serve a variety of functions, including facilitating the use of transit and providing connections to other roads.

ii. Boulevards along Collector Roads should range from 4.5 metres to 6 metres in width to provide opportunities for an enhanced streetscape, including a wide pedestrian clearway, high quality landscaping, street trees, street furniture, and street lighting.

iii. Street trees and landscaping should be located continuously along all Collector Roads.

iv. Bicycle parking should be provided on both sides of the boulevard.

v. In Prestige Employment Areas, curb cuts and disruptions to pedestrian and cyclist movement should be minimized through the use of joint access driveways wherever possible.

vi. Signalized pedestrian crosswalks should be identified at regular intervals along Collector Roads, focused near high-traffic pedestrian areas. Crosswalks should be connected to existing sidewalks.

4.2 Local Roads

Local Roads may be created in the development of the Employment Area. Local Roads are low capacity corridors that are limited to local traffic that will serve the employment areas. The design of Local Roads should be complementary to the existing context but demonstrate high quality design.

Guidelines

vii. Continuous sidewalk connections on both sides of Local Roads are encouraged where possible. A continuous network of sidewalks facilitates ease of mobility for pedestrians to adjacent roads, ancillary commercial uses, and transit stops.

viii. Sidewalks along Local Roads should be a minimum of 2.1 metres in width to facilitate two-directional pedestrian travel.

ix. High quality landscaping is encouraged along Local Roads including street trees and soft landscaping.

x. Street trees and landscaping should be located continuously along Local Roads where feasible.

xi. Signalized pedestrian crosswalks should be identified as appropriate along Local Roads, focused near higher-traffic pedestrian areas. Crosswalks should be connected to existing sidewalks.

4.3 Multi-Use Trails

The Highway 404 Employment Corridor Secondary Plan envisions continuous north-south and east-west multi-use trails within the Employment Area. The trails are envisioned just west and parallel to Highway 404 and running north-south and east-west along future approved and proposed Collector Roads.

Guidelines

i. The design of Multi-Use Trails should reflect the function and nature of the adjacent context (e.g. off-street multi-use trail, Collector Street multi-use trail).

ii. Multi-Use Trails should be a minimum of 3.0 metres wide to facilitate two-way cyclist or pedestrian movement.

iii. Multi-Use Trails should be barrier free to accommodate individuals of all ages and abilities.

iv. Multi-Use Trails should minimize impacts on adjacent Environmental Protection Areas.

v. Multi-Use Trails should be designed with consistent paving treatment for ease of mobility.

vi. Multi-Use Trails should include adequate amenities including seating, waste receptacles, and signage. Amenities should be designed to reflect site-specific conditions.

vii. Low-level soft landscaping or trees may be included along trails where they do not impact user safety, visibility, or sight lines.

viii. Lighting along Multi-Use Trails should be determined on a case-by-case basis, particularly where it may disturb natural habitats as part of Environmental Protection Areas.

ix. Frequent access points should be provided along Multi-Use Trails from adjacent streets, trails, open spaces and nodes of activity such as office buildings. The design of access points should consider various modes of arrival including by foot, bicycle, car, or transit. Entrances should be designed to accommodate persons with physical disabilities and therefore include stable yet permeable surfaces.

x. The design of trails should reflect the function and nature of the space it occupies. Generally, trails should be constructed of asphalt.

xi. New trails should connect to existing adjacent trails to promote improved active transportation connections and recreation opportunities.



An example of a multi-use trail along a Collector Street



Example of minor gateway feature on the street's edge

4.4 Gateways

The Employment Area will contain three major gateways, two minor gateways, and one Town gateway. Gateways should promote a sense of arrival and reinforce a sense of place through a high quality of design for buildings, sites, and the public realm.

Guidelines

i. The design of gateways should reflect the unique site and precinct within which they are located, and ensure that interventions in the built environment are contextually appropriate and consider the local context.

ii. Building design, site design and public realm design should be coordinated and complementary and contribute to the overall vision of the gateway site.

iii. Gateways should include enhanced public realm features in the public right of way such as entrance signs, planting areas, public art, seating areas, sidewalks, lighting, and other pedestrian amenities. Opportunities for public plazas should be explored where appropriate.

iv. The design of gateway features should promote views and connections to Environmental Protection Areas, open spaces, and stormwater management facilities



Enhanced public realm features at a gateway location

4.5 Streetscape Design Elements

4.5.1 Street Furniture

Street furniture contributes to the creation of unique streets and is an essential component of comfortable, pedestrian supportive streetscapes. Seating, benches, bicycle racks, bollards, and other street furniture should be provided along streets within the Employment Area as appropriate.

Guidelines

i. Street furniture should be located at regular intervals along Collector and Local Roads through the Employment Area.

ii. Street furniture should reflect the Town's standard palette, as appropriate, but should include elements that are unique to the Employment Corridor lands. Furnishing should provide a consistent and unified streetscape appearance.

iii. Street furniture should be concentrated in areas with high pedestrian activity including gateways.

iv. Street furniture should not obstruct pedestrian, cyclist or vehicular circulation.

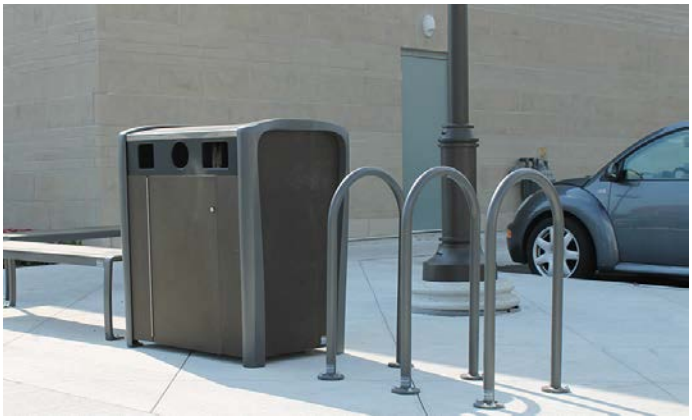
v. Street furniture should not hinder snow removal or other maintenance requirements.

vi. Where raised planters are used in the boulevard, they should be designed to function as alternative seating along the sidewalk edge.

vii. Street furniture should be designed to be universally accessible.

viii. The placement of bicycle racks within the pedestrian realm should not impede pedestrian movement.







Above: Examples of high quality street furnishings

4.5.2 Waste Receptacles

Waste receptacles provide access to disposal slots for both garbage and recycling. Waste receptacles are considered a critical component of comprehensive streetscape design.

Guidelines

i. Waste receptacles should be located at regular intervals along major streets in conjunction with street furniture, pedestrian building entrances, parking areas, and other key nodes of pedestrian activity including key intersections.

ii. Waste receptacles should be grouped with street furniture, street lighting, and landscaping elements to minimize disruptions to pedestrian circulation.

iii. Receptacle design should reflect the Town's standard palette, and is encouraged to complement adjacent street furniture including benches.

iv. All litter and recycling receptacles should be designed as side-opening containers for easy maintenance.

v. Waste receptacles should be designed to be wildlife proof.

vi. Waste receptacles should be designed to be universally accessible.

4.5.3 Street Lighting

Street lighting is pedestrian-scaled lighting that enhances safety and visibility on streets.

Guidelines

i. Street lighting should be provided to enhance safety and visibility on streets.

ii. The design and location of lighting should consider sustainability and the impacts of light pollution.

iii. Downcast pedestrian-scale lighting should be provided in high traffic pedestrian areas.

iv. Street lighting should be grouped with street furniture, waste receptacles, and landscaping elements to minimize disruptions to pedestrian circulation.

v. Street lighting should reflect the Town's standard palette and consider maintenance requirements.



An example of public art that is integrated in the landscape

4.5.4 Public Art

Attractive public art will enhance the Employment Area lands and contribute to an enhanced public realm.

Guidelines

i. Public art should be located in areas of high pedestrian traffic, including near key intersections and within gateway locations.

ii. Public art should be durable and easily maintained.

iii. Public art should be both physically and visually accessible and barrier-free.

iv. The siting of public art should not hinder motorist sight lines.

v. Public art should be designed in coordination with landscaping that complements and enhances the piece as appropriate.

4.5.5 Transit Shelters

The design and location of transit shelters within the Employment Area will play a significant role in encouraging transit use.

Guidelines

i. Transit stops should be placed near building entrances and key intersections and located frequently throughout the area for ease of access.

ii. Transit stops should include basic amenities, including seating, waste receptacles, lighting, route information, and a shelter for weather protection.

iii. Transit shelters should provide barrier-free access and not impede pedestrian movement along the boulevard.

iv. Transit shelters located on the sidewalk or boulevard should be located between 1 and 3 metres from the street curb to facilitate snow storage and minimize potential vehicular- pedestrian conflicts.

v. Street trees and low-level landscaping are encouraged to be integrated into transit shelter design but should not impede user access or sight lines.

vi. Where pedestrian-scaled street lighting is not located adjacent to transit shelters, lighting should be integrated into transit shelter design.

vii. Transit shelters should be designed with highly transparent materials to promote safety and visibility.

4.5.6 Utilities

Utilities should be considered an integral component of streetscape design throughout the Employment Area.

Guidelines

i. Wherever possible, utilities should be buried below grade. The use of a joint utility trench is encouraged for access and maintenance benefits to maximize available space for street trees.

ii. Where below-grade utility design is not feasible, at-grade utilities should be grouped in single locations to minimize their aesthetic and access impacts on the public realm.

iii. Utility design should encourage minimized street clutter. Products that incorporate street lighting and telecommunications facilities within the same utility pole are encouraged.



Street trees should have continuous open soil trenches

4.6 Street Trees and Landscaping

Street trees and landscaping elements improve the aesthetic quality of the public realm while providing functional environmental benefits. Street trees and landscaping provide shelter from sun, wind, and precipitation to improve public realm areas such as sidewalks. These elements have also been proven to reduce surface runoff and urban heat islands effects. Street trees and landscaping should be integrated into the Employment Area.

Guidelines

i. The integration of street trees and landscaping should contribute to a high quality public realm and should provide visual interest at all times of the year.

ii. Existing significant trees and vegetation should be protected and incorporated into site design and landscaping including hedgerows.

iii. The use of native and disease resistant species of trees and plant materials are encouraged to promote long term growth.

iv. The use of low-maintenance trees and plant materials are encouraged.

v. Street trees should be incorporated into public street design and should frame all streets, pathways, and Multi-Use Trails.

vi. Street trees should be planted within continuous, open-soil trenches. Soil cells or other technologies may be required to meet soil volume requirements.

vii. Street trees should be planted next to streets and transit stops at regular intervals, balanced with boulevard planting used to enhance street edges and open spaces.

viii. Street trees should be offset a minimum of 1.75 metres from the curb to accommodate snow storage with minimal risk to the tree.



Low Impact Development will assist in managing stormwater

4.7 Stormwater Management Facilities

There are two existing Stormwater Management Facilities present within the Employment Area that were created to address runoff from Highway 404. No new Stormwater Management Facilities are proposed as stormwater will be addressed through Low Impact Development to meet the requirements of the Lake Simcoe Protection Plan. The existing stormwater management facilities will be integrated as community amenities within the Employment Area.

Guidelines

i. Stormwater management facilities should double as passive open space areas.

ii. A majority of the perimeter of stormwater management facilities should be bounded by streets, publicly accessible open spaces or buildings which overlook them.

iii. Signage should be provided to promote education and safety awareness at stormwater management facilities.

iv. Impervious surfaces should be minimized adjacent to stormwater management facilities.

5.0 Private Realm Guidelines



Site design should work with existing topography and minimize amouts of cut and fill.

The private realm consists of site organization, site design and building design of private sites within the Employment Area. The private realm should consider how the location, placement and design of buildings on a site work with site design elements including parking, circulation, and landscaping to create an accessible and high quality environment.

5.1 Site Organization & Design

Site organization relates to the location and organization of components of a site including buildings, parking, access and circulation, storage and loading, and landscaping. The design and layout of sites within Employment Area Secondary Plan must consider the development of sites comprehensively to create high quality sites that are compatible with adjacent land uses.

5.1.1 General Guidelines

i. Development adjacent to the Highway 404 Corridor should feature site design and built form with high quality frontages facing both the Highway Corridor and internal collector roads.

ii. The design of buildings and sites within the Employment Area should minimize their impact to existing topography and be informed by natural heritage and changing site grade conditions.

iii. In Prestige Employment and Mixed Business Areas, the siting and location of buildings should be considered as part of a comprehensive site plan that reflects a more contemporary, campus-style layout. Considerations should include shared open spaces and amenity areas, and continuous connectivity between the area and proposed multi-use trails and other open spaces.

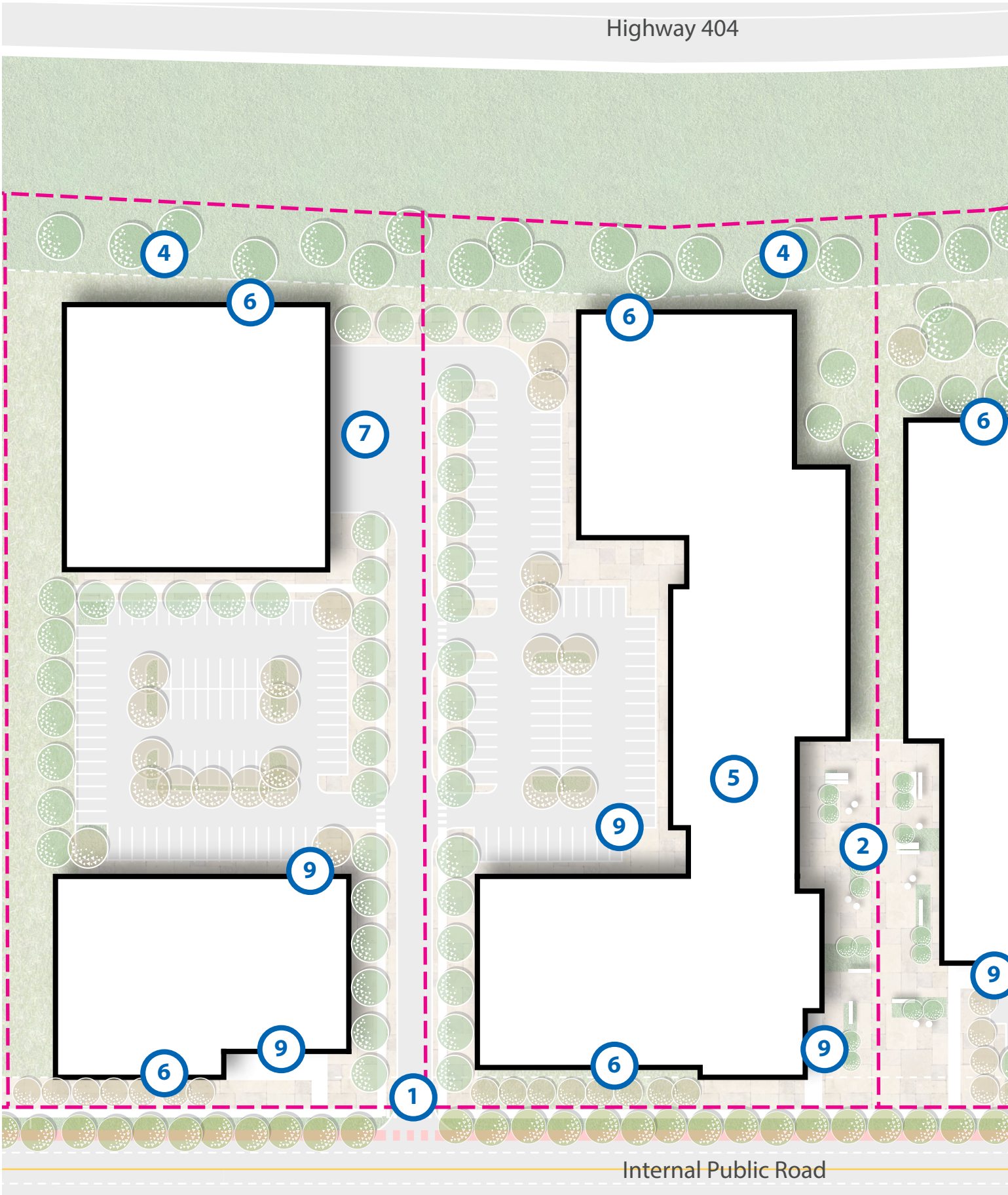
iv. Building location and orientation should maximize exposure to natural light and consider microclimate effects.

v. Site design should promote alternative modes of transportation including walking, cycling and public transit.

vi. The use of low impact development in landscaping design should be addressed as part of overall site design, including rainwater harvesting, green roofs, blue roofs, bioretention, permeable pavement, and vegetated swales.

vii. The design of gateway sites should be planned in coordination with the design of the public realm. Building design, site design and public realm design should be coordinated and complementary and contribute to the overall vision of the gateway site.

viii. Site design within the Employment Area should adhere to the Town's Thinking Green Development Standards.


Highway 404
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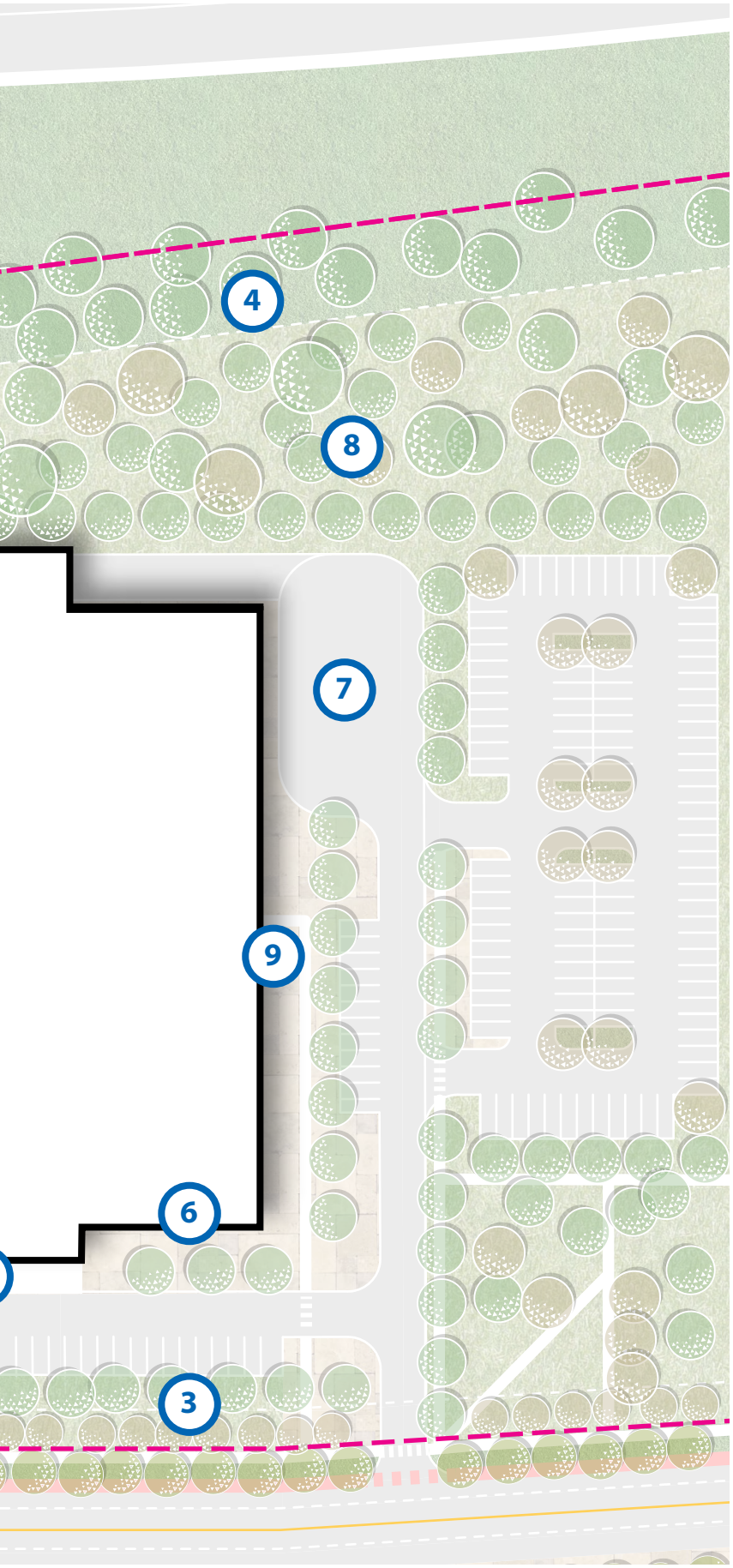
Internal Public Road



Demonstration Plan: Highway 404 Corridor

1. Vehicular site access is co-ordinated and minimized between adjacent lots
2. Shared amenity areas and open spaces are provided
3. Surface parking area along street frontage is screened from view
4. A 14 meter buffer is provided between development and the Highway 404 Corridor
5. Buildings are designed in a 'campus style' format
6. High quality building frontages face both the internal road and Highway 404
7. Outdoor servicing, loading and storage areas are located along the side of the lot and is screened by tree plantings
8. In areas where parking faces onto the highway, a generous landscape buffer is provided
9. Pedestrian paths are provided to building entrances from the street and parking areas



Parking areas should feature clear pedestrian circulation

5.1.2 Parking, Access & Circulation

Parking, Access, and Circulation should enable barrier-free and efficient circulation for pedestrians, cyclists, and motorists. Guidelines pertaining to parking, access, and circulation ensure appropriate transitions between the public and private realm are appropriately designed to create an attractive, safe, and functional public realm. These elements should be integrated into the Employment Area.

5.1.2.1 General Guidelines

i. Consolidate vehicular site access points where appropriate to optimize curb cuts and minimize the interruption of the boulevard for pedestrians, landscaping, and furnishings.

ii. Clearly marked pedestrian walkways should be integrated into overall site design. They should include pedestrian scaled lighting and landscaping features. Weather protection features should be incorporated as appropriate.

iii. Pedestrian walkways should be provided directly from parking areas and public sidewalks to main building entrances.

iv. Pedestrian walkways should have a minimum width of 2.0 metres.



An example of building uses wrapping the facade of a parking structure

5.1.2.2 Structured Parking

Structured parking can be used to condense parking into a smaller area to decrease the overall footprint dedicated to parking. Where appropriate, structured parking should be integrated into the Employment Area.

Guidelines

i. Above-grade parking structures fronting onto public streets and open spaces should be developed with building uses wrapping the façade to preclude blank facades, where possible.

ii. Parking within a structure should be screened from view at sidewalk level. The street level wall should be enhanced by architectural detailing, artwork, landscaping, or similar treatments that will add visual interest.

iii. Access to structured parking should be from planned Local Roads or through private driveways in interior blocks. Ramps and access points at street corners are discouraged.

iv. Pedestrian entrances for parking structures should be located adjacent to main building entrances, public streets, or other highly visible locations.

v. The materials used for parking structures should be complementary with surrounding employment buildings. Raw, unpainted and untextured concrete should be avoided



Surface parking that features Low Impact Development to define smaller areas and provide pedestrian pathways

5.1.2.3 Surface Parking

Surface parking should be carefully implemented to ensure that aesthetic, safety, and functional attributes are met. Surface parking should be located in a manner to not impede the public realm.

Guidelines

i. Surface parking should generally be located at the rear or side of buildings and not between the front of a building and the street.

ii. Surface parking areas are not permitted between buildings and Highway 404, and should not be visible from the public realm.

iii. Surface parking areas should not be located adjacent to an intersection.

iv. Landscaping and/or paving articulation should be used to define smaller areas, improve edge conditions, and provide for pedestrian walkways.

v. Areas identified for pick-up or drop-off should not conflict with pedestrian circulation.

vi. Landscape buffer strips around surface parking lots should be a minimum of 3 metres in width.

5.1.2.4 Bicycle Parking

Encouraging active transportation can reduce auto dependency and reduce negative externalities associated with automobiles including increased air pollution and congestion. Active transportation also has broad public health benefits associated with increased cardiovascular exercise. Bicycling parking should be integrated into the Employment Area to encourage active transportation.

Guidelines

i. The placement of bicycle racks within the pedestrian realm should not impede pedestrian movement.

ii. Bicycle parking should be provided within all developments throughout the Employment Area.

iii. Bicycle parking should be located on private development sites located adjacent to planned or existing Collector Roads, and on the west side of the Highway 404 Corridor, where future Multi-Use Trails are planned.

iv. In addition to bicycle racks, weather-protected bicycle lockers are strongly encouraged for large office or industrial development. These facilities should be located near building entrances and pedestrian walkways.

v. Private development sites should include weather-protected short term/ visitor bicycle parking near building entrances and pedestrian walkways.

5.1.2.5 Servicing, Loading & Storage Areas

Servicing, loading & storage areas should be appropriately located and integrated into the Employment Area.

Guidelines

i. Areas for servicing, loading and storage areas should be enclosed within the building envelope where possible.

ii. Outdoor storage, servicing, and loading areas should be located at the rear of lots, screened by building placement or by landscaping,

iii. Coordinate servicing, storage areas, and loading with parking locations to ensure efficient use of space, and to minimize the removal of existing trees and valuable landscaping.

iv. Service areas should be separated from pedestrian amenity areas and walkways.

v. Ensure the safe design of circulatory routes for servicing, storage areas and loading to discourage backing in or out from a public road.

vi. Outdoor storage areas are not permitted between buildings and Highway 404.



Planting design and gathering spaces that contribute to high quality public realm

5.1.3 Landscaping

Landscaping provides visual interest, pedestrian comfort, and sustainability benefits. Landscaping should be incorporated to improve the built environment of the Employment Area.

Guidelines

i. Planting design should contribute to the create of a high quality public realm, especially along building facades and site elements facing public streets.

ii. Landscaping should have special consideration for quality of material, variety of species, year round interest, and aesthetic appeal to the surrounding context.

iii. Where it is not possible for building frontages to be located adjacent to streets, ample landscape buffers should be provided to foster a welcoming streetscape.

iv. Where surface parking lots or servicing occupy a frontage, these areas should be screened from public view by either a combination of tree planting and low landscaping (e.g. maximum 1.5 metres in height for visibility), or tree planting in a minimum 3.0 metre wide landscape strip.

v. Landscaping treatments should contribute towards stormwater management.

vi. Where landscaped buffer strips must meet requirements for healthy and vibrant tree growth and engineering functions (e.g. bioswales, catch basins), they may be required to be wider than the minimum 3 metres.

vii. Landscaped buffer strips around surface parking lots should be integrated into site design.

viii. Soft landscaping should consist of open areas with enough soil volume to support the healthy growth of vegetation with little irrigation. This may include ground cover, raised planters, green roofs, and green walls.

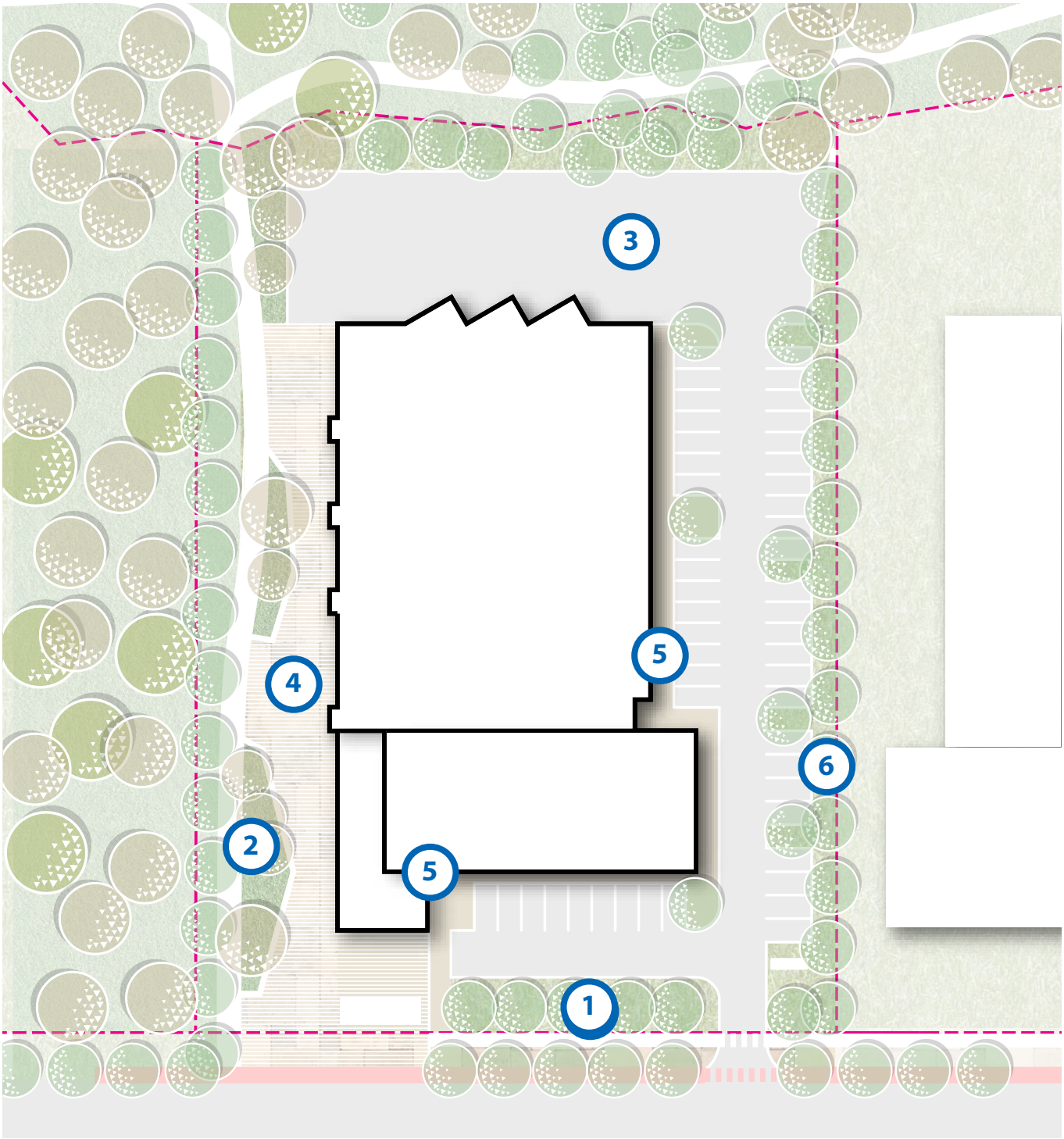
ix. Permeable paving elements shall not count towards soft landscaping requirements

x. Development and redevelopment are strongly encouraged to preserve existing trees, as well as associated soil profiles and existing grading, in an effort to minimize impacts to tree health.

xi. Tree planting within continuous, open soil trenches is preferred. Soil cells or other technologies may be required to meet soil volume requirements.

xii. Trees should be planted in key locations, such as walkways and other key pedestrian areas.

xiii. Trees may be grouped or evenly spaced throughout surface parking areas. Groupings of trees are preferred to ensure adequate soil volumes and to promote sustainable irrigation practices.



Demonstration Plan: Parking, Circulation and Landscaping

1. Surface parking area is screened from view
2. Development preserves existing trees where possible
3. Outdoor servicing, loading and storage area is located to the rear of the lot and is screened by tree plantings
4. Clear public pathways are provided in areas adjacent to accessible open spaces
5. Pedestrian paths are provided to building entrances from the street and parking areas
6. Landscape buffer strips are minimum 3 meters wide and are integrated in the site design

5.1.4 Site Signage & Wayfinding

The design and siting of site signage and wayfinding should contribute to high quality site design and public realm.

Guidelines

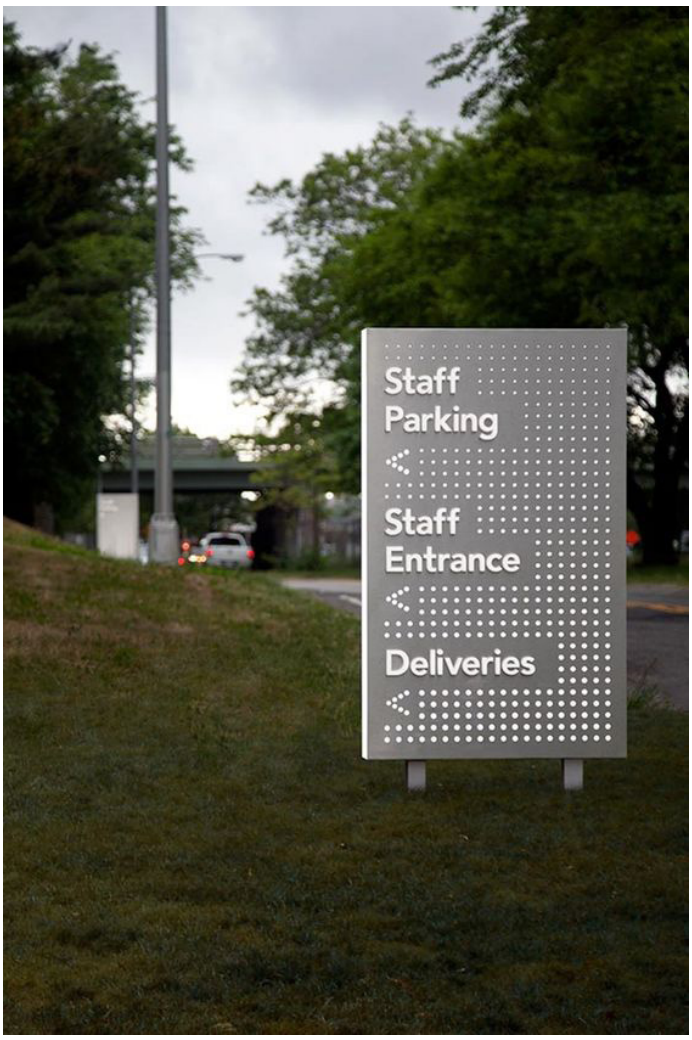
i. Signage can include wayfinding, directional signage, informational signage, and building signage. A coordinated approach to signage and wayfinding is encouraged to reduce visual clutter and ensure that signage is easy to understand.

ii. Signage and wayfinding should be compatible in scale to the proposed land use and character of the development and context.

iii. Signage and wayfinding should not impede pedestrian circulation or vehicle site lines.

iv. Signage and wayfinding should be coordinated with other site and public realm elements including the location of buildings, trees and landscaping, walkways, parking areas, waste and recycling receptacles, lighting, and other circulatory routes.

v. Informational signage and wayfinding should be incorporated into the design of trails and where access to stormwater management facilities and Environmental Protection Areas is provided.



Wayfinding and directional signage that does not impede site lines or circulation



Building design should contribute to a vibrant public realm

5.2 General Building Design Guidelines

Buildings within the Employment Area are expected to provide a range of employment uses in a variety of building formats. The design and layout of these buildings should contribute to a vibrant public realm and encourage alternative modes of transportation such as walking, cycling, and the use of public transit.



Building height and massing should appropriately transition to sensitive areas

5.2.1 Building Massing, Scale and Transitions

Guidelines

i. Development should appropriately transition in height and massing to sensitive areas within and adjacent to the Employment Area, including low-rise neighbourhoods, Environmental Protection Areas, open spaces, stormwater management facilities, and the Sharon Burying Ground.

ii. The front yard setback and/or exterior side yard setback of employment and institutional buildings within the Employment Area should generally be a minimum of 3 metres from the corresponding property line. The front yard and/or exterior side yard setbacks should respond to adjacent street typology and function.

iii. Employment and institutional buildings above 3 storeys should incorporate a minimum stepback of 1.5 metres between the third and the fourth floors to ensure the appropriate scale and massing of the building. Stepbacks should relate to the existing context and, planned and adjacent use of properties.

iv. Corner buildings should reinforce their prominent location through appropriate building massing, setbacks and building base design.

v. Gateway areas should include landmark buildings and higher development densities where appropriate.

5.2.2 Ground Floor and Street Edge Design

Guidelines

i. Buildings should be organized to define the public realm and frame abutting streets, internal drive aisles, boulevards, parking areas, and amenity spaces.

ii. Main building entrances should be oriented toward the street and provide direct user entrances from adjacent streets and walkways.

iii. Buildings facing streets and open spaces should provide weather protection in the form of covered walkways, canopies and/or awnings at grade.

iv. Buildings should provide a well-defined entrance hierarchy for pedestrian and vehicular uses from the street and adjacent parking areas to the building.

v. Corner buildings should address both streets with a similar high quality of design and comparable materials.

vi. Create a consistent building streetwall height along public right-of-ways to create a comfortable public realm.

vii. Rear lotting on adjacent public streets and open spaces is discouraged unless warranted by topological constraints.

viii. A minimum ground floor height of 4.5 metres is encouraged to accommodate a range of uses over time and to create a strong street presence.

ix. In office, hotel, and ancillary uses, large expanses of glazing on the ground floor and at building base levels should be applied to create visual interest for pedestrian and indoor uses.

x. Clear glass is preferred for all glazing at grade level to promote a high level of visibility.



A well defined street edge with a consistent street wall height and well defined pedestrian entry



This building features an emphasized entry area that punctuates the building facade

5.2.3 Articulation, Façade Design & Materials

Guidelines

i. Development should create a positive interface between both Highway 404 and Town streets through high quality façade design and material use.

ii. Architectural features to emphasize entry areas and other special building areas and relieve large expanses of blank walls are encouraged. Considerations may include canopies, awnings, double-height glazing, or taller architectural elements.

iii. A range of high quality materials for façade design are encouraged to promote visual diversity in texture and colour.

iv. Primary building facades, or main building facades should feature a high quality of design. Where a building faces both Highway 404 and an internal collector road, both facades should be treated as primary building facades.

v. Secondary building facades fronting onto public streets should demonstrate a level of design quality equal to the front or primary building façade.

vi. Blank facades facing Highway 404, a street, open space, or park are discouraged.

vii. Building materials should be chosen for their functional and aesthetic quality as well as for energy and maintenance efficiency.

viii. Cladding materials may include brick, stone, and pre-cast concrete. Large areas of vinyl or stucco are discouraged as a principal wall material.

ix. Roof materials and colours should complement the building cladding material. On sloped roofs, a single roofing colour and material is recommended for visual continuity.



An employment building with signage integrated into the building design.

5.2.4 Building Signage

Guidelines

i. Permitted signage types must comply with the East Gwillimbury Sign By-Law.

ii. Rooftop signs are not encouraged.

iii. Building signage should be integrated into building design to reduce clutter and should be well proportioned in relation to the base building.

iv. Signage on building facades should generally be limited to individual block letters and logos, having a total surface area of no more than 15% of the building wall face. On sites adjacent to Highways 404, the size limits of signage on building facades facing the highway may be increased to a total surface area of no more than 20% of the building wall face.

v. Electronic messages on digital building signage with visible effects during the message transition, including fading, flashing, or motion are discouraged for safety reasons.

vi. To reduce the impacts of light pollution, the illumination of digital signage is discouraged between off-peak hours.

5.3 Institutional Building Guidelines

The Sharon Burying Ground heritage cemetery is the sole site within the Employment Area that is identified as an Institutional use along Leslie Street, north of Green Lane. These guidelines apply to the site should future redevelopment occur.

These guidelines provide specific guidance pertaining to the design of Institutional Buildings within the Employment Area Lands. They should be read in coordination with the General Building Design Guidelines, General Site Design Guidelines, and other guidelines in this document as relevant.

5.3.1 Institutional Uses

Institutional Uses should be designed to high standards and integrated into the Employment Area.

Guidelines

i. Institutional Uses are encouraged to be multi-storey buildings to reduce the need for large sites.

ii. Institutional Uses should employ high standards of architectural and landscape design.

iii. Institutional Uses should employ high standards of environmental sustainability at both the site and building level.

iv. Institutional Uses should be located on major transit routes and should be easily accessible by pedestrians and cyclists.

v. Institutional Uses should facilitate connections to adjacent Multi-use Trails to promote the use of active transportation.

vi. Outdoor seating, landscaping, and trees should be incorporated into the site design for Institutional Uses.



Example of General Employment building with articulated entry and facade



Example of a General Employment building that features high quality materials and glazing

5.4 Employment Building Guidelines

The majority of lands within the Employment Area are identified as employment uses. Employment uses include General Employment, Prestige Employment, and Mixed Business Employment. Buildings upon these lands should have a high level of design to attract new businesses to the area and to promote the Employment Area as a significant employment node within East Gwillimbury.

These guidelines provide specific guidance pertaining to the design of Employment Buildings within the Employment Area Lands. They should be read in coordination with the General Building Design Guidelines, General Site Design Guidelines, and other guidelines in this document as relevant.

5.4.1 General Employment Buildings

General Employment Areas will cater to low density employment buildings including industrial, manufacturing, assembly, warehousing, and distribution and service industrial uses.

Guidelines

i. General Employment Buildings should employ high quality architectural and landscape design.

ii. General Employment Buildings up to 4 storeys in height are encouraged.

iii. Buildings should address the street and define the street edge. Where it is not possible for building frontages to be located adjacent to the street, ample landscape buffers should be provided to foster a welcoming streetscape.

iv. Primary building facades facing public streets and open space should feature a high quality of design.

v. Secondary building facades fronting onto public streets should demonstrate a level of design quality equal to the front or primarily building façade.

vi. Where surface parking lots occupy any frontage adjacent to streets, these areas should be screened from public view by either a combination of tree planting and low landscaping (e.g. maximum 1.5 metre in height for visibility), or tree planting in a minimum 3.0 metre wide landscape strip.

vii. The outdoor storage of goods and materials should be screened from public view using quality hard and soft landscaping materials or architectural screening.

5.4.2 Prestige Employment Buildings

Prestige Employment Buildings will establish a sense of arrival into the Employment Corridor from major streets and intersections and should demonstrate the highest quality of design within the Employment Corridor. Building uses can include office uses, research and development uses, light industrial uses, hotels, conference/ convention centres, and limited ancillary uses.

Guidelines

i. Prestige Employment Buildings should be designed to foster an urban character. The scale, massing, building articulation, use of materials, and associated landscaping should contribute to a vibrant public realm.

ii. Prestige Employment Buildings up to 8 storeys in height are encouraged.

iii. Where Prestige Employment Buildings are located at gateway locations, a minimum of 3 storeys in height is recommended.

iv. The design of these buildings should include appropriate massing, building projections, recesses at grade, lower storey design and open spaces treatments.

v. High quality architectural treatments should be applied to facades addressing Highway 404 and any adjacent streets.

vi. The same caliber of design treatment should be applied to both facades of a corner building.

vii. Prestige Employment Buildings are encouraged to create an interesting streetscape condition, and to incorporate opportunities for plazas, open spaces, high quality landscaped areas, and mid-block connections.

viii. Prestige Employment Buildings should provide appropriate transitions in height and massing when located adjacent to different scales of development.

ix. Where multiple buildings on a site are proposed, the siting and location of buildings should be considered as part of a comprehensive site plan that reflects a contemporary, campus-style layout. Considerations include complementary building design and materials, joint access, shared open spaces and amenity areas and connectivity with multi-use trails and the public boulevard.

x. The bulk and mass of larger buildings on a large site should be divided into groups of buildings to create a sense of community.

xi. Where surface parking lots occupy any frontage adjacent to streets, these areas should be screened from public view by either a combination of tree planting and low landscaping (e.g. maximum 1.5 metre in height for visibility), or tree planting in a minimum 3.0 metre wide landscape strip.

xii. Parking areas associated with Prestige Employment Buildings should be located in structured parking/ underground or at the rear of the site, screened from the public realm.

xiii. Outdoor storage areas are not permitted in Prestige Employment Areas









Examples of Prestige Employment Buildings using with high quality building materials and high quality public realm design.

5.4.3 Mixed Business Employment Buildings

Mixed Business Employment Buildings should establish a sense of arrival into the Employment Corridor from major streets and intersections. These buildings may include office uses, wholly enclosed industrial uses, hotels, conference/ convention centres, automotive uses or ancillary retail uses.

Guidelines

i. Mixed Business Employment Buildings should be designed to foster an urban character. The scale, massing, building articulation, use of materials and associated landscaping should contribute to a vibrant public realm.

ii. Mixed Business Employment Buildings up to 12 storeys in height are encouraged.

iii. Where Mixed Business Employment Buildings are located at gateway locations, a minimum of 3 storeys in height is recommended.

iv. The design of Mixed Business Employment Buildings should include appropriate massing, building projections, recesses at grade, lower storey design and open spaces treatments.

v. The design of Mixed Business Employment Buildings should demonstrate a high quality design and use materials that complement the urban design and architectural character of other buildings on the site and within the Employment Corridor.

vi. Where multiple buildings on a site are proposed, the siting and location of buildings should be considered as part of a comprehensive site plan that reflects a contemporary, campus-style layout. Considerations include complementary building design and materials, joint access, shared open spaces and amenity areas, and connectivity with multi-use trails and the public boulevard.

vii. The bulk and mass of larger buildings on a large site should be divided into groups of buildings to create a sense of community.

viii. Building entrances should support retail uses and can be expressed and detailed in a variety of ways, including large entry awnings, canopies or double height glazing.

ix. The creation of false upper building floors is discouraged.

x. Smaller retail units should line part of the principal building of larger buildings and have display windows and separate entrances.

xi. Where surface parking lots occupy any frontage adjacent to streets, these areas should be screened from public view by either a combination of tree planting and low landscaping (e.g. maximum 1.5 metre in height for visibility), or tree planting in a minimum 3.0 metre wide landscape strip.

xii. Outdoor storage areas are not permitted in Mixed Business Employment Areas.

xiii. Sites with drive through facilities including car washes should be located to the rear of a site to minimize their impact on the public realm.

xiv. A minimum 15 metre setback is recommended between a proposed vehicular oriented use, such as car washes, fuel pumps, and drive through facility stacking lane and speaker box, and adjacent residential or institutional uses to minimize impacts of noise, light and odour. In addition to this minimum setback, further mitigation strategies may be required to address these issues.

xv. Locate stacking and drive-through lanes in the rear or side yards and away from intersections. They should not be located between a building and a sidewalk to minimize their impact on the public realm.





Top and Bottom: Examples of Mixed Business Employment that have a positive relationship with street frontages


BrookMcIlroy