

URBAN DESIGN STUDY

1.0	INTRODUCTION	1
1.1	BACKGROUND	1
1.2	VISION	1
1.3	SUMMARY OF RECOMMENDATIONS	2
	1.3.1 Built Form	
	1.3.2 Streetscapes	
	1.3.3 Right of Ways	
	1.3.4 Study Sub-Areas	
1.4	IMPLEMENTATION	4
	1.4.1 The Urban Design Tool Kit	
2.0	STREETSCAPE	7
2.1	STREETSCAPE PALETTE	7
2.2	GATEWAY AREA	8
2.3	URBAN AREA	10
2.4	TRANSITION AREA	12
2.5	OPEN SPACE	13
3.0	RESIDENTIAL DEVELOPMENT	14
3.1	BUILT FORM GUIDELINES	14
3.2	BUILDING PLACEMENT	15
4.0	COMMERCIAL, RETAIL AND MIXED-USE DEVELOPMENT	16
4.1	BUILT FORM	16
	4.1.1 Commercial/Retail	
	4.1.2 Mixed use	
	4.1.3 Institutional	
	4.1.4 Gas Stations	
4.2	SETBACKS AND BUILDING PLACEMENT	18
4.3	PARKING	20
4.4	SIGNAGE	20
	4.4.1 Commercial/Retail Signage	
	4.4.2 Pedestrian and Directional Signage	
4.5	LIGHTING	21
4.6	SERVICE AREAS	21
4.7	Landscaping	21

URBAN DESIGN STUDY

STUDY PARTICIPANTS:

Region of York:

John Waller	Planning and Development Services, Director
Paul May	Transportation and Works Department, Director
Paul Jankowski	Design and Construction, Director
Leonard Ng	Transportation and Works Department, Project Manager

Town of Richmond Hill:

Janet Babock	Planning, Commissioner
David Collinson	Planning, Director
Paul Freeman	Senior Planner
Audrey Hollasch	Parks Development and Design Director,
Paula Strachan	Parks Planner
Marcel Lanteigne	Transportation Manager,

Consultants:

Rick Merrill	Page + Steele Architects and Planners
Emma Aragon	Page + Steele Architects and Planners
Tyronne Gan	Itrans Consulting
Paul Ferris	Ferris & Quinn Landscape Architects
Ted Merrick	Ferris & Quinn Landscape Architects
Dave Clark	Clark Realty

Public (Through public meetings):

Residents	
Landowners & Tenants	
Vito Spatafora	Area Councillor

URBAN DESIGN STUDY

I. STUDY PROCESS

The Town of Richmond Hill retained the consultant team led by Page and Steel Architects to prepare the Urban Design Study and Streetscape Improvement Plan for the Yonge Street Community Core in view of:

- i) The completion of the secondary plan for the area (OPA 129),
- ii) requests from land owners for redevelopment of lands in the study area.

The main objectives of the study were to : i) develop an implementation tool to assist the Town and developers to evaluate proposed redevelopment along Yonge Street and ii) provide an urban design framework for future streetscape improvements.

A. STUDY STRUCTURE

The Key elements of the study process were:

- 1. Data Analysis and Research
 - Background Issues
 - Preliminary vision/urban design issues
 - Transportation and transit vision
- 2. Interim Report
 - Issues and Alternatives
- 3. Draft Guideline
 - Preferred Alternative
 - Final Vision
 - Implementation Issues
- 4. Final Urban Design and Streetscape Report

B. TECHNICAL ADVISORY COMMITTEE

The Technical Advisory committee (TAC) consisted of staff members from the Transportation, Design and Works Departments from both the Region of York and the Town of Richmond Hill as well as from the Planning and Parks Departments from the Town and the consultant team.

C. Public Consultation

Two Public Workshops, one landowners and tenants workshop and one public Interim report presentation were key to identifying issues and concerns with regard to the future of Yonge Street for the Oak Ridges Community.

URBAN DESIGN STUDY

1.0 INTRODUCTION

The community of Oak Ridges is centered on Yonge Street. This is where the neighbourhood's commercial district and institutional facilities are located. Despite the road's important role as the focus of the community, it lacks identity as a centre and destination point. Part of the challenge of the study is to provide a vision for the area that in the long term will result in an attractive community focus.

The urban design issues that are examined in this study are organized under three main sections: Streetscapes (Section 2.0), Residential Development (Section 3.0) and Non-Residential Development (Section 4.0). Each section is divided to address specific conditions such as location and type of building.

1.1 BACKGROUND

The study was initiated with a public meeting in October of 1999. Issues of concern indicated at this meeting included:

- The need to reduce the impact of high speed traffic on the urban area of the Oak Ridges Community;
- The desire to generate pedestrian friendly streetscapes;
- The need to create a healthy environment for businesses in the area;
- The need to develop guidelines that will assure a consistent quality to the streetscape and the architecture of the area;
- The desire to see improvements made to the area in the form of sidewalks, crosswalks, lighting and other public realm features.

A key component of the success of the study is the ability to have the recommendations implemented. The width of the roadway and the transportation and transit requirements of both the Municipality and the Region were the subject of meetings held between the study team and planning staff from both levels of government. These technical advisory meetings resulted in a set of observations and goals outlining the necessary changes to the present day transportation and transit infrastructure:

- Yonge Street is seen as a major future transit corridor.
- Yonge Street will eventually have to accommodate local and long distance transit users.
 - Two through lanes of traffic and a transit lane in each direction will ultimately be needed.
 - Bus lay-bys and right turn lanes should be considered where required.
- Transit, auto and pedestrian traffic must all be accommodated comfortably within the right-of-way (R.O.W.).
- Urban design proposals for this part of Yonge Street should allow for increased transit to be accommodated in phases.
- The character of Yonge Street in the study area should reflect the Municipality's desire to generate a local destination.



A Pedestrian First Environment -Niagara-On-The-Lake s



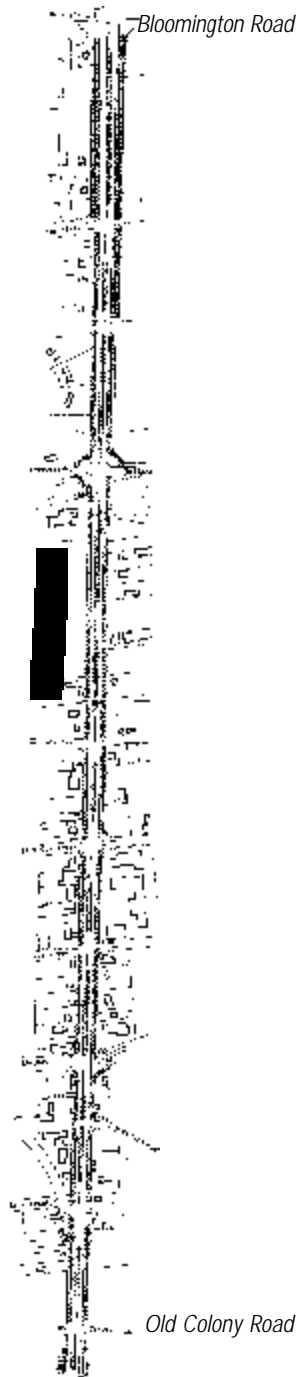
Widened Sidewalk and Planting reinforce pedestrian scale



Paved crosswalks, similar signage and lighting for consistency



Parking between buildings reduces the impact



Bloomington Road

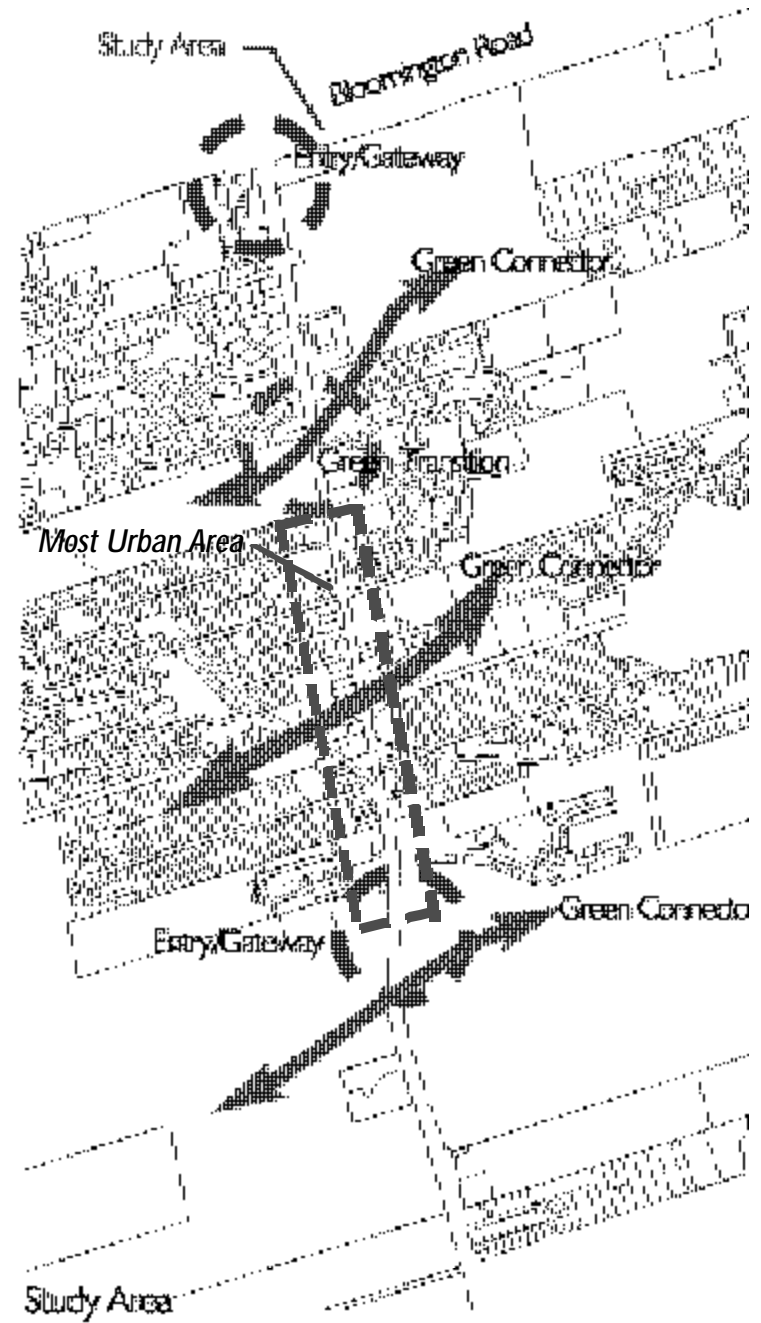
Old Colony Road

URBAN DESIGN STUDY

1.2 Vision

The concerns listed above helped form the overall vision for the redevelopment of Yonge Street. The primary issue is related to the conflict between an urban core area and the scale of Yonge Street that is necessary to accommodate future traffic and transit requirements. It was the study teams desire to provide a framework that could transform Yonge Street over time into an attractive, urban, pedestrian friendly district. Since the area will be transformed over time, as re-development takes place, the specific character of the area is not identified in these guidelines. However, the location of the area in the Oak Ridges moraine, provides a sound basis for encouraging the sympathetic integration of an urban fabric with green connectors. In particular, where the greenways interact with Yonge Street, attention should be paid to reinforcing the open space amenity at the street.

The vision is unique in that it integrates the greenways into the urban fabric.. The vision is of an urban pedestrian zone along Yonge Street where buildings predominate the streetscape, parking is strategically located and the length of the urban area is punctuated by views into natural areas. The vision is based on the notion that the new Oak Ridges Core Area is approached from North and South through natural landscapes and, utilizing landmark elements, the urban area is self contained. Consistent public realm elements such as landscape, lighting and signage will generate a distinct urban area.



The scale of the street can be reduced with a median



Buildings built to the street reinforces the pedestrian scale



Landscape and weather protection encourage the pedestrian



Architectural elements such as fences can enhance the streetscape

URBAN DESIGN STUDY

1.3 SUMMARY OF RECOMMENDATIONS

1.3.1 Built Form

Built form along Yonge street should contribute to the visual appeal and sense of place of the Oak Ridges community. Residential development should address the road to reinforce the pedestrian environment and maintain a close relationship to the road. Non-residential development should help reduce the prominence of parking areas, be located to create a defined street edge and should result in articulated facades at a human scale.

1.3.2 Streetscapes

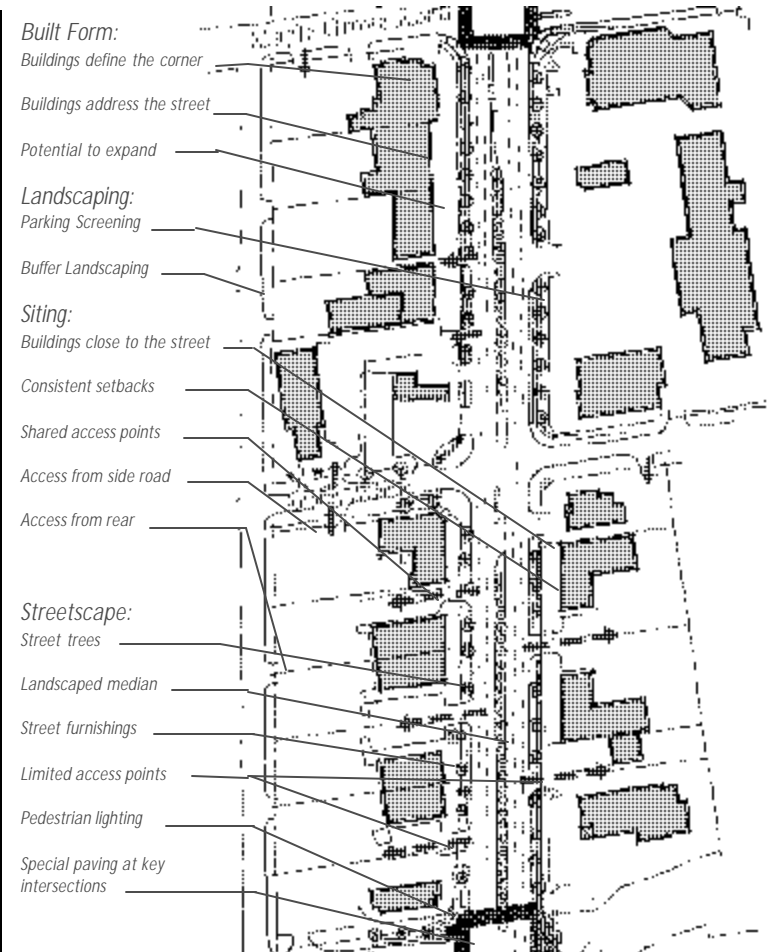
The most important contributing factors to the appearance of a road is the treatment of the boulevards and the scale of the right-of-way (R.O.W.). The highway character of the road will change over time to an urban one. Treed boulevards with clearly defined walkways, special landscaping at intersections, pedestrian lighting, coordinated street furnishings as well as identity markers, will help develop a unique image for the community. The scale of the right-of-way will be visually reduced through the creation of a median as well as the enclosure provided by new development and planting. A summary of the final recommended R.O.W. follows.

1.3.3 Right-of-ways.

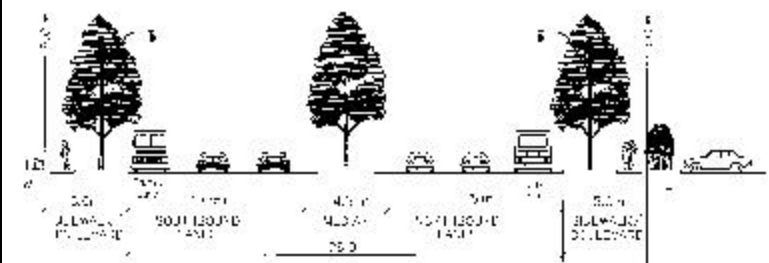
The current width of Yonge Street's R.O.W. varies from 45m, at both ends of the study area, to 31.5m in the urban area. The R.O.W. of the final cross section for Yonge Street will have to be sufficient to provide for the future traffic and transit needs of the Municipality and the Region. In order to accommodate these a 36m R.O.W. is recommended throughout the study area with the following components:

- Two through lanes of traffic in each direction.
- **A third lane in each direction that is reserved for on-street parking and bus stops and that can be used in the future to better accommodate transit needs.**
- A planted 4.5 m median that provides for left turn lanes.
- No right turn lanes except at critical intersections.
- A planted boulevard on each side.
- Mid-block access generally restricted to right-turns only.

The implementation of the 36m R.O.W. through the narrow portion of Yonge Street will take place over an extended period of time, as redevelopment occurs.



Partial plan of final implementation of recommendations



36 metres R.O.W. cross section of Yonge Street w/median and transit lanes.

URBAN DESIGN STUDY

1.3.4 Study Sub-Areas

The road width and character of Yonge Street varies throughout the study area. Three identifiable sub-areas are used in this study:

- A. Gateway Areas** - These are entry zones into Oak Ridges at both ends of the study area. A rural cross section typifies the areas with wide road allowances. Adjacent developments are mainly residential.
- B. Urban Area** - The commercial heart of Oak Ridges, from Sunset Beach Road to just North of Maple Grove, has the narrowest road allowance and is fronted by mostly low rise retail buildings.
- C. Transition Area** - Located between the Urban Area and the northern gateway area, this portion of Yonge Street is fronted by a mix of residential, institutional and commercial sites.

The width of the road is an important factor in determining the streetscape treatment for Yonge Street. One of the main objectives of the study is to recommend measures that will help reduce the speed of traffic. The final streetscape and cross section of the roadway will help generate an urban environment that supports pedestrian , bicycle and transit users.



URBAN DESIGN STUDY**1.4 IMPLEMENTATION**

The vision for Yonge Street in the Oak Ridges community will be implemented over an extended period of time as road improvements and site redevelopment occurs. These guidelines will be used by both the private and public sectors to achieve the desired image for Yonge Street.

The proposed expansion of the right-of-way, from just south of Lake Avenue to just north of Elm Grove Road, will mean that as sites redevelop in this portion of Yonge Street coordination will be required between public and private properties.

Any development in the commercial area of Yonge Street will have to take into consideration any future road allowance to implement setback requirements (section 4.2.1). The road expansion is anticipated to require approximately 2.5m on each side of the road, depending on specific road and site conditions. The Region's Transportation and Works Department will determine how much of a road allowance would be required from each site.

1.4.1 Implementing The Urban Design Guidelines

The urban design guidelines are meant to be applied to all Yonge Street sites as they are developed in the Oak Ridges Community. To simplify the process the guidelines can be read as a "handbook" to be used by owners and prospective owners. Before beginning the process the landowner should follow these steps:

1. Locate the specific site within the area.
2. Determine the specific building type for which the site is intended.
3. Locate the specific site within a block.
4. Review the built form, building placement, parking, landscaping and other issues that are specified in the guidelines.

The following chart will help to quickly reference the applicable guidelines based on the building type and location of the site.

H
A
N
D
B
C
C
K

URBAN DESIGN STUDY

Residential Development			
Site Location	Gateway Area (South of Old Colony Rd.)	Urban Area (From North of Old Colony Rd. to Maple Grove Ave.)	Transition Area (From North of Maple Grove to Burlington Rd.)
Streetscape and Building Type			
Streetscape			
	1.4 Implementation	1.4 Implementation	1.4 Implementation
	2.1 Streetscape Palette	2.1 Streetscape Palette	2.1 Streetscape Palette
	2.2.i R.O.W.	2.3.i R.O.W.	2.4.i R.O.W.
	2.2.ii Streetscape Features	2.3.ii Streetscape Features	2.4.ii Streetscape Features
	2.2.iii Gateway Features	2.3.iii Street Edge	2.4.iii Street Edge
	2.2.iv Intersections	2.3.iv Signalised Intersections	2.4.iv Signalized Intersections
	2.2.v Boulevards	2.3.v Boulevards	2.4.v Boulevards
Detached, Semis & Townhouses			
Built Form	3.1.I-iii Elevations	3.1.I-iii Elevations	3.1.I-iii Elevations
	3.1.vi Gateway Units	3.1.vi Gateway Units	3.1.vi Gateway Units
Siting	3.2 Siting	3.2 Siting	3.2 Siting
Apartments			
Built Form	3.1.iv Apartment Buildings	3.1.iv Apartment Buildings	3.1.iv Apartment Buildings
Siting	3..2.2 Siting	3.2 .2 Siting	3..2.2 Siting
Landscaping	3.3 Landscaping	3.3 Landscaping	3.3 Landscaping

H
A
N
D
B
O
O
K

URBAN DESIGN STUDY

2.0 STREETScape

A visually interesting streetscape helps to generate a sense of place and acts as an effective traffic calming measure. The built form, its scale and placement, encloses and defines the streetscape and contributes to the visual interest of the roadway. Building form and placement are subject to separate sections of the guidelines but should always be considered when implementing streetscape design.

Guidelines applicable to the public realm, such as street furniture and bus shelters are intended to be applied as improvements of portions of the road or as funds for upgrading particular features, such as lighting, occur over an extended period of time. Given the different characteristics of Yonge Street, the streetscape guidelines are divided into the study's sub-areas, as each one of these offers different opportunities.

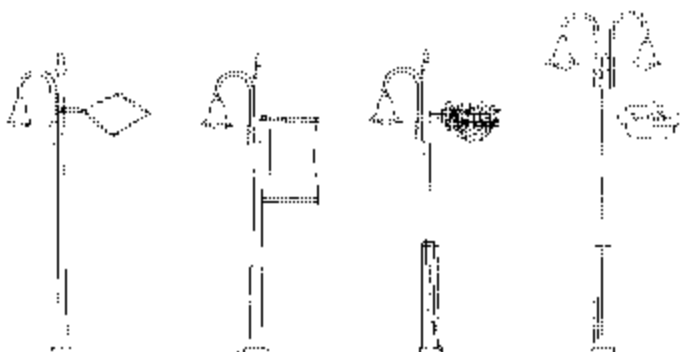
General Objectives

In order to encourage the development with a main street character, Yonge Street must accommodate various modes of transportation while reinforcing the pedestrian experience. Streetscape design objectives for Yonge Street include;

- Reinforcing its function as the community's main street;
- Creating a special image reflecting its role as the focal point of the commercial centre;
- Guiding the redevelopment of the street as an urban space;
- Encouraging reduced traffic speeds.

2.1 STREETScape PALETTE

Although each sub-area of the study presents a different character, a consistent urban streetscape treatment will give the area a unified image. A theme should be developed for Yonge Street through the Oak Ridges Community; native tree species, street furniture, bicycle lock-ups, directional signage and utility poles should be selected to form a family of designs. Fencing at the property line should also be designed for the core area of Oak Ridges in order to ensure cohesiveness and continuity. Street trees should also be selected



One example of consistent design in light, directional and image fixtures and poles.



Streetscape elements come together to create a cohesive image



The use of consistent fence design in the commercial area would help reinforce the urban image.

H
A
N
D
B
C
C
K

URBAN DESIGN STUDY

to create an identity for the area.

2.2 GATEWAY AREAS

There are two getaway areas into the Oak Ridges Community, one at Bloomington Road on the north end of Yonge Street, and one approaching Old Colony Road from the southern portion of the same road.

The wide roadway invites high speed traffic which is not conducive to a safe urban environment. In order to encourage lower vehicular speed, the perception of the road must change. By dividing the paved surface with a median and providing a street edge with trees, the perceived width and openness of the road is changed.

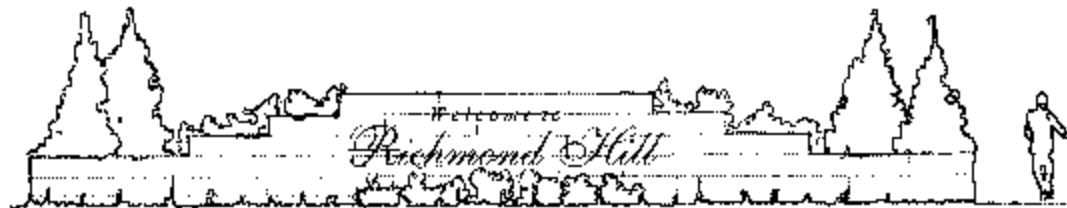
The right-of-way on both gateway sections is greater than 40m. This presents an opportunity to generate a generous entry treatment in the form of treed boulevards, gateway features and a landscaped median. The present suburban road conditions include; four lanes of traffic with wide paved shoulders and a 4m centre turn lane, limited sidewalks and swale.

General Objectives

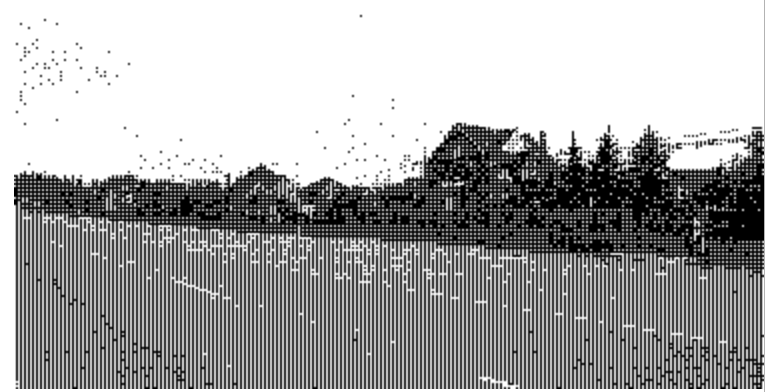
- To generate identifiable gateways into the Oak Ridges community from both ends.
- To encourage the consistency of entry features with other streetscape features of the public realm.
- To contribute to road safety.

2.2.1 Streetscape Guidelines

One of the most effective traffic calming measures is to reduce the perceived road width and to create a visually interesting streetscape. In order to achieve these traffic calming measures we recommend the introduction of a landscaped median to divide the road width, distinctive paved surfaces for pedestrians crossings, a streetscape that includes a double row of trees, light poles and sidewalks on both sides of Yonge Street. These measures will help to achieve an urban streetscape at the gateways.



Gateway feature at Bloomington



Existing streetscape



Median breaks scale of the Road

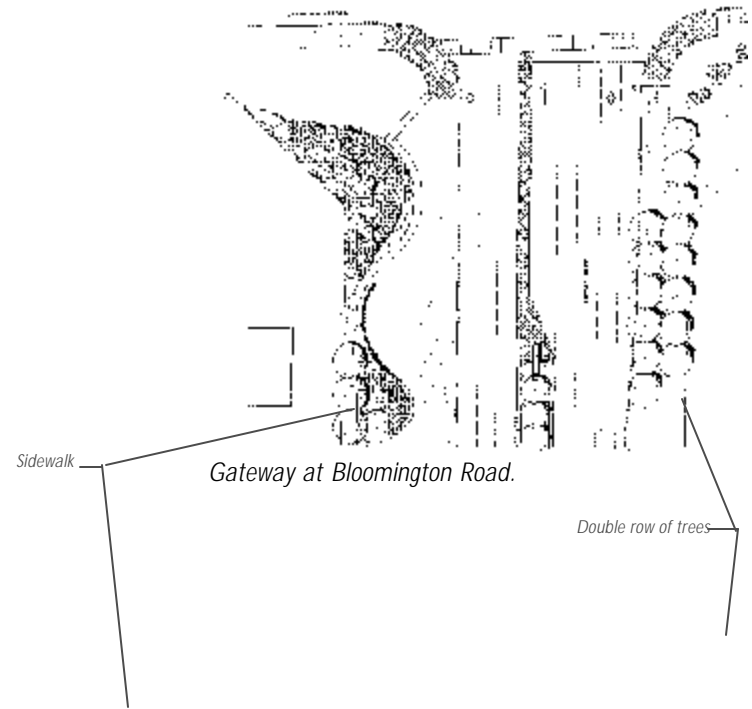


Scale defined by trees.

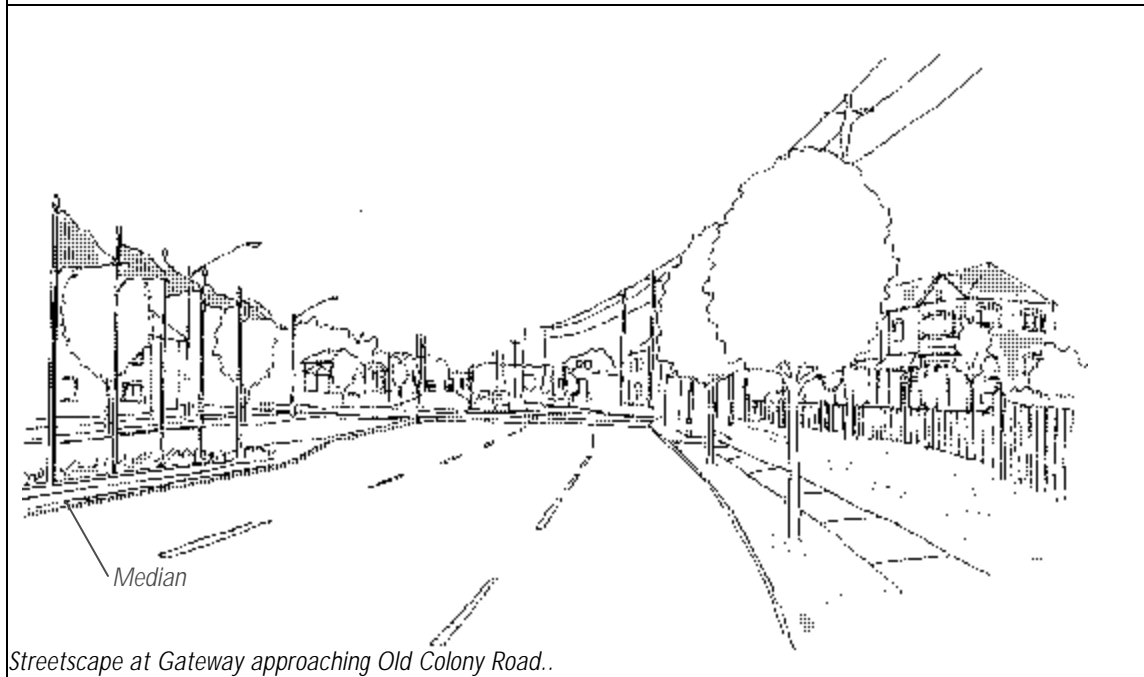
H
A
N
D
B
C
C
K

URBAN DESIGN STUDY

- i **R.O.W.:** Where it can be accommodated, the right-of-way should include a 4.5m -5m landscaped median, a treed boulevard (see below), two lanes of through traffic and an H.O.V. lane.
- i **Streetscape features:** Should include enhanced landscaping and pedestrian lighting, street furniture, such as waste bins, coordinated with bus shelters, distinctive surface treatment for pedestrian crossings, wider sidewalks and coordinated directional signage.
- iii **Gateway features:** Should be coordinated in design and materials with adjacent buildings and structures. Entry features such as low walls, decorative lighting, directional signage, sidewalk materials, and planting themes should be coordinated with the streetscape for the rest of Yonge Street.
- iv **Intersections:** Should be accentuated by the planting of ornamental trees at the four corners. Special sidewalk paving should extend to the curb.
- v **Boulevards:** Should include generous tree planting at every 12 m o.c. minimum. Street trees should be deciduous, species selected as a theme, 70mm in caliper, and should be located consistently within the boulevard. Species should be selected and planted to form a medium canopy density at maturity (15-20 years depending on the species). Where wide boulevards allow it, a 10m long double row of trees should be accommodated . Sidewalks with a minimum width of 1.5m are encouraged on both sides of the road and should be coordinated with bus shelters for easy access.



Gateway cross section.



Streetscape at Gateway approaching Old Colony Road..

H
A
N
D
B
O
O
K

URBAN DESIGN STUDY

2.3 URBAN AREA

From Sunset Beach Road to Elm Grove Avenue, Yonge Street traverses the commercial core of Oak Ridges. This portion of Yonge Street is fronted mostly by low retail buildings that lack consistency in built form and frontage treatment. The streetscape in this area is dominated by signage, utility poles and hydro lines.

As the population of Oak Ridges grows, there is potential for the retail area to become the centre of commercial activity. However, the street does not attract residents as it lacks pedestrian appeal and favors car access.

The existing R.O.W. throughout the urban area is 31.5m with slight variations. The highway character of the roadway will be transformed over time to one conducive to an urban environment. The visual break up of the road width, through the introduction of medians and on-street-parking, will have a traffic calming effect.

Some of the streetscape features, such as trees and continuous sidewalks, can be implemented in the short term. Others, like medians will occur over a longer period of time. The recommended 36m R.O.W. will be implemented as the Region is able to acquire the necessary land.

Objectives:

- To generate a safe and inviting urban environment
- To provide the commercial area with a cohesive image.
- To encourage a healthy retail environment.
- To encourage pedestrian streetscape amenities.

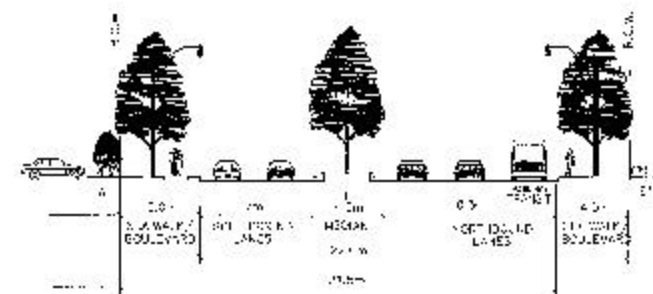
2.3.1 Streetscape Guidelines

The streetscape elements on the public right-of-way will help to create an active retail street. The character of the street will be further reinforced through careful attention to details, such as special paving surfaces, coordinated street furniture and light poles. These elements come together to generate a sense of place that will be attractive to local residents and passers-by.

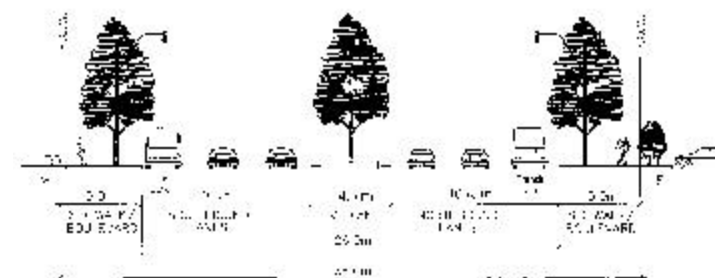
- i **Streetscape features:** Light poles, street furniture and signage shall be coordinated in design. A theme should be developed for all street furnishings, directional signage and light poles. Street lights should be paired across the street. Lights should align with street trees and be coordinated with cross walks.
- i **Intersections:** Should clearly identify pedestrian crossing through a change in surface, have connections to sidewalks and bus shelters, and ,where possible, include a planted median.
- iii **Boulevards:**The public realm between the curb and property line will be designed in a consistent manner to include a 1.5 metre paved walkway and trees 12m o.c.. Species should be selected and planted to allow retail visibility. Where appropriate, such as at the edge of parks or institutional buildings, street furniture on the boulevards shall include pedestrian lighting, benches and waste receptacles to encourage public gathering and social interaction.



Medians help break down the scale of the street.



Proposed initial implementation of Transit route and median within the 31.5 m R.O.W.



Proposed final implementation of Transit route and median within a 36 m R.O.W.

H
A
A
D
B
C
C
K

URBAN DESIGN STUDY

- iv **R.O.W.:** Where there is a median, trees will be planted in the median in coordination with those on either side of the road. Where retail frontages occur wider sidewalks are encouraged.
- v **Parking Access:** As redevelopment occurs driveway consolidation should take place. On the west side the Town should consider implementing lanes to encourage consolidated rear parking areas. Limited front yard parking could be permitted (See section 4.2 & 4.3)
- vi **Street Edge:** Private property at the street should contribute to the streetscape by providing a landscaped edge and reducing the amount of paved surface. Fences throughout the commercial area should be consistent in materials, design and colours. A combination of brick pillars, rod iron and stone accents is recommended (See Section 2.1).



A median can be implemented over time - it should be planned for



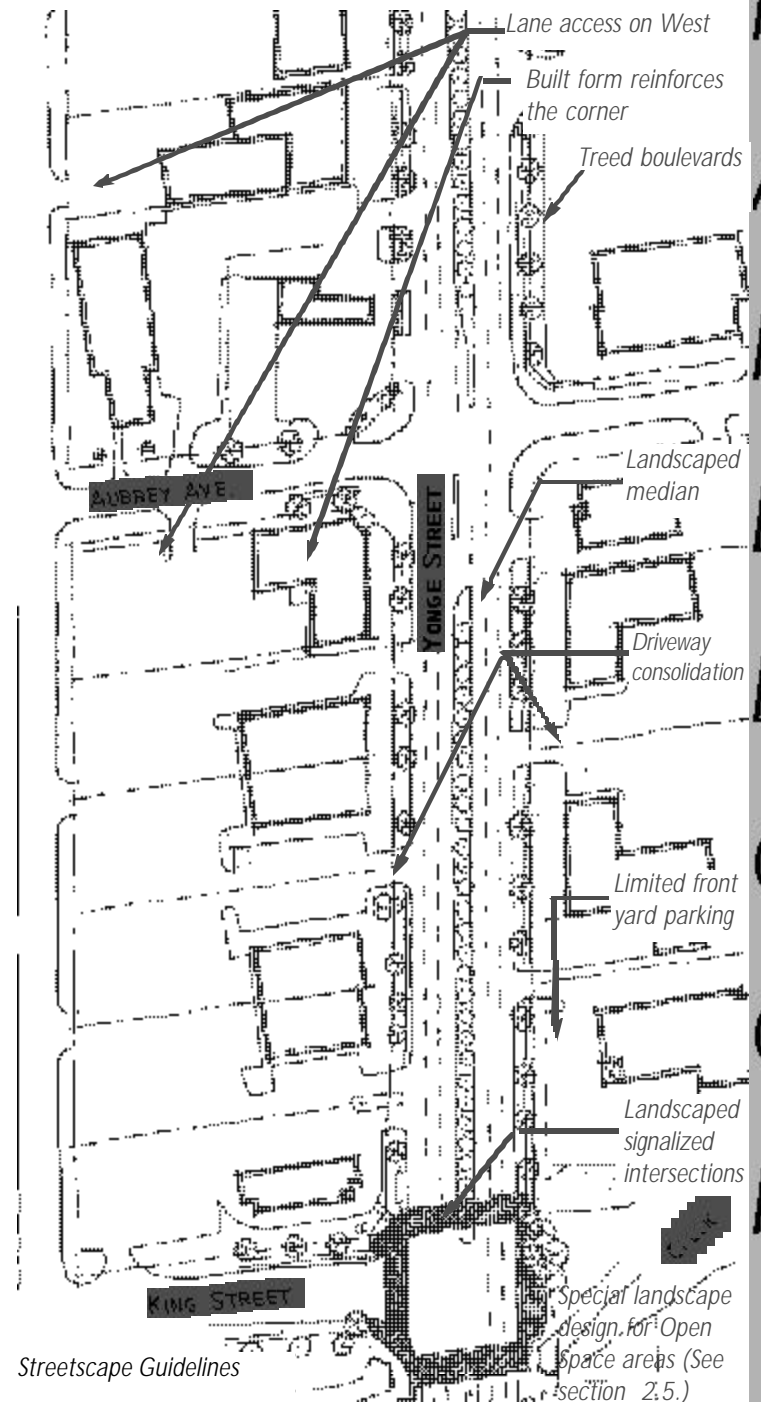
Limited front yard parking



Built form should reinforce the street corners with parking behind or to the side



Major natural features integrated with buildings in the urban area



Streetscape Guidelines

URBAN DESIGN STUDY

2.4 TRANSITION AREA

Between Worthington Avenue and Elm Grove Avenue the character of Yonge Street is changing from an open space/rural one to an urban one. The pedestrian environment lacks attention as there is only highway lighting and interrupted sidewalks, sometimes pushed to the edge of the curb. A safer environment for pedestrians would include treed boulevards with sidewalks and more lighting.

The right-of-way in the transition area is wider than 36m and will not require any further road allowance to implement the final stage of the proposed cross section (p. 3).

Objectives:

- To increase safety
- To encourage a better pedestrian environment
- To break down the scale of the road

2.4.1 Streetscape Guidelines

- Streetscape features:** Pedestrian lighting, every 25m, should be provided in the form of stand-alone poles or attached to existing directional, hydro or other poles. Where possible developers are encouraged to provide ambient lighting at the street edge to complement that on the boulevard. Lights should align with street trees. Bus shelters should be located in conjunction with sidewalks and walkways. Trees should be planted at a distance that shades the-bus stops while not hindering their maintenance or blocking people from view.
- Signalized Intersections:** Pedestrian crossings should be clearly marked, have connections to sidewalks and bus shelters and ,where possible, should include a planted median.
- Boulevards:**The public realm between the curb and property line will be designed in a consistent manner to include a 1.5m paved walkway and trees 12m o.c.. The species of tree in this area may be different from that in the commercial core.
- R.O.W.:** Where there is a median, trees will be planted in coordination with those on either side of the road. .
- Street Edge:** Paved surfaces other than driveways are not allowed. Front yards should be landscaped to enhance the street.



Existing Conditions at Blackforest Drive

URBAN DESIGN STUDY

2.5 OPEN SPACE

- i Natural features should become focal points of the streetscape and a special landscape design should be developed to highlight them. Tree planting should include native trees and shrubs to provide a naturalized transition and opportunity for cluster planting.
- ii Pedestrian paths, where appropriate, should be planned to provide safe access and connections to public walkways.
- iii Signage indicating important features should be provided at the street. Additional signage should be incorporated at key locations on paths for ease of direction.
- iv Where appropriate, pedestrian lighting should be located along pathways to provide safety. Any lighting and directional fixtures should be coordinated in design with the Town's Yonge Street design palette.



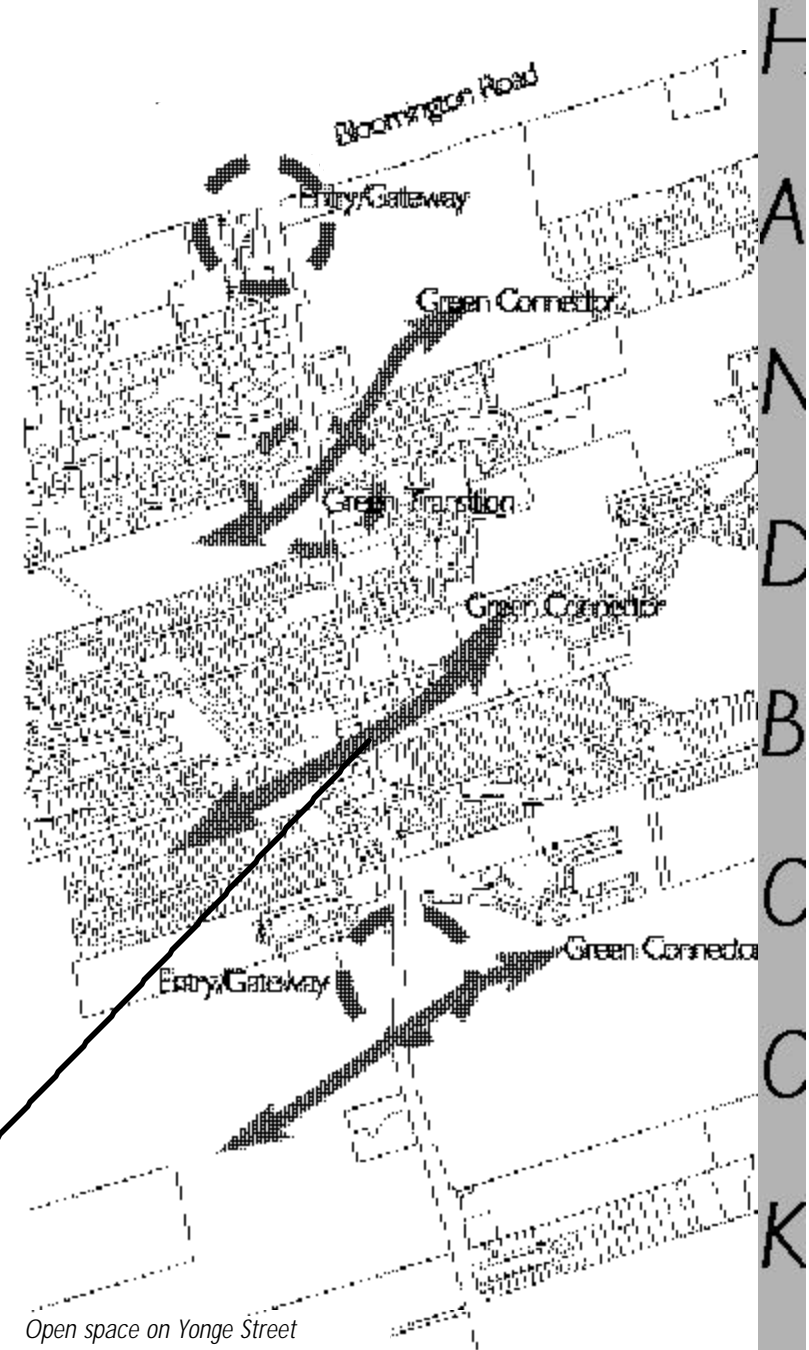
West Humber River, north channel, at Kings Side Road



Existing edge at river.



Potential landscaped edge at river.



Open space on Yonge Street

URBAN DESIGN STUDY

3.0 RESIDENTIAL DEVELOPMENT.

The following section deals with built form and siting issues for residential developments in the study area. These issues will impact the choices made by present and future developers and should be used to inform decisions taken throughout the entire design process.

3.1 BUILT FORM GUIDELINES

The built form issues listed below are meant to be used as a guide in the design process. Although not an exhaustive list, the most important built form questions have been addressed.

- i **Front Elevations:** Elevations facing Yonge Street, including those on window streets, shall be highly articulated through coordinated fenestration, masonry detailing, accent gables, dormers, porches or other entry elements, and/or other special treatment. Entry elements, verandas and porches should be incorporated to produce interest in the facade. Front doors should be visible from the street.
- i **Side elevations:** Upgraded side elevations should be designed for lots with flankages visible from Yonge Street. On corner lots no utility metres will be allowed on the side elevation visible from Yonge Street. garages should be located to the interior street.
- iii **Rear elevations:** Elevations visible from Yonge Street shall be highly articulated and reflect the architecture of the front facade in design and materials. Architectural detailing around windows and doors, base corbelling and sills, precast coining and lintels should be carried through to articulate the rear elevation.
- iv **Apartment Buildings:** A two storey base should be articulated to reflect a residential scale. The base should be distinguished from the upper portion of the building through a setback, cornice line or change of materials. The lobby level of the building should have openings to the street with highly articulated walls. Masonry detailing, wall texture and colour, a generous main entry feature and/or other design elements should contribute to the visual appeal of the front facade.
- vi **Gateway units:** Dwellings at gateways to communities adjacent to Yonge Street shall be given special consideration in architectural design, massing, orientation, siting and materials and shall be of a high architectural quality.
- vi **Roofs:** Variety in roof form and pitch is encouraged. Articulation through the use of accent gables and dormers is desirable. Flat roofs are discouraged.
- vii **Garages:** Garages should not dominate front elevations. Where possible garages should be at the rear of a lot. On window streets they shall be recessed or flush with the front wall of the unit or an entry element. On townhouse developments the use of a rear access lane or underground garages is encouraged.
- vii **Fences:** The design of fences visible from Yonge Street shall use elements from the Urban area fence design. The predominant materials should reflect those of the residences. Should masonry piers be used they should be the same material and colour as the predominant materials of the development. Wood fences shall be of a design and colour that reflect that of the residence on the lot.



Townhouses on Yonge Street address the road



Townhouses on Sheppard provide pedestrian connections to road.

URBAN DESIGN STUDY

3.2 SITING

3.2.1 Detached, Semi-Detached and Townhouses

The siting of residential units on Yonge Street should establish a consistent street line through the use of a maximum setback (as defined by the zoning by-law) . Frontages should be visible from the road, window streets and/or flankage elevations. Noise attenuation fencing on Yonge Street would result in a poor streetscape environment, isolating units form the street and should therefore be avoided.

Where possible front and flankage elevations should face Yonge Street. Pedestrian connections from sidewalks to neighbourhood streets or building entries should be integral to site plans. These pedestrian connections should be reinforced with landscape elements such as pedestrian scale lighting, benches and planting. Linkages from the interior of the site to bus stops should be designed for ease and safety.

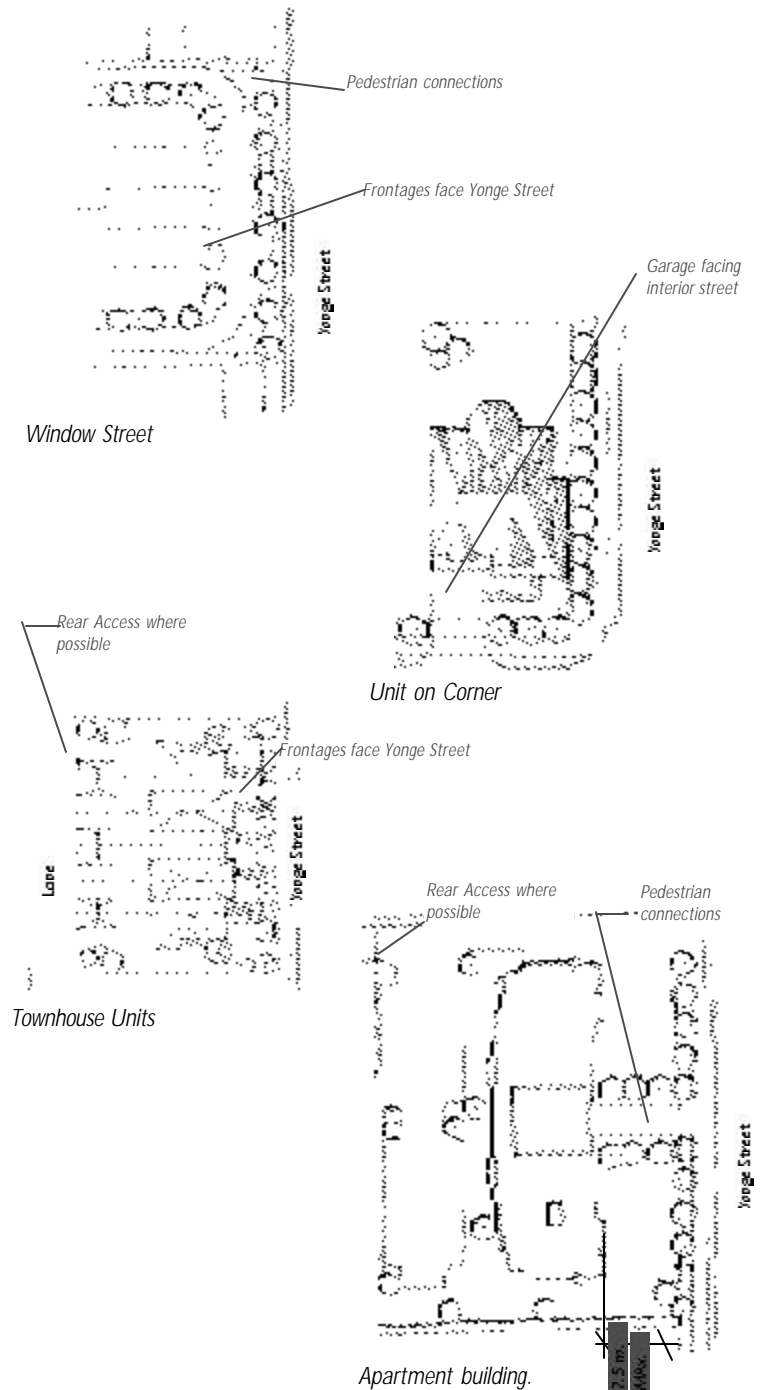
3.2.2 Apartment Buildings

Apartment buildings can contribute to the street edge by continuing any built form adjacent to them. The front yard setback for an apartment building should take into consideration neighbouring setbacks, where there are no adjacent buildings, it should be located as close to the street edge as possible. In the gateway and transition area a maximum setback of 7.5m is recommended.

In the urban area, apartment buildings should be located close to the street edge, at a maximum of 3 m from the front lot line, and provide a landscaped front yard, pedestrian lighting as well as pedestrian walkways. Where retail is located on the ground floor the elevations and frontage guidelines for retail should apply.

3.3 LANDSCAPING

- i All areas not used for vehicular access or storage should be landscaped. All landscaped areas other than walkways, patios and planting beds should use soft surfacing such as sod.
- ii A street edge on Yonge Street should be reinforced through landscaping elements such as planting of trees and shrubs, organized to reinforce entries and walkways, low walls and fences, trellis and/or other features.
- iii Where possible adjacent properties should coordinate front yard landscaping.
- iv Where a property is adjacent to an open space, landscaped areas should provide a transition with naturalized planting near or at the open space.



H
A
N
D
B
C
C
K

URBAN DESIGN STUDY

4.0 COMMERCIAL, RETAIL AND MIXED USE DEVELOPMENT

Frontages on Yonge Street should add interest to the street and contribute to an active pedestrian environment. The design guidelines for retail promote a built form that is at a human scale, provide amenity and comfort within the pedestrian realm and encourage people to get out of their cars and fully utilize the street. The built form guidelines deal with built form, massing and elevations.

Objectives

- To encourage active street frontages.
- To develop compatible built form for a diversity of users.
- To integrate a wide range and scale of users into the streetscape .
- To reinforce the scale of the street as a pedestrian friendly environment.
- To ensure consistent design quality.

4.1 BUILT FORM GUIDELINES

4.1.1 Commercial/Retail

i Elevations: Windows and doors should dominate the facade at the pedestrian level. Weather protection features should be integral to the design of retail in the form of canopies awnings or arcades. These features should be coordinated with tree planting where they are in close proximity to the street edge. Long wall facades visible from a street should be articulated through the use of material changes, expression of structural elements such as columns and/or other visually interesting features.

Entrances should be clearly articulated and entrances to upper level uses should be differentiated from retail fronts.

On retail buildings the rhythm of the store fronts should be expressed throughout the building facade. Where false facades are used to increase the height of the building at the street, changes of material, openings and other architectural devices should be used to break down the scale on the street.

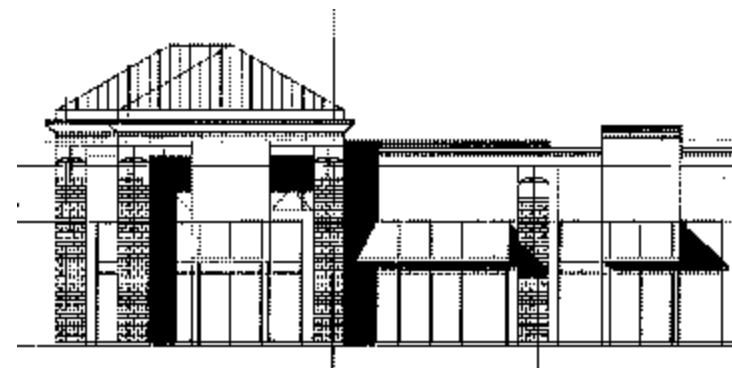
ii Height: Where buildings exceed two storeys in height, the elevations should express a base and a cap. The base should be distinguished from the upper portion of the building through a setback, cornice line or change of materials. The height of store fronts should generally be 3-4.75 metres. Where mixed use buildings abut other retail uses, the scale of the base should correspond to that of the adjacent store fronts.

iii Frontage: Buildings should occupy a 50 % minimum of the lot frontage. Where no building edges the lot line on a street, the street edge will be defined through the use of low walls, fencing and/or other structures and planting. Breaks in the building facade are encouraged to provide space for "on-street" retailing, and patios.

iv Massing: New building design should have regard for the massing, height and treatment of surrounding buildings to achieve consistency throughout a block. Building heights and massing shall reflect a



Elevations, windows and roof articulation provide an interesting built form



Facade articulation for retail breaks down the scale of wall.



Weather protection overhang- Loblaws at Christy in Toronto

URBAN DESIGN STUDY

main street character in scale. Massing should take into account the micro environmental impact of buildings allowing sun penetration and reducing wind impact.

- v **Corners:** At intersections building massing and architecture should result in prominent features such as higher vertical elements and unique roof treatments.
- vi **Signage:** Signage should be an integral part of the design of the elevations and not dominate the facade. Generally, signage should be flat against the building facade and should be organized and coordinated in design with the building (see section 4.4.1).
- vii **Service areas:** Loading and garbage areas should be located away from street frontages, and screened if visible from street (see section 4.6)
- viii **Utilities:** Air conditioning units and roof equipment should be screened from street view.
- ix **Landscaping** (see section 4.7)

4.1.2 MIXED USE

All guidelines of section 4.1.1 apply to these buildings. Additional guidelines are stated below:

- i **Elevations:** The architecture should reflect the residential nature of the building in materials, articulation and roof form. Warm earth colors are encouraged on the residential portion of the building.
- ii **Front entrance** to residential lobby should be clearly articulated and should be differentiated from retail fronts.
- iii Residential parking areas should be separated from retail parking.
- iv Exterior lighting on lower retail levels should be directed away from residential windows.

4.1.3 Institutional

- i **Elevations:** Entrances should be generous in size and detailing . Institutional names should be legible from street and be designed to complement facades. Facade articulation should avoid flat and monotonous walls. Administrative and other active rooms should be located such that windows address the street.

4.1.4 Service Stations and Drive-Through

- i Built form should be consolidated to increase the building presence on the lot. Any retail and ancillary buildings should be tied together through the use of continuous canopies, roofs or fencing.
- ii Garbage and service structures should be designed to be compatible with the main building.
- iii An entry and glazed surfaces should address the street, and have pedestrian connections to sidewalks
- iv Where there is more than one building on a lot, these shall use the same architectural elements and colours.
- v Oversized signage should be avoided.



Building sited at Corner



Mixed use Building, Retail on ground floor.



Tim Hortons Drive-Through in Oakville. Windows face the street on corner.

URBAN DESIGN STUDY

4.2 SETBACKS AND BUILDING PLACEMENT

The setbacks on Yonge Street should be consistent and generate a defined street edge, particularly in the "urban area" where retail and commercial uses occur. In this portion of Yonge Street the property line could be modified in the future if the required road widening takes place. Set backs are subject to the zoning by-law, the guidelines recommend building placements which are intended to generate consistency. The setback should be taken from the future street line (see figure at right) or centreline.

4.2.1 Setbacks

i Urban Area

In order to generate a pedestrian-oriented street frontage buildings should have a close relationship to public walkways. A maximum setback of 3m is encouraged on Yonge Street. The resulting front yard should be landscaped using hard and soft surfaces, other than asphalt, and where appropriate include seasonal landscaping and street furniture such as benches and planters.

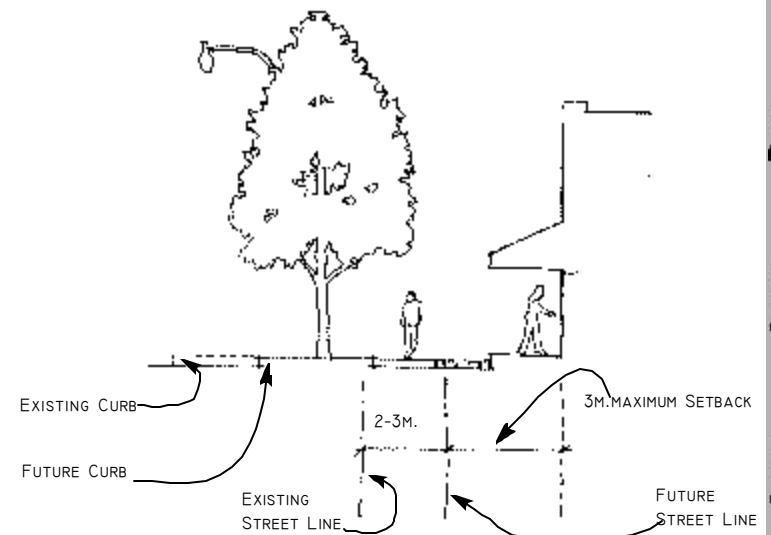
Connections to the public realm should be reinforced through paved walkways that lead to main entrances. Pedestrian connections should be planned between buildings of the same development and, where possible, between adjoining sites.

Where large parking areas are required these should be broken-up with most of the parking located at the rear of the lot. Parking perpendicular to Yonge Street and located between buildings may also be implemented.

A 3m landscaped buffer should be provided at the street edge to partially screen parking areas. The buffer width may be reduced if a fence or other screening element is used to meet the intent of these guidelines.

ii Gateway and Transition Areas

Both areas have similar suburban character and the same setbacks are prescribed. A maximum setback of 7.5 m is encouraged. A minimum 6 meter landscaped buffer is required in the front yard (See section 4.7 " Landscaping"). The site plan should indicate pedestrian connections to boulevards.



Future road allowance to be taken into consideration
 No parking in front yard: Close relationship to Street.

H
A
N
D
B
O
O
K

URBAN DESIGN STUDY

4.2.2 Building Placement

I Corner Lots

Buildings on corner lots should address the corner by providing at least one elevation close to the street. Driveway entries are encouraged on the flanking street. Limited driveway access to Yonge Street may be provided on large lots with restricted turns.

II Mid-Block

As sites redevelop for commercial and retail uses, building placement should result in a consistent street frontage that helps to reinforce the pedestrian environment. Buildings set close to the street, with the majority of the frontage formed by the building face, should dominate.

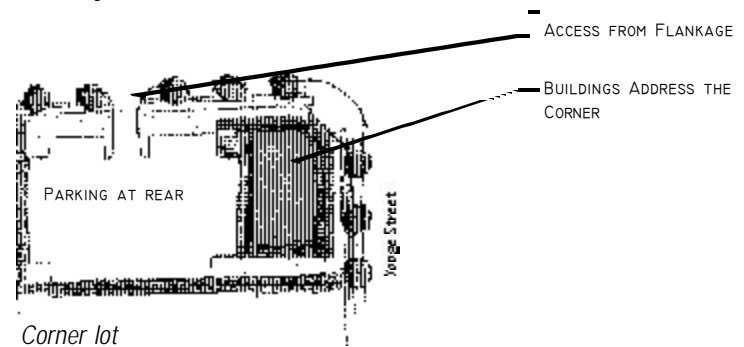
Walkway connections to the street, consolidated driveway access and parking at the rear of lots are some of the characteristics required of new developments. On large retail sites where large parking areas are required, smaller retail or service buildings should be sited close to the road to provide a street edge. Three main conditions are illustrated in the sketches at right and described below. It should be noted, however, that a number of other conditions may arise from the combination of these three.

- **Perpendicular parking located between buildings.** Coordination between sites is needed to ensure consolidation of driveways and parking areas. Buildings have a side yard setback of at least 11m on one side and none on the other. In the urban area, deep lots can be developed to achieve large parking areas at the rear of lots while maximizing the building size closer to the street. Pedestrian connections should be reinforced both in the front yard and in the parking areas.
- **Limited front yard parking.** Buildings are sited at a maximum of 17m from the future lot line (after road widening) to allow for one row of parking and driveway or drop-off aisle. Adjoining sites should have shared driveway access. Walkways should be provided around buildings leading to main entrances. A landscaped buffer, to partially screen parking, is required at the street edge.
- **"L" shaped buildings.** Where parking visibility is not an issue, site plan design should maximize building size by consolidating parking at the rear. Buildings may expand in two stages with an initial building facing Yonge Street and an addition to the rear to form the "L".

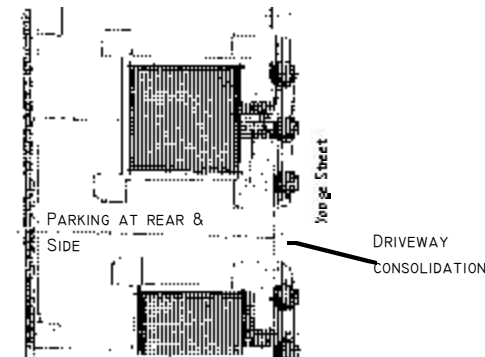
III Service Stations and Drive-Through

- Main buildings should be located at a maximum distance of 12m from the lot line. A 3m minimum landscaped area should separate any paved surfaces, except for entry driveways, from a street lot line. A landscape buffer with planting and fencing should be planned at rear and side lot edges.
- Pedestrian access from the street to a building entry should be provided.
- Car stacking lanes should be located to minimize noise and odour impact on adjacent properties.
- Car washing structures should be located away from residential lots and gas pumps should be located to the interior of lots behind the main pavilion
- Fuel tanks shall be screened from street view.

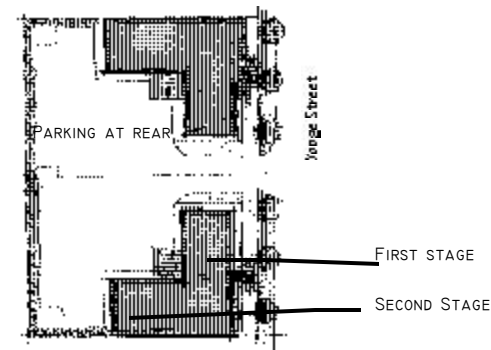
Building Placement



Corner lot



Mid-Block: i: Perpendicular parking



Mid-Block: iii: "L" shaped buildings.

H
A
N
D
B
O
O
K

URBAN DESIGN STUDY

4.3 PARKING

- Parking should be designed to provide safe access to the adjacent street(s).
- Parking lots should be located on the interior of lots with clearly defined entries.
- Safety design features should be implemented to increase the overview of parking from buildings, and to avoid dark or isolated areas.
- Pedestrian circulation should be clearly defined through surface pathways and signage. These pathways should provide direct access to building entrances. Special paving may be used at building entrances to indicate pedestrian access.
- Landscaping, lighting and other treatments should be developed to minimize the impact of parking on the surrounding area and the street.
- Large parking lot areas should be visually divided through the use of landscaping; treed islands or strips, raised pathways, or other elements.
- Buffer landscaping or architectural elements will be required to partially screen parking lots where they abut the street. A combination of low manicured hedges; planters; low wall or screen fencing; berms; and/or a change in grade through a low retaining wall may be used.
- Where possible, adjoining sites should share entry/exit driveways into parking areas.
- The number of driveways into parking areas should be minimized.
- Entrance driveways should be a min. of 30m to avoid queuing conflicts between vehicles and pedestrians.

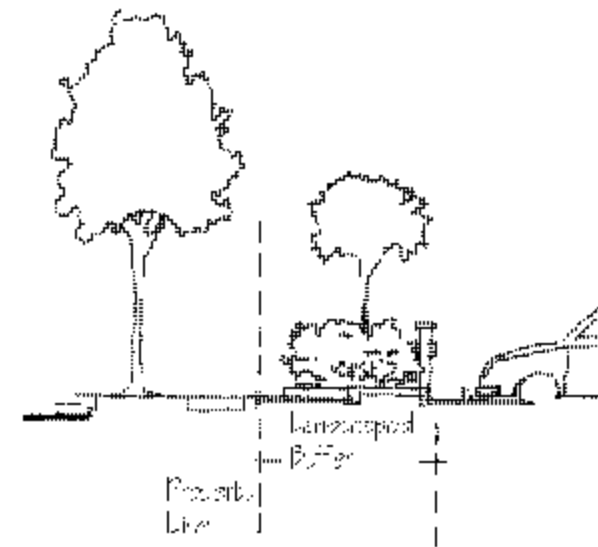
4.4 SIGNAGE

4.4.1 Commercial/Retail Signage

- Signs should be designed to complement the building and enhance the visual appeal of the street by adding colour and interest. It should be of the appropriate scale and be consistent in character. Plantings should be used to enhance directory walls.
- Signage must comply with any signage by-law.
- The ratio of sign band to building mass should be restricted such that the signage does not dominate the facade.
- Back lit punched or individual letters are encouraged.
- Neon is allowed as the smaller percentage of the total signage.
- Mobile box signage is not allowed.
- Internally lit canopies are not allowed.
- Lettering on canopies is allowed as a portion of the total signage.
- Public realm signage and lighting should be coordinated throughout Yonge Street.

4.4.2 Pedestrian and Directional Signage

- Any pedestrian or directional signage located in the R.O.W shall be coordinated in design with other street furnishings.
- Sales signs on boulevards should require a permit based on the number of applications for the same block.



Parking buffer at street edge



Horizontal directory is less obstructive.

URBAN DESIGN STUDY

4.5 LIGHTNING

- Retail store lighting should be oriented toward merchandise such that it acts as ambient lighting for the sidewalk. Such lighting shall not be oriented out onto the sidewalk.
- Parking lot lighting may be provided by way of pole mounted fixtures or a "light pack" mounted on the wall. Should they be wall mounted they must be incorporated into the design of the elevation of the building and recessed or detailed with a special treatment.
- All parking lot lighting must be oriented down and away from adjacent streets.
- Lighting of pedestrian areas, arcades and the major sidewalks from the building is encouraged as a safety measure.
- Pedestrian lighting on front yards should be coordinated in design with the Town's fixture palette for Yonge Street.

By-law

4.6 SERVICE AREAS

- Service areas should not be located on primary streets and they should be screened by a combination of fencing and landscaping.
- Dock areas for food handling should be screened or enclosed within building footprints. They should always be located away from primary facades and public areas.
- Service lighting should be low and directed downward, away from any residential areas.

4.7 LANDSCAPING**i Front Yards:**

- Landscaping should include a combination of plantings, soft and hard surfaces, other than asphalt, designed to emphasize entries, forecourts and walkways.
- Planting should be organized and create a consistent treatment at the street edge.
- Where possible adjacent properties should coordinate planting and walkways to provide continuity at the street.
- Front yard landscaping is encouraged to include covered walkways, seasonal landscaping and street furniture such as pedestrian lighting, benches and planters.
- Walkways that connect front entries to sidewalks and to parking areas should be designed to provide ease of movement, safety and direction.
- All front yard surfaces not used for driveways and parking shall be landscaped.

ii Side Yards:

- Soft landscaping is required on side yards. A 3m minimum width landscape buffer should be provided adjacent to the side property line. This may be reduced to 1.5m where two properties share landscaped islands on parking areas. No fencing to be erected on these islands.

iii Rear yards and interior of lots:

- All surfaces not used for vehicular access, parking or storage should be landscaped.

URBAN DESIGN STUDY

- *A 3m minimum width landscaped buffer should be provided adjacent to the rear property line.*
- *Where the site abuts residential properties a fence in accordance to the zoning by-law shall be provided. Plantings which includes soft ground cover and deciduous trees should also be used.*
- *Rear lanes adjacent to residential areas should be landscaped at the property edge to buffer and screen commercial parking and storage.*
- *Parking areas should incorporate well defined pedestrian walkways, driving aisles and landscaped islands (see section 4.3 for detailed guidelines).*

H
A
N
D
B
C
C
K