

APPENDICIES

Supporting information to help understand the policy framework and associated schedules in this Plan are provided in the following Appendices. These Appendices are a non-statutory component of this Plan. Further, these Appendices may be modified by Council resolution. A statutory Official Plan Amendment is not required to modify any of the attached Appendices.

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APPENDIX I

**URBAN DESIGN +
ARCHITECTURAL CONTROL
GUIDELINES**

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1.0 INTRODUCTION

The Urban and Township Urban Areas seeks to achieve a community with well designed and high-quality public and private realms. The Plan is premised on achieving a more compact and connected community, and includes measures to ensure:

- a standardized and highly interconnected pattern of lotting for development blocks;
- consistent built form and pleasing streetscapes;
- safety, accessibility and comfort in the pedestrian environment;
- promotion of development that is compatible with the existing community and respectful of its heritage context;
- achievement of an overall density that is appropriate for the surrounding context, considerate of Provincial and Regional requirements, and consistent with the overall growth management strategy of the Township of Woolwich; and,
- support for a variety of transportation modes including transit services, walking, and cycling in the Breslau community.

The purpose of these Design Guidelines is to provide design principles and specific guidelines for both the public and private sectors. While they are intended as a reference, they indicate the Township of Woolwich's expectations with respect to the character, quality and form of development in the Urban and Township Urban Areas. These guidelines also provide the Township staff with an objective, consistent evaluation framework to assess development applications.

2.0 DESIGN GUIDELINES FOR THE PUBLIC REALM

The public realm within the Urban and Township Urban Areas comprises public roads, municipal open spaces/parks/other green spaces, storm water management facilities and other public use activity areas. Further, it is the intent of these Guidelines to link the major components of the public realm with a connected system of sidewalks, pedestrian, other trails and bicycle paths.

This section of the document provides general guidance for the design of the major components of the public realm. These Guidelines are to be read in conjunction with the policies of the Urban and Township Urban Areas.

2.1 General Design Principles

1. To promote safety and security in public places, including roads, parks and open spaces, schools, public transit routes and the public use activity areas of buildings, the following measures are necessary:
 - the design and siting of new buildings shall provide opportunities for visual overlook, and ease of physical access, to adjacent roads, parks and open spaces;
 - clear, unobstructed views to parks and open spaces shall be provided from the adjoining roads;
 - appropriate signage and lighting, visibility and opportunities for informal surveillance shall be provided for primary walkways, parking lots, garages and outdoor amenity areas; and,
 - public use activity areas located within buildings shall be located at-grade and oriented to the public road.
2. To ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces, the following measures are necessary:
 - public spaces and activity areas, including building entrances, terraces and porches, should be oriented toward public roads;
 - encourage the provision of public art in public spaces and activity areas;
 - provision of a consistent and/or complementary level of streetscape design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage; and,
 - avoiding the location of building service areas, mechanical equipment and/or ventilation systems in pedestrian areas.

3. To ensure the road network, and the road right-of-ways, facilitate all modes of transportation in a highly interconnected and logical manner, the following measures are required:
- provide an interconnected grid of arterial, collector and local roads and associated public open spaces that organize development, that is pedestrian friendly, is highly connected and supports transit;
 - ensure that the road pattern establishes development blocks of appropriate size and geometry that achieve an orderly pattern of development and visual diversity;
 - provide adequate access for vehicles, pedestrians and bicycles, opportunities for vistas, view corridors and pedestrian amenity areas, and space for utilities and services;
 - design all streetscape elements such as paving patterns, seating, and signage, to be consistent and complementary to the character of the surrounding neighbourhood community at large;
 - design street lighting with regard for vehicular and pedestrian requirements so that the size, height, and style of lighting reflect the hierarchy of the road; and,
 - locate all utilities underground. Where components of utilities must be located above ground, they should be located either in a rear lane or along the street tree planting line to minimize clutter and disruption of the road's character.



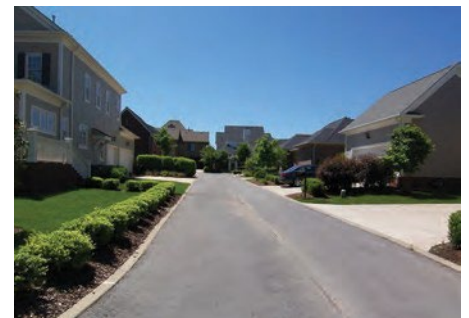
Residential units define the street edge.



A residential road with street trees and planted median.



Utilizing lanes for more than garage access.



Greening laneways

2.2 Design Guidelines for Roads

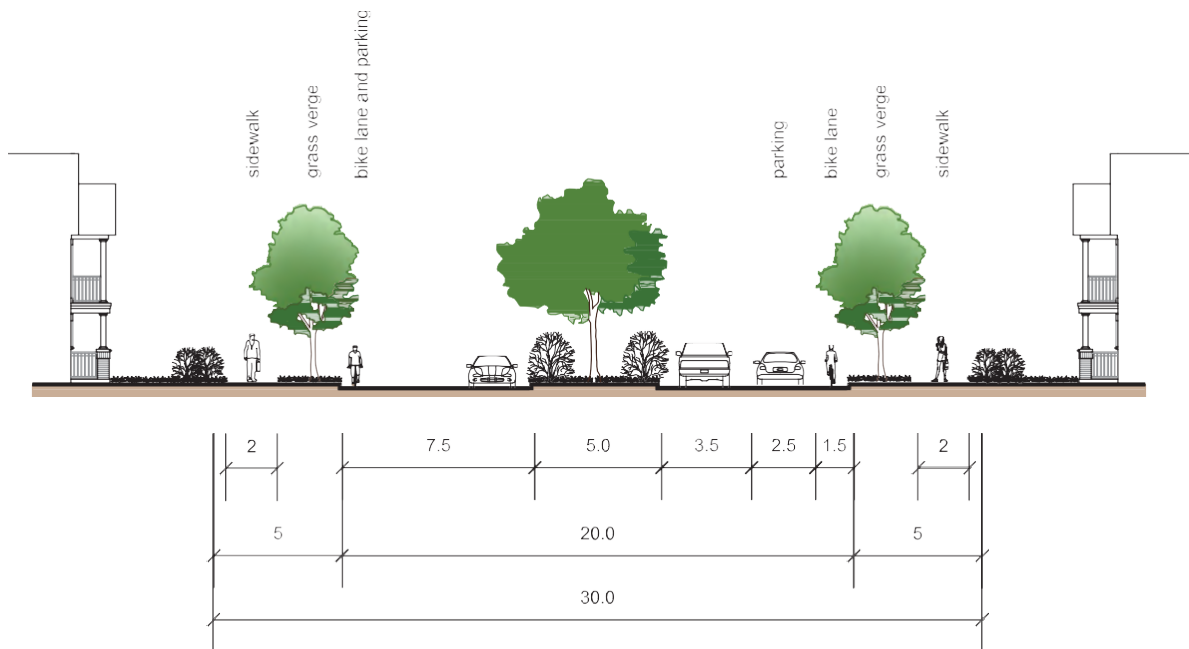
Regional Roads are primarily transportation facilities, providing through routes for vehicles, pedestrians and cyclists through Breslau and across the Township of Woolwich. Access to property can be permitted although the number, design and location of access points will be controlled so that the service to adjacent land does not detract from the primary function of moving the various modes of transportation.

Collector Roads

Collector Roads are intended to carry traffic between Provincial Highways/Regional Roads and other Collector Roads within the network. Through traffic will be discouraged from using these roadways. Limited access to properties abutting these roadways will be permitted. Collector Roads will generally have a minimum right-of-way width of between 30.0 metres and where these roads are single loaded, abutting the Natural Heritage Framework, a right-of-way width of approximately 23.0 metres.

Collector Road I (with Median)

1. Collector Road I with a median shall have a right-of-way width of 30.0 metres.
2. The road surface, including a median, a shared parking/cycling lane in each direction shall be 20.0 metres.
3. Boulevards on both sides of the pavement area shall be 5.0 metres and will include a grass verge, street trees and 2.0 metre sidewalks on both sides.

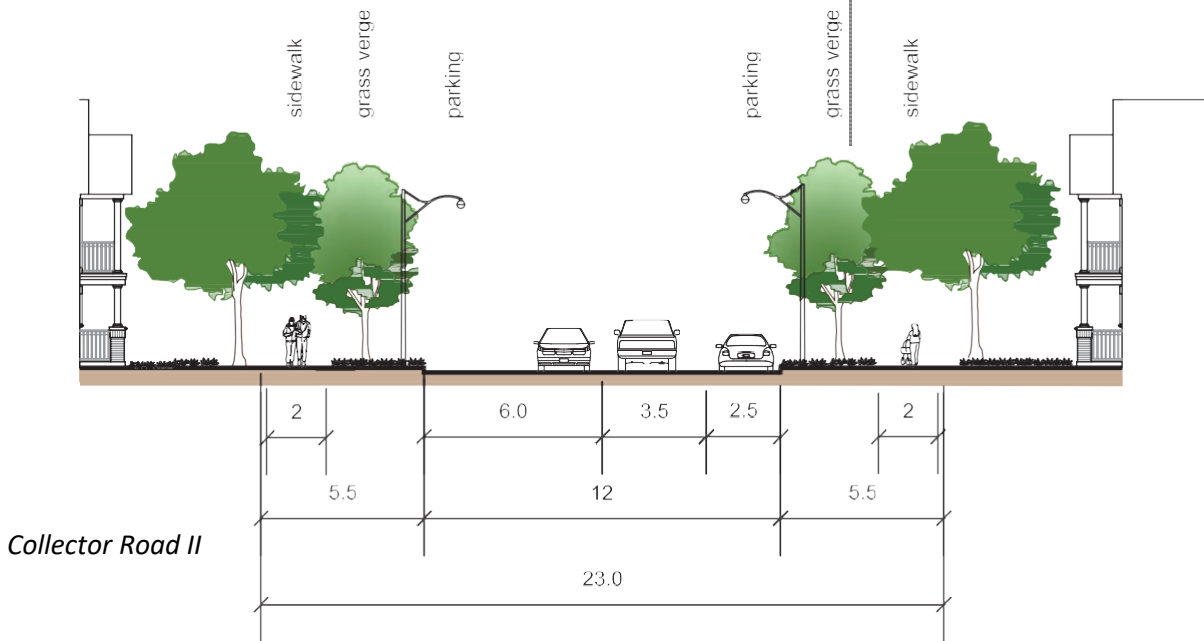


Collector Road I

4. A centre median shall be 5.0 metres. It will include street trees, shrubs and ground covers.
5. Transit facilities may be accommodated on any Collector Road I.
6. Individual direct access to any development site abutting a Collector Road I shall be limited to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road.
7. Buildings that abut a Collector Road I with medians shall present a façade with architectural detailing and landscape feature that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Collector Road I.

Collector Road II

1. Collector Road II shall have a right-of-way of 23.0 metres.
2. The road surface, including parking lanes on both sides of the road shall be 12.0 metres.
3. Boulevards on both sides of the pavement area shall be 5.5 metres and will include a grass verge with street trees and 2.0 metre sidewalks on both sides.

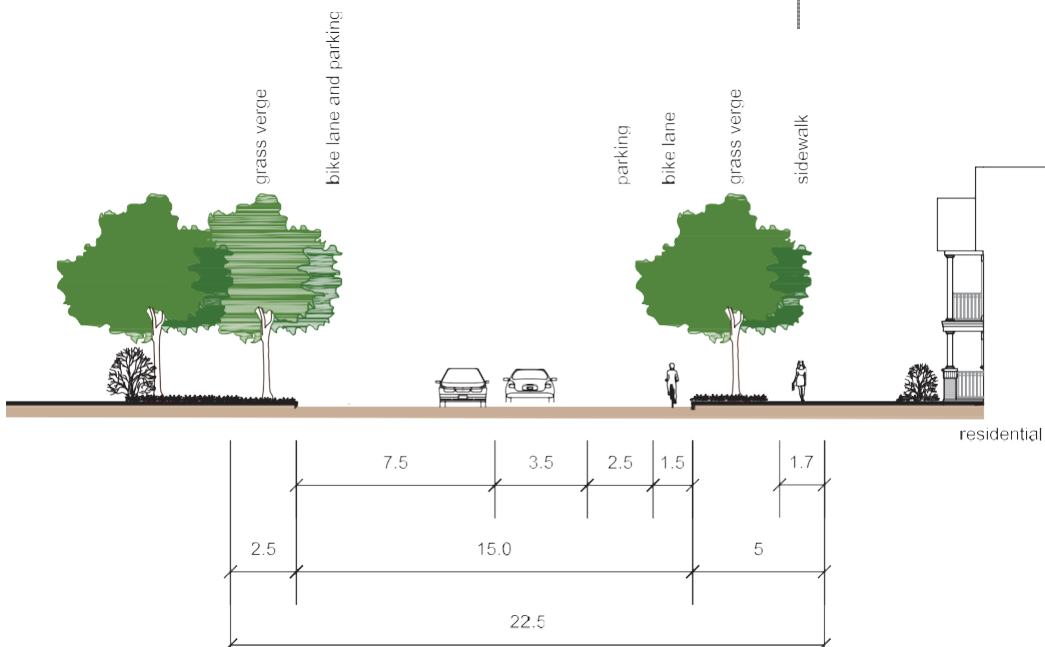


4. Individual, direct access from a Collector Road II is permitted subject to municipal requirements.
5. Transit facilities may be located on any Collector Road II.
6. Buildings that abut Collector Road II shall present a façade with architectural detailing and landscape features that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Collector Road II.

Single Loaded Collector Roads

Single Loaded Collector Roads are an attractive component of any community, providing visual and physical access to the Natural Heritage Framework. In order to promote the inclusion of single-loaded roads a reduced boulevard may be appropriate.

1. Where a Single Loaded Collector Road abuts a publicly owned storm water management feature, open space, parkland or an environmental feature, the boulevard that abuts the publicly owned lands may be reduced.
2. For any Single Loaded Collector Road, the boulevard width on the side of the greenlands feature may be reduced from 5.0 metres to 2.5 metres, reducing the overall right-of-way required by 2.5 metres.
3. Transit facilities may be located on any Single Loaded Collector Road.
4. Individual direct access to any development site shall be limited to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road.



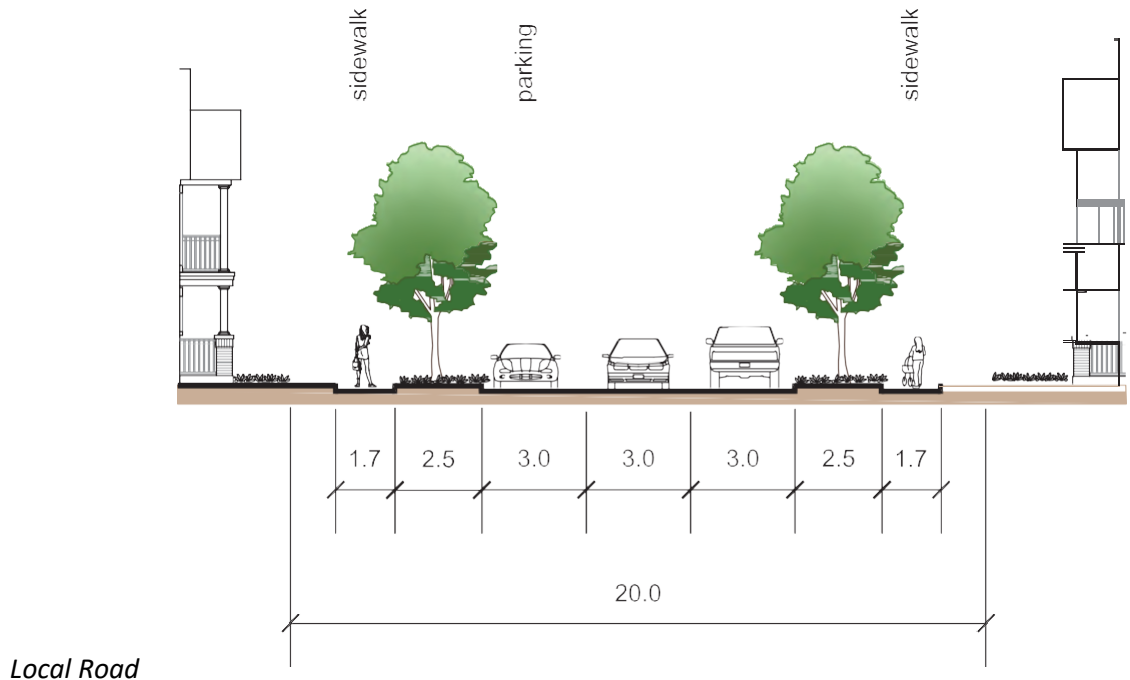
Single Loaded Collector Road

- Buildings and lots that abut a Single Loaded Collector Road, shall present a façade with architectural detailing and landscape features that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Single Loaded Collector Road.

Local Roads

Local Roads serve predominantly residential neighbourhoods and provide connections to the Collector Roads System, and often provide links to and between neighbourhood public spaces.

- Local Roads should be designed with a right-of-way width of 20.0 metres.
- The road surface, including a parking lane on one side of the road (that could alternate to both sides of the road) shall be a maximum of 9.0 metres.
- Boulevards on both sides of the pavement will accommodate a grass verge with street trees and 1.7 metre sidewalks on both sides.
- Individual direct access onto Local Roads is permitted subject to municipal requirements.
- Buildings that abut Local Roads shall present a façade with architectural detailing and landscape features that address the road frontage.
- Local Roads that are single loaded may include a 17.5 metre right-of-way, and a reduced boulevard abutting the publicly owned storm water management feature, open space, parkland or an environmental feature.

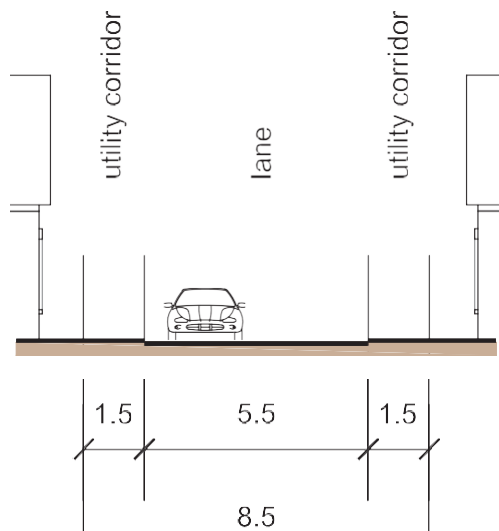


7. The Township may consider narrower Local Road rights-of-way, subject to a review of their sustainability by the Engineering Department.

Lanes

Lanes provide access to private garage facilities. Where the use and location of lanes is acceptable to the Township, the following general design requirements should be considered:

1. Lanes may be considered for use in situations where garages and driveways fronting directly on a road will detract from the character of a special location, such as along Arterial Roads and/or a Collector Road.
2. Lanes shall have a right-of-way of 8.5 metres.
3. The road surface shall be 5.5 metres and shall include a 1.5 metre utility corridor on either side of the lane.
4. The use of permeable materials shall be encouraged in lane construction in areas where sufficient drainage exists.



Laneway

Green Streets

Green Streets serve a special function in the community in that they provide for increased permeability and pedestrian connections within the community. They are meant to encourage pedestrian travel through neighbourhoods and/or open space features and are desirable features in themselves. They are unpaved right-of-ways, that have buildings facing onto them.

1. Green Streets can only be implemented in combination with a rear Lane.
2. Green Streets should have a maximum right-of-way width of 18.5 metres.
3. Green Streets should have two 1.5 metres sidewalks with space on both sides to accommodate a double row of trees.
4. Green Streets will be mainly sodded with enhanced landscaping adjacent to residences to reinforce the special character of these roads and encourage pedestrian activity.
5. Green Streets can accommodate underground utilities as well as emergency access.

Traffic Circles/Roundabouts

Traffic Circles are intended to calm traffic and direct traffic flows without necessarily requiring stop signs at intersections. The open spaces created in the traffic circles add to the character of neighbourhoods.

1. Whenever Traffic Circles/Roundabouts are used they should be treated as significant landscape features in the public realm, as well as serve traffic calming devices.
2. The design of a Traffic Circle/Roundabouts shall ensure ease of snow removal and maintenance.
3. The minimum radius for a Traffic Circle/Roundabouts should be in accordance with Table 1 below:

Table 1: Standards for Traffic Circles/Roundabouts

Intersection	Inscribed Circle Radius (i.e. outside circle dimension)	Radius of Inside Circle (at Mountable Apron)	Turning Road Width
Local-Local	12	6	6
Collector-Local or Collector- Collector	15	8	7
Collector-Single Lane	20	12	8
Arterial	27.5	18.4	9.1



Example of a green street.



Traffic circle with mountable apron and planting

2.3 Guidelines for Parks and Open Spaces

The Parks and Open Spaces System is a major functional and aesthetic component of a community and should be designed to provide for a distribution of amenity spaces for a range of users, in a linked network.

Natural Heritage Features

1. The Natural Heritage Framework within the Urban and Township Urban Areas shall be protected and integrated into the community parks and open space system.
2. The Natural Heritage Framework should, where appropriate and possible, be physically and visually accessible from the abutting roads.
3. Where appropriate the Natural Heritage Framework should be expanded to link to parks and other open spaces. Where necessary, indigenous and ecologically complementary planting guidelines should be developed and implemented by the Township.

Neighbourhood Parks

1. Neighbourhood Parks within the Urban and Township Urban Areas are expected to be diverse in scale, function and character.
2. Each Neighbourhood Park is located to perform a function within its context. Generally, they are located to be a terminus for street/neighbourhood events, are adjacent to a school and/or are integrated, where possible, with an adjacent natural heritage feature.
3. Neighbourhood Parks will provide opportunities for active and passive recreation for residents within an 800-metre radius (a 10-minute walk). Generally, they may include elements such as play structures, informal playgrounds, seating, hard surface areas, shaded areas under tree canopies or open-air structures, group mailboxes, lighting, distinctive tree, shrub and ground cover planting.
4. Neighbourhood Parks should have significant road frontage on all four sides. At a minimum, parks shall front on at least two public roads, with continuous frontage of at least 60 metres.
5. A Neighbourhood Park will generally be no less than 1.5ha of level land and can be as large as 2.0ha where they are designed predominantly for active recreation.
6. Pedestrian access to parks should be clearly defined using landscaping or architectural elements to ensure an appealing park presence.
7. Park design should ensure visual privacy for adjoining residents.



Retaining natural heritage features contributes to sense of place



Residential units front directly onto a park



Community mailbox adjacent to a park



Housing and pathway adjacent to park.

8. Where fencing is required, the design should be consistent around the perimeter of the park.
9. Street trees should be planted along the edge of parks, while not screening the view into parks.
10. Landscape design should enhance microclimate opportunities (wind, sun, shade etc.) Seating and shade areas should be designed in concert with pathways and play areas.
11. All residential units across from parks or adjacent to a park should front onto, not flank onto the park. Rear lotting adjacent to a Neighbourhood Park shall be discouraged.

Parkettes

1. A Parkette is a small component of the public open space system, that can be soft surfaced and green or hard surfaced. A Parkette is most likely a park that connects larger pieces of the greenlands system.
2. Parkettes provide an opportunity to close gaps within the natural heritage system shall be dispersed throughout the community. They are expected to provide key connecting links and enhance the overall greenlands system. Parkettes can also be associated with areas of high pedestrian activity, such as within Mixed-Use and/ or retail areas.
3. Parkettes should be located on visible road frontages and their entries should be clearly defined through landscape treatment and built form elements.
4. Design should provide a focal area or feature that gives character and provides for a range of passive and informal uses.
5. Pathways within Parkettes should connect to pedestrian sidewalks and trails within broader community system.
6. View corridors terminating at a Parkette should be highlighted through landscape treatment and/or built form elements.
7. Plant material and construction materials for Parkettes should contribute to the distinctive character of the local communities.
8. Community mailboxes and information boards should be considered in Parkettes.
9. All residential units across from Parkettes or adjacent to Parkettes should front, not flank the park. Rear lotting adjacent to a Parkette shall be prohibited.



Street trees enhance the visual appearance of the park



Neighbourhood parkette



Parkettes create spaces for people to gather in

2.4 Guidelines for Pedestrian & Cycling Trails Network

1. The trails network includes trails within natural features, storm water management facilities, open spaces and parks and the road system
- sidewalks and bicycle paths.
2. Trail design and type will be based on each site's sensitivity in order to minimize environmental impacts.
3. Where site conditions allow, trails for pedestrians and cyclists combined shall be 2.4 metres wide. Pedestrian-only-trails shall be a maximum of 2.0 metres wide. Sidewalks shall be a minimum of 1.7 metres wide, or as identified in the road cross-sections.
4. Where appropriate, trails will be designed to accommodate a range of users and abilities. Slopes, where possible, should be under 5 percent. Curb-cuts will be provided to improve access at road crossings. The use of permeable materials shall be encouraged in trail construction in areas where sufficient drainage exists. Where slopes are greater than 5 percent, hard top surfaces may be used.
5. Where possible and appropriate, trails should be clearly signed regarding permitted use. Wayfinding signage shall be provided throughout the trail network and must follow Ont. Reg. 413/12 Accessibility Standards.
6. Trails should be designed to reflect safe passage and restrict access to private neighbourhood properties.
7. Benches, waste and recycling receptacles, lighting, bicycle racks and natural or built shade structures should be provided at trail heads and at regular intervals along the route. Where possible and appropriate, in some more remote areas, nighttime usage of trails should be discouraged.
8. Where appropriate, trails located in proximity to sensitive natural features, or adjacent to storm water management facilities should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.
9. Cycling facilities may be located within the road right-of-way where possible but shall be appropriately demarcated and/or separated from the asphalt by a landscaped buffer.
10. Where trails intersect with motorized vehicle infrastructure or roads, clear signage and safety features will be provided for the safety of both the trail user and motorized vehicle user.



Trails provide opportunities for recreation



Cycling Trail.



Trail system

2.5 Guidelines for Storm Water Management Facilities

1. Storm water management facilities will be key features within the community contributing to the appearance and ambience, while achieving functional objectives related to stormwater flow moderation and water quality.
2. Native species and flood tolerant water's edge plants, including a mixture of herbaceous and woody vegetation, shall be planted to stabilize banks of ponds. The perimeter of the permanent pool shall be planted with emergent, strand and submergent species to improve the aesthetics and enhance the performance of the facility.
3. Ponds are envisioned to blend with the natural landscape; therefore, geometric forms and standard slope gradients will be avoided in favour of organic shapes and landform grading designed to replicate natural landforms in the area. Inlet and outlet structures will be concealed using a combination of planting, grading and natural stone.
4. Where there is a need to discourage public access to areas around the perimeter of the ponds, living fences and barrier planting will be utilized in place of fencing. Barrier planting will be comprised of multiple rows of predominantly thorn bearing shrub species planted at a spacing of 0.6 to 0.9 metres contingent on species. Barrier planting will be installed along the crest of steep slopes, adjacent deep-water areas and around inlet and outlet structures.
5. Ponds will not be fenced, but rather will be designed with trails, overlooks and interpretive signage so that they are an integral part of the greenlands system and trails network.
6. Public walking/cycling trails should encircle ponds and extend along stormwater channels, where possible.



Pond enhancing natural landscape



Ponds provide opportunities to create unique neighbourhood features



A pedestrian/cycling trail adjacent to a pond



Houses backing onto a Storm Water Pond

3.0 DESIGN GUIDELINES FOR THE PRIVATE REALM

The private realm within the Urban and Township Urban Areas is comprised of the built form development blocks and lots and their relationship to open spaces and roads with respect to their location. The residential, institutional and commercial/mixed use buildings within a community contribute to its character and can assist in further defining and complementing the public realm.

This section of the document provides general guidance for the design of built form and how it should address the streetscapes and open spaces. These Guidelines are to be read in conjunction with the policies of the Breslau Settlement Plan.

3.1 All Development

Development Blocks and Lots

1. Developable lands should be subdivided into a series of development blocks, defined by a highly interconnected grid, or modified, system of public roads and lanes.
2. The size and configuration of each development block will:
 - be appropriate to its intended use;
 - facilitate and promote pedestrian movement; and,
 - provide a sufficient number and, where appropriate range of building lots to achieve cost effective and efficient development.
3. Each development lot in a block will:
 - have frontage on a public road or private road within an approved plan of condominium; and,
 - be of sufficient size and appropriate configuration to accommodate development that reflects the planning and urban design policies set out in the Secondary Plan and these Design Guidelines.
4. A lot that does not have frontage on a public road may be permitted, provided the front lot line adjoins public open space (i.e. a "Green Street") fronting a public road, and the rear lot line adjoins, and has access from a rear lane.
5. Mixed-use development blocks having substantial frontage on a Regional Road and/or a Collector Road, may be permitted to have a second access to parking from either an Arterial Road and/or a Collector Road provided:
 - the block contains a comprehensively designed development;



The use of light and dark colours produces visual interest



Building projections, such as porches, provide transitional building elements



Buildings fronting onto a park have direct walkway connections from main entrances.



Enhanced features promote pedestrian movement

- the principle access to the required service areas on the block is from the exterior side yard,
- the need for a second access to parking can be demonstrated to be necessary to facilitate the development pattern, but will not interfere with, or promote unsafe traffic and pedestrian movement; and,
- the development pattern is otherwise consistent with the provisions of the Secondary Plan and these Design Guidelines.

Built Form

1. A full range of housing types and tenures should be provided to make a variety of housing options available to the community.
2. The design of built form shall incorporate principles of sustainable development, energy and resource efficiency.
3. Architectural styles of individual units and blocks should be sensitive to and complement each other.
4. A variety of architectural elements such as entry porches, dormers, material detailing will be employed to create a distinctive character for each block.
5. New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.

To ensure that building compatibility is achieved, the implementing zoning by-laws will establish consistent relationships between buildings and their associated property limits.

6. For reasons of public safety and convenience, primary building entrances to principle buildings shall be clearly visible and located on a public road or onto public open spaces.
7. Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade, and shall, for required spaces, conform with Provincial and municipal policies.
8. To minimize disruptions to traffic flow and to maximize safety and the attractiveness of Arterial Roads and the Collector Roads, individual direct vehicular access shall be minimized, and, in some cases prohibited.
9. To enhance the quality and safety of the public streetscapes the construction of parking lots/structures which occupy significant proportions of the at-grade frontage of public roads shall not be permitted.



Porches provide for “eyes on the park”



Residential built form frames the park



Landscaped median features provide visual interest in the streetscape



Consistent building setback reinforces the street edge

10. To reduce the impact of surface parking and to provide at grade amenity areas, the provision of structured parking shall be encouraged for higher density forms of development. Where it is not feasible to locate parking in structures either below or above grade, parking should be located to the rear of principle buildings and/or within the side yard.

Location of Buildings with Respect to Roads and Open Space

1. To reinforce the road, lane and block pattern, the following measures will be employed:
 - all buildings will be aligned parallel to a public road;
 - buildings will be located in proximity to the property line adjoining the public road;
 - siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads;
 - buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities for overlook into the open space;
 - the massing, siting and scale of buildings located adjacent to, or along the edge of a park or open space will create a degree of enclosure or definition appropriate to the type of open space they enclose; and,
 - buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.



Buildings adjacent to naturalized areas should relate to the open space



Pairing of driveways minimizes their impact on the street.



Houses overlooking a park.

3.2 Guidelines for Residential Buildings

Single Detached & Semi-Detached Houses

1. Buildings must have front and exterior side façades parallel to the road with front doors, windows and entry features facing the road to create a consistent street wall.
2. The setback to the main building face should be from 4.5 to 7.5 metres from the edge of the right-of-way. The setback to a main building face, which could be the main front wall, second floor room over or beside the garage, or significant element such as a roofed porch or verandah.
3. Garages shall be set behind or flush with the main building face or accessed from a rear lane. In the case of houses with a double car garage and double-wide driveway, the garage doors facing a public road, shall be set back a minimum of 6 metres from the road right-of-way. This guideline does not apply to Public Lanes.
4. Houses with a one-car garage and single width driveway, should provide a driveway length that could accommodate two mid-size cars between the garage and public road curb.
5. Corner lots and homes facing, or abutting parks are priority lots within the neighbourhood. The design of these homes shall include the following considerations:
 - where sides or flankage of buildings are visible, they should have windows, materials, and other architectural treatments equal to the front elevation of the house;
 - the main front entrance should be located on the exterior side elevation, corner windows and wrap-around porches should be included to emphasize a corner location; and
6. Porches, stairs, canopies and other entrance features can encroach into the required setbacks.
7. Entry features and other architectural elements shall be incorporated into the front elevation of the house to reduce the visual dominance of the garage and the front drive.
8. Shared or grouped driveways will be encouraged to reduce the amount of asphalt on front yards.
9. Windows should vary in design to distinguish individual units within a block while creating a uniform image.



Semi-Detached unit with recessed and covered garage



Single detached house with integrated garage



Variation in roof configuration creates diversity on streetscape



The wrap around porch addresses both streets as frontage.

Townhouses/Live Work Units

1. The siting, massing, and façade design of Townhouse units shall be coordinated on a block-by-block basis.
2. The elevation of the Townhouse block shall be articulated in a manner that provides variation between units and reinforces common characteristics that visually unites the block.
3. Variety in the design of roofs is required to break up the massing of Townhouse blocks.
4. The massing and built form of Townhouse units adjacent to single/ semi-detached dwellings shall be broken down with architectural elements to promote visual integration.
5. Where appropriate, garages may be accessed from a rear public Lane. Where they are not, garages should be paired to allow for more substantial front yard green space. Garages shall not protrude beyond the main front wall of the dwelling unit.
6. Townhouse built form will be limited to a maximum of 8 units, with 6 units preferred. Where 8 units are proposed, individual unit widths should not exceed 6.5m.
7. Townhouses should be dispersed and integrated throughout new developments rather than being concentrated in one location within a subdivision.
8. Where the Townhouse is designed as a Live Work unit, the unit shall have frontage on a Collector Road, with the workspace component comprising the front of the at-grade floor.

Apartment Buildings

1. Apartment buildings should be oriented to front, face and feature the public road. A substantial portion of the building should front the public road at a minimum setback.
2. Entrances should be located and oriented to public roads.
3. Permanent parking, loading and service areas should be located inside or rear yards and set back from the front façade of the building.
4. A visitor drops off area should be located at the front of the building.
5. Rooftop mechanical equipment should be screened with materials that are complementary to the building.



Townhouses with garages on rear lane



Apartment building oriented to public road



Low rise apartment complex with interior courtyard



Residential Buildings - Architectural Features and Details

Porches and Entry Features

1. Porches on detached units shall be deep enough to allow a seating area (a minimum of 1.5m, although a 1.8m depth is encouraged).
2. Where railings are used, they should be consistent with the character of the house. Maintenance-free, pre-finished railings with a range of colours preferably in a natural colour palette, with at least two colours considered.
3. The porch width is encouraged to encompass the entry door and windows on the front façade of the unit.
4. Porch steps shall be detailed in the same material as the porch itself. Wood steps are not permitted.
5. Entry features shall be articulated through detailing and/or a variation of materials.
6. An exposed frieze detail is required at the top of the support columns on the underside of the porch roof soffit.

Utilities and Mechanical Equipment

1. On interior lots utility meters are encouraged to be limited to the side elevation of dwellings and coordinated between units to generate consistency. Landscaping as a means of screening meters is encouraged.
2. Where meters are located on side elevations of lots flanking streets, parks, or other highly visible locations the meters should be placed at an inconspicuous location, recessed and treated with an architectural surround or screened by landscaping, where permitted by utility company standards.
3. Air conditioning units, vents for dryers, exhaust fans, etc., shall not be located on any elevation facing the street.

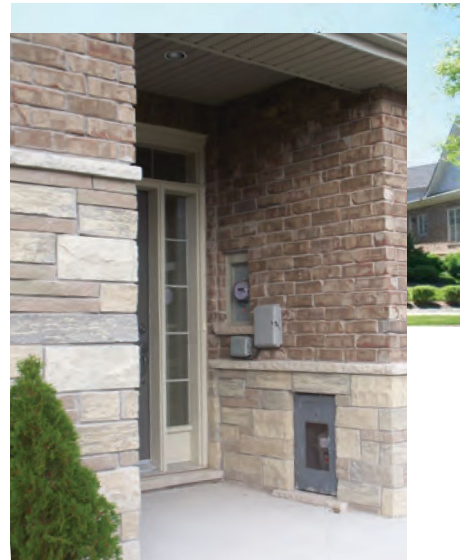
Garages

The design of garages can have a major impact on the visual character of the individual dwelling and the collective streetscape. Therefore, the design and material of attached garages should complement, not dominate, the main dwelling to create a cohesive streetscape.

Builders are responsible for ensuring that all relevant provisions of the Township of Woolwich's Zoning By-law are met, including minimum setbacks and permitted driveways widths. The requirements noted below are in addition to these provisions.



Entries create "Eyes on the street"



Porches should be incorporated into the design of a house wherever possible. Utility meters should be recessed and hidden from view.

Builders are encouraged to provide a variety of garage types including attached front garages, detached garages and lane-based garages. In addition, plans for both single and double car garages should be prepared to provide for a varied streetscape.

Front Garages

1. Attached garages must be a natural extension of the design, massing, and materials of the main dwelling.
2. Where the building face, including the porch/veranda, make up less than 4.5m of width, the dwelling face or porch/veranda is encouraged to extend a minimum of 1.5m closer to the street line than the garage portion.
3. A second storey, built over the garage, should be setback a maximum 2.5m from the front face of the garage. In addition, the area built over the garage should cover approximately 75% of the garage width. Exceptions will be made on a limited basis subject to review by the Township or the Township approved Control Architect.

Rear Yard Garages

Garages can be located in rear yards by means of a driveway running the depth of the lot to the rear yard or by means of a driveway from a flanking street on corner lots. Garages can be detached or attached to the dwelling.

1. A rear yard garage is possible on lots with a minimum depth of 30m, with the following lot width:
 - A single-car garage is possible on lots with a minimum lot width of 11.0m;
 - A detached double-car garage is possible on lots with a minimum lot width of 12.2m; and,
 - An attached double garage is possible on lots with a minimum lot width of 15.2m.

Driveway Treatments

1. For individual driveway access, on units with double car garages, the maximum width of a driveway shall be as per Township standards.
2. Driveways should be located as far as possible from parks, open space features, public walkways, schools and intersections.
3. Where three car garages are present, the driveway will be tapered to a width of 6.5m at the curb.



Above: Attached front garages.



Attached rear yard garage accessed by a laneway



Example of a detached laneway garage.



Front driveway treatment with car port

3.3 Guidelines for Public/Institutional Buildings

Public/Institutional uses form an important aspect of community identity. Buildings serving these uses act as important built landmarks. Careful attention must be paid to the design of these structures to ensure that they reflect the built quality and integrate with the scale of the surrounding neighbourhood.

1. Public/Institutional buildings shall be sited prominently and where possible, should terminate views.
2. Public/Institutional buildings shall front on Collector Roads, or in some cases on Arterial Roads, and be located close to the road to reinforce the street wall and define intersections.
3. Public/Institutional buildings shall exhibit a high standard of architectural design and reflect the scale and character of surrounding neighbourhoods.
4. Special landscape features are encouraged to distinguish important landmark buildings at the pedestrian level.
5. Public/Institutional buildings shall be designed as special landmark buildings with high quality design, materials and finishes. The site should be well landscaped in recognition of their prominent locations and status as landmark buildings.
6. The front door of all Public/Institutional buildings shall be easily accessed and connected with a walkway to the sidewalk on the road.
7. Vehicular parking shall be located at the side or rear of the building. Parking for cyclists should be located near building entrances and where visual surveillance can be maximized.
8. Drop-off areas should be provided for buses and cars at the side of the building but may be located in the front of the building subject to building design and site plan considerations.
9. Consideration for a road lay-by should be given for buses and cars.
10. Rooftop mechanical equipment shall be screened with materials that are complementary to the building or through parapet height where applicable.



Projecting entry and tower element emphasize the main entrance



School reinforcing the road edge



School located adjacent to natural Features

3.4 Guidelines for Commercial/ Mixed Use Buildings

1. Retail/commercial uses will be encouraged at the ground level and office commercial and residential uses are encouraged on the upper levels of buildings.
2. Both the residential and commercial components of buildings should be of quality construction and architectural details and should respond to neighbouring structures in massing, height and materials.
3. The side and rear of buildings abutting low to medium density residential properties should be of similar height as the residential dwellings or should be stepped to maintain an appropriate scale in relation to adjacent residential uses.
4. Buildings should be oriented to front, face and address public roads, especially with buildings located at corners.
5. Building façades along the public roads should be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail, and variety. The design treatment of flanking façades visible from the road should be similar to that of the front façade.
6. All façades that overlook roads and open spaces should have windows. Reflective mirror glass should not be used for windows at grade.
7. Building façades should be treated as pedestrian areas and public spaces:
 - pedestrian areas in front of the buildings should be wide and well-landscaped with furniture, lighting and planting;
 - tree planting should be carefully planned with signage to avoid conflicts;
 - canopies should be considered to provide weather protection to pedestrians; and,
 - planting should be in large continuous planting beds.
8. Building entrances should be prominent and linked to sidewalk through walkways, covered porches or hard-surfaced patios/ parkettes.
9. Ground level floor-to-floor height should allow for conversion from residential to commercial uses.
10. The front yard could be either hard or soft surface, depending on use and should include a low, visually permeable fence at the edge of the sidewalk to define the semi-private areas and to add continuity to the streetscape.



Example of mixed-use building with retail/commercial uses on ground floor



Mixed use building overlooking onto public road



Variations in colours and materials create a visually appealing facade



Similar materials and colours encourage integration between different uses

11. A variety of roof shapes should be considered to avoid the monotony of flat roofs.
12. All utility equipment, rooftop mechanical equipment, hydro transformers and garbage storage facilities shall be incorporated into the design of a building. If this is not possible, equipment should be positioned so as not to be visible from the public road and screened with materials that are complementary to the building design.
13. Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide places for pedestrian connections.
14. Trees, shrubs and ground covers should be planted at grade in wide, continuous planting beds that serve to define pods of parking and provide the preliminary pedestrian circulation.
15. Parking areas should be screened from view from roads, open spaces and adjacent residential areas with low fencing and planting.
16. Parking areas should be located at the side or rear of the development and set back from the road right-of-way.
17. Servicing and loading areas should be located behind buildings and be screened from view. Conflicts between shipping vehicles and pedestrians must be minimized through signage and delineation of the pedestrian right-of-way.
18. Signage should provide a high level of clarity, visibility, and visual interest and shall complement the architecture of the building(s) in its scale, materials, consistency, and design.



A clear pedestrian route, enhanced by tree planting in retail plaza parking lot



Landscape treatment screens surface parking areas



A variety of complementing signage add interest to the facade

3.5 Design Guidelines for Employment Land I and Commercial/Business Park Designations

Buildings

1. Building façades along the public streets shall be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail and variety.
2. The design treatment of flanking façades visible from the road shall be equal to the that of the front façade.
3. Windows shall be encouraged on all façades that overlook streets and open spaces; reflective mirror glass shall not be used for windows at grade.
4. Entrances to buildings shall be prominent and visible with entrance canopies, awnings and other architectural elements.
5. Rooftop mechanical equipment shall be screened with materials that are complementary to the building.

Gateways

1. Buildings located at the entry road from Highway 7 is identified as a Gateway and should be designed to include landmark buildings with consideration to minimizing setbacks, special landscape treatment, streetscaping, and unique building treatment.
2. The massing and design of buildings at the identified Gateways should indicate the importance of the location. This includes higher buildings, higher roofs and unified architectural detailing. In addition, no parking shall be permitted between the building and the public street right-of-way.
3. To facilitate the construction of the identified Gateways, partnerships among the Town, developers and/or service clubs shall be encouraged.

Loading and Parking

1. Loading and service areas should not be located at the front or exterior side of the buildings.
2. Loading and service areas should be screened from view from the street, public open spaces and adjacent residential areas.
3. Parking areas should be located at the side or rear of the building and set back from the street right-of-way.

4. Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide places for pedestrian connections.
5. Parking areas should be screened from view from streets, open spaces, and adjacent residential areas with low fencing and planting.
6. Runoff from parking lot areas that are prone to higher levels of contamination should be conveyed over land, where possible, to biofilters or swales and, where required, to storm sewers and storm water management ponds.

Landscaping

1. The front yard setback should be landscaped to define pedestrian walks, outdoor employee lounge areas, the main building entrance and to screen parking areas.
2. Planting should visually enhance individual sites, screen parking and loading areas while enabling views of buildings and create a consistent landscape treatment along streets.
3. Landscape design shall relate to the architecture of the building with particular attention to entrances and windows, architectural massing, rhythm, detailing and sightlines.
4. Buffer planting should consist of a mix of indigenous evergreen and deciduous plant species of a suitable height and configuration to provide a visual screen between adjacent properties during all seasons.
5. Trees, shrubs and groundcovers should be planted at grade in wide, continuous planting beds that serve to define pods of parking and provide the preliminary pedestrian circulation.

Private Realm Landscape Guidelines

1. Provide a variety of plant material including perennials, shrubs, coniferous and deciduous trees, and groundcovers with a hardiness zone rating of at least 5b.
2. Provide a diversity of plant species that are chosen for their ecological compatibility.
3. Choose plant material that is appropriate for the site conditions (soil, microclimate etc.).
4. Choose plant material for seasonal variety, drought tolerance and salt tolerance.

5. Locate plant material to *conserve* energy and modify temperature and wind extremes.
6. Plant material shall be regionally grown and conform to the Canadian Standards for Nursery Stock.
7. Trees must have a minimum caliper of 50 measured at 150 mm above the stem flare.
8. Trees must be balled and burlapped.
9. Shrubs must be container grown.
10. Exotic or non-native species, which are considered evasive, shall not be used.

3.6 Design Guidelines for Employment Land II, South Breslau Industrial Area and Safety Kleen Industrial Designations

Buildings

1. Building façades along the public streets should be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail and variety.
2. Entrances to buildings should be prominent and visible with entrance canopies, awnings and other architectural elements.
3. Rooftop mechanical equipment shall be screened with materials that are complementary to the building.

Loading and Parking

1. Loading and service areas should not be located at the front of the buildings.
2. Parking areas should be screened from view from any adjacent residential areas with fencing and planting.
3. Runoff from parking lot areas that are prone to higher levels of contamination should be conveyed over land, where possible, to biofilters or swales and, where required, to storm sewers and storm water management ponds.

Outdoor Storage

1. Outdoor storage areas that face public streets should be avoided. Where site planning constraints necessitate outside storage in visually prominent locations, they should be screened with architectural elements and/or berms and/or landscaping.

Landscaping

1. Planting should visually enhance individual sites, screen parking and loading areas – while enabling views of buildings – and create a consistent landscape treatment along streets.
2. The front yard setback should be landscaped to define pedestrian walks, outdoor employee lounge areas, the main building entrance and to screen parking areas.
3. Landscape design shall relate to the architecture of the building with particular attention to entrances and windows, architectural massing, rhythm, detailing and sightlines.
4. Buffer planting should consist of a mix of indigenous evergreen and deciduous plant species of a suitable height and configuration to provide a visual screen between adjacent properties during all seasons.
5. Trees, shrubs and groundcovers should be planted at grade in wide, continuous planting beds that serve to define pods of parking and provide the preliminary pedestrian circulation.