

APPENDIX VI



**Urban Design and Architectural
Control Guidelines**

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INTRODUCTION

These guidelines are intended to provide design direction to private sector developments, the Township of Woolwich and Region of Waterloo during the ongoing development of the Stockyards Area. All new development in the public or private realm will be reviewed for consistency with these guidelines.

The public realm is the responsibility of the Township of Woolwich for parks, open space, public road allowances, public stormwater management facilities, and other properties owned by the Township, and the Region of Waterloo for King Street and Weber Street. The private realm includes all land owned by individuals and private companies.

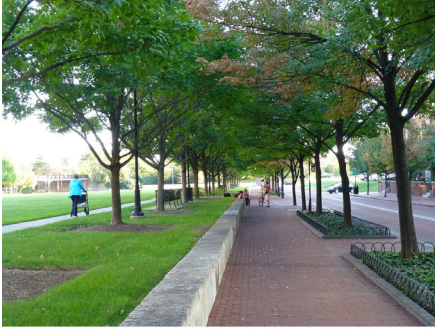
These guidelines will be implemented through the zoning by-law and site plan control provisions of the Planning Act. The guidelines are to be adopted by Council. They may be amended, from time to time, at the discretion of Council without an amendment to the Stockyards Secondary Plan.

The purpose of these guidelines is to establish a high standard of design for how the Stockyards Area will look and feel, in terms of the quality of its architecture, streets and public spaces. A key goal of the overall vision is to build upon its existing character – a rural vernacular aesthetic that has evolved over time. Character-defining elements of the Stockyards Area include:

- Ontario Livestock Exchange – rural/industrial shed structures, and the sights, sounds and smells of livestock;
- St Jacobs Farmers Market – a variety of large and small scale structures, permanent and temporary, for selling a wide range of food products, crafts and other goods;
- Outlet Mall – barn form with red gambrel roof;
- St. Jacobs Country Playhouse – colourful structure with green siding, red metal roof, and strong architectural volumes;
- Other buildings exhibiting similar characteristics to varying degrees; and
- Horse and buggy traffic along roadways, including a horse stall at the Walmart site.

STREETS

The streets of the Stockyards Area are fundamental to establishing a welcoming, high quality image that attracts people to the area, and to provide comfortable ways for moving about. The Stockyards Area can be extremely busy with pedestrians during market days, with trips made between parking areas, the market, and other development blocks, often at some distance from each other. For this reason, and to support the vision, streets will become attractive, green corridors that are welcoming to pedestrians. Key goals of the street network include:



Streets with trees and seating opportunities.



Double row of street trees.

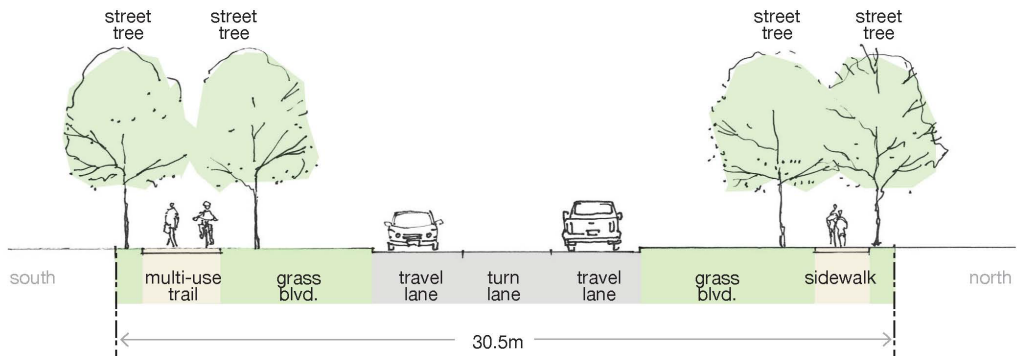
- Providing wide sidewalks on each side of the street. Sidewalks should be 2.0 metres in width, space permitting, in order to comfortably accommodate two-way foot traffic and people with mobility aids. The sidewalk network functions as an extension of the trail system;
- A double row of street trees on each side of the street. Where space is not available within the right of way, an additional row of trees can be located on adjacent development sites;
- Clear crosswalks at all intersections, and continuous, direct connections between the sidewalk network and walkways on all adjacent development sites; and
- Seating provided along the street/sidewalk network, particularly around the market area and pedestrian routes that are highly traveled. Seating can be seasonal and even informal - logs, stones, moveable chairs and low walls.

These simple design standards will create a visually distinct environment that sets the Stockyards Area apart. The following describes the intended characteristics of each street or street type. Note that all road allowances and dimensions are to be confirmed through engineering study.

To ensure the streets of the Stockyards Area thrive as green corridors it is important to adopt an urban forestry strategy that considers trees as fundamental components of the street infrastructure. This means attention to soil quality (pollutant sources, soil compaction, drainage, access to water and air, etc.) and soil volume. It also means selecting tree species to resist pests and diseases, and that are suited to their growing environment. Trees should be selected for:

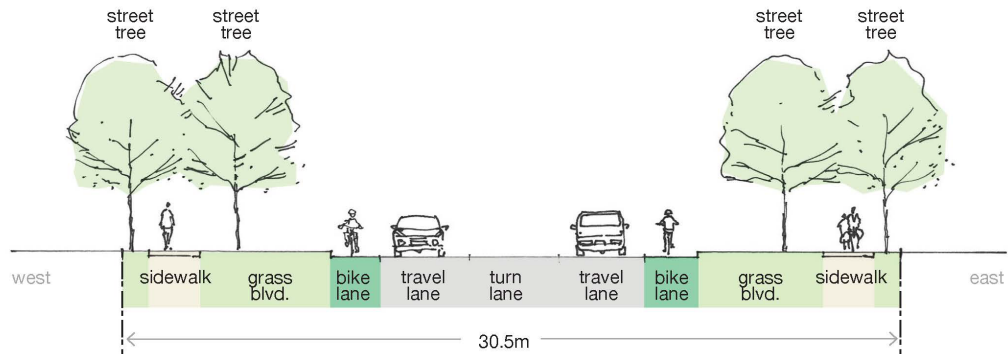
- resilience, both individually and as a collective: a diversity of species will be more resistant to pests, and will not result in total tree loss if/when one species is decimated;
- a mix of forms, types and growth habits;
- different growth rates, so that fast growing species can create immediate impact, while slower growing but longer lived species will fill in over time;
- seasonal interest and appeal; and
- an emphasis on native and non-invasive species.

King Street



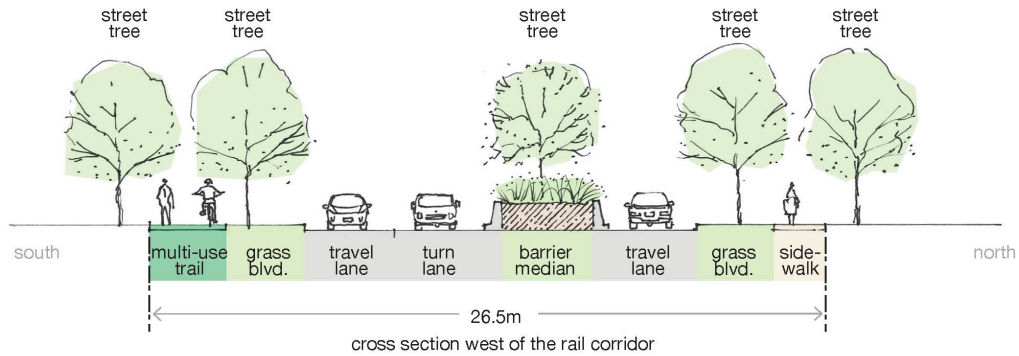
- Two lane road with central left turn lanes
- Grass boulevards adjacent to vehicular pavement
- Wide sidewalk on the north side
- 3.0m multi-use trail on the south side
- Double row of street trees straddling each sidewalk

Weber Street



- Two lane road with central left turn lanes
- Dedicated, on-street bicycle lanes
- Grass boulevards adjacent to vehicular pavement
- Wide sidewalks
- Double row of street trees straddling each sidewalk

Farmers Market Road



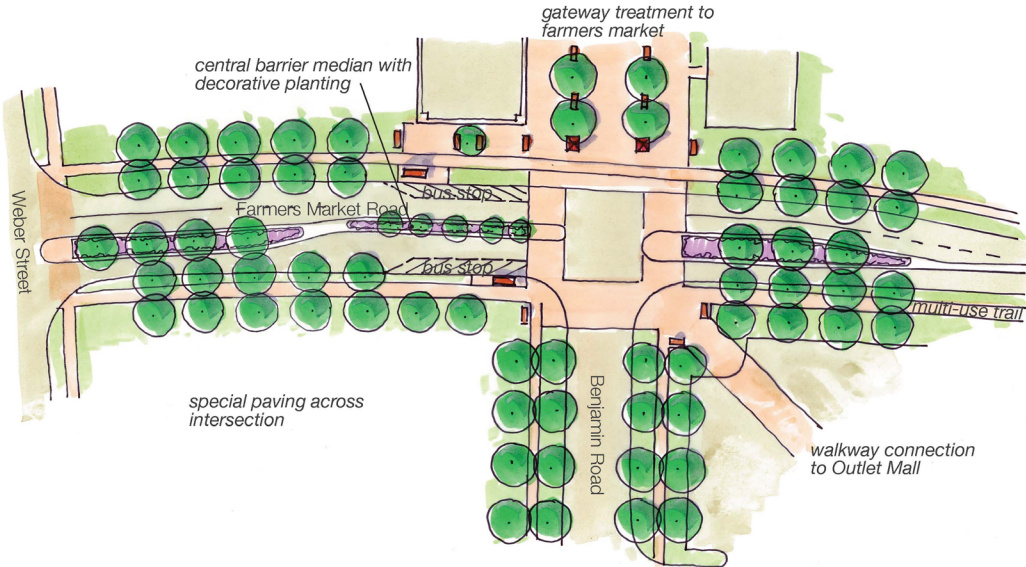
East of the rail corridor

- No change from existing profile
- Additional street trees within the road allowance and on adjacent private development lands

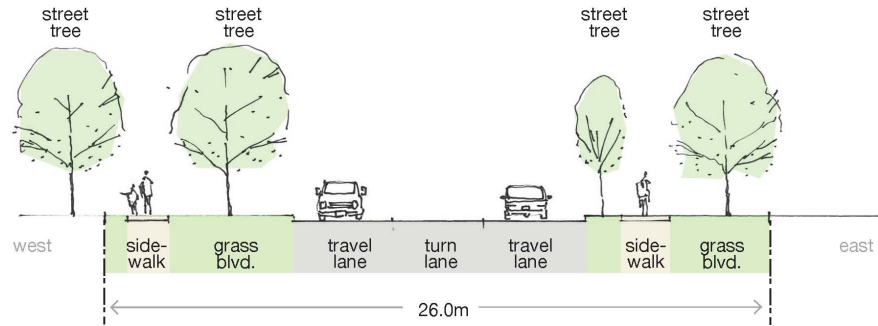
West of the rail corridor

- Widened road allowance to 26.0m, to be determined through further study
- Two lane road with central left turn lanes
- Grass boulevards adjacent to vehicular pavement
- Central median with barrier treatment and landscaping to create a controlled, signalized pedestrian crossing at Benjamin Road & Farmers Market Road
- Minimum median width must be 5.0m to accommodate trees in centre
- Wide sidewalk on north side
- Continuation of 3.0m multi-use trail on south side to Weber Street
- Double row of street trees straddling the sidewalk and multi-use trail, with second row of street trees located on adjacent private property if necessary
- Ensure location of trees, and height of barrier median and associated planting, does not obscure sight lines to the pedestrian crosswalk, signal and signage

Demonstration Plan of Farmers Market Road and Benjamin Road Intersection Treatment

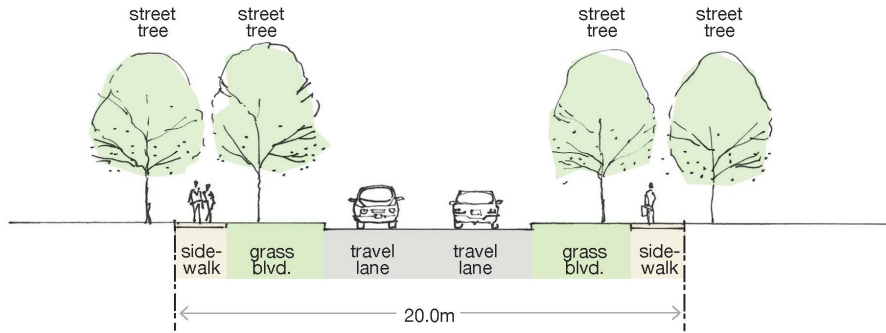


Benjamin Road



- No change from existing profile
- Additional street trees within the road allowance and on adjacent private development lands

Proposed Connector Roads



- Two lane road
- Grass boulevards adjacent to vehicular pavement
- Wide sidewalks
- Double row of street trees straddling each sidewalk
- Second row of street trees located on adjacent private property

*Proposed Connector Roads, where privately owned, built and maintained, may be developed within a right-of-way that is less than 20 metres in width.

PARKS

The location, size and configuration of parks shown in the Secondary Plan is conceptual. The amenities that parks will provide will depend on their ultimate size, location, and relationship to adjacent development. In general, parks are intended to be small areas of greenery for rest, relaxation, gathering and enjoyment. Potential amenities include seating, walkways, picnic facilities such as shelters or BBQs, ticket vending for the tourist train, children's play, small water features, flexible grass areas, and horticultural displays. However, parks may also have a more urban character with a plaza-type treatment where they relate to a market or shopping cluster.

Guidelines

- Parks should be located to provide a minimum of one of their frontages or sides along a public street, fully visible and accessible to the public street

- At least two other park frontages should be along:
 - public streets or spaces; or
 - adjacent to buildings that front, face and feature the park, and where the public can access the park.

- Parks should be accessible from the adjacent sidewalk and walkway system, with direct pedestrian connections to all internal amenities, adjacent destinations such as building entrances, and external walkways.

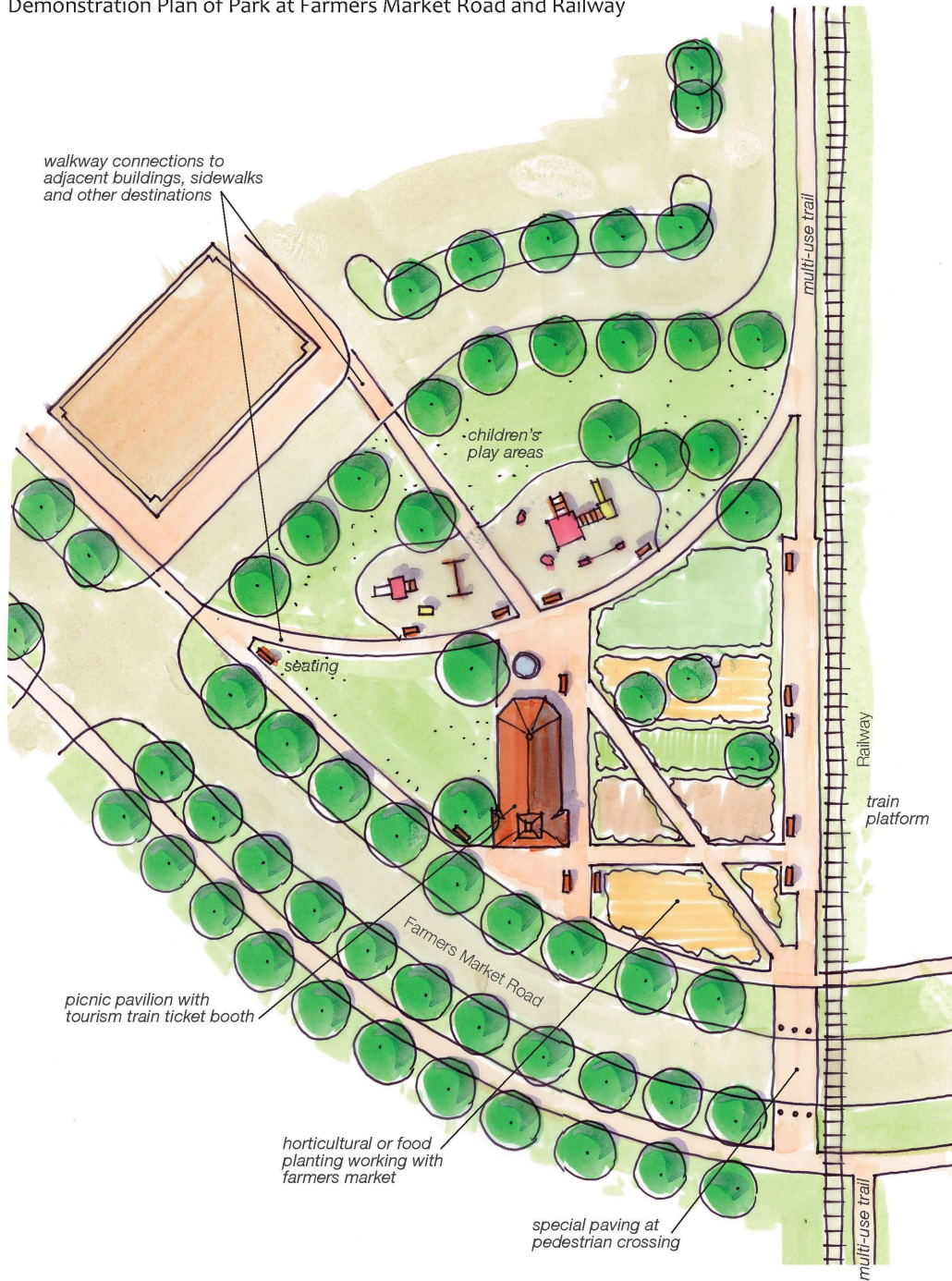
- At least 50% of park areas should be grass or soft landscaping areas.

- Parks should accommodate significant tree planting along their edges and/or internally, such that at maturity over 50% of the park will be under tree canopy.

- Parks will provide significant opportunities for seating throughout.

- Seek opportunities to partner with the Farmers Market or local organizations to create community gardens, demonstration gardens, or horticultural displays that emphasize the area's unique agricultural products.

Demonstration Plan of Park at Farmers Market Road and Railway



Stormwater Management Ponds

Publicly owned stormwater management ponds will be designed as attractive and accessible features contributing to the ambiance of the area. They will not be fenced, but rather designed with trails, overlooks, and/or interpretive signage so that they form part of the open space system.

Guidelines

- Ensure trails or overlooks are directly connected to the adjacent sidewalk network and adjacent private walkways as appropriate.
- Where there is a need to discourage public access around the perimeter of ponds, use living fences and barrier planting in place of fencing. Barrier planting can include multiple rows of thorn bearing shrub species and/or thicket plants. Barrier planting may be located along steep slopes, adjacent to deep water areas and around inlet and outlet structures.
- Use organic shapes and landform grading. Avoid geometric forms and standard slope gradients.
- Use native vegetation appropriate to microclimatic and soil moisture requirements, including at pond fringes, pond perimeter, and upland areas.



Attractive stormwater management features.

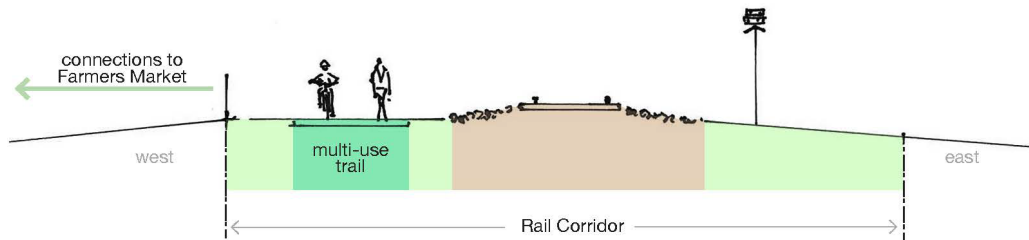
Trails/Active Transportation

The Trans Canada Trail is planned to be realigned within the Stockyards Area. It will connect the ION LRT in Waterloo along the existing rail corridor, north into the Stockyards Area up to Farmers Market Road. At that point, it will re-join its existing alignment along the multi-use trail on Farmers Market Road, continuing north towards King Street and along the Conestoga Parkway. In addition, the Avon Trail shares part of this trail alignment, diverging to follow Township Road.

The intent of this plan is to build upon these trails to create a linked network of sidewalks, bike lanes and multi-use trails throughout, including a new multi-use trail connection along King Street towards St. Jacobs.

Rail Trail Guidelines

- > Locate a 3.0 metre multi-use trail on the west side of the rail tracks along the edge of the Farmers Market, where it is most convenient to the market. Provide a number of walkways between the trail and the market area.
- > Integrate rail platforms with the trail design in a widened profile, to incorporate seating and station signage opportunities.
- > Provide markings or special paving across Farmers Market Road to delineate a pedestrian crosswalk. Identify this locations with warning signs for drivers.
- > At the junction of the rail trail and King Street, provide a barrier of hard and soft landscape elements to prevent pedestrian crossings of King Street in this mid-block location. Provide a wayfinding sign and map that identifies the location, appropriate crossing points, the directions of the TransCanada and Avon trails, and the trail and sidewalk locations within the Stockyards Area.
- > Provide trail connections from the rail trail to other adjacent destinations, including the Walmart site and stormwater management ponds that have trails.



Other Trails

- > Locate a 3.0 metre multi-use trail along the south side of King Street, connecting the crosswalk at the King Street/Highway 86 Off-ramp intersection, with Weber Street. This will ultimately connect with a planned trail along King Street to St. Jacobs
- > Create a trail connection from Benjamin Road to the Township's stormwater management pond at the south limit of the Stockyards Area. This may be a shared maintenance access route and trail.

Gateways

Gateways are symbolic entrances to the Stockyards Area that help to establish its unique sense of place and differentiate it from surrounding areas. Gateways are important because the Stockyards is a significant regional destination drawing people from hundreds of kilometres away. Gateways will provide a sense of arrival and reinforce its character.

There are two kinds: landscape gateways where the primary gateway experience is created by landform, planting, and landscape elements; and built form gateways, where the building itself forms some or all of the gateway experience.

Landscape Gateway Guidelines

- Trees, shrubs and groundcovers should be planted in large, continuous zones or beds that serve to create a massed appearance.
- Plant species and planting patterns should be chosen to highlight local natural and agricultural practices. This could include, for example, rows of trees, shrubs or grasses that suggest orchards, crops or hedgerows; or tree and shrub species that suggest forests.
- Planting should enhance adjacent development sites, screen parking and loading areas, and enable views of buildings.
- A vertical element in the landscape is encouraged to act as a focal point and landmark. It should be of sufficient scale to be seen from a distance.



Hard and soft landscaping define gateway.

Built Form Gateway Guidelines

- Buildings located at or near a gateway location should be designed as landmarks, with consideration to minimizing setbacks and unique architectural treatments. Buildings should frame the 'threshold' to the Stockyards Area.
- Building massing and design should indicate the importance of the gateway location through higher buildings, higher roofs, and/or prominent visual features such as towers, gables, dormers, main entrances, use of transparency, and enhanced architecture.



Building element to define gateway.

A rural vernacular character in contemporary and traditional expressions.





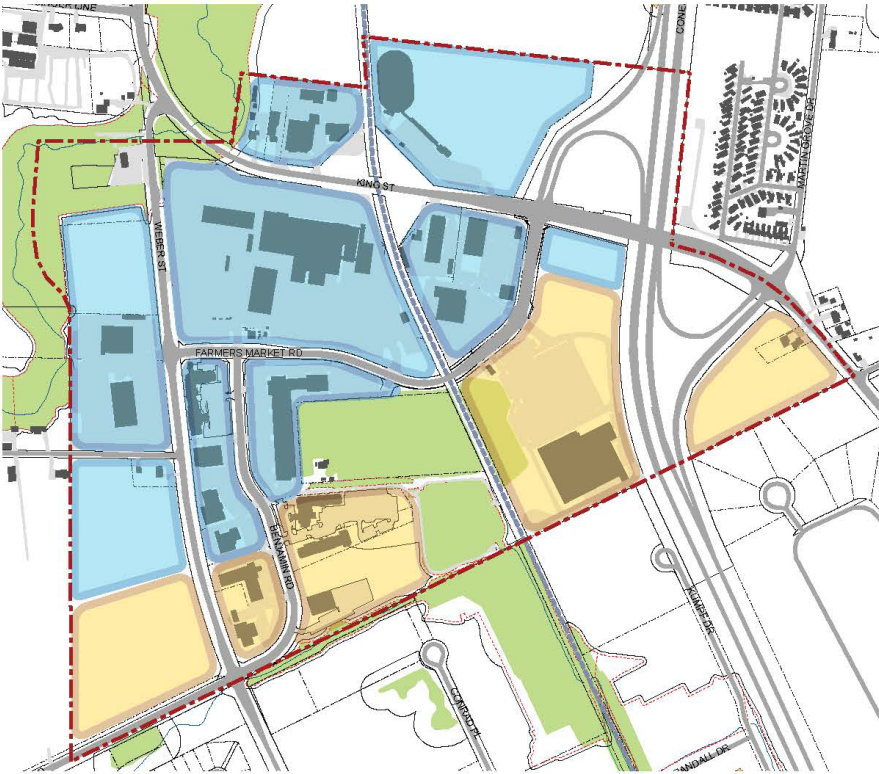
PRIVATE REALM DEVELOPMENT

Introduction

Built form will be the primary means to reinforce the rural vernacular of the area. While the existing rural vernacular is rooted in historical styles and traditional building materials and techniques, it is not the intention of these guidelines to limit contemporary expression. New construction should be consistent with some of the elements of the rural vernacular, but should feel free to express them in different ways, if desired.

Different areas of the Stockyards, and different land uses within it, will express the rural vernacular to varying degrees. The Core Areas are the most important areas to express the design character in these guidelines, because they are the primary destination areas for visitors. Supporting Areas will be consistent with the Core Areas, but not necessarily as reflective of its rural character. In addition, large buildings have some different guidelines than small buildings.

-  Core Area
-  Supporting Area



Guidelines

General Requirements

The following guidelines apply to all new buildings and construction within the Stockyards.

Architectural Considerations



Simple massing.



Change of plane and materials relates to elements of the building.



Emphasis on entrances.



Transparency and interest at ground level.

➤ Architectural expression will be consistently applied to all facades. This does not mean that all facades must be the same or articulated to the same degree.

➤ A simplified approach to massing is preferred. Building volumes should be expressed as simple geometric shapes. All walls visible from adjacent streets and public spaces should avoid changes in plane for stairs, servicing bump outs, mechanical rooms, etc. Avoid changes in roofline and parapet conditions.

➤ All changes of wall plane should relate to distinct program elements of the building, for example, the main front entrance. For large buildings, projections should be a minimum of 3 metres from the wall plane and 10 metres in width, and for small buildings a minimum of 1 metre from the wall plane and 5 metres in width. This will help to establish clear spatial volumes.

➤ Main building entrances shall be visible from adjacent streets, and covered or otherwise weather protected.

➤ Building mounted signs will generally be integrated with the architectural expression, located within sign bands, bays or datum lines of the architecture. Rooftop signs are discouraged.

➤ All changes in materials should coincide with architectural datum lines, projections, or roofline. A change in materials from one wall plane to another will have a minimum 3 metre return.

➤ Facades facing public streets and spaces shall include a high degree of transparency at ground level through the placement of windows and doors. Clear glass shall be used. Retail uses at ground level should feature the display of goods in windows, and no large posters, vinyl wraps or opaque glass are permitted.

➤ Articulate windows individually or in groupings. Spaces between windows shall be divided by the elevation material and/or trim, as opposed to continuous window bands of glass.

> Materials shall include painted or natural wood, vertical-oriented siding, brick, field stone, poured in place concrete, and cement board. Materials to be avoided include precast concrete, horizontally oriented siding, stucco, horizontally oriented stone veneer, vinyl, and artificial stone.

> Colours shall be strong hues and natural tones such as red, green, grey and dark blue. Avoid beige, pastels, and primary colours.

> Buildings located within 5 metres of the right of way shall be designed with main front entrances facing the sidewalk.

> All buildings will have street addressing clearly visible from the nearest street.

Site Considerations

> Locate loading and service areas at the rear of buildings, or at the side if screened from public view. No loading or servicing areas will be located at the front of buildings.

> Large parking areas shall be landscaped along the street edge with a combination of hard landscape elements such as columns and fences, and low planting such as shrubs, grasses and groundcovers.

> Adjacent to Township roads and where required, provide an additional row of street trees along the edge of the right of way, framing the sidewalk.

> Where buildings are set back from the street edge, a wide pedestrian walkway will link the sidewalk and the front façade of the building. The walkway zone will include a 2.0 metre wide hard surface walkway and a landscape strip inclusive of trees, low shrubs, grasses and/or groundcovers. Where the walkway crosses internal driveways, the surface material of the walkway will be continued across the driveway to indicate pedestrian crossings.

> Within large sites with multiple buildings, provide an internal walkway network that connects to all building entrances, the adjacent sidewalk network, and principal parking areas.

> Very large areas of parking of more than 200 cars will be divided into smaller pods by walkways and/or landscaped strips, inclusive of trees. Landscaping



Individual windows.



Agricultural colours.



Loading and servicing at the rear.



Walkways to building entrances.



Walkways and landscape divide large parking areas.



Walkways and landscaping divide large areas of parking and lead to main entrances.

within and around the edges of very large parking areas shall provide 1 tree for every 5 parking spaces.

> Select plant materials that are:

- diverse;
- ecologically compatible;
- resilient;
- a mix of forms, types and growth habits, including deciduous and coniferous;
- seasonally interesting and appealing;
- appropriate for the microclimate including drought and salt tolerance; and
- native and non-invasive.

Character Guidelines

The following guidelines offer a variety of techniques for achieving the built form character within the Stockyards. Buildings are not intended to exhibit all of these characteristics, but to express enough of them that, as a collective, they reinforce the image and sense of place of the Stockyards.

Character Guidelines – Major

New construction in the Core Area should exhibit any 3 of the following characteristics, 1 in Supporting Areas.



> Gable or gambrel roof. No hip roof.



> Standing seam metal roof.



> Clerestory volume which is also expressed internally.



> Covered porch or exterior display areas that occupies 50% or more of the principal façade.



> Functional wood columns along the frontage supporting porches, gables, or roof systems. For large buildings, columns should be a minimum of 60cm diameter/width, and for small buildings a minimum of 30cm diameter/width. This can include double columns.



> Individual cut out letters and graphics for all major building mounted signs intended to be viewed from adjacent streets and public spaces.

Character Guidelines – Minor

New construction in the Core Area should exhibit any 9 of the following characteristics, 6 in the Supporting Areas.



> Use of wood for 50% or more on principal elevations.



> Use of field stone for 25% or more on principal elevations.



> Covered porch extends across an entire façade.



> Wrap around or side porch.



> Exposed wood structure and/or visible joinery such as pegged wood.



> For medium to small buildings, decorative trim, mouldings, cornices, bands and sills.



> Divided windows with mullions.



> For medium to small buildings, vertical window proportions, double hung windows, and/or use of transoms.



> Decorative exterior building-mounted light fixtures that illuminate signage or pedestrian areas.



➤ Use of stone curbs, stairs, ramps or paving in exterior landscaping and parking areas.



➤ Functional rural structural details such as diagonal or X reinforced walls, gates, or doors.



➤ Use of enhanced materials such as cast iron, heavy steel, heavy timbers, copper or zinc.



➤ Substantial emphasis of main entrance through massing, roofline, and width of entrance/multiple doors.



➤ Decorative chimneys in masonry, steel or wood, consistent with principal architectural expression.



➤ Upper storey balconies.



➤ Industrial style or decorative garage style doors used in façade.



➤ Wood sidewalks or decks in public realm in front of building.



➤ Cast iron, steel, chrome, decorative or colour-coordinated vents, pipes and mechanical equipment, where visible to the public realm.



> Clerestory with window band of separate windows.



> Large dormers.



> Use of decorative details in scale with the principal building such as weather vanes, agricultural windmills, etc.



> Large hanging signs and/or decorative brackets along building and/or parking areas.



> Sheltered horse and buggy parking.