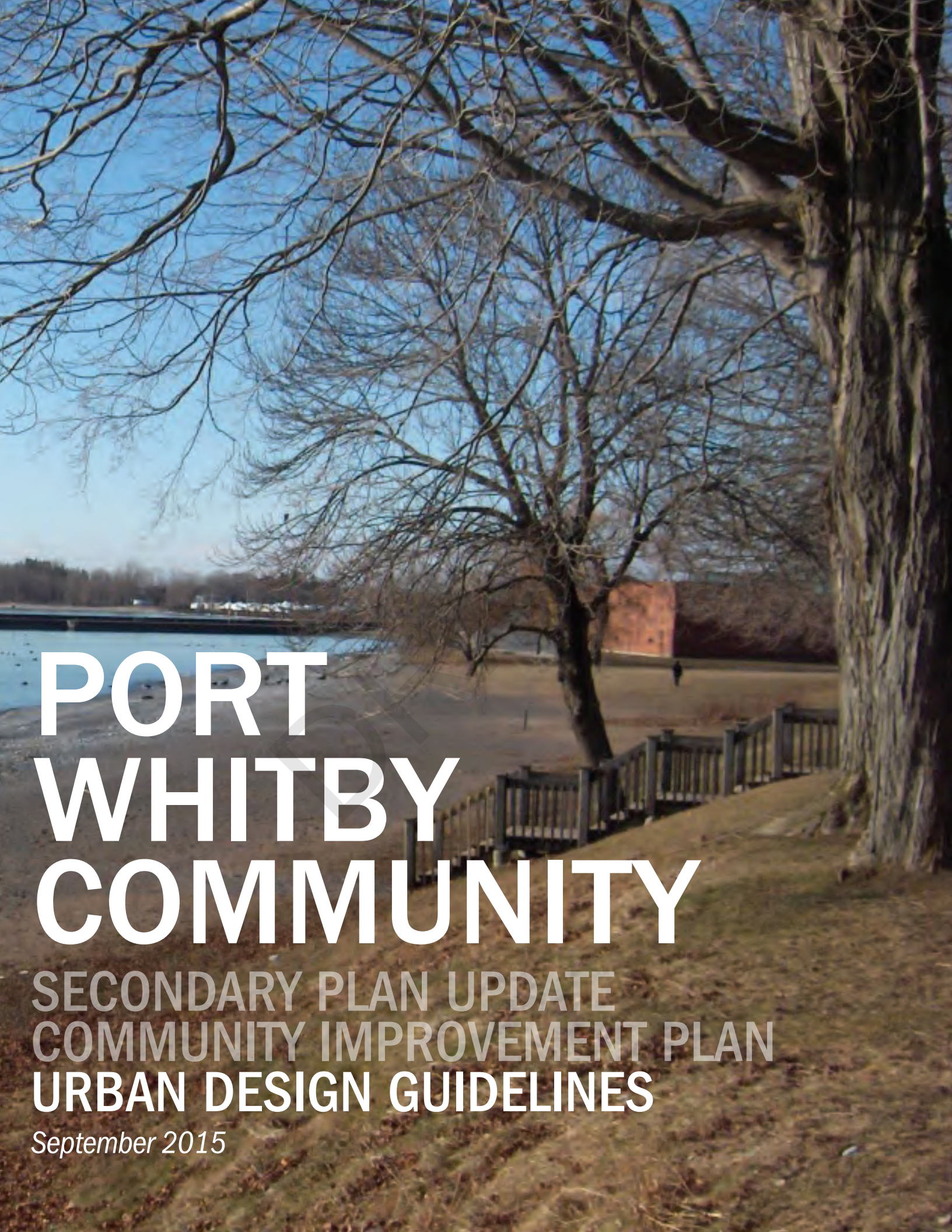


# PORT WHITBY COMMUNITY

## SECONDARY PLAN UPDATE
## COMMUNITY IMPROVEMENT PLAN
## URBAN DESIGN GUIDELINES

*September 2015*

# Contents

## Urban Design Guidelines

# 1.0 Introduction

## 1.1 Background

The purpose of the Port Whitby Urban Design Guidelines ("the UDGs") is to proactively prepare the Town of Whitby ("the Town") for future development in Port Whitby by providing a framework for redevelopment and intensification. The UDGs are intended to complement the Port Whitby Community Secondary Plan and provide guidance on the application of the Secondary Plan's policies. The UDGs should also be read in conjunction with the Port Whitby Community Improvement Plan (CIP).

The Port Whitby study area, to which these guidelines apply, is bounded by Highway 401 to the north, by Gordon Street to the west, and by an irregular boundary along Pringle Creek, then along the adjacent industrial lands and finally following Water Street and South Blair Street to the east, and Lake Ontario to the south (see Figure 1.1).

The gross land area is approximately 183 hectares with an existing population of approximately 2,000 people and 500 jobs.

**Figure 1.1 The Port Whitby Community Area**


Study Boundary

# 2.0
# Vision & Principles

## 2.1 The Urban Design Vision

The Secondary Plan area contains a diverse mixture of uses that reflect the rich history of Whitby. Much of the area is home to single detached dwellings ranging from century homes through to post-war homes. There are also infill projects ranging in age dating from the 1960's and 1970's as well as new builds. There are also several employment and commercial uses functioning in the area, a legacy of its history as an older industrial neighbourhood. The retail uses that exist are scattered throughout the Secondary Plan area with a focus on the provision of neighbourhood-level services. Port Whitby is also the location of a number of existing and planned recreational facilities as well as open space amenities, as set forth in the Waterfront Parks and Open Space Master Plan, focused on the waterfront.

The Port Whitby Community Secondary Plan embraces growth and seeks to maximize the benefits of growth for both future and existing residents as well as for the Municipality as a whole. Its focus is to integrate new development into the fabric of the existing community, to establish and determine where density and intensification will be located and new development positioned, how existing stable neighbourhoods will be protected while facilitating positive change and growth to create better connections, vehicular, transit and pedestrian and cycling, to the waterfront, GO Station, surrounding neighbourhoods, the downtown and within Port Whitby.

## 2.2 Guiding Principles

As part of the preparation of the Port Whitby Community Secondary Plan, a number of guiding principles were developed. These Urban Design Guidelines are intended to guide development in achieving these principles.

**Land Use & Urban Design**

- Accommodate potential for an additional population of approximately 10,500 new people (excluding already approved developments) and 3,290 new jobs to achieve a total population of approximately 12,500 people and 3,790 jobs in Port Whitby as outlined in OPA 90.
- Create a sustainable neighbourhood that will grow and develop in a sustainable manner by incorporating elements of complete and healthy community principles and infrastructure.
- Create a mix of land uses for living, working, shopping and playing.
- Create a "Main Street" on Brock Street South with a mix of office, commercial and residential uses that enhance the character of Port Whitby.
- Focus the majority of new growth and concentrate higher density around the GO Station.
- Create connections to the Town of Whitby downtown and the Port Whitby area.
- Create pleasant, safe, lively and pedestrian street frontages.
- Provide an active public realm that maintains a proportional relationship to buildings and streets.
- Ensure that new buildings and development have a complementary design relationship to existing buildings.
- Maintain major view corridors and enhance major vista terminations by requiring design treatments and appropriate separation between tall buildings.
- Enhance opportunities for harbour/waterfront recreation, both passive and active, with the creation and improvements of trails, park improvements and open space amenities.
- Encourage improvements to the streetscape using various urban design elements such as soft landscaping, lighting fixtures, street furniture and public art.

**Streets & Connections**

- Embrace Victoria Street as a Regional Corridor and major artery within Durham Region.
- Enhance the public road network to better connect Port Whitby to the rest of the Town and Region, to improve connectivity within Port Whitby.
- Integrate strong north south connections across Victoria Street to provide pedestrian access from residential areas to the GO Station and to surrounding recreational facilities.
- Create a pedestrian friendly environment with increased connectivity by incorporating shorter block lengths, safe crossings, pedestrian paths, bridges and walkways to key destinations.
- Create a multi-modal, transit-oriented community that reduces reliance on the automobile and that focuses on pedestrian, cycling and transit investments as the priority modes of transportation.
- Establish a functional street network that promotes efficient circulation and creates multiple access points and connections within Port Whitby that reduces reliance on Victoria and Brock Streets.
- Establish lower Brock Street as Port Whitby's "Main Street" with a strong connection to the GO Station and Downtown Whitby.
- Establish strong connections between the waterfront and the rest of the Town, a well as between the recreation destinations within Port Whitby, which includes the Iroquois Park Sports Centre, Port Whitby Marina and Iroquois Park and Sports Complex.
- Facilitate access to the amenities and services in Lynde Shores for the residents of Port Whitby and vice versa.

- Provide for efficient functioning of the Whitby GO Station as the key transit hub within the Town as well as the Region.
- Recognize that the role of streets is multi-purpose and requires balance between places for vehicles and places for people.
- Separation of industrial truck and vehicular traffic from residential neighbourhoods.

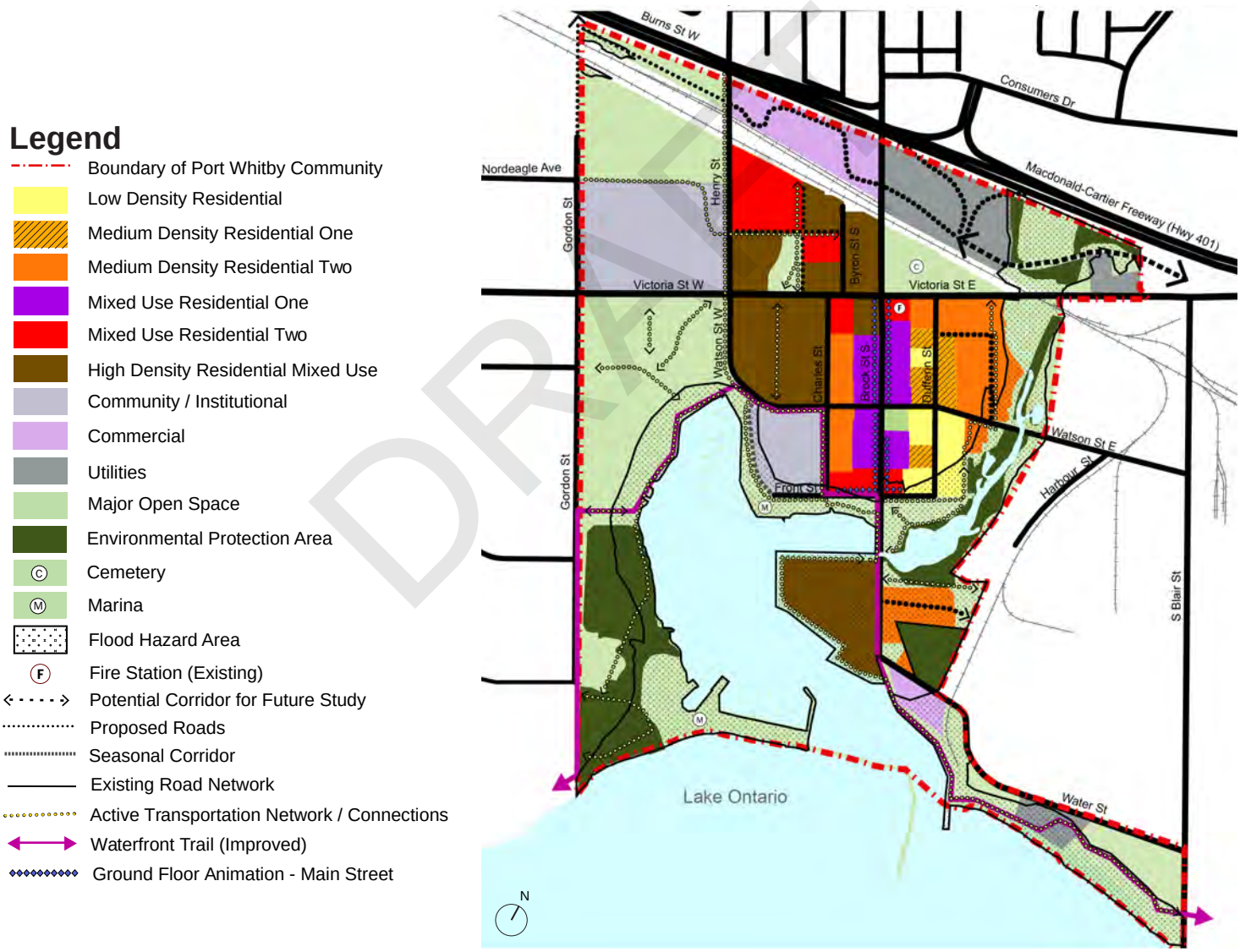



**Figure 2.1** Port Whitby Community Secondary Plan

## 2.3 Character Areas

As one of the Greater Golden Horseshoe's premier urban waterfront destinations, Port Whitby presents a unique assemblage of infrastructure, natural and recreational amenities that should be considered, and enhanced, through future planning and development.

Port Whitby's principal "character areas", as shown on Figure 2.2 include:

- **1. The GO Station site**
- **2. Brock Street South as "Main Street"**
- **3. The Waterfront**
- **4. Stable Low-Rise Neighbourhoods**

The Urban Design Guidelines are structured to provide sustainable urban design guidance that applies to the overall Port Whitby area as well as specific guidelines and development strategies that apply to each of these "character areas."

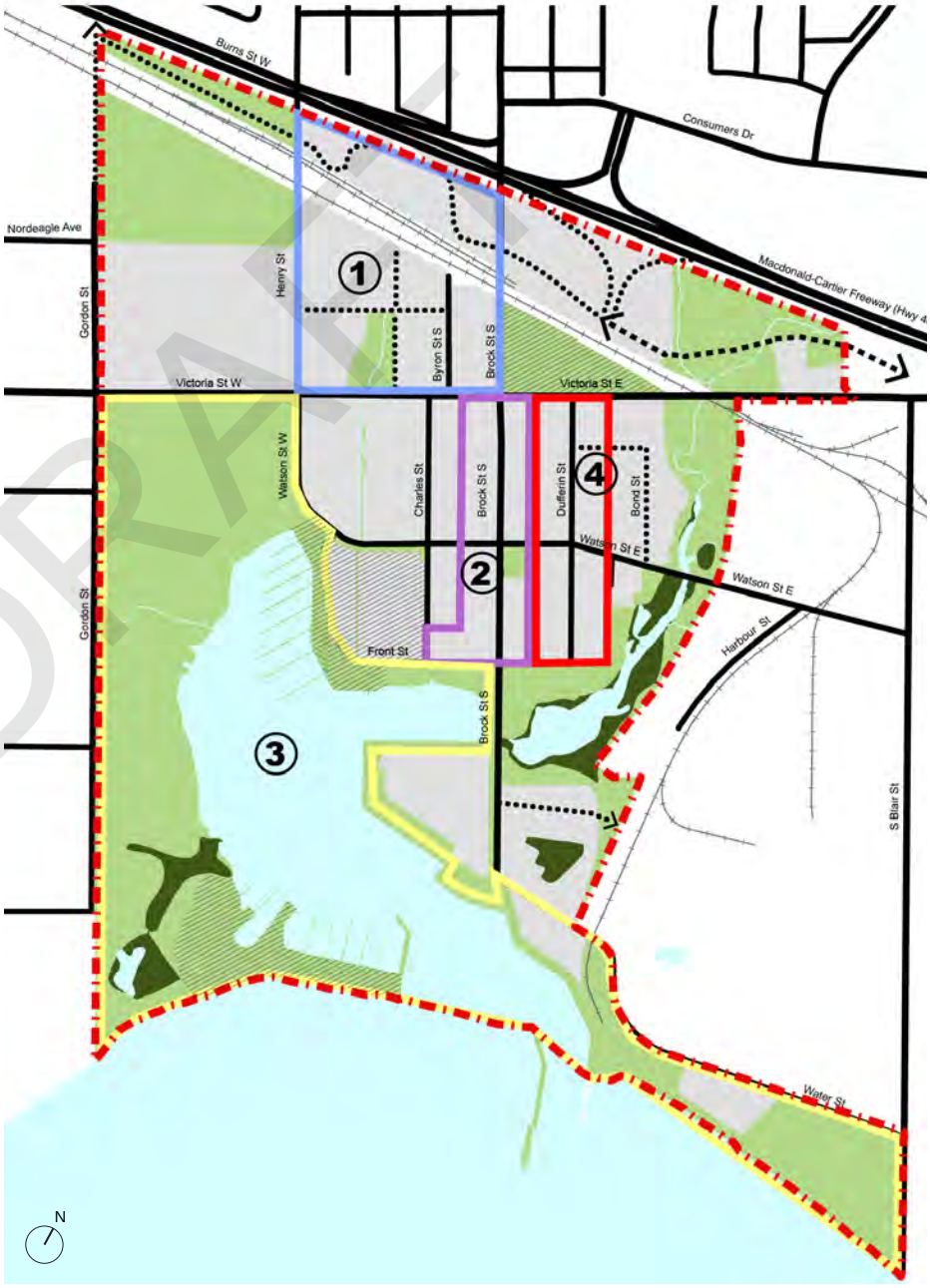



**Figure 2.2 Character Areas**

# 3.0 Urban Design Guidelines

## 3.1 Introduction

This section provides general urban design guidelines for buildings and the public realm that can be applied to any development in Port Whitby. The provisions of Section 6.2 and Section 11.1 of the Town of Whitby Official Plan shall apply to all lands within the Port Whitby Community Secondary Plan study area, except as modified or enhanced by these guidelines. For development within specific “character areas” (see Figure 2.2), refer to the appropriate section.

Port Whitby will strive to create a diverse and inclusive community with excellence in architectural design and high quality public and private realms. It will be an age-friendly community, welcoming visitors and residents of all ages. The quality and consistency of both the architecture and the public and private spaces, will dictate much of the neighbourhood’s success in creating beautiful, inviting and safe new spaces.

In tandem with the design features outlined elsewhere in these guidelines, the standards set forth for architectural features and detailing provide a vision for various elements, ranging from the detail of a building façade to the overall paving and materials palettes of Port Whitby. Architecturally-engaging, street-oriented buildings, through their careful design, can activate pedestrian environments while limiting shadows, wind and environmental impacts. This mutual relationship extends to decisions made in the public realm, where carefully-located lighting and innovative and sustainable paving treatments enliven the adjacent buildings and contribute to a distinct neighbourhood to visit or call home.

## 3.2 Urban Design Plan

As per Section 11.1.17.3 of the Port Whitby Community Secondary Plan policies, an Urban

Design Plan may be required to accompany applications of development.

1. A land use plan, identifying the location of all of the proposed uses, in particular the location of higher density residential uses.
2. A phasing plan that describes the sequencing of development and the timing of any infrastructure improvements.
3. Location of any future public lands that may be dedicated to the Municipality as part of the approval process.
4. The proposed built form of the development including type, height, and architectural treatments.
5. The location of appropriate access points onto the abutting road network.
6. The location of pedestrian, bicycle, vehicular and service circulation and access and parking areas in the context of the overall parking management strategy.
7. The proposed streetscape components that includes the location and type of street furniture and landscaping treatments.

## 3.3 Building Entrances

1. Main entrances to buildings should be located to be clearly visible and directly accessible from the public realm. Building and unit entrances should be located directly off of a street and face the sidewalk.
2. Entrances should be emphasized as focal points in a building's façade and complementary to the overall articulation and material pallet of the building.
3. For corner parcels, locating main entrances in or near the corner of the building will help to animate both sidewalks.

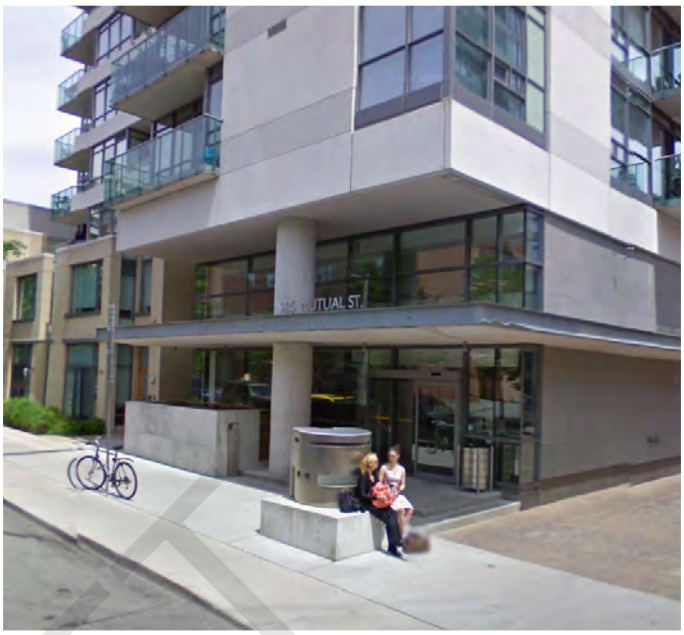


**Figure 3.1** Locating main entrances in the corners of the building will help to animate both sidewalks (Radio City, Toronto)

**Figure 3.2** Entrances to townhouses may be elevated up to 1.5 m above grade and should be well defined

**Figure 3.3** Balconies and terraces should be designed as cohesive elements of the building (sugar cube building, Denver)

**Figure 3.4** Balconies extend private outdoor space and create a direct connection with other landscape amenities (20 Niagara, Toronto)

4. Sheltering elements such as canopies and awnings are especially important for building entrances. They provide protection from inclement weather as well as architectural expression.

5. Lobby entrances to multi-unit residential and office complexes should maximize the height of the ground floor to create visually appealing, well-illuminated and welcoming entry points and waiting areas. The use of glass in lobbies should be maximized to enhance visibility, surveillance and the connection between the interior and exterior of a building.

6. Primary entrances to commercial units and multi-unit residential buildings should be at grade. Secondary entrances to multi-unit residential buildings should be at grade or provide complete access via ramps.

7. At-grade commercial/retail units should have direct access from the adjacent public street, though recessed entrances may be appropriate on narrow sidewalks to minimize the obstruction of open doors. Upper-floor residential uses should have separate entrances clearly differentiated from those of commercial/retail units.

8. Entrances to townhouses (Figure 3.2) may be elevated to a maximum of 1.5 metres above grade. Front doors should face the sidewalk with views to the public realm unobstructed by railings or plantings.

## 3.4 Balconies and Porches

Balconies are encouraged as features that enhance a building's façade, extend private outdoor space and potentially provide weather protection.

1. Balconies should be provided beginning at

the second or third floor of multi-unit buildings. Terraces should be provided above townhouses as well as above mid-rise podiums (base of buildings).

2. Balconies and terraces, in all cases, should be designed as cohesive elements of the building.
3. Balconies that are large enough to accommodate active uses and basic furnishings are encouraged.
4. Where projecting balconies would detract from the form of the streetwall and/or impinge on the streetscape, especially along major pedestrian streets, recessed balconies may be appropriate.
5. Balcony designs and materials should minimize the impact on a pedestrian's sky view.
6. Where possible balcony design should be encouraged to minimize thermal bridging. This can be achieved through a variety of ways including a separate external structure or pin type steel connections.
7. Where ground floor residential units are proposed, porches are encouraged as a method to provide private space with a visual connection to the public street. These spaces provide a place for street level animation and allow inhabitants to have a greater connection with the streetscape, promoting safer streets.

**Figure 3.5** Canopies and awnings provide weather protection and help give a human scale to buildings


**Figure 3.6** Canopies are required to protect building entrances from rain and wind (The Spire, Toronto).

## 3.5 Canopies, Awnings and Overhangs

1. Canopies, awnings and overhangs are encouraged to provide shade and weather protection as well as decorative architectural features on a building's façade, and should be provided at building entrances. For patios and where setbacks are minimal, retractable awnings may be appropriate solutions.
2. The use of canopies, awnings and overhangs

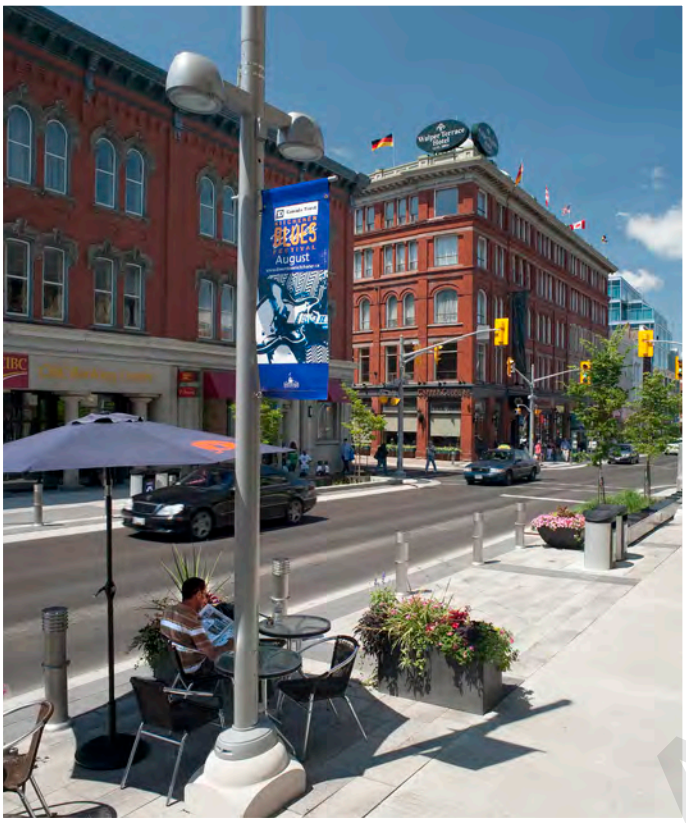


**Figure 3.7** Business associations and event signage have an important role in shaping the streetscape of the neighbourhood (King Street West at Yonge Street, Kitchener)


**Figure 3.8** Maps of the local area can provide direction as well as other information (Main Street, Louisbourg, Nova Scotia)

along facades with expansive glazing is encouraged to reduce solar gain, particularly where non-residential uses exist.

3. The use of light colours and transparent or semi-transparent materials in canopies and overhangs is encouraged to promote good daylight.

4. Canopies should have a minimum vertical clearance of 4.5 metres, wherever appropriate.

## 3.6 Signage and Wayfinding

Signage can add character to a neighbourhood while also providing important information. However, careful attention to the size, design and look of signs is needed to ensure desired results.

1. Signage should complement and be consistent with the associated building façade, rather than overpower it. Coherence is also sought between the sign and the overall streetwall.

2. Sign location should not compromise pedestrian movement or a driver's sight lines. Freestanding signs should be shared among a site's tenants and integrated in landscaping.

3. Public directional signage for transit stops and major landmarks in and near the neighbourhood should be provided, at the pedestrian scale and, as appropriate, visible to drivers.

4. Signage should be universally accessible. Particularly, wayfinding signage should be legible and understandable to a wide range of users including those with physical disabilities and the aging population. This can in part be accomplished using signs that are simple, use intuitive graphics, are high contrast and are located where persons of all heights can read them.

5. Signage shall be in compliance with the Town of Whitby Sign By-laws.

## 3.7 Street Furniture

Street furniture is an essential component of a pedestrian-supportive streetscape that offers opportunities for rest, social interaction and casual surveillance. Properly selected street furniture can be used to identify significant destinations while contributing to the creation of a unique streetscape experience.

1. Street furniture should be coordinated and provide a consistent appearance that is tailored to the Port Whitby area.
2. Street furniture should not obstruct pedestrian or vehicular circulation.
3. Street furniture should be placed in a coordinated manner and should be placed so as not to impact sidewalk maintenance, particularly snow removal.
4. Street furniture includes benches, information pillars and flags, garbage and recycling receptacles, bicycle parking, bollards, lampposts and post boxes and fire hydrants.

For additional guidelines related to bicycle parking street furniture, please refer to Section 3.13.


**Figure 3.9** Street furniture provides a functional and attractive environment for pedestrians and cyclists.

**Figure 3.10** Public art helps to activate and beautify the public realm while creating an identity for the area for the residents and visitors.

## 3.8 Opportunities for Public Art

The inclusion of public art will creatively engage the broader community as well as enhance the culture and history of the Town as a whole. Public art also provides a mechanism to establish a sense of place and is encouraged on prominent streets, in parks and open spaces and along pedestrian pathways, trials and other highly visible locations.

1. Public art should be durable and easily maintained.
2. Public art should be both physically and visually accessible and barrier free.
3. Public art should explore opportunities to celebrate historic and cultural events.
4. Landscaping should be incorporated on the site where public art is located that complements and enhances the art.

## 3.9 Building Materials

Building materials have a great impact on the overall expression of individual buildings and of the neighbourhood as a whole.

1. All building materials should be high-grade, durable and selected for their energy efficiency and low environmental impact.
2. Building materials should be appropriate to their use and location and consistent with the contemporary expressions of the neighbourhood.
3. A variety of materials and colour palettes between blocks is encouraged.
4. The installation and implementation of building materials is as important as the materials themselves: careful attention should be paid to the detailing, connection and juncture to create clean architectural expression.
5. Building materials that should be avoided or limited in use include: concrete block, residential-type metal siding, or large quantities of highly reflective and mirror finishes for glazing, or finish effects that simulate another material.
6. Building materials for higher floors may differ from base materials, but compatibility and transition between materials should be considered and the rhythm and proportions of the lower floors should be respected. Higher buildings should have a “lighter” appearance in general to reduce any perceived height, weight and bulk of a large scale building.
7. Side and rear façades should include materials of equal quality to the front façade.
8. Original architectural details and features should be restored where appropriate.

**Figure 3.11** A variety of materials and colours with high quality detailing articulates the facade of these townhouses (Avenue Querbes, Outremont)

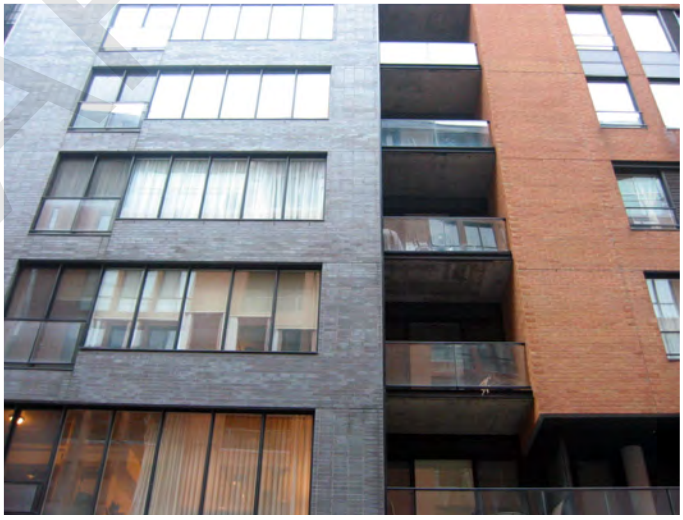


**Figure 3.12** Brick façades are high quality and durable

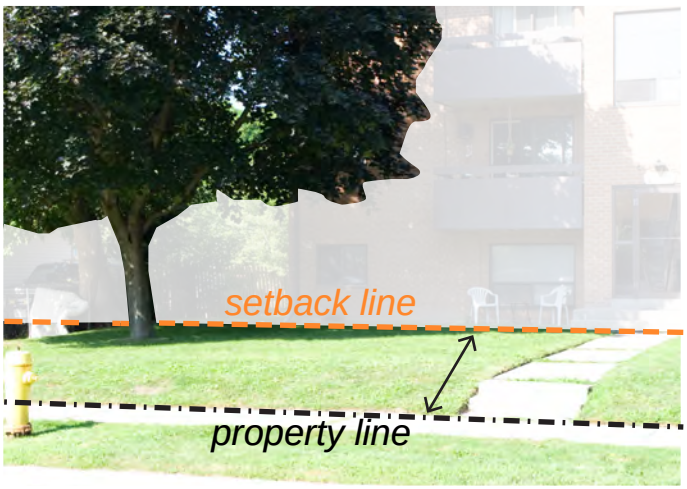



**Figure 3.13** Greater setbacks in areas with mature trees

**Figure 3.14** Deciduous trees allow the sun to access the streets and squares in winter

**Figure 3.15** Permeable surfaces and open grid pavement patterns are encouraged wherever possible in the neighbourhood, including private laneways

## 3.10 Landscape Design and Storm Water Management

Streetscape design plays an important role in improving the quality of the public street experience.

1. Landscape design should begin with taking an inventory of existing trees and vegetation with the goal to increase the number of trees, the urban canopy and soft landscaped area.
2. Every effort should be made to retain existing trees and shrubs during construction and mature vegetation should be integrated into the site layout and landscape design for the new development. Mature trees should be maintained even if greater setbacks are required (Figure 3.13). These spaces can contribute to the public realm by creating unique opportunities for outdoor seating. They also enhance the visual appeal of the street and contribute to storm water retention. Where trees must be removed, they should be replaced with new or similar sized planting in other areas of the site.
3. Trees should be selected for their ability to provide shade, reduce urban heat island effects and enhance the environmental quality of the street. High branching deciduous trees that form a canopy to provide shade in the summer and allow the sun to access the streets in winter are desirable (Figure 3.14).
4. Tree planting should be coordinated with utility locations and other Town infrastructure.
5. Where hardscape surfaces are required or desired, paving materials should balance the desire for low maintenance inputs with the benefits of permeability to manage storm water runoff and aid in the reduction of urban heat island effects (Figure 3.15).

6. Materials with a low solar reflective index, permeable surfaces and open grid pavement patterns are encouraged wherever possible, including private laneways.
7. Hardscaping should be carefully combined with adjacent landscaping treatments, including transitional zones or rain gardens, to reduce the impacts of stormwater runoff.
8. Bioswales, rain gardens, green roofs, permeable paving and rainwater harvesting should all be used where appropriate to minimize stormwater runoff and increase infiltration (Figure 3.17).
9. Accent paving, using different colours and/or different paving materials, should be used to define crosswalks, accessible curbs, parking access points and any private laneways where pedestrians and vehicles may share the space. In the latter case, distinct paving patterns can serve as important signifier of pedestrian priority to both drivers and pedestrians. Mid-block walkways can similarly be distinguished – and made more appealing as alternative paths – by the use of distinct paving.
10. Landscaped elements should extend beyond the ground plane and be considered for all flat and low sloped roofs. Roof area that is not occupied by mechanical equipment should incorporate a vegetated roof design that may include urban agriculture or recreational space.
11. The goal of any landscape design should be to increase the number and diversity of native tree and plant species. Native species contribute to biodiversity and the overall ecology of the area to support habitat.
12. Tree species that have the ability to better survive and adapt to the impacts of climate change should also be selected. These non-native but non-invasive species, that are salt and drought tolerant, are integral in resilient design and maintaining a healthy urban canopy for future generations.
13. When developing landscape plans, the Town of Whitby Landscape Plan Guidelines for Site Plan and Subdivision Development shall be apply.

**Figure 3.16** Paving will contribute in an important way to the feel and function of the area as a pedestrian-oriented area

**Figure 3.17** Hardscaping should be carefully combined with adjacent landscaping treatments to reduce the impacts of stormwater runoff (bioswale in Portland, Oregon).

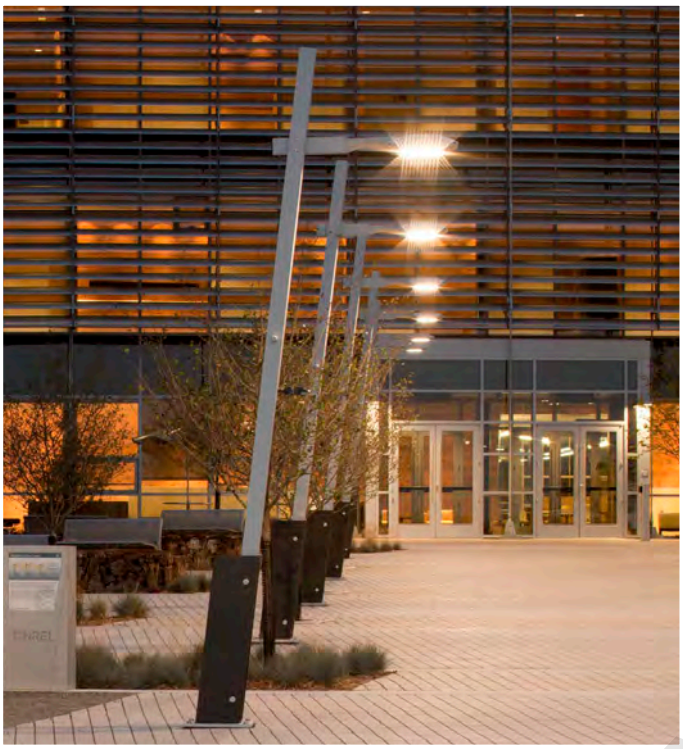


**Figure 3.18** pedestrian-scaled lighting should be used for active public spaces

**Figure 3.19** Outdoor light should be aimed and shielded to illuminate areas on site and sidewalk but not the street or adjacent residential uses

## 3.11 Lighting

Effective lighting can enhance the safety, attractiveness and usability of an area while minimizing the impacts of light pollution. Lighting can be especially influential in animating and making safe such spaces as plazas, transit stops, major intersections and mid-block connections. By capturing lighting on site, orienting lighting downward and applying energy-efficient technologies, a new development can eliminate light trespass, reduce wasted energy and reduce development impact on nocturnal environments.

1. Downcast, pedestrian-scaled lighting should be used for active public spaces, including inner-block walkways, parks and courtyards. In some areas, lighting can be provided both at an upper level and at a pedestrian scale.
2. Outdoor lighting should be aimed and shielded to illuminate areas on site and adjacent sidewalk areas but should not directly illuminate the street or adjacent residential uses.
3. Patio lights should be oriented towards the inner patio.
4. Architectural, landscape, and decorative lighting should only be directed upward to illuminate flags and statues and should use a directed light source that is not visible from adjacent residential properties, public rights-of- way or private streets.
5. The use of outdoor LED lighting systems is strongly encouraged to reduce energy use.
6. Window films, screening and shielding may be used to minimize the trespass of indoor light to public outdoor spaces and to minimize bird-window collisions.
7. All lighting fixtures should have a minimum clearance of 2.5 metres above pedestrian walkways and be located so as not to cause a hazard to those using pedestrian walkways.

8. All lighting shall be in compliance with Town's Lighting Guidelines, except as modified by this section.

## 3.12 Access and Servicing

1. Access to private driveways and parking structures should be located in the centre of blocks and away from major intersections.
2. Parking entrances should be oriented to minimize visual impact on adjacent properties and those directly opposite.
3. Entrances should be integrated with building design, located away from building corners and with minimal interruption of walkways.
4. Ground floor frontages may need to be set back adjacent to parking access sites to provide visibility at the exit.
5. All service and loading facilities should be contained within the building envelopes wherever appropriate. Wherever possible, loading facilities should be consolidated for each block.
6. Any loading and storage facilities must be buffered so as to minimize disruption and the enjoyment of neighbouring residential properties and the pedestrian realm located adjacent to the street.
7. Garbage storage rooms, in all cases, should be centralized indoors, below-grade and at the rear of buildings.

## 3.13 Construction Management

1. Construction activities shall ensure soil erosion control, waterway sedimentation and airbourne dust generation to minimize impacts on air quality.

**Figure 3.20** Access to servicing and parking treated as a part of general architectural wall design.


**Figure 3.21** Servicing should preferably occur at laneways and driveways


**Figure 3.22** Centralized garbage rooms save space and help to minimize the impact of garbage collection services.

**Figure 3.23** Bicycle parking should be provided in proximity to retail in order to encourage active transportation (Gough Street, San Francisco).

**Figure 3.24** Indoors bicycle parking should be provided for residents in multi-unit residential buildings.

**Figure 3.25** Urban furniture and bike racks can be strategically used to structure and animate open spaces.

2. The development of Construction Waste Management Plans should be encouraged to promote the reduction and recycling of construction waste and diversion of construction waste from landfills.

## 3.14 Bicycle Parking and Facilities

Increasing the transportation mode share of cycling is an important objective of the Port Whitby Secondary Plan that can be supported through urban design.

1. Multi-unit residential buildings should make internal bicycle parking available for residents; it should be located at grade with direct access to the adjacent street, wherever possible, or should provide ramped access to the street. All bicycle parking for visitors external to the building should be covered, either by lobby canopies, breezeways or independent shelter structures.
2. Bicycle parking should be provided in proximity to retail in order to encourage active transportation.
3. Bike racks can be strategically used to structure and animate open spaces.
4. Multi-unit office and employment buildings are strongly encouraged to provide bicycle parking within the building interior.

## 3.15 Vehicle Parking

The approach to parking in Port Whitby is to emphasize parking solutions that minimize the environmental and visual impact of surface parking as well as streamlining both pedestrian movement and vehicle movement.

1. Where possible, on-street parking is encouraged to animate the streets. On-street parking aids in reducing the speed of traffic and acts as a buffer between pedestrians and traffic. Parallel on-street parking is preferred and perpendicular or angled parking should be discouraged except on the south side of Front Street.
2. A reduction in parking standards may be permitted dependant on access to alternative modes of transportation.
3. In addition to on-street parking, all other parking spaces should be located at the back of buildings, either served by laneways or consolidated by block.
4. Hard surface areas should be minimized with landscaping and permeable, sustainable materials and technologies prioritized.
5. Surface parking spaces should be organized in compact formations with significant, high-quality soft landscaped edges, especially adjacent to the public realm.
6. Landscaping and site organization should prioritize managing storm water quality and quantity on-site, wherever possible.
7. Landscaping near parking and vehicle routes should prioritize opportunities for shading, without minimizing safety and visibility.
8. Pedestrian movement should be given priority in the design of all parking facilities. Clearly-marked, direct and safe pedestrian routes should be provided wherever possible and should be

**Figure 3.26** Surface parking should be integrated in the landscape

**Figure 3.27** Buildings should face the streets while parking should be consolidated in the back, minimizing the number or driveways and access points to laneways

**Figure 3.28** Adequate greenery, lighting and pavement materials help integrate surface parking in the landscape

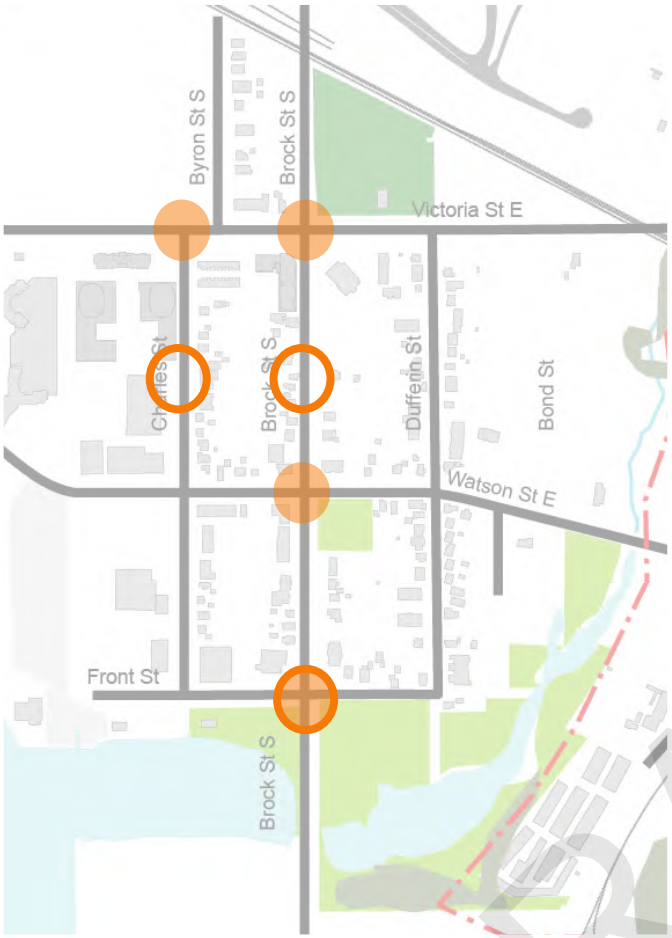



**Figure 3.29** Potential locations for Landmark Buildings

**Figure 3.30** Visibility of landmark buildings is enhanced by volumes, materials combination and lighting (Health Science Facility, Toronto)

separated when appropriate.

9. Lighting for parking should be oriented to limit visual impact on nearby residential units but should otherwise be well distributed to enhance safety and visibility.

## 3.16 Landmark Buildings

The urban fabric, defined by the street, block, and natural heritage networks of Port Whitby, yields a number of development sites that are significant, as identified on Figure 3.29 (Henry Street and Victoria Street, Brock Street South and Victoria Street West, Brock Street and Watson Street and Brock Street South and Front Street West). These buildings are significant for the following reasons:

- Their potential visibility from within Port Whitby and from outside Port Whitby (the potential for development to function as a sign-post, or gateway, to the community);
- Their potential for creating increased connectivity between, or acting as a defining threshold between, community areas; or
- Their potential to introduce a new “catalytic use” – such as a farmers market, a community arts centre, a new institutional use, or any other high value community-benefitting program to Port Whitby.

Buildings developed at Port Whitby’s primary intersections should meet the guidelines defined below.

1. Development, whether mid-rise or high-rise, should strive to achieve excellence both in the quality of design and application of principles of sustainable design.
2. All buildings should target a minimum of LEED Silver or an equivalent level of sustainable design.

3. Landmark buildings should provide a minimum ground floor clear height of 5.5 metres to accommodate varying forms of retail, community use, or live-work use where appropriate.
4. Architectural design should utilize durable and attractive materials, such as curtain-wall glazing, authentic brick rain-screen, or other contemporary rain-screen systems that are durable and easily maintained.
5. The use of materials simulating historic materiality (such as precast concrete imprinted or embedded with brick faces or brick forms) should be avoided. Mechanical penthouse screens or enclosed mechanical floors should be designed to enhance the appearance of the upper portion of tower or mid-rise forms.
6. Wherever possible, landmark buildings should incorporate raised gardens and occupiable green-roofs accessible, ideally, to the public or, at a minimum, building residents.


**Figure 3.31** Regent Park Arts & Cultural Centre is a good example of a “catalyctic use” bringing benefits to the community

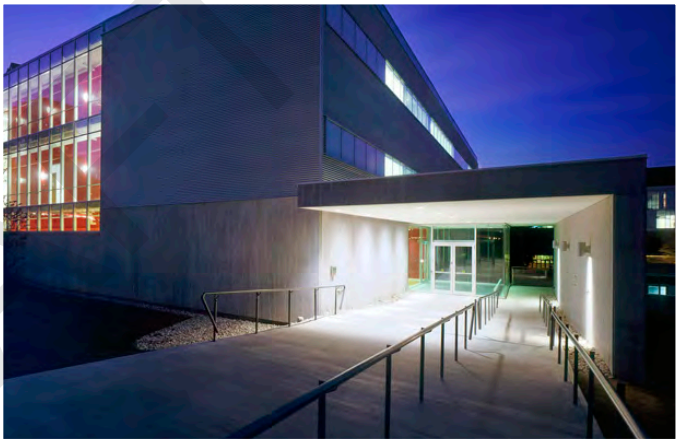


**Figure 3.32** Entrances to landmarks buildings should be prominent, very visible and detailed in a consistent manner with the primary architecture of the building (Seneca College, Toronto)

**Figure 3.33** Landmark buildings should incorporate raised gardens and green-roofs, (ideally) accessible to the public (Flon Station, Switzerland)

**Figure 3.34** Articulated façades reduce adverse effects of wind (Ironstone Condominiums, Burlington)

**Figure 3.35** Podiums (brick and black portion of example) and towers setbacks should be used to create a pedestrian scale at grade (Distillery District, Toronto)

## 3.17 Tall Buildings

A tall building can generally be defined as a building having a height greater than the adjacent street right-of-way width. In the Port Whitby Secondary Plan a number of areas are identified where buildings greater than 9-storeys are permitted. For these areas, tower forms with low podiums are recommended and long slab forms discouraged.

1. Tower forms with a low podium (building base) is the preferred massing. Free standing towers or tower walls that extend to the ground plane should be avoided unless the façade has significant articulation to mitigate against adverse effects of wind.
2. Towers should be slender with floor plates not exceeding 750 square meters to prevent overshadowing of the public realm and adjacent properties.
3. Façades of towers should be articulated to reduce adverse effects of wind.
4. Towers should be separated by a minimum of 25 metres and staggered where possible to increase privacy, protect Lake views and minimize effects of shadows.
5. Podiums (base of building) should be used at the base of towers to create a pedestrian scale development, increase the urban feel of the street and provide a level of transition between developments or existing communities (Figure 3.35).
6. Podiums should be a minimum of 3 storeys and a maximum of 5 storeys. These heights relate to adjacent and nearby mid and high-rise developments.
7. Floors above 5 storeys should step back by a minimum of 3 metres or as determined through Zoning By-Law.

## 3.18 Universal Design

In order to promote communities that are accessible to all, universal design principles should be applied to all buildings and public spaces to ensure that people of all ages and abilities are able to use them, these include meeting the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

1. All paths of travel should be unobstructed to allow barrier free travel, including access ramps and curb cuts.
2. Barrier free access should always be considered the main access. Avoid separate entrances and paths to provide barrier free access.
3. The use of multi-sensory surfaces and signals should be considered in all high activity areas, this includes textured surfaces, audible signals and high visibility and high contrast signage.

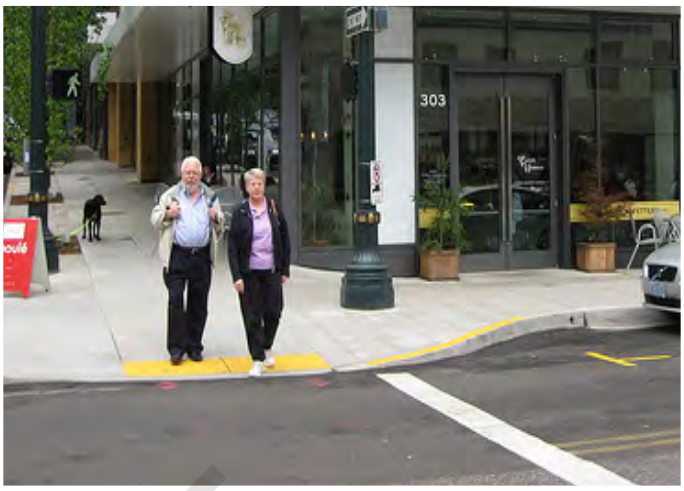



Figure 3.36 Well designed curb cut and markings ensure road safety and accessibility at the public realm.

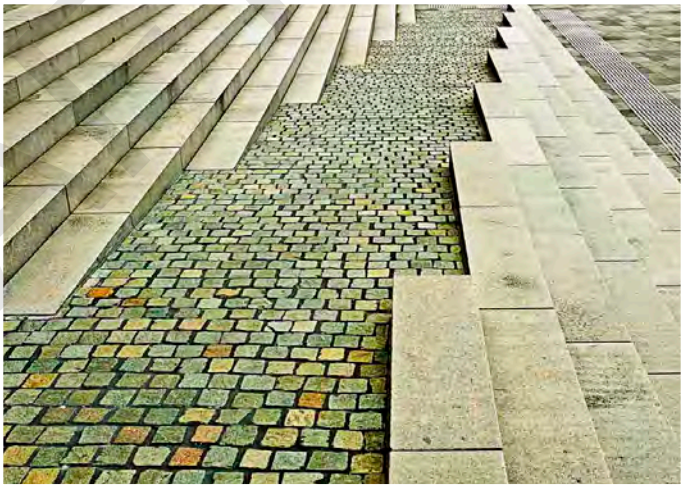


Figure 3.37 Avoid separate entrances and paths to provide barrier free access (Riverside walk, Brisbane)

*Figure 3.38 Roof design can help to collect and funnel rain water (Glen Murcutt's house, South Wales)*

*Figure 3.39 Rainwater Harvesting*

## 3.19 Water Efficient Buildings

Although Port Whitby is situated on the abundant water resource of Lake Ontario, there is enormous costs and energy required to pump, transport and treat this water before it can be used. Once this water has been used there are also enormous costs and energy to treat it before it can be returned to the lake. The incorporation of measures within buildings that contribute to potable/municipal water conservation shall be encouraged.

1. All buildings should be designed to use water efficiently. This should be accomplished using both standard and innovative water saving measures including: ultra-low flow fixtures, waterless urinals, dual flush toilets and grey-water recycling.
2. Buildings should collect and re-use rainwater in the building or, at a minimum, for irrigation.
3. Landscaping should include native and adaptive non-native drought tolerant species that require little or no irrigation. If irrigation is required, sub-grade irrigation systems are more efficient than those at grade and have the benefit of being able to use treated grey water.
4. Buildings should seek a level of sustainability with particular attention to achieving water use reduction credits through a sustainable design standard such as Leadership in Energy and Environmental Design (LEED). An ambitious target under LEED for New Construction would be to achieve a 30% reduction in potable water use from the LEED baseline calculation.

## 3.20 Low Energy Buildings

1. Buildings should be designed and constructed to reduce both total energy consumption and peak energy use through energy saving measures such as window shading, daylight design, daylight sensors, heat recovery ventilation, high efficiency mechanical equipment and energy efficient appliances.
2. New buildings and retrofits to existing buildings should seek to achieve a level of energy efficiency of at least 35% better than the Model National Energy Code for Buildings (MNECB), or 17% better than ASHRAE 90.1-2010, or 13% better than the National Energy Code for Buildings 2011 (these are minimum energy performance standards that will be required by the building code by 2017).
3. New buildings and retrofits should seek to achieve energy reductions such that 20% of the buildings energy use can be supplied from on-site renewable technologies. If renewable energy sources are not installed, provisions for future installations should be incorporated into the design and details.
4. Existing buildings are encouraged to increase their energy performance through envelope and mechanical system upgrades.

**Figure 3.40** Roof mounted photovoltaic panels can offset energy use and provide energy if local grid is unavailable.

**Figure 3.41** Operable shading has the benefit of providing shade in summer and allowing solar access in winter.

**Figure 3.42** Innovative solar shades can control the amount of natural light that enters the building.

**Figure 3.43** Articulation or treatment applied to glass project enough visual markers to make it visible to birds

**Figure 3.44** Awnings and overhangs cover windows and mute image reflections in them

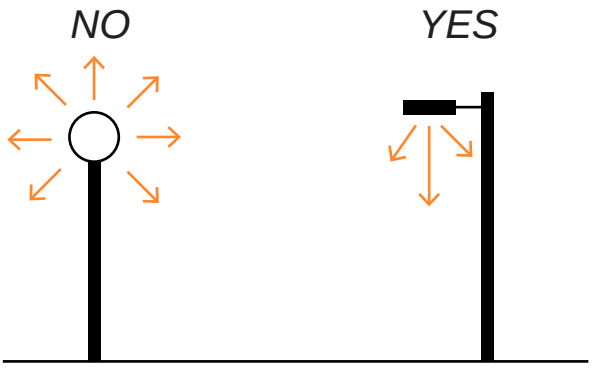



**Figure 3.45** Exterior lighting fixtures should be directed downward and oriented and placed in such a way as to project light only on non-reflective surfaces

## 3.21 Bird Friendly Design

The collision of birds with taller buildings is one of the major causes of migratory bird mortality in the Greater Toronto Area. With Port Whitby's extensive waterfront and large areas of open park land, it is particularly important to consider bird friendly design approaches. The two major causes of bird fatalities by buildings are highly reflective glass that reproduces perceived habitat and expansive areas of transparent glass that appear as an unobstructed passage. Buildings need to appear as opaque as possible to birds to reduce and potentially prevent bird strikes.

1. Large expansive glazed areas should employ strategies to reduce reflections or appear transparent to open spaces beyond. This can be accomplished using densely patterned glass or window films that appear opaque from the outside. There are also a number of new and innovative technologies using ultra violet patterns that are visible to birds but invisible to humans.
2. Building systems should be set up to automatically turn off major lighting after hours or close blinds once the sun has set.
3. The incorporation of window shading or canopies can reduce glass reflections and save on cooling loads.
4. Exterior street and building lighting should project downward (Figure 3.45) and away from reflective surfaces in order to reduce light pollution.
5. Ground level vents should use small openings that do not exceed 20 x 20 millimetres to prevent birds from entering mechanical equipment.

For further information on bird friendly design refer to www.FLAP.org.

## 3.22 Local Food Production & Urban Agriculture

Most fresh food found in supermarkets has travelled great distances. Creating opportunities for local food production is one of the objectves of the Port Whitby Community Secondary Plan.

St. John's Anglican Church has created an Outreach Committee to allow people to grow their own healthy food starting in 2015. Other urban design approaches should be implemented to foster other areas of Port Whitby to do the same.

The following urban design approaches can help facilitate the achievement of these objectives.

1. Open spaces and roof tops that receive good sunlight should be designed to incorporate for urban agriculture and community gardens where appropriate.
2. Space should be allocated within Port Whitby for regular local farmers markets that are centrally located to the community.
3. Programs and spaces for agriculture and community gardening should be provided as part of new development where feasible.

**Figure 3.46** Rooftop gardens can be a source of local food (YWCA Vancouver, photo by Michael Levenson)

**Figure 3.47** Community gardens can also function as community hubs


**Figure 3.48** Volunteer artists, painted a mural designed by Station Gallery staff for St. John's Anglican Church's Community Garden project.

**Figure 3.49** Green roofs reduce storm water run-off (Sears Merchandise Lofts Building, Toronto)

**Figure 3.50** Green roofs can be also incorporated in lighter structures such as garages (Malmo, Sweden)

**Figure 3.51** Green roofs are lower maintenance and more durable as the roof membrane is protected (ESRI Canada Ltd. rooftops, Toronto)

## 3.23 Green Roofs

Green roofs or vegetated roofs serve to absorb rainwater and reduce stormwater runoff, provide additional insulation to the building envelope, create habitat for wildlife and help mitigate against urban heat island effect. Future development in Port Whitby presents an opportunity to expand the extent of surface area that absorbs rainwater through green roofs.

1. All mid and high rise buildings should include a green roof design and should aim to achieve at least 80% coverage of the total open roof space not occupied by mechanical equipment or amenity areas which includes agricultural gardening. Green roof design can either be extensive (shallow soils with drought tolerant sedum planting) or intensive (deeper soils with greater variety of planting and contribution to biodiversity).

3. Where green roofs are accessible; use for food production should be encouraged.

4. Green roofs should be employed where large canopy coverage is required; for example over parking or garbage structures.

# 4.0
# GO Station Site

## 4.1 Introduction

The GO Station Site, as shown on Figure 4.1, is expected to accommodate a significant proportion of the future growth in Port Whitby. This growth will be accommodated primarily within three types of land uses: Medium Density Mixed Use Two (Up To 8 Storeys), High Density Mixed Use (18 Storeys maximum) and Commercial. The rail tracks divide the site in two. The area north of the tracks is designated for commercial use (primarily office with retail uses ancillary to Whitby GO Station and offices) and the south area will be designated primarily for high- and mid-rise mixed-uses.

The Port Whitby Community Secondary Plan policies in Section 11.1 outline the land use designation provisions as depicted in Figure 4.3.

The future development of the GO Site is intended to contribute to the establishment of a Transit Village. The Port Whitby Sustainable Community Plan envisioned the lands surrounding, and inclusive of, the existing Whitby GO Station as a medium- to high-density transit oriented community with:

- enhanced pedestrian and cycling infrastructure;
- improved overpass and underpass connections between the south and north sides of the railway track;
- a site for a major cultural facility at the intersection of Victoria Street West and Henry Street;
- mixed-use development with active retail frontage along neighbourhood roads and well-conceived publicly accessible landscaped areas in the mid-blocks between townhouses and mid-rise buildings;
- “co-parking infrastructure” that provides

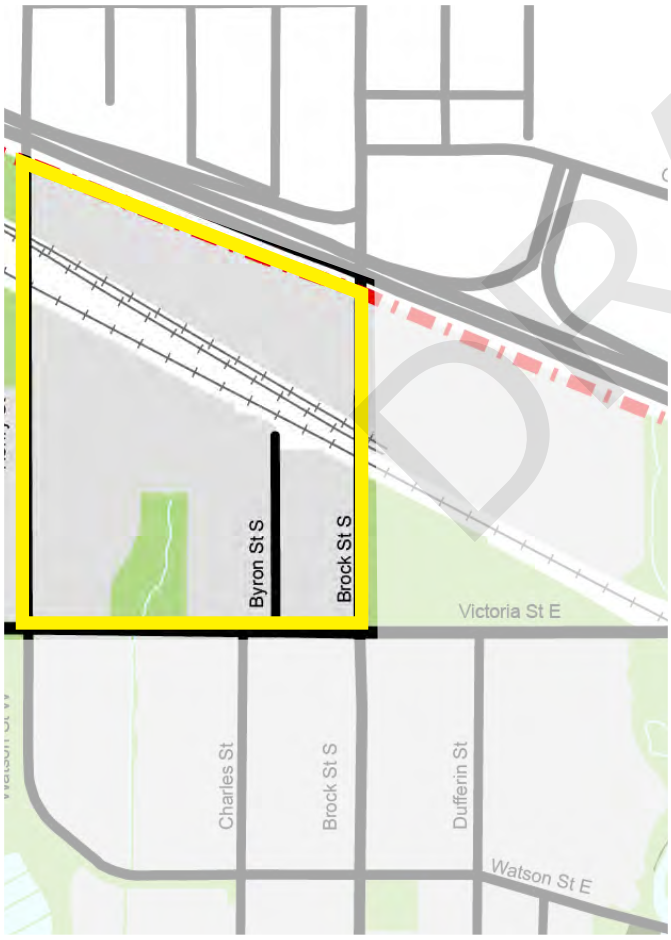



**Figure 4.1** GO Station Site Focus Area


**Figure 4.2** GO Station Site Focus Area

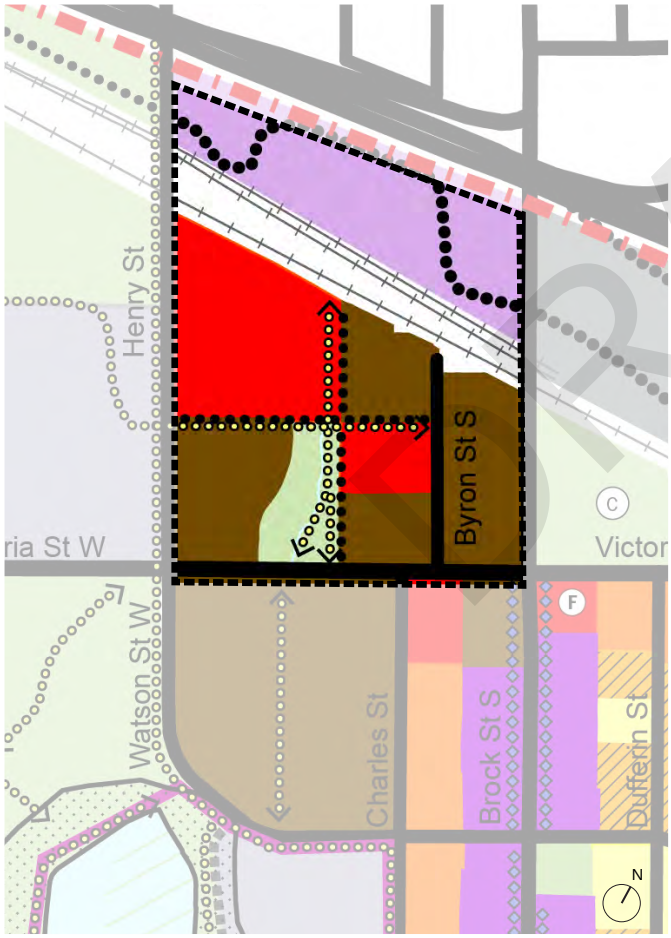



**Figure 4.3** GO Transit Site Focus Area

residential parking for new residential development with commercial parking. Replacing the existing surface parking with the smaller footprint of structured multi-storey (above and below ground) parking clad with active programs- both commercial and residential- facing both major and neighbourhood streets; and

- a new public park provides a connective spine between the GO Station and the potential Willis Creek pedestrian and cycling corridor (a new major "connector" bringing pedestrians and cyclists from the southern areas of Port Whitby to Victoria Street); and
- improved connections between existing communities and facilities to the south and west in the form of logical intersection and road improvements, pedestrian crossings, and streetscape improvements.

**Legend**

- Boundary of Port Whitby Community
- Low Density Residential
- Medium Density Residential One
- Medium Density Residential Two
- Mixed Use Residential One
- Mixed Use Residential Two
- High Density Residential Mixed Use
- Community / Institutional
- Commercial
- Utilities
- Major Open Space
- Environmental Protection Area
- Cemetery
- Marina
- Flood Hazard Area
- Fire Station (Existing)
- Potential Corridor for Future Study
- Proposed Roads
- Seasonal Corridor
- Existing Road Network
- Active Transportation Network / Connections
- Waterfront Trail (Improved)
- Ground Floor Animation - Main Street

## 4.2 Existing Typologies

### Surface Parking

The primary land use occupying approximately 60% of the 17 hectare aggregated GO Station area is surface parking. This use is characterized by a mix of asphalt hardscape surfaces and unpaved gravel parking areas. Access to the surface parking south of the rail tracks is via a driveway entrance off of Henry Street at the western edge of the site or via a driveway entrance to the west of Byron Street at the south edge of the site.

**Figure 4.4** GO Transit Site Surface Parking & parking structure

The surface parking serves, primarily, daytime commuters utilizing GO Transit. Access to the GO Station is via a pedestrian overpass located adjacent to the multi-level parking structure along the south side of the rail tracks.

### Multi- Level Parking Structure

The northwest corner of the south GO Station lands (south of the rail tracks) are defined by a substantial four-storey parking structure (unconditioned), as seen in Figure 4.4. The entrance to the parking structure is via the driveway accessed off of Henry Street. The vision for Port Whitby anticipates eventual intensification surrounding the existing parking structure.

**Figure 4.5** Existing Single Family Housing

### Single Detached Houses

A number of single detached homes (Figure 4.5) exist on the east side of Byron Street South at the eastern edge of the GO Station site. These primarily privately owned lots back onto Brock Street South to the south of the rail overpass.

### Walk-up Apartments

Interspersed amongst the existing single detached homes are a series of low-rise walk-up apartment buildings as shown in Figure 4.6.

**Figure 4.6** Existing Walk-up Apartments

## 4.3 Area Specific Urban Design Guidelines

### 4.3.1 General Design Strategies

1. Encourage a development pattern that reinforces and encourages future pedestrian connections to the GO Station, and integrates new development with public realm elements such as the Willis Creek Corridor, Waterfront Trail, and current and future rail corridor crossings.
2. Reduce overall energy use by optimizing building form, orientation, encouraging alternative energy sources, and focusing on strategies to reduce car trips and parking requirements such as a car share program.
3. Integrate block developments to ensure consistent street-fronts, continuity of mid-block pedestrian pathways, and maximum efficiency of below-grade parking structures. Provide walk-out units and townhouses at grade wherever possible that will ensure “eyes on the street” and an urban street edge.
4. Incorporate innovative solutions for on-site stormwater collection and management. Create new open space networks connecting existing and new parks, and new pedestrian and cycling corridors. Encourage extensive use of green roofs and urban agriculture wherever possible.

### 4.3.2 Building Mass and Height

1. New buildings should be designed to relate to the scale of the buildings surrounding them in terms of the proportions, materials, setbacks and transitions to adjacent sites. This is most critical in the relationship between high-rise lots fronting onto Victoria Street and Brock Street South and the mid-rise lots in the centre of the south portion of the GO Station site.
2. The podium (height of the base) of tall buildings should be limited to 4-storeys, transitioning to 3-storeys adjacent to shared lot boundaries with lots designated for mid-rise development.
3. All building walls that are within 6.0 metres of the street line should have a minimum height of 2 storeys and a maximum height of 8-storeys (for mid-rise buildings) to provide for the stepping back of taller portions of mid-rise buildings.
4. The maximum floor plate size for any storey in a tower greater than 12 storeys in height should be 750 m2 to, in part, maintain views to and from Lake Ontario and reduce shadow impacts of tall buildings on surrounding lands, streets, and open spaces.
5. If new development is taller than the existing adjacent buildings it should use various architectural features to provide a transition from the scale of the existing buildings to the full height and mass of the new building. One and two storey extensions, porches, porticos and projections can be used to create a transition in the building height.
6. If new development is significantly wider in mass than the existing buildings in the area, the new building should use architectural features that visually break the massing up into smaller sections that are more consistent with the massing of the existing housing.

### 4.3.3 Setbacks

1. A minimum of 70 percent of the frontage of the lands on Henry Street, Victoria Street and Brock Street South should be the site of buildings, within 3 metres of the street line. The purpose of this provision is to create a pedestrian connection between buildings and the street. Lands proposed as open space, would not be

included for the purposes of calculating this requirement.

2. The tower portion (or mid-section) of tall buildings, should be set back from the ground-related podium by a minimum of three meters above the fifth floor on all sides.

3. Towers should be setback a minimum of 12.5 metre from side lot lines to assure a minimum 25 metre separation between tall buildings on adjacent sites.

4. Mid-rise buildings must be setback a minimum of 6 metre from side lot lines to assure a 12 metre separation between mid-rise forms.

5. The maximum setback for any building from the street line should be 6 metres. This is to promote a streetscape with a strong connection to the building but still allow for variation in built form with usable exterior space such as cafe seating.

### 4.3.4 Landscape and Parking

1. A minimum of 30 percent of each lot should provide for open space for landscaped open space such as common outdoor amenity areas.

2. All parking should be located underground, to the rear of buildings, or above-ground at the rear of buildings (but enclosed behind active program such as retail, commercial, or residential space) so that parking does not dominate the streetscape and supports a pedestrian-friendly environment.

3. Consolidate existing surface parking within structured and below-grade parking facilities incorporated into block developments. Encourage extensive use of green roofs and permeable paved surfaces where possible.

**Figure 4.7** Open spaces in proximity to transit are well-used year round (Sound Transit's International District Station, Seattle)

**Figure 4.8** Promenade Plantèe, Paris

## 4.4 Key Sites

### 4.4.1 GO Station Urban Square

The open space fronting onto Victoria Street is intended to be a modest urban square - a “pedestrian priority” area surrounded by active retail and commercial uses (ancillary uses for GO Station riders and residents alike) with an enhanced palette of landscape materials such as granite pavers and multiple rows of mature trees. This open space wold provide an area for gathering as well as passive recreational uses for local residents.

### 4.4.2 Victoria Street Pedestrian overpass or underpass

Pedestrian crossing points for Victoria Street, a future six-lane regional road with a proposed 45m right-of-way (Figure 4.9), must be carefully considered relative to proposed and existing pedestrian infrastructure in the communities to the south. The alignment of Willis Creek, and the proposed Willis Creek multi-use trail, presents an opportunity for a safe elevated, or underground crossing between the proposed trail and the proposed park extending north through the GO site. Any underpass or underpass connection must be designed to achieve the objectives of CPTED (Crime Prevention Through Environmental Design), providing safe passage for pedestrians and cyclists moving from south to north. Any underpass or overpass should include dedicated active transportation lanes and dedicated space (a minimum of 2m) for pedestrian use. Ramp connections or elevators must be provided both at south and northern entry points to assure full accessibility and compliance with OADA standards.



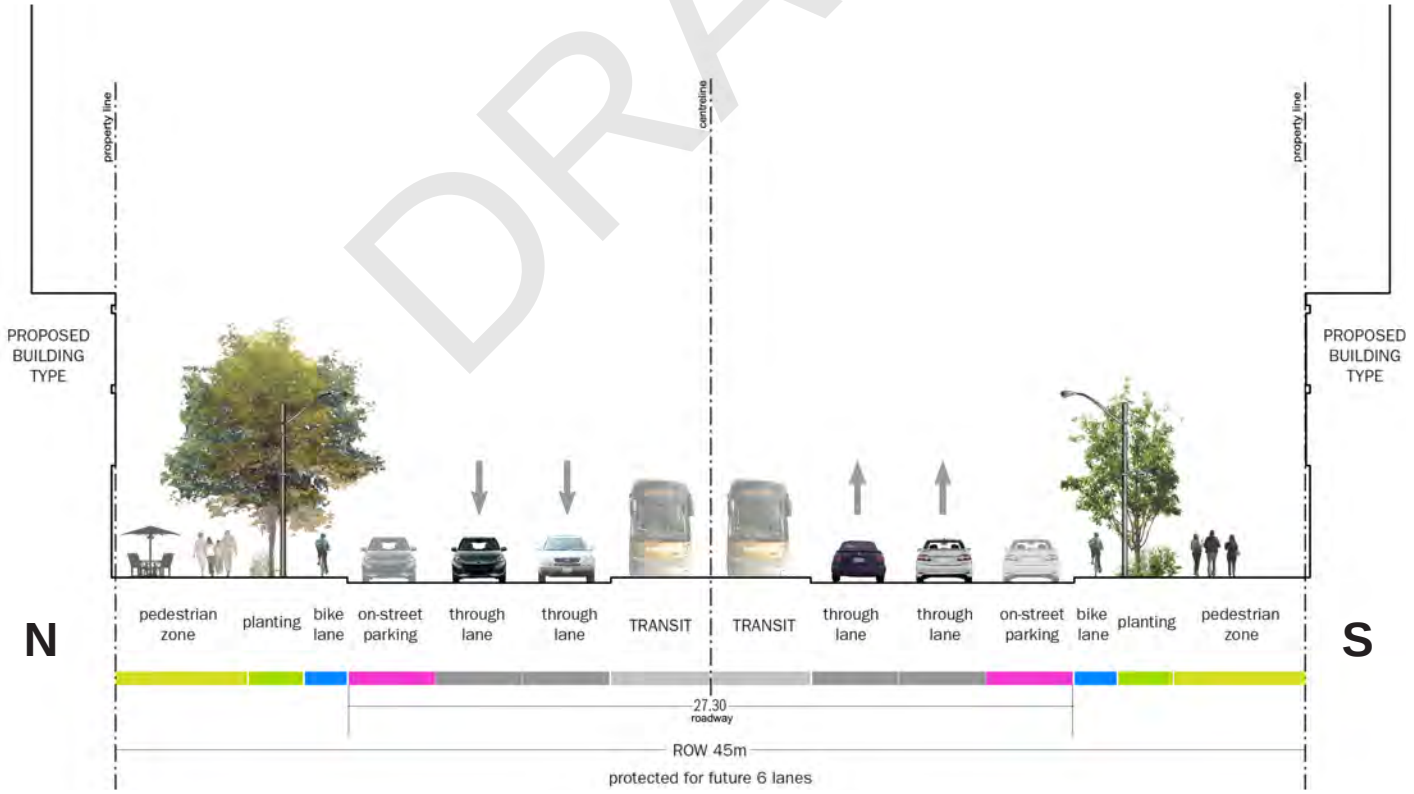



**Figure 4.9** Victoria Street typical cross-section

### 4.4.3 Cultural Venue Site

The site at the northeast corner of the intersection of Victoria Street and Henry Street, a parcel of approximately 1.47 ha, is envisaged to accommodate public, institutional, community, cultural and hospitality uses such as cultural/ community centres, hotels, restaurants, recreational facilities, retail, art galleries, and museums. High-density residential and mixed-use buildings would also be permitted. A significant consideration of any community or cultural facility developed on the site is the public open spaces surrounding the principal buildings.

The relationship between this site and the open space immediately to the east is seen as a critical landscape feature of the GO Station site. The eastern edge of the site is an opportunity to introduce cafés, terraces and retail uses that take advantage of the proximity to this open space.


**Figure 4.10** Rose Theatre and Garden Square, Brampton

# 5.0
# Brock Main Street


**Figure 5.1** Brock Street South Focus Area

## 5.1 Introduction

The section of Brock Street South between Victoria Street West and Front Street West, as shown in Figure 5.1, is unique within the Town of Whitby for its distinctive mix of historic and contemporary buildings, its range of lot sizes and opportunities for intensification and re-development, and, most importantly, its proximity to the natural and social amenities of the waterfront.

The Port Whitby Secondary Plan envisages lower Brock Street South as a “Main Street” - a walkable commercial boulevard with retail and commercial spaces at grade, enhanced streetscapes, and a vibrant mix of mid-rise buildings, historic structures, and modified walk-up buildings retro-fitted with animated uses at grade. Brock Street South’s unique character would be maintained with the preservation of the mix of forms - historic and contemporary - and the potential of a street tree program that retains the substantial mature trees already lining the street and supplements with rows (double-rows where possible) of new mature trees.

The transition from a primarily residential street to a “main street” will involve:

- the development of medium density residential uses and small scale retail and personal service uses that are integrated on sites and/or within buildings with residential uses in a manner that is designed to be transit supportive and pedestrian oriented;
- maintaining and promoting Brock Street South as a focal point for commerce, tourism and pedestrian-scale activity in Port Whitby;
- promoting Brock Street South as a both an exciting place to live and a creative destination for entertainment, leisure, civic activities and retail shopping;

- streetscape and façade improvements that revitalize the cultural and historic character of this focal point of the Town of Whitby;
- supporting Lower Brock Street as a symbolic, historic focal point and an identifiable place that belongs to the entire community and celebrates Whitby's history;
- protecting and enhancing the unique heritage character of the area;
- providing a safe, age-friendly, accessible, sustainable and attractive pedestrian environment within the public realm that contributes to the animation of the area and creating a sense of place; and,
- creating a sense of civic identity, place and pride through a high standard of urban design, public space, street furniture and public art.

The Port Whitby Community Secondary Plan policies in Section 11.1 outline the land use designation provisions as depicted in Figure 5.2.

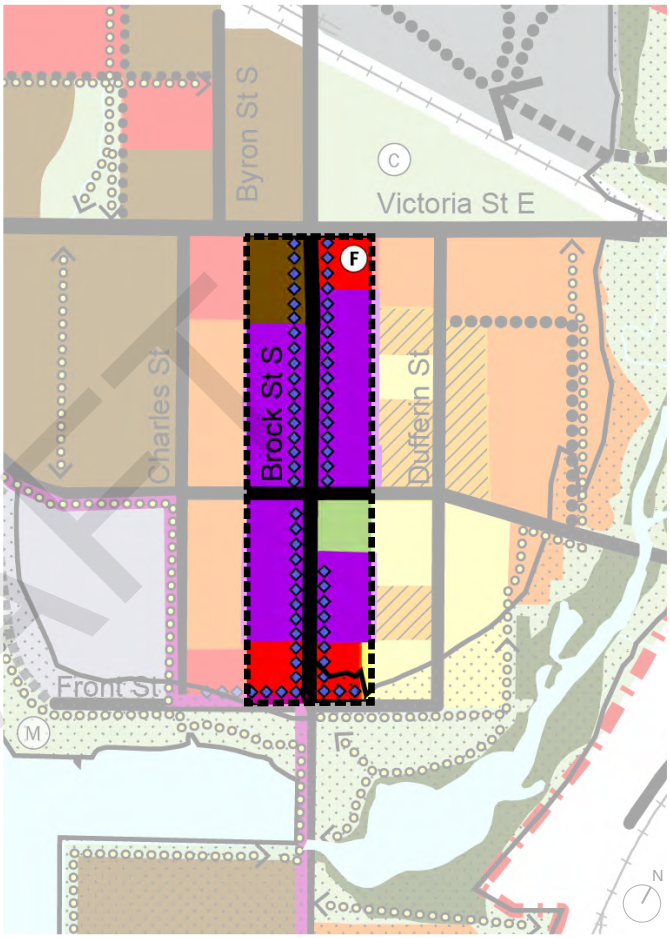



**Figure 5.2** Brock Street South Focus Area

**Legend**

- Boundary of Port Whitby Community
- Low Density Residential
- Medium Density Residential One
- Medium Density Residential Two
- Mixed Use Residential One
- Mixed Use Residential Two
- High Density Residential Mixed Use
- Community / Institutional
- Commercial
- Utilities
- Major Open Space
- Environmental Protection Area
- Cemetery
- Marina
- Flood Hazard Area
- Fire Station (Existing)
- Potential Corridor for Future Study
- Proposed Roads
- Seasonal Corridor
- Existing Road Network
- Active Transportation Network / Connections
- Waterfront Trail (Improved)
- Ground Floor Animation - Main Street

## 5.2 Existing Typologies

This section of Brock Street is characterized by two main housing typologies; single detached homes and 2.5 to 3 storey walk-ups, as well as a number of other sites including the fire hall, vacant lots, and a small commercial development.

### Heritage Houses

There are a number historically significant buildings that line Brock Street, which may be candidates for protection under the Ontario Heritage Act. The historically significant buildings are the following:

- 1514 Brock Street South (Built 1855) James Cameron House
- 1518/1520 Brock Street South (Built 1850's) Louis Northam House
- 1601 Brock Street South (Built 1854) Joseph Pierson House
- 1615 Brock Street South (Built 1840) - Abner Nash House
- 1621 Brock Street South (Built 1858) - Hugh Bredin House

**Figure 5.3** Heritage Houses

### Walk-up Apartments

South of Watson on Brock Street there are five walk-up apartment buildings (Figure 5.4) ranging from 2.5 to 3 storeys. These apartments can be divided into two categories; those with main entrances facing the street and those with main entrances either on side streets or at the back of the building off of a parking area. One of the defining features is the generous setback with mature trees that line the street.

**Figure 5.4** Walk-up Apartments

**Figure 5.5** Single Detached House

**Figure 5.6** Commercial Building

**Figure 5.7** Fire Station & South Lot

### Single Detached Houses

Single detached homes, like the one shown in Figure 5.5, make up the majority of building stock along this section of Brock Street. These buildings vary in quality, size, up-keep and setbacks. All buildings have driveway access off of Brock Street. Some of these buildings are located on large properties that have potential for infill and increased development potential. There is opportunity to consolidate properties to allow for greater development potential.

### Commercial Buildings

The north-west corner of Brock Street and Watson Street, as shown on Figure 5.6, provides the only commercial amenities on this section of Brock Street. The site currently includes a restaurant, beauty salon and variety store.

### Fire Station

The fire station site at the south-east corner of Victoria Street and Brock Street was built in 1994. The Town of Whitby currently has no plan to redevelop the site for anything other than its current use. However, the site is of key importance to the development of Brock Street South as a main street as it is a gateway into the Port Whitby area. An opportunity exists for enhancements to the site to emphasize its gateway function. There is also an opportunity on the property to the south (see Figure 5.7) to provide temporary surface parking opportunities to support the commercial uses and tourism function of the area as described in the Community Improvement Plan.

## 5.3 Area Specific Urban Design Guidelines

### 5.3.1 Building Massing and Height

1. Buildings should maintain a consistent street line with minimal setback from the property line.
2. Façades facing Brock street should be a minimum of 3 storeys. There should be no requirement for stepping the building back below 3 storeys.
3. At the gateway sites where eight storeys is permitted, a step back of approximately 3 metres should be provided at five storeys. This will help to maintain pedestrian scale of buildings and promote good solar access to the pedestrian realm.
4. All buildings should be constructed to the maximum height in order to have a consistent street wall.
5. Maximization of a buildings frontage is strongly encouraged and buildings should occupy 80% of the frontage.
6. Where access to rear parking is needed, adjacent lots should use shared easements to minimize the number of breaks in the urban fabric.
7. Non-residential uses should be no less than 60% of the ground floor with street frontage.
8. Building design is encouraged to incorporate age friendly and universal design to achieve a high level of accessibility.

**Figure 5.8** Bohemian Embassy Queen St. West, Toronto (Intensification Along Main Street)

**Figure 5.9** Mid-rise commercial on main street


**Figure 5.10** A setback at grade level can create a welcoming semi-open space for retail activity as well as weather protection

### 5.3.2 Setbacks

1. Front setbacks should be consistent and minimized to create the urban 'main street' feel. To create an urban street, maximum setbacks should be applied even when adjacent buildings are set back further.
2. 75% of the building face at grade should be within 3m of the front (Brock Street) lot-line.
3. Increased setbacks may be permitted where space remains as semi-public. These increased setbacks with semi-public space should be encouraged across from Watson Park where a row of mature trees exist.
4. Front setbacks may need to be increased to accommodate increased streetscape requirements.
5. Zero setbacks on side lot lines is encouraged to create a continuous urban street wall.
6. Rear yard setbacks should be a minimum of 10 metres to allow sufficient distance from neighbouring properties. This area should be landscaped and used to plant large trees.
7. A rear yard angular plane of 45 degrees from the property line should be applied to reduce overlooking and overshadowing on neighbouring properties.

### 5.3.3 Ground Floor Design and Street Orientation

1. The ground floors of buildings along Brock Street are important in defining the public realm, contributing to a vibrant streetscape and supporting a pedestrian-oriented community. Non-residential uses including retail, services, and offices uses are encouraged to be located at the ground floor.
2. Entrances should be well defined and provide weather protection where appropriate.
3. Ground floor lobbies should take up no more than 20% of the building frontage.
4. Buildings primary entrance should be located on Brock Street with secondary entrances at the rear. Entrances should be well defined and clearly visible from the street and enhanced with elements such as good lighting, canopies and architectural detailing.
5. In order to provide maximum flexibility for retail uses as well as service and loading, the minimum floor to floor height of the ground floor should be 4.5 metres.
6. Glazed areas should use clear glass and allow for views to indoor uses. Buildings should employ a shading strategy or canopy where necessary to reduce solar gain in summer and bird strikes.
7. Buildings should address Brock Street South at grade as well as with the upper floors. The façade facing the street should incorporate well proportioned windows, balconies and other architectural features that address the public space.
8. Building façades that exceed 60m in length should be articulated in a manner that 'breaks up' the façade. A variety of materials and details, both vertical and horizontal, may help to produce articulation. Blank façades should be avoided.

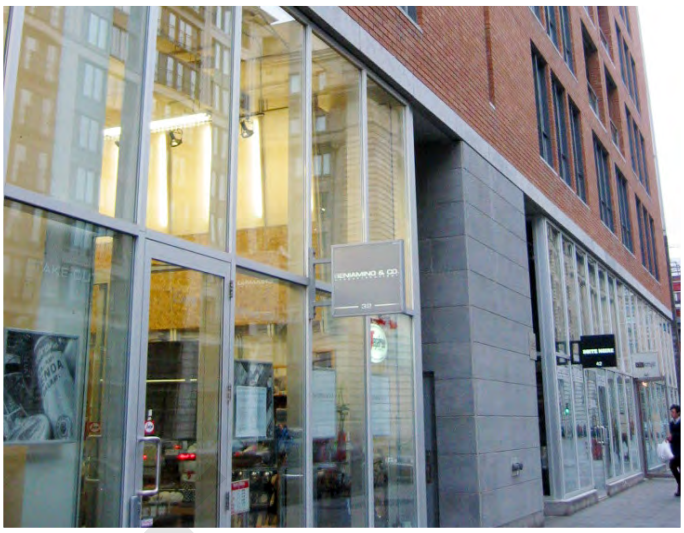


**Figure 5.11** Glazing and additional height at-grade provide variation in the façade

**Figure 5.12** Canopies create shelter, define the entrance and create an appropriate human scale (Town of Amorebieta-Etxano,Spain)

**Figure 5.13** Continuity of the podium produces a transition for the difference between mid-block buildings and the gateways in the corners (SOPA Square, Kelowna BC)


**Figure 5.14** Commercial at the corner (Regent Park Redevelopment, Toronto)

### 5.3.4 Corner Lots

1. Corner lots are of particular importance in the Port Whitby community as they define intersections and transitions between development contexts. They also need to address both a fronting 'main' street and flanking secondary street. New developments on Brock Street should respond to this dual frontage. Buildings on corner lots should be designed so that the two street façades have a comparable level of architectural detail and character, including windows, doors, recesses and projections.
2. Buildings on corner lots should be located at the minimum setbacks in order to create intersections with focal points.
3. Special elements such as corner bay windows, wrap-around patios, verandas and decks, or other interesting architectural elements can be used to bridge the transition from one frontage to another.
4. Corner lots should provide access to parking from the secondary street to maximize building frontage on the main street.
5. Building corners should be accentuated by using recessions or canopy projections.
6. Main building entrances should be located at or as close as possible to the corner.
7. Recessed corner open spaces are ideal for public art installations.

### 5.3.5 Parking

1. To encourage usable open space for developments along Brock Street, underground parking is encouraged.
2. Where parking structures are above ground level they should be concealed from the public view by means of architectural treatments or screening.
3. No parking will be permitted in front yards or exterior side yards.

### 5.3.6 Servicing and Loading

1. Where servicing and loading are required for residential and non-residential uses they should be located with no visual impact from Brock Street South (Figure 5.16).
2. Loading areas and service entrances should be located at the rear of buildings away from public views.
3. Where servicing areas may be visible from side streets they should employ screening that is visually attractive.
4. Garbage and recycling storage should be located within the building foot print.

### 5.3.7 Public Realm and Semi-Private Open Space

1. Sidewalks should be maintained on both sides of the street and be of sufficient size to enable comfortable pedestrian movements.
2. Where boulevard space is sufficient to accommodate more than the minimum required sidewalk width, additional space should be reserved for ancillary uses including landscaping and storm water management, public seating and bicycle parking (Figure 5.18).
3. Trees should be planted to provide adequate shade coverage along the pedestrian path.

**Figure 5.15** Parking structure walls should be concealed from the public realm by means of architectural treatment or screening (Santa Monica Civic Center Parking Structure, LA)

**Figure 5.16** Access to servicing, loading and parking treated as a part of general architectural wall design.

**Figure 5.17** Parkettes and small semi-private spaces foster relaxing uses and social activities beyond parks

4. Where sidewalks can be widened sufficiently, it should be encouraged to include public art installations along the street. These can also be incorporated at smaller scales and into street furniture, for example bike racks.
5. Semi-private open spaces should be highly visible spaces that are directly accessible from the public realm as shown on Figure 5.20. These should be encouraged as an extension of the sidewalk so people feel welcome to interact with the space.
6. Landscaping in front of buildings that is not publicly accessible is discouraged.
7. Low branches on street trees should be cut to increase visibility of the ground plane. New trees should also be placed along the boulevard at regular intervals (approximately 10 metres centers).
8. Utilities should be located underground to improve the visual appearance of the streetscape and allow for the planting of new trees adjacent to the roadway.
9. Light standards should be up-graded with pedestrian scale fixtures that also focus light on the sidewalks.

### 5.3.8 Walk-up Apartments

1. Additional entrances should be added to ground floor units.
2. Site barriers (fences) should be removed.
3. Private patios should be located at ground floor units with low landscaping screening no higher than 1 metre.
4. Private driveways should upgrade paving materials.
5. Building envelopes should be upgraded for thermal performance and aesthetic purposes.

**Figure 5.18** A vibrant street fits all users

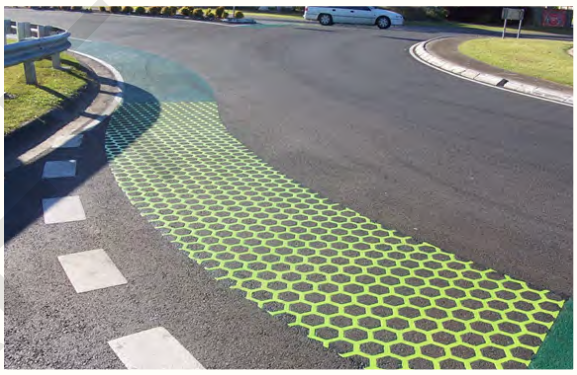


**Figure 5.19** Paving


**Figure 5.20** Typical mid-block cross-section at Brock Street South

### 5.3.9 Heritage Houses

1. Renovations to heritage structures should give attention to matching existing materials and historical architectural language.
2. New construction should distinguish itself from the historical building with modern aesthetic and materials as seen in Figure 5.21.
3. Heritage buildings should be given prominence within new developments through adaptive reuse. Their prominence can be further highlighted by construction adjacent façades at a lower height, or maximizing façade exposure through the creation of a plaza, or slightly recessing new construction back from the heritage façade (Figure 5.22).

**Figure 5.21** Renovation of buildings of historical significance should be made with attention to matching existing materials and historical architectural language, new construction should distinguish itself from historical components.

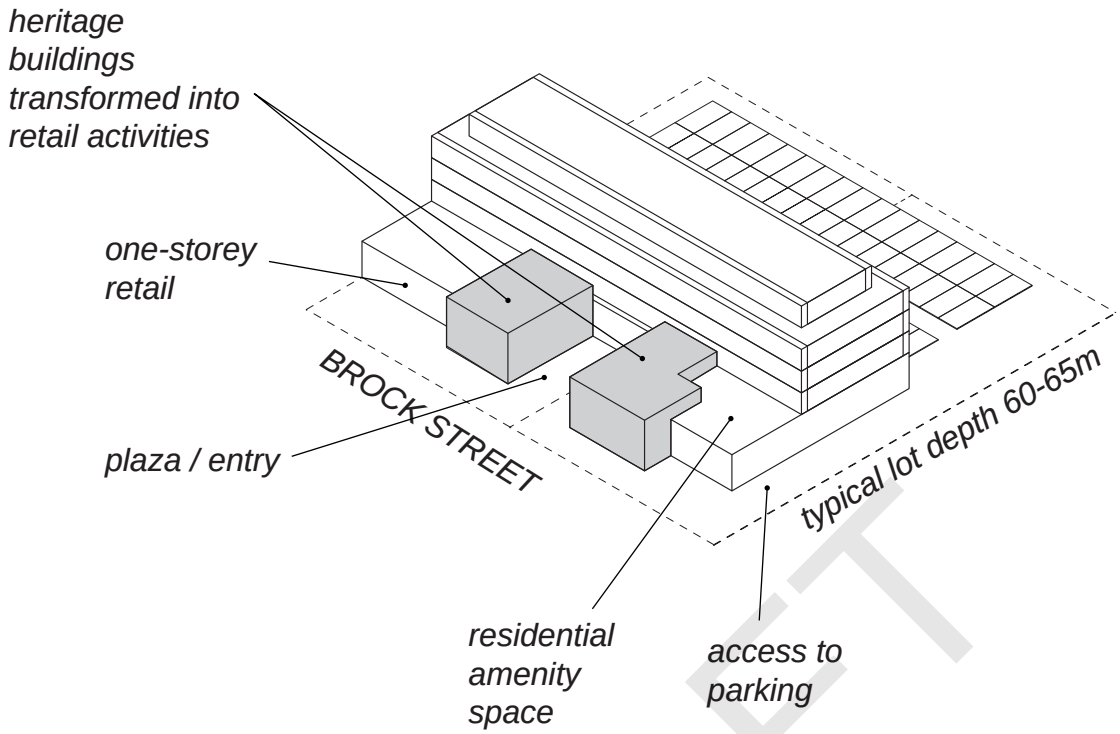



**Figure 5.22** Demonstration Plan of protection strategy for Heritage Building parcels

### 5.3.10 Existing Commercial

1. Consistent signage that meets the Town's signage By-laws should be established for each development.
2. Existing paved areas with direct access from Brock Street should be upgraded with a designated pedestrian link to the storefronts.
1. New development around heritage buildings should respect the heritage elements and respond to the lower height of these buildings.
2. New construction should distinguish itself from the historical building with modern aesthetic and materials, Figure 5.23.
3. Commercial uses should to be included at grade for all developments that front Brock Street.

### 5.3.11 Infill

Infill will most likely take place on larger sites with existing housing and specifically on sites with heritage houses. Infill developments work with sites that are undeveloped or smaller sites where it may be difficult to reach the full potential of the policies.

Efforts should be made to maintain heritage buildings and incorporate these into the urban feel of Brock Street South by the following:

**Figure 5.23** Leonard Street, Toronto

### 5.3.12 Redevelopment

Redevelopment is key to reaching the vision of vibrant pedestrian friendly main street. A number of large parcels of land exist where development should easily move forward. Where smaller lots exist, owners may wish to consolidate these to achieve greater development potential.

This is where the full range of area specific design guidelines will apply. The illustrations on Figure 5.24 and 5.25 show how redevelopment can occur on a typical site and on a corner site while meeting and highlighting a number of key guidelines that are addressed with each of these examples.

1. Commercial uses and lobbies animate the ground floor of Brock Street and gateway sites.
2. Arcade zones provide additional boulevard space for retail activities and provide weather protection.
3. Access to rear parking is near property lines and coordinated with neigbouring property or located off of secondary street.
4. Building entrances should be highly visible. On corner lots entrances close to or at the corner are encouraged.
5. Building heights and aligning of floors should be consistent with adjacent properties.

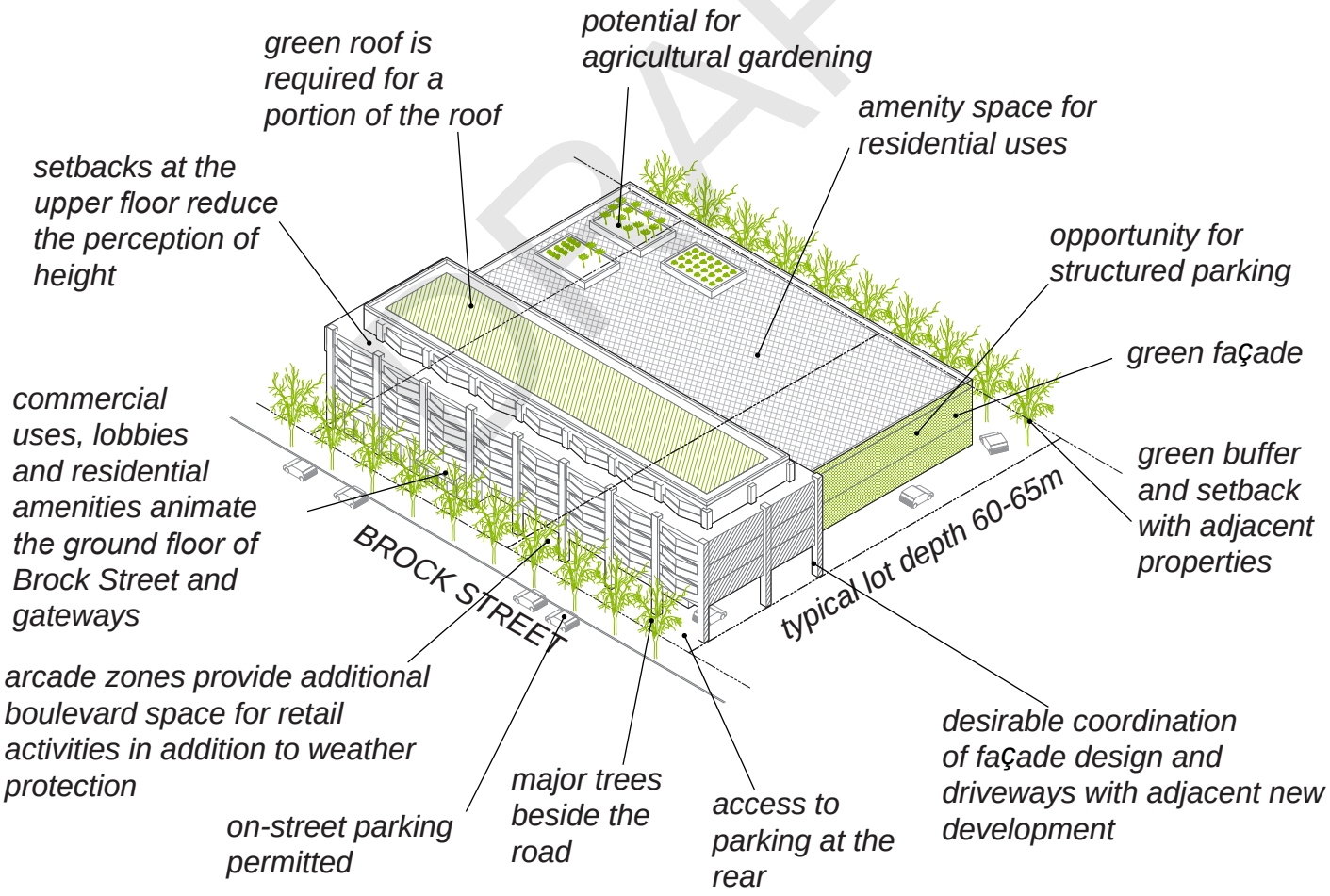



**Figure 5.24** Demonstration Plan for potential redevelopment of mid-block consolidation of lots

6. Where blank facades are unavoidable, strategies such as green walls or other architectural articulation should be considered.
7. Street trees should be planted close to the road and where setback permit a second line of trees should be planted.
8. A green buffer at the back of the property will provide privacy with adjacent neighbours.
9. An angular plane of 45 degrees applied to the rear property line allows adequate daylight to reach units, reduces overshadowing and provides a level of privacy between neighbours.
10. A green roof should cover at least 80% of the roof area (excluding area for mechanical and roof top amenity uses)
11. Roof top amenity space provides inhabitants with open space on sites where this is difficult to achieve at grade. This roof top area can also be used to for agricultural gardening.
12. Shallow floor plate depths that run parallel with the street provide good separation distance from neighbours and also allow good access to daylight for all units.

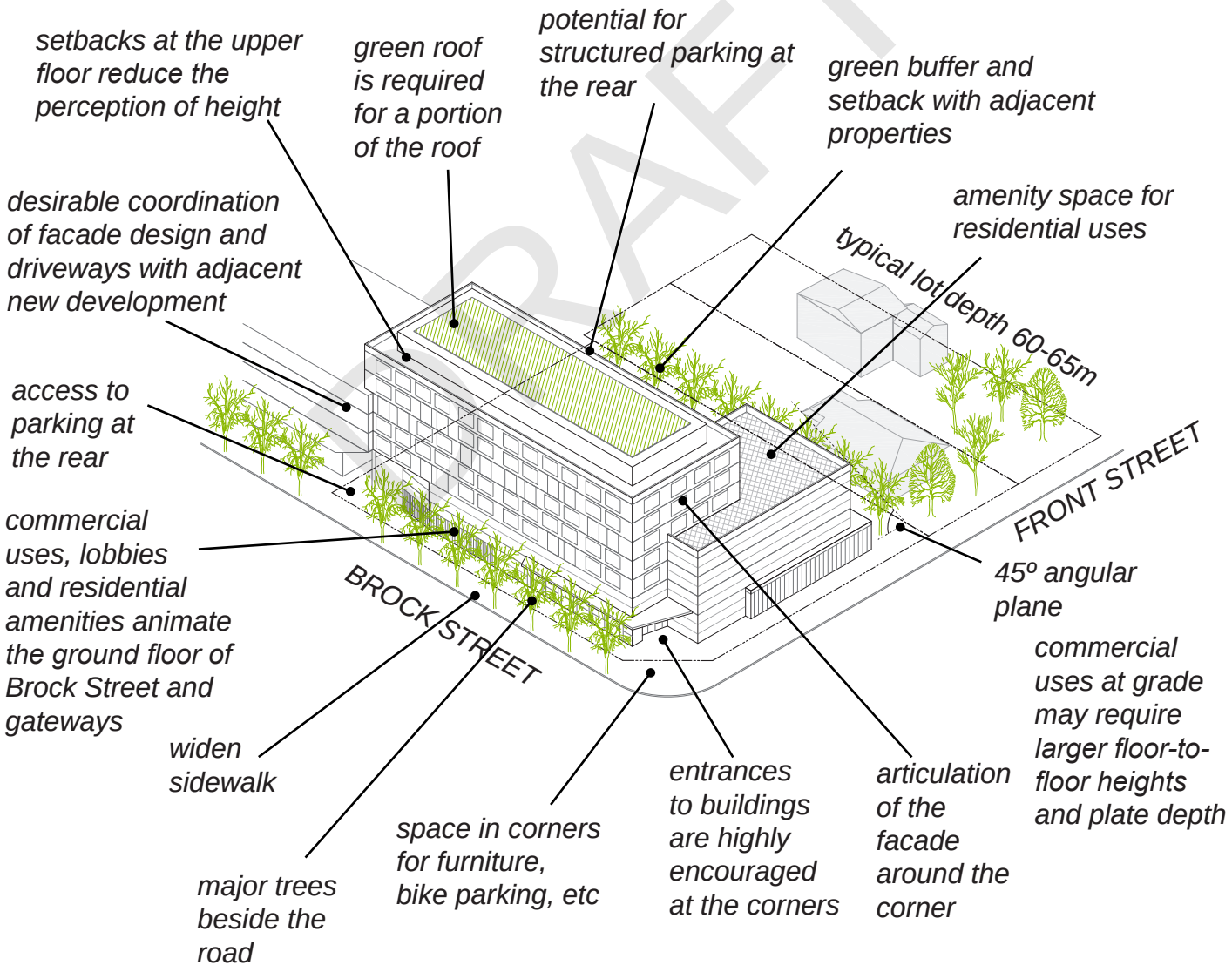



**Figure 5.25** Demonstration Plan for potential redevelopment of corner lot

## 5.4 Key Site

### 5.4.1 Watson Park

Watson Park has frontage on both Watson Street and Brock Street South (Figure 5.26). It will be both a town square park and an important civic amenity to Brock Street South. Town square functions could be for passive or active recreation, spill out and moveable seating, and informal or formal gatherings. The existing playground facilities could be relocated south to accommodate these functions.

The major open space on Brock Street South in front of the existing walk-up buildings to the west of the park also has the potential to be an extension of the park where benches and cafe seating could be located with a second row of street trees (Figure 5.27).

Buildings that are adjacent to the park along Brock Street should incorporate large windows, balconies or terraces that overlook the park. If the building adjacent to the park incorporate a significant setback, ground floor activities such as a cafe should also provide secondary entrances towards the park and potentially patio seating.

A connection with the potential cafe or restaurant uses directly across the street would strengthen the connection with Brock Street South.



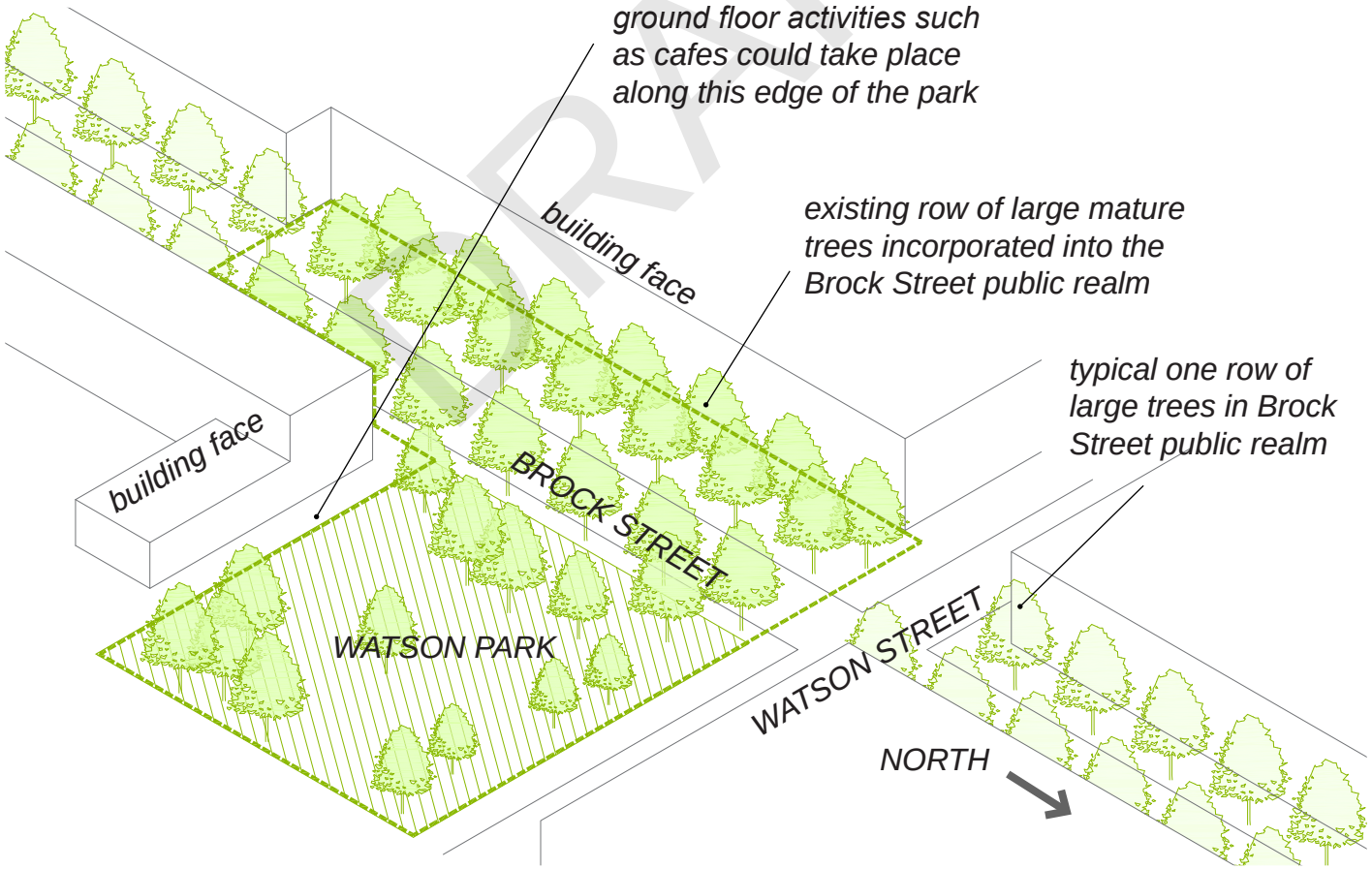



**Figure 5.26** Structure of alignments and plantation along Brock Street South and integration with Watson Park

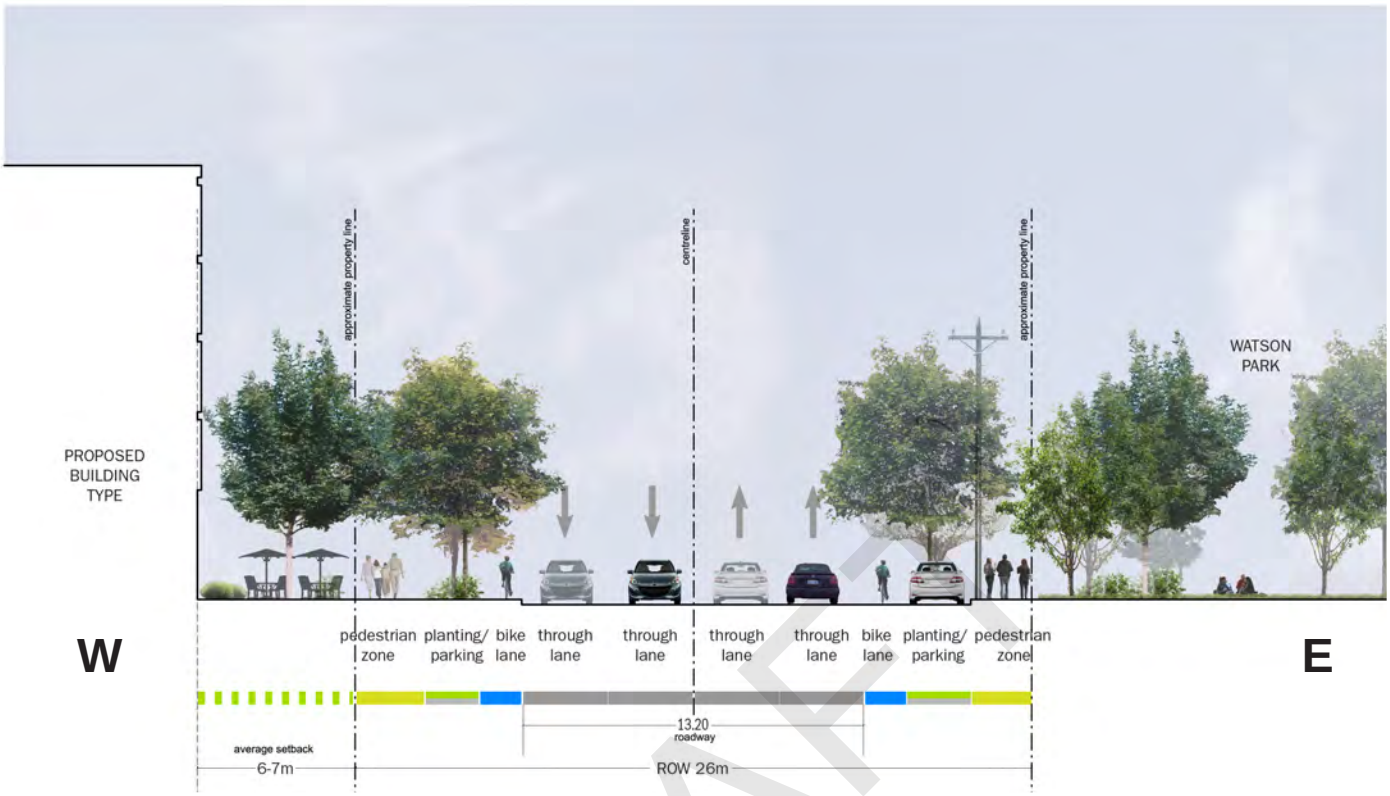



**Figure 5.27** Cross-section facing Watson Park at Brock Street South

# 6.0
# Waterfront Area

## 6.1 Introduction

The shoreline of Whitby Harbour, the defining element of Port Whitby, is characterized by a diverse mix of uses, both public and private, including the Whitby Marina and Whitby Yacht Club, and the Iroquois Park Sports Fields. South of the outlet of Pringle Creek, an agreement is in place to introduce a public promenade/walkway access along a portion of the waterfront- the newest addition to a network of trails and paths that connect Port Whitby residents to waterfront amenities.

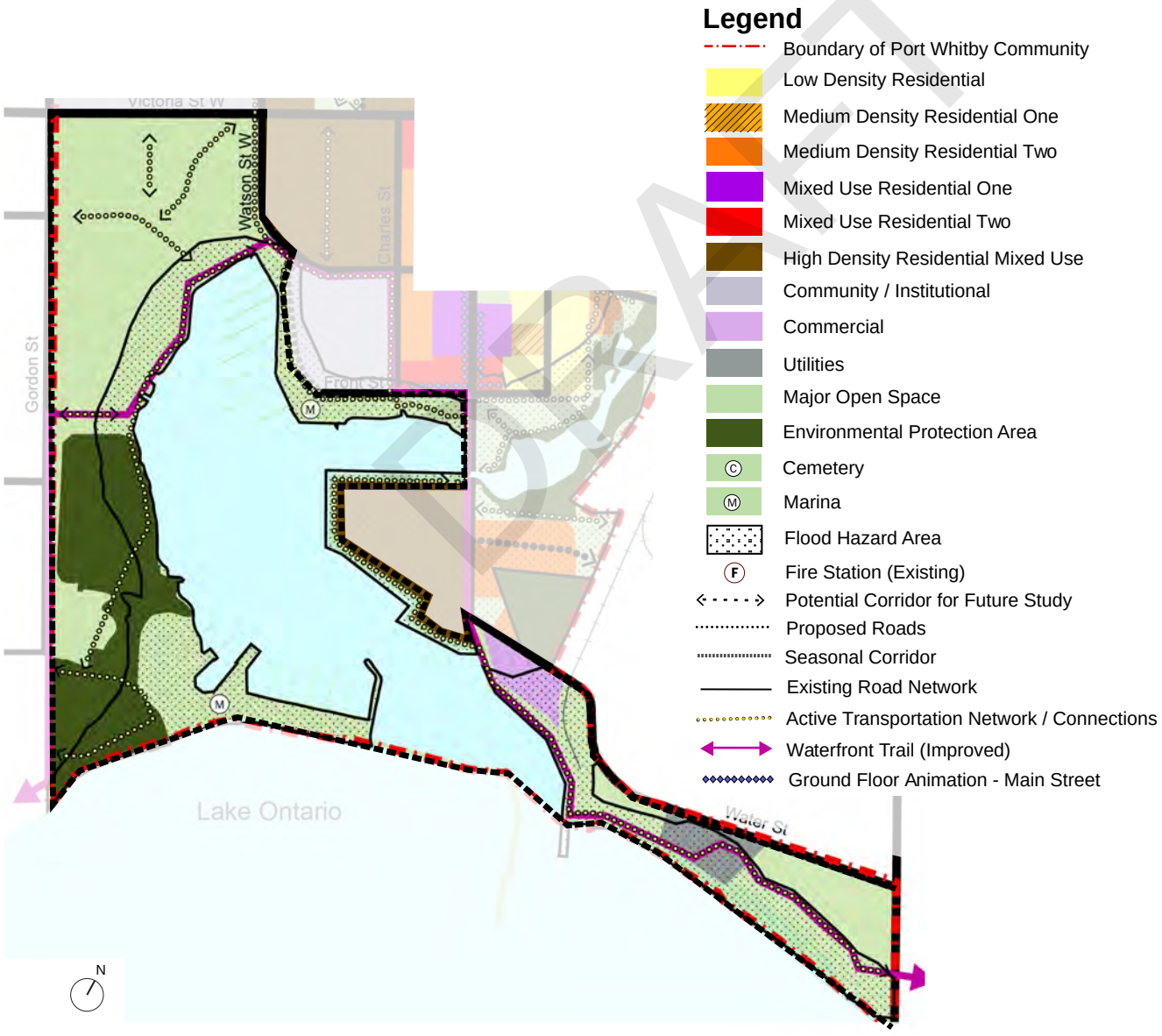



**Figure 6.1** Waterfront Focus Area

The Waterfront Parks and Open Space Master Plan proposes extensive expansion of the existing waterfront trail network. In addition, as depicted on Schedule 'F' of the Port Whitby Community Secondary Plan, additional connections have been proposed within the community to enhance the trail network connections that would provide direct pedestrian and bicycle access to easily move through the study area with more direct movements.

**Figure 6.2** Captain James Rowe House Museum by the lake

**Figure 6.3** Marina moorage and clubhouse

## 6.2 Existing Typologies

### Heritage Buildings

One heritage building of note is the former "Captain James Rowe House Museum", as seen on Figure 6.2, which was relocated from the intersection of Victoria Street East and Charles Street to a site on the south side of Front Street east of Brock Street South in the 1990s prior to the development of the Rowe Condominium. The house, located on municipally owned land and is significant for both cultural and architectural reasons. The wood framed house is a unique example of late 19th century rural cottage architecture and as one of the oldest houses in the Town it has particular value. The house currently functions as a centre for culture and social events and is one of the only commercial venues in the study area with direct access to the waterfront.

### Port Whitby Marina

Port Whitby Marina is located at the southern terminus of Henry Street where Henry turns east and becomes Watson Street. Front Street extends west from Charles Street terminating at the Marina's east gate. Charles Street marks the eastern boundary of the assembly of municipally owned lands that include the Marina. The private Marina Road is a seasonal corridor and effectively the extension of Front Street. It is accessible to public vehicles throughout the summer with the exception of when Marina activities require the road's closure. Marina Road extends from Front Street northwest to the intersection of Henry Street and Watson Street.

The municipally owned marina, its moorage, boat launch, storage facilities and clubhouse, are a critical component of the waterfront and a significant public amenity.

**Parkland**

The public open space adjacent to the Whitby Yacht Club is at the southwestern extent of the Port Whitby area and includes both the accessible concrete breakwater, a modest public beach to the south of the Yacht Club, and a forested area to the immediate west of the Yacht Club where succession growth continues to the waters edge. The Waterfront Park and Open Space Master Plan has proposed a variety of Iroqouis Beach Improvements (Figure 6.5), which include a trailhead, expanded parking, washroom/change room and a system of boardwalks through the natural features of this area.

North of the harbour area are the Iroquois Park sports fields, Canada's largest municipally owned and operated recreation facility (Figure 6.6) which includes two primary parking areas, six natural turf soccer pitches, and a number of public trails connecting the western and southern Port, Lynde Shores, and the playing fields to the Port Whitby community

West of the Whitby Marina, the Captain James Rowe house is surrounded by a mixture of maintained and natural open spaces extending from to Brock Street South to the Marina Gate.

Windsor Bay Park as shown on Figure 6.7 is a partially developed municipal park south of Front Street extending from Brock Street South to Dufferin Street and south to the Pringle Creek Outlet.

South of the proposed promenade surrounding the Brookfield site is a series of maintained parks that include some public amenities (WC, change rooms, lookouts) including Rotary Sunrise Park, Lake Park, and Heydenshore Kiwanis Park to the east.

The Waterfront Parks and Open Space Master Plan

**Figure 6.4** Existing pedestrian path to the Marina

**Figure 6.5** Iroquois Beach Park


**Figure 6.6** Iroquois Park Sports Centre

**Figure 6.7** Windsor Bay Park

**Figure 6.8** The Brock Street South's Pringle Creek Bridge requires an additional pedestrian walkway along it's western edge

**Figure 6.9** Rotary Sunrise Park Pavilion

proposes an extensive expansion of the Kiwanis Heydenshore Park which includes a green gym, year round washrooms, off leash dog park, special events centre, an open lawn play area, volleyball courts, and various streetscaping improvements with potential for commercial uses as well.

## 6.3 Area Specific Urban Design Guidelines

### 6.3.1 Residential Uses facing the Waterfront

1. Buildings directly adjacent to public and private shoreline and waterfront areas must adhere to Central Lake Ontario Conservation Authority (CLOCA) policies regarding setbacks from shoreline.
2. Where appropriate, new development may include tall or mid-rise forms. Tall buildings (9-storeys and greater) should be held back a minimum of 60 metres from the shoreline to ensure minimal shadow impact on public open spaces adjacent to the waterfront.

### 6.3.2 Lighting and Landscape

1. Artificial lighting of public open spaces, parking in waterfront areas, trails, and exterior lighting adjacent to or associated with new or existing building should adhere to the general lighting guidelines of this document.
2. Lighting and landscape design in all open spaces, public or private, along the waterfront should support the objectives of CPTED (Crime Prevention Through Environmental Design), providing for:
   - natural surveillance;
   - natural access (i.e. not permitting access to unsafe areas at night or in low-light conditions);
   - territorial reinforcement (i.e. clearly defined boundaries of controlled space so users

can moderate their own activities and users can develop a sense of proprietorship over spaces; and

- ease of maintenance (of both lighting and landscape) so spaces can maintain their intended use.

3. Lighting around parking and exterior programmed areas (residential amenity, commercial venues, etc.) should meet LEED Gold objectives for fall of illuminance outside of site boundaries.

4. Exterior lighting in all areas should emit zero direct uplight.

### 6.3.3 Parks and Parkettes

1. Publicly accessible private spaces with high levels of design should be encouraged at-grade on large development parcels to foster the development of a porous urban environment that prioritizes pedestrian movement from neighbourhood streets to and from the waterfront.

### 6.3.4 Parking

1. Public and private parking facilities should utilize permeable surfaces as much as possible to mitigate surface run-off flowing directly into the Harbour.

2. Parking areas should be appropriately screened from park and recreational amenity areas and should incorporate shade trees sufficient to substantially reduce the heat island effect.

3. Shade trees should be provided at a ratio of one mature tree per 12 municipal standard parking spaces.

4. Angled parking should be implemented along Front Street for Waterfront and trail access.

**Figure 6.10** Paddington Waterside in London is a good example of privately owned public space integrated with a water edge

**Figure 6.11** Cafes, food and beverage are a common animation use in waterfronts

**Figure 6.12** Parking should be screened from recreational areas along the Waterfront

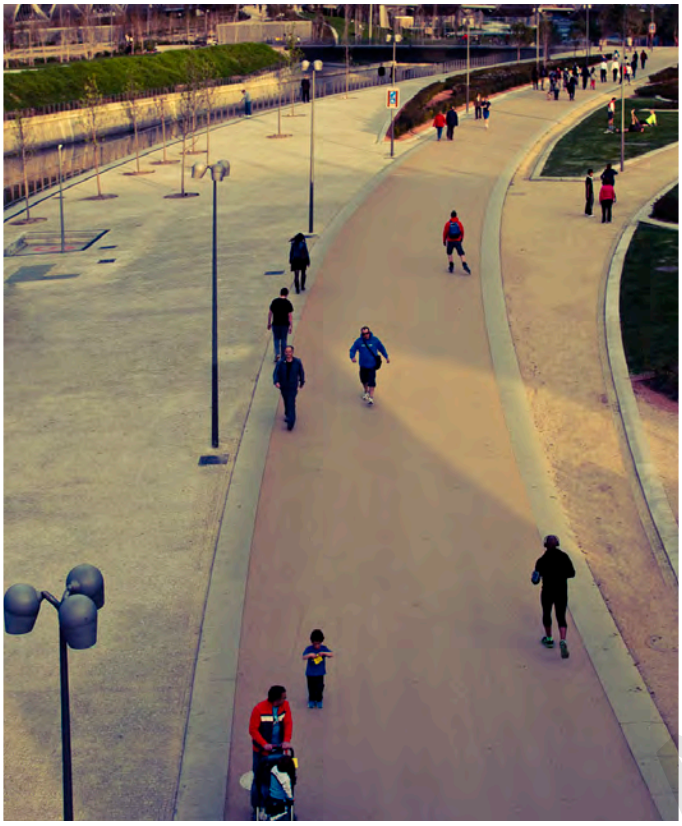


**Figure 6.13** Trail widths should range from 2-4m and accommodate all type of users (Madrid Rio)

**Figure 6.14** Trails should link to core activity areas such as the Port Whitby Marina (Inner Harbour, Victoria, BC)

### 6.3.5 Public Realm + Active Transportation

1. New development along the water's edge or adjacent to the waterfront park system should be designed to incorporate new connections to the Town's existing trail network, as well as to optimize opportunities for the expansion of the network through the creation of new multi-use trails.
2. Development should include trails suitable to an urban waterfront: boardwalks, paved or wooden pedestrian promenades, or dockwall extensions that provide the additional benefits of moorages.
3. New recreational trails should connect to existing trail networks, streets, parks, open spaces and natural heritage features to create a linked trail network that provides pedestrians and cyclists with connections and recreation opportunities.
4. Direction for new trails shall be taken from the Secondary Plan, the Waterfront Parks and Open Space Master Plan and Cycling and Leisure Trails Plan. Trails should link to core activity areas. They should create strong links between new communities, open space, and appropriate natural heritage features such as Pringle Creek and Iroquois Beach Park.
5. Multi-use trails should be designed to distinguish between walking and cycling/roller blading areas to minimize conflicts.
6. The design of access points should consider that people arrive by a variety of means, including car, foot, bicycle, or transit. Entrances should also be designed to accommodate persons with physical disabilities and therefore include stable yet permeable surfaces.
7. Where appropriate, trails should include adequate amenities, such as seating, waste

receptacles, lighting, signage, route information, and educational and historic information (such as the Captain James Rowe House, Rotary Sunrise Park, or Whitby Marina).

8. Trails located within sensitive natural environments, such as those adjacent to the Pringle Creek or along the Bond Street extension, should be constructed of low impact materials that are porous and stable, such as crushed rock, wood chip paths, or board walks.

## 6.4 Key Sites

### 6.4.1 Henry Street Pedestrian Promenade

Streetscape improvements along Henry Street, providing an enhanced pedestrian and cycling connection from communities north of Highway 401 to the Iroquois Park Sports Centre and Port Whitby should be extended south of Watson Street via pedestrian promenade to the extension of Front Street. This would provide a year-round enhanced accessible pedestrian and cycling trail around the Whitby Marina site.

### 6.4.2 Willis Creek Pedestrian Promenade

The Willis Creek corridor has enormous potential as a multi-use trail and rehabilitated watercourse. The multi-use trail should extend from Victoria Street West south to Front Street. Special consideration should be given to crossings at Victoria Street West and crossings at Watson Street and Front Street.

### 6.4.3 Whitby Marina

Intensification on municipally owned lands including and surrounding the Whitby Marina should include enhanced pedestrian and cycling infrastructure, consideration of park development adjacent to the intersection of Charles Street and Watson Street, park improvements south of Front Street to the east of the Marina, and streetscape improvements on all surrounding streets. The long-term potential for the development of a civic space and enhanced commercial spaces along the potential public promenade on the Marina lands should be considered.

**Figure 6.15** Trails should connect to recreation opportunities (HTO Park, Toronto)

**Figure 6.16** Entrances to trails should be visible and designed to accommodate persons with physical disabilities (West Toronto Rail path access point)

### 6.4.4 Front Street

Much of the lands on the south side of Front Street are municipally owned. An opportunity exists for adaptive reuse of historic building by relocating a number of the heritage buildings in the area to this location much like the former “Captain James Rowe House Museum” to create a “memory lane” to promote the communities culture and historic prevalence (refer to the CIP).

Angled parking should also be implemented for access to waterfront trail system.

**Figure 6.17** The active transportation network should be extended through Iroquois Park to provide direct access to the surrounding neighbourhoods, waterfront trail system and Port Whitby.

### 6.4.5 Watson Street

Watson Street streetscape improvements should be implemented to provide direct pedestrian and bicycle access across Iroquois Park in order to create a direct route to and from the Lynde Shores neighbourhood to the west and south to the waterfront trail to avoid residents and visitors having to travel up to Victoria Street.

This connection can also provide a direct route through Port Whitby to the new “Main Street” on Brock Street South and east along the Waterfront Trail to the Pringle Creek area. Pringle Creek trails , with more sensitive natural features should be design with low impact materials as see on Figure 6.18.

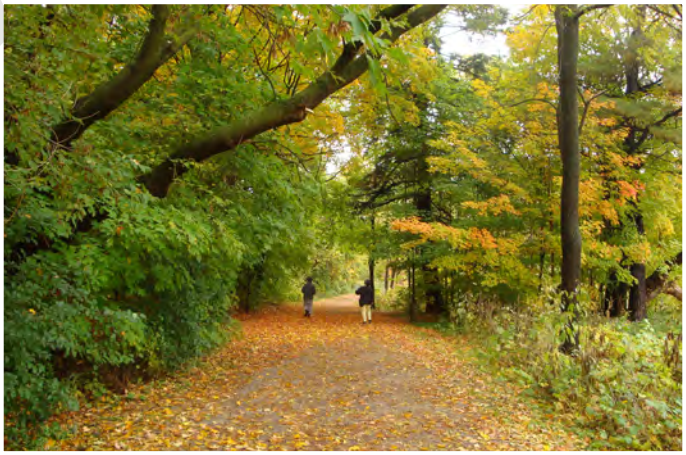
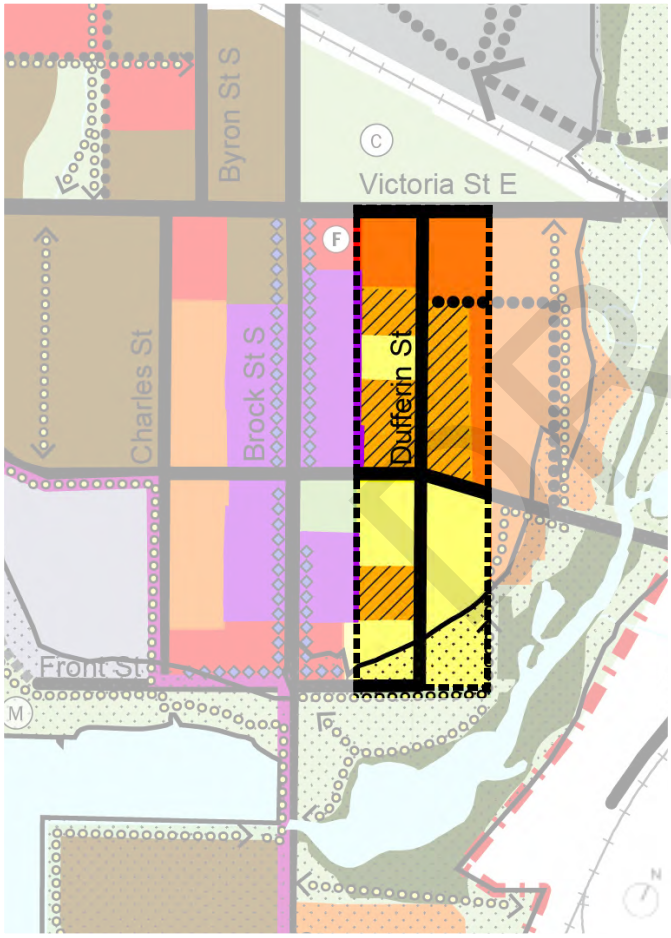


**Figure 6.18** Trails located within sensitive natural environments should be constructed of low impact materials (Etobicoke Creek Trail, Toronto)

# 7.0 Stable Low-Rise Neighbourhoods - Dufferin Street

## 7.1 Introduction

The lands along Dufferin Street are characterized by mixed housing typologies ranging from historic Victorian homes and cottages to mid-century walk-up apartment buildings and contemporary infill townhouse developments. Generally, sidewalks sit right at the street curb and generous lawns and porches define the scale of the streetscape. This domestic scale is challenged in places by infill development that turns a blank wall to the residential street or locates primary entrances to the interior of the block, away from street.




**Legend**

- Boundary of Port Whitby Community
- Low Density Residential
- Medium Density Residential One
- Medium Density Residential Two
- Mixed Use Residential One
- Mixed Use Residential Two
- High Density Residential Mixed Use
- Community / Institutional
- Commercial
- Utilities
- Major Open Space
- Environmental Protection Area
- Cemetery
- Marina
- Flood Hazard Area
- Fire Station (Existing)
- Potential Corridor for Future Study
- Proposed Roads
- Seasonal Corridor
- Existing Road Network
- Active Transportation Network / Connections
- Waterfront Trail (Improved)
- Ground Floor Animation - Main Street

**Figure 7.1** Stable Low Rise Neighbourhoods Focus Area

**Figure 7.2** Existing Detached Home

**Figure 7.3** Existing Walk-up Apartment

**Figure 7.4** Existing newly developed Single Family Home

The land uses proposed for this area in the Secondary Plan combine Low Density Residential to recognize the existing stable neighbourhood, Medium Density Residential One for existing infill opportunities and redevelopment, and Medium Density Residential Two for greenfield areas for new development (see Figure 7.1 & Section 11.1 of the Port Whitby Community Secondary Plan policies). These land uses preserve the areas low-rise residential character while creating opportunities for sensitive and compatible infill development.

For specifics on incentive programs for redevelopment, infill and renovations, refer to the Port Whitby Community Improvement Plan.

## 7.2 Existing Typologies

The existing building stock can be characterized as diverse with a mix of detached houses, ranging in style and age, mid-century two and three storey walk-ups and a few contemporary infill townhouses. This broad range of housing types can been seen in Figures 7.2, 7.3 and 7.4. Parking is provided in the fronts and sides of properties.

Detached houses include historic Victorian homes and cottages, contemporary houses from approximately 1950 to very recent. Most of these properties are very well kept.

In addition to single detached houses a number of two and a half storey walk-up apartments line these neighbourhoods. The two variations on this typology are buildings that face the street and those that have entrances and fronts of units that face the side of the property.

## 7.3 Area Specific Urban Design Guidelines

### 7.3.1 Building Mass and Height

1. New housing massing should highlight individual units.
2. Where buildings are in a row, such as townhouses, they should be a maximum depth that permits good access to sunlight in all living spaces, typically around 10 meters. This shallow floor depth may allow two rows of housing on deeper lots.

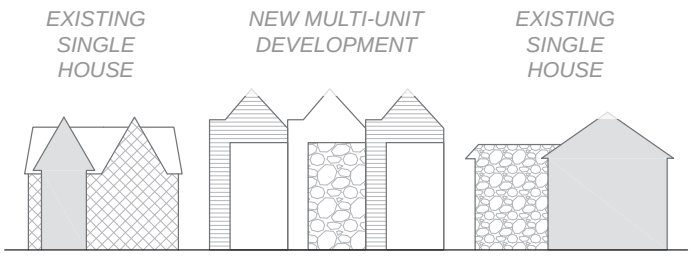



**Figure 7.5** Facades should be articulated and no building should have a continuous plane of more than 10m, in order to integrate with the existing scale of the street

### 7.3.2 Setbacks

1. A range of front setbacks exist along Dufferin Street. It is the intention of this guideline to maintain a level of this diversity in setbacks while preserving an intimate neighbourhood feel.
2. Front yard setbacks should be a minimum of 3 metres and a maximum of 5 metres. Patios and porches are excluded from the set back and are encourage at the front of houses.
3. The front yard setback should be landscaped as a semi-private 'front yard' set off from the public street by a low hedge, fence, or similar landscape treatment.
4. Side yard setbacks should be a minimum of 1.2 metres, including roof overhangs. Parking on the side is encouraged, for which a maximum asphalt width for the driveway is 2.5 meters. The rest should be attractively landscaped.


**Figure 7.6** Empty space between buildings should be minimized or landscaped with greenery to enhance the sense of built continuity along the street

### 7.3.3 Ground Floor Design and Street Orientation

1. The primary entrance of all buildings should be located on Dufferin Street.
2. Entrances should be well defined and clearly

**Figure 7.7** Example of Townhouse Entrances

**Figure 7.8** Example of Permeable paving surfaces

**Figure 7.9** Continuous sidewalk and street trees planted at regular intervals achieve a comfortable public realm

visible from the street and distinguish by their architectural design.

3. Entrances to all residential units should open directly to the street (Figure 7.7) with the main living level located not more than 1.5 metres above adjacent grade.
4. Buildings should have a minimum of 75% of their frontage built in the setback zone.
5. Facades should be articulated and no building should have a continuous plane facing the street of more than 10 metres and no building should be longer than 30 metres, regardless of articulation.

### 7.3.4 Parking

1. Where parking is required, it should be located to the back of the property, preserving the front yard and external side yards for soft landscaping.
2. Shared driveways to access parking are encouraged.
3. Front yard parking should be a last resort and should be designed not dominate or pose any physical barriers to the front of a house.
4. Paving surfaces should be a minimum of 50% permeable as shown on Figure 7.8 (open pavers, grass and paver mix, etc.) and be of low albedo materials to reduce urban heat island effects and storm water run off. Asphalt driveways are discouraged.

### 7.3.5 Public Realm

1. Streets should have continuous sidewalks both sides of the street (Figure 7.9).
2. Street trees should be planted at regular intervals.
3. A variety of native tree species is encouraged.

### 7.3.6 Walk-up Apartments

1. Redevelopment of existing walk-up apartment buildings is encouraged (Figure 7.11).
2. Additional entrances should be added to ground floor units.
3. Building envelopes should be upgraded for thermal performance and aesthetic.
4. Private patios should be provided for ground floor units with low landscaping screening no higher than one metre.
5. Private driveways should be reduced in width and upgrade paving materials used.
6. Landscape design should be upgraded and new trees planted.
7. Opportunities to expand the existing building envelope should be explored with regards to using vacant land, maintaining continuity of development and increasing street presence by bringing closer to the street.

### 7.3.7 Single Infill Units

1. Infill is possible where available space is sufficient to comply with setbacks specified in previous sections. A number of larger sites have the potential for infill without disrupting the overall density and character of the neighbourhood (Figure 7.10). Infill is desirable to reinforce the visual continuity of the street, eliminate vacant space that often goes neglected, and enhance the perception of safety of the street by reducing dead zones.
2. The maximum height and setback of an infill unit is the average of the adjacent buildings.
3. New infill units should try blend with adjacent buildings, even when this would result in more restrictive development conditions.

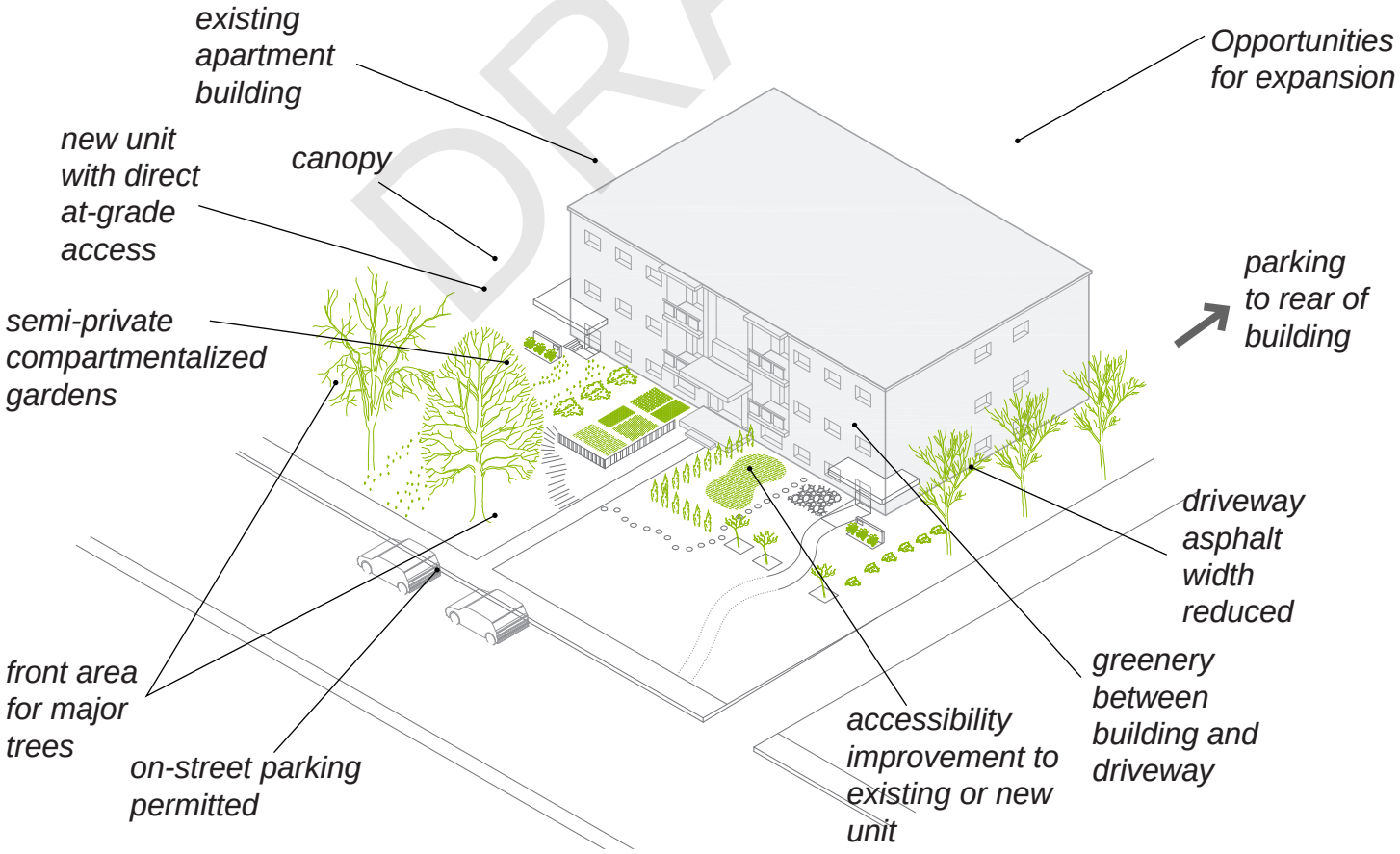



**Figure 7.11** Demonstration Plan for possible renovation of low-rise apartment building

4. The street facade of new development should be attractive, well proportioned and integrate with neighbouring buildings, referring to architectural language and materials. There is no need to replicate, but rather to integrate.

### 7.3.8 Redevelopment

The lands occupied by the existing 2 and 3 storey walk-up buildings offer the greatest potential for redevelopment. These sites are of sufficient size to develop a row (or two) of townhouse units. By replacing the existing developments with townhouses, the streetscape is improved with more units facing the street increasing the pedestrian experience and safety of the street. Figure 7.11shows the potential build out of townhouse on an site with two existing apartment buildings.

**Figure 7.10** If distance between buildings is sufficient, the expansion of existing buildings or new infill housing should be considered (photo example: Dufferin Street south of Victoria Street E).

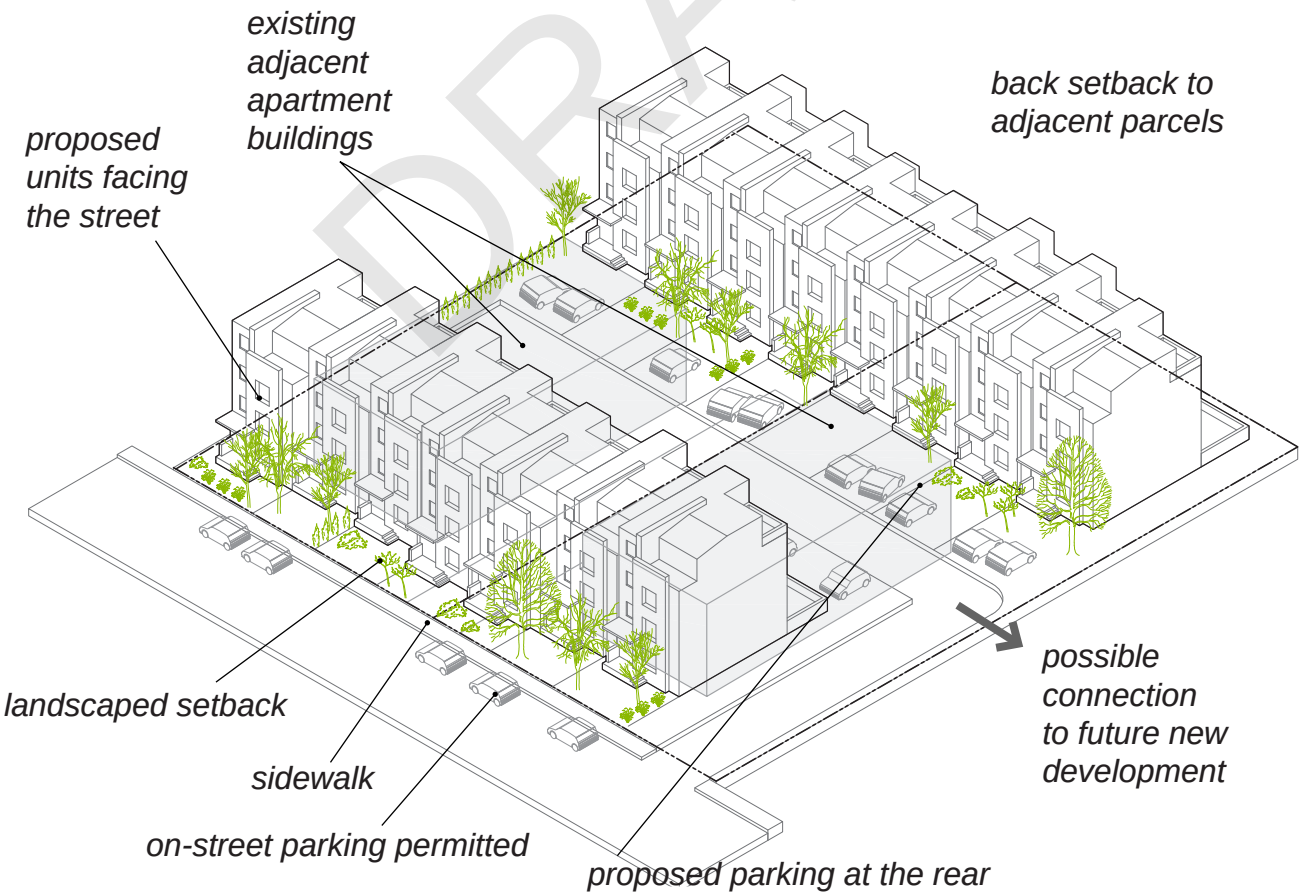



**Figure 7.11** Demonstration Plan for possible new Development for 2 medium lots consolidated