

LINCOLNVILLE (OLD ELM) MTSA

URBAN DESIGN GUIDELINES

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1.0 INTRODUCTION

1.1. Purpose

The purpose of the Lincolnville (Old Elm) Urban Design Guidelines (UDG) is to provide urban design direction and guidance for proposed development at the planning application stage to assess, promote and fulfill the intent of the Town's Official Plan policies, the Stouffville Secondary Plan and the Town's Zoning By-law in relation to the Lincolnville (Old Elm) Major Transit Station Area (LMTSA).

The UDG will work to influence the overall urban structure and quality of the LMTSA and its surrounding neighbourhoods to promote high standards of urban design for both the public realm and private realm development and spaces.

These guidelines shall be read in conjunction with the implementation of the Official Plan Amendment (155) and build upon the design direction and principles that were established during the public consultation process of preparing the Lincolnville area land use study.

In the future, the Town may update their Engineering Standards which may impact these guidelines. Should engineering standards be updated and are in conflict these Urban Design Guidelines, the new Engineering Standards would supersede these guidelines. The Town may consider alternative active transportation solutions to those provided within these Urban Design Guidelines, provided they meet the Town's Engineering Standards.

1.2. MTSA Study Area Context

The MTSA study area in which these guidelines apply generally includes the lands within an 500 metre radius from the future GO Station, located at the northern edge of the Stouffville Community, also known as a portion of the Stouffville Phase 3 Lands (Fig. 1). This study area includes rural uses

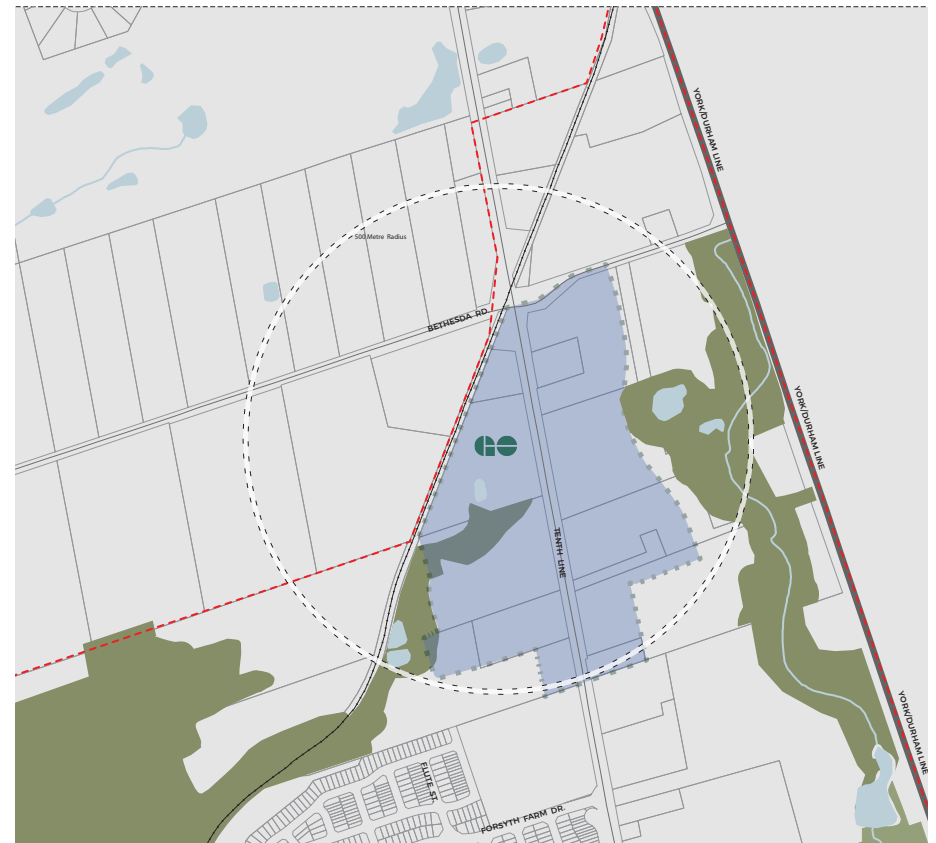


Figure 1: MTSA Area Boundary

and natural features, and abuts the York-Durham regional boundary to the east as well as developing areas to the south.

The study area delineation has not yet been finalized and approved by York Region. The intent of the Lincolnville (Old Elm) GO Station Land Use Study is to define the MTSA which may delineate the MTSA boundary to be within more or less, 500 metres from the future GO Station based upon walkability, constraints and other contextual considerations.

1.3 Vision

The vision for the Lincolnville (Old Elm) MTSA study area is for an attractive, vibrant and interconnected complete community comprised of a variety of more dense residential built form (e.g. mixed-use residential, multi-unit low-rise apartment buildings, stacked townhouses, street townhouses) that will meet the minimum density of 150 persons per hectare within the MTSA boundary while allowing for local retail/commercial uses to service the immediate community. These guidelines are intended to support the following objectives:

- Encourage high quality built form that contributes to an attractive, welcoming, and active public realm;
- Encourage development that is environmentally friendly, safe and universally accessible;
- Create a transit oriented and supportive development with an integrated community focal point at the intersection of Tenth Line and the MTSA Collector Road (east-west collector road leading to the proposed Lincolnville (Old Elm) GO Station;

- Ensure that the Tenth Line and MTSA Collector Road intersection provides a wide pedestrian boulevard, enhanced street tree planting, landscaping, and decorative hardscaping, including supportive built form (e.g. mixed-use residential with at-grade retail commercial uses) to create a focal area within the community. Extending this along the length of the MTSA Collector Road is encouraged
- Promote active transportation through increased opportunities for pedestrian and cycling connectivity, access to natural heritage areas/trails and a complimentary road network;
- Provide an appropriate built form transition both within the MTSA and to adjacent communities;
- Provide the framework and conditions for Tenth Line to create a pedestrian friendly corridor supported by appropriately scaled built form that could include increased building heights and mixed-use residential development;
- Promote multi-modal transportation through the design and layout of the community to accommodating walking, cycling, transit and personal vehicles; and
- Encourage horizontal and vertically integrated mixed-use development within.

2.0 PUBLIC REALM DESIGN GUIDELINES

2.1. General Design Principles

The public realm will be designed to enhance public life and provide Lincolnville with vibrant places and pedestrian friendly spaces. The following guidelines provide a general design framework for the major components of the Lincolnville public realm with an emphasis on the pedestrian experience within the community.

1. Provide a consistent and complementary level of pedestrian-scaled streetscape design including such elements as decorative and conventional paving, landscaping, lighting and signage within public boulevards and private realm.
2. Private spaces and activity areas, including building entrances, terraces and porches, should be oriented toward public streets to act as an interface between private and public realms and activate the public realm.
3. Wherever possible the roadway portion of the right-of-way should be of a width that provides for vehicular circulation but be minimized where possible to allow for more generous planting, amenity and pedestrian boulevards.
4. Creating a connected park, parkette, urban plazas, and open space network; including public access to natural heritage area trails.
5. Providing an interconnected and permeable complete street network that accommodates active transportation initiatives and is grid based in design.
6. The use of tree pits and trenches in the public realm are encouraged, to ensure tree establishment and longevity and to meet water balance requirements.
7. Avoid locating of building service areas, mechanical equipment and/or ventilation systems in public realm pedestrian areas to ensure that they do not impact the functionality of pedestrian circulation and experience.
8. Avoid locating of building service areas, mechanical equipment and/or ventilation systems in public realm pedestrian areas to ensure that they do not impact the functionality of pedestrian circulation and experience (e.g. transformer boxes should be located discreetly to limit public view or below grade); especially along Tenth Line, MTSA Collector Road, and Collector Roads.
9. Ample transparent or clear glazing should face public areas (e.g. streets, parks, walkways, plazas, open space) to promote a visually active façade and provide passive surveillance.
10. To promote a safe, pedestrian-friendly community, the design of all new buildings should incorporate the principles of CPTED (Crime Prevention Through Environmental Design).
11. For mixed-use development, at grade retail/commercial uses are encouraged to provide space for patios and sidewalk retail.

2.2. Design Guidelines for Roads & Connections

This section establishes guidelines for the various street typologies being proposed within Lincolnville and provides conceptual road sections for reference. In addition, the Lincolnville MTSA Transportation Study (September 2020, HDR) should also be reviewed in conjunction with the guidelines outlined below. Submissions will consider these road section and/or provide alternatives that meet the objectives of these guidelines and are to the satisfaction of the Town.

2.2.1. Tenth Line

Tenth Line is an arterial road acting as a main north-south “spine” road for Lincolnville. It provides connectivity to the Lincolnville collector roads, to the surrounding Whitchurch-Stouffville area and access to the future GO Station area. It will have a right-of-way width of 33.0m (Fig. 2) and generally be comprised of:

- Roadways comprised of an up to 15.0m paved zone width to accommodate travel lanes (3.5m drive lanes), a median and a turning lane at the intersections;
- Street Tree planting zone of 3.5m with continuous planting beds adjacent to the road on either side;
- Off street separated cycling lanes of 2.0m on either side of the road; and
- Adjacent to the cycling lanes, 5.0m boulevard areas consisting of a sidewalk and street tree planting and landscaping / street furniture zone.

The following guidelines provide general guidance for arterial roads:

1. Coordinate build-to lines with adjacent properties to create a consistent street wall along the right-of-way.

2. The Tenth Line right-of-way should be supported by siting buildings close to and parallel to the street edge to provide enclosure.
3. Encourage a deep buffer between the right-of-way drive lanes and buildings with an upgraded boulevard along these edges to accommodate comfortable pedestrian circulation, area for street furniture, street tree plantings and to accommodate separated cycling lanes.
4. Provide visual interest through articulation of building frontages by varying building wall planes and architectural detailing along exposed façades facing onto Tenth Line.
5. A double row of trees within the boulevard that should be staggered and trees closest to the cycling lane should be planted within a continuous planting bed or tree grates to visually widen the boulevard.
6. The portion of the boulevard closest to the adjacent property can include a grass verge and tree planting to coordinate with their front yard.
7. Streetscape furniture should be of a consistent quality and have complementary design elements to ensure a consistent design language.
8. Provide consistent and complementary pedestrian-scaled streetscape design including such elements as decorative and conventional paving, landscaping, lighting, street furniture and signage.
9. Public art, at locations along the arterial road with adequate space to accommodate it, are encouraged.

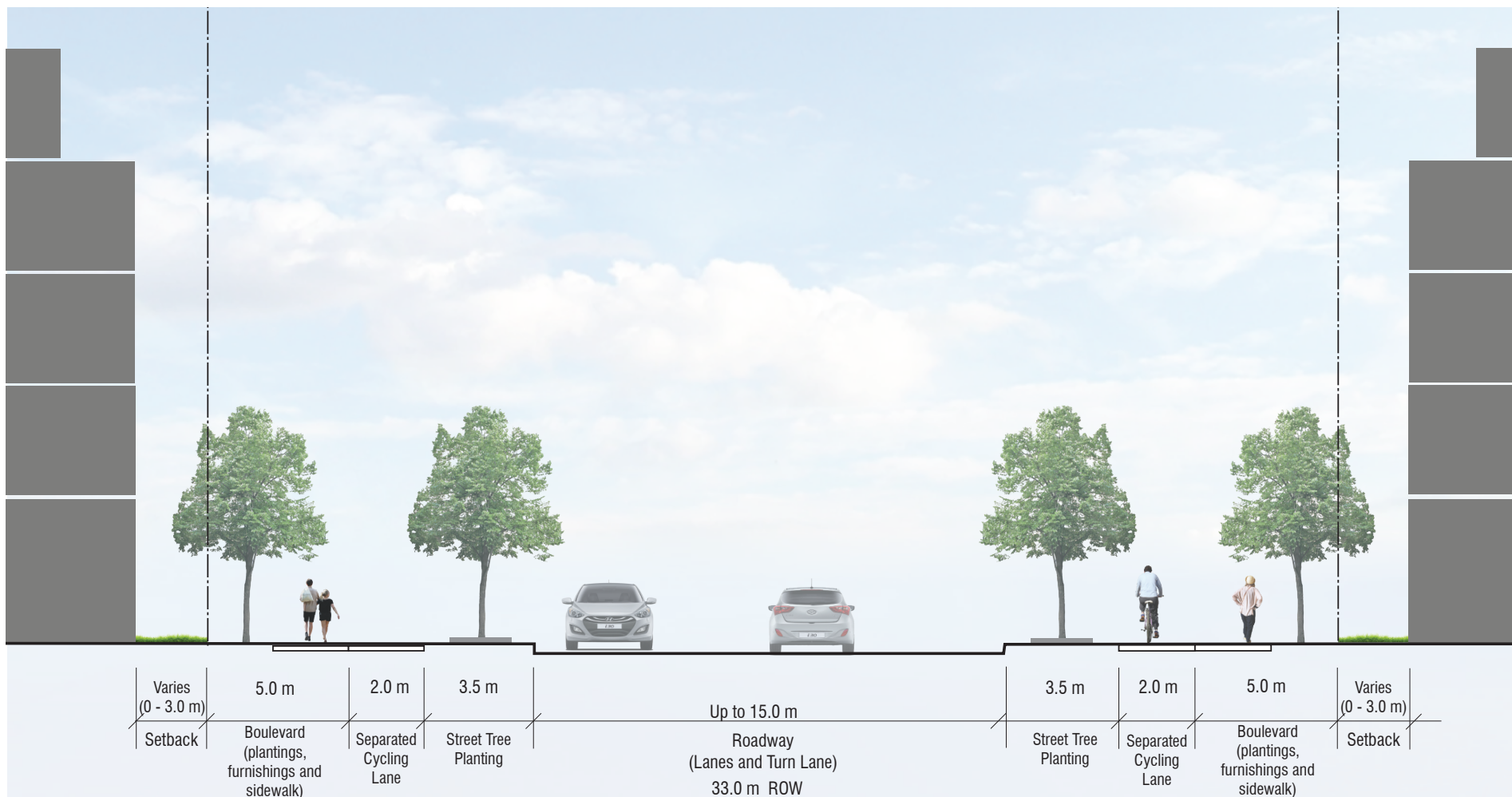


Figure 2: Tenth Line Conceptual Road Section

10. Private spaces and activity areas including building entrances and patios shall be primarily oriented towards the public boulevard and be designed in conjunction and in alignment with the design of the public boulevard acting as an interface between private and public realms.
11. Mid-block connections are encouraged to break down block sizes along Tenth Line and create a finer grained walking network to encourage pedestrian circulation from the interior road network.
12. Encourage the development of “complete streets” that accommodate active transportation (walking, cycling and transit) as well as shared street designs.
13. The incorporation of sustainable infrastructure features such as bioswales, water retention cisterns, permeable paving and planting for stormwater management are encouraged.

2.2.2. Bethesda Road

Bethesda Road is an arterial road running east-west along the north boundary of the MTSA. It provides connectivity to the Lincolnville collector roads and to the surrounding Whitchurch-Stouffville area. It will have a right-of-way width of 27.0m (Figs. 3) and generally be comprised of:

- Roadways comprised of a 12.0m paved zone width to accommodate 2 travel lanes (3.5m drive lanes) a median and a turning lane at the intersection;
- Street Tree planting zone of 3.5m with continuous planting beds adjacent to the road on the south side;
- A sidewalk boulevard of 4.5m on the north side;

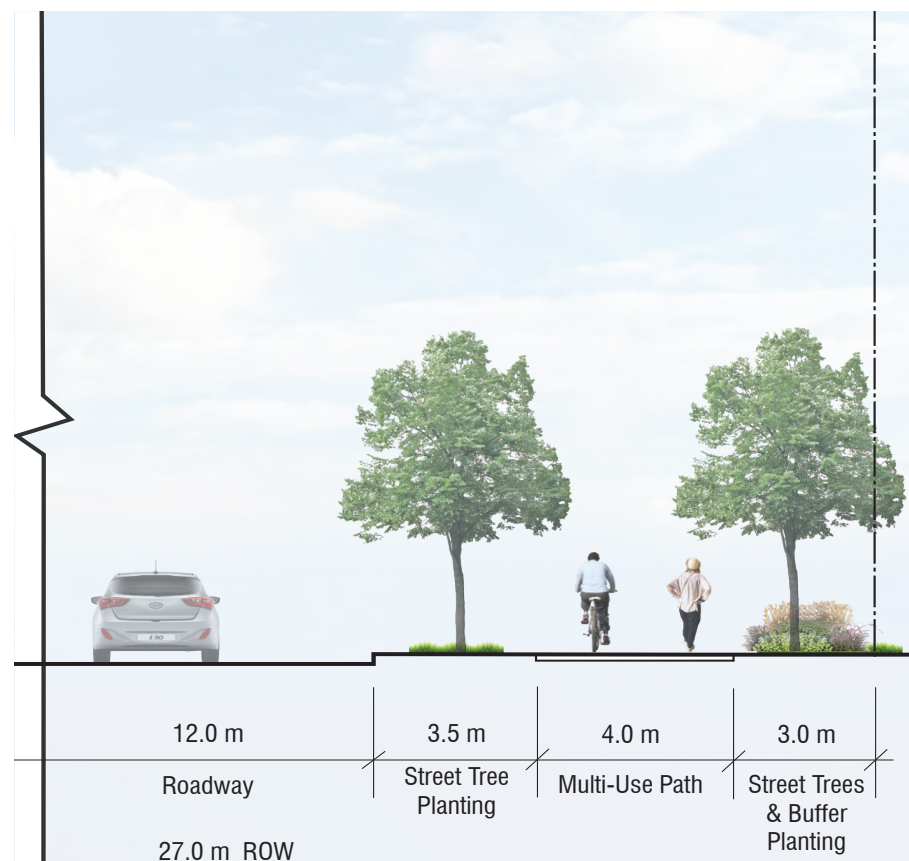


Figure 3: Bethesda Road Section (south side)

- A multi-use path of 4.0m on the south side of the road; and,
- A 3.0m street tree planting and landscaping buffer on the south side.

The following guidelines provide general guidance for Bethesda Road:

1. Encourage a deep buffer between the right-of-way drive lanes and buildings with an upgraded boulevard along these edges to accommodate comfortable pedestrian circulation and a cycling multi-use path and street tree plantings.
2. Provide visual interest through articulation of building fronting, flanking or backing onto Bethesda Road by varying building wall planes and architectural detailing along exposed façades.
3. The portion of the boulevard closest to the adjacent property can include a grass verge and tree planting to coordinate with their front yard.
4. Public art, at locations along the arterial road with adequate space to accommodate it, are encouraged.
5. The incorporation of sustainable infrastructure features such as bioswales, water retention cisterns, permeable paving and planting for stormwater management are encouraged.
6. The south side of Bethesda Road should included enhanced landscaping, tree planting, and understorey shrubbery to provide a visual buffer to the north side and support pedestrian and cycling multi-use path along this streetscape (Fig. 3).

2.2.3. Collector Roads

The collector roads in Lincolnville provide important connections from arterial roads, Tenth Line and Bethesda Road, to local roads. They are suitable locations for a range of built form density and grade-related residential (townhouse and live-work units) as well as low-rise apartments. They will have a right-of-way width ranging from 23.0m (Fig. 4) and generally be comprised of:

- Two travel lanes (3.0m each) will be provided with on-street parking permitted within a 13.0m paved zone;
- Two on-street cycling lanes of 1.8m width and 0.5m buffer will be provided within the 13.0m paved zone on both sides of the road; and,
- Boulevard areas on each side of the road with a 2.0m sidewalk and a 3.0m tree planting and furniture zone.

The following guidelines provide general guidance for collector roads:

1. The design of these roads will accommodate a more conventional street section that addresses pedestrian and vehicular circulation to access residential and mixed-use buildings.
2. They will employ a “complete streets” approach that supports active transportation (walking, cycling and transit) as well as shared street designs, where possible.
3. Locate main entrances to have direct sidewalk connections and ensure they are flush with the public sidewalk.

4. Driveway accesses onto collector roads shall be limited where possible. Where they are proposed, they should be combined or paired between adjacent buildings.
5. Rear laneway or local road access is encouraged for uses fronting onto collector roads.
6. Encourage a wide planted/pedestrian boulevard that can accommodate active transportation and landscaping to create a more comfortable pedestrian and cyclist experience.
7. The use of tree pits and trenches on collector roads are encouraged, to ensure tree establishment and longevity and to meet water balance requirements.

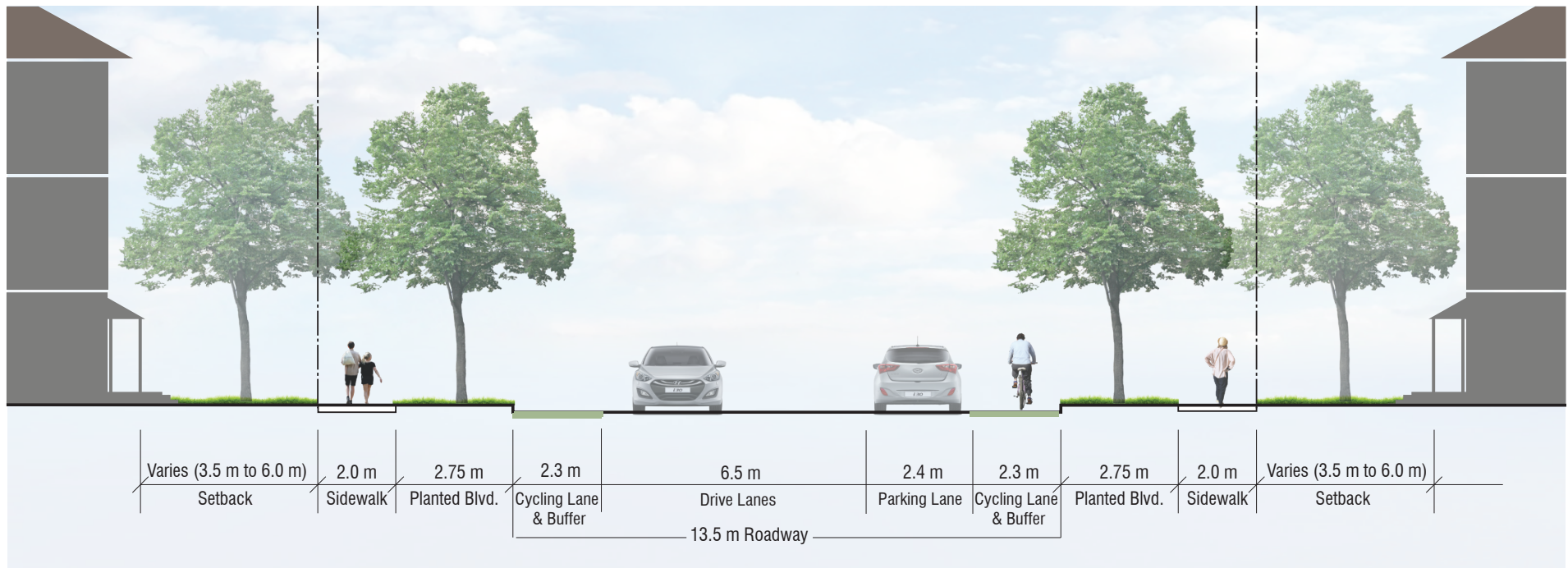


Figure 4: Conceptual Collector Road Section (23.0m ROW)

2.2.4. MTSA Collector Road

The MTSA Collector Road is a short east-west collector road that will serve as a significant intersection with 10th Line and its alignment with the entrance to the Lincolnville (Old Elm) GO Station property. The corners at this intersection could provide for mixed uses with at-grade retail and services as well as an opportunity for an urban square or plaza within the community. It is generally centrally located within the MTSA, it leads to and from the GO Station, and it connects to the Natural Heritage area along the eastern edge of the MTSA making it a focal area within the Lincolnville (Old Elm) community. This short collector is encouraged to include deeper boulevards on either side near the intersection to accommodate more generous pedestrian areas, planting and street furniture zones and gathering places. The following guidelines provide general guidance for the MTSA Collector Road:

1. High quality landscaping, street trees, and street furniture shall be provided to denote its importance and contribute to a high quality public realm.
2. The boulevard/pedestrian zone may include a variety of hard and soft landscaping features that accommodate street tree planting (e.g. planting beds and tree grates), and seating areas.
3. Street furniture should be of a consistent quality and have complementary design elements to ensure a consistent design language.
4. Street lighting should be scaled to the streetscape style and include secondary lighting fixtures for tree planting and pedestrian zones.
5. Pedestrian connectivity and safe pedestrian crossing at the intersection with Tenth Line should be further enhanced through the provision of special paving and sidewalk design.
6. Sidewalk zone widths shall be generous to accommodate related street furniture and support comfortable pedestrian circulation.
7. A defined and separated cycling lane shall be provided within the wide boulevard and demarcated through a distinct colour, tone or material to distinguish it from the pedestrian zone.
8. Building setbacks are encouraged to be 2.4m, or more, to allow for at-grade outdoor amenity/patio areas to support and contribute to the urban plaza; especially along the north side of the street.
9. The incorporation of sustainable infrastructure features such as permeable paving and planting for stormwater management are encouraged, where feasible.
10. On-street parking laybys should be incorporated into the boulevard and allow for sidewalk bump-outs at corners to assist in shortening crossing distances at intersections.
11. Driveway accesses from this street shall be limited. Parking access and service should be provided from an adjacent local road or a lane from the north-south collector road.
12. Service and utility boxes should be located-below grade and not within the boulevard, incorporated into adjacent building design, or located at the rear of buildings and be screened from view.
13. Large utility infrastructure, such as switchgears, shall be located outside of the right-of-way and public spaces.

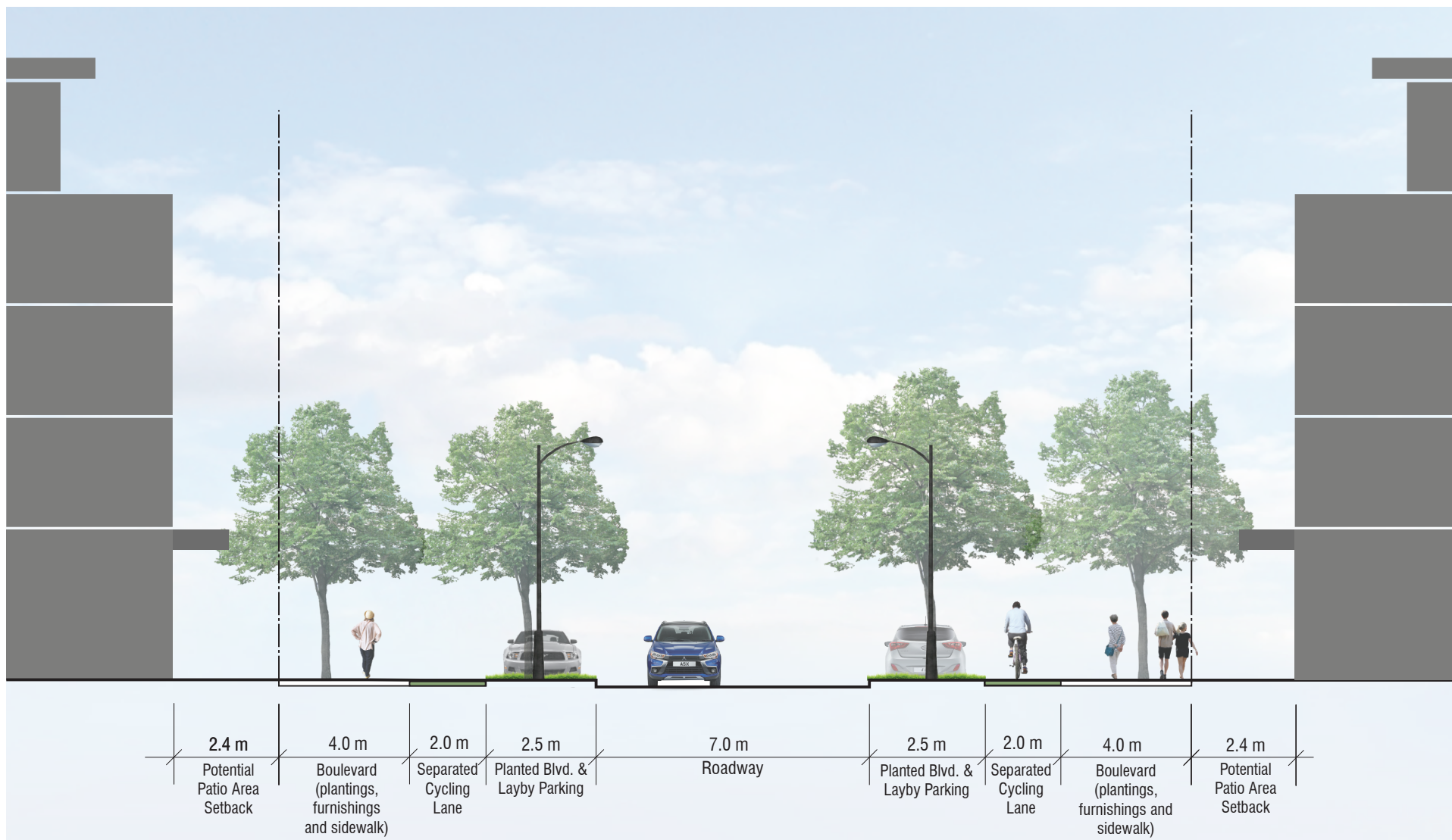


Figure 5: Conceptual MTSA Collector Road Section

2.2.5. Local Roads

Local roads provide direct and local access to the collector streets and to the internal residential blocks. These roads will be predominantly composed of grade-related residential dwellings (e.g. detached, semi-detached and a variety of townhouses types) and will support pedestrian and cycling circulation. They will have a right-of-way width of 18.0 to 18.5m (Fig.6) and generally be comprised of:

- A 9.0m paved roadway to accommodate two drive lanes and parking on one side of the road; and
- Two 4.5 to 4.75m boulevard areas including a 2.0m sidewalk and street tree planting zone.

The following guidelines provide general guidance for these local roads:

1. The roadway width shall be minimized to slow traffic and enhance walkability, but will still include space for parking on one side of the road.
2. Driveways of front-loaded residential dwellings, where proposed, shall be paired to minimize sidewalk interruption, wherever possible.
3. Front-loaded residential dwellings can be set back further from the street to allow for larger front yards and parking on driveways.
4. Street lighting should be pedestrian scaled.

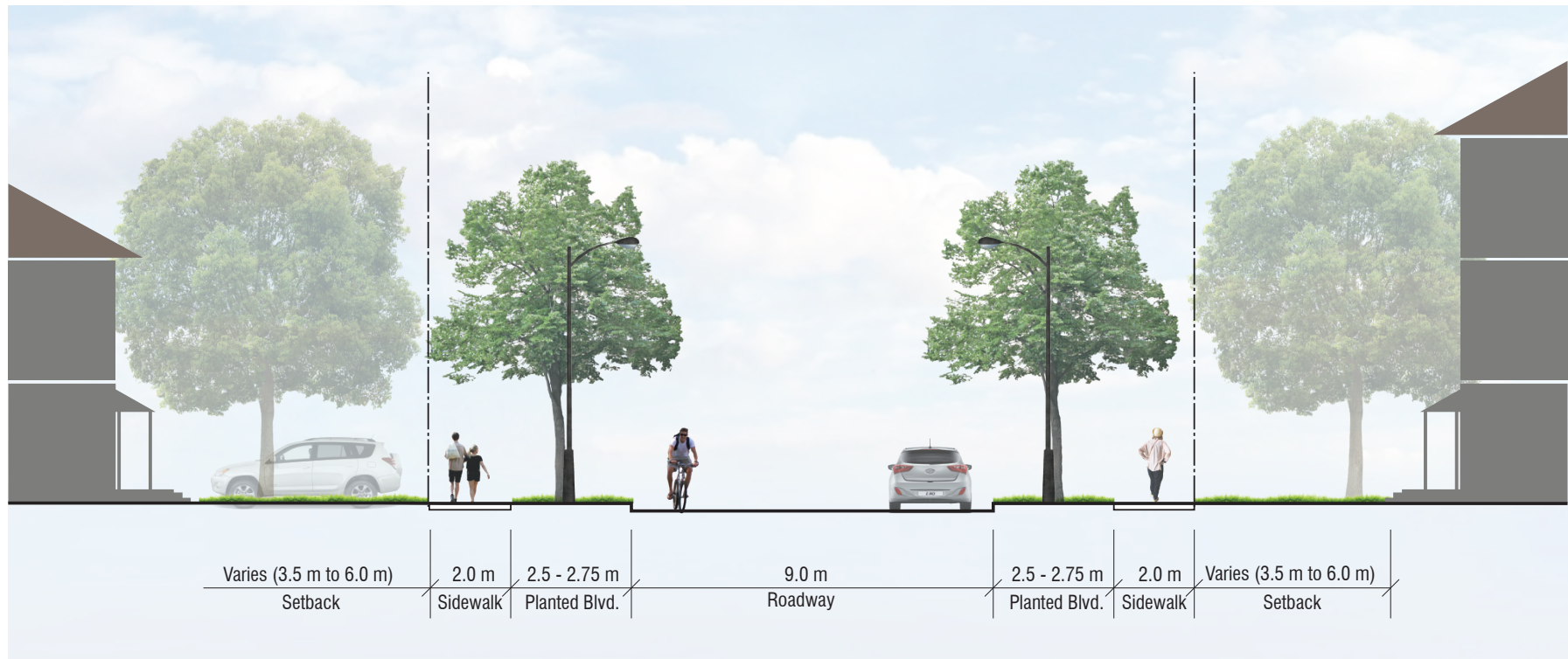


Figure 6: Local Road Section

2.2.6. Private Roads

Private roads are often utilized within a condominium development that is comprised of a complex or group of buildings that require an internal road circulation and is accessed from a public road but is wholly within the private property line. Private roads can provide access to front-loaded parking, a road mews that provides a connection to an amenity space, or accommodate visitor parking and access.

These types of roads may occur where a variety of townhouse condominium typologies are proposed and for complexes or blocks of low-rise apartments, mixed-use, and mid-rise buildings. In Lincolnville, where private roads are planned they shall ensure a width that complies with emergency service requirements and provides for a comfortable building to building facing distance for privacy and permit for sunlight penetration. Private roads will be constructed in concert with municipal

roadways and housing located on them, will have access to sidewalks (Fig.7). Private Roads will have a width of 8.0 to 10.5m and generally consist of:

- a 6.0m paved drive lane that can accommodate two car widths;
- if parking is incorporated, the layby width will be 2.5m; and,
- at minimum, a 2.0m pedestrian walkway on one side of the road.

The following provide general guidance for private roads:

1. The private road widths will be complemented by landscaping and / or tree planting adjacent to them to provide an enhanced private streetscape and provide private amenity;
2. Where pedestrian walkways are introduced they shall include components similar to a local road;
3. The private road widths and the fronting amenity / planted transition areas should ensure that the resulting building face to building face distances, for townhouses and low rise apartments are a minimum 13.0m or equal to the height of the building.
4. Access to private roads will be predominantly from public local roads. Access directly to Collector Roads is discouraged and will be limited in instances where the connection provides access to an internal private road network.
5. Where possible, the use of permeable materials should be encouraged in key areas of the private roads to assist in stormwater management within the community.

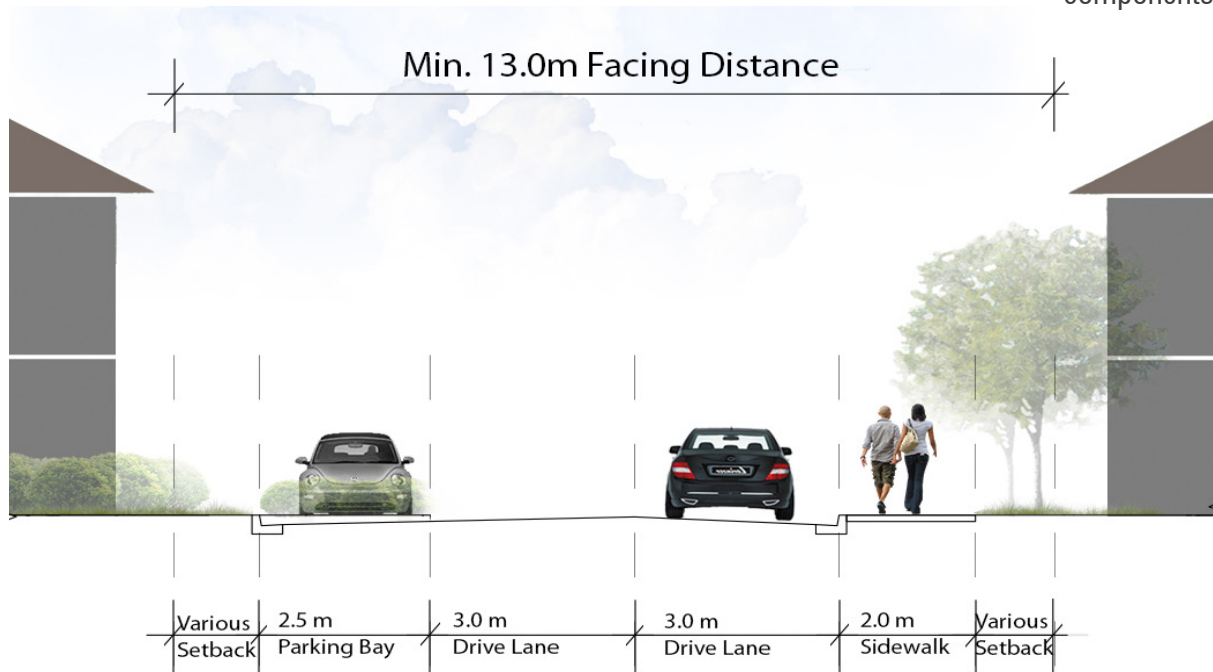


Figure 7: Private Road Conceptual Section

2.2.7. Lanes

Lanes provide vehicular access to garages or parking facilities for lane-based residential dwellings, low-rise apartments, mixed-use, and mid-rise buildings. In Lincolnville, where lanes are planned they shall be located at the rear of properties.

Lanes will have a right-of-way width of 8.5m and generally consist of:

- a 6.0m paved drive lane that can accommodate two car widths; and,
- 1.25 to 1.8m paved shoulders on each side to accommodate pedestrians and wider vehicles or emergency vehicles when required.

The following guidelines provide general guidance for lanes:

1. Lanes should be used to provide access to garages where front-facing garages are not preferred or permitted.
2. A minimum right-of-way width of 8.5m should be provided for lanes for residential dwelling blocks. Wider lanes may be required for blocks sited with low-rise apartment, mixed-use, mid-rise, and high-rise buildings.
3. The use of permeable materials should be encouraged in lane construction to assist in stormwater management within the community.

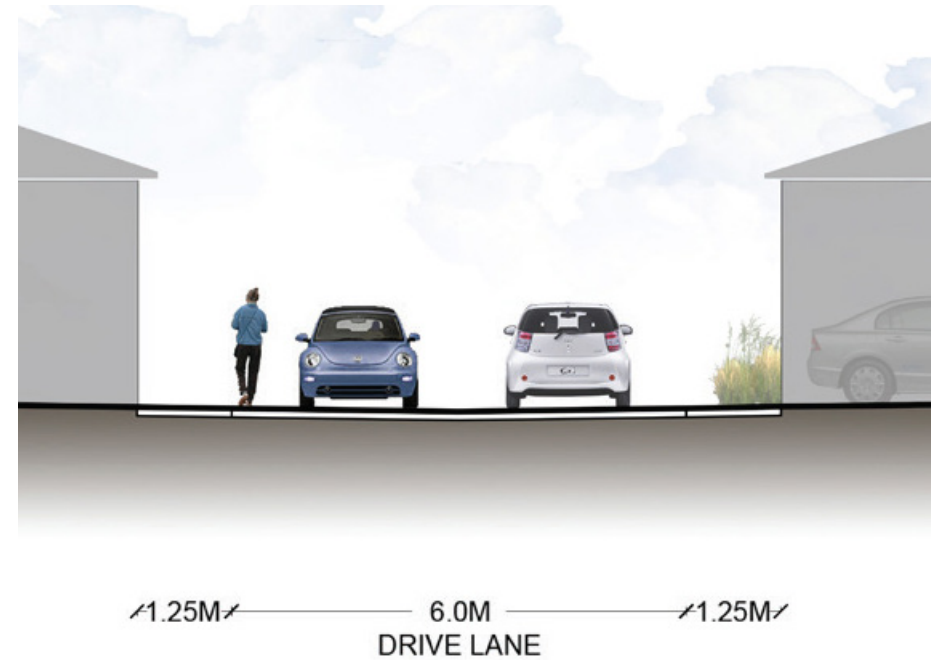


Figure 8: Typical Lane Section



2.2.8. Mid-Block Pedestrian Connections

Mid-block pedestrian connections may be provided along the Tenth Line and Bethesda Road block frontages to provide more direct pedestrian and cycling connectivity/ access to the internal sidewalk and road network. They are encouraged where there are long blocks present and to enhance the pedestrian network within Lincolnville. They are typically found within the private realm but they connect public realm circulation. Where implemented they should have consideration for the following:

1. Provide flexibility in widths of connections to accommodate pedestrians and cyclists as well as assisting emergency services with additional access.
2. Where linked to Tenth Line, they may also incorporate a width that accommodates outdoor patio areas as well as pedestrian clearways to add more vibrancy to these paths and support potential at-grade commercial uses.
3. Where possible, weather protection should be included through the provision of canopies on adjacent buildings.
4. Pedestrian crossings or mid-block pedestrian connections should be clearly defined, well lit, signed, and, where possible, incorporate decorative paving materials.
5. Where possible, streetscape furniture and bicycle parking should be accommodated within mid-block connections to support active transportation.
6. Active fenestration on the flanking building should be provided to assure passive surveillance and overlook of the connection.
7. Appropriate lighting should be provided to ensure the mid-block connection is well lit throughout the day.



2.3. Guidelines for Parks and Open Spaces

2.3.1. Greenlands

Greenlands are significant natural heritage features within Lincolnville and shall be protected and integrated into the community open space and trail system where possible. The following guidelines shall be implemented, as appropriate, to assist in the integration of Greenlands:

1. Greenlands should be physically and visually accessible from the adjacent streets. Street and block patterns should be designed in a manner that is responsive to the natural areas and allow for access and view opportunities, enhancing and preserving existing viewsheds.
2. Where appropriate, Greenlands should be linked to parks and open spaces through the off-street trail system.
3. Residential and non-residential buildings, wherever possible, should be oriented to face or address these features, rather than backing onto them, to provide a positive interface with these areas and provide passive surveillance.
4. Any planting occurring in the Greenlands shall include landscaping and non-invasive, drought-tolerant native planting that integrates with, complements and supports the adjacent natural heritage features in a naturalized, self-sustaining manner.
5. Where collector roads terminate at these natural heritage features, a trail head with connections between off-street pedestrian trails and cycling paths and boulevards should be provided.
6. Should the MTSA Collector Road connect its eastern terminus to the greenland areas, consistent paving and street furniture features should be shared to create a visual and physical connection from the Go Station area to the greenlands.

7. In order to meet the Accessibility for Ontarians with Disabilities Act (AODA, Trails shall be 3.0 to 3.5m in width and use a limestone screening and /or pavement material. The slope should be kept at 5% or less and shall not exceed 8%.



2.3.2. Neighbourhood Parks

Neighbourhood parks (1.5 hectares or greater) are parks that are centrally located and accessible to the greater neighbourhood. Opportunities for larger neighbourhood parks will be limited and may not be as desirable as providing smaller and more numerous and urban parkettes/squares the denser MTSA area. Where they are desirable, the following guidelines apply to neighbourhood parks:

1. High quality softscape and hardscape treatments, lighting, finishes and site furnishings should be used to create visual interest and a welcoming atmosphere.
2. Create a flexible green space that is ideal for events and gatherings as well as passive uses and respite.
3. Neighbourhood parks should be highly visible from the public realm, located adjacent to collector roads, overlook natural heritage areas and connect to the cycling and/or trail network.
4. Neighbourhood Parks are encouraged to have street frontage on all sides, wherever possible. Where this cannot be achieved due to site conditions and/or constraints, parks shall be designed, with appropriate road frontage, to the satisfaction of the Town and will require layby parking.
5. Pedestrian access to parks from the pedestrian boulevard should be clearly defined using landscaping or architectural elements/structures.
6. Street trees should be planted along the edge of parks, while not screening the view into parks. Trees should be located to provide for shaded seating, pathway and play areas.
7. Residential and non-residential developments adjacent to parks should face or side onto them and address them through building features such as porches, main entrances, balconies and other features providing overlook.



2.3.3. Parkettes & Urban Plazas

Parkettes (less than 1.5 hectares in size) and urban plazas are an important component of the public open space system that can be soft-surfaced and green, or hard-surfaced, and play a role in creating a linked network of public open spaces in the community. Given the denser residential nature of the Lincolnville (Old Elm) MTSA area it is envisioned that numerous parkettes, open spaces, and urban plazas shall be included to provide for visual relief and places of respite throughout the community.

The following guidelines apply to parkettes.

1. Parkettes, open spaces, and urban plazas shall be dispersed throughout the community, located on visible street frontages with entrances that are clearly defined through landscape treatment and built form elements.
2. Parkette design should provide a focal area with opportunities for passive and informal recreation through seating, gardens, structures, and landscaping.
3. Pathways within parkettes, open spaces, and urban plazas should connect to sidewalks, mid-block pedestrian walkways and where possible, the trails system within the broader community.
4. View corridors terminating at a parkette should be highlighted through landscape treatment, architectural form or public art feature.
5. Community mailboxes and information boards should be considered in parkettes, open spaces, and urban plazas, to provide for central convenient locations and chance interactions between residents in the community.
6. Dwellings fronting onto parkettes should include porches, porticos, balconies and/or have lane based garages to provide opportunities for interaction, passive surveillance of the space and framing with active building façades.
7. Rear lotting of adjacent residential dwellings, to a Parkette shall be prohibited.



2.3.4. Urban Plazas and Squares

Urban Plazas and Squares, where introduced in areas such as the MTSA Collector Road, provide another form of gathering and respite spaces that is more urban in nature. In addition to the MTSA collector road guidelines in Section 2.2.4, the following guidelines should also be considered:

1. High quality hardscape treatments, lighting, finishes and site furnishings should be used to create visual interest and a welcoming atmosphere (e.g. detailing entry into the street, decorative light standards and continuous decorative paving, planters, enhanced landscaping / tree planting, etc.)
2. Patios, seating areas, sidewalk retail and interactive spaces for users of all ages will ensure a high level of activity to draw residents to the space and can be provided within both the public and private realm
3. The urban plaza space is envisioned to provide space for modest events and gatherings and transitioning pedestrian flow to the Lincolnville community to the east and the GO Station to the west.
4. A vertical architectural element or public art should be incorporated to provide an anchor at the 10th Line and MTSA collector road intersection.
5. Future mixed-use development on the west side of Tenth Line in the GO Station area should have regard for the guidelines above and section 2.2.4, to create a continuous urban plaza and integrated public space at the centre of the community.



2.3.5. Stormwater Management Facilities

Stormwater management facilities shall be both functional and serve as open space features. More sustainable approaches to stormwater management are encouraged within the Lincolnville (Old Elm) MTSA as alternatives to conventional approaches. The following guidelines apply to conventional stormwater management facilities:

1. Native species and flood tolerant water's edge plants, including a mixture of herbaceous and woody vegetation, shall be planted to stabilize banks of ponds.
2. The perimeter of permanent pools shall be planted with emergent, strand and submergent species to improve the aesthetics and enhance the performance of the facility.
3. Ponds are envisioned to blend with the natural landscape, therefore, geometric forms and standard slope gradients will be avoided in favour of organic shapes and land form grading designed to replicate natural landforms in the area.
4. Where there is a need to discourage public access to areas around the perimeter of the ponds, living fences and barrier planting will be utilized in place of fencing.
5. Ponds will not be fenced, but rather will be designed with trails, overlooks and signage so as to connect with the Greenlands in Lincolnville.
6. Where possible, public walking/cycling trails should encircle ponds and extend along any stormwater channels.



3.0 PRIVATE REALM DESIGN GUIDELINES

3.1. General Built Form Guidelines

3.1.1. Building Relationships to Streets & Adjacent Buildings

Building siting and arrangement within the street block is a key component in providing an attractive streetscape. The siting of buildings can provide emphasis in a community by framing views and allowing for vistas to key features (e.g. greenlands, urban plaza, park/parkette areas, and landmarks). Appropriate massing of buildings will also provide for comfortable pedestrian-scaled environments and help to transition densities from the Lincolnville arterial road edges into the internal community blocks and road network. The following design criteria shall be observed to ensure appropriate building orientation and relationships as well as massing and transition within the streetscape:

1. The massing of buildings shall transition from greater to lower mass and height by incorporating techniques such as stepbacks of upper storeys, transitional building heights and separation distances between different building masses.
2. Building height shall be lower adjacent to the existing low-rise residential uses adjacent to the Lincolnville (Old Elm) MTSA community and should gradually increase toward the GO Station area intersection and Tenth Line corridor.
3. Buildings shall be designed for an urban context directing their primary façades to the street to create active streets and provide streetscape enclosure.
4. More prominent building massing and articulation should be provided at corners and especially at gateway entrances to the community from Tenth Line and Bethesda Road.



5. Architectural styles of individual units and blocks should be sensitive to and complement each other. The various architectural forms within the community should provide for a harmonious mix of distinctive architecture, which may incorporate both traditional/heritage and modern influences.
6. A variety of architectural elements such as wall plane articulation, entry porches, canopies, columns, dormers, and material detailing will be employed to create a distinctive character for streetscapes in the community.
7. Adjacent to the potential Tenth Line and MTSA Collector Road intersection urban plaza, buildings will frame the public space and create a pedestrian scale at the street level (e.g. canopies, building cantilevers, overhangs, balconies, etc.). In relation to the surrounding built form, building height should provide prominence and a sense of enclosure for the plaza and its intended uses.
8. Where parking cannot be provided within structures, or below grade for mixed-use residences, surface parking areas shall be located to the rear and provide landscaping and screening measures to mitigate their visual impact on public views.
9. Primary building entrances shall be clearly visible, located on a public street or public open spaces, be direct, and should be accessible to people of all ages and abilities.
10. Street-facing garages should be avoided where possible, and designed to be flush with, or recessed behind the main façade for townhouse blocks.
11. Buildings should incorporate active uses at grade such as retail and other commercial uses to contribute to a more active public realm and animate the MTSA Collector Road and Tenth Line intersection streetscape.
12. Buildings on corner lots shall be oriented to address both streets and generally located close to the street edge. Where corner lot rear elevations are exposed to street view they shall be consistent in architectural design and quality with the front and external side elevations.
13. Blank wall faces are discouraged where exposed to public view. Buildings shall be clad and architecturally detailed consistently on all exposed elevations.
14. Rooftop mechanical equipment shall be screened from public view through rooftop location, integration into the design of the building and/or rooftop enclosures clad in materials consistent or complementary to the building.

3.1.2. Building Relationship to Open Space

A building's relationship to an open space is important in addressing the space and providing informal surveillance onto these areas. This relationship will help to activate a space and promote safety to residents and visitors that use it. The following design criteria shall be observed to ensure appropriate massing and transition towards open spaces.

1. Buildings will be aligned parallel to a public street with siting and massing that provides a consistent building relationship where they are adjacent to park and open spaces.
2. Buildings located adjacent to, or at the edge of parks and open spaces, will be designed, sited and massed to address the open space and where appropriate, provide opportunities for overlook of these features.
3. Block patterns and building orientation are encouraged to front built form to face open spaces rather than backing onto these community features.
4. Residential dwellings facing parks, parkettes and open spaces are discouraged from having street-facing garages in their design.

3.1.3. Massing, Height and Setback

The massing, height and setback of a building can affect the pedestrian scale of a streetscape and the level of sunlight and shadowing. The following design criteria shall be observed to improve pedestrian comfort along the streetscape:

1. Building massing should reinforce a continuous street wall frontage, located at the front property line to help define the pedestrian boulevard. Building frontage, in some cases, can be set back up to 3.0m in certain areas to accommodate building entrances or patio areas.

2. Buildings adjacent or opposite one another shall be compatible in massing and height. Extreme variation in massing shall be avoided. Where abutting buildings have a greater variation in height of 3.0m or 1 storey (e.g. 3 storey townhouse block abutting a 5 storey building) they shall provide stepbacks of 3.0m at each storey above at a 45 degree angular plane.
3. The Tenth Line and the MTSA Collector Road intersection building heights, shall equal to the right-of-way or facing distances of buildings opposite to each other. Building heights greater than this will require additional stepbacks to address shadow impact and building massing.
4. More prominent building massing and articulation should be provided at corners and especially at the gateway entrances to the community as well as frame views and vistas to Greenlands.
5. Building heights shall conform to Official Plan sections 12.7.24 to 12.7.27 and generally range from 2 storeys for low-rise residential to 6 storeys for mid-rise mixed-use residential buildings. Additional height up to 12 Storeys is encouraged for buildings located in high density areas.
6. Buildings sited at the intersection of Tenth Line and the MTSA Collector Road shall have a minimum height of 8 storeys. Buildings should be stepped back at the third or fourth storey to provide a pedestrian scaled wall face. This treatment may also be applied where buildings abut public open spaces and squares.
7. Mixed-use building with retail/commercial uses at grade and buildings within the high density areas along Tenth Line, shall have a minimum ground floor height of 4.5m to provide future building flexibility to convert at-grade uses to retail/commercial uses.
8. Building frontages are key in forming the continuous pedestrian friendly street edge along Tenth Line with side yard setback allowances may be made for the provision of mid-block pedestrian connections.

3.1.4. Parking & Servicing - Mixed-use and Multi-Unit Buildings

Parking and servicing shall be strategically located to minimize its visibility from the public realm. The following design criteria shall be observed to minimize undesirable views into and within parking and servicing areas:

1. Parking areas shall be located below grade or in the rear of the development or at the rear of the building screened from public view.
2. Surface parking should be broken up into small courts of parking divided by landscaped/planted medians (minimum 2.5m in width with 3.0m preferred), to accommodate tree planting.
3. Defined pedestrian walkways through raised curbs or differentiated paving should be provided to provide a safe connection between rear parking areas and the rear entries or front entries of buildings where mid-block connections are present.
4. Wherever possible, the use of permeable or porous pavers is encouraged along with extensive soft landscaping to minimize stormwater runoff and integrate stormwater management practices within the site.
5. The use of native tree and shrub species should be prioritized and be low maintenance, salt tolerant and able to survive urban stress conditions within parking areas.
6. Crime Prevention Through Environmental Design (CPTED) principles shall guide landscape design and landscaping should not obstruct sight lines for vehicles or pedestrians
7. Snow storage areas should be identified and incorporated into the overall landscape plan for surface parking areas.
8. Locate service areas including loading and garbage, in low visibility locations at the rear of buildings.
9. Architectural screening or enclosures of service areas should be built with materials/colours complementary to the building style.
10. Transformers and other utilities should be located within buildings, below-grade, screened from public view, or located inconspicuously at the rear of the property, where feasible. Transformers shall not be permitted along the streetscape frontages on the MTSA Collector Road intersection or at collector road and Tenth Line / Bethesda Road intersections.
11. Large utility infrastructure such as switchgears shall be located outside of the right-of-ways and other public spaces.

3.2. Street, Stacked, Back-to-Back & Live/Work Townhouses

3.2.1. General Guidelines

The following are general guidelines that apply to townhouses, stacked townhouses and back-to-back townhouses:

1. The siting, massing, and façade design of townhouse units shall be coordinated on a block by block basis. The overall streetscape composition should display massing and design continuity with adjacent development while achieving streetscape variety.
2. The massing and form of townhouse units adjacent to single/ semi-detached dwellings shall be complementary to those dwellings through height and architectural features to promote transition and visual continuity along the streetscape.
3. The main front entry shall be oriented to the front lot line or higher order street. While the entry of a corner unit is encouraged to be oriented to the flanking lot line, where a unit flanks a laneway, the main entrance shall face the street
4. Side and rear elevations highly visible from public areas shall have architectural treatments consistent with the design of the front elevation.
5. Corner unit designs are encouraged to provide significant window openings, wall articulation and porch features appropriate to their architectural type and style.
6. Corner lot and highly visible end units, such as those adjacent to a walkway, a mid-block connection or a park open space will be highly articulated on the side and rear elevations.
7. Variety in roof design through the use of gables and dormers, or more contemporary designs that include cantilevers and parapet details, should be provided.
8. Detached lane based garages shall be complementary in design and building material with the principal dwelling.
9. Townhouses sited along collector road and arterial road frontages, where townhouse blocks are permitted, shall include rear lane or rear accessed garages, to reduce the visual and functional impact of garages and driveways on the streetscape
10. Utility meters shall be screened from public view by integrating them into the design of the townhouse units using wall recesses, enclosures, or inseting within the building walls. Rear lane townhouses should, where possible, locate utility meters at the rear of the lot.
11. Large utility infrastructure such as switchgears shall be located outside of the right-of-ways and other public spaces.



3.2.2. Street Townhouses

Street townhouses are blocks of attached units that are oriented to the street. Located on conventional lots, these units allow for the provision of significant rear yard. Integrated garages are accessed from the street and with a maximum width of 50% of the front face of individual units. In addition to the guidelines for townhouses in section 3.2.1, the following will apply:

1. Unit widths should allow for both a garage door and an identifiable/prominent entrance and a minimum of 6.0m width is desirable to achieve that.
2. A prominent entrance shall be achieved through a combination of projecting elements such as a porch or portico, and enhanced design elements and materials
3. Townhouse blocks shall be limited to a maximum width of 8 units, with 6 units preferred. The length of the townhouse blocks should not exceed 50m unless it is essential to the architectural style of the townhouse block.
4. Garages shall be recessed or flush with the front wall face of townhouse units.



3.2.3 Stacked Townhouses

Stacked townhouses are blocks of attached units which are stacked one above the other (2 to 3 units) with individual and shared access. Configuration of units may be oriented to the street and may also have units that face the rear of the lot. In addition to the guidelines for townhouses in section 3.2.1 the following design guidelines apply to stacked townhouses:

1. Garage and parking spaces are to be located either below grade or attached at the rear of the units with access from a private or public lane.
2. Where parking is integrated at the rear, a private amenity space should be provided above the parking area in the form of a deck and/or balcony.
3. At-grade garages typically occupy the width of the unit, with the number of cars that may be accommodated directly related to the width of the unit (e.g. 6.0m width accommodates 2 cars whereas 9.0m widths, 3 cars).
4. The lower unit is typically accessed from grade or ½ level up or down and the upper unit(s) is (are) accessed by a separate set of stairs leading from a common landing.



3.2.4 Back-to-Back Townhouses

Back-to-back townhouses are blocks configured to share a common rear wall (generally 2 units or where stacked, 4 units), with blocks sited and oriented to streets and private lanes or roads. They can also be sited around parkettes and private amenity spaces. In addition to the guidelines for townhouses in section 3.2.1 the following design guidelines apply to back-to-back townhouses:

1. Parking and garages can be front-loaded and accessed from the street, a private road. Where possible parking should preferably be located below grade, where townhouses are built on a slab, and accessed by a shared garage entrance.
2. Full balconies may be provided to offset the limited amount of amenity space for residents.
3. Where a concentration of back-to-back townhouses occur, units facing each other, they shall have a minimum facing distance of 12.0m, with increased distance encouraged.
4. Where there are long stretches of these type of blocks they shall include a sidewalk/walkway after every second block to provide visual relief and potential mid-block connections.
5. Utility meters for the block may be ganged in a discrete location, or screened from public view within the townhouse block design.



3.2.5 Live / Work Townhouse Blocks

Live / Work Townhouses are characterized by units that are designed to allow for a mix of residential and non-residential uses. The ground floor is typically designed to accommodate retail, commercial or office uses, while the upper floors serving as residential units. The non-residential use is accessed from the street and the residence is accessed from either the front or the rear of the building. In addition to the guidelines for townhouses in section 3.2.1, the following will apply:

1. The height of the ground level is recommended to be a minimum of between 3.7 and 4.5m to accommodate a flexible range of uses including retail and commercial . Zoning provisions should provide the flexibility to allow for both residential and non-residential uses at the ground floor.
2. Residential and non-residential parking is typically accommodated at the rear of the building, and accessed from a rear lane or private driveway.
3. Private amenity space for the residential unit is provided either in the form of a deck (above the parking in rear) or balcony.
4. Live / Work Townhouses are ideally located along arterial and collector roads where they are a permitted use and around community amenity features such as parkettes and urban squares.
5. The blocks along the MTSA Collector Road, east of the high density blocks and adjacent to Tenth Line would be an ideal location for live / work units and provide a transition of density to the internal block while allowing flexibility for the provision of both commercial and residential in this central location.
6. Live / Work block designs should support pedestrian activity through minimal front yard setbacks, pedestrian weather protection and enlarged clear glazed windows at-grade.



3.3. Low Rise Apartment Buildings

3.3.1. General Guidelines

Low-rise apartment buildings are appropriate in establishing an active urban character where intensity of use is desirable near or adjacent to civic areas, GO Station area, and near the mixed-use corridors on Tenth Line and proposed on the MTSA Collector Road intersection. They are generally 4 to 6 storeys in height and are envisioned for the medium and medium-high density areas in Lincolnville. The following are general guidelines for low-rise apartment buildings:

1. The design of the building and the site shall consider overall form, massing and proportions, and rhythm of major repetitive building elements to create a pedestrian scaled street façade.
2. Where the building exceeds 4 storeys a consistent a step back is encouraged at 3.0m intervals at the fifth and sixth storeys. Where wood frame construction is being considered a stepback up to 6 storeys will not be required where an architectural detail is provided along the 3rd storey cornice / datum line.
3. Apartment buildings proposed along Tenth Line and the MTSA Collector Road intersection should incorporate a minimum ground floor height of 4.5m to allow for potential future at-grade retail and commercial uses. Zoning provisions should provide the flexibility to allow for both residential and non-residential uses at the ground floor.
4. Building façades along the public roads shall be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail, and variety. The design treatment of flanking façades visible from the road shall be similar to that of the front façade.

5. Cladding of the buildings will include high quality masonry (e.g. brick and stone); other quality building cladding systems will also be considered. Concrete block, precast wall panels or metal siding are discouraged.
6. Rooftop mechanical equipment shall be screened from public view and integrated into the design of the building with materials and/or colours that are consistent or complementary to the building.

3.3.2. Siting

1. The majority of the main building façade shall front the public street at a minimum setback to address and define the streetscape edge and/or park and open space areas.



2. The primary building entrance shall be located and oriented toward public roads, be covered and should provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building.
3. Where buildings are sited close to the property line, entrances may be raised (1.2m - 1.5m) to provide separation between public and private realm to increase privacy.
4. Where these buildings are sited adjacent to low-rise residential or townhouse dwelling they should address the transition through built form massing change and stepping down height

3.3.3. Landscaping

1. The use of native tree and shrub species should be prioritized and be low maintenance, salt tolerant and be able to survive urban stress conditions along the streetscape.



2. Wherever possible, the use of permeable or porous pavers is encouraged along with extensive soft landscaping to minimize stormwater runoff and integrate stormwater management within the site.
3. Crime Prevention Through Environmental Design (CPTED) principles shall guide landscape design and landscaping should not obstruct sight lines for vehicles or pedestrians.

3.3.4. Parking & Service Areas

1. The guidelines in Section 3.1.4, shall also apply to Low-rise apartment buildings.
2. Permanent parking should be located below grade. Loading and service areas shall be located in areas of low public visibility in side or rear yards and set back from the front façade of the building.
3. Where it is only possible to provide parking at grade, it shall be located behind the building and areas exposed to public view shall be screened through the use of landscaping and/or decorative fencing consistent with the building's architectural style.
4. Servicing, loading and garbage facility areas shall be located at the rear of the building and/or incorporated into the overall design of the building, hidden from public.

3.4. Mixed-Use Buildings

3.4.1. General Guidelines

Mixed-use buildings are envisioned to be located in the High Density and Medium Density mixed-use areas in the Lincolnville (Old Elm) MTSA. They are generally a minimum of 5 storeys in height and up to 10 or 12 storeys; heights above this will be considered on a case-by-case basis. They will provide additional variety of built form providing retail/commercial/office uses at grade and multi-unit residential uses and/or office uses on the levels above.

1. Mixed-use buildings should be primarily located at the Tenth Line and Go Station/MTSA Collector Road intersection and along Tenth Line.
2. The design of mixed-use buildings should reflect the mix of uses occurring within the building and should be used to establish a strong pedestrian oriented base and clearly differentiated residential or office related, upper storeys.
3. The side and rear elevations of mixed-use buildings abutting low density residential properties shall be stepped down to a height to maintain an appropriate scale and transition in relation to adjacent residential uses.
4. Larger buildings should be articulated to avoid large expansions of uninterrupted blank façades and grade level retail frontages should be broken down in scale to provide a finer grained frontage.
5. Where located at a corner, buildings shall be designed to address both street frontages and be massed towards the corner locations for visual interest along the streetscape and to “anchor” the building in gateway areas.
6. Defined horizontal breaks (e.g. change in material, change in fenestration, storefront band/cornice, or decorative banding) should be provided between the street-level storefront uses and the upper floors of a building to provide visual interest and articulation.
7. Ground floor uses shall incorporate transparent windows on the majority of the building facing public areas to promote visually active façades and provide passive surveillance of pedestrian
8. Locate main entrances to have direct sidewalk connections and ensure they are flush with the public sidewalk. Ensure they are clearly identifiable and visually prominent.
9. Balconies may not protrude into the public realm but may extend as far as the build-to line.
10. Large utility infrastructure such as switchgears shall be located outside of the right-of-ways and other public spaces.



3.4.2. Mixed-Use Building Design

1. The base portion should be masonry of 1-2 storeys, defined with a continuous sill between the base and upper portions. The upper portion should contain the largest mass of the building consisting of masonry to reflect the architectural character of the community. Upper floors should be emphasized through articulations of the exterior wall plane and roofline.
2. Residential entrances shall be clearly distinguished from the commercial entrances and should be located at the front or side of the building at corners.
3. Storefront entrances should be highly visible and clearly articulated. Entrances should be located at or near grade. Split level, raised or sunken entrances shall not be permitted.
3. Large ground floor retail windows shall be provided, be appropriate in scale to the street frontage, and integrated into the building design. Reflective mirror glass shall not be used for windows at grade.
4. For the ground floor façade an increased level of clear glazing approximately 80% of the area between 0.6m and 4.0m from the finished floor, shall be encouraged.
5. A minimum floor to ceiling height of 4.5 metres should be provided on the ground floor to allow for flexibility and accommodate a variety of retail/commercial/office uses.
6. On corner sites, storefronts should address both street frontages through entries and/or clear glazing.
7. Retail space should have a minimum unit depth of 10.0m to ensure reasonable operation. Unit width can vary but it should provide a consistent rhythm along the building facade with finer grained intervals of approximately 6.0m preferred.
8. Signage should not obscure windows, cornices, columns or other architectural elements and be limited to the storefront of a building and in a consistently defined area above the store front.
9. To minimize visual clutter, signage should be integrated into the design of building façades wherever possible, through placement within architectural bays and friezes.
10. Signs that use lettering and/or images that create depth to the sign, such as raised lettering or individually cut lettering and are lit from above or below are encouraged. Box signage with internal lighting are discouraged.
11. Projecting/hanging signs, perpendicular to the building façade, should be permitted as they can add to the pedestrian experience and should generally be limited to a surface area of 1.0m², or to a scale that is in keeping with the storefront, and be limited to one sign per storefront.



12. Tree planting should be carefully planned with retail signage to avoid potential conflict.
13. Multiple entrances to individual retail units at the street level are favoured over a single entrance on the main floor. Long expanses of wall on the main floor shall be avoided.
14. Awning or canopies are encouraged to provide weather protection and should provide an identifiable break or gap between storefronts. Multiple smaller width awnings/canopies are preferred over long continuous elements.

3.4.3. Siting

1. The building façade shall front the public road at a minimum setback and should address the adjacent roadway and/or open space areas.
2. Mixed-use buildings should be sited at a 0.0m setback from the front property line given the at-grade retail activity. For areas such as the MTSA Collector Road intersection, building setbacks at-grade are encouraged to allow for patio/activity areas , generally 2.0m or greater to accommodate tables and seating.

3.4.4. Landscaping

1. The guidelines in Section 3.3, shall also apply to mixed-use.

3.4.5. Parking & Service Areas

1. The guidelines in Sections 3.1.4 and 3.3.4, shall also apply to mixed-use buildings.



3.5. Gateway Buildings

3.5.1. General Guidelines

Establishing the gateway into Lincolnville will help define the entrance into this unique community. This section provides guidelines for the gateway locations within Lincolnville and provides specific built form guidelines for various built form types that may be introduced in the Lincolnville (Old Elm) MTSA including mixed-use, apartment and townhouse buildings.

3.5.2. Locations

1. At collector road entrances from Tenth Line and Bethesda Road.
2. Potential future development at the south east and southwest corners of Tenth Line and Bethesda Road.
3. On Tenth Line at the southern MTSA boundary line.

3.5.3. Added Architectural Features

1. Buildings at gateway locations shall include articulated massing and added height at the corner of at least one additional storey, to emphasize these special intersections (e.g. MTSA Collector Road and Tenth Line and at the Tenth Line and Bethesda Road intersections).
2. Where possible, landscape materials and building masonry cladding should be coordinated the architectural style, cladding material and colour palette of the Gateway building to create a complementary relationship at these important locations.
3. Entrance and entry features (e.g. canopies) at corners are encouraged where possible to further emphasize their importance.

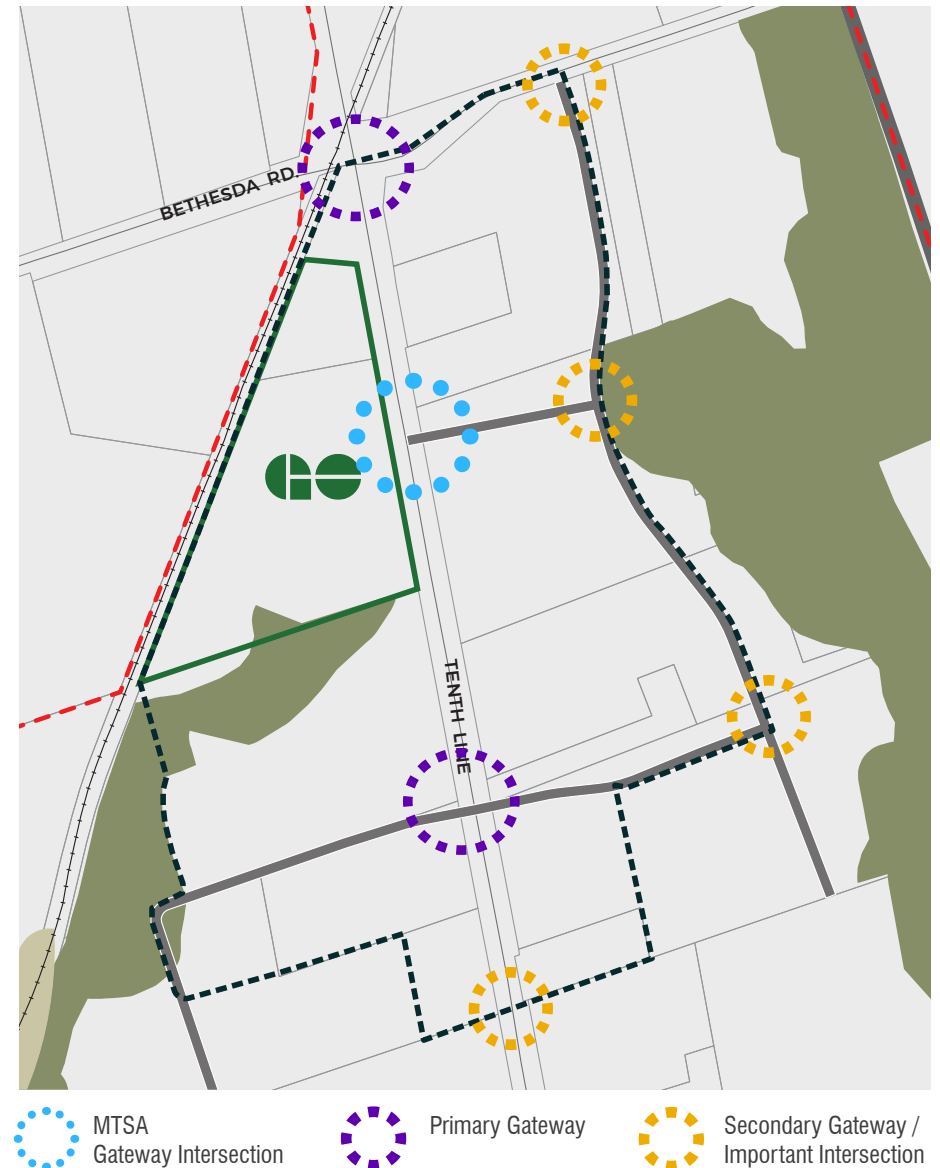


Figure 9: Community Gateway and Special Locations

3.5.4. Massing and Siting

1. Gateway buildings may be set back further from the corner where there is a potential to improve the adjacent streetscape boulevard and pedestrian quality.

3.5.5. Landscaping

1. Landscaping proposed at gateways should complement and visually coordinate with signage, built form and potential public art proposed for the gateway.
2. Gateway landscaping shall be of a high quality design in soft and/or hard landscaping comprised of resilient and durable materials and planting.
3. The use of native tree and shrub species should be prioritized and be low maintenance, salt tolerant and be able to survive urban stress conditions within parking areas.

3.5.6. Parking & Service Area

1. The guidelines of Section 3.1.4 shall apply to parking and service areas of Gateway Buildings.
2. Parking, servicing, utilities and loading or similar functions, are located away from highly exposed elevations facing street frontages. Where located internally and exposed to view they shall have additional landscape screening.
3. Architectural screening or enclosures of service areas should be built with materials/colours complementary to the building style.

3.6. Transition Guidelines Between Built Forms

3.6.1. Buildings Within MTSA

Development within Lincolnville's (Old Elm) MTSA will require sensitive consideration of development transitions between built form within the area and adjacent open spaces. The following guidelines should be taken into consideration:

1. To provide sensitive transition of mixed use or mid-rise built form massing and heights, where they abut low-rise apartment and townhouse blocks by fitting a 45-degree angular plane which is applied and measured from the abutting property line.
2. Where a proposed building is to the north or west side of an adjacent building, fitting massing within the 45 degree angular plane will not be required where it is up to 6 storeys. The transition can occur through transition form or wing wall, added separation distance, other architectural design or a lesser angular plane (e.g. 60 degrees). This does not apply to a transition between low-rise townhouses and buildings above 6 storeys.
3. The maximum variation in the transition of height should be a one storey height to allow for progressive height changes to adjacent uses.
4. Mid-block connections should be supported with the stepping of building edges adjacent to these walkways to allow for a better pedestrian experience and potentially mitigate overshadowing of these spaces.
5. Active fenestration should be incorporated within mid-block pedestrian connections along flanking buildings to assure passive surveillance and overlook of these connections.

3.6.2. Transitioning to Buildings Adjacent to MTSA Boundary

Development adjacent to Lincolnville's (Old Elm) MTSA will need to be addressed through appropriate treatment of MTSA built form that is adjacent to or is highly visible to those areas outside the MTSA. The following guidelines should be taken into consideration:

1. The side and rear elevations of buildings within the MTSA and abutting low-rise built form (low and medium density) shall respond to these areas by providing visual and architectural transitions towards a 3 storey height.
2. Low-rise residential built form adjacent and outside the MTSA boundary should have a minimum height of 3 storeys and may include a roof form that complements the MTSA built form to provide a better massing transition.
3. Buildings within the MTSA abutting low-rise residential buildings will address exposed views due to this relationship through architectural and detail treatments.
4. The side and rear of buildings abutting low-rise residential properties shall generally be of similar height as the residential dwellings or should be stepped to maintain an appropriate scale and transition in relation to adjacent residential uses.

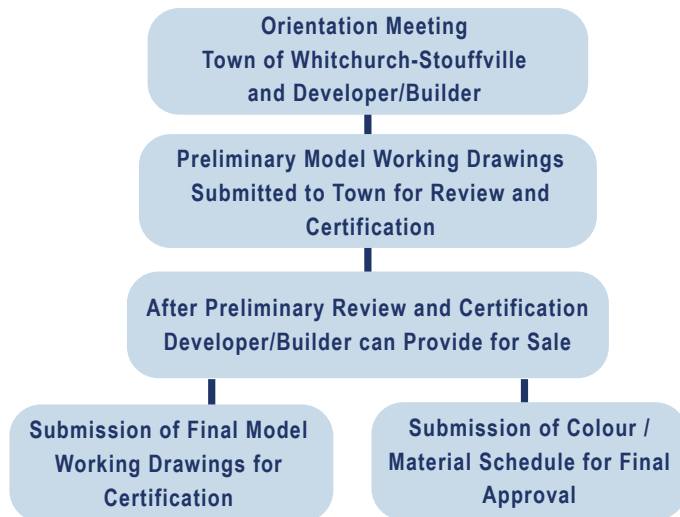


Figure 10: Example of Building Massing Transition

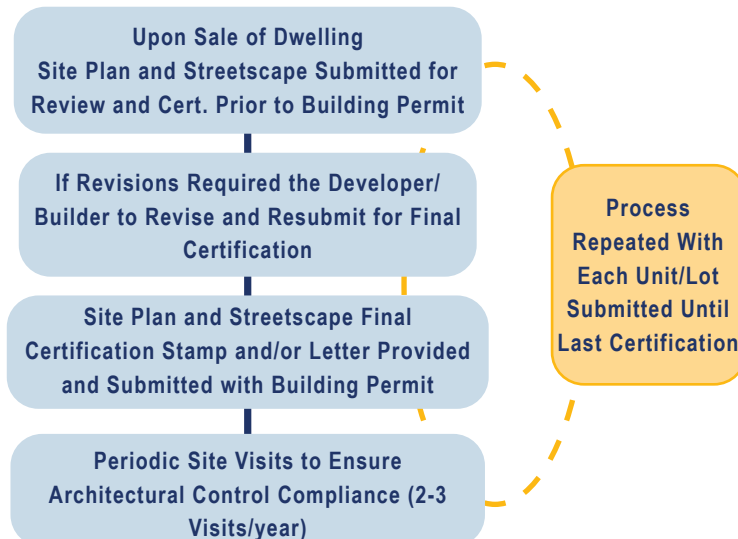
4.0 IMPLEMENTATION OF DESIGN GUIDELINES

Architectural Control Process - Ground Related Residential Dwellings

Stage 1- Certification of Models & Materials



Stage 2 - Certification of Units & Site Plans



Architectural Control Process - Multi-Unit Residential & Non-Residential

