

Township of Springwater

Midhurst Secondary Plan

OPA 38

Please Note:

This is a consolidated version of By-law 2008-106 adopted by Springwater Township Council on October 2, 2018 with the modified OPA 38 as approved by the County of Simcoe on October 12, 2011, including non-decisions. Reference should be made to the original documents if any questions arises.

The Corporation of the Township of Springwater
By-law No. 2008-106
A By-law to Adopt an Amendment to the Official Plan for The Township of
Springwater, OPA No. 38 Midhurst Secondary Plan

Whereas Sections 17 and 21 of the Planning Act, R.S.O. 1990, c.P.13 as amended provide that a council may initiate an amendment to its official plan; and

Whereas the policies of the Springwater Official Plan are approved and force and effect at this time; and

Whereas Section 8.6.1.2 of the Springwater Official Plan requires that a Secondary Plan or Plans be undertaken prior to the contemplation of any significant changes to the land use designations for the settlement area; and

Whereas the Council of the Corporation of the Township of Springwater deems it desirable to adopt an amendment to the Official Plan of the Township of Springwater to guide future development in the Midhurst Settlement Area;

Now Therefore the Council of The Corporation of the Township of Springwater enacts as follows:

- 1) **That** the attached explanatory text and Schedule 'A' which constitute Amendment No. 38 to the Official Plan for the Township of Springwater is hereby adopted.
- 2) **That** the Clerk is hereby authorized and directed to make application to the County of Simcoe for approval of the aforementioned Amendment No. 38 to the Official Plan for the Township of Springwater.
- 3) **That** this By-law shall come into force and take effect in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P.13 as amended.

Read a First, Second and Third Time and Finally Passed this Third day of
November, 2008.

[Original Signed by]

Tony Guergis, Mayor

[Original Signed by]

Carol O. Trainer, Clerk

**Township of Springwater
Midhurst Secondary Plan 1
Amendment No. 38**

To the Official Plan of the Township of Springwater

The attached explanatory text and Schedules “A” and “B”, constituting Amendment No 38 to the Official Plan for the Township of Springwater, was prepared and adopted by the Council of the Corporation of the Township of Springwater by By-law No. 2008-106 in accordance with the provisions of Sections 17 and 21 of the Planning Act, R.S.O. 1990, c.P.13, as amended.

[Original Signed by]

Tony Guergis, Mayor

[Original Signed by]

Carol O. Trainer, Clerk

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1.0 Introduction

1.1 Introduction

- a) The purpose of this Secondary Plan is to provide a detailed land use plan and policies for the regulation of land use and development within the Midhurst Secondary Plan Area in the Township of Springwater.

1.2 Location

- a) This Secondary Plan applies to the lands within the Midhurst Secondary Plan Area. The limits of the Secondary Plan Area are identified on Schedules 'A' and 'B' to this Secondary Plan.

1.3 Introduction

- a) It is intended that the Midhurst Secondary Plan Area be developed in accordance with the policies of this Secondary Plan in conjunction with the Official Plan of the Township of Springwater. Notwithstanding that intention, where there is a conflict between the principles, objectives and/ or policies of this Secondary Plan and the Official Plan of the Township of Springwater, the principles, objectives and/ or policies of this Secondary Plan shall prevail.
- b) Inherent to the Midhurst Secondary Plan is the principle of flexibility, provided that the general intent and structure of the Plan are maintained to the satisfaction of the Township.
 - Boundaries between land use designations are to be considered approximate except where they correspond to roads, river valleys or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained, to the satisfaction of the Township, minor designation boundary adjustments will not require an Amendment to this Secondary Plan.
 - Numbers provided within this Secondary Plan are considered approximate. Minor deviations (plus or minus five percent) to any number included in this Secondary Plan may be considered without the need for Amendment to this Secondary Plan, so long as the intent of the Plan is maintained.
- c) Development within the Midhurst Secondary Plan Area will be guided by a detailed series of policies, regulations and guidelines that will create a liveable and diverse community that is sympathetic to the environmental context.

The following text and maps identified as Schedule 'A' – Land Use Plan and Schedule 'B' – Neighbourhood Structure and Road Network/Trails, attached hereto, constitute the Midhurst Secondary Plan as established and adopted by Amendment No. 378 to the Township of Springwater Official Plan.

2.0 Principles – A Complete and Sustainable Community

- a) The Midhurst Secondary Plan is based on achieving the policies of the Province with respect to sustainable, efficient, cost-effective development and land use patterns, the conservation of natural and cultural heritage features, the protection of public health and safety and the achievement of minimum development densities. Further, this Secondary Plan is expected to achieve the goals and objectives of the Township of Springwater Official Plan.
- b) Inherent to the Midhurst Secondary Plan is the promotion of energy efficient design, the consideration of active transportation opportunities and the conservation of existing natural and cultural heritage features. These features are conserved and integrated within the overall design strategy and structure of the community.
- c) The Midhurst Secondary Plan is based on a community structure that is diverse in use and population, is scaled to the pedestrian, can accommodate transit as well as private automobiles and has a well- defined and high quality public realm the roads and greenlands system. The structural principles include:
 - Provide a diversity of housing types ranging from single detached houses to low rise apartment buildings to achieve densities anticipated in municipal and provincial policy.
 - Plan for a density of development that will help to promote more affordable forms of housing, and will help to support the provision of public transit and a range of commercial activities.
 - Provide a mix of uses so that people can have the choice to work, shop and enjoy community facilities within the community of Midhurst.
- d) The following additional principles shall be considered in the review of all public and private sector development applications within the Midhurst Secondary Plan Area.

Existing Midhurst

- The majority of development within the existing Midhurst community is comprised of single -detached, estate style homes on large lots. Existing development is generally provided with municipal water services, with individual, private septic systems.
- It is the intent of this Secondary Plan to protect the character of the existing Midhurst community by limiting development potential within the existing neighbourhoods, and by providing a transitional buffer of low density housing on lands that are in proximity to the existing neighbourhoods.

- It is also the intent of this Secondary Plan to promote sensitive intensification within the Bayfield Street Corridor, with a mixture of uses, including higher density forms of housing.

Major Community Focus

- The intersection of Bayfield Street and Snow Valley Road has been identified as the major focus for the Midhurst community.
- This intersection is intended as the location for higher order retail and other employment generating uses, including community facilities.
- The design and function of this major community focus is important to the Township, and shall be considered comprehensively through the development approvals process.

New Neighbourhoods

- The three new neighbourhoods identified in Schedule ' B' are the fundamental structural element of the Midhurst Secondary Plan Area. The new neighbourhoods must be cohesive and comprehensible to their residents. They must be self-contained areas with a mix of housing types, land uses and activities. The new neighbourhoods are edged either by natural heritage features or the primary road network, giving each neighbourhood a unique identity.
- Residential densities, lot sizes and building types shall vary throughout each of the new neighbourhoods including a transitional residential area. The highest densities shall occur adjacent to Doran Road, Pooles Road, Carson Road and the Primary Road network. Lower density housing is located in areas adjoining the identified natural heritage features, and toward the edges of existing Midhurst community.
- Each of the three new neighbourhoods shall include Neighbourhood Parks that are located within a 5 -minute walk (400 metres) of the majority of residents within that neighbourhood.
- It is the intention of the Township that development within the three new neighbourhoods achieve an overall gross density of 40 persons and/ or employees per hectare. In addition to that overall objective, the following minimum gross density targets are provided for each individual new neighbourhood:
- Neighbourhood 1 - 50 persons and/or employees per hectare
Neighbourhood 2 – 40 persons and/or employees per hectare; and
Neighbourhood 3 – 35 persons and/or employees per hectare

It is anticipated that the distribution of land uses, and housing types will be further articulated through the preparation of a comprehensive Neighbourhood Design Plan that will show the Township how each of the three individual new neighbourhoods will achieve their assigned density target, as well as the distribution of all of the land uses, community facilities and the local road network and open space system.

Employment

- Employment opportunities are a key component of a complete community. Lands are identified within the Midhurst Secondary Plan to accommodate a full range of employment opportunities.
- Development of employment generating land uses will be a key objective of the Township in the consideration of development approvals and service infrastructure allocation for all forms of new development in Midhurst.
- The minimum density target for any primary employment generating land use is expected to be approximately 30 employees per gross hectare. It is recognized that the achievement of this density target will be contingent upon the availability of appropriate municipal infrastructure, the overall success of the Township in attracting new employers, and the type of employment opportunity that is eventually provided.
- The design elements of employment generating land uses must be to the highest design standards possible.

Greenlands

- Neighbourhood Parks, Parkettes/ Urban Squares, natural heritage features, storm water management facilities and the trail system shall form a connected greenlands system throughout the Midhurst Secondary Plan Area.
- Storm water management facilities shall be designed as landscape amenities, as well as to perform their functional requirements. They shall be integrated into the overall greenland system.
- The greenlands system shall connect to the key environmental corridors that abut the Midhurst Secondary Plan Area.

Community Facilities

Community facilities include schools, recreation facilities, emergency services facilities, as well as seniors housing. To a large extent, these types of community facilities will be required as the population of Midhurst grows. These facilities will be planned and built over time through the policies of the Township and other facility providers.

- The design elements of all community facilities must be to the highest design standards possible.

Connections / Linkages

- Roads will provide a network that is appealing for pedestrians, cyclists, and transit facilities, as well as cars.
- Pedestrian connections adjacent to significant natural heritage features shall be planned to anticipate use and to avoid impact on the features and their environmental functions.
- All roads will be designed as important components of the public realm. Provisions shall be made for the lining of streets with trees in the boulevards and/or front and exterior side yards. This provides for a more aesthetic pedestrian environment and assists with traffic calming. All streets shall have sidewalks.
- Community design will be based the principles of connectivity and within and through the community.
- Road network connectivity shall not become a justification for breaching large, significant natural features. Roads through environmental areas shall be carefully considered based on an appropriate balance between the need for the road, the principles of connectivity and permeability and the protection of the integrity of the significant natural feature.

Infrastructure

- All municipal services shall be provided in a cost effective and efficient manner and shall be appropriate for the characteristics and needs of the proposed development.
- Storm water management facilities shall include high level quantity and quality control, and shall be designed to be integrated into the overall greenlands system.
- All municipal services, including storm water management facilities, shall be developed in advance of or concurrent with the development they are intended to serve.

3.0 Goals and Objectives

3.1 Introduction

- a) The goal and objectives of this Secondary Plan provide the framework for the planning and future use of lands in the Midhurst Secondary Plan Area by both the public and private sectors.
- b) The goal and objectives will be implemented by the mechanisms set out in this Secondary Plan and the other planning tools available to the Township, including implementing zoning by-laws and site plan control.

3.2 Goal

- a) It is the goal of this Secondary Plan to provide a policy framework for detailed land use planning to guide the future development of a new community in the Midhurst Secondary Plan Area. The Secondary Plan demonstrates a balance of housing, employment and community uses through adherence to the principles, objectives and policies of this Secondary Plan.

3.3 Objectives

- a) The objectives of this Secondary Plan are expected to facilitate the achievement of the principles for the Midhurst Secondary Plan Area. The objectives establish the context and direction for the development of the community and serve as the basis for the policies and other implementing mechanisms set out in this Secondary Plan. The objectives are:

3.3.1 Land Use

- a) To create a balanced, sustainable, energy efficient and pedestrian oriented community comprised of residential neighbourhoods, and to provide opportunities for a variety of housing types, retail/commercial uses, employment opportunities, administrative facilities and community facilities.
- b) To ensure a complete and integrated community comprised of:
 - i. a mix of uses that meet the daily needs of all residents,
 - ii. an appropriate integration of compatible land uses; and,
 - iii. compatibility of building types, achieved through consideration of their scale, massing and relationship to each other.
- c) To ensure that the Midhurst community identified on Schedule ' A' within the Secondary Plan Area is designed to achieve a minimum net density that has regard for Provincial directives and the existing Midhurst community.

3.3.2 Urban Design

- a) To encourage a high quality and consistent level of urban design for the public and private realms through adherence to the principles, policies and requirements of this Secondary Plan.

3.3.3 Residential Development

- a) To create an urban environment that provides for safe, functional and attractive residential neighbourhoods.
- b) To provide for the accommodation of a projected development potential of approximately 10, 000 new dwelling units upon full build out of the Midhurst Secondary Plan Area, which is anticipated to occur in appropriate phases over a long-term planning horizon. The initial phase will not exceed 3, 850 new residential dwelling units within the designated Greenfield area in the Secondary Plan Area. The overall phasing of development will be according to the details in Section 9. 0 of this Plan. [County Mod].
- c) To promote energy efficient development and construction techniques.

3.3.4 Employment Development

- a) To provide for employment lands in locations that are appropriate for employment uses and protect and preserve them for employment generating uses in the long- term.
- b) To create reasonable opportunities for the creation of a business park, and areas for government, and administrative functions and large and small scale retail and service commercial facilities.
- c) To encourage an appropriate mix of employment uses that services the employment needs of Midhurst and the Township of Springwater as it grows over time.

3.3.5 Community Facilities / Emergency Services

- a) To provide for opportunities to locate community facilities and emergency service facilities to serve the needs of residents.
- b) To provide locations for community facilities and emergency service facilities that are visible and accessible to residents.
- c) To encourage multi -functional, shared use of public lands and buildings.

3.3.6 The Greenlands System

- a) To provide a functional and highly interconnected greenlands system for the community that is accessible and visible to residents, and is connected to the greenlands system beyond the Midhurst Secondary Plan Area.
- b) To ensure continuity of the greenlands system and to provide opportunities for recreational and naturalized links within the Midhurst Secondary Plan Area and to the broader Township of Springwater.
- c) Conserve significant natural and cultural heritage features, in accordance with local, County and Provincial policies.
- d) To provide a continuous greenlands system within the community that incorporates links of varying character and function, among and between natural heritage features, public parks, storm water management facilities and a full array of community amenities.

3.3.7 Transportation

- a) To develop an integrated active transportation system that provides a variety of connections within the community and to the rest of the Township of Springwater.
- b) To create a highly inter-connected network of roads and lanes that provide for ease of access, orientation and safety for pedestrians, cyclists and vehicles.
- c) To create a linked trails system composed of roads, lanes and open spaces, sidewalks, off road trails and bicycle lanes.
- d) To ensure that the required components of the transportation system for any portion of the Secondary Plan Area are committed to be in place and operative prior to or coincident with development.
- e) To facilitate the phased implementation of transit services based on acceptable operational and financial criteria.

3.3.8 Services / Infrastructure

- a) To ensure that the services, including the necessary water, sanitary sewer and storm water management systems, power, streetlights, natural gas and communication services required for any part of the Secondary Plan Area, are in place and operative, prior to, or coincident with the development of the land by requiring that any necessary agreements to realize these infrastructure works are in place with the Township and other approval

authorities prior to the registration of plans of subdivision on any of the lands. [County Mod.].

- b) To ensure that storm water management facilities are designed to fulfill their functional purpose, are treated as aesthetic components of the greenlands system and that they do not negatively impact on natural heritage features or cultural heritage landscapes at any time in the land development process.
- c) To promote the use of Alternative Development Standards and the use of green infrastructure throughout the community.

4.0 Land Use Policies

4.1 General Land Use Policies

- a) The basic pattern of land use for the subject lands is established as shown on Schedule 'A' of this Secondary Plan. The land use pattern provided on Schedule 'A' is schematic and may be adjusted through the subdivision or site plan approval processes, taking into account the conservation of natural and cultural heritage features, infrastructure requirements, storm water management requirements, detailed land use relationships and road patterns.
- b) Schedule 'A' provides for the general location and distribution of the following land use designations:
 - i. Commercial / Mixed Use Designation;
 - ii. Administration / Government Designation;
 - iii. Employment Designation;
 - iv. Environmental Protection Area I Designation;
 - v. Environmental Protection Area II Designation;
 - vi. Midhurst Village Designation;
 - vii. Midhurst Transition Residential Designation;
 - viii. Midhurst Low Density Residential Designation;
 - ix. Midhurst Medium Density Residential Designation;
 - x. Midhurst High Density Residential / Mixed Use Designation;
 - xi. Future Development Potential Designation;
 - xii. Parks symbol; and
 - xiii. School/ Institutional symbol.
- c) Notwithstanding any other policies of this Secondary Plan, storm water management facilities including storm water management ponds, and all municipal facilities and utilities, shall be permitted on lands in any land use designation. Where any of these facilities are to be located within Environmental Protection Area, an Environmental Impact Study shall be prepared to the satisfaction of the Township and the Conservation Authority, in consultation with any other agency having jurisdiction.

4.2 Housing Policies

- a) This Secondary Plan provides opportunities for a broad range of housing forms throughout the community.
- b) The Township reserves the right to monitor and ensure, through the implementing zoning by-law and plans of subdivision, that the mix of housing types is appropriate and is in conformity with the provisions of this Secondary Plan and any Provincial policy requirements.

4.3 Employment Policies

- a) The Secondary Plan Area is planned to accommodate a range of small to moderately scaled retail, office uses, institutional activities and industrial uses. The majority of employment opportunities will be located along either side of Snow Valley Road in areas indicated as Employment and along the Bayfield Street North I County Road 27 corridor and adjacent areas indicated as Commercial I Mixed Use. Home offices and home occupations may also contribute to the supply of employment opportunities.

- b) Development approvals for lands intended to accommodate mixed use will be monitored to ensure that short-term housing approvals do not preclude opportunities for the development

5.0 Land Use Designations / Symbols

5.1 Commercial / Mixed Use Designation

- a) The Commercial/ Mixed Use designation applies to lands adjacent to Bayfield Street North and County Road 27, as identified on Schedule' A'.
- b) The principal uses permitted within the Commercial/Mixed Use designation include all existing uses, business and professional office, retail stores, hotels, and restaurants, banks and personal service uses, private and commercial schools and public parks and open space linkages, public or private sector utilities and storm water management and transportation facilities, day care centres and places of worship.
- c) Residential uses may be permitted within the Commercial / Mixed Use designation provided they are wholly integrated as part of mixed use development. Stand- alone residential buildings are not permitted.
- d) Restrictions on the range of permitted uses shall be identified in the implementing zoning by-law.
- e) All development shall be subject to the Site Plan Control provisions of The Planning Act.
- f) The maximum height of any building shall be 6 storeys or 22 metres, whichever is less.
- g) All buildings will be oriented to face the front of the site and on corner lots face the higher order roadway.
- h) The number of access points to public roads shall be minimized and the use of a joint or shared access point is encouraged.
- i) Where a rear or exterior lot line or building facade abuts a public road and / or a public open space, special landscaping/ building treatments shall be required to ensure that the rear and/ or side building facades are attractive and/or appropriately screened from view.
- j) All development shall have regard for the Urban Design Guidelines attached to this Secondary Plan as Appendix I.
- k) All parking, storage and loading areas shall be appropriately screened, landscaped and buffered from all adjacent land uses and road rights-of-way.
- l) All storage and display areas for retail sales shall be carried out entirely within wholly enclosed buildings.

5.2 Administration / Government Designation

- a) The Administration/ Government designation applies to lands adjacent to Highway 26, and to a lesser extent east of Wilson Drive, as identified on Schedule 'A'.
- b) The principal uses permitted within the Administration/ Government designation include all existing uses, professional offices related to government services, schools and institutions, day care centres, public parks and open space linkages, public or private sector utilities and storm water management and transportation facilities.
- c) Restrictions on the range of permitted uses shall be identified in the implementing zoning by- law.
- d) All development shall be subject to the Site Plan Control provisions of The Planning Act.
- e) The number of access points to public roads shall be minimized and the use of a joint or shared access point is encouraged.
- f) Where a rear or exterior lot line or building facade abuts a public road and / or a public open space, special landscaping/ building treatments shall be required to ensure that the rear and/or side building facades are attractive and/ or appropriately screened from view.
- g) All development shall be consistent with the Urban Design Guidelines attached to this Secondary Plan as Appendix I.
- h) Notwithstanding any other policies of this Plan to the contrary, those lands situated in Lot 11, Concession 5, Geographic Township of Vespra, Township of Springwater, and known municipally as 1316 Highway 26 are hereby amended to permit one new residential lot by way of severance, subject to the appropriate approvals. **[OPA 53]**.

5.3 Employment Designation

- a) The Employment designation applies to lands as identified on Schedule 'A'. It is anticipated that full municipal services may be required to accommodate the full range of permitted uses within this designation.
- b) The Township shall explore the provision of full municipal services in conjunction with the initial phase of development within the Secondary Plan and will control the list of permitted uses on the basis of the outcome of the required Functional Servicing Plan. [County Mod.]

- c) The principal uses permitted within the Employment designation may include:
- i. Office uses of all types;
 - ii. Industrial uses, including:
 - Manufacturing;
 - Fabrication;
 - Assembly and processing;
 - Warehousing;
 - Bulk storage tanks;
 - Service and maintenance operations;
 - Research and development laboratories and facilities and other similar uses;
 - Product distribution services; and
 - Communications facilities.
 - iii. Public parks and open space linkages; and
 - iv. Public or private sector utilities and storm water management and transportation facilities.
- d) Restrictions on the range of permitted uses, including land uses that may utilize toxic materials and/ or may have the potential to cause environmental damage and the amount, type and location of open storage, shall be identified and regulated in accordance with applicable provincial policies and/ or guidelines on a site by site basis, in the implementing zoning by-law.
- e) Ancillary open storage is permitted in conjunction with any permitted industrial use. In addition, an ancillary retail sales show room and/ or an ancillary office component may be permitted as an integral component of a building that accommodates any other permitted land use provided that:
- i. the retail sales showroom and/or office component is directly related to the primary use; and
 - ii. the retail sales showroom and/ or office component does not constitute more than 25 percent of the Gross Floor Area of the building.
- f) Where there is open storage, landscaping/ buffering treatments shall be required to ensure that open storage areas are appropriately screened from view, to the satisfaction of the Township.
- g) Where any lot within this designation abuts an existing residential lot, commercial recreational or any other sensitive land use, a proposed storm

water management facility or lands designated Environmental Protection Area I and/or 11, landscaping/ building treatments shall be required to ensure that the use is appropriately screened from view and undue adverse impacts are appropriately mitigated. In these locations, a minimum five metre landscaped buffer strip shall be included on the non- residential property designated Employment, and shall be landscaped to the satisfaction of the Township.

- h) Restrictions on the range of permitted uses shall be identified on a site by site basis, in the implementing zoning by-law.
- i) The number of access points from individual lots to public roads shall be minimized. Shared access and internal connections between multiple lots is encouraged.

All development within the Employment designation shall be subject to the Site Plan Control provisions of the Planning Act and shall have regard for the Urban Design Guidelines appended to this Plan as Appendix I.

5.4 Environmental Protection Area I Designation

Section 5.4 — Environmental Protection Area I Designation [does] not apply to the lands known and described as 1093 Snow Valley Road — legally described as East Part Lot 14, Concession 5, RP 51 R-25070 Parts 3 and 17 Less RP 51 R-25991 Part 2. County Mod.

- a) Significant natural heritage features including their associated typical buffer areas within the Secondary Plan Area are designated as Environmental Protection Area I on Schedule 'A'. Lands designated Environmental Protection Area I shall be subject to the policies of the Township of Springwater Official Plan, and the Provincial Policy Statement, whichever provides the greatest level of protection.
- b) Lands within the Environmental Protection Area / designation include Provincially Significant Wetlands (PSW's); wetlands 2ha or greater; non - plantation woodlands 10 ha or greater; significant habitat of threatened and endangered species; major watercourses; regulatory floodplains; steep slopes and valleylands; and Provincial Parks; as well as buffers generally to maintain those features (i. e. 30m from PSW's, wetlands 2ha or greater and major watercourses; 10m from non -plantation woodlands 10ha or greater and valleylands). [County Mod.
- c) Any proposed development, including any necessary infrastructure and roads proposed within, or adjacent to the Environmental Protection Area I designation shall be required to prepare an Environmental Impact Study that will determine the actual buffer that will be required between the

Environmental Protection Area designation and the limit of urban development if the proposed development is approved. [County Mod.].

- d) An Environmental Impact Study is to be undertaken by the proponent of development in accordance with Township/Conservation Authority requirements and approved by the Township, and the Conservation Authority, in consultation with any agency having jurisdiction. An Environmental Impact Study shall be carried out in conformity with the policies of this Secondary Plan.
- e) Minor adjustments to the boundaries of the Environmental Protection Area I designation may be facilitated without an Amendment to this Secondary Plan subject to pre-existing zoning approvals or the preparation of an Environmental Impact Study that has been approved by the Township and the Conservation Authority in consultation with any agency having jurisdiction. If the change is considered to be a substantial change to the intent and/or extent of the Environmental Protection Area I designation by the Township or the Conservation Authority, then the Township may require implementation through a Secondary Plan Amendment process.
- f) Where a minor adjustment to the Environment Protection Area I designation is facilitated without an Amendment to this Plan the land use designation, or designations abutting the former Environmental Protection Area I designation shall apply.

5.5 Environmental Protection Area II Designation

Section 5.5 — Environmental Protection Area II Designation [does] not apply to the lands known and described as 1093 Snow Valley Road — legally described as East Part Lot 14, Concession 5, RP 51 R-25070 Parts 3 and 17 Less RP 51 R-25991 Part 2. [County Mod.]

- a) Lands within the Environmental Protection Area II designation include: plantations 2ha or greater; non-plantation woodlands 2 ha to 9.9ha; well-developed hedgerows; wetlands 0.5ha to 1.9ha; the area between 30m and 120m from EPA I wetlands as defined above in 5.4b); and intermittent drainage swales. [County Mod.]
- b) It is the intent of the Environmental Protection Area II designation to act as a trigger for the preparation of an Environmental Impact Study that will determine the nature and extent of the feature and the determination of any buffer that may be required between the feature and the limit of development. As such, prior to any lands being considered for development within or abutting any area identified within the Environmental Protection Area II designation, an Environmental Impact Study is to be undertaken by the

proponent in accordance with the policies of this Secondary Plan. [County Mod.]

- c) Adjustments and/ or deletions of the Environmental Protection Area II designation may be facilitated through the zoning approval process without an Amendment to this Secondary Plan, subject to the preparation of an Environmental Impact Study that has been approved by the Township and the Conservation Authority in consultation with any agency having jurisdiction.
- d) Where adjustments or deletions to the Environmental Protection Area II designation is approved through the Environmental Impact Study Process, the land use designation, or designations, abutting the former Environmental Protection Area II designation shall apply.

5.6 Midhurst Village Designation

- a) The Midhurst Village designation applies to the existing Midhurst community. It includes existing neighbourhoods and additional areas that may accommodate a range of ground- related housing and open space uses.
- b) Permitted residential building types shall be limited to single detached dwellings on the basis of municipal water supply and individual sewage treatment facilities. Other permitted uses may include public parks and open space linkages, public or private sector utilities and storm water management and transportation facilities

Notwithstanding the above policy, the Township may consider small, physically isolated land parcels that are constrained from connection to the municipal water supply system, for development on private wells and private septic systems. These development proposals shall be reviewed by the Township on a case by case basis.

- c) Residential lots shall generally have a minimum frontage of 30.0 metres, and a minimum lot area of 2, 000 square metres. Building heights shall generally not exceed 3 storeys or 10. 0 metres, whichever is less.
- d) All new development shall have regard for the Urban Design Guidelines attached to this Secondary Plan as Appendix I.

5.7 Midhurst Transition Residential Designation

- a) The Midhurst Transition Residential designation shall provide a substantial, complimentary and gradual transition between existing Midhurst and the new neighbourhoods with higher densities. In addition, the Midhurst Transition Residential designation is intended to provide an appropriate relationship between the new neighbourhoods and the identified environmental features.

- b) The Midhurst Transition Residential designation shall accommodate a range of ground-related housing and open space uses. Permitted residential building types shall be limited to single detached dwellings on full municipal services. Other permitted uses include public parks and open space linkages, public or private sector utilities and storm water management and transportation. The permitted residential building types in the Midhurst Transition Residential designation shall have a minimum lot frontage of fifteen metres, but shall include a range of larger lot frontages and shall be articulated further through the draft plans of subdivision and implementing zoning by-laws.
- c) Building heights shall generally not exceed 3 storeys or 10.0 metres, whichever is less.
- d) Within the Transition Residential designation, dwellings will address the road and garage doors shall not dominate the view of the streetscape. Front and exterior side yard porches shall be encouraged. The implementing zoning bylaw shall include details with respect to build within zones for front and exterior side yards, as well as the maximum percentage of lot frontage permitted to accommodate garage doors. Special provisions with respect to porches shall also be included in the by-law.
- e) Parkettes within the Transition Residential designation shall be a minimum of 0.25 of a hectare in size, and shall be surrounded on at least two sides, and preferably three sides, by public roads. The design of each parkette shall be articulated further through the Neighbourhood Design Plan. Parkettes are to be accepted as part of the parkland dedication required under the Planning Act.
- f) All development within the Midhurst Transition Residential designation shall have regard the Urban Design Guidelines attached to this Secondary Plan as Appendix I.

5.8 Midhurst Low Density Residential Designation

- a) The Midhurst Low Density Residential designation shall accommodate a range of ground-related housing and open space uses. Permitted residential building types shall predominantly include detached and semi-detached dwellings and may include street or block townhouse development and multi-plex units, all on the basis of full municipal services.
- b) The permitted uses shall also include community facilities, schools, public parks and open space linkages, public or private sector utilities and storm water management and transportation facilities.

Small scale retail and service commercial uses and places of worship may also be permitted within the Midhurst Low Density Residential designation, subject to the following criteria:

- i. the site that accommodates either a retail and/or service commercial use or uses shall not exceed . 5 of a hectare in size;
 - ii. the site that accommodates a place of worship shall not exceed . 75 of a hectare;
 - iii. the site shall be located at the intersection of two Primary Roads; and
 - iv. where residential uses are proposed as part of a mixed- use building, the Township may consider larger development sites as long as all the other policies of this designation and the attached Urban Design Guidelines are conformed with.
- c) Building heights shall generally not exceed 3. 5 storeys, or 10. 5 metres, whichever is less;
- d) Within the Midhurst Low Density Residential designation, dwellings will address the road and garage doors shall not dominate the view of the streetscape. Front and exterior side yard porches shall be encouraged. The implementing zoning by-law shall include details with respect to build within zones for front and exterior side yards, as well as the maximum percentage of lot frontage permitted to accommodate garage doors. Special provisions with respect to porches shall also be included in the by-law.
- e) Neighbourhood Parks, where noted within the Midhurst Low Density Residential designation shall be a minimum of 0. 5 hectare in size, and shall be surrounded on at least two sides,. and preferably three sides, by public roads. The design of each park shall be articulated further through the Neighbourhood Design Plan. The Neighbourhood Parks are to be accepted as part of the parkland dedication required under the Planning Act.
- f) All forms of development within the Midhurst Low Density Residential designation, with the exception of single -detached and semi-detached dwellings, shall be subject to the Site Plan Control provisions of the Planning Act.
- g) All development within the Midhurst Low Density Residential designation shall have regard for the Urban Design Guidelines attached to this Secondary Plan as Appendix I.

5.9 Midhurst Medium Density Residential Designation

- a) The Midhurst Medium Density Residential designation includes a range of medium density ground related and townhouse dwelling types and shall be on full municipal services.

- b) Permitted uses shall include street, block or stacked townhouses and small plex-type (e. g. quattroplex) dwellings, parkettes, urban squares and open space linkages, community and emergency service facilities, public or private sector utilities and storm water management and transportation facilities.

Small scale retail and service commercial uses and live -work units are also permitted within the Midhurst Medium Density Residential designation.

Single -detached and semi-detached units may be permitted within the Midhurst Medium Density Residential designation to a maximum of 15 percent of the total housing units within the area designated. The required Neighbourhood Design Plan shall define, to the satisfaction of the Township that the objective of residential concentration has been achieved, and that the 15 percent limit for single and semi-detached units has not been exceeded.

- c) Buildings heights shall be within a range of 3 to 4 storeys, or between 9. 0 to .12.0 metres.
- d) All development within the Midhurst Residential Medium Density designation will address the road, and garage doors/service facilities shall not dominate the view of the streetscape. Front and exterior side yard porches shall be encouraged on all ground -related residential units. The implementing zoning by-law shall include details with respect to build within zones for front and exterior side yards, for the various anticipated development types and forms. Special provisions with respect to porches for the ground -related residential uses shall also be included in the by-law.
- e) No individual, direct access shall be permitted for any development lot within the Midhurst Medium Density Residential designation along Doran Road, Russell Road, Pooles Road, Carson Road and Anne Street. Parking lots shall not be located on any front yard within the Midhurst Residential Medium Density designation. Reverse frontage development shall not be permitted within the Midhurst Residential Medium Density designation.
- f) All development within the Midhurst Medium Density Residential designation shall be subject to the Site Plan Control provisions of the Planning Act.
- g) All development within the Midhurst Medium Density Residential designation shall have regard for the Urban Design Guidelines attached to this Secondary Plan as Appendix I.

5.10 Midhurst High Density Residential / Mixed Use Designation

- a) The Midhurst High Density Residential/ Mixed Use designation may include a range of higher density residential apartment building housing types and shall be on full municipal services.
- b) Permitted uses include residential building types such as multiple unit buildings, live -work units, stacked and street townhouses, low rise apartment buildings, mixed use buildings with small scale retail/service commercial uses and public parks and open space linkages, community and emergency services and facilities, public or private sector utilities and storm water management and transportation facilities. Single -detached and semi-detached units are specifically not permitted within the Midhurst High Density Residential/ Mixed Use designation.
- c) Buildings heights shall be within a range of 3 to 6 storeys, or between 9.0 to 18.0 metres.
- d) All development within the Midhurst High Density Residential/Mixed Use designation will address the road, and garage access/service facilities shall not dominate the view of the streetscape. The implementing zoning by-law shall include details with respect to build within zones for front and exterior side yards, for the various anticipated development types and forms.
- e) No individual, direct access shall be permitted for any development lot within the Midhurst High Density Residential/Mixed Use designation that abuts Doran Road, Russell Road, Carson Road and Anne Street. Parking lots shall not be located on any front yard within the Midhurst High Density Residential designation.
- f) Where a rear or exterior lot line or the rear or side building facade abuts a public road, public open space, and/ or a residential lot, special landscaping/ building treatments shall be required to ensure that building facades and servicing areas are attractive and/ or appropriately screened from view.
- g) All development within the Midhurst High Density Residential/ Mixed Use designation shall be subject to the Site Plan Control provisions of the Planning Act.
- h) All development shall have regard for the Urban Design Guidelines attached to this Secondary Plan as Appendix I.

5.11 Future Development Potential Designation

- a) The intent of the Future Development Potential designation is to recognize long- term development potential of the identified lands, notwithstanding that an appropriate land use and servicing strategy will need to be carried out through a further Amendment to this Secondary Plan.

- b) To facilitate urban development on these lands, all of the studies identified in this Secondary Plan shall be required to support the Secondary Plan Amendment.

5.12 Parks Symbol

- a) Public parks are intended to combine with the Environmental Protection Areas, and the storm water management system to form a highly inter - connected greenlands system, which forms a fundamental structuring element of the Secondary Plan Area. Parks shall include lands within the following categories:
 - i. Neighbourhood Parks; and
 - ii. Parkettes/Urban Squares.
- b) Neighbourhood Parks are shown symbolically on Schedule ' A' as Park. The locations, configuration and boundaries of these Neighbourhood Parks shall be confirmed through the Neighbourhood Design Plan, and may be revised, in accordance with the findings and recommendations of the Neighbourhood Design Plan without further Amendment to this Secondary Plan.
- c) Public Parks shall be established in accordance with the following:
 - i. Neighbourhood Parks - The Neighbourhood Parks are shown symbolically on Schedules ' A'. The Neighbourhood Parks are expected to form the central focus in each of the residential neighbourhoods and within the overall Midhurst community. Neighbourhood Parks shall perform an array of functions within the community and can range in size from 0.5 of a hectare to 3.5 hectares, depending upon their planned roles and function. Where possible the Neighbourhood Park will be integrally connected to trails within the natural heritage system. Neighbourhood Parks shall be located throughout the three neighbourhoods such that all residents are within a 5 -minute walk of the Neighbourhood Park. Neighbourhood Parks are expected to accommodate major community and recreational facilities over time.
 - ii. Parkettes/Urban Squares- Parkettes/Urban Squares, are smaller components of the open space network. They are not shown on Schedule ' A' but Parkettes be located throughout each neighbourhood and Urban Squares within the Neighbourhood Centres. Parkettes and Urban Squares, if designed and built in accordance with Township guidelines shall be accepted as part of the required parkland dedication, and shall have a minimum size of 0.25 of a hectare.

- d) The actual locations, sizes, functions and configurations of all components of the Park system will be confirmed and finalized through subsequent development approvals. Adjustments to the Park system shall not require an Amendment to this Secondary Plan, provided the general intent of the Plan is maintained to the satisfaction of the Township.
- e) All Neighbourhood Parks, Parkettes and Urban Squares shall be accepted by the Township as contributing to the parkland dedication requirements of the Planning Act. No Neighbourhood Park, Parkette or Urban Square shall be accepted as parkland dedication if it incorporates any components of a public utility that encumbers its use for landscaping or building in any way.
- f) Parkland dedication will occur in accordance with the provisions of the Planning Act, including the use of the alternative parkland dedication requirement for 1 hectare of parkland per 300 dwelling units at the discretion of the Township.

5.13 School / Institutional Symbol

- a) One existing and three potential school sites are identified symbolically on Schedule 'A'. These locations have been selected to reflect the role of school sites in supporting the definition of community structure and patterns of land use. They are located on existing Primary Roads, in proximity to planned Neighbourhood Centres. The Township, in consultation with the School Boards, will further define the number, location and configuration of school sites.
- b) The Township will cooperate with the School Boards to promote efficient, urban school site sizes, and to maximize the area available for on-site recreational and athletic use through the construction of multiple storey buildings that permit smaller building floorplates.
- c) In the event that all or part of a school site is not required by a School Board, the following alternate uses shall be permitted without an Official Plan Amendment in order of priority:
 - i. compatible institutional uses as identified in the implementing zoning bylaw, or based on specific evaluation of each site, and which may include places of worship, government buildings, community and recreational facilities, housing for seniors and/ or cultural buildings (e.g. museum, art gallery); or, residential uses, which shall be developed in accordance with the underlying land use designation either Medium or High Density identified on Schedule ' A ' of this Secondary Plan, as considered appropriate by the Township; and, residential uses, which shall be developed in accordance with the underlying land use

designation either Medium or High Density identified on Schedule ' A' of this Secondary Plan, as considered appropriate by the Township; and

- ii. residential uses, which shall be developed in accordance with the underlying use designation either Medium or High Density identified on Schedule ' A' of this Secondary Plan, as considered appropriate by the Township; and
 - iii. the Township of Springwater shall have first right of refusal to acquire all or part of the school site; government agencies and community groups with identified needs shall have the second right of refusal.
- d) School sites and building will be developed with the following policies and will have regard for Urban Design Guidelines (Appendix 1):
- i. joint use sites and multiple use, multiple storey buildings will be encouraged wherever possible. The Township will work with the School Boards to achieve appropriate and efficient site designs, and to maximize public service and safety;
 - ii. schools shall be located on a Primary Road to be accessible by residents in more than one neighbourhood;
 - iii. parking and loading areas will be provided and access points designed in a manner that will minimize conflicts between pedestrian and vehicular traffic and will enhance the aesthetic character of the neighbourhood.

6.0 Urban Design Guidelines

6.1 General Provisions

- a) The Midhurst Secondary Plan Area is designed based on achieving a community that is diverse in use and population, is scaled to the pedestrian, can accommodate private automobiles and transit vehicles, and has a well defined and high quality public realm. This Secondary Plan is premised on high quality urban design, including measures to ensure:
- i. the provision of a clearly defined public realm;
 - ii. a standardized and highly interconnected pattern of lotting for development blocks;
 - iii. consistent built form;
 - iv. safety, accessibility and comfort in the pedestrian environment;
 - v. energy efficient neighbourhood and building design;
 - vi. achievement of an overall density within the new neighbourhoods of approximately 40 residents and employees per gross hectare; and
 - vii. support for active transportation including transit services throughout the community.

6.2 Public Realm

- a) The public realm comprises public roads, lanes, open spaces/parks, natural heritage features and their associated buffers, storm water management facilities, and the public use activity areas of public lands and private development sites and buildings.

6.2.1 Roads and Lanes

- a) It is intended that roads and lanes will:
- i. provide access for vehicles, pedestrians and bicycles, opportunities for vistas, view corridors and pedestrian amenity areas, and space for utilities and services.
 - ii. be subject to comprehensive streetscape requirements, including landscaping, that will ensure that the public realm is consistent in quality and design; and

- iii. be aligned to create a modified rectilinear grid pattern that defines development blocks and establishes a highly inter-connected and permeable network that maximizes accessibility and support for transit.

6.2.2 Views and Focal Points

- a) The preservation, enhancement and creation of significant views and focal points shall be encouraged by:
 - i. preserving and enhancing views to natural heritage features, including woodlots, cultural heritage landscapes, water bodies, and across parks and open spaces;
 - ii. providing opportunities for views of important public buildings, heritage buildings, open spaces and parks, natural heritage features, and other landmarks; and
 - iii. providing for sites that terminate roads and view corridors.
- b) To recognize the importance of public and institutional buildings in the community and to enhance their status these buildings are encouraged to be sited at the following locations.
 - i. at the termination of a road or view corridor;
 - ii. at road intersections; and
 - iii. on sites that enjoy prominence due to topographic and natural heritage features.

6.2.3 Location of Buildings with Respect to Roads and Open Space

- a) To reinforce the road, lane and block pattern established by this Secondary Plan, the following measures will be employed:
 - i. buildings will be aligned parallel to a public road;
 - ii. buildings will be located in proximity to the property line adjoining the public road;
 - iii. buildings on corner sites will be sited and massed toward the intersection of the adjoining public roads;
 - iv. siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads;

- v. siting and massing of buildings will contribute to and reinforce the comfort, safety, and amenity of the public roads;
- vi. buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities for overlook into the open space;
- vii. the massing, siting and scale of buildings located adjacent to, or along the edge of a park or open space will create a degree of enclosure or definition appropriate to the type of open space they enclose; and
- viii. buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.

6.3 Private Sector Development

6.3.1 Development Blocks and Lots

- a) All the available urban lands are to be subdivided into a series of development blocks and lots, defined by a modified rectilinear grid system of public roads and lanes that implements the principles of connectivity and permeability. Guide-sacs and enclave development forms will be discouraged.
- b) The size and configuration of each development block will:
 - i. be appropriate for its intended use;
 - ii. facilitate and promote pedestrian movement; and
 - iii. provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development.
- c) Each development lot in a block will:
 - i. have frontage on a public road or lane; and
 - ii. be of sufficient size and appropriate configuration to accommodate development that reflects the planning and urban design policies set out in this Secondary Plan.
- d) Notwithstanding the provisions of this Secondary Plan, a lot that does not have frontage on a public road may be permitted, provided the front lot line adjoins public open space fronting a public road, and the rear lot line adjoins, and has access from a public rear lane.

- e) Notwithstanding the provisions of this Secondary Plan, development lots having substantial frontage onto Bayfield Street North and County Road 27, may be permitted to have a second access to parking provided:
 - i. the lot contains a comprehensively designed mixed use development;
 - ii. the principal access to the required service areas on the lot is from the exterior side yard;
 - iii. the need for a second access to parking can be demonstrated to be necessary to facilitate the development pattern, but will not interfere with, or promote unsafe traffic and pedestrian movement; and
 - iv. the development pattern is otherwise consistent with the provisions of this Secondary Plan.

6.3.2 Built Form

- a) **Building Compatibility-** Over time, new development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.

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

- b) **Location of Building Entrances-** To support public transit and for reasons of public safety and convenience, primary building entrances shall be clearly visible and located on a public road or onto public open spaces. Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade. Where required, building entrances shall meet Provincial and municipal accessibility standards.
- c) **Parking and Servicing -** To minimize disruptions to the safety and attractiveness of the Primary Roads, individual direct access shall be minimized where possible, and, in some cases prohibited, in accordance with the policies of this Secondary Plan.
- d) To enhance the quality and safety of the public streetscapes throughout the Secondary Plan Area, the construction of parking lots/structures which occupy significant proportions of the at -grade frontage of public roads shall not be permitted.

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

6.3.3 Pedestrian Environment

- a) **Public Safety** - To promote safety and security in public places, including roads, parks, trails, and open spaces, schools, public transit routes and the public use activity areas of buildings, the following measures are necessary:
 - i. the design and siting of new buildings shall provide opportunities for visual overlook and ease of physical access to adjacent roads, parks and open spaces;
 - ii. clear, unobstructed views to parks and open spaces shall be provided from the adjoining roads; and
 - iii. appropriate lighting, visibility and opportunities for informal surveillance shall be provided for all walkways, parking lots, garages and outdoor amenity areas.
- b) **Pedestrian Circulation** - To ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces, the following measures are necessary:
 - i. public -oriented spaces and activity areas, including building entrances, terraces and porches, will be oriented toward public roads;
 - ii. provision of a consistent level of landscape design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage; and
 - iii. avoiding the location of building ventilation systems in or adjacent to pedestrian areas.

7.0 Transportation

7.1 General

- a) Components of the active transportation system serving the Secondary Plan Area shall include roads, trails, transit, bicycle and pedestrian routes and facilities.
- b) The Midhurst Master Servicing Plan is being developed concurrently with this Secondary Plan and will provide important information with respect to the road needs and timing of road improvements as Midhurst grows over time.
- c) Roads shall be provided in accordance with the provisions and standards established through this Secondary Plan, the appended Urban Design Guidelines and the recommendations of the Midhurst Master Servicing Plan.
- d) Final route alignments, designs and requirements for roads, trails and other components of the transportation system shall be established based on the findings and recommendations of the Midhurst Master Servicing Plan. Any other studies that may be required will be completed, and the requirements for all transportation system components confirmed, to the satisfaction of the Township in consultation with other agencies having jurisdiction, prior to approval of development within the Secondary Plan Area.
- e) Road classifications and right-of-way requirements established by this Secondary Plan shall be subject to confirmation through further studies as required by this Secondary Plan. Minor revisions to these requirements to incorporate design features such as streetscaping and bikeways may be made without further Amendment to this Secondary Plan, provided the requirements are established and confirmed through detailed studies and development approvals.

7.2 Primary Roads

- a) The proposed system of Primary Roads serving the Secondary Plan Area is shown on Schedule V. The routes, other than those currently existing, are schematic and are intended to be confirmed through the more detailed Midhurst Master Servicing Plan and subsequent development approvals. Consequently, the routes may be adjusted without further Amendment to this Secondary Plan, provided that the principles of permeability and connectivity are maintained to the satisfaction of the Township.
- b) In addition to the Primary Road network within the Midhurst Secondary Plan Area, the amount of development potential on the east side of the community may necessitate a more direct connection, and potentially a new interchange

with Highway 400. The Midhurst Master Servicing Plan will consider the need for and, if needed, the conceptual routing and interchange location.

- c) Schedule ' B' identifies symbolically "Future Intersection Improvements" at the intersection of Bayfield Street, Highway 26 and County Road 27. The intent of this recognition is for the Township to facilitate a discussion with the Ministry of Transportation and the County of Simcoe that deal with the ongoing improvement and potential reconfiguration of this highly used and complex intersection.

7.3 Local Roads

- a) The Local Road pattern is not identified on any of the statutory schedules to this Secondary Plan. The design requirements for Local Roads will be confirmed and implemented through subsequent development approvals.
- b) The Local Road network serving new development shall be articulated within the Neighbourhood Design Plan.

7.4 Lanes

- a) A secondary and complementary system of public or private Lanes may be developed anywhere within the Secondary Plan Area.
- b) Detailed designs for Lanes shall be established through the provisions of Site Plan Approval process and subsequent development approvals.
- c) Public utilities may be located within public Lanes subject to functional and design standards established by the Township.
- d) Lanes shall be planned to provide for through traffic movements.
- e) Lanes shall be planned and designed to accommodate municipal waste collection vehicles.

7.5 Public Transit

7.5.1 General

- a) The Township will work with transit services to develop a system of transit service for the Secondary Plan Area that is related to the Primary Road network.
- b) Transit services will be implemented on a phased basis, based on acceptable operational and financial criteria.

7.5.2 Transit Supportive Development

- a) To facilitate the development of a transit supportive urban structure, the following measures shall be reflected in development proposals, including the subdivision of land:
 - i. provision of a local road pattern and related pedestrian routes that provide for direct pedestrian access to transit routes and stops;
 - ii. provision for transit stops and incorporation of bus bays where appropriate into road design requirements; and
 - iii. transit waiting areas incorporated into buildings located adjacent to transit stops.

7.6 Environmental Connections / Potential Trails

- a) The Secondary Plan Area has a highly interconnected system of environmental features. The connectivity of these features is critically important for the preservation of ecological functions. Schedule ' B' identifies the primary environmental connections conceptually, and where they are identified they shall be maintained as environmental connections with a minimum width that shall be identified through an Environmental Impact Study approved by the Township and the Conservation Authority.
- b) The identified environmental connections offer an opportunity for the Township to establish and secure a highly interconnected system of trails.
- c) It is recognized that the majority of the environmental connections and potential trails are not on publicly owned lands. The Township will establish a program of trail securement through the development approvals process, or any other appropriate mechanism, in collaboration with the affected landowners.

7.7 Parking

- a) It is intended that on -street parking will be provided for at appropriate locations on all roads, with the exception of Arterial Roads. Arterial Roads such as Doran Road, Carson Road and Pooles Road, will be allowed on -street parking at the Medium and High Density Residential designated areas to assist in calming traffic movement and thereby enhancing pedestrian safety.
- b) Subject to the findings and recommendations of the Functional Servicing Studies, on -street parking may be approved at certain locations for specified

times to satisfy a portion of the parking requirements of adjacent nonresidential development.

- c) Off-street parking for all uses shall be required and shall be provided on-site.
- d) Parking shall be required in accordance with the provisions of the implementing zoning by-law.

8.0 Services and Utilities

8.1 General

- a) The Midhurst Master Servicing Study/Environmental Assessment Study, shall determine the appropriate method of municipal servicing with respect to the provision of water and, sewage treatment, and shall identify the appropriate locations for such facilities. No final development approvals (i. e. registration of plans of subdivision) on phase one lands will be given until the EA process is finalized. Approvals on lands within subsequent phases of growth will require confirmation that the capacity exists within the approved Certificates of Approval or agreements are in place for the expansion of such facilities to service the lands. [County Mod.]
- b) The existing community of Midhurst has historically developed on the basis of municipal water service and individual, private septic systems. Limited new development shall be permitted on this same basis, on lands designated Midhurst Village Residential. Further, very limited development of individual water and sewer services may be considered by the Township on a case by case basis.
- c) All other new development, with the exception of potential development within the Employment, and Commercial/ Mixed Use designations, shall be on the basis of full municipal services.
- d) Notwithstanding 8. 1 c) above, while it is not a requirement to provide full municipal services to the Employment and Commercial/Mixed Use designations, it is an objective of the Township to consider development options that could deliver full municipal services to these areas in an efficient and cost-effective manner.

8.2 Stormwater Management

- a) In considering options for storm water management the following principles will apply:
 - i. storm water will be considered as a resource, not a waste product;
 - ii. storm water facilities will be designed to maintain high levels of quality and quantity management, as well as environmental and ecological integrity, and to provide a net benefit to the environment;
 - iii. where existing streams are within the Environmental Protection I or II designations, they are to be retained in naturalized, open channels in accordance with natural channel design principles; and,
 - iv. storm water facilities will be designed to provide community amenities.

- b) In accordance with established policy, the storm water drainage system will be designed to the satisfaction of the Township, in consultation with any agency having jurisdiction.
- c) A Storm Water Management Plan must be approved by the Township in consultation with the Conservation Authority and any other agency having jurisdiction prior to any draft plan of subdivision or site plan approvals. The required Storm Water Plan shall have regard for any findings of any required.
- d) The treatment of storm water in relation to watercourses within the Secondary Plan Area shall be identified within the Storm Water Management and Environmental Strategy and shall be approved by the Township and the Conservation Authority, in consultation with any agency having jurisdiction.

8.3 Utilities and Telecommunications

- a) All local power and telephone lines and other cable services serving the Secondary Plan Area shall, where possible, be located underground and be grouped into a single utility conduit.
- b) Utility services shall be permitted in all land use designations.
- c) The Township will support the provision of electronic communications technology involving high capacity fibre optics to enhance telecommunications services within the Secondary Plan Area.
- d) Cable requirements for telecommunications shall be located underground consistent with the intent of this Secondary Plan.

9.0 Implementation

9.1 General

- a) This Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, other applicable Provincial legislation, and the provisions of the Township of Springwater Official Plan and this Secondary Plan.
- b) Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the development, based on the completion of the external road works, will be required by the Township of Springwater, and be in accordance with the phasing within the Secondary Plan Area and Section 9. 2 of this Plan. [County Mod.]
- c) Approval of development applications (i. e. zoning amendments, draft plans of subdivision, condominium, site plans) shall also be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required storm water management, sanitary sewer and water supply facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of external sewer and water services, will be required by the Township of Springwater. [County Mod.]
- d) The Township of Springwater may control signage within the Secondary Plan Area through the provisions of a Sign By-law.
- e) The Township of Springwater shall encourage development within the Secondary Plan Area that is consistent with programs intended to reduce the consumption of energy and water and to promote waste reduction.

9.2 Growth Management / Development Phasing

- a) The growth potential within the Midhurst Secondary Plan Area includes an additional 10,000 dwelling units, plus additional growth within the mixed use and employment generating districts.
- b) The first phase of growth will be of a sufficient scale to be able to efficiently and cost effectively provide all of the required infrastructure for a total of 3, 850 new dwelling units plus employment generating uses within the designated greenfield area and limited infill within the built up area. [County Mod.]

- c) To maximize the efficiency and cost-effectiveness of the provision of all necessary infrastructure, the first phase of development shall generally be accommodated between neighbourhoods one and two as illustrated on Schedule "B", and the approval of each development application by the Township or appropriate approval authority shall be based on the policies of this Secondary Plan. [County Mod.]
- d) It is anticipated that the full build -out of the Secondary Plan Area will occur over a long-term planning horizon. The progression of development with the Secondary Plan Area will be based on a sustainable and logical progression of development and in accordance with Provincial, County and Township Official Plan policies. Generally, in considering the approval of any new development proposal within the Midhurst Secondary Plan Area, the Township shall be satisfied that:
- i. all of the significant natural and cultural heritage features have been adequately defined and protected;
 - ii. the proposal promotes sustainability and energy efficient design and contributes toward the achievement of a complete community, including the provision of a full range of housing types, and/or the provision of commercial and employment opportunities;
 - iii. requirements for community facilities, recreational facilities, schools and emergency services facilities have been adequately considered and can be provided to meet the needs of a growing Midhurst population;
 - iv. the development application is complete, and includes all of the required studies identified in this Secondary Plan;
 - v. the development proposal conforms to all of the policies of this Secondary Plan and appended Urban Design Guidelines;
 - vi. all required agreements have been adequately executed to ensure the appropriate staging and development of infrastructure and public facilities, such that there is no financial impact on the Township; and,
 - vii. all required infrastructure and public facilities are approved and implementable in a timely and cost-effective manner.
 - viii. Adequate transportation and municipal servicing capacity exists to accommodate the amount and location of growth in any given phase. The Township of Springwater shall use Holding Zone provisions ("H") to ensure that construction of new residential units does not commence until adequate arrangements have been made for these

services for the relevant phase or sub -phase at which time the Hold "H" shall be lifted. [County Mod.].

The Township will assign development approval priority to those development proposals which, in the opinion of the Township, best achieve all of the above criteria.

- e) Notwithstanding all of the policies of this Section of the Secondary Plan, small scale development within the Midhurst Village designation may proceed based on the merits of the individual application, and subject to the Township's satisfaction that all other policies of this Secondary Plan have been adequately addressed.
- f) The timing of release of subsequent phases of new growth within the Secondary Plan Area beyond the first phase will be reviewed with each five year review of the Township of Springwater Official Plan. The justification of subsequent phases will take into account the overall population and employment forecasts of the Township, satisfactory absorption of residential and employments lands in previous phases, and requiring confirmation of Council of the Township as to the need for additional land for urban residential growth across the Township in keeping with an up-to- date land budget for the municipality and consistent with Provincial, County and Township policies. No amendment is required to this Plan to release subsequent phases of growth provided all other policies of this Plan are met. [County Mod.]
- g) As a condition of subdivision approval within any phase of development, Township Council shall require that a construction management plan be prepared to minimize the impact of construction including but not limited to construction vehicles, dirt, dust and noise. [County Mod.]

9.3 Financial Agreements

- a) In order to ensure that property owners contribute their proportionate share towards the provision of community and infrastructure facilities such as schools, parks, roads and road improvements, external services, sewer and water infrastructure and storm water management facilities, property owners will be required to enter into one or more agreements, including a developer cost sharing agreement, as a condition of development approval for their lands, that provides for the equitable distribution of the associated costs of the aforementioned community and infrastructure facilities, including that of land.
- b) Prior to the approval of any development, the Township of Springwater shall be satisfied as to the availability of water supply and sewer capacity to accommodate the subject development. This may require front-end or

accelerated payment agreements and limitations to be placed on development.

- c) Prior to any development approvals, an assessment of infrastructure cost requirements to accommodate the Secondary Plan development including development phasing the timing of infrastructure emplacement, and methods of financing including an area specific, or Town- wide Development Charges By-law Review, developer front-end or accelerated payment agreements shall be addressed in conjunction with other proponent's developments in the Secondary Plan Area to the satisfaction of the Township.

9.4 Subdivision and Consent

9.4.1 Plans of Subdivision

- a) Plans of subdivision shall only be recommended for approval which are consistent with the requirements established in all of the studies required in this Secondary Plan.

9.4.2 Consents

- a) Subdivision of land shall generally take place by plan of subdivision. Consents may be permitted in accordance with Township of Springwater Official Plan, the applicable provisions of this Secondary Plan and the implementing zoning by- law.

9.5 Zoning

9.5.1 Zoning By-law

- a) Appropriate zoning regulations and standards shall be prepared to conform with and implement the provisions of this Secondary Plan.

9.5.2 Holding Zone

- a) The lands within the Phase One area of this Secondary Plan will be zoned with an H' holding symbol, preceding the use designation in accordance with the Township of Springwater Official Plan to ensure that adequate infrastructure and/or community facilities/emergency service facilities are available to serve such lands. [County Mod.]
- b) Beyond Phase One lands, all other lands will be placed in a holding "H" Zone and remain zoned with an "H" and lifted only upon amendment to the by- law with sufficient justification and confirmation of services available and satisfying the policies of this Plan with respect to timing of development. [County Mod.]

- c) No development shall occur on any lands within the area zoned with an (H) holding symbol until the (H) holding symbol has been removed by an amendment to the by- law.

9.6 Site Plan Control

- a) As part of the Site Plan Control process all proposed built form within the Secondary Plan Area shall be subject to an architectural review which may include review of exterior design, character, scale, appearance and design features of buildings. Appendix I, Urban Design Guidelines, shall provide guidance for such reviews. At the discretion of the Township, the development of Architectural Design Guidelines may be required for any proposed subdivisions within the Secondary Plan Area.

9.7 Required Studies

- a) This Secondary Plan identifies the following studies, plans, and assessments that are required to be completed to the satisfaction of the Township of Springwater and any agency having jurisdiction, prior to the Township considering a development application to be complete and prior to the approval of development applications within parts of, or the entire, Secondary Plan Area. The Township shall determine the need for their studies, plans and assessments, and when in the approvals process they may be required on an application by application basis:
 - i. Neighbourhood Design Plan;
 - ii. Traffic Impact Assessment;
 - iii. Storm Water Management Plan;
 - iv. Functional Servicing Plans (sewer and water);
 - v. Environmental Impact Studies;
 - vi. Archaeological Surveys/Assessments; and, vit) Construction Impact Mitigation Study.
- b) Additional study requirements may be identified by the Township as development within the Secondary Plan Area proceeds.
- c) Any study may be subject to a peer review to be carried out by the Township, at the full cost to the applicant, and subject to approval by the Township and any other authority having jurisdiction.

9.7.1 Neighbourhood Design Plan

- a) The urban design policies of this Secondary Plan and the Urban Design Guidelines attached to this Plan as Appendix I set out general criteria for the development of both the public realm and private lands. These policies and

guidelines also provide the basis for more detailed work to be carried out by the development proponents within a Neighbourhood Design Plan.

- b) A Neighbourhood Design Plan shall be prepared for each neighbourhood as identified on Schedule 'B'. The Neighbourhood Design Plan shall include all lands within each neighbourhood, and shall form the basis for the subsequent planning approvals, including Draft Plans of Subdivision, implementing zoning and site plan control. The Neighbourhood Design Plan may also form the basis for any cost sharing or other agreements among the development proponents.
- c) Each Neighbourhood Design Plan shall include the following components:
 - i. a detailed street block and land use plan;
 - ii. a comprehensive streetscape and open space plan; and,
 - iii. urban design and architectural control guidelines.

The detailed street, block and land use plan will identify the conceptual layout of the neighbourhood, and will provide enough detail to ensure that the density provisions of this Secondary Plan have been met.

The comprehensive streetscape and open space plan will identify the function, design and treatment of all the street types and will identify the trails network and the location of all public sidewalks. This component of the Neighbourhood Design Plan will also include a detailed layout and description of the proposed parks, parkettes/urban squares and storm water management facilities, including preliminary design schemes for each.

The urban design and architectural control guidelines will articulate building height, massing and form, building setbacks, the arrangement of buildings on lots and the treatment of on-site parking. In addition, the urban and architectural control guidelines will identify the location and design treatment of landmark architectural features, and architectural design requirements for all buildings, including landscape elements.

9.7.2 Environmental Impact Study

- a) The purpose of an Environmental Impact Study is to:
 - i. collect and evaluate all appropriate information in order to have an understanding of the boundaries, attributes and functions of all natural heritage and related ecological and hydrological feature(s); and, make an informed decision as to whether or not a proposed use will have a negative impact on the natural heritage features and related ecological functions of the Township.

- b) Any Environmental Impact Study required by this Secondary Plan must describe the natural heritage features and ecological functions and related hydrological features, identify their significance and sensitivities and describe how they could be affected by a proposed use. The Environmental Impact Study should give consideration to the relevant aspects and inter-relationships of various components of the natural heritage system on and off the site. In addition, the Environmental Impact Study must address how the proposed development will protect, maintain or restore the significant natural features and ecological functions of the natural heritage system.
- c) The determination of the level of effort required to prepare an Environmental Impact Study shall be in general accordance with Township guidelines and be agreed to in advance with the appropriate agencies and shall be scoped as required.

The area under study shall generally include the lands that are subject of the application, and any lands that may be subject to impacts from the proposed development. Once agreement on the scope of the Environmental Impact Study is determined, all or some of the items below may need to be carried out:

- i. a description of the proposed undertaking;
- ii. a three season survey of trees, shrubs and herbaceous vegetation on-site and classification of community types using criteria as standardized by the Ecological Land Classification for Southern Ontario (Lee, et al., 1998);
- iii. a three season survey of bird, mammal and reptile and amphibian species and an assessment of potential wildlife species based on available habitat types with the bird survey being undertaken during the peak period for migratory and breeding bird activity (i. e. May and June of the field season);
- iv. a list, based on the above mentioned inventories, of any vegetation or wildlife species observed and reported on-site that are designated rare, threatened or endangered by a government agency;
- v. a description of the location and characteristics of all wetlands, all permanent and intermittent watercourses or waterbodies and the associated quality and type of aquatic or fish habitat (e.g., cold or warm water) including observed and recorded fish species present with reference to fish sampling data or benthic/invertebrate studies should accompany the field data on watercourses/fisheries. This may include preparation of an updated wetland evaluation in accordance with the Ministry of Natural Resources classification system;

- vi. an overview of site geology, topography and soil types, including data obtained from hand- augered holes or test pits;
 - vii. an overview of site hydrology describing recharge and discharge areas, and characteristics of existing or new wells;
 - viii. a discussion of existing and proposed sources of potential contamination e.g. gas stations, machinery repair operations, etc.)
 - ix. a description of ecological functions and interrelationships (e.g., ground water discharge maintaining a cold water trout stream, wildlife passage corridors, provision of habitat for rare species, vegetation of steeply - sloped lands that function to prevent erosion, etc.);
 - x. how the proposed use affects the possibility of linking components of the natural heritage system by natural corridors that may or may not be identified on the schedules to this Plan;
 - xi. a Management Plan identifying how the adverse effects will be avoided over the construction period and the life of the undertaking and how environmental features and functions will be enhanced where appropriate and describing the net effect of the undertaking after implementation of the Management Plan, The Management Plan shall also establish the limits of buffers and setbacks adjacent to watercourses, waterbodies, valleys, wetlands and vegetation to protect the natural feature and its attributes and/ or function from the effects of development; and,
 - xii. in relation to woodlots, the delineation of the woodlot area to be protected and the mitigative measures required, if applicable, shall be based on an evaluation of the ecological importance and function of the feature with regard to its size and form, health and quality, species composition and diversity, areas of core habitat, history of use, including presence or absence of areas of plantation, and the presence of rare or endangered species.
- d) Any Environmental Impact Study shall describe what changes the proposed development and/ or site alteration will have on the following, if applicable:
- i. ground and surface water recharge and discharge;
 - ii. predicted ground water use and potential for interference with nearby wells e.g., well yield, water quality);

- iii. ground water quality or quantity as it affects the natural environment (e.g. discharge to surface, aquifer conditions);
- iv. surface water quality and quantity (e.g., sedimentation, temperature, flow volume);
- v. terrestrial wildlife habitat quantity or quality (e.g., loss of deer wintering yards, cover for wildlife movement, increased potential for bank erosion);
- vi. aquatic or fish habitat quantity or quality (e.g., water warming from removal of streambank vegetation, potential for destruction or alteration of a fisheries resource);
- vii. wildlife movement corridors;
- viii. the ecological function of the natural environmental features;
- ix. noise and traffic levels and their impacts on wildlife as compared to existing conditions (e.g., truck traffic from excavation activities);
- x. the potential for fragmentation or isolation of portions of a significant natural heritage feature or breakage of an identified linkage as a result of the proposed change in land use;
- xi. the potential for off-site discharge of materials (e.g., storm water runoff, effluent, odours, air emissions) as a result of the proposed development;
- xii. erosion potential from grading and construction techniques and proposed mitigation measures for steep slopes or unstable soils;
- xiii. the compatibility of the proposed land use with surrounding land uses within the Greenway System and/ or associated linkages;
- xiv. flooding or changes in storm water retention capabilities as a result of the proposed land use or changes to flood attenuation capabilities of lands in the area; and,
- xv. the duration of the effects, the size of the area affected, the sensitivity of the feature to change and any loss of ecological functions either within the area proposed for development or within the Greenway System, or the effected component of the Greenway System as a whole.

In addition to the above, the Environmental Impact Study shall describe the positive impacts or enhancements that may occur as a result of mitigation.

- e) The EIS should demonstrate, where applicable, that the relevant policies of this Plan are met and, in particular, that the proposed use will not have a negative impact on significant natural features and related ecological functions.

9.8 Land Dedication and Acquisition

- a) The policies for land dedication and acquisition of the Township of Springwater Official Plan shall apply.

9.9 Public Sector Agreement to Comply

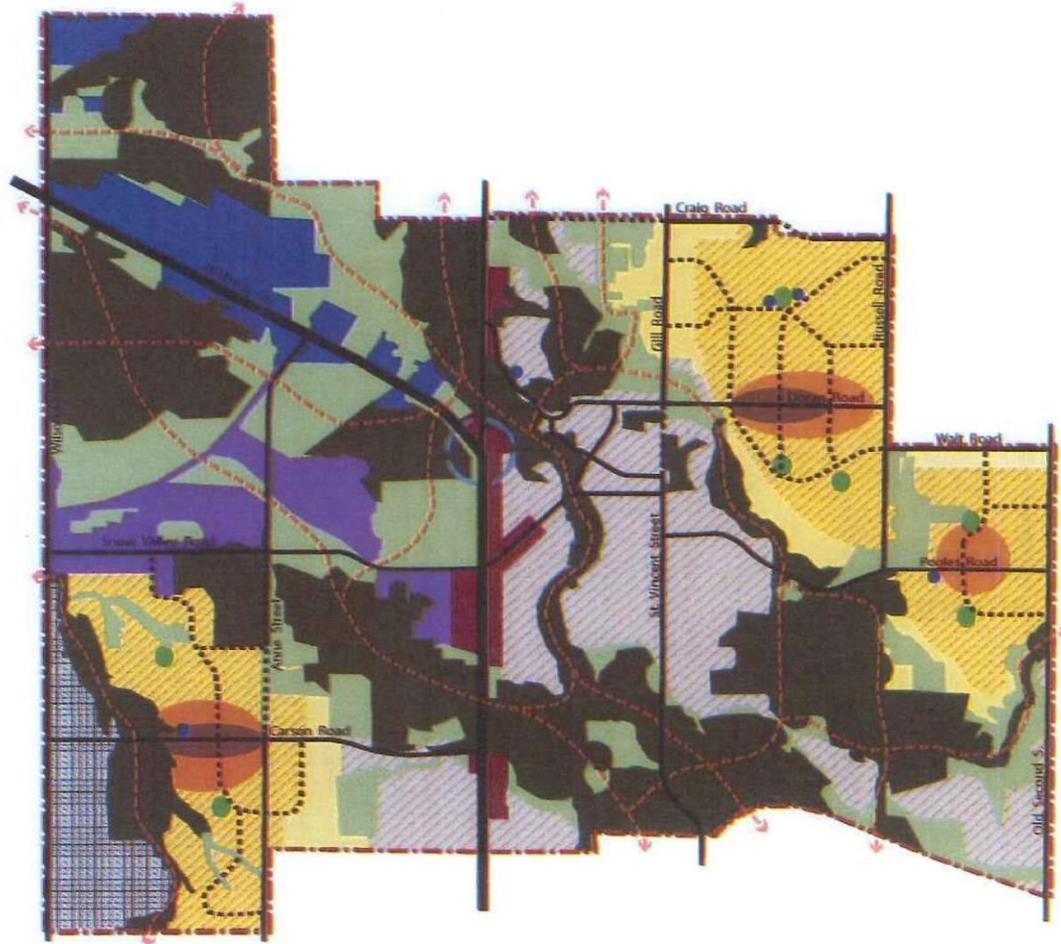
- a) It is the intent of this Secondary Plan to achieve the agreement of all public agencies involved in any aspect of development in the Secondary Plan Area, to comply with the policies of this Secondary Plan and the regulations in the Zoning By-law, in order to achieve the goals, objectives, principles and policies of this Secondary Plan.

Non Decisions

The Midhurst Secondary Plan (Township of Springwater OPA 38) land use designations shown on Schedule "A" to the Amendment do not come into effect as they relate to the following two properties:

- 1093 Snow Valley Road - legally described as East Part Lot 14, Concession 5, RP 51R-25070, Parts 3 AND 17, Less; RP 51R-25991, Part 1
- 1432 Snow Valley Road - legally described as South Part Lot 13, Concession 6 [County Mod.]

Schedule A – Land Use



MIDHURST SETTLEMENT AREA SECONDARY PLAN

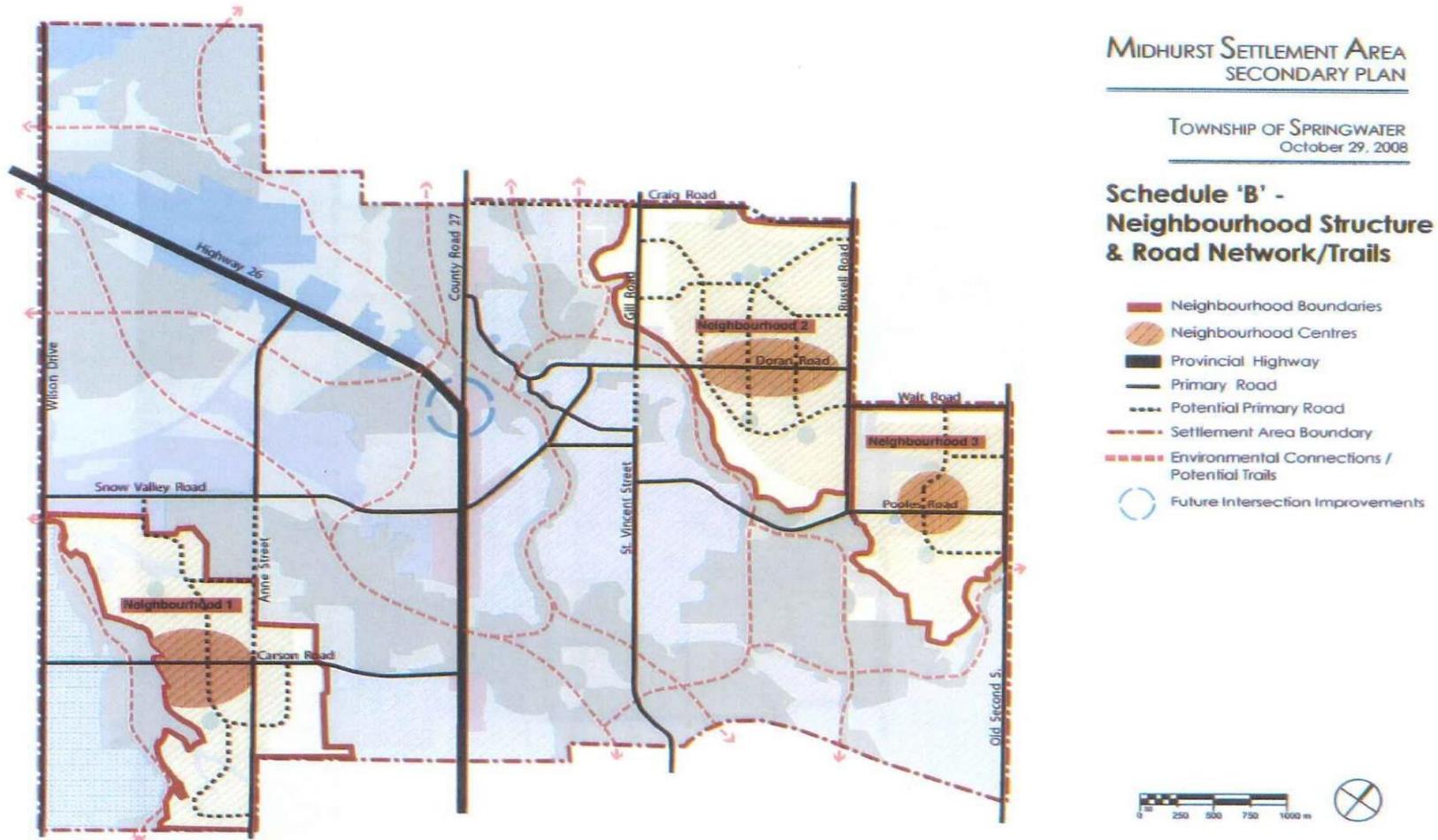
TOWNSHIP OF SPRINGWATER
October 29, 2008

Schedule A - Land Use

- Commercial / Mixed Use
- Administration / Government
- Employment
- Environmental Protection Area I
- Environmental Protection Area II
- Midhurst Village
- Midhurst Transition Residential
- Midhurst Low Density Residential
- Midhurst Medium Density Residential
- Midhurst High Density Residential / Mixed Use
- Future Development Potential
- Park
- School / Institutional
- Provincial Highway
- Primary Road
- Potential Primary Road
- Settlement Area Boundary
- Environmental Connections / Potential Trails
- Future Intersection Improvements



Schedule B – Neighbourhood Structure and Road Network / Trails



Appendix 1 – Urban Design Guidelines

For the Midhurst Secondary Plan Area

Township of Springwater – September 25, 2008

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1.0 Introduction

The Midhurst Secondary Plan Area is designed based on achieving a community that is diverse in use and population, is scaled to the pedestrian, can accommodate private automobiles and transit vehicles, and has a well-designed and high quality public realm. The Plan is also premised on achieving high quality urban design, including measures to ensure:

- a standardized and highly interconnected pattern of lotting for development blocks;
- consistent built form;
- safety, accessibility and comfort in the pedestrian environment;
- achievement of an overall density requirements with respect to the total number of residents and employees per net hectare; and,
- support for transit services through the community.

This Urban Design Guidelines document has been prepared in conjunction with the Midhurst Secondary Plan. The purpose of this document is to provide a demonstration of how the principles of the Secondary Plan could be realistically applied to future development and further detail as to how the Township's vision and design objectives are to be achieved. The main design principles that have guided the development of the Secondary Plan and these guidelines include:

- protection of all significant natural features
- providing an appropriate transition and compatibility between existing and new development;
- consideration of areas that allow for a compact urban form and may be transit supportive;
- assist in creating a complete community, that accommodates a mix of land users and includes a range of housing types;
- be efficiently served by the existing and planned road network;
- options for movement through the community: cycling, walking, transit, driving;
- efficient and cost effective land use and development standards;
- community wide focus and a focus for each neighbourhood; and,
- adopting a systems approach to natural features: a framework of connected wooded areas, wetlands, water courses.

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

2.0 Design Guidelines for the Public Realm

The public realm within the Midhurst Secondary Plan Area comprises public roads, lanes, open spaces / parks, natural heritage features and their associated buffers, storm water management facilities and the public use activity areas of other public lands and private development sites and buildings. Further, it is the intent of the Plan to link all of the components of the public realm with a connected system of trails, bicycle paths and sidewalks.

This section of the document provides general guidance for the design of all the components of the public realm. These Guidelines are to be read in conjunction with the policies of the Midhurst Secondary Plan.

2.1 General

1. To promote safety and security in public places, including roads, parks and open spaces, schools, public transit routes and the public use activity areas of buildings, the following measures are necessary:
 - The design and siting of new buildings shall provide opportunities for visual overlook and ease of physical access to adjacent roads, parks and open spaces;
 - Clear, unobstructed views to parks and open spaces shall be provided from the adjoining roads;
 - Appropriate lighting, visibility and opportunities for informal surveillance shall be provided for all walkways, parking lots, garages and outdoor amenity areas; and,
 - Public use activity areas located within buildings shall be located at-grade and oriented to the public road.

2. To ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces, the following measures are necessary:
 - The principle access to the required service areas on the lot is from the exterior side yard,
 - Public-oriented spaces and activity areas, including building entrances, terraces and porches, will be oriented toward public roads;
 - Provision of a consistent level of streetscape design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage; and,
 - Avoiding the location of building ventilation systems in pedestrian areas.

2.2 Roads

General

1. Provide a grid of primary and local roads and associated public open spaces that organize development, is pedestrian friendly, is highly connected and supports transit.
2. Ensure that the road pattern establishes development blocks that achieve an orderly pattern of development and visual diversity.
3. Provide access for vehicles, pedestrians and bicycles, opportunities for vistas, view corridors and pedestrian amenity areas, and space for utilities and services.
4. Design all streetscape elements such as paving patterns, seating, and signage, to be consistent and complementary to the character of the community.
5. Design street lighting with regard for vehicular and pedestrian requirements so that the size, height, and style of lighting reflect the hierarchy of the road.
6. Locate all utilities underground. Where components of utilities must be located above ground, they should be located either in a rear lane or along the street tree planting line to minimize clutter and disruption of the road's character.

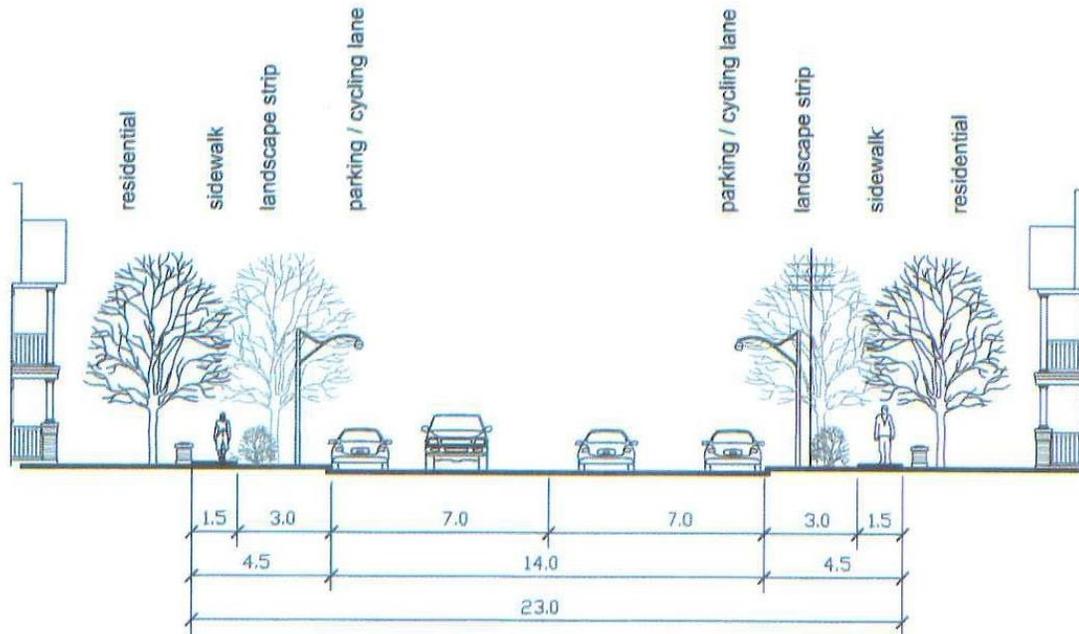
Primary Roads

Primary Roads provide important connections between residential neighbourhoods and other community functions. They typically define the community structure.

Primary Road

1. Primary Roads shall have a maximum right-of-way of 23.0 metres.
2. Road surface should be 14.0 metres, including a shared parking / cycling lane in each direction and an optimal parking lay-by on both sides of the road.
3. Boulevards on both sides of the pavement shall be a minimum of 4.5 metres and will accommodate a grass verge with street trees and 1.5 metre sidewalks on both sides.
4. Transit facilities may be located on any Primary Road.
5. Individual direct access to any development site shall be limited to minimize disruptions to traffic flow and to maximize safety and the attractiveness of the road.

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



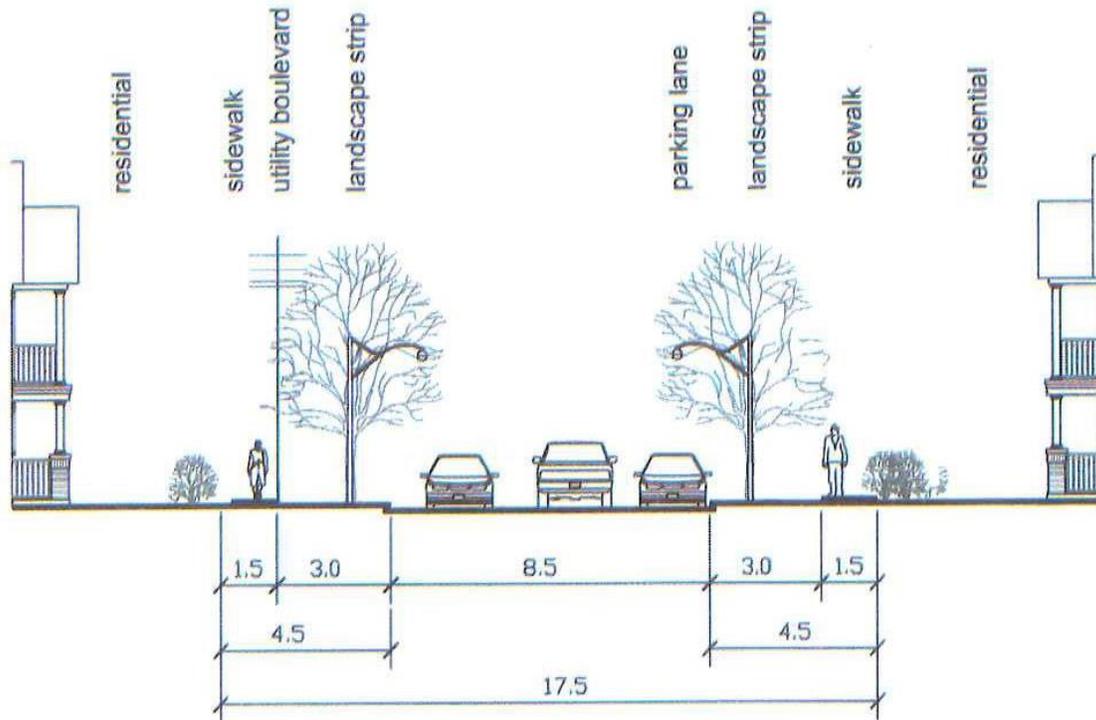
Local Roads

Local Roads connect to Primary Roads and link with public spaces.

Local Road

- Local Roads should be designated with a maximum right-of-way width of 17.5 metres.
- The road surface, including a parking lane on one side of the road (that could alternate to both sides of the road) shall be a maximum of 8.5 metres.
- Boulevards on both sides of the pavement shall be a maximum of 4.0 metres and will accommodate a grass verge with street trees and 1.5 metre sidewalks on both sides.
- Individual direct access onto Local Roads is permitted.
- Buildings that abut Local Roads shall present a façade with architectural detailing and landscape features that address the road frontage.

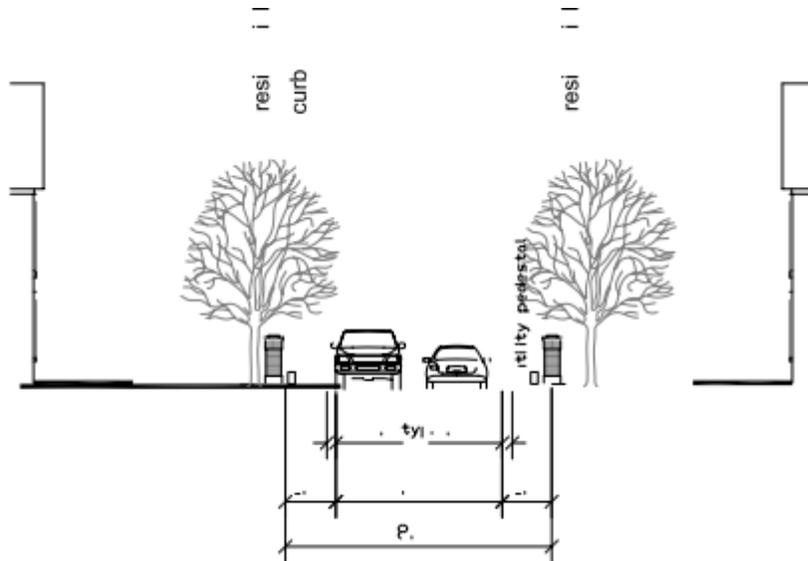
- Local Roads that are single loaded may include a reduced boulevard (2.5 metres) abutting the publicly owned storm water management feature, open space, parkland or an environmental feature.



Lanes

Lanes provide access to private garage facilities

- Lanes should be provided on roads where garages and front driveways will detract from the character of a special location, such as along a Primary Road.
- Lanes shall have a maximum right-of-way of 8.5 metres.
- The road surface shall be a maximum of 5.5 metres and shall include a 1.5 metre utility corridor on either side of the land.
- The use of permeable materials shall be encouraged in lane construction in areas where sufficient drainage exists.



Traffic Circles

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

1. Whenever Traffic Circles are used, they should be significant landscape features, as well as traffic calming devices.
2. The design of a Traffic Circle should ensure ease of snow removal and maintenance.
3. The minimum radius for a Traffic Circle should be in accordance with Table 1.



Traffic circle with mountable apron and planting

Table 1: Standards for Traffic Circles

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

2.3 Guidelines to Support Transit

1. Transit Routes should be located on the Primary Road network.
2. Transit stops should be located as close to intersections as possible, and their location coordinated with neighbourhood trail connections and building entrances.
3. Transit shelters should be designed with transparent sides for maximum visibility to and from the interior, so that transit users can see approaching buses and to maximize pedestrian safety.



Transit shelter with transparent sides provides maximum visibility

4. Shelters should be located on the boulevard adjacent to the pavement to maximize passenger convenience.
5. Curbside transit stop loading areas should be a clear, hard surface area 1.5 to 2 metres wide in front of a shelter should be provided to permit safe exit by passengers, including wheelchair users. In all cases, shelters should be set back 0.5 metres from curbs and sidewalks to protect them from damage by snowplows.
6. Surface texture changes should be provided at transit stops to assist the visually challenged in locating the stop and/or shelter location.
7. Where four-sided transit shelters are not possible, overhead open-air canopies should be provided to protect transit users from sun, rain and snow.



Transit shelter with overhead canopy

2.4 Guidelines for Greenlands

The Greenlands System is a major functional and aesthetic component of a neighbourhood and should be designed to provide a fair distribution of amenity spaces for a range of users, in a linked network.



Retaining natural heritage features contributes to sense of place

Natural Heritage Features

1. Significant natural heritage features within the Secondary Plan Area shall be protected and integrated into the community greenlands system.
2. Natural heritage features should be physically and visually accessible from the abutting roads.
3. Preservation of existing vegetation should be encouraged. Where necessary, indigenous and ecologically complementary planting should be encouraged.



Residential units front directly onto a park

Neighbourhood Parks

1. Neighbourhood Parks within the Secondary Plan Area are expected to be diverse in scale, function and character, and will range in size from 0.5ha to 3.5ha.
2. Each Neighbourhood Park is located to perform a particular function within its context. Generally, they are located to be a neighbourhood focal point, are adjacent to a school and/or are integrated, where possible, with an adjacent natural heritage feature.
3. Neighbourhood Parks will provide opportunities for active and passive recreation for residents within a 400-metre radius (a 5 minute walk). Generally, they may include elements such as play structures, informal playgrounds, seating, hard surface areas, shaded areas under tree canopies or open air structures, group mailboxes, lighting, distinctive tree, shrub and ground cover planting.
4. Neighbourhood Parks should have significant road frontage on all four sides. At a minimum, parks shall front on at least two public roads.



Community mailbox adjacent to a park

5. Pedestrian access to parks should be clearly defined with landscape or architectural elements to ensure an appeal park presence.
6. Park design should ensure visual privacy for adjoining residents.
7. Where fencing is required, the design should be consistent around the perimeter of the park.
8. Street trees should be planted along the edge of parks, while not screening the view into parks.
9. Seating and shade areas should be designed in concert with pathways and play areas.



Housing and pathway adjacent to a park



Street trees enhance the visual appearance of the park

Parkettes / Urban Squares

1. A Parkette is a small component of the public open space system, that is typically soft surfaced and green. A parkette is most likely a park that connects larger pieces of the greenlands system. An Urban Square is typically found with the Neighbourhood Centres and is more likely to be hard surfaced.
2. Parkettes/Urban Squares shall be dispersed throughout the community. They are expected to provide key connecting links, provide for chance meetings in the Neighbourhood Centres and with respect of Parkettes, enhance the overall greenlands system.
3. Parkettes/Urban Squares should be located on visible road frontages and their entries should be clearly defined through landscape treatment and built from elements.



Neighbourhood parkette

4. The design should provide a focal area or feature that gives character and provides for a range of passive and informal uses.
5. Pathways within Parkettes should connect to pedestrian sidewalks and trails.
6. View corridors terminating at Parkettes/Urban Squares should be highlighted through landscape treatment and/or built from elements.
7. Plant material and construction materials should contribute to the distinctive character of parkettes and also, where applicable, to Urban Squares.
8. Community mailboxes and information boards should be considered in Parkettes/Urban Squares.



Urban Squares create spaces for people to gather in

Gateways

1. Streetscaping features at identified gateway corners shall include enhanced landscaping and coordinated fencing to frame the entry into the community.
2. Gateway features, such as community signage, low walls, fencing or enhanced landscape treatment, shall be incorporated in the design of entry road intersection and shall be coordinated in design and materials with adjacent structures and consistent along main road right-of-way.
3. Primary Roads into the community should include a planted centre median and other design features to signify their importance.
4. Intersections should have distinctive surface treatment for pedestrian crossings, including wider sidewalks and connections to bus shelters.
5. Noise attenuation features should be the last option for uses flanking onto the gateway sites. Where they occur, the material and architectural details shall compliment the adjacent structures, include landscaping and reflect the fencing details of community-wide fence standards.



Landscaped gateway

Trail System

1. The trails system includes trails with natural features, storm management facilities, open spaces and parks on the road system – sidewalks and bicycle paths.
2. Trail design and type will be based on each site's sensitivity in order to minimize environmental impacts.
3. Trails for pedestrians and cyclists shall be a maximum of 3.0 metres wide. Pedestrian-only-trails shall be a maximum of 2.0 metres wide.
4. Trails will be designed to accommodate a range of users and abilities. Slopes, where possible, should be under 5 percent. Curb-cuts must be provided to improve access to road crossings. The use of permeable materials shall be encouraged in trail construction in areas where sufficient drainage exists.
5. Trails should be clearly signed regarding permitted use and speed. Wayfinding signage shall be provided throughout the trail network.
6. Benches and garbage receptacles should be provided at trail heads and at regular intervals along the route.
7. Trails located in proximity to sensitive natural features, or adjacent to storm water management facilities should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.



Trail system



Trails provide opportunities for recreation



Pond enhancing natural landscape

Storm Water Management Facilities

1. Storm water management facilities will be key features within the community contributing to the appearance and ambience, while achieving functional objectives related to flow moderation and water quality.
2. Native species and flood tolerant water's edge plants, including a mixture of herbaceous and woody vegetation, shall be planted to stabilize banks of ponds. The perimeter of the permanent pool shall be planted with emergent, strand and submergent species to improve the aesthetics and enhance the performance of the facility.
3. Ponds are envisioned to blend with the natural landscape, therefore, geometric forms and standard slope gradients will be avoided in favour of organic shapes and land form grading designed to replicate natural land forms in the area. Inlet and outlet structures will be concealed using a combination of planting, grading and natural stone.
4. Where there is a need to discourage public access to areas around the perimeter of the ponds, living fences and barrier plantings will be utilized in place of fencing. Barrier plantings will be comprised of multiple rows of predominantly thorn bearing shrub species planted at a spacing of 0.8 to 0.9 metres contingent on species. Barrier plantings will be installed along the crest of steep slopes, adjacent deep -water areas and around inlet and outlet structures.
5. Ponds will not be fenced, but rather will be designed with trails, overlooks and interpretive signage so that they are an integral part of the greenlands system.



A pedestrian/cycling trail adjacent to a pond



Ponds provide opportunities to create unique neighbourhood features



Playground adjacent to a storm water management feature

3.0 Design Guidelines for the Private Realm

The private realm within the Midhurst Secondary Plan Area is comprised of the built form development blocks and their relationship to open space and road with respect to their location. The residential, Institutional and commercial/ mixed use buildings within a community contribute to its character and can assist in further defining and complementing the public realm.

This section of the document provides general guidance for the design of built form and how it should address the streetscape and open space in the private realm. These Guidelines are to be read in conjunction with the policies of the Midhurst Secondary Plan.

3.1 All Development

Development Blocks and Lots

1. All the available urban lands are to be subdivided into a series of development blocks, defined by a modified rectilinear grid system of public roads and lanes.
2. The size and configuration of each development block will:
 - be appropriate to its intended use;
 - facilitate and promote pedestrian movement; and
 - provide a sufficient number and, where appropriate, a range of building lots to achieve cost effective and efficient development.
3. Each development lot in a block will:
 - have frontage on a public road; and,



The use of light and dark colours produces visual interest



Building projections, such as porches, provide transitional building elements



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

- be of sufficient size and appropriate configuration to accommodate development that reflects the planning and urban design policies set out in this Secondary Plan and companion Urban Design Guidelines.
4. A lot that does not have frontage on a public road maybe permitted, provided the front lot line adjoins public open space (i. e. a " Green Street") fronting a public road, and the rear lot line adjoins, and has access from a rear lane.



Enhanced features promote pedestrian movement

Built Form

1. A full range of housing types and tenures should be provided to make a variety of housing options available to the community.
2. Development should be designed to achieve a high degree of environmental sustainability within the community.
3. Architectural styles of Individual units and blocks should be sensitive to and complement each other.
4. A variety of architectural elements such as entry porches, dormers, material detailing will be employed to create a distinctive character for each block.
5. New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse Impacts on adjacent properties particularly In regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.



Porches provide for "eyes on the park"

To ensure that building compatibility is achieved, the Implementing zoning by-laws will establish consistent



Residential built form frames the park

relationships between buildings and their associated property limits.

6. To support public transit and for reasons of public safety and convenience, primary building entrances to principle buildings shall be clearly visible and located on a public road or onto public open spaces.

Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade, and shall, for required spaces, conform with Provincial and municipal policies.

7. Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade, and shall, for required spaces, conform with Provincial and municipal policies.



Landscaped median features provide visual interest in the streetscape

8. To enhance the quality and safety of the public streetscapes the construction of parking lots/ structures which occupy significant proportions of the at -grade frontage of public roads shall not be permitted.

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



Consistent building setback reinforces the street edge

Location of Buildings with Respect to Roads and Open Space

1. To reinforce the road, lane and block pattern, the following measures will be employed:
 - all buildings will be aligned parallel to a public road;
 - buildings will be located in proximity to the property line adjoining the public road;
 - siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads;

- buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities for overlook into the open space;
- the massing, siting and scale of buildings located adjacent to, or along the edge of a park or open space will create a degree of enclosure or definition appropriate to the type of open space they enclose; and,
- Buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their Importance as landmarks.



Buildings sited in relation to a walkway

3.2 Residential Buildings

Single Detached & Semi-Detached Houses

1. Buildings must have front and exterior side facades parallel to the road with front doors, windows and entry features facing the road to create a consistent street wall.
2. The setback to the main building face should be from 4.5 to 7.5 metres from the edge of the right-of-way. The setback to a main building face, which could be the main front wall, second floor room over or beside the garage, or a significant element such as a roofed porch or verandah. The setback for buildings in the Midhurst Estate Residential" or "Midhurst Transition Residential" designations may have a setback greater than 7.5 metres from the edge of the right-of-way where it can be demonstrated that the setback is in keeping with that of existing or other proposed adjacent buildings. The appropriateness of the setback for these units will be determined on a case by case basis.



Single detached house with integrated garage



Semi-Detached unit with recessed and covered garage

3. Garages shall be set behind or flush with the main building face or accessed from a rear lane. Garage doors facing a public road, shall be set back a minimum of 7.5 metres from the road right-of-way. This guideline does not apply to Lanes.

4. Corner lots and homes facing or abutting parks are priority lots within the neighbourhood. The design of these homes shall include the following considerations:

- where sides or flankage of buildings are visible, they should have windows, materials, and other architectural treatments equal to the front elevation of the house;
- the main front entrance should be located on the exterior side elevation, corner windows and wrap-around porches should be included to emphasize a corner location; and
- Fencing around front and/ or exterior side yards should not block the view of the sidewalk from the house; their height shall be limited to 1, 2 metres, and they should be primarily open structures, not solid walls.



Variation in roof configuration creates diversity on streetscape

5. Porches, stairs, canopies and other entrance features can encroach into the required setbacks.

6. Entry features and other architectural elements shall be incorporated into the front elevation of the house to reduce the visual dominance of the garage and the front drive.

7. Shared or grouped driveways will be encouraged to reduce the amount of asphalt on front yards.



The wrap around porch addresses both streets as frontage.

Townhouses

1. The siting, massing, and facade design of townhouse units shall be coordinated on a block-by-block basis.
2. The elevation of the townhouse block shall be articulated in a manner that provides variation between units, and reinforces common characteristics that visually unites the block.
3. Variety In the design of roofs is required to break up the massing of townhouse blocks.



Pairing of driveways minimizes their impact on the street.

4. The massing and built form of townhouse units adjacent to single/ semi- detached dwellings shall be broken down with architectural elements to promote visual integration.
5. Garages should be accessed from a rear Lane. Where they are not, garages should be paired to allow for more substantial front yard green space. Garages shall not protrude beyond the main front wall or porch of the dwelling unit.



Townhouses with garages on rear lane

6. Side and rear elevations visible from public areas shall have upgraded facade treatments.
7. Corner unit designs are encouraged to provide significant corner features such as a wrap-around porch, wall articulation, turret or bay window.
8. Buildings sited at the end of view corridor, such as at a "T" intersection, elbow roads, traffic circles and on prime corner lots should be designed with significant architectural elements.

Apartments

1. Apartment buildings should be oriented to front, face and feature the public road. A substantial portion of the building should front the public road at a minimum setback.

2. Entrances should be located and oriented to public roads.
3. Permanent parking, loading and service areas should be located in side or rear yards and set back from the front facade of the building.
4. A visitor drop off area should be located at the front of the building.
5. Rooftop mechanical equipment should be screened with materials that are complementary to the building.



Low rise apartment complex with interior courtyard



Apartment building oriented to public road

3.3 Residential Building Siting Guidelines

Appropriate siting of residential units and their architectural components contributes greatly to the community streetscapes. It can also be used as a tool in unifying the overall structure of a community.

General Siting Guidelines

For the purpose of these guidelines a block is defined as being composed of contiguous lots surrounded by streets.

1. Each block shall contain a mix of unit types with a variety of elevations;
2. Placement of houses with the identical elevations and colour treatment next to each other is not permitted. Identical unit elevations shall be separated by a minimum of two dwellings;
3. Each model design shall have 2 distinctly different elevations, while popular models may require more than 2 elevations to



Variety in unit types, massing and elevation design create attractive streetscapes



A curved street creates visual interest

avoid repetition and monotony within the streetscape;

4. Identical exterior colour packages shall be separated by a minimum of 3 dwellings;
5. The front facade wall should be sited close to the front lot line where possible, in keeping with permitted zoning;
6. A range of building front setbacks is encouraged for diversity on the street;
7. Entry doors should be visible from the street. Enclosure of porches is not permitted;
8. When siting different unit types on a street, appropriate transition should be considered to avoid drastic changes in height.; and,
9. Priority lots are the "character" lots of a development and a higher level of architectural design is expected for units on those lots as described in Section 3.4.



Variety in unit types, massing, and elevation design, creates an attractive streetscape

Siting Guidelines for Semi-Detached and Linked Dwelling Units

In addition to satisfying the general siting requirements, siting of semi-detached and linked dwelling units shall conform to the following guidelines. For the purpose of these guidelines, a semi-detached unit shall be defined as a dwelling with 2 attached units (left and right elevations).



Example of a semi detached building.

1. When sited on a corner lot, the semi-detached unit should have a corner unit design with upgraded flankage and rear elevations as noted in Section 3. 4, Corner Units.; and,
2. The rear elevations of both semi-detached units on a corner lot shall be upgraded.

Siting Guidelines for Single Storey Detached (Bungalow) Units

In addition to satisfying the general siting requirements, the siting of single storey (bungalow) units shall conform to the following guidelines;

1. A minimum of 2 single storey units shall be sited together on interior lots, with a minimum of 2 two storey units sited on adjacent lots;
2. Siting of 1 single storey unit between 2 two storey units will be discouraged unless it displays a minimum 1 1/2 storey appearance and massing; and,
3. The siting of bungalow units on corner lots or lots adjacent to corners, shall not be permitted.



Example of a 1 1/2 storey Bungalow

Siting Guidelines for Townhouse Units

In addition to satisfying the general siting requirements, siting of townhouse units shall conform to the following guidelines.

1. When sited on a long street, Individual townhouse blocks should be sited with varied building setback to provide visual diversity on the street;
2. The architectural features/requirements noted In Section 3. 4, Corner Units, are to be Incorporated and if the corner unit rear wall plane is flush with the adjacent unit, then both unit rear elevations will require upgrades;
3. The massing and built form of townhouse units adjacent to single/semi- detached dwellings shall be designed to promote visual integration; and,
4. Every effort should be made to screen utility meters on townhouse units from public view through the use of recessed walls, in setting within walls, landscaping, or other screening solutions that are provided by the builder.
5. Where Bungalow townhouse units are proposed they should display a 1 1/ 2 storey structure or appearance and massing so that they transition and visually Integrate with adjacent 2 storey buildings.



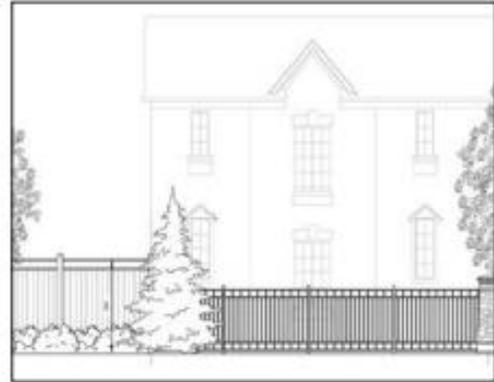
Example of a townhouse building.



Example of a townhouse building.

Privacy Fencing Guidelines

1. Hedges, and garden walls are encouraged. They shall be limited to a maximum of 1 m in height and be permeable to allow overview from public spaces;
2. Rear and side yard fences, where required, shall be consistent in design, colour, and materials and in accordance with any Township standards; and,
3. Fences provided by a developer/builder shall be subject to review by the Township or an approved Control Architect.



A decorative fence (1.2m) complements a wooden privacy fence (1.8m) along a side yard

Corner Lot Fencing

Corner lot fencing shall be provided in new communities and will conform to the following criteria:

1. Corner lot fencing shall be provided for screening of rear yard amenity area by the builder/ developer on all flankage lots where the rear yard is exposed to the street;
2. Corner lot and privacy fencing should be a maximum height of 1.8m or a height stipulated in a Noise Attenuation Report;
3. Where side yard fencing occurs the fence should meet the side of the house at a minimum distance of 1.5m - 2.0m from the rear corner of the unit, and may extend up to 1/4 of the length of the house or to a change of plane (i. e. bump -out, bay window, etc.);
4. Corner lot fencing will be designed to incorporate a gate on the portion of the fence that returns from the lot line to the side wall; and,
5. The exact location of corner lot fencing will be determined in a subdivision agreement.



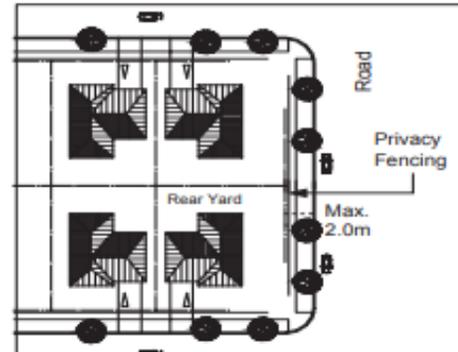
Decorative fencing is used to enhance a street.



Decorative fencing that includes masonry piers provide an enhanced street edge

Noise Attenuation Fences and Walls

1. Acoustic fences along Primary Roads shall provide adequate visual and physical buffer to the residences without creating an uninviting wall; and,
2. If masonry piers are used on acoustic walls they shall be the same material and colour with all other common entry conditions in a development.



Privacy fence should include a fence gate on return

3.4 Residential Buildings – Priority Lots

Priority Lots" are lots within a proposed community that have high public exposure, such as corner lots or lots located adjacent to public open space. The building design on these lots should be of a high architectural quality. Architectural and siting treatments for different lot configurations are recommended, In order to promote a defined and an attractive streetscape with constructed focal points.



Example of a "character" lot

A Priority Lot Map that identifies and illustrates various priority lot treatments shall be provided by the Builder/Developer to the Township once the draft plan for a proposed development has been finalized. Units shall be approved for siting, on Priority Lots, based on the guidelines set out below.

Gateway Units

Gateway units are units located at the entry to the community from the surrounding roads. Units shall be designed with the following principles in mind:



A gateway condition with a community identity feature to define the entrance

1. Gateway dwellings shall be given special consideration in architectural design, massing, orientation, siting and materials, and shall be of high architectural quality; that,

2. Entry elements and porches are encouraged to produce interest in the facade as well as to help define the entrance to the neighbourhood;
3. Pairing of similar model units on lots directly opposite each other to establish and enhance a gateway condition is encouraged;
4. Landscape and landscape features should be provided to accentuate gateways; and,
5. The architecture and landscape of the residence should coordinate with the architecture and landscaping of a community entry feature.

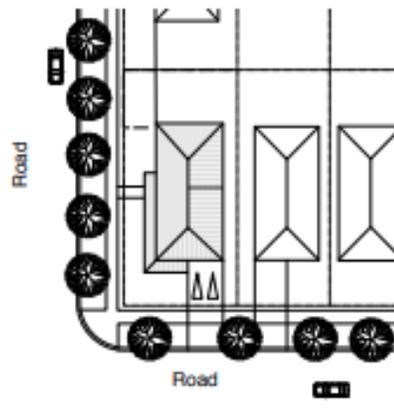


Planted medians further enhance gateways into a community

Corner Units

These guidelines apply to all corner lots, to units flanking on primary streets, and units where side yard to front yard conditions exist.

1. Special models designed specifically for corner lot conditions shall be offered for corner lots with at least two elevations per model.
2. Side and rear elevations visible from the street shall have consistent materials and details as per the front elevation;
3. Where the floor plan allows, a front door is encouraged on the side elevation of the house, with access to the sidewalk if a sidewalk exists. Other design solutions shall be considered;
4. Entry doors should be visible from and oriented to the street;
5. Unit designs are encouraged to provide an architectural feature at the corner:
 - All corner unit designs shall have an option for a wrap-around porch;
 - Where no wrap around porch is provided, a portion of the units at the



Dwellings located at the intersection of two streets shall address both streets



A dwelling with a front porch open to the flankage street and fencing to reinforce the corner

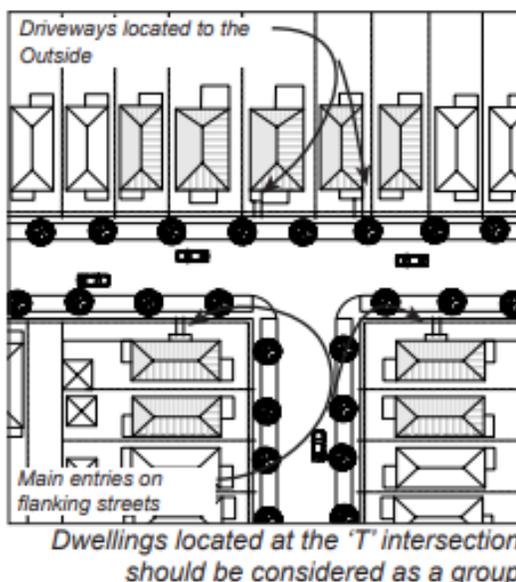
corner shall consist of an active living space, the facades of the unit facing the streets shall have window openings consistent with front elevations, and the use of special architectural features should be considered;

6. In cases where a townhouse is sited on a corner lot, the end units flanking a street are defined as priority lots. In cases where a semi-detached dwelling (2 units) is sited on a corner lot, both units will be defined as a priority lot; and,
7. Utility meters should be located on interior side elevation of detached units. For semi-detached units the meter can be located on the street facing elevation but it must be screened architecturally or placed inconspicuously at a wall jog. Townhome corners will be designed with recessed meters or be screened architecturally.

“T” Intersections/Elbow Streets

T" Intersections occur when one road terminates at right angles to another. Consideration should be given to homes at the top of the T" Intersection and the two last lots on either side of the road that terminates at the intersection. Elbow Streets occur at a bend on the road, with more than one unit at the end of the street view.

1. Architecture on lots at the end of "T" intersections shall have facade designs that utilize elements such as coordinated fenestration, masonry detailing, and entry elements;
2. Pairing of side yards is encouraged to form a landscaped area at the terminus of the "T" Intersection;
3. On elbow streets driveway locations shall be carefully considered to avoid driveways on adjoining lots merging at the street line; and,
4. Where side elevations on elbow streets are partially visible from the street, materials consistent with those of the front elevation should be employed.



Example of an elbow street.

Building Facing and Flanking Window Streets

1. Units visible from Primary Roads shall be given special consideration in architectural design, massing, orientation, siting and materials and shall be of high architectural quality;

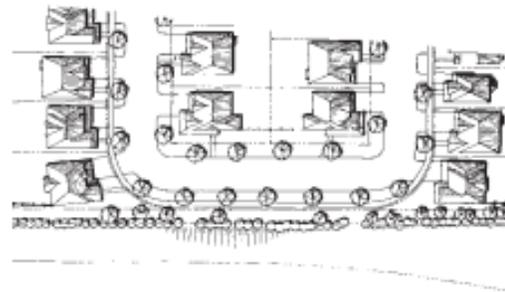
2. Facades shall be highly articulated through coordinated fenestration, masonry detailing, accent gables, dormers, and/ or other special treatment;

3. Units fronting onto a window street should have highly articulated entries through the use of entry features such as projecting porches facing the street;



Example of a pedestrian walkway/link

4. Side and rear elevations flanking Primary Roads shall be highly articulated, as per corner lots, and be consistent with the front elevation in terms of materials, fenestration style and detailing;



Example of community window buildings flanking a Primary Road

5. Garages are encouraged to be recessed from the front wall face of these units to reduce their presence on the street;

6. The siting of bungalows on window streets should be discouraged; and,
7. Entrances on window street lots should be visible to and where possible, face the window street.

Buildings Adjacent to Parks / Open Space / Pedestrian Linkages

1. Front, side and rear elevations exposed to active public spaces including open spaces, wood lots, stormwater management Example of community window buildings facilities, greenway links, and pedestrian walkways shall be highly Banking a Primary Road articulated. A combination of fenestration, bay windows, material changes and dormers may be used to achieve the objective;



Townhomes provide a strong edge and frame the park and playground

2. Where possible side elevations facing parks and open spaces should Incorporate a porch feature to visually address these features;

3. The location of porches, windows and entry doors of units, surrounding parks and parkettes , should provide opportunities for overview and safety;



Example of townhomes fronting onto park

4. Side and rear elevations should adopt a similar design and employ materials that are consistent with those used on front elevations. Architectural detailing such as corbelling should continue from front to side elevations, where visible to the public;

5. Projecting porches are encouraged to emphasize the entrance as well as to reduce the presence of the garage;

6. At walkway entrances, units should create a sense of entry through location of windows and front doors. Informal planting of coniferous and deciduous trees may be used to frame a pathway; and,

7. Driveways of adjacent homes should be located as far away as possible from the public space.

3.5 Guidelines for Public / Institutional Buildings

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



Projecting entry and tower element emphasize the main entrance

1. Public institutional buildings should be sited prominently and where possible, should terminate views.
2. Public/Institutional buildings should front on Minor or Major Primary Roads and be located close to the road to reinforce the street wall and define intersections.

3. Public/Institutional buildings should set a high standard of architectural design and reflect the scale and character of surrounding neighbourhoods.



School reinforcing the road edge

4. Special landscape features are encouraged to distinguish important landmark buildings at the pedestrian level.
5. Public/ institutional buildings should be designed as special landmark buildings with high quality design, materials and finishes. The site should be well landscaped in recognition of their prominent locations and status as landmark buildings.
6. Public/ institutional buildings should be located close to the road right-of-way to reinforce the road edge to create a visually dominant feature in the community.
7. The front door of all Public institutional buildings shall be connected with a walkway to the sidewalk on the road.
8. Parking should be located at the side or rear of the building.

9. Drop-off areas should be provided for buses and cars at the side of the building, but may be located in the front of the building subject to building design and site plan considerations.
10. Consideration for a road lay- by should be given for buses and cars.
11. Rooftop mechanical equipment should be screened with materials that are complementary to the building or through parapet height where applicable.



School located adjacent to natural Features

3.6 Guidelines for Retail / Commercial Buildings

1. Retail/ commercial uses will be encouraged at the ground level and office commercial and residential uses are encouraged on the upper levels of buildings that front the square,
2. Both the residential and commercial components of buildings should be of quality construction and architectural details and should respond to neighbouring structures in massing, height and materials.
3. The side and rear of buildings abutting low to medium density residential properties should be of similar height as the residential dwellings or should be stepped to maintain an appropriate scale in relation to adjacent residential uses.
4. Buildings should be oriented to front, face and feature public roads, especially with buildings located at corners.



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



Variations in colours and materials create a visually appealing facade

5. Building facades along the public roads should be articulated with colour, material variations, windows and other treatments of the wall plane to provide a high quality of design, detail, and variety. The design treatment of flanking facades visible from the road should be similar to that of the front facade.



Mixed use building overlooking onto public road

6. All facades that overlook roads and open spaces should have windows. Reflective mirror glass should not be used for windows at grade.

7. Building facades should be treated as pedestrian areas and public spaces:

- pedestrian areas in front of the buildings should be wide and well-landscaped with furniture, lighting and planting;
- tree planting should be carefully planned with signage to avoid conflicts;
- canopies should be considered to provide weather protection to pedestrians; and,
- planting should be in large continuous planting beds.



Similar materials and colours encourage integration between different uses

8. Building entrances should be prominent and linked to sidewalk through walkways, covered porches or hard-surfaced patios.

9. Ground level floor-to-floor height should allow for conversion from residential to commercial uses.

10. The front yard could be either hard or soft surface, depending on use and should include a low, visually permeable fence at the edge of the sidewalk to define the semi-private areas and to add continuity to the streetscape.



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

11. A variety of roof shapes should be considered to avoid the monotony of flat roofs.

12. All utility equipment, rooftop mechanical equipment, hydro transformers and garbage storage facilities should be incorporated into the design of a building. If this is not possible, equipment should be positioned so as not to be visible from the public road and screened with materials that are complementary to the building design.

13. Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide places for pedestrian connections.



Landscape treatment screens surface parking areas

14. Trees, shrubs and groundcovers should be planted at grade in wide, continuous planting beds that serve to define pods of parking and provide for pedestrian circulation.

15. Parking areas should be screened from view from roads, open spaces and adjacent residential areas with low fencing and planting.

16. Parking areas should be located at the side or rear of the development and set back from the road right-of-way.



A variety of complementing signage add interest to the facade

17. Servicing and loading areas should be located behind buildings and be screened from view. Conflicts between shipping vehicles and pedestrians must be minimized through signage and delineation of the pedestrian right-of-way.

18. Signage should provide a high level of clarity, visibility, and visual interest and shall complement the architecture of the building(s) in its scale, materials, consistency, and design.

3.7 Guidelines for Industrial Buildings

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



Loading and Parking

6. Loading and service areas shall not be located at the front or exterior side of the buildings.
7. Loading and service areas shall be screened from view from the street, public open spaces and adjacent residential areas.
8. Parking areas should be located at the side or rear of the building and set back from the street right-of-way.
9. Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide places for pedestrian connections.
10. Parking areas should be screened from view from streets, open spaces, and adjacent residential areas with low fencing and planting.



Landscaping

11. The landscape treatment of Individual properties have a role in creating the image of the entire employment areas and therefore must be coordinated.
12. The front yard setback shall be landscaped to define pedestrian walks, the main building entrance and to screen parking areas.
13. Pedestrian circulation through parking lots, and from the street to building entrances shall be clearly defined with special paving, lighting and landscape treatment.
14. Planting shall visually enhance individual sites, screen parking and loading areas — while enabling views of buildings — and create a consistent landscape treatment along streets.
15. Landscape design shall relate to the architecture of the building with particular attention to entrances and windows, architectural massing, rhythm, detailing and sightlines.
16. Substantial landscape treatment shall be used to help define large parking areas into small pods.
17. Buffer planting shall consist of a mix of Indigenous evergreen and deciduous plant species of a suitable height and configuration to provide a visual screen between adjacent properties during all seasons.
18. Trees, shrubs and groundcovers shall be planted at grade in wide, continuous planting beds that serve to define pods of parking and provide the preliminary pedestrian circulation.
19. Planting beds shall be established to enable plant material to be massed to create a healthy and sustainable landscape.

