# SEATON

## Sustainable Place-Making Guidelines

July 2011 | DRAFT

# ACKNOWLEDGEMENTS


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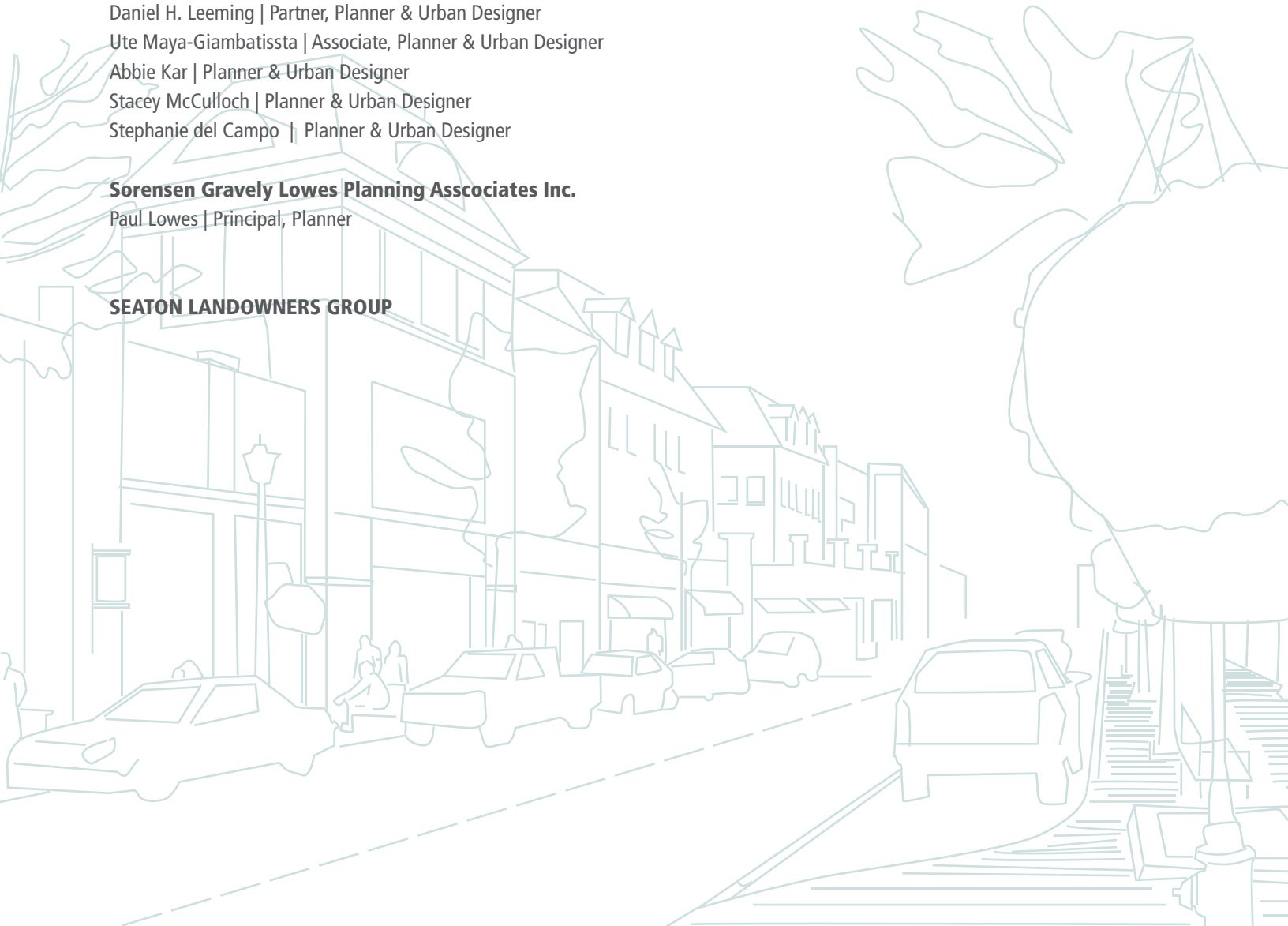

# SEATON
## Sustainable Place-Making Guidelines

Prepared For: City of Pickering

Prepared By: The **Planning** Partnership
in association with
Sorensen Gravely Lowes
Planning Associates Inc.



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# Contents

# 1 Introduction

# 1.0 Introduction

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## 1.1 Purpose and Scope

All planning applications are to conform to the Pickering Official Plan and the Central Pickering Development Plan (CPDP). The CPDP states that, "*the notion of sustainability is integral to every dimension of the Plan, which in turn places an increased emphasis on environmental stewardship during implementation.*" The CPDP also contains, in Schedule 9, urban design guidelines on access and circulation, built form, open space and amenities, site sustainability and cultural heritage. These guidelines are intended to provide guidance and serve as examples of the key principles and policies to be addressed by the Neighbourhood Plans and by extension to compendium design guidelines. The Seaton Sustainable Place-Making Guidelines address and expand upon these key design elements.

It is also a policy of the CPDP that the preparation, review and approval of development applications be carried out with a view to achieving six broad sustainable community principles. These principles include:

a) fostering a healthy natural environment;
b) encouraging a healthy built environment;
c) ensuring economic health;
d) creating opportunities for education and public awareness;
e) fostering social and cultural well-being; and,
f) providing appropriate measures for monitoring and measuring success.

To address these principles, the CPDP requires performance measures and benchmarks to be established by the City in consultation with landowners and stakeholders, and incorporated into the Neighbourhood Plans. The performance measures are to include benchmarks for energy conservation, building and community design, cultural heritage conservation, accessibility for the disabled, air quality, human health promotion, and environmental net gain.

In the City of Pickering Official Plan, Chapter Eleven – Seaton Urban Area, sets out the policy regime to conform to the CPDP. The policies in Chapter Eleven are organized under eight key sustainability principles for Seaton, including:

- Create walkable, transit supportive neighbourhoods through compact residential development, integration of mixed use development and distribution of parks and recreational facilities
- Create a transit supportive urban system, pedestrian-scaled roads, and promote cycling and walking opportunities
- Create jobs concurrent with residential growth
- Promote green building and site design practices
- Provide for a mix of housing types
- Protect the Seaton Natural Heritage System and integrate it into the neighbourhoods
- Protect cultural heritage resources and archaeological resources
- Create an adaptive and resilient urban community

A number of the policies of Chapter 11 set out a minimum benchmark for urban design and sustainability matters such as:

- Modified grid street pattern;
- Local and Community nodes are located so that the majority of future patrons are within a 10 to 20 minute walk of a Community or Local Node;
- block lengths generally in the range of 150 to 250 metres;
- Neighbourhood Parks centrally located for residents within a 400 to 800 metre radius (5 to 10 minute walk);
- Village Greens easily accessible for residents within a 200 to 400 metre radius (3 to 5 minute walk);
- require sidewalks on both sides of all roads with a few specific exceptions; and,
- require bike parking and/or storage areas in all developments without individual garages, among many other policies.

These guidelines are not intended to replicate those policies, but provide a greater level of guidance on urban design and sustainability performance measures and benchmarks.

In addition, Section 11.38 of the Official Plan requires the Seaton Development Design and Sustainability Guidelines to set out minimum standards and benchmarks and lists the range of matters that the guidelines are to address in this regard. Section 11.38 also indicates that, where appropriate, additional measures should be identified beyond the minimum mandatory building standards set out in the Ontario Building Code, which will be encouraged through a variety of measures including possible incentives. These matters are addressed in this guideline.

In efforts to minimize redundancies and ensure a comprehensive assessment is completed for development applications, this guideline document combines both urban design and sustainability design elements into one complete document. In order to achieve the sustainable principles set out in the CPDP, it is essential to understand the complementary role that good urban design plays in creating sustainable communities. A complete community in which good urban design principles are applied will, depending on the degree of application and the delivery of services such as transit, enhance a sustainable community. While urban design considerations may differ from sustainable ones, the two are not mutually exclusive, and therefore, many of the performance measures identified are applicable to both. The intention is to bring together the key design elements that shape our built environment from both perspectives, and achieve the overall goal of creating a sustainable community in Seaton.

Sustainable development requires a balance of a healthy environment, economy, and society. Mindful of that, the purpose of the guidelines is to provide a design vision and guidance for the Seaton Urban Area by addressing the nature, intensity, quality and level of sustainability in both the public and private realms - while still ensuring that all other goals and objectives of the CPDP are achieved including the development of an urban community that will accommodate 61,000 people and 30,500 jobs by 2031.

## 1.2 Document Structure

### 1.2.1 REPORT FORMAT

This report is organized into the following sections:

Section 1 Introduction of the report provides background information and highlights the purpose of the document.

Section 2 The Structure Plan outlines the overall vision for Seaton Urban Area, and describes the components of the Structure Plan.

Section 3 Public Realm Guidelines addresses the key components of the public realm, and provides guidance on street network and development block design; transit supportive/active transportation infrastructure; natural heritage system; and, parks and open spaces.

Section 4 Built Form Guidelines addresses each of the different land uses within Seaton, and provides guidance on building uses, types, height transition, massing, street interface, placement and orientation, in addition to parking, access, and servicing.

Section 5 Green Infrastructure and Building provides further guidance on the public realm and built form by emphasizing sustainable technologies, resource efficiency, and responsible consumption. This section addresses such issues as energy efficiency, water conservation and management, material resources and solid waste, sustainable programs, and lighting.

Section 6 Implementation Strategies describes how this Guideline document, as well as the enhanced benchmarks will be implemented.

Design elements from both the public realm and built form offer tangible and measurable actions to help achieve the principles that are set out in the CPDP and the City of Pickering Official Plan. Rather than being goal-based, the guidelines are organized by elements since certain urban design and sustainable elements can achieve multiple goals and principles.

### 1.2.2 SUSTAINABILITY BENCHMARKS

Applications which conform to the City of Pickering Official Plan will achieve the minimum benchmark for sustainability due to the policy requirements of the Plan and particular Chapters 11 and 12. The Guidelines set out the realm of additional enhanced sustainability benchmarks. Sustainability benchmarks and targets are identified at the end of each relevant guideline. Sustainability benchmarks are measures and targets to achieve an enhanced level of sustainability. These benchmarks enable the reader to identify additional elements that will make Seaton a distinct, sustainable community in the City of Pickering. Whereas the guidelines provide general guidance on development, the benchmarks identify measureable targets for each key sustainable element. While some of these elements may overlap urban design initiatives, they focus on achieving sustainability within the Seaton Urban Area as it develops.

The ability of Draft Plan and Site Plan development applications within the Seaton Urban Area to achieve the enhanced sustainability benchmarks will be evaluated through the Sustainability Checklist in Appendix A.

The Sustainability Checklist is organized to document all enhanced benchmarks and the possible points that can be earned for each benchmark. Enhanced benchmarks are encouraged performance measures. Points for meeting additional enhanced benchmarks may entitle the development to be considered for incentives identified by the City. The City recognizes that not all guidelines or benchmarks are applicable to all applications.

### 1.2.3 HOW TO READ THE GUIDELINES

Within the Guidelines, indicators differentiate whether the benchmarks are applicable at a site plan level, draft plan of subdivision level, or both. See the example below which illustrates how to read the Guidelines, and an example of how the Guidelines will apply.

*Explanation of the guideline/benchmark:*

*Guideline*

3. Although the Official Plan requires road frontage on three sides of Village greens or other alternatives which achieve public view and access, public frontage is encouraged on four sides. Public frontage could include a road, houses fronting onto the village green directly with the use of rear lanes, adjacent public open space or adjacent Natural Heritage System.


E26.dp+sp

*A Village Green has road frontage on four sides or other design alternatives are used to achieve public views and access such as front lotting of residential lane based units, side lotting of residential units where the main entrance is located along the Village Green property line, or to be located immediately adjacent to the Natural Heritage System, or a Storm Water Management facility*

*E indicates an "Enhanced" benchmark*
*26 refers to the benchmark number in the guideline*
*dp refers to "draft plan of subdivision" level*
*sp refers to "site plan" level*

*Photo precedent, cross section and/or diagram to illustrate the guideline or the enhancement.*

In the example above, the guideline refers to the Official Plan policy that Village Greens should be designed with roads on three sides, but may be less where other design alternatives are used to achieve public view and access.

In order to achieve a higher level of sustainability, an additional enhanced benchmark is provided. The E indicates that this is an enhanced benchmark, and the dp+sp indicates that this benchmark is applicable to all draft plan of subdivision and site plan applications where a Village Green is proposed. In order to receive a point, the target of road frontage on four sides or other design alternatives will need to be achieved through the design of streets and blocks.

### 1.2.4 SUSTAINABILITY CHECKLIST

Two Sustainability Checklists are provided in Appendix A. One summarizes the benchmarks for draft plan of subdivision applications, and the other for site plan applications. The relevant checklist is to be completed for each development application as applicable.

## 1.3 Interpretation & Implementation of the Guidelines

The Seaton Sustainable Place-Making Guidelines are intended to implement the Official Plan direction for the Seaton Urban Area and provide greater clarity on urban design, streetscapes, built form and sustainability initiatives within the Seaton Urban Area. The Guidelines are to be read in conjunction with the policies of the Official Plan and in particular Chapter 9 - Community Design, Chapter 11 – Seaton Urban Area, Chapter 12 – Neighbourhood Plans and Chapter 14 – Detailed Design Considerations.

The Guidelines, in concert with the Official Plan policies, will be used to evaluate draft plans of subdivision applications and site plan applications in order to ensure that a high level of urban design and the intended level of sustainability is achieved.

Section 6 Implementation Strategies identify how the enhanced sustainability targets and benchmarks will be encouraged and implemented in the Seaton Urban Area.

Notwithstanding the foregoing, the provisions of the Official Plan shall prevail over the provisions of these Guidelines in the event of any conflict.

# 2 The Structure Plan

The Structure Plan is a simplified compilation of Neighbourhood Plans 16 through 21 from the Official Plan. In addition, the Structure Plan illustrates a number of additional design elements including Community Core Gateways, Key Views and Vistas and View Terminus Sites in a conceptual manner. The design elements are illustrative only and the location is subject to refinement though the draft plans of subdivision. For accurate depiction of land uses, reference should be made to the Neighbourhood Plans in the City of Pickering Official Plan.

## 2.1 The Vision for Seaton

The vision for the Seaton Urban Area is, as set out in the Section 2.12 of the Official Plan, to become "a sustainable urban community that is compact, walkable, and pedestrian-focused and contain a mix of uses that can adapt and evolve over time". It will be developed based on the policies in the Official Plan including the sustainability principles in Section 2.12 and, as shown in the Structure Plan. Seaton is conceived as a cluster of separate, but linked, residential neighbourhoods and employment areas, complete with community, amenity and recreational facilities. The community is envisioned to contain a mix of uses at strategic locations, intended to evolve over time as Seaton matures. Integral to this vision, the Seaton Natural Heritage System will be protected and integrated into the design of the neighbourhood areas. Open spaces and an extensive trail network will contribute to the overall character by enhancing the scenic quality, while providing focal points for views and places for gathering.

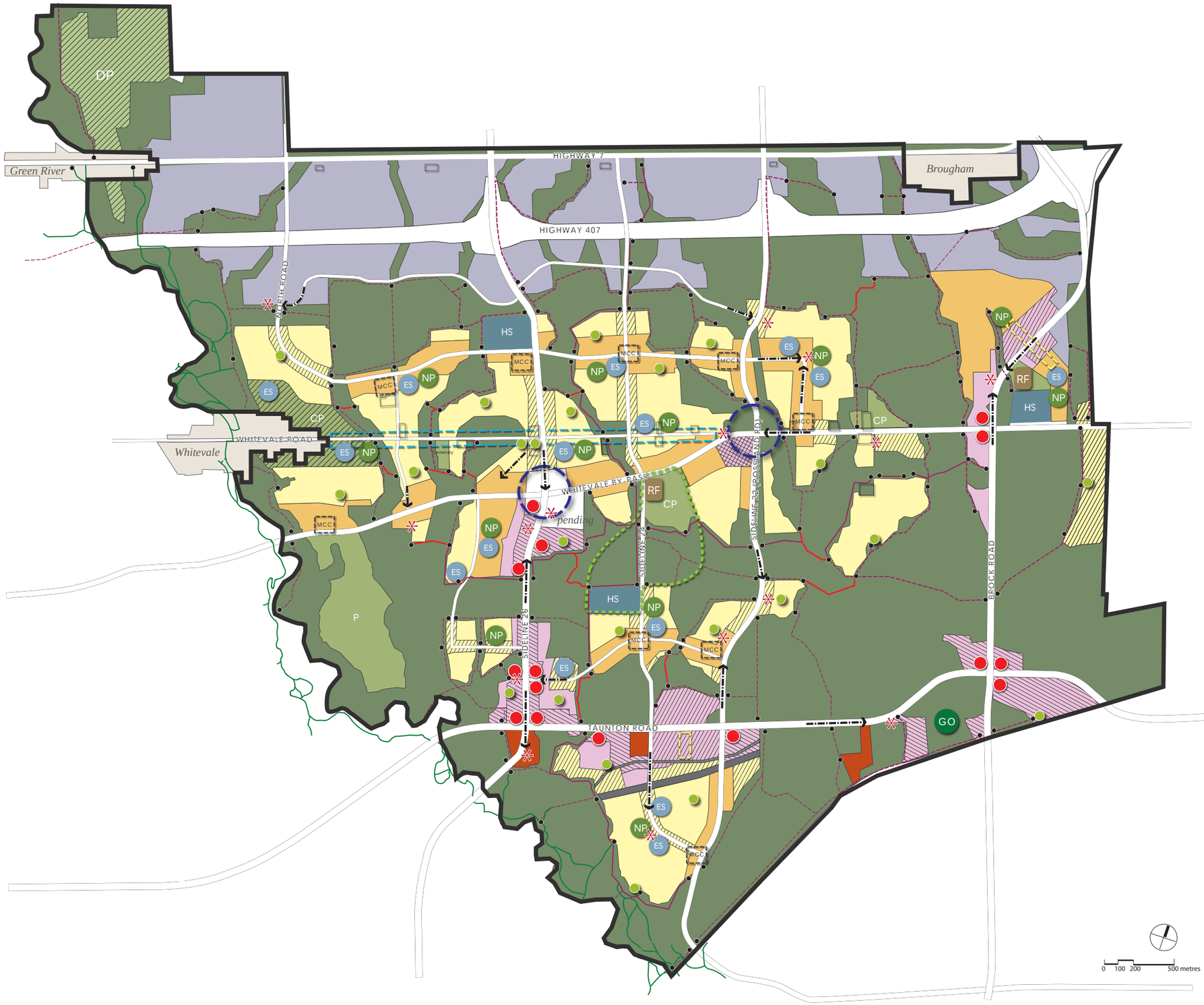
## 2.2 Components of the Plan

### 2.2.1 PUBLIC REALM COMPONENTS

The Structure Plan illustrates the public realm components from the Neighbourhood Plans for the Seaton Urban Area (ie. Neighbourhood Plans 16, 17, 18, 19, 20 and 21), and the desired future character and function of the various components that comprise the public domain including streets, parks, civic uses and civic spaces. For determination of land use designations within the Seaton Urban Area, references should be made to Schedule I, Land Use Structure, of the Official Plan and the specific Neighbourhood Plans and related schedules.

### 2.2.2 BUILT FORM COMPONENTS

The Structure Plan also illustrates a structure for guiding future built form in the Seaton Urban Area. The primary objective of the built form component is to ensure that any new development reinforces a coherent, integrated, and compact built environment, as well as contributing to enhancing the public realm. The components of the public realm and built form are described in the following pages.




## Legend

- Low Density Residential Type 1
- Low Density Residential Type 2
- Medium Density Residential
- High Density Residential
- Community Node
- Local Node
- Mixed Corridor Type 1
- Mixed Corridor Type 2
- Existing Rural Hamlet
- Pedestrian Predominant Street
- MCC — Minor Commercial Cluster
- Whitevale Road Character Area
- Employment
- Utility Corridor
- Gas Line
- Seaton Natural Heritage System
- Hamlet Heritage Open Space
- P — Private Open Space
- DP — District Park
- CP — Community Park
- NP — Neighbourhood Park
- Village Green
- RF — Recreation Facility Site
- ES — Elementary School Site
- HS — High School Site
- Central Open Space Campus
- GO — GO Station Site
- Key Gateway Site
- Community Core Gateway
- Heritage Site
- Key Views and Vistas
- View Terminus Sites
- Primary Neighbourhood Connecting Trail
- Primary Recreational Trail
- Secondary Recreational Trail
- Existing Trail Network
- Trail Head
- Guideline Boundary


PARADISE

# 3 PUBLIC REALM Guidelines

## 3.1 Street Network and Development Block Design

Chapter Eleven of the Official Plan sets out policy direction for walkability in Seaton with particular reference to street grid, block lengths, interconnected street network and a parks hierarchy. In addition to that policy direction, the following guidelines should be considered.

### 3.1.1 BLOCK DESIGN

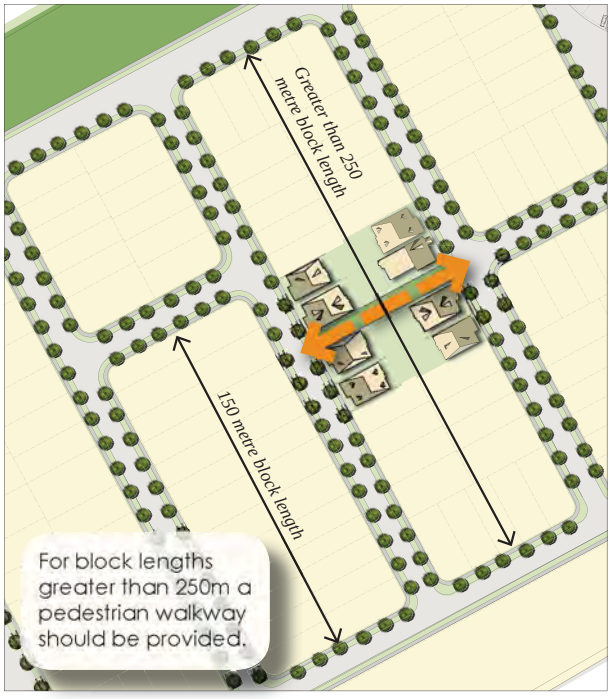
1. As required by Section 11.10 a) of the Official Plan, Neighbourhoods are "to be designed with a modified grid street pattern that provides for a high degree of permeability and connectivity, and which directs pedestrians out to collector and arterial roads through a fine grid of local streets and frequent local street connections along the collector or arterial roadways."

2. As per Section 11.10 c) of the Official Plan, block lengths are to be generally in the range of 150 to 250 metres to promote walkability. Blocks longer than 250 metres may be considered on an individual basis where other block alteratives are not feasible. In such cases, publicly accessible pedestrian walkways should be provided (See Section 3.1.2) to facilitate pedestrian circulation and access.

E1.dp
*At least 90% of the blocks within the plan are designed with a maximum block length of 200 metres.*

3. Draft plans shall be designed to ensure that residences are generally located within a 200 – 400 metre radius (3 – 5 minute walk) to a village green (Section 11.13 (d) of the Official Plan), and should also consider other passive recreational elements, which are designed to provide similar functions where there is no village green, including a trail head, neighbourhood park, community park, school or stormwater management facility to create a shorter walking distance to passive recreational features. Remnant blocks will not be considered as a passive recreational element.

E2.dp
*At least one passive recreational element is located a maximum 200 metres from 90% of the residences within the plan or adjacent plans. This distance is a linear measurement of the shortest, most direct walking route along sidewalks, public walkways and primary neighbourhood connecting trails through the Seaton Natural Heritage System.*



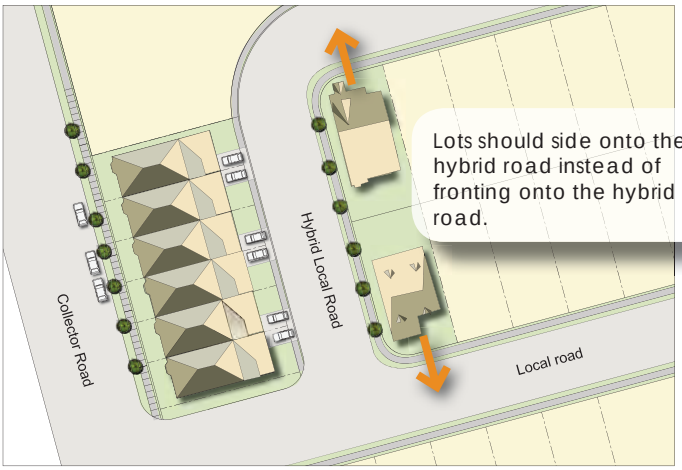

4. Draft plans shall be designed to ensure that residences are generally located within a 400 – 800 metre radius (5 - 10 minute walk) to a neighbourhood park (Section 11.13 (c) of the Official Plan), and also should consider other active recreational elements such as community parks or schools which serve similar functions where there is no neighbourhood park, to create a shorter walking distance to recreational features.

E3.dp
*At least one active recreational use is located a maximum 400 metres from 90% of the residences within the plan. This distance is a linear measurement of the shortest, most direct walking route along sidewalks, public walkways and primary neighbourhood connecting trails through the Seaton Natural Heritage System.*

5. Draft plans should be designed to ensure that residences are generally located within an 800 metre walking distance (10 minute walk), measured as a radius, to retail uses or commercial services.

E4.dp
*At least one retail store/commercial service is located a maximum 800 metres (10 minute walk) from 90% of the residences within the plan. This distance is a linear measurement of the shortest, most direct walking route along sidewalks, public walkways and primary neighbourhood connecting trails through the Seaton Natural Heritage System.*

Houses fronting directly onto a Village Green, with access from a rear lane.




Hybrid local road


Slip lane

6. In order to minimize the visual impact of long blocks, lots located on the end of blocks should be turned 90-degrees to face the other road, where appropriate. However, a variety of lot facing conditions, in addition to flankage lots, should be considered along long stretches of collector and arterial roads.

7. Where rear lanes are used, the maximum lane length should be no more than 180 metres in order to provide for a maximum 90 metre hose length from fire hydrants located on road connections. Where the 180 metre length is exceeded, an on-street hydrant location and fire hose access to the rear lane shall be provided.

8. Lots in a block may front onto a public open space, such as a Village Green, provided the rear lot line adjoins, and has access from a rear lane or a public road.

9. Window streets along arterial roads are discouraged. Driveways and a variety of other alternative road layouts that can help reduce the number of driveways and locate buildings closer to the street are encouraged in residential areas and adjacent to primary locations such as parks and elementary school sites. These include, but are not limited to, the use of rear lanes, slip lanes, hybrid local roads, mutual drives, and flankage lots. Where use of rear lanes are provided adjacent to arterial roads, the City shall strongly encourage the Region to permit on-street parking in off peak periods on the arterial roads.

10. Where hybrid local roads are proposed, one side of the road should generally have houses backing onto the hybrid road and the other side of the same hybrid road should generally have houses flanking onto the road.

11. Rear lanes or private drives are encouraged in mixed-use or commercial areas at the rear of street-related buildings for service and loading in order to minimize conflict between pedestrian and vehicular use.

12. The use of cul-de-sacs should be minimized, except where necessary due to grading and topography or at view terminus sites. Where cul-de-sacs are used for reasons other than grading and topography, a pedestrian and/or bicycle through-connection to promote active transportation should be provided except where the cul-de-sac is shorter than 60 linear metres from the intersection (measured centre line to centre line distance).

13. Wherever possible, street and block alignments for grade-related residential units are encouraged to be designed within 25-degrees of geographic east-west in order to maximize passive solar orientation of buildings.

E5.dp
*Minimum of 50% of street and block alignments within the draft plan of subdivision are designed within15-degrees of geographic east-west.*

E6.dp
*At least 75% of street and block alignments within the draft plan of subdivision are designed within 15-degrees of geographic east-west.*

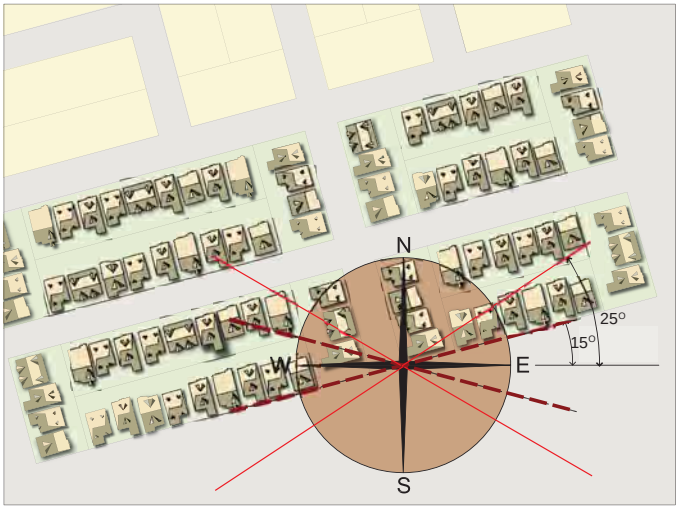
14. As per section 11.61 b) of the Official Plan, where significant existing hedgerows are located in public open space and parks they should be protected where possible and feasible. Any grading activity around the hedgerows should be minimized.

E7.dp+sp
*Significant hedgerows within village greens and parks are maintained through minimal disturbance to grading adjacent to the hedgerows.*

15. For street and block design guidelines adjacent to the Seaton Natural Heritage System, see section 3.3 Natural Heritage System.

Cul-de-sac terminates at an open space feature, allowing for pedestrian access.

Pedestrian connections through the cul-de-sac




Maximize solar orientation through block design

### 3.1.2 PUBLIC PEDESTRIAN WALKWAYS

In order to encourage walkability within the neighbourhood and improve circulation and access, pedestrian walkways are important design elements that allow flexibility, giving pedestrians and cyclists choice to get to their destination points in the most direct route. Public pedestrian walkways are located within the public realm.

1. Public pedestrian walkway blocks should have a width of 3.0 to 6.0 metres.

2. In order to provide a safe and comfortable environment for pedestrians, public pedestrian walkways should be designed to include Crime Prevention Through Environmental Design (CPTED) principles, including:

    - adequate lighting
    - clear sight lines, allowing view from one end of the walkway to the other
    - provide appropriate landscaping, but avoid landscaping that might create blind spots or hiding places
    - adequate fencing and fenestration adjacent to public walkways to provide opportunities for casual surveillance.

Public pedestrian walkways should be designed to provide clear sight lines.

Porch and windows should front onto the public pedestrian walkway to enhance public safety and comfort.

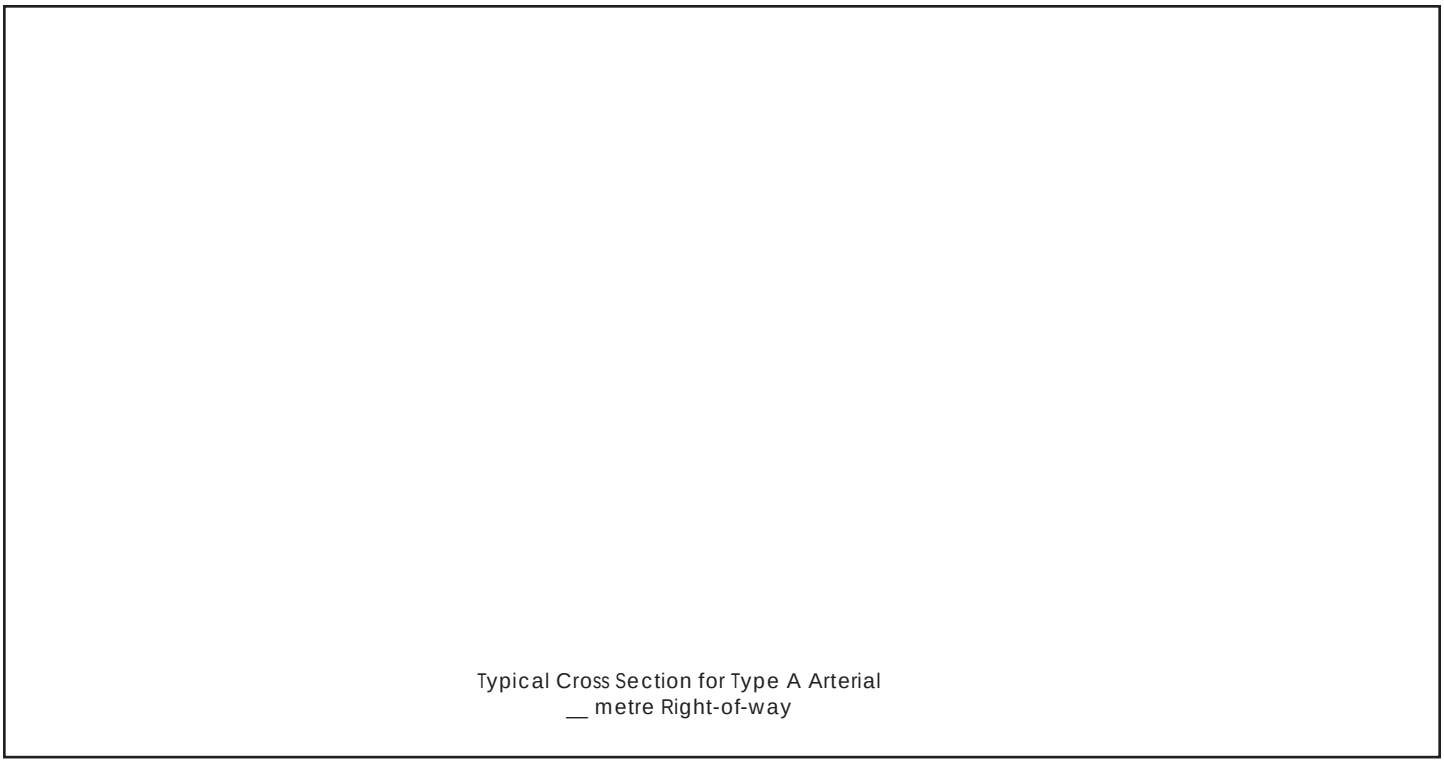
### 3.1.3 STREETS

Chapter Eleven of the Official Plan sets out policy direction for streets and sidewalks. In addition to that policy direction, the following guidelines should be considered.

**a) Type A and B Arterial Roads**

Type A arterial roads are the highest order arterial road, and are designed to carry large volumes of traffic and higher order transit service at moderate to high speeds over relatively long distances.

Type B arterial roads are designed to carry moderate volumes of traffic at moderate speeds. There are some access restrictions on Type B arterial roads.



Typical Cross Section for Type A Arterial
__ metre Right-of-way

Typical Cross Section for Type B Arterial
__ metre Right-of-way

**b) Type C Arterial Roads**

Type C arterial roads provide important connections within the Seaton Urban Area, designed to carry lower volumes of traffic at slower speeds providing transit routes and allowing direct access to properties. The following guidelines shall apply:

1. The road surface shall be 15.0 metres, and will include a shared bicycle/parking lane.

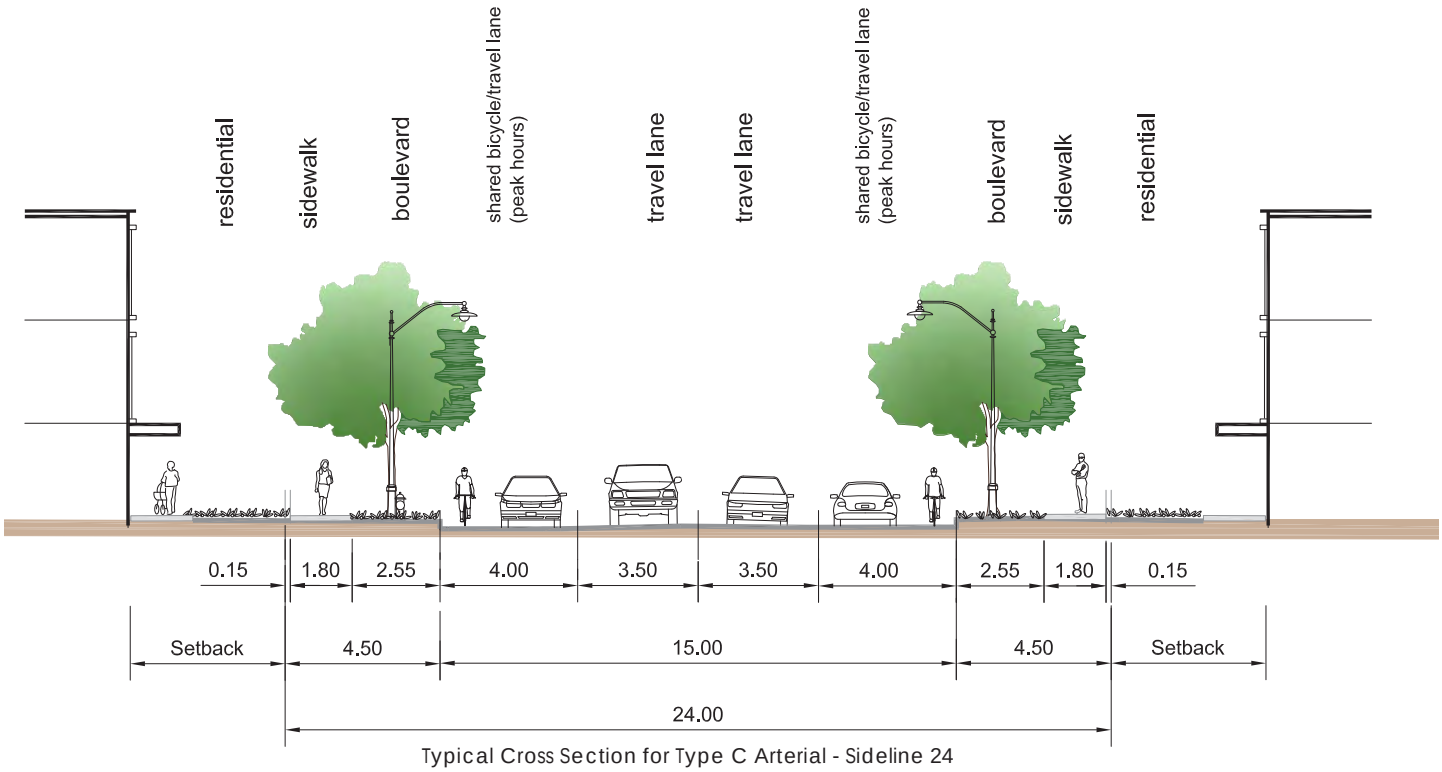
2. Sideline 24 shall be designed as follows:
    - During peak hours, the road surface will accommodate 4 travel lanes and 2 bicycle lanes.
    - During off-peak hours, the road surface will accommodate 2 travel lanes and 2 on-street parking lanes in addition to 2 bicycle lanes on both sides of the road.

3. The East-West Residential Arterial (North Road extension) Type C shall be designed with 2 travel lanes, 2 permanent parking bays and 2 bicycle lanes.

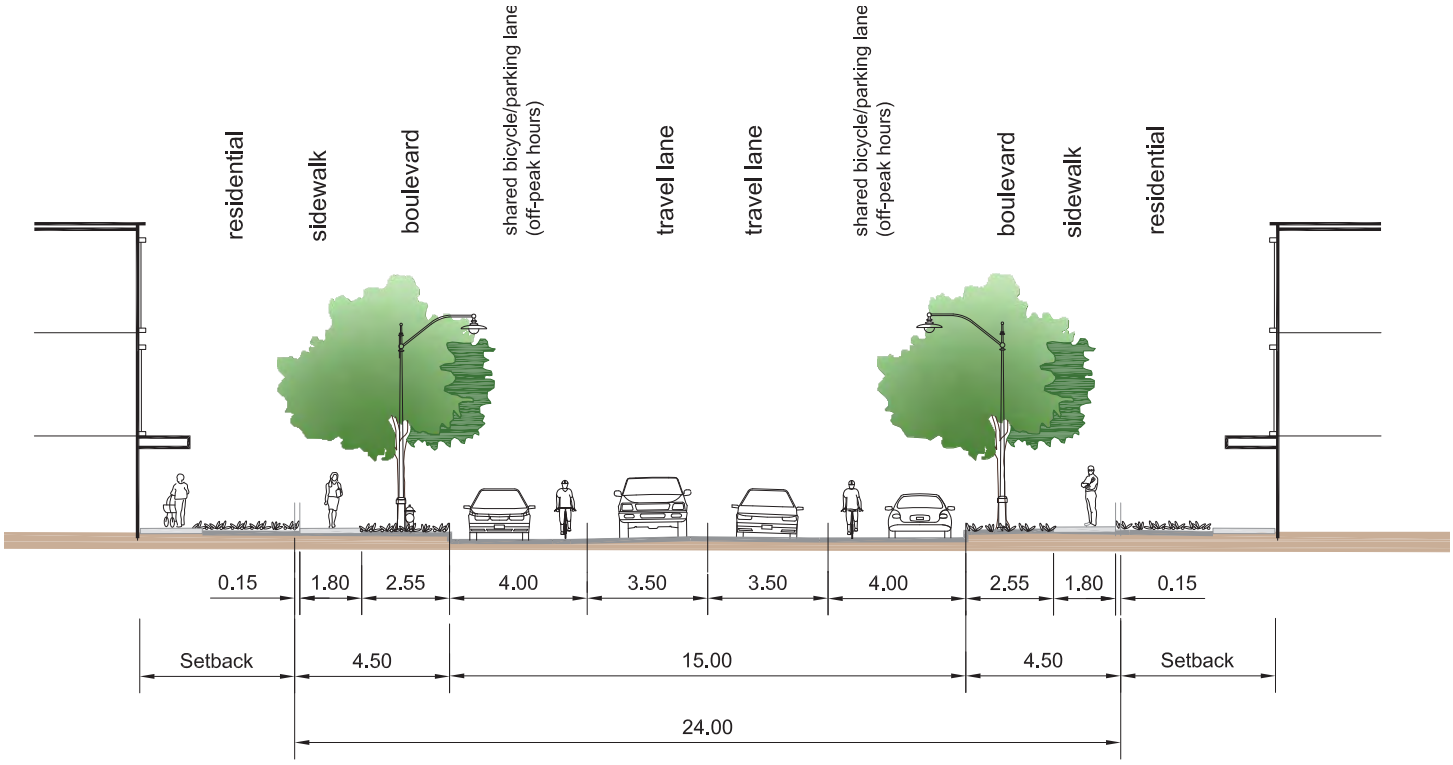
4. Boulevards on both sides of the pavement area shall be a minimum of 4.50 metres and will include a grass area with street trees and 1.8 metre sidewalks on both sides.

5. Individual, direct access from a Type C arterial road should be minimized as much as possible for grade related residential dwellings in order to reduce the number of driveways on the street and to locate buildings closer to the street. This can be achieved through the use of lanes, slip lanes, hybrid local roads, mutual drives, flankage lots, or other alternatives that address the design intent.

6. Transit facilities shall be accommodated on Type C arterial roads.




Typical Cross Section for Type C Arterial - Sideline 24
24.0 metre Right-of-way




Typical Cross Section for Type C Arterial - North Road Extension
24.0 metre Right-of-way

### c) Collector Roads

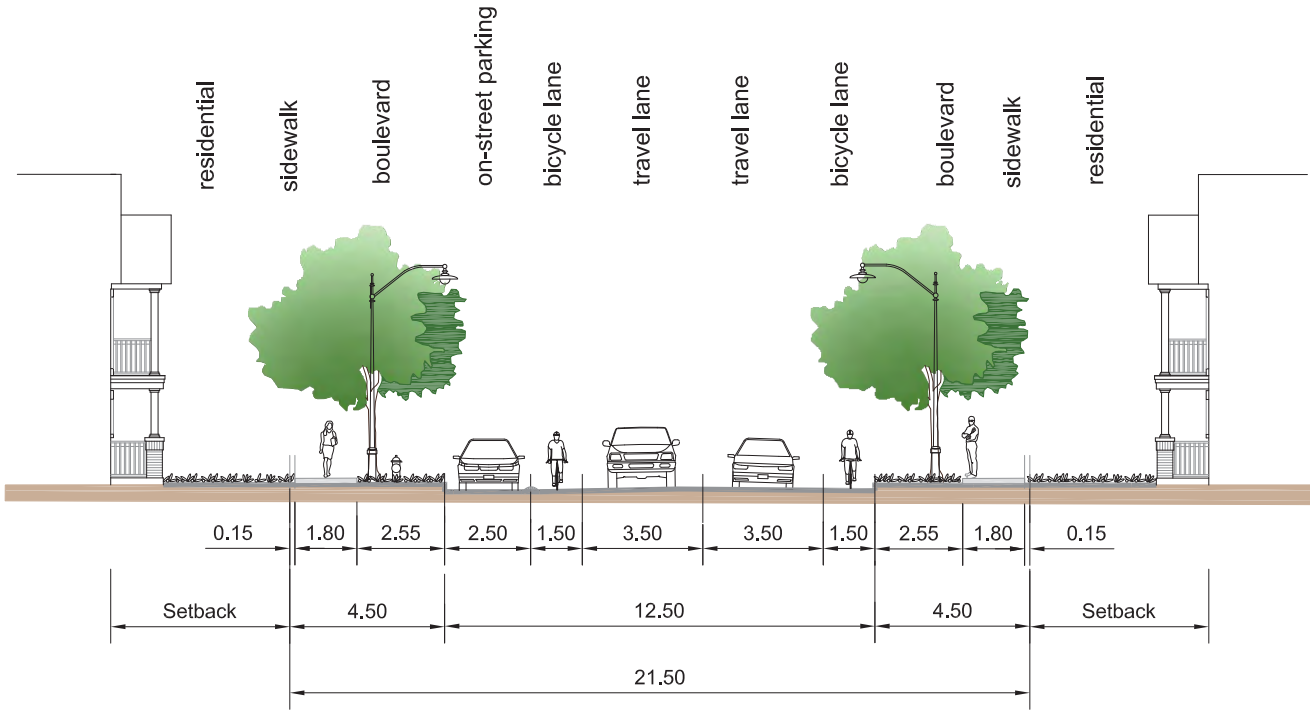
Collector Roads provide important connections between residential neighbourhoods and other community functions. They typically define the community structure and provide transit routes. The Seaton Urban Area will include collector roads with 20.1 metre to 21.5 metre rights-of-way.

1. The road surface, including one parking bay on one side of the road, and bicycle lanes on both sides of the road, shall be 12.5 metres.

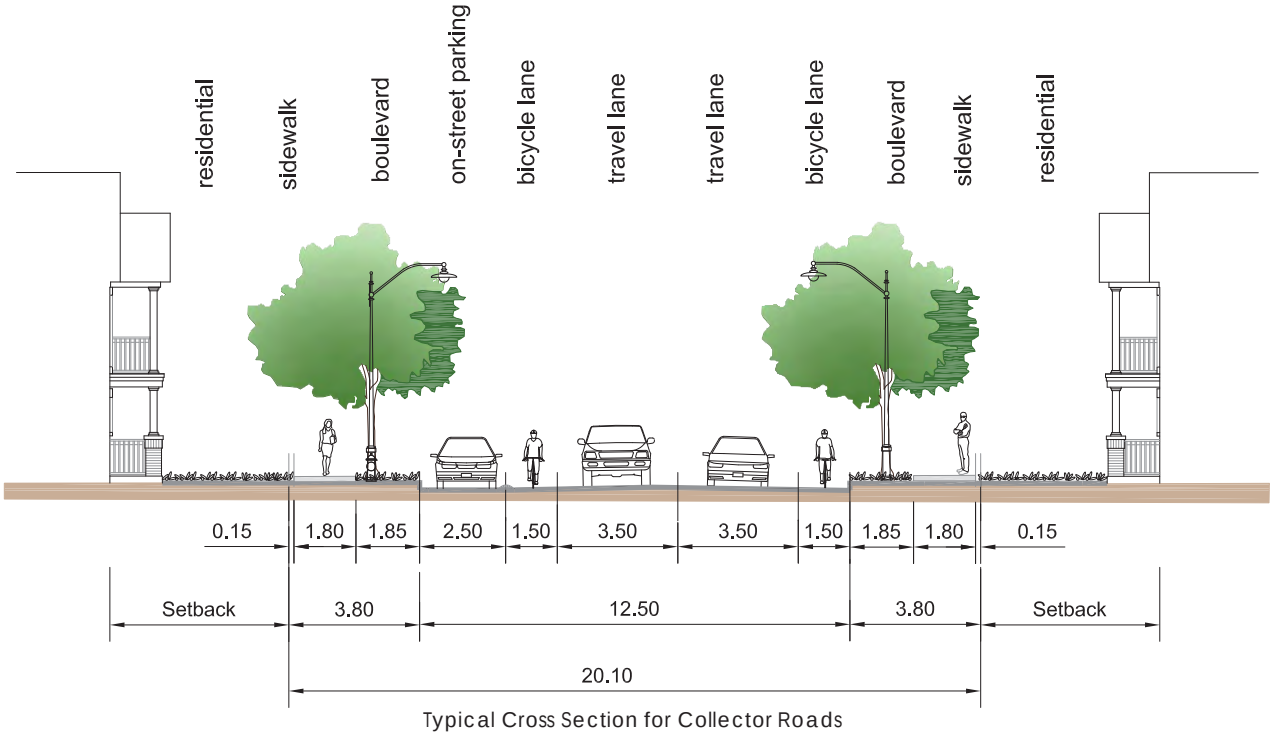
2. Boulevards on both sides of the pavement area shall be a minimum of 4.5 metres and will include a grass area with street trees and 1.8 metre sidewalks on both sides of the road.

3. Individual, direct access from a Collector Road is generally permitted, but where transportation studies required by the Neighbourhood Plans determine that access should be minimized, other design solutions will need to be considered including the use of lanes, slip lanes, hybrid local roads, mutual drives, flankage lots, or other alternatives that address the transportation study and design intent.

4. Transit facilities shall be accommodated on Collector Roads.




Typical Cross Section for Collector Roads
21.5 metre Right-of-way




Typical Cross Section for Collector Roads
20.1metre Right-of-way

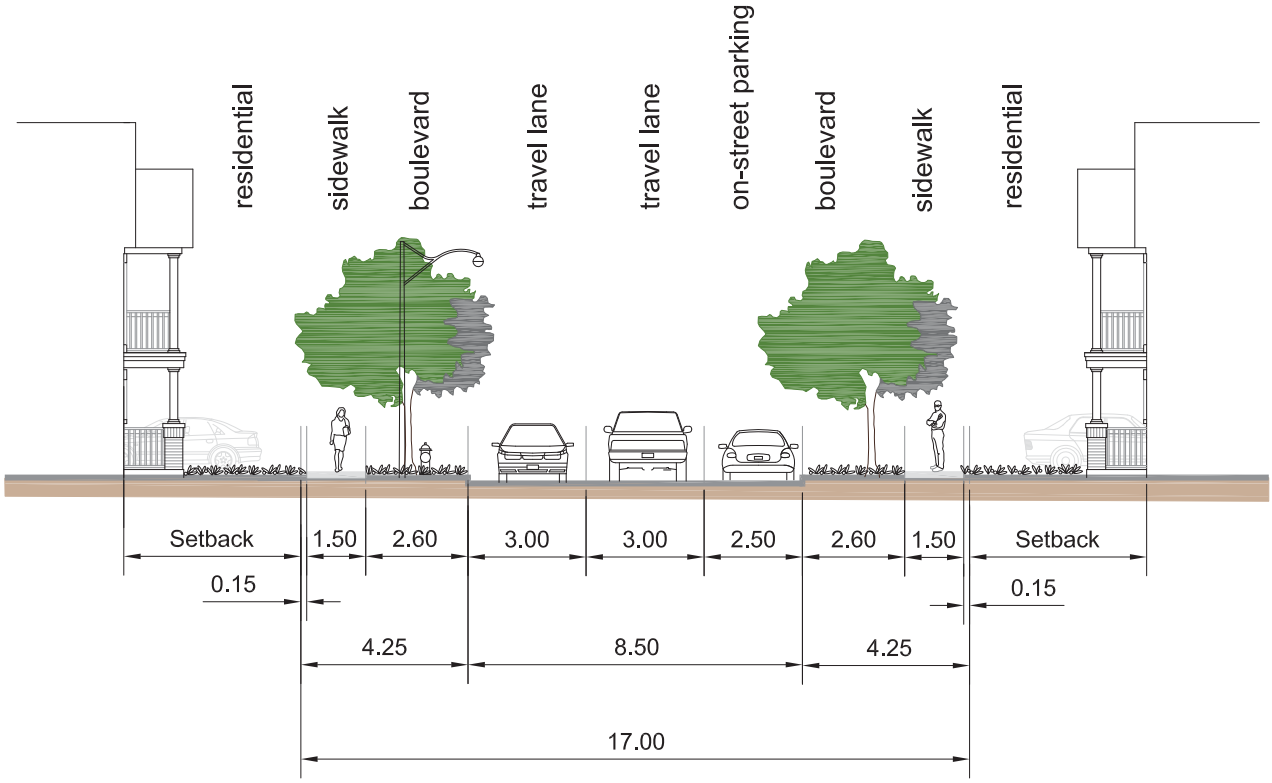
**d) Local Roads**

Local Roads connect to Collector Roads and link with public spaces. In general, individual direct access onto Local Roads is permitted.

**17.0 metre Right-of-way**

1. The road surface, including a parking lane on one side of the road (that could alternate to the other side of the road) shall be 8.5 metres.

2. Boulevards on both sides of the pavement area shall be a minimum of 4.25 metres and will accommodate a grass area.

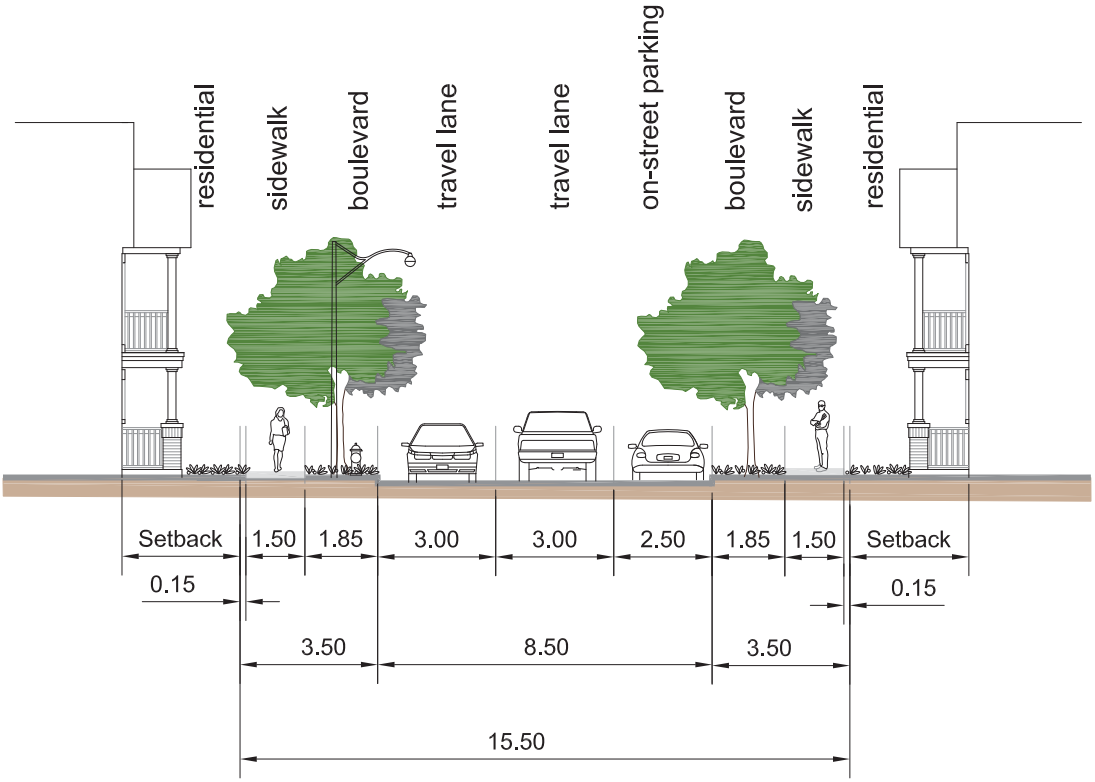



Typical Cross Section for Local Road - Double-loaded road with on-street parking without rear lanes
17.0 metre Right-of-way

### 15.5 metre Right-of-way

1. The road surface, including a parking lane on one side of the road (that could alternate to the other side of the road) shall be 8.5 metres.

2. Boulevards on both sides of the pavement area shall be a minimum of 3.5 metres and will accommodate a grass area with street trees and 1.5 metre sidewalks on both sides.

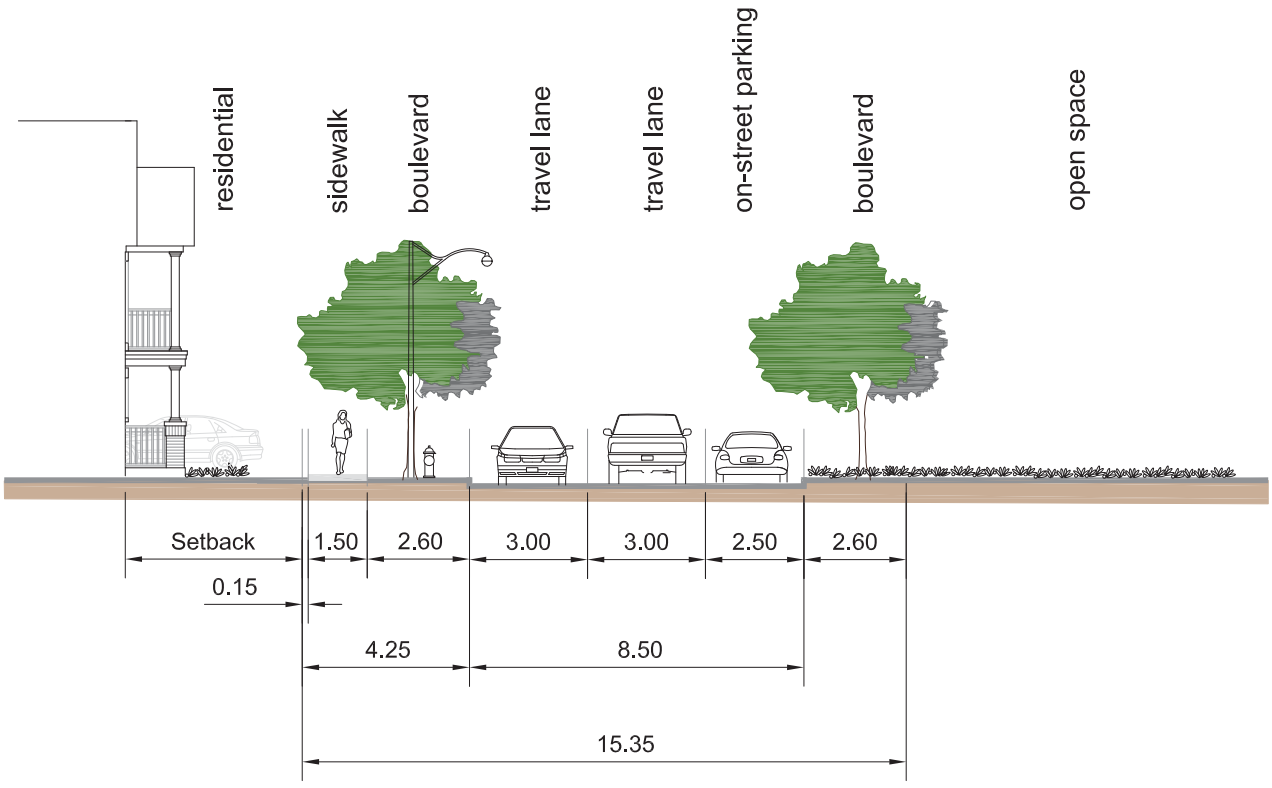



Typical Cross Section for Local Road - Double loaded road with on-street parking and rear lanes
15.5 metre Right-of-way

**15.35 metre Right-of-way**

1. For a Local Road where development is located on only one side of the road, the road surface, including a parking lane (that could alternate to the other side of the road), shall be 8.5 metres.

2. The boulevard on one side of the pavement area shall be a minimum of 4.25 metres and will accommodate a grass area with street trees and 1.5 metre sidewalk. The other boulevard will accommodate a grass area with street trees and no sidewalk.

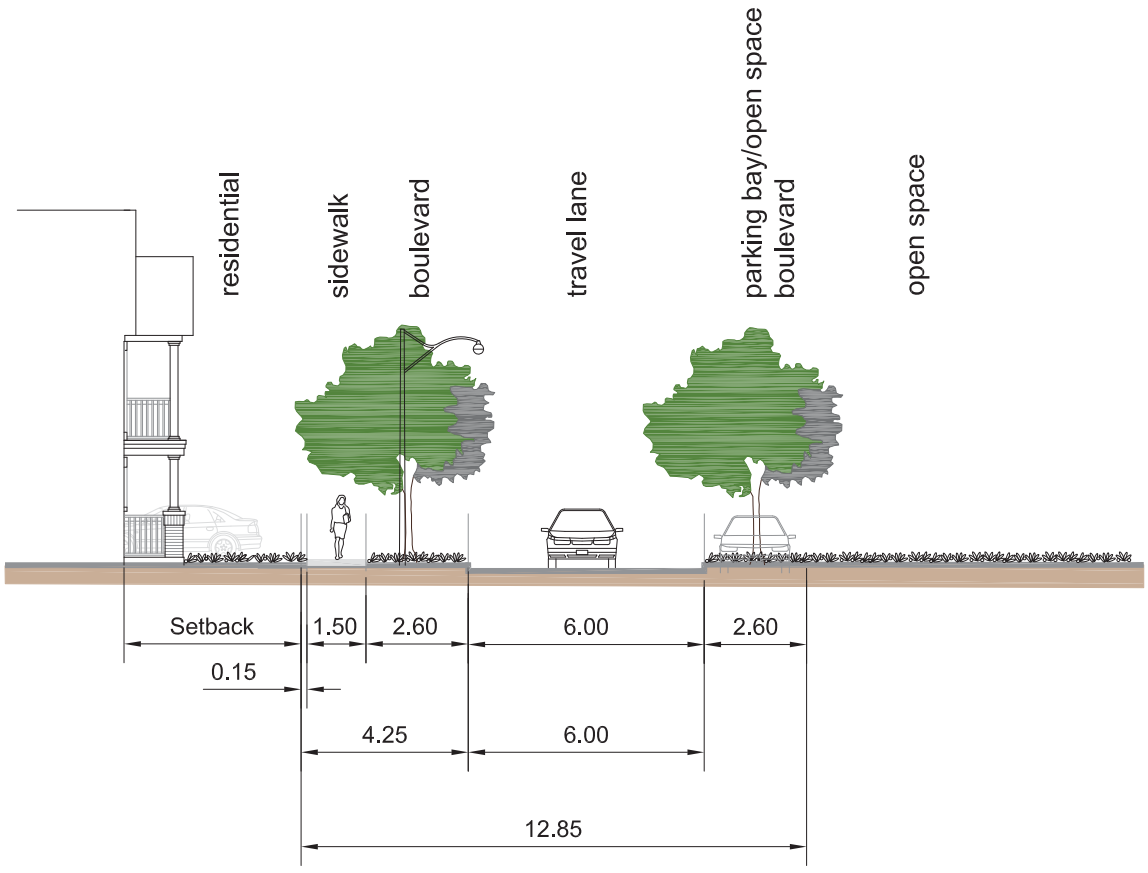



Typical Cross Section for Local Road - Single-loaded road with on-street parking without rear lanes
1535 metre Right-of-way

**12.85 metre Right-of-way**

1. For a short one-way Local Road where development is located on only one side of the street, the road surface shall be 6.0 metres.

2. The boulevard on one side of the pavement area shall be a minimum of 4.25 metres and shall accommodate a grass area with street trees and 1.5 metre sidewalk. The other boulevard shall accommodate an alternating grass area with street trees, and a parking bay with no sidewalk.




Typical Cross Section for Local Road - One-way single-loaded road adjacent to a park
12.85 metre Right-of-way

### e) Lanes

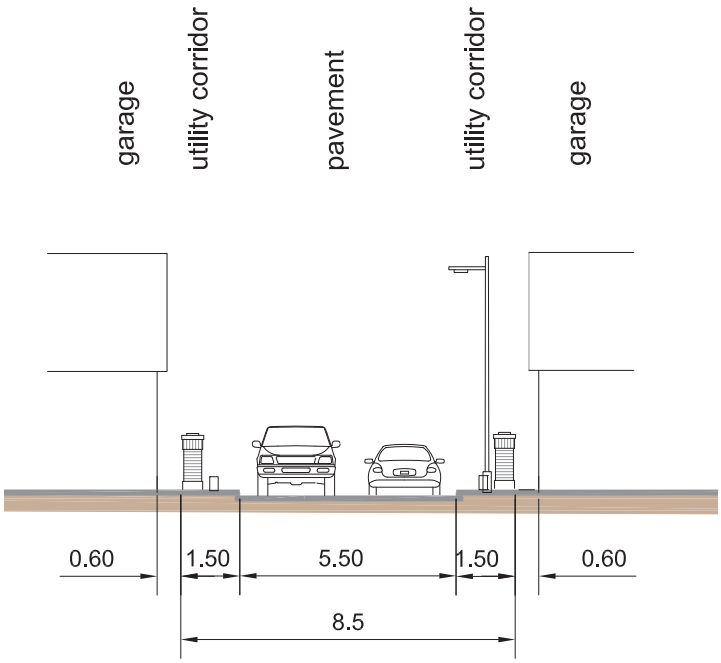
Residential lanes provide access to private garage facilities. The use of lanes is encouraged for all type of grade related residential development.

### 8.5 metre Public Lane

Public Lanes shall have a minimum right-of-way of 8.5 metres.

1. The road surface shall be 5.5 metres and shall include a 1.5 metre utility corridor to accommodate hydro, cable, and phone utilities on either side of the lane.

E8.dp
*Lanes are used to provide for access to rear yard garage buildings.*

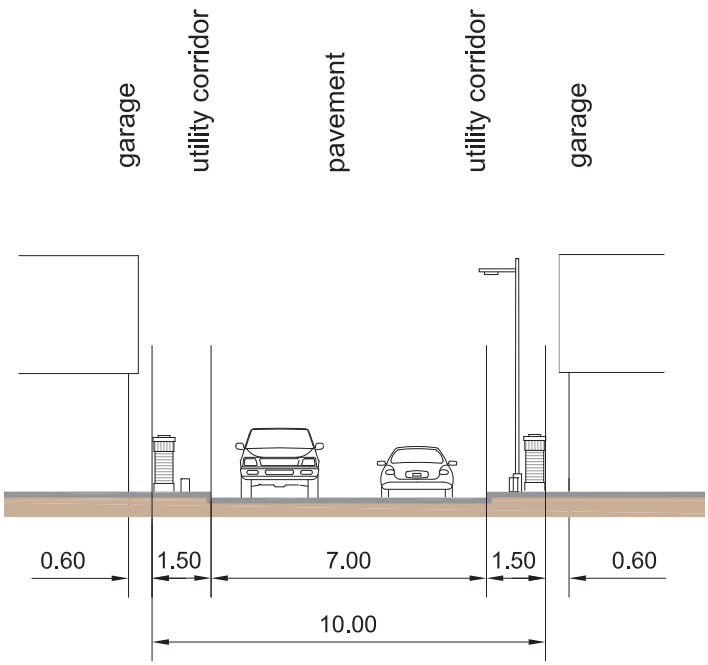



Typical Cross Section for a Public Lane
8.5 metre Right-of-way

### 10.0 metre Public Connector Lane

A Public Connector Lane is another road option to facilitate the direct frontage of residential units onto an Arterial road while providing rear lane access. Public Connector Lanes are encouraged as an alternative to link two local roads that terminate at a lane provided that the two local roads are no further apart than 70.0 metres.

1. The curb to curb road surface shall be 7.0 metres with a 1.5 metre utility corridor to accommodate hydro, cable, and phone utilities on either side of the lane.




Typical Cross Section for Public Connector Lane
10.0 metre Right-of-way

### Slip Lane

Text

Typical Cross Section for a Slip Lane
__ metre Right-of-way

### Private Lane

Private lanes will be permitted and considered through site plan control.

E9.dp
*Lanes are used to provide for access to rear yard garage buildings along Arterial Roads.*

**f) Whitevale Road - Character Road**

In accordance with the provisions of Section 11.66 of the Official Plan, the portion of Whitevale Road between Golf Club Road and just west of Sideline 22 is recognized as a Character Road. Whitevale Road is identified as a Character Road as it possesses a number of cultural landscape elements and cultural heritage resources. As some sections of Whitevale Road may be reconstructed, and in accordance with Section 11.66. of the Official Plan, the main objective of the Character Road identification is to protect its roadway heritage features and integrate them into the new community.

As set out in Neighbourhood Plans 18 and 19 in Chapter 12 of the Official Plan, the Whitevale Character Road is anticipated to be discontinuous and have two characters east and west of Sideline 26/Whites Road.

1. Along the western portion, a rural cross-section will be maintained within the existing 20.0 metre right-of-way, as per section 11.66 c) of the Official Plan. The existing rolling alignment of the road will be maintained along with the mature vegetation where feasible and a multi-use trail will be provided on both sides of the road in place of the existing gravel shoulder.

2. Along the eastern portion, an urban cross-section will be provided within the existing 20.0 metre right-of-way, but existing mature trees will be maintained and protected where feasible. To maintain the trees, the sidewalks may need to be located closer to the paved surface.

For any development along Whitevale Character Road, the provisions of Section 4.5.1 should also be considered.

**g) Road and Infrastructure Crossing the Seaton Natural Heritage System**

Where roadways cross the Seaton Natural Heritage System, the road may deviate from the cross sections through a semi-urban or rural cross section, provided that a pedestrian connection is maintained adjacent to the roadway through the Seaton Natural Heritage System.

Whitevale Road looking west from Sideline 20.

Typical Cross Section for Whitevale Road, west of Sideline 26/Whites Road
20.0 metre Right-of-way

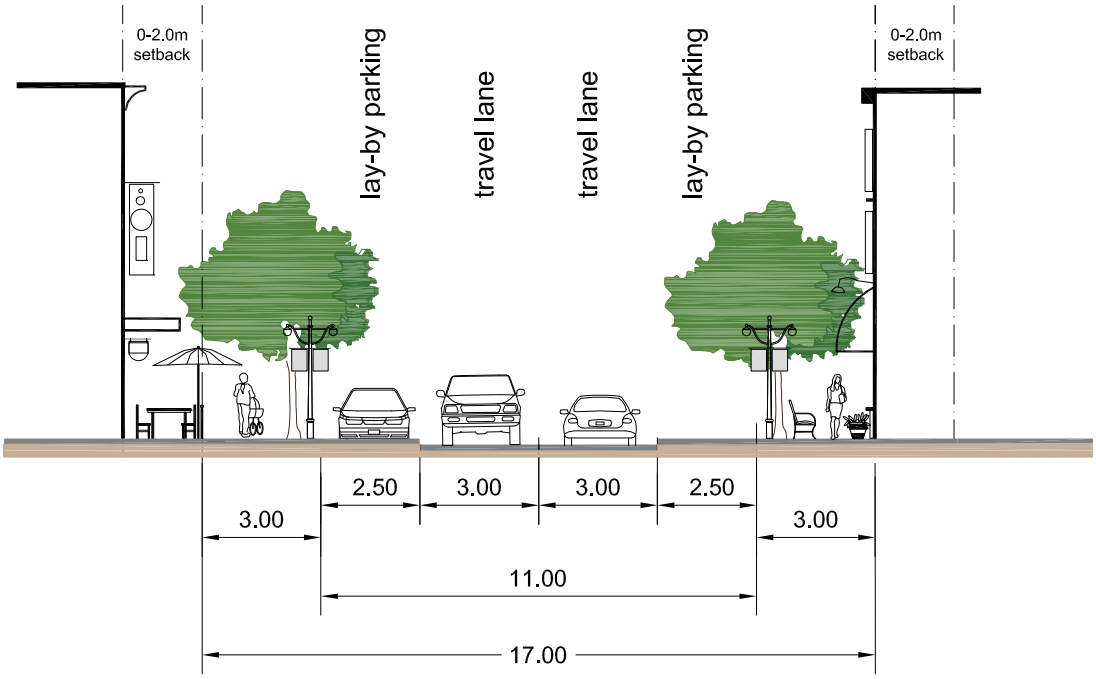
Typical Cross Section for Whitevale Road, east of Sideline 26/Whites Road
20.0 metre Right-of-way

### h) Pedestrian Predominant Streets

Pedestrian Predominant Streets are located within Community Nodes, and are shown on the Structure Plan. The intent is to encourage a strong street presence through the design of its public realm, in conjunction with the built form guidelines of Section 4.2.1 General Guidelines for Commercial and Mixed Uses and Section 4.2.4 Pedestrian Predominant Streets.

These roads can be designed as either public or private roads, In addition to Pedestrian Predominant Street design criteria found in section 11.7.b of the Official Plan, the following design criteria should be followed:

1. Sidewalks should be provided on both sides of the road ranging from 1.8 metres to a maximum of 3.0 metres in order to accommodate sidewalk cafes, kiosks, and/or street vendors.
2. Boulevards on both sides of the pavement area should accommodate streetscape furnishings and street trees. Hard surfaces should be provided instead of grass areas to extend the sidewalk and accommodate high pedestrian areas.
3. Individual, direct vehicular access from the Pedestrian Predominant Street is discouraged.
4. Buildings that abut Pedestrian Predominant Streets should present a facade with high quality architectural detailing and address the road frontage with doors and windows, and provide direct pedestrian access.




Typical Cross Section for Pedestrian Predominant Street
17.0 metre Right-of-way

Example of a street with strong street presence created through street parking, wide sidewalks, special paving, street trees, proper signage, landscaping, and street furniture.

### i) Employment Area Collector Road (tbd)

Text

Typical Cross Section for Employment Area Collector Road
__ metre Right-of-way

### j) Employment Area Local Road (tbd)

Text

Typical Cross Section for Employment Area Local Road
__ metre Right-of-way

### 3.1.4 STREETSCAPE ELEMENTS

#### a) Sidewalks

Sidewalks should be continuous throughout the community, and constitute an integral part of the pedestrian system to promote active transportation. They should be designed with the following guidelines:

1. Sidewalks should be designed as follows:
   - 1.5 metres on local roads
   - 1.8 metres on collector and arterial roads
   - 1.8 to 3.0 metres in high pedestrian areas in Mixed Corridors and Community and Local Nodes particularly where retail is provided along the street, including along Pedestrian Predominant Streets, in order to accommodate sidewalk cafes, kiosks, and street vendors.

   In all cases, sufficient space shall be provided for street furnishings, public utilities, tree plantings, and transit shelters.

2. In order to accommodate the needs of persons with disabilities, and the elderly, sidewalks should be designed to applicable municipal standards.

#### b) Street Trees

1. Street trees should be provided on both sides of the road in the public right-of-way. At least 1 street tree should be planted for each residential dwelling unit (excluding multiple dwellings that are subject to site plan approval), or at an interval of 6.0 to 9.0 metres, and at least 3 street trees for each flankage lot where practicable based on factors such as utility requirements, driveway and street furniture locations and the type of species. Where it is not possible to provide the target number of trees as set out above, an equivalent number of trees should be provided in other locations within the draft plan of subdivision.

   E10.dp+sp
   *Additional street trees 10% or greater, are provided above the minimum required above.*

   E11.dp+sp
   *Street trees with appropriate larger caliper widths, 10% or greater than the City standard are provided in the plan.*

2. Where regional roads are constructed or widened, street trees should be provided on both sides of the road, at an interval of 6.0 to 9.0 metres depending on the canopy size of the tree.

3. Street trees should be located at minimum 1.0 metre away from a driveway edge, although 2.0 metres is preferred.

4. Street trees should be of a species that would provide a large canopy and shade over sidewalks in order to reduce heat island effect and enhance pedestrian comfort and safety.

   E12.dp+sp
   *The selected street trees achieve a minimum 40% canopy and shade within 10 years.*

5. A diversity of native tree species should be considered and delivered along each street, and theme street tree planting should be encouraged to assist in identifying and enhancing certain areas/uses within the neighbourhood.

6. Alternative planting strategies to ensure the longevity of street trees should be considered along high-pedestrian areas such as Pedestrian Predominant Streets or mixed-use areas that have retail uses at grade.

   E13.sp
   *Alternative planting strategies are provided for more than 50% of street trees within high-pedestrian areas of the development.*

Large street tree canopies can reduce heat island effect.

Sidewalks should be wide enough to accommodate wheelchairs and strollers.


Wide sidewalks should be provided to accommodate seating areas in high pedestrian areas.


Street tree canopy provides shade and comfort.

Sidewalks should be located on both sides of the street

### c) Street Furniture

1. Streetscape furniture should be provided in high-pedestrian areas in mixed-use areas that have retail uses at grade, including Pedestrian Predominant Streets. Streetscape furniture should include elements such as pedestrian scaled lighting, benches, bicycle racks, newspaper boxes and trash bins and where possible should be manufactured from recycled material.

2. The City should develop, in consultation with landowners, an unified standard and design vocabulary for street furniture which shall apply to public streets in all and abutting mixed-use areas and Community and Local Nodes.

E14. dp+sp
*Street furniture, which is provided, is manufactured from recycled material with a minimum of 25% recycled content.*

Landscaping, street trees, and on-street parking should buffer seating areas and the pedestrian realm from vehicular traffic.

### d) Utilities

1. Utilities should be clustered and screened away from public streets and view.

2. High-efficiency light bulbs should be used, where feasible, for street lights and traffic lights as they consume significantly less energy, last longer and require less maintenance than conventional bulbs.

3. Renewable energy systems such as solar cells should be used for all parking meters.


Street furniture such as planters, pedestrian-scaled lighitng, and newspaper boxes creates walkable streets and contributes to a positive public realm.

Solar-powered parking meters are energy efficient alternatives.

Pedestrian Predominant Streets should be designed with formal pedestrian crossings.

Distinctive paving helps to demarcate pedestrian crossings.

The height of curb cuts should be minimized.

### e) Pedestrian Crossings

Pedestrian crosswalks generally serve two functions. First, they separate the pedestrian realm from vehicle lanes by demarcating a safe route for pedestrians to cross the street. Secondly, they act as a traffic calming measure since frequent stops will likely encourage slower traffic speeds and cautious driving. The guidelines for pedestrian crossings include:

1. In order to promote walkability and a pedestrian-focused environment, every four-way intersection in high pedestrian areas, such as a Pedestrian Predominant Street, should have a formal pedestrian crossing.

2. Signalized pedestrian crosswalks should be provided at locations where important civic destinations and/or significant walking traffic is anticipated, such as near retail shops, community parks and recreation centres, and at libraries.

3. Pedestrian crossing should have a minimum width of 2.0 metres.

4. To enhance their visibility and quality, pedestrian crossings should utilize distinctive feature paving through the use of alternative pavement markings or materials to minimize the conflict between vehicles and pedestrians. At minimum, they should be identified with distinctive painted lines.

5. Pedestrian crossings should be highly visible to motorists and include appropriate signage.

6. Pedestrian crossings should be continuous and connected to adjacent sidewalks.

7. The height of curb cuts should be minimized to facilitate wheel-chair and stroller usage in high pedestrian areas.

8. Curb ramp designs at intersections should have raised tactile surfaces or materials with contrasting sound properties to help pedestrians with visual impairments.

### f) On-Street Parking

On-street parking plays a key role in the design of a sustainable community. In addition to accommodating visitor parking for residential areas and retail stores, on-street parking functions as a traffic calming device to slow traffic, and acts as a safety buffer separating the pedestrian realm from vehicles. The guidelines for on-street parking include:

1. Parking should be provided on at least one side of the street for local and collector roads.

2. On-street parking areas may be demarcated with a special pavement treatment in limited special areas such as pedestrian predominant streets in order to distinguish the parking lane from the roadway.

3. In order to reduce the visual impact of the paved surface of the right-of-way, rolled curbs should be used in high-traffic areas, including Pedestrian Prominent Streets, as a means of visually extending the pedestrian realm from the roadway.

4. Parking bays should be located on collector and arterial roads, in addition to Pedestrian Predominant Streets, where permanent parking is provided.

Rolled curbs and special paving should be provided in high pedestrian areas, such as Pedestrian Predominant Streets.

In residential areas, on-street parking bays should be provided on collector and arterial roads for visitor parking.

## 3.2 TRANSIT SUPPORTIVE / ACTIVE TRANSPORTATION INFRASTRUCTURE

Within the Seaton Urban Area, the interconnectivity between transit, cycling, and walking networks is key to creating a fully integrated pedestrian-supportive urban system. Chapter 11 of the Official Plan recognizes that the transportation network facilitates not only efficient automobile traffic but also supports transit, cycling and a comfortable walking environment for pedestrians. The policies of Chapter 11 provide direction for transit facilities, bikeway networks and trail networks. In addition to that policy direction, the following guidelines apply.

### 3.2.1 TRANSIT NETWORK

**a) Transit Facilities**

The appropriate transit facilities will be provided by the relevant transit authority in accordance with the following:

1. Section 11.20 f) of the Official Plan requires transit stop pads to be located in accessible, safe and comfortable locations, which maximize pedestrian accessibility from surrounding residential neighbourhoods. In addition such transit stop pads should be:
    - generally located not less than 300 metres apart;
    - located close to mixed-use nodes/retail areas;
    - close to intersections;
    - co-ordinated with neighbourhood trail connections and building entrances; and,
    - designed to include amenities for passengers such as seating and weather protection.

2. Transit shelters should be designed by the transit authority with transparency to and from the interior so that transit users can see approaching buses and to maximize pedestrian safety.

3. Shelters should be located on the boulevard adjacent to the pavement to maximize passenger convenience.

4. Surface texture changes (e.g. broom finished concrete) should be provided at transit stops to assist the visually challenged in locating the stop and/or shelter location.

5. Where four-sided transit shelters are not possible, overhead open-air canopies should be provided to protect transit users from sun, rain and snow.

6. Benches and other roadside furniture such as waste baskets, bicycle racks, telephones, notice boards, and newspaper boxes should be concentrated at bus stops located at recreation centres, minor commercial clusters, community and local nodes, institutional buildings, and GO Transit and 407/ETR transitway stations, employment clusters/nodes, and other high pedestrian areas.

**b) Transit Infrastructure**

1. Dedicated transit lanes on Type A arterial roads are intended to be provided as shown on the cross section in Section 3.1.3.

2. Signalization priorities should be given to transit lanes.

3. The walking distance for residents should generally be 400 metres (5 minute walk) to a proposed local bus route, or, alternatively 800 metres (10 minute walk) to higher order transit.

4. GO Transit and 407/ETR transit way stations should be designed to be universally accessible, and facilities such as commuter parking, park and ride, and car pooling areas should be provided.

5. Commuter parking areas at GO Transit and 407/ETR transit way stations should consider means to reduce the overall footprint through structured parking in order to promote compact development and conserve land.



Tranist facilities should be designed for pedestrian comfort with seating, weather protection, route information, and fare purchase booths.


Route signage clearly identifies cycling networks.

Clear demarcation of pedestrian and cycling lanes through road painting and markings.

6. A full range of transit facility amenities should be provided at all stations and transit stops including but not limited to: weather protection, seating, waste baskets, lighting, route information, bulletin boards, and fare purchase booths.

### 3.2.2 Cycling Network

Section 11.27 of the Official Plan establishes a Bikeway Network in Seaton consisting of primary and secondary bikeways. These bikeways are illustrated on Schedule VII of the Official Plan and shown in the Structure Plan for illustration purposes. In addition to the policies of Section 11.27, the following guidelines apply:

1. Where cycling routes intersect major intersections, route signage should be provided.

2. Access to primary and secondary cycling routes should be clear and unobstructed

3. Pedestrian and cycling lanes should be painted along multi-use trails or clearly identified by other means to minimize pedestrian and cycling conflicts.

### 3.2.3 Pedestrian System & Trails Network

Primarly trails within the natural heritage system should be designed with hardsurface to support a variety of uses including walking and biking.

Section 11.12 of the Official Plan requires the creation of an interconnected network of sidewalks, off-street pedestrian trails, on and off-road bicycle routes and multi-use trails through the arrangements of street, blocks, open space features and trail heads.

Section 11.28 of the Official Plan establishes a Seaton Trail Network comprised of a hierarchy of off-road trails. These trails are delineated on Schedule VII of the Official Plan and shown on the Structure Plan for illustration purposes. The policies further require the trail network to link with stormwater management facilities, parks and sidewalks and bikeways to create an integrated pedestrian and bicycle network.

Section 11.28 of the Official Plan further requires the Seaton Trail Network to reflect the design criteria set out in the *Seaton Natural Heritage System Management Plan and Master Trails Plan* (2008).

See Section 3.1.3 Streets and Section 3.1.4 Streetscape Elements for guidelines on sidewalk design and location.

In addition to the above noted policies the following guidelines apply:

1. Section 11.28 of the Official Plan requires the Seaton Trail Network in the Natural Heritage System to be designed to provide for a hierarchy of primary neighbourhood connecting trails, primary recreation trails and secondary recreation trails which should be designed as follows:

    - Primary neighbourhood connecting trails are intended to function as principal linkages between adjacent neighbourhoods that traverse the Seaton Natural Heritage System and shall generally consist of a 3.0 metre wide hard surface.

    - Primary recreational trails are intended to function as the north-south and east-west spine of the recreational trail network and shall generally be of a 2.4 metre wide hard surface.

    - Secondary recreational trails are intended to function as multi-use trails that support both destination and recreational use and shall generally consist of a 2.4 metre wide trail.

2. Native non-invasive plantings are encouraged along trail connections abutting natural features.

3. Trails will be designed to accommodate a range of users and abilities, and should be barrier-free where appropriate. The use of permeable materials should be encouraged for trail construction in areas where sufficient drainage exists.

4. Trails should be clearly signed regarding permitted uses and speed. Wayfinding signage and/or trail markers should be provided throughout the trail network.

5. Benches and waste baskets should be provided at trail heads and at regular intervals along the route.

6. Trails located in proximity to significant sensitive natural features or adjacent to stormwater 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.

7. Lighting on trails should be provided for pedestrian safety along primary neighbourhood connecting trails, but should minimize the disturbance on natural habitats.

8. Trail heads are to be provided as shown on the Neighbourhood Plans in Section 12 of the Official Plan, and as illustrated on the Structure Plan, and should follow the policies of Section 11.13 d) of the Official Plan and the guidelines in Section 3.4.

9. Special treatments at trail head entrances should be considered including high quality features such as landscaping, benches, decorative paving pattern, interpretive or directional signage, or wider pathway widths.

## 3.3 NATURAL HERITAGE SYSTEM

The Seaton Natural Heritage System contributes much to the area's character and to the City's ecological system.

Section 11.56 of the Official Plan requires that development minimize impacts on the Seaton Natural Heritage System while also integrating it as a key structural element of each neighbourhood by providing appropriate views, vistas and connections to the Seaton Natural Heritage System, by utilizing terminal views at the ends of prominent streets and by providing for a range of development interfaces to provide opportunities for pubic visual and physical access while also limiting access where necessary. In addition to these policies, the following guidelines apply:

1. Physical barriers, such as lot fencing, should be reviewed and considered in areas where access and encroachment are to be restricted. Fencing should be coordinated as a condition of draft plan approval to ensure consistent fencing design is established.

2. Homeowner education and stewardship should be encouraged through the distribution of a homeowner's pamphlet as a condition of draft approval. Information in the pamphlet may include conservation practices and protection of the surrounding Natural Heritage System, which include the identification of native plant species appropriate to the existing ecosystem, and the avoidance of organic waste dumping.

   E15.dp+sp
   *Prepare and distribute homeowner' and employees information packages.*

3. For non-residential buildings, open storage, loading and parking areas should be carefully considered and designed to ensure that the Seaton Natural Heritage System edge is not degraded. This can be achieved through larger setbacks or landscaped buffers with private and decorative fencing.

Single-loaded road adjacent to the natural heritage system maintains visual and physical access.

Natural heritage features should be located at the terminus of view corridors.


Trails to the natural heritage system should be connected to the public sidewalk.

## 3.4 PARKS

Seaton's park system is made of a variety of elements ranging from a district park, community and neighbourhood parks, and village greens to semi public open space areas associated with mixed use and high density residential developments.

A wide range of park types was an important component, inherent to the design of the community. The parks system is predicated on the following strategy:

1. To design a visible and easy to access park system composed of the following equally important elements: park areas, storm water management facilities, trail head connections; and, the street network.

2. To maximize access and views to the park system.

For houses that front directly onto parks and open spaces, the location of the sidewalk helps demarcate the public from the private realm.

### 3.4.1 GENERAL GUIDELINES

1. New trees and landscaping within parks should be of native plant materials, and where possible, should be salvaged from the site or the local area.

   E16 dp+sp
   *Trees are salvaged from the site or local area and are re-planted either in parks or the Natural Heritage System.*

2. Amenity areas within parks should be located and oriented to maximize sunlight and be sheltered from the wind, noise, and traffic of adjacent streets and uses.

3. Seating and shade areas should be designed in coordination with pathways and play area locations.

4. Parks should be designed and located to utilize Crime Prevention through Environmental Design (CPTED) principles by ensuring clear view into and out of surrounding areas, which include:
   - adequate lighting;
   - fronting buildings to overlook public spaces, especially for children playgrounds which should be highly visible to public streets and/or houses to enhance safety.
   - using signs and design for ease of access and egress; and,
   - mix of activity for constant use of the space.

5. Active park areas should be generally flat and avoid major grade changes.

6. Parks should include appropriate signage visible from surrounding streets.

Mature trees are preserved in situ.

Seating areas, pathways and play areas are located in proximity to one another.

### 3.4.2 DISTRICT PARK

As shown in the Structure Plan in Section 2.0, the district park will be approximately 50 hectares in size, located within the Hamlet Heritage Open Space Designation north of Green River. The district park is intended to provide for a range of illuminated recreational facilities, which will serve all of the residents of Pickering.

1. The district park should be designed to be accessible by transit from Highway 7, and internal routes through the park should enable transit access.

2. Wayfinding signage should be designed within a unified design vocabulary for ease of use.

3. Lighting for sports fields should be designed to minimize the disturbance of adjacent properties.

4. Focal areas of the district park should be distinguished through elements such as public art, water features, public meeting places, and/or shelters should be provided in focal areas.

   E17.sp
   *In consultation with City staff, a developer/landowner agrees to provide at their cost at least one feature, such as public art, in a focal area.*

5. Whenever possible, surface parking lots should be shared between outdoor playing fields and facilities. Reduced parking requirements should be encouraged to reduce the footprint and contribute to compact site development.

6. Large parking areas should be designed according to the guidelines in Section 4.2.1 f) Surface Parking Lots.

In addition to passive uses, the district park should accommodate a variety of active uses, including a skate park.

Lighting for sports fields should be designed to minimize disturbance of adjacent properties.


Easily identifiable signage can help the public navigate within large areas such as the District Park.

Public washroom facilities and picnic shelters should be provided.

Special features should be located in a focal area of the District Park.

### 3.4.3 COMMUNITY PARK / RECREATION CENTRE

As delineated on the Neighbourhood Plans in Section 12 of the Official Plan and as shown on the Structure Plan, for illustration purposes, there will be three community parks and two recreation centres within Seaton. Community parks within Seaton are intended to provide for a range of illuminated recreational facilities as well as some non-illuminated mini-baseball and soccer fields servicing the adjacent residents.

1. Community parks should serve all the surrounding neighbourhoods and be located in a central location for easy access.

2. Where possible, community parks and recreation centres should be linked to the Natural Heritage System (NHS) and any pedestrian/ bicycle paths.

3. Community parks, recreation centres and libraries should be co-located and share parking in order to reduce the land required for surface parking lots. Parking should also be maximized within the street right of way.

4. The recreation centre should be located such that the building addresses the principal street edge and provides sidewalk connections to adjacent transit stops to ensure a pedestrian-oriented public edge. The building should be a multi-storey building in order to reduce land area and contribute to the compact nature of Seaton.

5. In addition to active recreational activities, community parks should also provide opportunities for passive recreation in the adjacent NHS. Sufficient landscaping shall be incorporated to offer shading at open areas.

6. Community parks should express the neighbourhood's character through the use of special features such as hard surface paving, seating, lighting, landscape details, and clearly defined entry features.

E18.sp
*In consultation with the City, a developer/landowner agrees to provide at least one special feature at their cost, such as high quality seating and other furnishings.*

Community parks should be designed with focal areas and features. In the park above, the storm water pond provides a focal area within which covered seating and trails are designed around.

7. Community parks should have a public focal area distinguished through elements such as public art, water features or any other landmark component.

E19.sp
*In consultation with City staff, a developer/landowner agrees to provide at least one feature at their cost, such as a water feature, in a focal area.*

8. Lighting for sports fields should be designed to minimize the disturbance to adjacent properties.

9. Where possible, Community parks should be fronted by houses on single loaded roads to emphasize passive security or "eyes on the park" and to frame the park through the creation of a built form edge.

E20.dp+sp
*At least two sides 50% of the portion of the community park perimeter not bounded by the Natural Heritage System, is bounded by a public road.*

10. Utilities should be located discretely and screened where necessary to preserve desirable views.

**a) Central Open Space Campus**

Section 11.14 of the Official Plan requires a central open space campus to be created along Sideline 24 south of the Whitevale Road By-pass. The campus would incorporate a community park, recreational centre, and secondary school site along with the intervening natural heritage system which would be used for passive recreational purposes. The location of the Central Open Space Campus is illustrated on the Structure Plan. In addition to this policy, the following guidelines apply:

1. The design of the campus should encourage a physical and visual connection between the High School Site, the recreation centre, and the community park through coordinated campus design including trails, signage, mapping and park furniture.

Multi-storey recreation centres

Playing fields

### 3.4.4 NEIGHBOURHOOD PARK

Neighbourhood Parks are delineated on the Neighbourhood Plans in Section 12 of the official Plan and shown in the Structure Plan for illustration purposes. Neighbourhood parks are intended to perform an array of recreational functions. Section 11.13 (c) of the Official Plan requires neighbourhood parks to have a size of approximately 1.5 to 1.8 hectares and have road frontage on a minimum of two sides where possible. In addition to these policies, the following guidelines apply:

1. The neighbourhood park should provide opportunities for active and passive recreation for surrounding residents within a 5-10min walk (400-800m distance).

2. Generally, the neighbourhood park could include elements such as play structures, non-illuminated mini-recreational fields, tennis courts, informal playgrounds, seating, hard surface areas, shaded areas under tree canopies or open air structures, community mailboxes, specimen tree, shrub and ground cover planting.

   E21.dp+sp
   *In consultation with City staff, a developer/landowner agrees to provide at their cost, high quality elements such as seating and other furnishings.*

3. Although the Official Plan requires road frontage on a minimum of two sides where possible, 100% public frontage is encouraged. Public frontage can be a public road, a school, or the Natural Heritage System.

   E22.dp
   *Neighbourhood parks are designed with at least three sides of public frontage.*

4. Whenever possible, neighbourhood parks should be located adjacent to school sites with shared amenities. Where they are adjacent, recreational play fields should be shared and constructed of innovative and appropriate durable turf treatments to minimize maintenance and extend the life of the playfield.

5. On-street parking along public streets should be provided adjacent to the park.

6. Pedestrian access to the park should be clearly defined using landscaping or architectural elements.

7. Where residential side yards abut a neighbourhood park, fencing and landscaping should be provided to demarcate the public and private realm, and to ensure privacy of the residence is maintained.

8. The park area should be at a similar grade to the public street and fully accessible to all residents. The location and design of the park should avoid major grade changes in active areas.

9. The neighbourhood park should include appropriate signage visible from surrounding streets.

10. A balance of hard and soft landscape materials at street corners is encouraged.

11. Character structures, such as gazebos, should be located in with other neighbourhood uses, such as transit stops and community mail boxes.

    E23.dp+sp
    *In consultation with City staff, a developer/landowner agrees to provide at their cost, high quality character structures, such as gazebos.*

12. Bike racks should be accessible and conveniently located adjacent to play areas and park entrances, with hard surfaces under the bike rack.

    E24.sp
    *In consultation with City staff, a developer/landowner agrees to provide at their cost, bike racks for neighbourhood parks in appropriate locations.*

Continuous paths, seating, lighting, and gazebo provide passive recreational uses.

Community features such as a central mailbox and transit shelter are located on the edge of the neighbourhood park.

Park features such as gazebos, seating, picnic tables, and covered pedestrian walkways provide a focal area for neighbourhood parks.

Villlage Greens can accommodate play structures and informal play areas.

Seating and pedestrian-scaled lighting encourage passive recreational areas.

Formalized paths connect directly to the public sidewalks.

### 3.4.5 VILLAGE GREEN

Village greens are delineated on the Neighbourhood Plans in Section 12 of the Official Plan and are generally shown on the Structure Plan for illustration purposes. Section 11.13 (d) of the Official Plan requires village greens to have a size of approximately 0.3 to 0.6 hectares, be easily accessible for residents within a 200 – 400 metre radius (3-5 minute walk) and have road frontage on three sides but may be less where other design alternatives achieve public view and access. In addition to these policies, the following guidelines apply:

1. A village green should provide soft landscaped to serve non-programmed recreational uses.

2. Village greens should accommodate facilities such as play structures, splash pads, open informal play areas, seating with shade opportunities as well as community mail boxes and information boards.

   E25.sp
   *In consultation with City staff, a developer/landowner agrees to provide, at their cost, facilities such as play areas.*

3. Although the Official Plan requires road frontage on three sides of Village greens or other alternatives which achieve public view and access, public frontage is encouraged on four sides. Public frontage could include a road, houses fronting onto the village green directly with the use of rear lanes, adjacent public open space or adjacent Natural Heritage System.

   E26.dp+sp
   *A Village Green has road frontage on four sides or other design alternatives are used to achieve public views and access such as front lotting of residential lane based units, side lotting of residential units where the main entrance is located along the Village Green property line, or to be located immediately adjacent to the Natural Heritage System, or a Storm Water Management facility.*

4. Residential units on roads abutting the Village Green should front onto the Village Green.

5. Landscape treatment and built form elements should be located at entries to and/or at view corridors terminating at village greens in order to create a terminus/landmark in the community.

6. Formalized paths within village greens should connect to pedestrian sidewalks and trails within the NHS, and should be consistent with pedestrian desire lines.

7. Where residential side yards abut a village green, decorative fencing and landscaping should be provided to demarcate the public and private realm, and to ensure privacy of the residence is maintained.


Houses front onto the Village Green.

### 3.4.6 URBAN SQUARE

Section 11.13 (f) of the Official Plan contemplates urban squares within Community Nodes, Local Nodes and Mixed Corridors and sets out the broad design criteria. An urban square is generally a paved open space often associated with a civic or commercial function. They vary in shape and size depending on their purpose, but are generally smaller and more intimate in scale than Village Greens. They generally serve high pedestrian traffic areas and function as formal pedestrian spaces for resting, relaxation, and/or visual interest.

Within the Seaton Urban Area, urban squares are both public as well as private. Where they are on private lands, they shall be maintained by the landowner, but should be considered as an accessible public space.

Water features are easily recognizable focal areas in urban squares.

Larger urban squares with distinctive and high quality paving can be used to hold large-scale, occasional events, such as a farmers market.

In addition to the policies of the Official Plan, the following guidelines apply:

1. Urban squares should be designed to be open to the public and accessible at all times, without physical barriers or gates.

2. To ensure utilization and presence, the square should be fronted by animated uses with a consistent building setback and a high level of transparency. These would be high pedestrian areas such as restaurants and cafes, preferably with some outdoor seating areas.

3. Off-street parking should not be located between the building and the urban square. Parking areas should be handled through on-street parking or in shared rear or side parking lots, which should be appropriately screened from public view with landscaping.

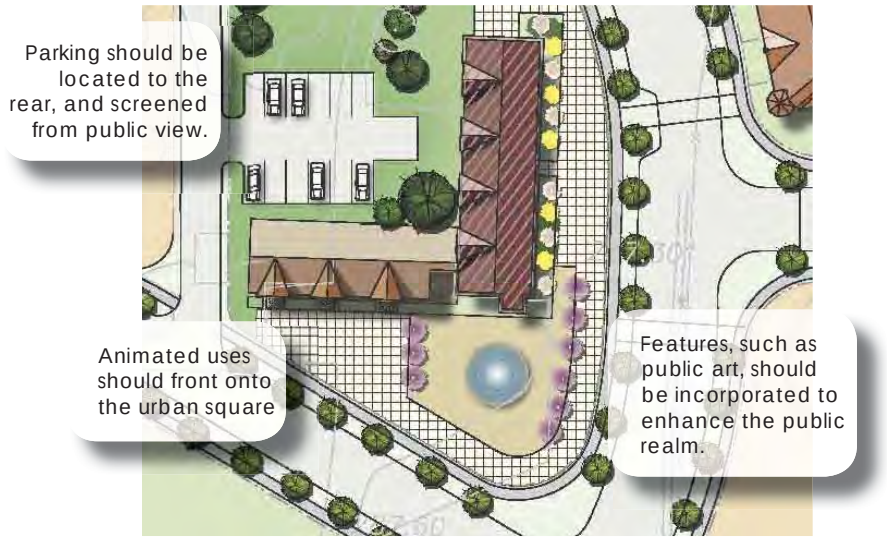
4. Distinctive, high quality paving treatments should be used for the urban square, and consideration should be given to extending the paving treatment onto the street to give the space further prominence. This additional area would delineate an extended space that could be occasionally utilized for large-scale events such as a farmers market or festival.

5. Features, such as public art, outdoor seating areas, and landscaping elements should be located to visually enhance and connect the square to other open spaces.

E27.sp
*In consultation with City staff, a developer/landowner agrees to provide at their cost, high quality public features.*

Cafes with outdoor seating are appropriate uses that bring animation to the square throughout the year.

Mixed-use buildings with windows are encouraged to surround the urban square to provide opportunities for casual surveillance.



### 3.4.7 TRAIL HEAD

1. Trail heads are intended to provide access to and from the Seaton Natural Heritage System. Section 11.13 e) of the Official Plan requires trail heads to be incorporated with parks, village greens and stormwater management ponds whenever possible. Where a separate trail head is required, the Official Plan requires it to be situated in a visible location with adequate frontage onto an adjacent local or collector road. A location entirely within the Natural Heritage System is encouraged where feasible.

2. Trail heads should be provided at strategic locations as delineated in the Neighbourhood Plans in Section 12 of the Official Plan and as shown on Structure Plan for illustration purposes. They should include benches, waste and recycling receptacles, lighting, bicycle racks, and natural or built shade structures.

   E28.dp+sp
   *In consultation with City staff, a developer/landowner agrees to make contributions to and/or build trail heads and entrance features.*

3. Trail heads should be constructed of high quality material, within an integrated and unified design vocabulary.

Trail heads should be designed with information boards and seating areas.

### 3.4.8 CEMETERY

1. Integrate the cemeteries into the overall open space network through trails and paths where possible.

2. Any rear yard fencing that abuts cemeteries should be coordinated and aesthetically pleasing.

### 3.4.9 CULTURAL HERITAGE LANDSCAPES

Cultural heritage landscapes are important resources that need to be protected, as the Seaton Urban Area develops. Section 11.61 of the Official Plan requires cultural heritage landscapes to be incorporated into the neighbourhood pattern to the extent practical through a range of approaches. The policies of Section 11.61 of the Official Plan. and Section 11.65 require to the extent practical, where not precluded by grading or other servicing constraints, that site alteration including road widenings, road re-alignments and slope or bank stabilization not adversely affect cultural heritage landscape features.

1. As per Section 11.61 of the Official Plan, significant views are to be protected through the location and configuration of open space opportunities.

   E29.dp+sp
   *Significant views are protected and enhanced, and are made available to the public.*

   E30.dp+sp
   *Cultural heritage landscapes are protected to the extent practical in accordance with Section 11.61 of the Official Plan.*

2. The orientation of buildings and yards can also assist in protecting significant views and such orientation is encouraged.

3. Section 11.67 of the Official Plan requires City Council to implement a themed recognition/signage program to recognize cultural heritage buildings and to celebrate former noted inhabitants of the area.

   E31.dp+sp
   *A developer/landowner agrees to make contributions to a themed signage program.*

### 3.4.10 STORM WATER MANAGEMENT FACILITIES

Stormwater management ponds are typically located adjacent to the neighbourhood's open space system and will strive to achieve optimal outflow water quality to the creeks, in accordance with best management practices. These stormwater management facilities shall be developed in a manner that will yield the greatest environmental and amenity benefit to the neighbourhood, which can be achieved through first reducing stormwater run-off and flow to the ponds, and secondly, through the design and landscaping of the pond.

Stormwater management facilities will be provided in accordance with the NFSSR as required by Section 11.73 of the Official Plan.

This section provides guidelines on pond design and landscaping, and should be read in conjunction with Section 5.2 Water Efficiency and Management for storm water retention and run-off guidelines.

1. The stormwater management site may be key focal/visual features within the community contributing to the appearance and ambience, while achieving functional objectives related to flow moderation and water quality.

   E32dp+sp
   *The stormwater management site is designed as a key focal/visual feature.*

2. Native species and flood tolerant water's edge plants, including a mixture of herbaceous and woody vegetation, may be planted to stabilize banks of ponds. The perimeter of the permanent pool should be planted with emergent, strand and submergent species to improve the aesthetics and enhance the performance of the facility.

3. Ponds should be designed to blend with the natural landscape. Where feasible, inlet and outlet structures should be concealed using a combination of planting, grading and natural stone.

   E33.dp+sp
   *The stormwater management site is designed to blend with the natural landscape.*

Formal hardscaped paths, seating, and playgrounds are located around the perimeter around the pond,

4. Where there is a need to discourage public access to areas around the perimeter of the ponds, living fences and barrier plantings may be utilized in place of fencing. Barrier plantings should be installed along the crest of steep slopes, adjacent to deep-water areas and around inlet and outlet structures.

   E34.dp+sp
   *The stormwater management site is designed with living fences and barrier plantings where public access is discouraged.*

5. Fencing of ponds should be discouraged, except along rear or flankage residential property lines - rather, be designed with trails, view points and interpretive signage so that they are an integral part of the pedestrian and trail system

6. Public walking/cycling trails should be incorporated into the design of ponds blocks where feasible.

Natural landforms are encouraged.

Houses front directly onto the stormwater management pond, celebrating the pond as a key feature of the community.

### 3.4.11 COMMUNITY CORE GATEWAYS

The Structure Plan identifies two potential gateways to the core of community. The eastern gateway is located along Whitevale By-Pass at Sideline 22 (Rossland Road), and the western gateway is located at the Whitevale Road and Sideline 26. Clearly defining community core gateway areas helps to enhance orientation, signal key points of entry into the core of the community as a special character area, and provide key opportunities where the coordinating of the design of landscapes, signage, public art and buildings can create a sense of entry and orientation. The expression of a community gateway can take on many forms and will hinge on the individual circumstances of the site.

The Structure Plan identifies community core gateways to be developed according to the following design objectives:

1. Community core gateways signify arrival into a special place.

2. Community gateways are high quality spaces. The built form and public realm context of the gateway should be held to higher design standards.

3. Streetscaping features at corners should include landmark buildings or enhanced landscaping such as signage, art, lighting, historic markers, special paving, open space/square, or seating, as well as coordinated fencing to frame the entry into the neighbourhood.

4. Community gateways should coordinate site planning, streetscaping, built form and landscaping to create a unified environment. This can be achieved through:
    - celebrating gateways with public gathering spaces;
    - locating primary building entrances at gateways;
    - providing visually prominent massing, such as distinct corner or roof treatments;
    - special attention to architectural and material quality;
    - locating public art at gateways;
    - consistency of materials, colours and textures in built form and landscape (for example in building façades and paving materials);

Prominent building edges that define and address both street frontages, special paving, signage, and public art contributes to the experience of a Communtiy Core Gateway.

Public art, building edges and interesting paving patterns and colours help define the corner as a gateway entrance.

Co-ordination of building and street paving materials and colours, building mass to frame the edge, and incorporating signage and street furniture contribute the the gateway experience.

- providing special streetscape elements or furnishing such as signs, arches, columns, or fountains;
- consideration for visibility at night and winter months through lighting and vertical expressions; and,
- ensuring that parking, loading, servicing, utilities, mechanical equipment are located out of public view.

5. Intersections at community gateway sites should have distinctive surface treatment for pedestrian crossings, including wider sidewalks and connections to bus shelters.

### 3.4.12 PUBLIC ART

1. Public art should be considered at community core gateway locations to the Seaton Urban Area, and can include memorials, sculpture, water features, murals or individual installations at visually prominent sites.

2. Public art sites are highly visible and serve as accents to the community, as orienting devices, or as focal points in public open spaces.

3. The scale of the installation should generally correspond to the visual prominence of the site, but should be determined on a case-by-case basis.

Signage to denote entry into a special character area.


Solar panels play a functional role but can also be designed in an identifiable, organic tree-like, whimsical form.


Small-scale sculpture to celebrate art, culture and music.


Art installations can be playful and encourage interaction.


Public art can include a clock feature and landscaping displayed in a corner location.

# 4 BUILT FORM Guidelines

Good urban design practices and sustainability guidelines will promote excellence in streetscape design. While the specifics of each draft plan of subdivision or development proposal may vary, the overall objectives will remain the same throughout Seaton. The objectives will include:

- creating distinctive and appealing streetscapes through attention to building design and detailing;
- ensuring appropriate massing, materials and building siting;
- design compatibility;
- identifying specific design requirements for specific priority lots having highly visible elevations; and,
- encourage pedestrian friendly streetscape.

The following built form guidelines will help achieve the objectives listed above.

## 4.1 Residential Development

### 4.1.1 HOUSING MIX AND DIVERSITY

Section 11.47 of the Official Plan sets out a housing mix target and Section 11.48 requires 25 % of new residential units to be in housing forms considered affordable to low and moderate income households. In addition to those polices, the following guidelines apply:

1. A variety of architectural styles, elements, and material detailing should be considered to create distinctive and complementary character, as well as provide visual interest.

2. Live-work units are suitable forms of development to facilitate home-based employment, which ensures proximity between housing and jobs and provides a mix of uses.

   E35.dp
   *Live-work units are proposed as a unit type in the draft plan of subdivision.*

3. Universally accessible housing options should be provided to enable the widest spectrum of people, regardless of age or ability, to live within the community. Lifecycle housing options should be provided within the community to support a variety of age groups, including houses designed specifically for seniors. Zoning standards should be established which facilitate the creation of these housing options.

   E36.dp+sp
   *Housing specifically designed for seniors (ie. bungalows housing types) are offered.*

### 4.1.2. HOUSING TYPES

The following are guidelines for single-detached and semi-detached houses, townhouses and apartments. Where other innovative development standards are proposed, they should be assessed to ensure that the intent and spirit of the guidelines are being met with respect to their primary objectives.

A variety of architectural styles and material provide visual interest along the streetscape.

Live-work units provide a mix of uses.

Coach houses contribute to the mix of tenure and housing forms within the community.

### a) Single Detached & Semi-Detached Houses

1. Houses should be designed to frame the street edge with a consistent setback, and have front doors, windows, and entry features facing the road.

2. The front yard setback to the main building face should be within a range of 3.0 to 4.5 metres from the edge of the right-of-way, and on arterial roads shall be encouraged to be moved to the minimum.

3. Interior side yard setbacks should be:

   a) a minimum of 0.6 metres on one side and 1.20 metres on the other side to the main building.
   b) 2.75 metres on one side to the main building where the attached or detached garage is located in the rear yard and is accessed by a driveway crossing the front lot line

4. Exterior side yards should be 2.4 metres.

5. For setbacks to garage buildings refer to Section 4.1.8.

6. Rear yard setbacks

   a) Rear yard setback to main building should be a minimum of 6.0 metres, but on long blocks larger setbacks and rear wall articulation may be required.
   b) Lots immediately adjacent to the Natural Heritage System or public open space should have a rear yard setback to the main building of a minimum of 5.0 metres.

7. For houses with an attached garage in the rear, a minimum amenity area requirement may be considered rather than a rear yard setback. Such amenity area may include outdoor space as a second floor deck.

8. For houses facing onto an arterial or collector road, the front yard should be minimized, front yard fencing should not be permitted and appropriately sized outdoor rear amenity areas with appropriate privacy fencing should be provided in order to accommodate bicycle storage, barbeque location, children's playsets, etc).


1.5-storey small bungalow


2.5-storey single-detached unit


2-storey semi-detached units

9. Rear yards of units backing onto a hybrid road should locate their fencing a minimum of 0.5 metres from the property line provided that a coordinated fencing strategy is developed and implemented through the architectural control process.

10. Encroachments into the front and exterior side setbacks such as porches, bay windows, canopies and other features should be between 1.5 to 2.0 metres to add visual interest along the streetscape. However, stairs are permitted to encroach to within 0.3 metre of the front or exterior lot line.

11. The front elevation of the house should be designed so that its front entrance design and architectural elements reduce the visual dominance of the garage and the front drive. Garages shall not protrude beyond the main front wall of the dwelling unit.

12. Driveways should be designed to reduce the amount of asphalt on front yards and enhance the visibility of the street.

**b) Townhouses and Back to Back Townhouses**

1. The front yard setback to the main building face should be within a range of 3.0 to 4.5 metres from the edge of the right-of-way, and on arterial roads shall be encouraged to be moved to the minimum.

2. Exterior side yard setbacks should be 2.4 metres.

3. Interior side yard separation distances, building wall to building wall, should generally be 1.2m to 1.8m.

4. Rear yard setbacks

   a) Street townhouse rear yard setbacks to main buildings should be a minimum of 6.0 metres, but on long blocks larger setbacks and rear wall articulation may be required.
   b) Lots immediately adjacent to the Natural Heritage System or public open space should have a rear yard setback to the main building of a minimum of 5.0 metres.

Street townhouses

Stacked townhouses

Back-to-back townhouse units

Back-to-back stacked townhouses.

5. Where a lane is provided, the setback to the rear garage from the laneway should be a minimum of 0.60 metres from the lane right-of-way. For further garage setbacks guidelines refer to Section 4.1.8.

6. To ensure an attractive streetscape is delivered, architectural controls shall be developed to address detailed building design aspects such as: massing, grading differentials, elevation articulation, garage articulation, materials colour and quality, roof design as well as the proposed siting strategy

7. Garages should be accessed from a rear lane for all street townhouse dwelling units with less than 6.0 metres frontage. See Section 4.1.8 for additional guidelines on garages.
   Street townhouses with less than 6 metres frontage should have rear accessed garages in order to:

   i) Ensure that the front entry and habitable ground floor space, rather than garages, are the dominant features of front facades;
   ii) Provide adequate space for front yard landscaping and street trees;
   iii) Provide adequate space for incorporation of utility meters and mechanical equipment; and,
   iv) Provide sufficient on street parking in front of the units.

E37.dp+sp

*All townhouses 6.0 metres and greater are lane-based.*

8. Where garages are located in the front of the unit, garages should be paired to allow for more substantial front yard green space. Garages shall not protrude beyond the main front wall of the dwelling unit.

9. Encroachments into the front and exterior side setbacks such as porches, bay windows, stairs, canopies and other features should be between 1.5 to 2.0 metres to add visual interest along the streetscape.

10. Outdoor amenity areas can be provided in a variety of forms including front verandas, rear yards, rear deck above the garage, roof-top deck, balconies or a design with similar intent.

11. For townhouses with an attached garage in the rear, a minimum amenity area requirement may be considered rather than a rear yard setback. Such amenity area may include outdoor space on a second floor deck.

12. For houses facing onto an arterial road, the front yard should be minimized, front yard fencing should not be permitted and appropriately sized outdoor rear amenity areas should be provided in order to accommodate bicycle storage, barbeque location, children's playsets, etc).

13. Rear yards of units backing onto a hybrid road should locate their fencing a minimum of 0.5 metres from the property line provided that a coordinated fencing strategy is developed and implemented through the architectural control process.

**c) Apartments**

1. Apartment buildings should be oriented to front onto and address the public road, with front yard setbacks between 0 metres to 4.5 metres.

2. Primary building entrances should be located and oriented to public roads, and designed to be visible and accessible to the public.

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 side or rear of the building with lane access or private drive.

5. Rooftop mechanical equipment shall be screened from view through architectural design that reflects the building's façade treatment. Add-on screening elements such as lattice are prohibited.

6. Taller buildings should have a clearly articulated base, middle, and top, through the use of horizontal or vertical extrusions or projections, or changes in material.

5-storey residential building frames the street edge and addresses both streets.

9-storey mixed use building with stepbacks at the street edge, and stepping down towards the residential neighbourhood.

12-storey apartment articulated with windows and balconies.

7. Interior courtyards should be designed to maximize sun exposure through the massing and location of tall building elements.

8. Outdoor amenity areas can be provided in a variety of forms including front verandas (buildings where the podium is designed to incorporate townhouse units), roof-top deck, balconies or a design with similar intent.

9. Three-chute waste disposal drops should be considered in buildings to encourage the minimization of waste and the promotion of recycling. Recycling disposal should be designed to be just as, if not more, convenient that garbage disposal.

E38.sp
*Three-chute disposal drops are provided for each apartment building.*

10. Bicycle storage should be provided for apartment buildings. See Section 5.5 for Cycling Facilities.

11. Parking spaces may be permitted to be sold or rented out separately from the residential units as a strategy to reduce the land required for parking, encourage transit usage and reduce automobile dependency.

E39.sp
*Parking spaces are sold or rented separately from the unit.*

12. Whenever possible, parking for new development should be provided below-grade or to the rear.

13 Landscaping should be provided to differentiate sites areas including parking, building forecourts, courtyards, gardens, and sidewalks to give each site a distinctive, and clearly defined character.

14. Garbage areas should be screened from view by landscaping or an enclosure.

15. Service and refuse areas should be paved with an impervious surface material such as asphalt or concrete.


Residential tower with podium.


Residential streetscape.

### 4.1.3 RESIDENTIAL DENSITY

Density plays a key role in determining housing form. The strategic allocation of density can contribute to compact form, increase transportation efficiency and walkability within the community.

1. Minimum and maximum densities are set out in Table 6 and Sections 11.2 and 11.5 of the Official Plan. In order to promote compact development and conserve land, the top end of the permitted residential densities should be encouraged within each Density Area category.

E40.dp
*The plan, or the plans where there is more than one concurrent plan in a Neighbourhood, is designed to achieve a minimum density of at least 35 units per net hectare in Low Density Areas.*

E41.dp
*The plan, or the plans where there is more than one concurrent plan in a Neighbourhood, is designed to achieve a minimum density of at least 60 units per net hectare in Medium Density Areas.*

E42.dp+sp
*The plan, or the plans where there is more than one concurrent plan in a Neighbourhood, is designed to achieve a minimum density at least 200 units per net hectare in High Density Areas.*

E43.dp+sp
*The plan, or the plans where there is more than one concurrent plan in a Neighbourhood, is designed to achieve a minimum density of at least 100 units per net hectare in Mixed Corridors.*

### 4.1.4 HEIGHT & TRANSITION

Building height plays an important role in shaping the character and the quality of the street. Section 11.7 (d) of the Official Plan establishes a minimum height for stand-alone commercial buildings and for taller buildings establishes a height range, a step-back requirement above the 4th storey and design considerations to create a transition in heights where necessary. In addition, to these policies, new residential development within Seaton should follow these guidelines:

4- and 5-storey apartments transition appropriately to lower housing forms, such as 3-storey houses.

6-storey mixed-use building steps down to 4-storeys along the street edge. The floor above the fourth floor can accommodate a shared amenity area, such as an outdoor roof, for residents.

The taller building steps back from the building face several times to create a terraced effect.

1. Where it is necessary for new development to provide a transition in terms of height, scale and intensity towards other adjacent uses, housing types, such as townhouses, are appropriate forms to transition from taller buildings along the corridor, towards semi-detached and singles within the interior of the block.

2. The ultimate development of Gateway Sites within the Mixed Corridor designations, as contemplated by Section 11.6 (d) of the Official Plan, is encouraged to maximize buildings heights within the permitted range.

3. As provided for in Section 11.7 (d) of the Official Plan, buildings taller than 4 storeys should provide a 1.5 to 3.0 metre stepback at the appropriate height (generally at the 4th to 6th storey) for all building facades that front onto a public or private road.

4. As required by Section 11.7 (d) of the Official Pan, mid and high-rise buildings taller than four storeys immediately abutting an existing or planned Low or Medium Density residential designation should be designed and located to create a transition of heights and to minimize compatibility issues and, in particular to minimize shadows cast on adjacent open spaces, buildings, and streets. A shadow study should be completed to examine shadow impacts, which could include a visual angular plane analysis, or other similar design analyses to achieve the same intent:.

5. Increased building heights, which are appropriate in scale and mass to surrounding buildings, are encouraged.

6. Buildings along Mixed Corridors/arterial roads should provide two functional floors with a minimum 3 storey massing, except at corners where buildings should have a minimum of 3 functional floors and a minimum 4 storey massing to enhance the prominence of the site, with the exception that stand-alone commercial uses shall be permitted in accordance with Sections 11.5 and 11.8 of the Official Plan and shall have a minimum height generally of 5 metres.

Articulated front entry elements include front steps, roofs, variation in colour and materials.

Low, transparent fencing helps delineate the private from the public realm, but maintains visual access.

Unenclosed, wide porches and front yard landscaping contributes to a positive streetscape environment.

7. Appropriate rear yard treatments, such as increased setbacks with landscaping and/or tree plantings, should be provided for apartment blocks adjacent to existing or planned grade-related dwellings.

8. Where appropriate, rear lanes may be used as a buffer to transition between lower residential housing forms and taller built forms.

### 4.1.5 STREET INTERFACE

The transition between the public realm of the street and the private realm of the building affects the walkability of the community.

The following guidelines provide guidance on the treatment of these interfaces.

1. Front entry elements should be articulated through the use of framing materials, colour and built form including porches, arches or articulated front steps.

2. A front entry with more than five risers leading to the porch should be avoided, unless integral to the architectural design of the building or due to grading issues. Where five risers are exceeded, the front entry design should include elements to minimize the prominence of exposed basement walls and stairs, including appropriately detailed elevation treatment, railing, integration of steps into the design of the porch and designing of the steps in concert with the landscape.

3. Porches should be designed to be functional and useable. On detached units, they should be deep enough to allow a seating area, with a minimum depth of 1.5 metres, although a minimum depth of 2.0 metres is highly encouraged. Porches are permitted to encroach into the front yard setback. Consideration may be given to a smaller porch of 1.2 metres in depth in limited situations in a plan of subdivision as further set out in the architectural control guidelines.

E44. sp

*50% of porches are 2.0 metres in depth.*

4. Front porches should not be enclosed.

5. House entry features should be articulated through detailing and/or a variation of materials.

6. Single entry doors are encouraged to incorporate sidelights and/or transoms. Where these are not possible due to floor plan arrangement, a vision panel (glazing) should be provided in the entry door.
7. Appropriate front yard landscaping should be provided to enhance the overall streetscape quality and promote the walkability of the neighbourhood.

8. Fencing around front and/or exterior side yards adjacent to the dwelling should not block the view of the sidewalk from the house; their height should be limited to 1.2 metres, and they should offer a level of transparency as primarily open structures, not solid walls.

### 4.1.6 ROOFS

1. A variety of roof configurations in an area should be provided including accent gables, dormers, porches and variation of roof ridges both parallel and perpendicular to the street. Accent materials in gables such as decorative materials are encouraged.

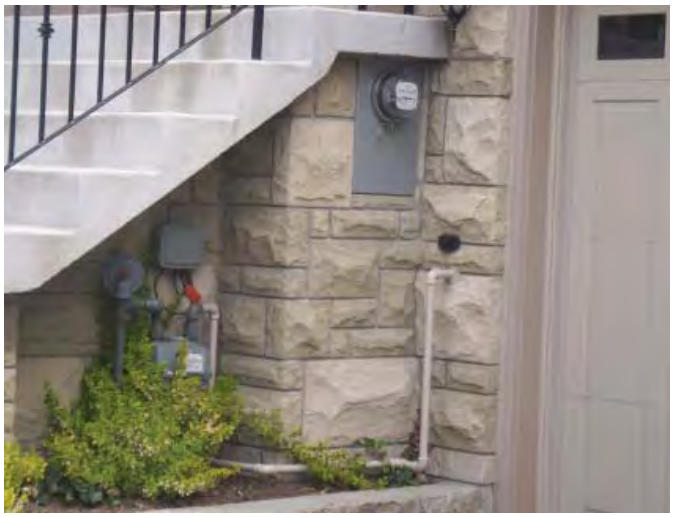
2. The roof material and colour for detached garages should be coordinated with the main building.

### 4.1.7 UTILITIES AND MECHANICAL EQUIPMENT

1. On interior lots, utility meters are encouraged to be limited to the side elevation of dwellings and coordinated between units to generate consistency.

2. Landscaping as a means of screening meters is encouraged.

3. Where meters are located on side elevations of lots flanking streets, parks, or other highly visible public locations the utility meters should be placed at an inconspicuous location, recessed and treated with an architectural surround or screened by landscaping, where permitted by utility company standards.



Utility meters are built into the facade of the exterior wall of the house, or to the side of the house with some landscaping in order to screen the meters from public view.

Detached garages are located to the rear of the yard, with driveway access from the street.

Attached front-drive garages are flush or pushed back from the main wall of the house, in order to reduce the dominance of the garage along the streetscape.

4. Air conditioning units, vents for dryers, exhaust fans, etc., should not be located on any elevation facing the street and where this is not possible, appropriate shielding shall be provided.

5. Every effort should be made to screen utility meters on townhouse units from public view through the use of recessed walls, insetting within walls, landscaping, or other screening solutions that may be provided by the builder.

### 4.1.8 GARAGES & DRIVEWAYS

The design of garages can have a major impact on the visual character of the individual dwelling and the collective streetscape. A cohesive streetscape where attached garages compliment instead of dominate the streetscape is intended.

Guidelines for the different garage types in ground-related housing are as follows:

**a) Front Garages**

In order to minimize the presence of the garage, the following guidelines shall be applied for attached and detached garage buildings accessed from the front:

1. Garages must be a natural extension of the design, massing, and materials of the main dwelling.

2. Garages should be set behind or flush with the main building face. Garage doors facing a public road, should be setback a distance of 6.0 metres from the road right-of-way.

3. Attached garage setback from the rear lot line when accessed from the front and located at the back of the lot should be a minimum of 6.0 metres.

4. Detached garages are permitted in the rear yard and interior side yard only.

5. Detached garages setback from rear and exterior corner lot line should be 1.2 minimum if garage has doors and/or windows other than the main vehicular entrance.

6. Detached garages setback from rear and exterior corner lot line should be 0.3 minimum if garage has no doors and/or windows other than the main vehicular entrance.

7. Setback of 0.0 metres if walls are common with garages on abutting lot (up to 2 garages are allowed to share common wall in a front drive condition).
8. Detached garages setback from main buildings should be a minimum of 6.0 metres.

9. A variety of garage door configurations and styles should be provided. The door should have a maximum width of 2.4 metres for single doors, and 4.6 metres for one-and-a-half garage doors.

10. The maximum width of the garage door that faces the street (excluding the width of piers), should be no larger than:

    - A single car garage door for lots with less than 9 metres frontage;
    - A one and a half car garage door for lots between 9 metres and less than 11 metres frontage;
    - A two car garage door for lots with 11 metres or a greater frontage where the garage door may be provided as one door or two separate doors provided in total they equal a two car garage door. Double car garages should be comprised of two single garage doors separated by a masonry column or, in the case of full double door garages, styles with the appearance of 2 single bay doors and a center pier should be encouraged; and,
    - A three car garage door for lots 18 metres or with greater frontage. Triple car garages should be comprised of either three single garage doors separated by a masonry column or by pairing a maximum of two garage doors with the appearance of 2 single bay doors. A continuous three car garage door is discouraged.

11. Tandem garage designs are encouraged to help minimize the impact of garage width on the elevation and in turn on the streetscape.

Lane-access garages minimizes the number of driveways across the sidewalks, and remove the dominance of the car from the streetscape.


Landscaping and planting.


Attached rear-lane garages creates an enclosed side yard amenity space.

Grouped detached rear-lane garages.

A mix of colours, materials and garage configurations provide variety.

Coach houses are located at the corner lots to visually anchor and provide a more prominent massing at the corner.

12. Glazed door panels are encouraged on all garage doors.

13. In addition to provisions contained within item 4.1.8 10. where three car garages are permitted, the garage face should be articulated by setting back the end garage an additional 1.2 metres minimum.

**b) Lane-Accessed Garages**

Garages that are accessed from a laneway can either be detached or attached to the main dwelling at the rear. Attached garages can either be set into the house with access at the rear, or they can be attached the main dwelling through a breezeway which forms a side courtyard for amenity space.

1. The minimum setback for garages accessed by a lane should be 0.60 metres from the lane right-of-way.

2. Side yard setbacks should be 1.2 minimum if the garage building has doors and/or windows other than the main vehicular entrance facing the side yard.

3. Side yard setbacks should be 0.3 minimum if the garage building has no doors and/or windows other than the main vehicular entrance facing the side yard but may be 0 m where the garages on abutting lots are attached.

4. The garage door facing onto a laneway is not required to have a maximum door width.

5. Where possible, garages should be paired to allow for increased rear yard, or an outdoor parking pad to accommodate resident parking.

6. The maximum number of attached garages on adjacent lots should be 4.

7. Secondary suites located above detached garages are encouraged for lot sizes greater than 6.0 metres, and should be located on end units.

Driveway widths should not be larger than the width of the garage.

Light-coloured pavement reduces heat island effect.

### c) Driveways

1. Driveway widths should generally be no larger than the interior width of the garage.

2. Where 3-car garages are designed, the driveway should be tapered at the curb to make it as narrow as possible while still remaining functional.

3. Driveways are encouraged to be paved with light-coloured or permeable material to reduce stormwater run off and reduce heat island effect.

4. Driveways should be located as far as possible from parks, open space features, public walkways, schools and intersections.

5. Below grade garages that are located below the elevation of the centreline of the road are discouraged.

The width of driveways should be minimized and should taper where it meets the sidewalk.

The front door to the house is located on the corner to address both street frontages.

Wrap-around porches and landscaping creates pedestrian friendly streets.

Architectural elements such as porches, bay windows, dormers and gabled roofs create interesting streetscapes through articulated facades.

### 4.1.9 PRIORITY LOTS

Priority Lots are lots that have high public exposure, such as corner lots or lots located adjacent to public open space.

**a) Buildings facing and flanking arterial or collector roads**

1. Units facing or flanking onto arterial or collector roads should be given special consideration in architectural design, massing, orientation, siting and materials and should be of high architectural quality.

2. For units flanking an arterial or collector road, the main front door should be visible from, and oriented to, the exterior side elevation of the house with access to the sidewalk. The entries should be articulated through the use of entry features such as projecting porches facing the street.

3. Garages and driveways should be located on the local road, off arterial or collector roads.

4. Side elevations flanking arterial or collector roads should be consistent with the front elevation in terms of materials, fenestration style and detailing.

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

**b) Buildings Adjacent to Parks and Open Spaces**

1. Front, side and rear elevations exposed to public spaces such as neighbourhood parks and village greens, should be highly articulated. A combination of fenestration, bay windows, material changes and dormers may be used in addition to other design elements to achieve the objective.

2. Side and rear elevations should adopt a similar design and

use 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.

3. For units flanking onto parks and open spaces, a highly articulated side façade is encouraged. Side main entrances are an alternate means to achieve this.

4. The location of porches, windows and entry doors for units surrounding parks and village greens should maximize opportunities for overview and safety.

5. Projecting porches should emphasize the entrance as well as to reduce the presence of the garage.

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

Houses that side onto open spaces, public walkways or parks should contribute to the creation of safe public spaces by locating the main front door on the exterior side elevation of the house facing onto the public space.

Wrap-around porches and landscaping creates pedestrian friendly streets.

The front door to the house is located on the corner to address both street frontages.

Corner windows, turrets and gable roofs help accentuate corner units.

**c) Corner Units**

1. Side and rear elevations visible from the street should have windows, materials, and other architectural treatments equal in quality to the front elevation of the house.

2. Corner windows and wrap-around porches should be included to emphasize a corner location. Where possible, the entry door should be located on the exterior side elevation of the house with direct access to the sidewalk.

**d) T Intersections/Key View Terminus**

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 last two lots on either side of the road that terminates at the intersection.

1. Architecture on lots at the end of T intersections should 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. Buildings sited at the end of the view corridor should be designed with architectural elements that address these views.

**e) Gateway Corner Units**

Gateway corner units are typically houses located at the entry to the community from adjacent areas. These units should be designed with the following principles in mind:

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

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 are encouraged to be provided to accentuate

## 4.2 Commercial & Mixed Use Development

In Seaton, commercial and mixed use development is directed to Community and Local Node designations, to Mixed Corridor and to Medium Density designations and to selected areas that have been identified as Minor Commercial Clusters.

Mixed use development is generally comprised of a mix of higher density residential uses in association with commercial and institutional uses.

Community and Local Nodes are mixed-use nodes containing commercial and residential uses encouraged to intensify over time, and are intended to cater to the daily and weekly shopping needs of the residents in the adjacent neighbourhoods. Community and Local Nodes are delineated in the Neighbourhood Plans and shown in the Structure Plan for illustrating purposes.

Mixed Corridors permit a range of residential, commercial and mixed use development.

Minor Commercial Clusters are small-scale commercial uses in nodal locations located within Medium Density Areas delineated in the Neighbourhood Plans and shown in the Structure Plan for illustrating purposes.


A mix of uses with grade related access articulate the streetscape.

Sections 11.3 through 11.9 of the Official Plan sets out design criteria for development within these areas. In addition to those design criteria, development should follow the design guidelines of this section.

Section 4.2.1 provides general guidelines that are applicable to all commercial and mixed-use development within Seaton. Additional guidelines are provided in Sections 4.2.2 through 4.2.7 that are specific to various building typologies. Section 4.2.8 Intensification Strategies provides guidance on development as the community matures over time.

Parking is accommodated by on-street parking and surface lots located in the interior of the site.

### 4.2.1 GENERAL GUIDELINES

#### a) Building Placement & Orientation

Building placement refers to the location of the building in relation to the street. The orientation and placement of buildings along the street can help to reinforce the public realm by enhancing the pedestrian environment through creating a sense of enclosure. Key guidelines for the orientation and placement of buildings are as follows:

1. Mixed-use buildings and smaller scale retail/commercial stores, such as those in Minor Commercial Clusters or Pedestrian Predominant Streets, should frame the street with a consistent building setback.

2. At key corner sites, sidewalk cafes, kiosks, and street vendors are encouraged, and larger setbacks may be permitted. The area within the front yard setback should be hardscaped with paving for visual extension into the sidewalk.

3. The siting and massing of buildings should provide a consistent relationship, continuity and enclosure to adjacent public roads.

4. Buildings located adjacent to, or at the edge of, parks or urban squares should provide opportunities for overlook into the public space with windows and doors. The massing, siting and scale of these buildings should create a degree of enclosure or definition appropriate to the type of open space they enclose.

Primary entrances are located along the street.

Corner buildings address both sides of the street with windows, signage, lighting, and a continuation of public walkways.


A consistent building wall helps define the streetscape and creates a sense of enclosure.

5. Primary entrances to buildings should be clearly visible and located on a public road or onto public open spaces in order to support public transit and for reasons of public safety and convenience. Secondary doors, such as those that face the parking area, emergency exits or service doors should be designed to blend in with the building façade.

6. Access from sidewalks and public open space areas to primary building entrances should be convenient and direct, with minimum changes in grade.

7. Steps and ramps should be architecturally incorporated into the building entrance.

8. No parking, driveways or lanes should be located between the buildings and the street, except for large buildings on large sites with multiple buildings where the larger buildings may be situated to the interior of the block provided smaller buildings abut and face the street.

9. Outdoor amenity areas in mixed use buildings can be provided in a variety of forms including front verandas, rear deck above the garage, roof-top deck, balconies or a design with similar intent.

### b) Building Articulation, Massing & Architecture

1. Retail frontages greater than 10.0 metres should articulate narrow storefronts and be designed with windows and/or doors to minimize blank facades, except for large buildings on large sites with multiple buildings, where the larger buildings are situated to the interior of the block provided smaller buildings abut the street.

2. Large walls visible from the street should be articulated through various treatments such as offsets in massing, façade and fenestration treatments.

3. For stand-alone commercial uses, the building footprint should be minimized by providing a multi-storey building in order to deliver compact form and conserve land.

   E45.sp

   *The building has 2 functional storeys or greater.*

   E46.sp

   *The building has 3 or more functional storeys or greater.*

4. A high level of architectural quality should be required for the facade of buildings located at corner sites along arterial roads and collector roads.

5. Sites with multiple buildings should be designed to reflect a similar / consistent architectural theme, such as colour, materials, signage, base and top of buildings. However, individual buildings should be designed to offer visual interest and variety in design through architectural features.

6. High quality building design and architectural elements should be consistent on all building elevations, particularly on facades in public view or backing onto residential properties.

7. Where appropriate to the architectural style of the building, double height entries at key gateway sites and visually prominent sites should be encouraged to reflect the importance of the site.

Articulated retail facades, recessed windows, lighting, and planters contribute to a positive streetscape.


Awnings, canopies, and signage provide shade and weather protection for pedestrians.

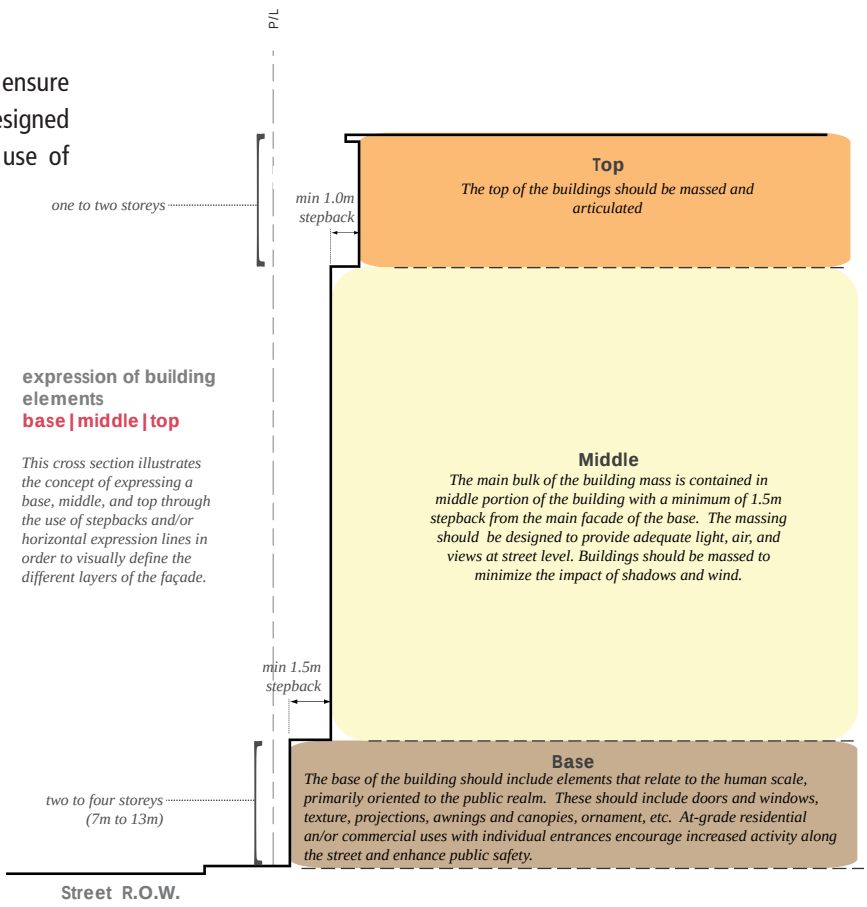
8. A variety of visual solutions through façade articulation are encouraged in the design of all buildings.

9. To encourage continuity in the streetscape and to ensure horizontal 'breaks' in the facade, buildings should be designed to reinforce the following key elements through the use of setbacks, extrusions, textures, and materials:

Top — The roof condition, expressed as an upper storey or roof feature, should be distinguished from the rest of the building and designed to contribute to the visual quality of the streetscape.

Middle — The middle or body of the building should contribute to the physical and visual quality of the overall streetscape.

Base — A base should be clearly defined that positively contributes to the quality of the pedestrian environment in the level of animation, transparency, articulation, and material quality.





The building is designed with a clearly defined base, middle and top, expressed in its material selection and architectural quality.

### c) Storefronts

1. Retail and service commercial uses should be provided on the ground floors of buildings to bring animation to the street and encourage pedestrian activity. Such uses should have a minimum 4.5 metre floor-to-ceiling height.

2. Entrances to stores and the ground-floor of live-work units should be designed to be universally accessible and be highly visible and clearly articulated. Entrances should be located at or near grade, and should be universally accessible.

3. Awning or canopies are encouraged to be provided above windows and doors.

E47.sp
*Awning/canopies are provided for at least 50% of storefronts.*

E48.sp
*Awning/canopies are provided for 75% of storefronts.*

4. The front elevation of Buildings should have substantial fenestration. Windows on the front elevation should have a high level of transparency especially on the ground floor to encourage pedestrian interaction with retail and commercial activities. Clear vision glass must be utilized for all ground floor nonresidential uses.

E49.sp
*Front elevation ground floors should be designed with windows and doors to be at least 60% transparent between 1.0 and 2.4 metres above ground. All other floors along the front elevation above the first level should be designed with a minimum transparency level of 30%.*

5. On corner sites, storefronts should address both street frontages through entries and/or glazing.



Canopies and large windows are oriented to the pedestrian.

Active uses such as restaurants and cafes extend their uses onto the sidewalks with outdoor seating, planters, and distinctive paving.

High level of transparency with glass windows create visual interest along the street.


The entrance is located on the corner of the building, and wrap-around windows continue along both sides of the street.

### d) Visually Prominent Sites

Sites located at key corners and at the terminus of view corridors have greater visual prominence. While corner sites have frontages on two streets and frame intersections, view terminus sites can be highly visible from great distances. Those sites can help to enhance visual connectivity and orientation within the community.

1. Buildings sited at the end of a view corridor should be designed with significant architectural elements to address these views.

2. Architectural and siting treatments for different lot configurations are recommended, in order to promote a defined and an attractive streetscape with constructed focal points.

3. To enhance the distinction of new buildings at Prominent Visual Sites, special massing and distinctive designs should be encouraged to accentuate the visual prominence of the site. Architectural treatments can include tall slender elements such as spires and turrets.

4. New development on terminus sites should align design features to the view axis, which, in addition to tall architectural elements, can include aligned entries or portico openings.

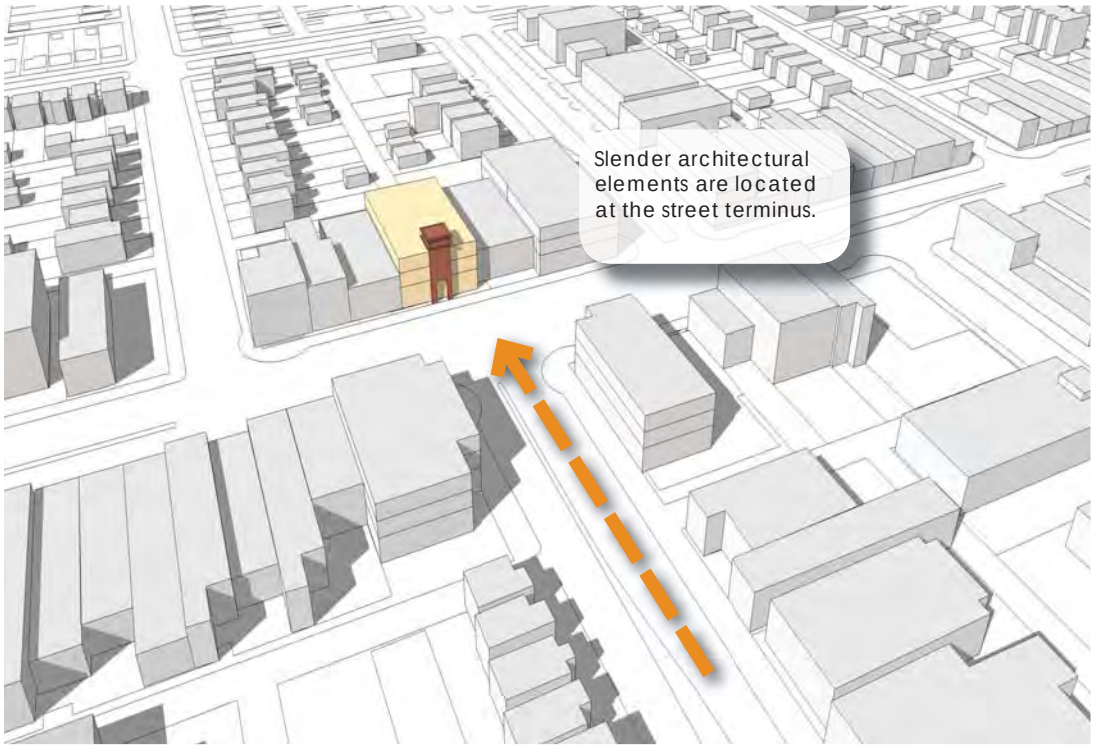
5. Corner entrances should be encouraged wherever possible, to give address to both street frontages.

6. As new developments on prominent visual sites can shape the image and character of an area, the highest possible standards in design and material quality should be encouraged.

Corners can be acentuated with special massing, where the building wraps around the street to define the street edge.

Two-storey massing

Wrap-around windows and taller architectural elements should be loated to accentuate its prominent location.



### e) Vehicular Access & Parking

A key objective is to promote walkability within the Seaton Urban Area. However, it is crucial to recognize that the community will also be accessed and serviced by vehicles. To this end, how parking is accessed and where parking is located in relation to a building or a site will be important design considerations.

Key guidelines for parking and access include:

1. No parking, drive aisles, drive-thu facilities, stacking lanes, or loading shall be located between the street and the building, except where large buildings are provided in the interior of the site and smaller buildings are located at the street. All parking should be accommodated either on-street or in parking areas located at the rear or side of the building to ensure a strong building facade and pedestrian-oriented realm is maintained at the street edge.

2. Opportunities for shared parking among all non-residential buildings on a site to reduce land devoted to parking should be explored.

E50.sp
*Shared parking is provided between adjacent commercial / mixed-use properties, where it reduces parking requirements by 20%.*

Parking is located to the side of the building.

Off-street parking is accommodated at the rear of the building.


Weather protection is integrated into the design of the building for pedestrian comfort, and provides access to parking areas.

4. Driveways should be shared where possible, between adjacent properties in order to reduce the extent of interruption along the sidewalk and the streetscape.

5. Rear lanes should be used for live-work units in order to minimize the number of driveways along the street for small multiple mixed use sites.

6. Wherever possible, drop-off access should be from rear lanes or secondary roads.

7. As per Section 11.7 vi) of the Official Plan, drive-thrus and stacking lanes are to be oriented to the interior of a site and not located between the building and the public sidewalk.

## f) Surface Parking Lots

1. Surface parking lots should be screened from view from roads, open spaces, and adjacent residential areas with low fencing, architectural features, landscaping and/or other mitigating design measures, such as lowered parking surfaces with landscaped buffers.

2. Where parking lots abut a road right of way, a landscaped area of at least 2.5 metres wide should be provided and include trees planted at intervals of 6.0 to 12.0 metres depending on the canopy size of the trees.

3. Landscaping should be used to break up the parking areas and reduce the heat-island effect. Landscaping islands should have a minimum width of 2.5 metres.

4. Landscaping should be used to identify access points and other site features such as public spaces and transit stops.

Parking lost should be designed with pedestrian -scaled lighting, walkways with direct access to the building or sidewalk, and landscaping.

5. Landscaping should be used to screen loading and servicing areas where visible from public view.

6. Pedestrian walkways and landscaping should be incorporated into large surface parking areas along primary vehicular routes within the parking lot to enable safe, clear and direct movement to principal building entrances and to the sidewalk.

7. Large parking areas should be broken up into smaller courts by providing walkways, at minimum every 8 rows of parking. Walkways should be located between 2 parking rows or flanking a lane.

8. Walkways should be designed with a minimum of 1.8 metre sidewalk.

9. Where walkways cross drive aisles, they should be differentiated from the driving surface through the use of surface materials and colour.


Lowered parking surfaces and landscaped buffers help screen parking areas from street view.

10. Light standards in parking lots should relate to the pedestrian and be limited to a height of 6.0 metres which meets minimum safety standards.

11. Permeable paving material should be used to reduce run-off volume and minimize on-site infiltration pollutants.

E51.sp
*Permeable paving material is used for at least 75% of the parking lot.*

12. Landscaped islands should be designed with bioswales and/or trees. The islands should be designed to provide for tree growth and retention.

E52.sp
*Provide shade from canopy tree planting that will cover at least 25% of the area at full growth.*

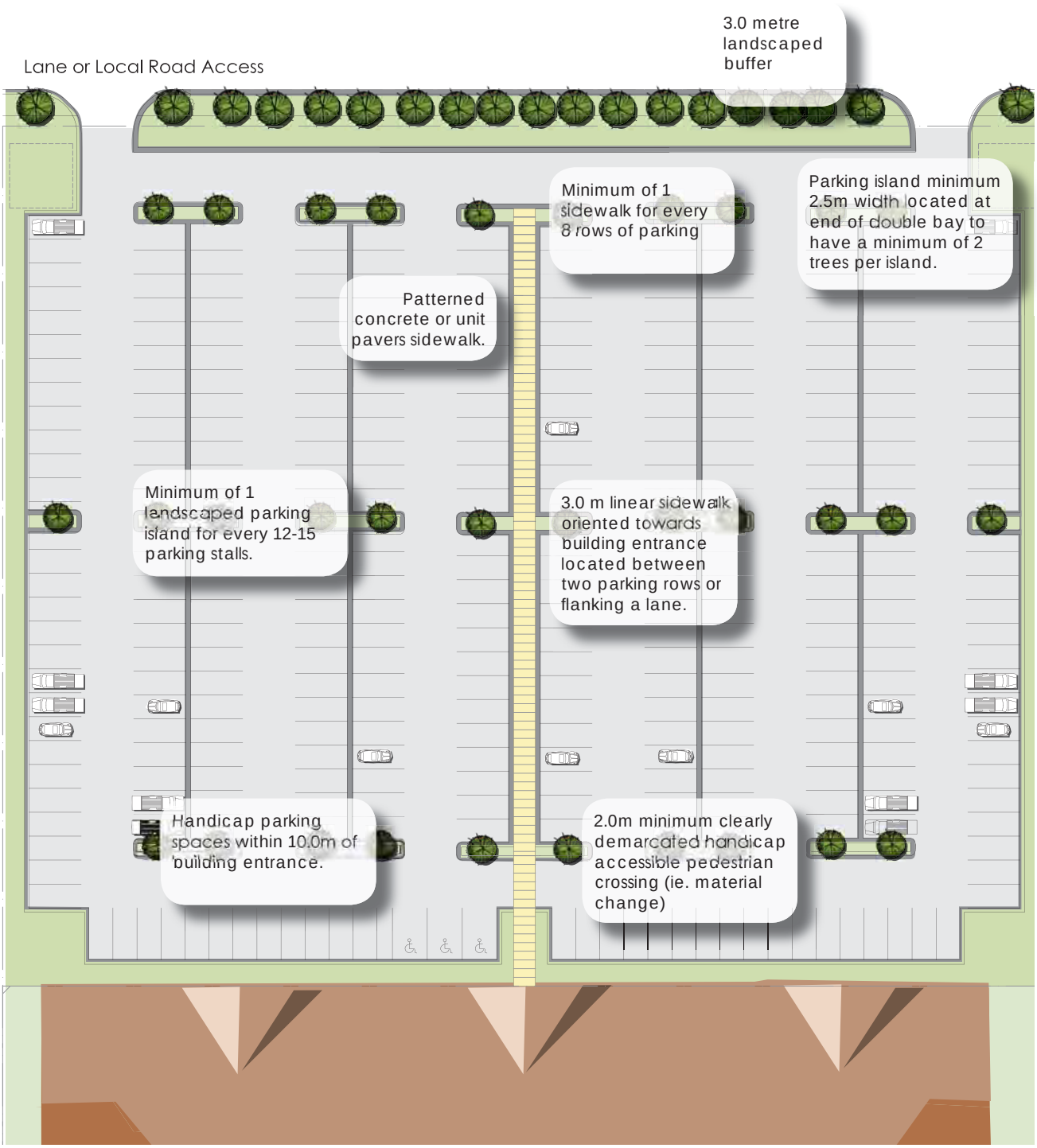
13. Underground parking or a parking structure should be considered where possible and feasible in efforts to conserve land, promote compact development, and reduce heat island effect.

E53.sp
*Underground parking and/or a parking structure is provided for employee and/or visitor parking.*

14. As the community matures over time, transit improves and retail, employment and institutional uses increase, opportunities for parking structures in place of surface parking lots should be explored as contemplated in Sections 11.6 and 11.8 of the Official Plan.

Permeable paving material.

Landscaped islands, pedestrian walkways with distinct paving, lighting, and plantings provide safe crossing across the parking lot and help to minimize heat island effect.


Lane or Local Road Access
3.0 metre landscaped buffer
Minimum of 1 sidewalk for every 8 rows of parking
Parking island minimum 2.5m width located at end of double bay to have a minimum of 2 trees per island.
Patterned concrete or unit pavers sidewalk.
Minimum of 1 landscaped parking island for every 12-15 parking stalls.
3.0 m linear sidewalk oriented towards building entrance located between two parking rows or flanking a lane.
Handicap parking spaces within 10.0m of building entrance.
2.0m minimum clearly demarcated handicap accessible pedestrian crossing (ie. material change)

### g) Pedestrian Connections

Pedestrian connections are encouraged for larger commercial/ mixed-use blocks in order to enhance pedestrian circulation and connectivity. The following guidelines shall apply:

1. At the site plan level, pedestrian connections should be provided either between two buildings, through parking lots, and/or through covered building arcades.

2. Pedestrian connections should provide safe pedestrian access within the site and to adjacent uses.

3. Entry locations to pedestrian connections should be easy to find, clearly visible, safe and have direct connections to the public sidewalk.

### h) Material Selection & Quality

1. Building materials should be chosen for their functional and aesthetic quality and durability.

2. Darkly tinted or mirrored glass should not be used for storefronts.

3. A change/transition in material, colour, or texture should be used to break up the mass of a large or tall building.

4. Contrasting materials, patterns, textures, lighting and colour should be incorporated to create interest, focus, unity, and compatibility for building entrances and accent areas or features.

5. Variations in colour or multiple colours should be permitted within an overall, planned, and attractive range of colours. Building colours should be diverse with contrast of colour value, tone and hue.


Pedestrian connections through a building

Animated spaces for seating, public phones, landscaping, special paving material, entrances and windows are appropriate for pedestrian connections within high pedestrian areas.

**i) Landscaping**

1. Drought tolerant vegetation which may include seeding or an agricultural crop should be provided on unbuilt areas of a site that are not required to meet parking requirements. This includes any areas reserved for future phases of development, and all areas not required for building, storage and/or servicing.

2. Native trees, shrubs and other vegetation should be selected except where other species are required due to a higher level of tolerance to urban conditions.

3. Along the arterial/collector road frontages, significant landscape features and decorative fencing should be required to provide a street edge at the initial stages of development where there is no building and/or to help soften views to parking areas.

### j) Signage

Signage plays an important role in the overall image of any area. Signs contribute to the quality of individual buildings and the overall streetscape, and reflect the unique characteristic of their context. Signage should be subject to the following guidelines:

1. Signage lighting design should complement the design of the building.

2. Signage lighting should be directed to limit light trespass to surrounding properties, and should be downcast to prevent light pollution.

3. Signage should provide a high level of clarity, visibility, and visual interest, and should aid pedestrians and drivers in navigating the area, especially at night.

4. Signage should add diversity and interest to the street and not overwhelm either the storefront or the streetscape. Building signage should be designed to be compatible and complement the architecture of the building in its scale, material, consistency and design.

5. Signage should not obscure windows, cornices or other architectural elements.

6. Back-lit illuminated rectangular sign boxes are discouraged.

7. The maximum signage area for storefront signs should be in accordance with the City' sign by-law.

8. Projecting/hanging signs should be permitted to encroach over the streetline provided that they do not project more than 1.0 metre from the building, and they should generally have a minimum 2.4 metre clearance between the bottom of the sign and grade.

Hanging signs encroach over the streetline and extend into the pedestrain realm.

Lighting above signage is directed at the sign and complements the design of the building.

High quality signage is in keeping with the scale and material of the rest of the building.

## k) Utilities And Servicing

1. Service and utility areas should be located away from public streets and screened from public view.

2. For all restaurant uses, restaurant cooking ventilation systems should incorporate ecologizer, water wash, ultraviolet or other equivalent odour extraction mechanisms sufficient to ensure that the resulting exhaust is substantially odour free and will not affect surrounding residents.

3. For restaurant uses, refuse and recycling storage should be designed and incorporated in the building and must be refrigerated to suppress odours.

4. Parapet heights of the buildings should be high enough to screen roof-mounted equipment from finished grade at roads immediately adjacent to the sites. All mechanical equipment located at roof level should be integrated into the building design. Screening such as enclosures that are consistent with the colour and material of the building should be considered.

5. Service utility areas should be clustered, grouped or incorporated within streetscape furniture, where possible, in order to minimize their visual impact. The City requires utility providers to consider innovative methods of containing utility services on or within streetscape features. Where large above ground utility infrastructure is required, it should be located and designed to be compatible with the environment and streetscape.


Hanging signs encroach over the streetline and extend into the pedestrain realm.


Roof-top mechanical equipment is screened from public view.

### 4.2.2 STAND-ALONE COMMERCIAL BUILDINGS

1. Stand-alone commercial buildings should be located to define the street edge and have continuous pedestrian sidewalks on all sides of the building where public entrances and parking areas are located.

2. Parking should be accommodated through on-street parking or in the rear or side of the building.

3. Garbage areas should be screened from public view and surrounding uses.

4. Excessive or illuminated signage is discouraged.

5. The architectural character of the building should be compatible with and complement the surrounding neighbourhood.

6. Large retail buildigns should be located to the interior of the block, except where smaller retail units with individual entrances are incorporated into the larger building and are located along the street.

### 4.2.3 LIVE-WORK UNITS

While commercial clusters are permitted to be in stand-alone buildings, commercial uses are also encouraged to be within mixed-use buildings, such as on the ground floor of lane-based live-work townhouses. The following guidelines apply:

1. The maximum building height should be 4 storeys.

2. Off-street parking in front of buildings is prohibited. Parking should be accommodated in on-street parking or in driveways located off a rear lane.

3. Buildings should be oriented to the street with a consistent building setback, generally between zero to 2.0 metres.

4. The retail unit's ground floor elevation should be at grade or at a maximum of 2 steps up.


The architectural character of small-scale commercial or mixed-use buildings should be sensitive and be compatible with surrounding residential development.


Live-work units should address the street frontage with front doors and windows, and vehicles should be accommodated either on-street or at the rear.


5. The ground level floor area for small scale commercial uses should be within a general range of 70 to 100 square metres.

E54-dp/sp
*The identification of a block on a draft plan and zoned for live-work units or the submission of a site plan, which identifies live-work units.*


Stand-alone commercial buildings should be designed with a minimum 2-storey massing, and should address the street frontage with multiple doors, windows and weather protective elements.

### 4.2.4 PEDESTRIAN PREDOMINANT STREETS

Each Community Node contains a Pedestrian Predominant Street which are delineated in the Neighbourhood Plans and shown in the Structure Plan in section 2.0 of this document for illustrating purposes. Section 11.7 (b) of the Official Plan sets out design criteria for development along a Pedestrian Predominant Street. In addition to those design criteria, development along Pedestrian Predominant Streets should follow the guidelines in Section 4.2.1, in addition to the guidelines below. These guidelines should also be read in conjunction with the public realm guidelines in Section 3.1.3 i).

1. The main entrance to stores should be located on the Pedestrian Predominant Street. The front door should be located to function as the primary entrance to the retail store, and be designed and oriented to encourage pedestrians use. Pedestrian entrances should occur at an average of 30 metres or less.

E55.sp
*Pedestrian entrances occur at an average of 10 metres or less.*

2. Secondary doors, such as those that face the parking area, emergency exits or service doors, should be located to the rear of the store, and not be used for customer entrance/exit.

3 Retail uses, which promote highly animated spaces, such as a cafe or restaurant with outdoor seating, are strongly encouraged.

4. A minimum block face requirement of 75% should be set out in the approved site plan, although higher block face percentages are encouraged. The following guidelines apply:

   - The block face should be articulated with architectural features and/or provide windows or doors. Blank walls are not permitted.
   - Where the block face is interrupted by a lane, road, or urban square, that portion is excluded from the block face calculation.

E56.sp
*A minimum of 90% of the block face is provided along Pedestrian Predominant Streets.*

5. In order to facilitate pedestrian connectivity and promote walkability, publicly accessible pedestrian connections should be provided at frequent intervals. These connections can be provided either through covered building arcades, or between buildings.

6. In addition to the guidelines on Pedestrian Connections in Section 4.2.1 g), pedestrian connections within Pedestrian Predominant Streets should accommodate grade-level uses that animate the space with the location of doors and windows, and include such elements as seating, landscaping, trees and/or waste receptacles.

E57.sp
*Pedestrian connections occur at an average of 30 metres or less.*

7. Small scale urban squares should be provided in appropriate locations (see Guideline 3.4.6 Urban Squares).



The main entry door and windows should be located along the Pedestrian Predominant Street to create a consistent block face of a minimum 75%.

Retail uses are required along the ground level of Pedestrian Predominant Streets. Outdoor seating is encouraged to create highly animated streetscapes oriented to pedestrians.


Special paving and water features accentuate the special function of the urban square to create pedestrian friendly enviornments.

Building entrances are located at the corner of the site with large transparent windows and doors to address both steet frontages.

### 4.2.5 MIXED USE BUILDINGS

1. Office, retail, and service commercial uses should cluster at intersections with collector roads and key locations along arterial roads.

2. Especially at Key Gateway Sites, buildings are encouraged to be designed with a mix of uses. In particular, retail/commercial service uses are encouraged to be located at grade-level to animate the streetscape and encourage a mix of uses.

   E58.sp
   *At least 25% of the ground floor area is designed to allow for retail/commercial uses, and residential uses above.*

   E59.sp
   *At least 50% of the ground floor area is designed to allow for retail/commercial uses, and residential uses above.*

   E60.sp
   *At least 75% of the ground floor area is designed to allow for retail/commercial uses, and residential uses above.*

   E61.sp
   *At least 75% of the ground floor area is designed to allow for retail/commercial uses, and at least 25% of the floor area for the 2nd level is office or retail/commercial, and residential uses above.*

   E62.sp
   *At least 75% of the ground floor area is designed to allow for retail/commercial uses; at least 50% of the floor area for the 2nd level is office or retail/commercial, and residential uses above.*

   E63.sp
   *At least 75% of the ground floor area is designed to allow for retail/commercial uses; at least 75% of the floor area for the 2nd level is office or retail/commercial, and residential uses above.*

3. Buildings with more than 50% retail/commercial at grade-level should consider separating the main entrance to the retail/commercial uses from the residential uses in order to minimize conflicts and maintain privacy and safety of the residents.

Streetside cafes maximizes opportunities for social interaction and animates the street.

Urban squares with animated uses, planting, signs, lighting, and bicycle parking.

### 4.2.6 GAS STATIONS

The service station building should be located close to the street edge, designed with transparent windows and doors to maximize visibility, and constructed of high quality material. Parking spaces and gas bars should be located away from the street edge, and screened through the use of fencing and landscaped buffers.

### 4.2.7 INTENSIFICATION STRATEGY

As set out in Sections 11.4 and 11.6 of the Official Plan, Mixed Corridors, Community Nodes and Local Nodes are areas where intensification should occur as the Seaton Urban Area develops and matures.

Section 11.8 of the Official Plan allows for interim uses at lower densities provided applicants for site plan approval submit a development concept and intensification plan demonstrating how the ultimate density can be achieved.

This section of the document provides a demonstration of how intensification can occur over time, through an appropriate built form framework, as the community matures.

Taking into consideration the guidelines provided in this document, and the policies of Section 11.8 of the Official Plan, a possible development scenario is provided which shows the evolution of a mixed use block over time.

**Intensification Initial Stage - Demonstration Plan Interim Phase**


**Intensification Ultimate Built-Out Stage - Demonstration Plan Mixed-Use Development**

Street related uses and facade material selection accentuate the building's prominence at the pedestrian level.


Mixed use buildings, with retail at-grade and residential uses above.

## 4.3 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, including schools, recreation centres, places of worship, fire stations, and police headquarters. 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.

### 4.3.1 GENERAL GUIDELINES

1. Public/Institutional buildings should be sited prominently and where possible, should terminate views. Buildings should be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.

2. Public/Institutional buildings should be located close to the road to reinforce the street wall and define intersections.

3. Public/Institutional buildings should be designed as special landmark buildings with high quality architectural design, materials and finishes.

4. The site should be well landscaped and visible at the pedestrian level, in recognition of their prominent locations and status as landmark buildings.

5. The front door of all Public/Institutional buildings should be connected with a walkway to the sidewalk on the road, and should have direct access to transit stops.

6. Vehicular parking should be located at the side or rear of the building. Parking for cyclists should be located near building entrances and where visual surveillance can be maximized. See Guideline 4.2.1 f) for guidelines on large surface parking lots.

7. Drop-off areas should be provided for buses and cars in the public right-of-way where possible, but where located on site they should be at the side of the building, and not in front of the building.

8. Rooftop mechanical equipment should be screened with materials that are complementary to the building or through parapet height where applicable.

9. All Public/Institutional buildings should contribute to the creation of compact neighbourhoods through multi-storey buildings in order to maximize the site and services, minimize floor area, as well as contribute to an urban street condition through a building façade proportion that contributes to a sense of enclosure at the street. Multi-level buildings can accommodate accessory and, if applicable, complementary uses.

10. Buildings 4 storeys or greater should be stepped back 1.5 to 3.0 metres to ensure that the building is appropriately massed at the pedestrian level and to minimize shadows on adjacent buildings.

11. The long side of buildings should be aligned parallel to the principal road. Where this provision is not feasible, the end portion of the facade facing the street should be fully articulated through architectural detailing and fenestration clearly indicating building access points.

Multi-storey building is massed around a central open space.


The building is located close to the road to frame the street edge.

The front entrance of the school is accentuated with architectural features and detailing, and is connected with a walkway.

### 4.3.2 SCHOOL SITES

Elementary and Secondary School sites are identified conceptually on the Structure Plan in section 2 of this document. In addition to the General Guidelines, the following guidelines for elementary and secondary schools apply:

1. The land area required for school sites should be minimized in order to promote compact development and conserve land. School Boards are encouraged to build more compact facilities including three storey elementary schools and buildings located close to the street.

2. Where possible, Elementary School sites should be located adjacent to a neighbourhood park so that playfields can be shared to promote compact development and minimize land area requirements. Appropriate and innovative engineered turf material should be explored to increase the durability of the playfields and minimize maintenance requirements. See also guideline 3.4.4 for guidelines under Neighbourhood Park.

3. Shared parking lots for Elementary School sites with neighbourhood parks, and Secondary School sites with community parks, should be considered in order to reduce the number of parking requirements. The shared parking lot should be located and sited to facilitate easy and safe access, and to minimize the need for crossing required by students.

4. Schools sites that are located adjacent to the Seaton Natural Heritage System should maximize the opportunity for using the Natural Heritage System for passive open space uses such as trails and trail heads.

5. Schools should be designed to ensure safe pedestrian crossing and cycling practices. Whenever possible, students should be able to easily reach building entrances without crossing bus zones, parking entrances, and student drop-off areas.

6. School sites should be designed to provide for visitor parking and bus pickup and drop off in bays in the adjacent collector road right of way.

Parking is located to the rear of the building off the main road. The front entrance to the building is directly connected to the public sidewalk.


Multi-storey elementary school

Bicycle parking is provided in close proximity to the the front entrance of the building.

Place of worship

### 4.3.3 PLACES OF WORSHIP

To complement the General Guidelines provided in 4.3.1, the following additional guidelines apply to the development of places of worship:

1. Sites should be located on arterial or collector roads along public transit routes in order to maximize transit ridership.

2. Especially in mixed use areas, the joint use of parking areas with adjacent uses is encouraged in order to reduce land requirements and promote compact development.

E64.sp
*The parking lot is designed to be shared with the adjacent property to reduce land requirements where appropriate.*

3. The massing and scale of the building should be compatible with the character of adjacent development, especially within Low and Medium Density Areas through the use of similar setbacks, material selection, and the use of architectural elements.

## 4.4 Prestige Employment Area

While population-serving jobs are provided within neighbourhood areas of Seaton, the majority of employment is provided in the area just north and south of Highway 407/ETR, designated as Prestige Employment in the Official Plan. The location provides high exposure and is highly accessible.

### 4.4.1 SITING AND MASSING

1. The primary pedestrian entrance should be located at the front of the building facade, and be oriented to the principal street or open space edge to create a strong public face. Connections to the public sidewalk or walkway should be provided. Secondary entrances may be located to the rear or at the side of the building where necessary.

2. The façade(s) facing the street and/or highway should be fully articulated through architectural detailing and fenestration clearly indicating building access points.

3. The building should be set back from the street within the range of 2.0 to 5.0 metres. In general, the building should frame the street to create pedestrian friendly environment for walking.

4. Building placement should be carefully determined to maximize specific site characteristics such as views and vistas, landmarks, place making and/or gateway potential.

5. Especially at higher intensity nodes, the building footprint should be minimized to provide a multi-storey building in order to deliver compact form and conserve land. At a minimum, the building should be designed with a 2-storey massing and 1 functional storey.

   E65.sp

   *The building has 2 functional storeys or greater.*

6. High quality building materials and architectural features and elements should be used on the front facade and/or where the building is aligned with the street.

7. Buildings should be sited to screen parking and loading areas from the street with landscaped buffers to enhance the pedestrian realm.

8. Where large employment uses are adjacent to, or visible from, residential uses and/or the hamlets of Brougham and Green River, long blank walls, parking, mechanical equipment, servicing or loading areas should be adequately screened with visual barriers, including architectural screening, landscaped buffers, berms, fencing, or a combination of such treatments.

9. Dividing large employment buildings into a group of buildings clustered into a campus development should be considered where appropriate.

### 4.4.2 PARKING

1. Employee parking, servicing and loading should be located to the rear or side of the building, appropriately screened from the street and the Seaton Natural Heritage, through architectural screening, landscape buffering, berms or a combination of such treatments. Conflicts between shipping vehicles and pedestrians should be minimized through signage and the delineation of the pedestrian right-of-way.

2. The design of large surface parking lots should be subject to the guidelines of Section 4.2.1 f ).

3. Visitor parking should be located to the side of the building, with direct access to building entrances.

4. Where feasible, subject to security considerations, driveways between two properties should be shared to provide access to parking and service areas in order to minimize the amount of surface paving and the disruption of the public sidewalk.

Buildings frame the street edge.

The building addresses the corner of the site, with direct connections to the public sidewalk.

Articulated facades

### 4.4.3 EMPLOYEE SERVICES & FACILITIES

1. In order to encourage social sustainability and improve mental and physical health, the provision of social support services and facilities (such as day care and/or nursery school space), recreational facilities (such as a gym), or cultural and religious facilities (such as prayer room), should be integrated within the building.

E66.sp
*At least one social support service is provided on-site.*

E67.sp
*At least one recreational/gym facility is provided on-site.*

E68.sp
*At least one cultural/religious service is provided on-site.*

2. Section 11.33 of the Official Plan permits limited personal service uses, convenience uses, restaurants and financial institutions to serve the Prestige Employment area designation and sets out locational criteria for these uses.

E69.sp
*Ground floor retail/service uses of a minimum of 300 square metres are provided in accordance with the policies of the Official Plan.*

## 4.5 Built Heritage Resources

### 4.5.1 WHITEVALE CHARACTER ROAD

Section 11.66 of the Official Plan recognizes Whitevale Road from the Whitevale Hamlet to Sideline 22 as a unique cultural heritage landscape and requires it to be identified as a Character Road in the Neighbourhood Plans. The Official Plan also requires the character of the roadway to be maintained, to the extent practical where not precluded by grading, construction of road intersections or other servicing constraints; requires lot sizes, setbacks, built form and massing to form a transition to higher density development north and south of Whitevale Road; restricts back-lotting onto Whitevale Road; requires housing flanking the road to be designed to appear as the front façade; and requires the design of housing to take design cues from existing farmhouses amongst other criteria.

In addition to these policies, the following guidelines apply to development along Whitevale Road along with the other built form guidelines for residential dwellings contained in this document.

As indicated in Section 3.1.3, although all of Whitevale Road from the hamlet to Sideline 22 is identified as a Character Road, the character is anticipated to differ east and west of Sideline 26 / Whites Road.

The following guidelines apply to the built form along the Whitevale Character Road west of Sideline 26 / Whites Road.

1. The built form in this area should consist of buildings generally on larger lots with a built form that reflects the character of existing heritage buildings.

2. Garages and access to parking for new development may be located at the rear of the property in order to maintain the rural streetscape character and enhance the walkability of the area. Otherwise, attached garages are permitted and shall be set back from the main facade of the building, to the side.

E70.sp

*Garage is located at the rear of the property.*

3. In order to integrate new buildings into the existing character of Whitevale Road, buildings of similar height, pitched rooflines and architectural elements, such as porches, verandahs or exterior trim, should be encouraged in new development.

### 4.5.2 DEVELOPMENT ADJACENT TO BUILT HERITAGE RESOURCES

Section 11.62 of the Official Plan requires the identification, protection and incorporation of significant built heritage resources into the lot pattern of new residential and mixed use neighbourhoods including by providing appropriate lot sizes, setbacks, built form and massing adjacent to the built heritage resources. In addition to these policies, the following guidelines apply:

1. New buildings located adjacent to built cultural heritage resources should generally be compatible with existing historical building types colours and material palettes having regard for modern building designs, techniques and materials.

2. New development on lots adjacent to built heritage resources should provide a transition in lot sizes, setbacks and grading that complements the built heritage resource.

### 4.5.3 HAMLET HERITAGE OPEN SPACE

The Hamlet Heritage Open Space designation is set out in Section 3.13 of the Official Plan and is intended to provide a buffer between new urban development and the Hamlets of Whitevale and Green River. The following guidelines should apply:

1. Permitted compatible land uses should be incorporated to act as buffers to the hamlets.

2. New development within the Hamlet Heritage Open Space should complement the character of Whitevale Hamlet by making reference to the architectural character, such as the material palette of the surrounding area.

3. Where open space uses are proposed within the Hamlet Heritage Open Space, new adjacent development should generally front onto it to maximize public visibility and access.

1390 Whitevale Road

Thomas Stevenson House (The Grange), 2-storey frame house

Henry Major House, 1-storey frame, stone addition and frame barn

John Tool House, 1.5 storey stone barn

# 5 GREEN Infrastructure & Building

While sustainability is an overarching objective throughout the Guideline, this section provides guidance on green infrastructure and building practices and helps achieve the broad sustainability principles of the CPDP and the specific policies as set out in the Amendment to the City of Pickering Official Plan.

As part of the strategy to achieve a high level of sustainability in regards to the reduction of energy, water and waste within the Seaton Urban Area, the Sustainable Place-Making Guidelines apply to both the private and public realm.

Section 11.28 of the Official Plan requires City Council to set out in these guidelines minimum standards and benchmarks to be achieved in the Seaton Urban Area and sets out the parameters to be addressed in these guidelines.

## 5.1 Energy Efficiency

1. Where feasible, alternative energy delivery systems should be provided, such as renewables-based district energy for heating and cooling. District energy is the technology for providing heating (or other forms of energy) from a central plant to multiple users, and can conserve resources and reduce air emissions.

   E71.sp + dp
   *A district energy system is connected to the development.*

2. Where feasible, alternative community energy systems such as geo-exchange, sewer heat recovery, and/or interseasonal thermal energy should be provided.

   E72.sp + dp
   *A community energy system is connected to the development.*

3. Green roofs are encouraged for buildings, especially for high-density residential, office buildings, as well as public, institutional or large employment buildings. A green roof can help minimize surface runoff, reduce urban heat island effect, provide noise insulation, and improve local air quality. In high density residential buildings, they should be designed as amenity areas. Alternatively, they could be designed as extensive green roofs, which are inaccessible to the public, and appropriate for employment buildings.

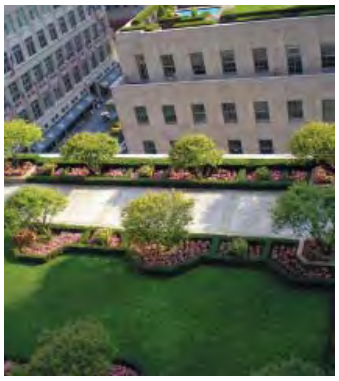
   E73.sp
   *Green roofs are provided on a minimum of 10% of all building roof areas within a specific development.*

   E74.sp
   *Green roofs are provided on a minimum of 25% of all building roof areas within a specific development.*

   E75.sp
   *Green roofs are provided on a minimum of 50% of all building roof areas within a specific development.*

Green roofs can act as passive recreational spaces, where the landscaping is designed to be more self-sustaining and requires less maintenance.

Green roofs can improve the energy efficiency of buildings, and be used as amenity areas.



Green roofs can be applied to residential dwellings or larger employment/mixed use buildings.

Light coloured roofs have a high solar reflectance, which reduces energy cost and reduces urban heat island effect.

Light coloured pavement reduces solar heat absorbtion.

4. Grade related residential unit driveways are encouraged to be paved with light-coloured material to reduce the heat island effect.

E76.sp
*Light-coloured driveway paving material is provided to 25% of grade related units in a specific development.*

E77.sp
*Light-coloured driveway paving material provided to 50% of grade related units in a specific development.*

5. Reflective or light-colored roofs should be encouraged for multi-unit residential units above 5-storey, employment, office, and public or institutional buildings, in order to reduce solar heat absorption and energy demand.

E78.sp
*25% of all building roof areas in a specific development use light-coloured or reflective materials (with reflectance levels of at least 0.3)*

E79.sp
*50% of all building roof areas in a specific development use light-coloured or reflective materials (with reflectance levels of at least 0.3)*

E80.sp
*75% of all building roof areas in a specific development use light-coloured or reflective materials (with reflectance levels of at least 0.3)*

6. Light-colored material for all hardscape including parking areas, pedestrian walkways and urban squares should be used for development with paved surfaces in order to reduce solar heat absorption and energy demand.

E81.sp
*50% of all paved areas in a specific development use low-albedo paving.*

E82.sp
*75% or more of all paved areas in a specific development use low-albedo paving.*

7. Energy Star compliant appliances are encouraged to be provided where appliances are provided by the developer.

E83.sp
*Residential units in a specific development are supplied with primary certified energy star appliances.*

8. Multi-unit residential buildings above 5-storeys are encouraged to achieve an EnerGuide rating level of 82 or greater.

E84.sp
*Multi- unit buildings above 5 storeys are designed to achieve an EnerGuide level of 82.*

E85.sp
*Multi- unit buildings above 5 storeys are designed to achieve an EnerGuide level of 84.*

E86.sp
*Multi- unit buildings above 5 storeys are designed to achieve an EnerGuide level of 86.*


ecoENERGY
an ecoACTION initiative
ENERGUIDE
RATING SYSTEM

9. Alternative energy sources such as solar thermal, photo voltaic panels and/or geothermal technologies or the inclusion of "roughed in" facilities to accommodate such alternative energy sources are encouraged to be provided.

E87.dp+sp
*Solar thermal, and/or photo voltaic facilities are "roughed in".*

E88.dp+sp
*Solar thermal, and/or photo voltaic facilities are provided.*

E89.dp+sp
*Geothermal facilities are provided.*

10. At the site plan level, ninety percent of the building floor area of all non-residential buildings, mixed-use buildings, and multi-unit residential buildings 5-storeys or more, are encouraged to improve energy demands by 40% over the Model National Energy code for Buildings (MNECB) through third-party certification.

E90.sp
*25% of the buildings in a specific development are designed to achieve energy demand improvements by 40%*

E91.sp
*50% of the buildings in a specific development are designed to achieve energy demand improvements by 40%*

E92.sp
*75% of the buildings in a specific development are designed to achieve energy demand improvements by 40%*

Solar energy captured by photovoltaic panels can be used in a variety of applications, and is a viable alternative power source.

11. At the site plan level, non-residential buildings, mixed-use building and multi-unit residential buildings 5-storeys or greater, are encouraged to be designed to meet at least the 'Certified' performance level of the LEED NC (New Construction) rating system and, where possible, are encouraged to meet higher LEED NC ratings.

E93.sp
*The development is enrolled in LEED NC Certification.*

E94.sp
*The development is enrolled in LEED NC Silver certification.*

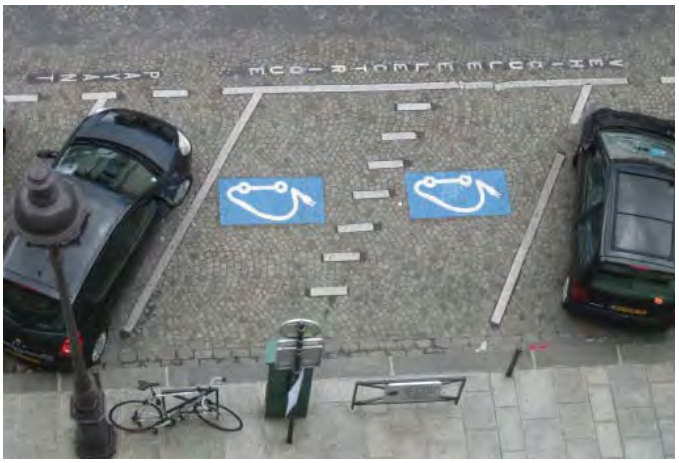
E95.sp
*The development is enrolled in LEED NC Gold certification*

E96.sp
*The development is enrolled in LEED NC Platinum certification.*

12. Other third-party certification and rating programs may be considered.

13. All new municipal buildings and projects in Seaton shall achieve, at minimum, LEED Silver certification in order to demonstrate the City's commitment as a leader in promoting sustainable forms of development green technologies.

The right amount of glazing, facing the right direction, is only one element of a successful passive solar home design.



Charging station for public use.

14. To minimize energy consumption and encourage the integration of passive building systems, buildings should be oriented, to maximize the potential for sunlight and natural ventilation.

E97.sp
*Buildings in a specific development are designed so that at least 25% of the habitable south building facade is designed with large windows/doors.*

E98.sp
*Buildings in a specific development are designed so that at least 50% of the habitable south building facade is designed with large windows/doors.*

15. Charging stations that would supply electricity for electric vehicles are encouraged in developments. Charging stations could be provided in parking areas of mixed-uses, office, employment, institutional or employment uses, or within underground garages for multi-storey residential buildings or other residential buildings.

E99.sp
*At least one charging station is provided within the development.*

16. The strategic use of deciduous trees is strongly encouraged as part of a free cooling strategy to help with evapotranspiration and shading.

17. Building design are encouraged to utilize opportunities associated with large expanses of roof areas to implement solar thermal and photo voltaic systems, as well as water harvesting systems.

## 5.2 Water Efficiency & Management

1. Irrigation of all public open spaces/structures should implement a rainwater harvesting program, and can include the use of cisterns, rain barrels, underground storage tanks, and/or infiltration trenches provided water balance objectives are met.

2. Water efficient landscaping for high-density or mixed-use blocks should use native and/or drought resistant planting to reduce the amount of watering needed.

   E100.sp
   *At least 50% of the planting stock in a specific development is native and drought resistant.*

   E101.sp
   *At least 75% of the planting stock in a specific development is native and drought resistant.*

3. Grade related residential unit driveways should be paved with permeable material to reduce stormwater run off.

   E102.dp+sp
   *Permeable driveway paving material is provided to 25% of grade related units in a specific development.*

   E103.dp+sp
   *Permeable driveway paving material is provided to 50% of grade related units in a specific development.*

Rain barrels are storage tanks for temporarily holding stormwater. A house can have more than one rain barrel, and barrels vary in size and features.

A cistern is an above or below ground water storage system that collects, stores and distributes run-off water of rain or snow from roofs.

Permeable pavers can be used in pedestrian areas or for vehicular applications.

Bioswales can be integrated along roads, planted with long-rooted native plants that absorb large quantities of water.

Bioswales slow water run-off, and clean and filter water, and can be integrated into parking lot designs.

4. At site-plan level, development on larger sites such as multi-unit residential buildings 5-storeys or greater, office buildings, employment buildings, public or institutional sites, should be encouraged to increase the level of perviousness in order to promote at-source stormwater management, reduce peak flows and lessens the dependence on end-of-pipe facilities such as storm water management ponds. Pervious areas can include landscaped areas and/or areas containing permeable paving.

E104.sp
*At least 25% of the site area in a specific development, excluding the building footprint, is pervious.*

E105sp
*At least 50% of the site area in a specific development, excluding the building footprint, is pervious.*

5. In order to reduce the volume of run-off into the storm drainage system, surface water runoff flows should be directed to landscaped areas and the use of hard surfaces should be minimized.

E106.sp
*In consultation with City staff, a developer/landowner agrees to build trenches, swales, or naturalized bioswales adjacent to large parking areas in their development.*

6. Innovative sustainable technologies in the capture, conveyance, and treatment of storm run-off to reduce potential pollutants/ contaminants are encouraged.

7. New residential units should be designed to incorporate grey-water pipe infrastructure where permitted in accordance with the Ontario Building Code and health regulations.

E107.dp+sp
*25% of all new residential units in a specific development are designed for grey-water pipe infrastructure.*

E108.dp+sp
*50% of all new residential units in a specific development are designed for grey-water pipe infrastructure.*

E109.dp+sp
*75% of all new residential units in a specific development are designed for grey-water pipe infrastructure.*

8. Indoor water usage should be minimized in new buildings through the installation and use of water-efficient fixtures, fittings and appliances, such as dual-flush toilets, faucets, and shower heads.

E110.dp+sp
*25% of all new residential units in a specific development reduce water consumption through the installation and use of water-efficient fixtures, fittings and appliances.*

E111.dp+sp
*50% of all new residential units in a specific development reduce water consumption through the installation and use of water-efficient fixtures, fittings and appliances.*

E112.dp+sp
*75% of all new residential units in a specific development reduce water consumption through the installation and use of water-efficient fixtures, fittings and appliances.*

9. Low maintenance and drought resistant landscaping is encouraged.

E113.dp
*For all ground-related units, low maintenance landscaping packages, such as xeriscaping, are provided as a standard to all new homes in a specific development at the time of purchase.*

Water efficient/drought resistant landscaing (xeriscaping) reduces water consumption.

## 5.3 Material Resources & Solid Waste

1. Solid waste in the construction process of public infrastructure should be reduced through the retention of existing buildings where possible, and through best practices in design and construction techniques.

2. Waste volumes should be reduced through the provision of recycling/reuse stations, drop off -points for potentially hazardous waste, and compost stations.

3. A minimum of 25% of recycled/reclaimed materials is encouraged to be used for new infrastructure including roadways, parking lots, sidewalks, unit pavings, curbs, water retention tanks and vaults, stormwater management facilities, sanitary sewers, and/or water pipes.

4. All buildings should utilize best practices for design and construction techniques in order to reduce the amount of construction waste produced.

5. Green building materials should be used to reduce impacts on the environment. Building materials should be purchased and/or obtained from responsible, ethical, and whenever possible, local sources.


Drop off station for hazardous waste

E114.dp+sp
*25% of new development in a specific development is made from new green building material.*

E115.dp+sp
*50% of new development in a specific development is made from new green building material.*

6. The use of recycled and reclaimed material for new buildings is encouraged in order to reduce the negative environmental effects of extracting and processing materials.

E116.dp+sp
*At least 25% of the total mass of building materials for new development in a specific development is made from of recycled content.*

E117.dp+sp
*At least 50% of the total mass of building materials for new development in a specific development is made from of recycled content.*

7. In large buildings, such as multi-unit residential buildings, employment and office buildings, and institutional or public buildings, provision of on-site composting for the units or tenants is encouraged in order to reduce the amount of solid waste.

E118.sp
*At least 1 composting facility is provided on-site in a specific development.*

8. In large buildings, such as multi-unit residential buildings, employment and office buildings, and institutional or public buildings, on-site recycling facilities for handling, storing, and separation of recyclables should be provided.

E119.sp
*At least 1 recycling facility is provided on-site in a specific development.*

Recycle store which offers re-usable building materials, appliances, furniture and other home improvement products.


Central recycling facility for sorting and storage

Photovoltaic lighting

## 5.4 Lighting

1. Lighting should be downcast to reduce light pollution and address night sky condition.

2. Exterior lighting spill-over onto adjacent properties or the street should be minimized.

3. Electric energy supply in the public realm should consider opportunities for renewable energy use such as solar powered lighting for natural trails and park pathways.

4. Street lights should be designed to reduced energy by at least 15% of baseline annual energy use through such means as the use of high efficiency street lighting.

5. High efficiency lighting should be incorporated into the interior and/or exterior areas of a development, such as in common areas for multi-unit housing, employment buildings, or schools.

   E120.dp+sp
   *At least 50% of lighting is high efficiency lighting in a specific private development.*

   E121.dp+sp
   *100% of lighting is high efficiency lighting in a specific private development.*

6. For residential buildings, external lighting should incorporate lighting controls that use motion sensors and/or timers to improve energy efficiency.

   E122.dp+sp
   *50% of external residential building lights have lighting controls that use motion sensors and/or timers in a specific development.*

7. To minimize bird/building collision instances, the guidelines of Fatal Light Awareness Program (FLAP) should be encouraged in the development of tall buildings, and influence design decisions on material selection, glass type selection for windows, and night lighting strategies.

## 5.5 Sustainable Programs

Sustainable programs that are available to residents and employees alike are encouraged.

**a) Education Packages**

1. Owner / tenant education packages regarding household activities to conserve household energy and water resources, access to transit, recycling and composting programs and depots should be provided at the time of purchase or rental.

   E123.dp+sp
   *Education packages are provided to new home purchasers in a specific development regarding household activities to conserve household energy and water resources, access to transit, recycling and composting programs and depots.*

2. Encourage homeownership affordability for low-income families through the provision of sites for non-profit or charitable Homeownership Programs.

   E124.dp
   *At least 1 lot is donated to Habitat for Humanity in a specific development.*

**b) Transit Programs**

1. To promote transit ridership, programs such as developer-sponsored transit passes at reduced-costs for each residential unit or employee, are encouraged through such incentives as enhanced sustainability benchmarks.

   E125.dp+sp
   *Provide 1 pass per unit and/or 1 pass per employee at least half the regular cost, during the first three years of occupancy.*

2. Car sharing programs are encouraged for residents of high density residential buildings and for employees in the Prestige Employment Areas. Dedicated parking spaces for sharing programs should be provided, and located in close proximity to building entrances with clear signage.

   E126.sp
   *Shared vehicles are provided if the development contains more than 100 dwelling units and/or employees.*

   E127.sp
   *One parking space is dedicated to each shared vehicle if the development contains more than 100 dwelling units and/or employees.*

3. Car pooling should be encouraged for employees in the Prestige Employment Areas. Dedicated parking spaces for car pooling should be provided, and located in close proximity to building entrances with clear signage.

   E128.sp
   *At least 10 parking spaces are dedicated for car pooling if the development contains more than 100 dwelling units and/or employees.*

4. Dedicated parking spaces for hybrid/fuel efficient or similar vehicles in high density residential and employment areas should be provided, and located in close proximity to building entrances with clear signage.

   E129.sp
   *At least 5 parking spaces are dedicated for a fuel efficient hybrid or similar vehicles if the development contains more than 100 dwelling units and/or employees.*

5. The availability of transit programs should be publicized to new homeowners and employees as part of an information package provided by builders and employers.



Dedicated parking spaces for car share programs should be designed with clear signage.

### c) Cycling Facilities

1. As per section 11.27 (d) of the Official Plan, bicycle parking and/or storage for residents, employees and/or visitors shall be required in all commercial, office, institutional, industrial, mixed-use buildings, residential apartments, and in other multi unit residential with common garages.

E130.sp
*For retail/commercial development, or industrial development, or institutional development, a dedicated bicycle parking area is provided at the rate of at least 7% of the automobile parking spaces required by the Zoning By-law.*

E131.sp
*For apartments or multiple unit residential with common garages, a covered bicycle storage area is provided at a ratio of 0.3 per unit for residents and visitors.*

E132.sp
*For office buildings, a minimum of 3 bicycle parking spaces are provided, plus bicycle parking at the rate of at least 7% of the automobile parking spaces required by the Zoning By-law.*

Bicycle storage should be conveniently located and easily accessible for retail/commercial uses.


Indoor bicycle storage stations should be well-lit and secure.

Covered bicycle racks should be located at GO Transit stations to encourage active transportation.

2. Bicycle parking and/or storage should be secure, enclosed, and easily accessible to residents and/or employees. Informational signage should be provided.

3. Secure, outdoor bicycle racks should be strategically located at destination points, including public squares, public buildings, and parks.

4. Outdoor bicycle racks should be located in a highly visible, easily accessible, and well-lit location, ideally in close proximity to primarily entrances.

5. For non-residential and mixed-use buildings trip-end facilities for each gender, with showers and change rooms, are encouraged

E133.sp
*At least one trip-end facility, including shower and change room, is provided for non-residential or mixed-use buildings.*

E134.sp
*At least one trip-end facility for each gender, including shower and change room, is provided for non-residential or mixed-use buildings.*


Outdoor bicycle storage racks should be highly visible and provided in high pedestrian areas, such as parks and public buildings.

## 5.6 Innovation in Design

In order to encourage exemplary performance above the requirements set out in this document, innovative design is strongly encouraged and should be recognized.

Innovative elements and performance should, in writing, identify the intent of the proposed innovation, demonstrate and describe the design approach and strategies utilized to achieve sustainable performance measures that exceed(s) those set out in this document.

E135.sp + dp
*Points for innovation elements in specific developments will be determined by the City based on the proposed innovation.*

# 6 IMPLEMENTATION
## Strategies

# 6.0 Implementation Strategies

The Seaton Sustainable Place-Making Guidelines will be implemented through various development approval processes, in accordance with the provisions of the Planning Act including subdivision approval, architectural control, site plan approval, and zoning by-laws.

An application for the approval of a Draft Plan of Subdivision and/or Site Plan will be supported by a statement addressing how the application meets the general intent of the Seaton Sustainability Place-Making Guidelines, the Central Pickering Development Plan, the City of Pickering Official Plan and the Neighbourhood Plans. In addition to the statement, the Sustainability Checklist, which is a part of Guidelines, is to be completed.

The Guideline document is to be utilized in a two stage approach. First, the Guideline is to be used at the pre-application level, to assist in the preparation of Draft Plans of Subdivision and Site Plans for review with the City prior to the submission of a formal application. Where Draft Plans have already been submitted to the City, the Guideline document will be used to identify necessary modifications.

The second stage review will take place after the formal submission of Draft Plan or Site Plan applications. The Guideline will be used by the City to assess the merits of the Draft Plans and Site Plans in achieving urban and sustainable design goals and benchmarks. Architectural Control Guidelines that further detail such items as: siting, massing and architectural elements applicable to the specific site are required.

## 6.1 Seaton Sustainable Place-Making Guidelines System

### 6.1.1 INTRODUCTION

Seaton's vision is to be guided by the Seaton Sustainable Place-Making Guidelines System, which relies on sustainable urban design guidelines, enhancement initiatives and a point system to achieve sustainable benchmarks in the development of this new community. This document sets out guideline standards that must be met in order for the draft plan or site plan application to be 'Certified' as part of the final approach process. The enhancement system is an important tool to encourage higher order sustainable initiatives as set out in the Seaton Official Plan Amendment.

The certification levels are as follows:

- **Certified –**
  Developments that comply with the official plan (i.e. the Seaton conformity amendment and neighbourhood plans)

- **Enhanced Level 1 –**
  Developments that obtain at least 20% of their Eligible Enhancement Points

- **Enhanced Level 2 –**
  Developments that obtain at least 30% of their Eligible Enhancements Points

- **Enhanced Level 3 –**
  Developments that obtain at least 40% of their Eligible Enhancement Points

The total number of "eligible enhancement points' will vary depending on the type, size and/or location of the development.

The City's minimum requirement will be the Certified level of sustainability (i.e. OP conformity). The rationale for this is that compliance with the Seaton conformity amendment and neighbourhood plans will already produce a higher level of sustainability than might otherwise be provided.

Although "Certified" is the required minimum, the City will encourage Enhanced levels of sustainability through and "Incentive Program". The Incentive Program is under development by the City and will be tabled for discussion with the Landowners at a later date.

### 6.1.2 THE POINT SYSTEM

Enhancements are categorized as Low, Moderate, High, or Bonus, and points will be awarded as follows:

- Low Enhancements = 2 points each
  This category, in some part, builds upon some initiatives that are already part of development and building industry business practices. Items included in this category range from driveway materials to the design of storm water management facilities as an integral part of the open space system. Other initiatives include emerging technologies and practices.

- Moderate Enhancements = 5 points each
  Moderate category items are either a further enhancement to a low category item (i.e. providing permeable driveway paving material for 50% of grade related units versus 25%) or community or building strategies that are not yet widely used within the development industry. This category recognizes higher order sustainable initiatives with the granting of 5 points.

- High Enhancements = 10 points each
  This category will include items that provide significant benefits in achieving sustainable goals, such as energy reduction, and acknowledges potential higher initial implementation investment by the builder.

- Bonus Enhancements = 20 points each
  This category is reserved for strategies at the community and/or building scale that deliver innovation in emerging areas of sustainable planning not already set out in the Guideline. Because of their intrinsic impact on the community and their ability to influence positive change, assessment of these types of initiatives will be determined on a case-by-case basis.

Innovation in Design points will be awarded by the City as either Low, Moderate, High, or Bonus Enhancements, depending on the nature and type of innovation being provided.

The point system has been compiled into a Sustainability Checklist (Appendix A) and has been divided into draft plan and site plan specific charts where applicable enhancements points are listed.

As the development industry and construction technology and practices related to sustainability continues to evolve the draft plan and site plan sustainability checklist and related enhancement point system will be updated on a regular basis, by the City of Pickering, to reflect these changes.

# A APPENDIX

# A Appendix

Appendix A Sustainability Checklist

# Draft Plan of Subdivision Applications

# A Appendix

# Appendix A Sustainability Checklist

## Draft Plan of Subdivision Applications

| Section 3.0 Public Realm Guidelines | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| **3.1.1 Block Design** | | | |
| E1.dp<br>*At least 90% of the blocks within the plan are designed with a maximum block length of 200 metres.* | | | **2** |
| E2.dp<br>*At least one passive recreational element is located a maximum 200 metres from 90% of the residences within the plan or adjacent plans. This distance is a linear measurement of the shortest, most direct walking route along sidewalks, public walkways and primary neighbourhood connecting trails through the Seaton Natural Heritage System.* | | | **2** |
| E3.dp<br>*At least one active recreational use is located a maximum 400 metres from 90% of the residences within the plan. This distance is a linear measurement of the shortest, most direct walking route along sidewalks, public walkways and primary neighbourhood connecting trails through the Seaton Natural Heritage System.* | | | **2** |
| E4.dp<br>*At least one retail store/commercial service is located a maximum 800 metres (10 minute walk) from 90% of the residences within the plan. This distance is a linear measurement of the shortest, most direct walking route along sidewalks, public walkways and primary neighbourhood connecting trails through the Seaton Natural Heritage System.* | | | **2** |
| E5.dp<br>*Minimum of 50% of street and block alignments within the draft plan are designed within15-degrees of geographic east-west.* | | | **2** |
| E6.dp<br>*At least 75% of street and block alignments within a plan of subdivision are designed within 15-degrees of geographic east-west.* | | | **2** |
| E7.dp+sp<br>*Significant hedgerows within village greens and parks are maintained through minimal disturbance to grading adjacent to the hedgerows.* | | | **2** |
| **3.1.3 Streets** | | | |
| E8.dp<br>*Lanes are used to provide for access to rear yard garage buildings.* | | | **2** |
| E9.dp<br>*Lanes are used to provide for access to rear yard garage buildings along Arterial Roads.* | | | **2** |
| **3.1.4 Streetscape Elements** | | | |
| E10.dp+sp<br>*Additional street trees 10% or greater, are provided above the minimum required above by Section 3.1.4 b) of these Guidelines.* | | | **2** |
| E11.dp+sp<br>*Street trees with appropriate larger caliper widths, 10% or greater than the City standard are provided in the plan.* | | | **2** |
| E12.dp+sp<br>*The selected street trees achieve a minimum 40% canopy and shade within 10 years.* | | | **2** |

| | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| E14. dp+sp<br>*Street furniture, which is provided, is manufactured from recycled material with a minimum of 25% recycled content.* | | | 2 |
| **3.3 NATURAL HERITAGE** | | | |
| E15.dp+sp<br>*Prepare and distribute homeowner' and employees information packages.* | | | 2 |
| **3.4.1 Parks General Guidelines** | | | |
| E16 dp+sp<br>*Trees are salvaged from the site or local area and are re-planted either in parks or the Natural Heritage System.* | | | 2 |
| **3.4.3 Community Park / Recreation Centre** | | | |
| E20.dp+sp<br>*At least two sides 50% of the portion of the community park perimeter not bounded by the Natural Heritage System, is bounded by a public road* | | | 2 |
| **3.4.4 Neighbourhood Park** | | | |
| E21.dp+sp<br>*In consultation with City staff, a developer/landowner agrees to provide at their cost, high quality elements such as seating and other furnishings.* | | | 2 |
| E22.dp<br>*Neighbourhood parks are designed with at least three sides of public frontage.* | | | 2 |
| E23.dp+sp<br>*In consultation with City staff, a developer/landowner agrees to provide at their cost, high quality character structures, such as gazebos* | | | 2 |
| **3.4.5 Village Green** | | | |
| E26.dp+sp<br>*A Village Green has road frontage on four sides or other design alternatives are used to achieve public views and access such as front lotting of residential lane based units, side lotting of residential units where the main entrance is located along the Village Green property line, or to be located immediately adjacent to the Natural Heritage System, or a Storm Water Management facility* | | | 5 |
| **3.4.7 Trail Head** | | | |
| E28.dp+sp<br>*In consultation with City staff, a developer/landowner agrees to make contributions to and/or build trail heads and entrance features.* | | | 2 |
| **3.4.9 Cultural Heritage Landscapes** | | | |
| E29.dp+sp<br>*Significant views are protected and enhanced, and are made available to the public.* | | | 2 |

| | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| E30.dp+sp<br>*Cultural heritage landscapes are protected to the extent practical in accordance with Section 11.61 of the Official Plan.* | | | **2** |
| E31.dp+sp<br>*A developer/landowner agrees to make contributions to a themed cultural heritage signage program.* | | | **2** |
| **3.4.10 Storm Water Management Facilities** | | | |
| E32dp+sp<br>*The stormwater management site is designed as a key focal/visual feature.* | | | **2** |
| E33.dp+sp<br>*The stormwater management site is designed to blend with the natural landscape.* | | | **2** |
| E34.dp+sp<br>*The stormwater management site is designed with living fences and barrier plantings where public access is discouraged.* | | | **2** |
| TOTAL POINTS FOR SECTION 3.0 Public Realm Guidelines | | | |
| Total Possible Points:<br>Application points will vary depending on the type, size and/or location of the development | | | 57 |

| Section 4.0 Built Form Guidelines | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| **4.1.1 Housing Mix and Diversity** | | | |
| E35.dp<br>*Live-work units are proposed as a unit type in the draft plan of subdivision.* | | | **2** |
| E36.dp+sp<br>*Housing specifically designed for seniors (ie. bungalows housing types) are offered.* | | | **2** |
| **4.1.2. Housing Types** | | | |
| **b) Townhouses and Back to Back Townhouses** | | | |
| E37.dp+sp<br>*All townhouses 6.0 metres and greater are lane-based.* | | | **2** |
| **4.1.3 Residential Density** | | | |
| E40.dp<br>*The plan, or the plans where there is more than one concurrent plan in a Neighbourhood, is designed to achieve a minimum density of at least 35 units per net hectare in Low Density Areas.* | | | **5** |
| E41.dp<br>*The plan, or the plans where there is more than one concurrent plan in a Neighbourhood, is designed to achieve a minimum density of at least 60 units per net hectare in Medium Density Areas.* | | | **5** |
| E42.dp+sp<br>*The plan, or the plans where there is more than one concurrent plan in a Neighbourhood, is designed to achieve a minimum density at least 200 units per net hectare in High Density Areas.* | | | **5** |
| E43.dp+sp<br>*The plan, or the plans where there is more than one concurrent plan in a Neighbourhood, is designed to achieve a minimum density of at least 100 units per net hectare in Mixed Corridors.* | | | **5** |
| **4.2.3 Live-Work Units** | | | |
| E54-dp+sp<br>*The identification of a block on a draft plan and zoned for live-work units or the submission of a site plan, which identifies live-work units.* | | | **5** |
| TOTAL POINTS FOR SECTION 4.0 Built Form Guidelines | | | |
| Total Possible Points:<br>Application points will vary depending on the type, size and/or location of the development | | | 31 |

| Section 5.0 Green Infrastructure and Building | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| **5.1 ENERGY EFFICIENCY** | | | |
| E71.sp + dp<br>*A district energy system is connected to the development.* | | | **20** |
| E72.sp + dp<br>*A community energy system is connected to the development.* | | | **20** |
| E87.sp + dp<br>*Solar thermal, and/or photo voltaic facilities are "roughed in".* | | | **5** |
| E88.sp + dp<br>*Solar thermal, and/or photo voltaic facilities are provided.* | | | **10** |
| E89.sp + dp<br>*Geothermal facilities are provided.* | | | **10** |
| **5.2 WATER EFFICIENCY & MANAGEMENT** | | | |
| E102.dp+sp<br>*Permeable driveway paving material is provided to 25% of grade related units in a specific development.* | | | **2** |
| E103.dp+sp<br>*Permeable driveway paving material is provided to 50% of grade related units in a specific development.* | | | **5** |
| E107.dp+sp<br>*25% of all new residential units in a specific development are designed for grey-water pipe infrastructure.* | | | **2** |
| E108.dp+sp<br>*50% of all new residential units in a specific development are designed for grey-water pipe infrastructure.* | | | **5** |
| E109.dp+sp<br>*75% of all new residential units in a specific development are designed for grey-water pipe infrastructure.* | | | **10** |
| E110.dp+sp<br>*25% of all new residential units in a specific development reduce water consumption through the installation and use of water-efficient fixtures, fittings and appliances.* | | | **2** |
| E111.dp+sp<br>*50% of all new residential units in a specific development reduce water consumption through the installation and use of water-efficient fixtures, fittings and appliances.* | | | **5** |
| E112.dp+sp<br>*75% of all new residential units in a specific development reduce water consumption through the installation and use of water-efficient fixtures, fittings and appliances.* | | | **10** |
| E113.dp<br>*For all ground-related units, low maintenance landscaping packages, such as xeriscaping, are provided as a standard to all new homes in a specific development at the time of purchase.* | | | **5** |

| | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| **5.3 MATERIAL RESOURCES & SOLID WASTE** | | | |
| E114.dp+sp<br>*25% of new development in a specific development is made from new green building material.* | | | **2** |
| E115.dp+sp<br>*50% of new development in a specific development is made from new green building material.* | | | **5** |
| E116.dp+sp<br>*At least 25% of the total mass of building materials for new development in a specific development is made from of recycled content.* | | | **2** |
| E117.dp+sp<br>*At least 50% of the total mass of building materials for new development in a specific development is made from of recycled content.* | | | **5** |
| **5.4 LIGHTING** | | | |
| E120.dp+sp<br>*At least 50% of lighting is high efficiency lighting in a specific private development.* | | | **2** |
| E121.dp+sp<br>*100% of lighting is high efficiency lighting in a specific private development.* | | | **5** |
| E122.dp+sp<br>*50% of external residential building lights have lighting controls that use motion sensors and/or timers in a specific development.* | | | **2** |
| **5.5 SUSTAINABLE PROGRAMS** | | | |
| E123.dp+sp<br>*Education packages are provided to new home purchasers in a specific development regarding household activities to conserve household energy and water resources, access to transit, recycling and composting programs and depots.* | | | **2** |
| E124.dp<br>*At least 1 lot is donated to Habitat for Humanity in a specific development.* | | | **5** |
| E125.dp+sp<br>*Provide 1 pass per unit and/or 1 pass per employee at least half the regular cost, during the first three years of occupancy.* | | | **5** |
| **5.6 INNOVATION IN DESIGN** | | | |
| E135.dp+sp<br>*Points for innovation elements in specific developments will be determined by the City based on the proposed innovation.* | | | **20** |
| TOTAL POINTS FOR SECTION 5.0 Green Infrastructure & Building | | | 166 |
| Total Possible Points:<br>Application points will vary depending on the type, size and/or location of the development | | | 254 |

## Appendix A Sustainability Checklist

# Site Plan Applications

# A Appendix

# Appendix A Sustainability Checklist

## Site Plan Applications

| Section 3.0 Public Realm Guidelines | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| **3.1.1 Block Design** | | | |
| E7.dp+sp<br>*Significant hedgerows within village greens and parks are maintained through minimal disturbance to grading adjacent to the hedgerows.* | | | **2** |
| **3.1.4 Streetscape Elements** | | | |
| E10.dp+sp<br>*Additional street trees 10% or greater, are provided above the minimum required by Section 3.1.4 b) of these Guidelines.* | | | **2** |
| E11.dp+sp<br>*Street trees with appropriate larger caliper widths, 10% or greater than the City standard are provided in the plan.* | | | **2** |
| E12.dp+sp<br>*The selected street trees achieve a minimum 40% canopy and shade within 10 years.* | | | **2** |
| E13.sp<br>*Alternative planting strategies are provided for more than 50% of street trees within high-pedestrian areas of the development.* | | | **2** |
| E14. dp+sp<br>*Street furniture, which is provided, is manufactured from recycled material with a minimum of 25% recycled content.* | | | **2** |
| **3.3 NATURAL HERITAGE SYSTEM** | | | |
| E15.dp+sp<br>*Prepare and distribute homeowner' and employees information packages.* | | | **2** |
| **3.4.1 Parks General Guidelines** | | | |
| E16 dp+sp<br>*Trees are salvaged from the site or local area and are re-planted either in parks or the Natural Heritage System.* | | | **2** |
| **3.4.2 District Park** | | | |
| E17.sp<br>*In consultation with City staff, a developer/landowner agrees to provide at their cost at least one feature, such as public art, in a focal area.* | | | **2** |
| **3.4.3 Community Park / Recreation Centre** | | | |
| E18.sp<br>*In consultation with the City, a developer/landowner agrees to provide at least one special feature at their cost, such as high quality seating and other furnishings.* | | | **2** |
| E19.sp<br>*In consultation with City staff, a developer/landowner agrees to provide at least one feature at their cost, such as a water feature, in a focal area.* | | | **2** |

| | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| E20.dp+sp<br>*At least two sides 50% of the portion of the community park perimeter not bounded by the Natural Heritage System, is bounded by a public road* | | | **2** |
| **3.4.4 Neighbourhood Park** | | | |
| E21.dp+sp<br>*In consultation with City staff, a developer/landowner agrees to provide at their cost, high quality elements such as seating and other furnishings.* | | | **2** |
| E23.dp+sp<br>*In consultation with City staff, a developer/landowner agrees to provide at their cost, high quality character structures, such as gazebos* | | | **2** |
| E24.sp<br>*In consultation with City staff, a developer/landowner agrees to provide at their cost, bike racks for neighbourhood parks in appropriate locations.* | | | **2** |
| **3.4.5 Village Green** | | | |
| E25.sp<br>*In consultation with City staff, a developer/landowner agrees to provide, at their cost, facilities such as play areas.* | | | **2** |
| E26.dp+sp<br>*A Village Green has road frontage on four sides or other design alternatives are used to achieve public views and access such as front lotting of residential lane based units, side lotting of residential units where the main entrance is located along the Village Green property line, or to be located immediately adjacent to the Natural Heritage System, or a Storm Water Management facility* | | | **5** |
| **3.4.6 Urban Square** | | | |
| E27.sp<br>*In consultation with City staff, a developer/landowner agrees to provide at their cost, high quality public features.* | | | **2** |
| **3.4.7 Trail Head** | | | |
| E28.dp+sp<br>*In consultation with City staff, a developer/landowner agrees to make contributions to and/or build trail heads and entrance features.* | | | **2** |
| **3.4.9 Cultural Heritage Landscapes** | | | |
| E29.dp+sp<br>*Significant views are protected and enhanced, and are made available to the public.* | | | **2** |
| E30.dp+sp<br>*Cultural heritage landscapes are protected to the extent practical in accordance with Section 11.61 of the Official Plan.* | | | **2** |

| | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| E31.dp+sp<br>*A developer/landowner agrees to make contributions to a themed cultural heritage signage program.* | | | **2** |
| **3.4.10 Storm Water Management Facilities** | | | |
| E32dp+sp<br>*The stormwater management site is designed as a key focal/visual feature.* | | | **2** |
| E33.dp+sp<br>*The stormwater management site is designed to blend with the natural landscape.* | | | **2** |
| E34.dp+sp<br>*The stormwater management site is designed with living fences and barrier plantings where public access is discouraged..* | | | **2** |
| TOTAL POINTS FOR SECTION 3.0 Public Realm Guidelines | | | |
| Total Possible Points:<br>Application points will vary depending on the type, size and/or location of the development | | | 53 |

| Section 4.0 Built Form Guidelines | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| **4.1.1 Housing Mix and Diversity** | | | |
| E36.dp+sp<br>*Housing specifically designed for seniors (ie. bungalows housing types) are offered.* | | | **2** |
| **4.1.2. Housing Types** | | | |
| **b) Townhouses and Back to Back Townhouses** | | | |
| E37.dp+sp<br>*All townhouses 6.0 metres and greater are lane-based.* | | | **2** |
| **c) Apartments** | | | |
| E38.sp<br>*Three-chute disposal drops are provided for each apartment building.* | | | **2** |
| E39.sp<br>*Parking spaces are sold or rented separately from the unit.* | | | **2** |
| **4.1.3 Residential Density** | | | |
| E42.dp+sp<br>*The plan, or the plans where there is more than one concurrent plan in a Neighbourhood, is designed to achieve a minimum density at least 200 units per net hectare in High Density Areas.* | | | **5** |
| E43.dp+sp<br>*The plan, or the plans where there is more than one concurrent plan in a Neighbourhood, is designed to achieve a minimum density of at least 100 units per net hectare in Mixed Corridors.* | | | **5** |
| **4.1.5 Street Interface** | | | |
| E44. sp<br>*50% of porches are 2.0 metres in depth.* | | | **2** |
| **4.2.1 Commercial & Mixed-Use Development - General Guidelines** | | | |
| **b) Building Articulation, Massing & Architecture** | | | |
| E45.sp<br>*The building has 2 functional storeys or greater.* | | | **2** |
| E46.sp<br>*The building has 3 or more functional storeys or greater.* | | | **5** |
| **c) Storefronts** | | | |
| E47.sp<br>*Awning/canopies are provided for at least 50% of storefronts.* | | | **5** |
| E48.sp<br>*Awning/canopies are provided for 75% of storefronts.* | | | **2** |

| | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| E49.sp<br>*Front elevation ground floors should be designed with windows and doors to be at least 60% transparent between 1.0 and 2.4 metres above ground. All other floors along the front elevation above the first level should be designed with a minimum transparency level of 30%.* | | | **5** |
| **e) Vehicular Access & Parking** | | | |
| E50.sp<br>*Shared parking is provided between adjacent commercial / mixed-use properties, where it reduces parking requirements by 20%.* | | | **2** |
| **f) Surface Parking Lots** | | | |
| E51.sp<br>*Permeable paving material is used for at least 75% of the parking lot.* | | | **2** |
| E52.sp<br>*Provide shade from canopy tree planting that will cover at least 25% of the area at full growth.* | | | **2** |
| E53.sp<br>*Underground parking and/or a parking structure is provided for employee and/or visitor parking.* | | | **5** |
| **4.2.3 Live-Work Units** | | | |
| E54-dp+sp<br>*The identification of a block on a draft plan and zoned for live-work units or the submission of a site plan, which identifies live-work units.* | | | **5** |
| **4.2.4 Pedestrian Predominant Streets** | | | |
| E55.sp<br>*Pedestrian entrances occur at an average of 10 metres or less.* | | | **2** |
| E56.sp<br>*A minimum of 90% of the block face is provided along Pedestrian Predominant Streets.* | | | **5** |
| E57.sp<br>*Pedestrian connections occur at an average of 30 metres or less.* | | | **2** |
| **4.2.5 Mixed Use Buildings** | | | |
| E58.sp<br>*At least 25% of the ground floor area is designed to allow for retail/commercial uses, and residential uses above.* | | | **2** |
| E59.sp<br>*At least 50% of the ground floor area is designed to allow for retail/commercial uses, and residential uses above.* | | | **2** |
| E60.sp<br>*At least 75% of the ground floor area is designed to allow for retail/commercial uses, and residential uses above.* | | | **5** |
| E61.sp<br>*At least 75% of the ground floor area is designed to allow for retail/commercial uses, and at least 25% of the floor area for the 2nd level is office or retail/commercial, and residential uses above.* | | | **5** |

| | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| E62.sp<br>*At least 75% of the ground floor area is designed to allow for retail/commercial uses; at least 50% of the floor area for the 2nd level is office or retail/commercial, and residential uses above.* | | | **5** |
| E63.sp<br>*At least 75% of the ground floor area is designed to allow for retail/commercial uses; at least 75% of the floor area for the 2nd level is office or retail/commercial, and residential uses above.* | | | **5** |
| **4.3.3 Places of Worship** | | | |
| E64.sp<br>*The parking lot is designed to be shared with the adjacent property to reduce land requirements where appropriate.* | | | **2** |
| **4.4 PRESTIGE EMPLOYMENT AREA** | | | |
| **4.4.1 Siting and Massing** | | | |
| E65.sp<br>*The building has 2 functional storeys or greater.* | | | **5** |
| **4.4.3 Employee Services & Facilities** | | | |
| E66.sp<br>*At least one social support service is provided on-site.* | | | **2** |
| E67.sp<br>*At least one recreational/gym facility is provided on-site.* | | | **2** |
| E68.sp<br>*At least one cultural/religious service is provided on-site.* | | | **2** |
| E69.sp<br>*Ground floor retail/service uses of a minimum of 300 square metres are provided in accordance with the policies of the Official Plan.* | | | **2** |
| **4.5 BUILT HERITAGE RESOURCES** | | | |
| **4.5.1 Whitevale Character Road** | | | |
| E70.sp<br>*Garage is located at the rear of the property.* | | | **2** |
| TOTAL POINTS FOR SECTION 4.0 Built Form Guidelines | | | |
| Total Possible Points:<br>Application points will vary depending on the type, size and/or location of the development | | | 105 |

## Section 5.0 Green Infrastructure and Building

| | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| **5.1 ENERGY EFFICIENCY** | | | |
| E71.sp + dp<br>*A district energy system is connected to the development.* | | | **20** |
| E72.sp + dp<br>*A community energy system is connected to the development.* | | | **20** |
| E73.sp<br>*Green roofs are provided on a minimum of 10% of all building roof areas within a specific development.* | | | **2** |
| E74.sp<br>*Green roofs are provided on a minimum of 25% of all building roof areas within a specific development.* | | | **5** |
| E75.sp<br>*Green roofs are provided on a minimum of 50% of all building roof areas within a specific development.* | | | **5** |
| E76.sp<br>*Light-coloured driveway paving material is provided to 25% of grade related units in a specific development.* | | | **10** |
| E77.sp<br>*Light-coloured driveway paving material provided to 50% of grade related units in a specific development.* | | | **5** |
| E78.sp<br>*25% of all building roof areas in a specific development use light-coloured or reflective materials (with reflectance levels of at least 0.3)* | | | **2** |
| E79.sp<br>*50% of all building roof areas in a specific development use light-coloured or reflective materials (with reflectance levels of at least 0.3)* | | | **2** |
| E80.sp<br>*75% of all building roof areas in a specific development use light-coloured or reflective materials (with reflectance levels of at least 0.3)* | | | **5** |
| E81.sp<br>*50% of all paved areas in a specific development use low-albedo paving.* | | | **10** |
| E82.sp<br>*75% or more of all paved areas in a specific development use low-albedo paving.* | | | **5** |
| E83.sp<br>*Residential units in a specific development are supplied with primary certified energy star appliances.* | | | **5** |
| E84.sp<br>*Multi- unit buildings above 5 storeys are designed to achieve an EnerGuide level of 82.* | | | **2** |
| E85.sp<br>*Multi- unit buildings above 5 storeys are designed to achieve an EnerGuide level of 84.* | | | **5** |
| E86.sp<br>*Multi- unit buildings above 5 storeys are designed to achieve an EnerGuide level of 86* | | | **10** |

| | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| E87.sp + dp<br>*Solar thermal, and/or photo voltaic facilities are "roughed in".* | | | **5** |
| E88.sp + dp<br>*Solar thermal, and/or photo voltaic facilities are provided.* | | | **10** |
| E89.sp + dp<br>*Geothermal facilities are provided.* | | | **10** |
| E90.sp<br>*25% of the buildings in a specific development are designed to achieve energy demand improvements by 40%* | | | **5** |
| E91.sp<br>*50% of the buildings in a specific development are designed to achieve energy demand improvements by 40%* | | | **5** |
| E92.sp<br>*75% of the buildings in a specific development are designed to achieve energy demand improvements by 40%* | | | **10** |
| E93.sp<br>*The development is enrolled in LEED NC Certification.* | | | **5** |
| E94.sp<br>*The development is enrolled in LEED NC Silver certification.* | | | **10** |
| E95.sp<br>*The development is enrolled in LEED NC Gold certification* | | | **20** |
| E96.sp<br>*The development is enrolled in LEED NC Platinum certification.* | | | **20** |
| E97.sp<br>*Buildings in a specific development are designed so that at least 25% of the habitable south building facade is designed with large windows/doors.* | | | **5** |
| E98.sp<br>*Buildings in a specific development are designed so that at least 50% of the habitable south building facade is designed with large windows/doors.* | | | **5** |
| E99.sp<br>*At least one charging station is provided within the development.* | | | **5** |
| **5.2 WATER EFFICIENCY & MANAGEMENT** | | | |
| E100.sp<br>*At least 50% of the planting stock in a specific development is native and drought resistant.* | | | **2** |
| E101.sp<br>*At least 75% of the planting stock in a specific development is native and drought resistant.* | | | **5** |
| E102.dp+sp<br>*Permeable driveway paving material is provided to 25% of grade related units in a specific development.* | | | **2** |
| E103.dp+sp<br>*Permeable driveway paving material is provided to 50% of grade related units in a specific development.* | | | **5** |

| | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| E104.sp<br>*At least 25% of the site area in a specific development, excluding the building footprint, is pervious.* | | | **2** |
| E105.sp<br>*At least 50% of the site area in a specific development, excluding the building footprint, is pervious.* | | | **5** |
| E106.sp<br>*In consultation with City staff, a developer/landowner agrees to build trenches, swales, or naturalized bioswales adjacent to large parking areas in their development.* | | | **5** |
| E107.dp+sp<br>*25% of all new residential units in a specific development are designed for grey-water pipe infrastructure.* | | | **2** |
| E108.dp+sp<br>*50% of all new residential units in a specific development are designed for grey-water pipe infrastructure.* | | | **5** |
| E109.dp+sp<br>*75% of all new residential units in a specific development are designed for grey-water pipe infrastructure.* | | | **10** |
| E110.dp+sp<br>*25% of all new residential units in a specific development reduce water consumption through the installation and use of water-efficient fixtures, fittings and appliances.* | | | **2** |
| E111.dp+sp<br>*50% of all new residential units in a specific development reduce water consumption through the installation and use of water-efficient fixtures, fittings and appliances.* | | | **5** |
| E112.dp+sp<br>*75% of all new residential units in a specific development reduce water consumption through the installation and use of water-efficient fixtures, fittings and appliances.* | | | **10** |
| **5.3 MATERIAL RESOURCES & SOLID WASTE** | | | |
| E114.dp+sp<br>*25% of new development in a specific development is made from new green building material.* | | | **2** |
| E115.dp+sp<br>*50% of new development in a specific development is made from new green building material.* | | | **5** |
| E116.dp+sp<br>*At least 25% of the total mass of building materials for new development in a specific development is made from of recycled content.* | | | **2** |
| E117.dp+sp<br>*At least 50% of the total mass of building materials for new development in a specific development is made from of recycled content.* | | | **5** |
| E118.sp<br>*At least 1 composting facility is provided on-site in a specific development.* | | | **5** |
| E119.sp<br>*At least 1 recycling facility is provided on-site in a specific development.* | | | **5** |

| | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| **5.4 LIGHTING** | | | |
| E120.dp+sp<br>*At least 50% of lighting is high efficiency lighting in a specific private development.* | | | **10** |
| E121.dp+sp<br>*100% of lighting is high efficiency lighting in a specific private development.* | | | **5** |
| E122.dp+sp<br>*50% of external residential building lights have lighting controls that use motion sensors and/or timers in a specific development.* | | | **2** |
| **5.5 SUSTAINABLE PROGRAMS** | | | |
| **a) Education Packages**<br>E123.dp+sp<br>*Education packages are provided to new home purchasers in a specific development regarding household activities to conserve household energy and water resources, access to transit, recycling and composting programs and depots.* | | | **5** |
| **b) Transit Programs**<br>E125.dp+sp<br>*Provide 1 pass per unit and/or 1 pass per employee at least half the regular cost, during the first three years of occupancy.* | | | **5** |
| E126.sp<br>*Shared vehicles are provided if the development contains more than 100 dwelling units and/or employees.* | | | **2** |
| E127.sp<br>*One parking space is dedicated to each shared vehicle if the development contains more than 100 dwelling units and/or employees.* | | | **2** |
| E128.sp<br>*At least 10 parking spaces are dedicated for car pooling if the development contains more than 100 dwelling units and/or employees.* | | | **2** |
| E129.sp<br>*At least 5 parking spaces are dedicated for a fuel efficient hybrid or similar vehicles if the development contains more than 100 dwelling units and/or employees.* | | | **2** |
| **c) Cycling Facilities** | | | |
| E130.sp<br>*For retail/commercial development, or industrial development, or institutional development, a dedicated bicycle parking area is provided at the rate of at least 7% of the automobile parking spaces required by the Zoning By-law.* | | | **2** |
| E131.sp<br>*For apartments or multiple unit residential with common garages, a covered bicycle storage area is provided at a ratio of 0.3 per unit for residents and visitors.* | | | **2** |
| E132.sp<br>*For office buildings, a minimum of 3 bicycle parking spaces are provided, plus bicycle parking at the rate of at least 7% of the automobile parking spaces required by the Zoning B-law* | | | **2** |
| E133.sp<br>*At least one trip-end facility, including shower and change room, is provided for non-residential or mixed-use buildings.* | | | **2** |

| | YES | N/A | NO. OF POINTS |
|---|---|---|---|
| E134.sp<br>*At least one trip-end facility for each gender, including shower and change room, is provided is provided for non-residential or mixed-use buildings.* | | | **5** |
| **5.6 INNOVATION IN DESIGN** | | | |
| E135.dp+sp<br>*Points for innovation elements in specific developments will be determined by the City based on the proposed innovation.* | | | **20** |
| TOTAL POINTS FOR SECTION 5.0 Green Infrastructure & Building | | | |
| Total Possible Points:<br>Application points will vary depending on the type, size and/or location of the development | | | 380 |

# A Appendix