

## Appendix C – Design Policies

### C.1 Design Policies for Villages and Hamlets

#### Pattern of Development

- a) In accordance with the policies for *Villages* and *Hamlets*, future *development* will contribute to a *compact built form*, where possible and appropriate. To support a *compact built form*, new *development* shall generally occur incrementally as infilling within or contiguous to the existing built-up areas.
- b) To further support a *compact built form* in *Villages* and *Hamlets*, natural heritage features shall be maintained as a buffer between *Villages* and *Hamlets* and the abutting *Rural Lands* and *Agricultural Areas*.
- c) To support the development of walkable *Village* and *Hamlet* centres that offer a concentration of goods, services and amenities, non-residential uses will be directed to locate adjacent to, or in proximity to existing commercial and institutional uses.
- d) To support people's access to food, retail food establishments such as grocery stores, produce vendors, and farmers' markets will be directed to locate in proximity to residential, commercial and community uses.
- e) Council shall encourage conservation, retention and enhancement of significant heritage buildings, ruins, districts, landscapes, and archaeological features through effective community design.
- f) Council shall encourage the protection of public views and sightlines to significant cultural heritage resources.

#### Infill Development

- g) *Infill development* that is compatible with existing *development* is essential to the revitalization of *Villages* and *Hamlets*. Appropriate *infill development* in *Villages* and *Hamlets* may include:
  - i) Infill on vacant or underutilized sites;
  - ii) Regeneration of dysfunctional, condemned, or incompatible *developments*; and
  - iii) Adaptive-reuse and/or additions to existing buildings.
- h) Residential and commercial infilling, as well as renovations and additions to existing buildings, shall be a visual and economic asset. It shall be compatible with existing development.

#### Residential Buildings – Single-detached

- i) Design for new single-detached dwellings within the *Villages* and *Hamlets* shall have regard for the following objectives:

- i) Doors, windows and porches are incorporated into front and exterior side façades so they appropriately address adjacent roads;
- ii) Entrance features, such as stairs and canopies, and other architectural elements are incorporated into the front elevation of the building;
- iii) Garages are set behind or flush with the main building face or accessed from a rear lane; and
- iv) Parking for permitted home businesses, live-work uses or *bed and breakfast* establishments is encouraged to not be located in the front yard.

### **Residential Buildings – Multi-unit Buildings and Townhouses**

- j) Design for multi-unit buildings and townhouses within the *Villages* and *Hamlets* shall have regard for the following objectives:
  - i) Roofs are designed in ways that help break up the massing of larger scale development blocks;
  - ii) Architectural elements are used to visually integrate the new *development* with adjacent single- and semi-detached dwellings;
  - iii) Building and landscape elements are used to buffer the *development* from adjacent incompatible uses;
  - iv) Where feasible, garages will be accessed from a rear lane;
  - v) Garages accessed from a road are paired or grouped so as to maximize front yard green space.
  - vi) Garages are set behind or flush with the main front building wall or the porches of dwelling units;
  - vii) Upgraded façade treatments are incorporated into side and rear elevations visible from public areas;
  - viii) Corner units are designed to provide significant features such as a wrap-around porch, wall articulation, turret feature or bay window;
  - ix) Utility meters are screened from public view through the use of recessed walls, inseting within walls, landscaping, or other solutions;
  - x) Hard-scaped squares and/or parkettes, or other outdoor amenity areas are provided for multi-unit buildings and townhouses that are part of a private complex and/or condominium project; and
  - xi) Parking for permitted *home businesses* and *live-work units* is not located in the front yard of any building.

## **Commercial Buildings**

- k) Design for new commercial buildings in the *Villages* and *Hamlets* shall have regard for the following objectives:
- i) Primary pedestrian entrances are barrier-free and provide direct access to a public sidewalk or, where there is no sidewalk, the public right-of-way;
  - ii) A textured architectural quality is achieved by introducing variation in key elements of the façade, including bay windows, cornices, window trim, entrances, canopies and the articulation of the building mass;
  - iii) The building contributes to a pedestrian-oriented streetwall, including an interesting façade at ground level;
  - iv) Weather and sun protection are provided for pedestrians through the use of awnings, canopies, or colonnades along the sidewalk edge of important pedestrian roads and adjacent to the entrances to buildings;
  - v) Sign bands, storefront windows, canopies and awnings respect building scale and are appropriate for the building type;
  - vi) Parking is not located in the front yard of any building;
  - vii) Buildings and their parking/storage areas are buffered from adjacent residential uses;
  - viii) Any visible mechanical equipment is appropriately screened and located in a manner that has a minimal physical and visual impact on adjacent rights of way or public park spaces; and
  - ix) Where feasible, all transformers and other above ground utilities are located within the building, or on private property located away, and/or screened, from public view.

## **Community Buildings**

- l) Community uses, including schools, health care facilities, seniors housing and places of worship, form an important aspect of community identity. Buildings serving these uses act as important built landmarks. Careful attention must be paid to the design of these buildings to ensure that they reflect the built quality and integrate with the scale of the surrounding neighbourhood.

Design for new community buildings shall have regard to the following objectives:

- i) Buildings are sited prominently and, where possible, so that they terminate views;
- ii) Buildings are located adjacent to public open space, in areas that optimize pedestrian access;
- iii) Buildings and their open space are designed to convey a landmark status, with high quality design, materials and finishes, including landscape features that distinguish them at the pedestrian level;

- iv) Outdoor areas that provide amenities such as weather and sun protected seating and bicycle parking are integrated into the open space design;
  - v) Buildings and their parking areas are buffered from adjacent residential uses, as appropriate; and
  - vi) Parking is not located in the front yard of any place of worship.
- m) The County shall utilize the planning tools at its disposal to the maximum extent possible, to ensure new community uses are designed as accessible places for all people, regardless of their age, ability, mode of travel, or status in life. Universal design may be required in the design of walkways, curbs, driveways, building entrances, amenity areas, signage, and parking areas.
- n) Wherever possible, the County will leverage the emerging focus on the needs of seniors to make community facilities and services more accessible and attractive to all users regardless of income or physical ability, including older adults, young families and students.

### **Daycares**

- o) In addition to the other policies of this Plan, where Daycares are permitted, they must include an outdoor play area with natural or built shade structures and must be well buffered from adjacent residential uses. Parking for daycares shall, preferably, be located to the side, or to the rear of any new building.

### **Design Guidelines**

- p) The County may prepare Village or Hamlet Specific Design and Development Guidelines that reflect the unique characteristics of each Village, to ensure that the intent of the policies of this Plan is achieved. These Village or Hamlet Specific Design and Development Guidelines may consider the following key elements:
  - i) Neighbourhood structure and layout, including: *green infrastructure (Natural Heritage System and Open Space Lands)*; natural connections and corridors; tree and landform conservation; stormwater management; neighbourhood activity centres (community and commercial uses); street, pathway, and trails network and connections; development block dimensions; school location and dimensions; and park type location and dimensions;
  - ii) Site design and building orientation, including: orientation to the street; prevailing setbacks; prevailing lotting and grading; orientation to reduce shadows, improve privacy, and increase solar gain; tree and landscape conservation;
  - iii) Built form, height, and massing, including: building height and local context; separation distance and window offsetting; outdoor amenity views/privacy; visual stepbacks to reduce building mass and reduce shadows; transition from taller to shorter buildings; and the introduction of angular planes;
  - iv) Building articulation and detailing, including: architectural style; preferred finishing materials; accesses and entrances; façade design; windows; roofs, gables, and dormers; porches and building projections; heritage building alterations/additions;

parking and garage location/design; and screening of parking and service areas/utilities;

- v) Street design, including: prevailing front yard landscaping; landscape/streetscape integration; private walkway/sidewalk connection; street tree planting; landscaped buffer/noise attenuation on major corridors; and *active transportation* network integration/connections including sidewalks and bicycle lanes;
  - vi) Community and commercial uses, including: site design and building orientation; built form, height, and massing; building articulation and detailing; parking location and design; and pathway and trail connections; and
  - vii) Greenspaces, including: accessible frontages and views from neighbourhood; landscape buffers around natural features/stormwater facilities; community gardens; and pathway and lighting design.
  - viii) Crime Prevention through Environmental Design, such as design approaches for natural surveillance, access control, and territoriality.
- q) Where Village or Hamlet Specific Design Guidelines are prepared by the County; they may be used simply as guidelines or may be implemented through the various tools available to the County.

## **C.2 Design Policies for Rural Lands and the Agricultural Area**

- a) Development on *Rural Lands* or within the Agriculture Areas will be in patterns and at densities that do not create *negative impacts* on the *Natural Heritage System* and do not compromise the pastoral qualities traditionally associated with the County's countryside.
- b) Limited opportunities for new *development* on *Rural Lands* and in *Agricultural Areas* will include consents, the development of second dwelling units, extensions to existing buildings, and other *development* that promotes the ongoing agricultural economy and resource-based tourism, while preserving the natural resources and the rural character of the County.
- c) Care will be taken to ensure the compatibility of new *development* with existing land uses, and to preserving the character of rural residential *development* as a lifestyle alternative to the more urban areas of the County.
- d) Rural commercial uses will be encouraged to locate in compact nodes, at centralized areas such as major road intersections, and grouped in such a manner that the surrounding rural landscape and scenic views are retained. Ribbon or strip commercial *development*, especially along the fringe areas close to the *Urban Centres*, and *Villages* shall not be permitted.
- e) New *development* on *Rural Lands* and within the *Agricultural Areas* shall consider the built form character of its rural location. Multiple building proposals will be developed in clusters, creating groups of buildings similar to historic Ontario farm developments. Tree planting will be encouraged to line driveways, and to shelter and buffer the building clusters.

- f) Council shall encourage conservation, retention and enhancement of significant heritage buildings, ruins, districts, landscapes, and archaeological features through effective community design.
- g) Council shall encourage the protection of public views and sightlines to significant cultural heritage resources.

### **Residential Buildings**

- h) Design for new residential *development* within *Rural Lands* and *Agricultural Areas* shall have regard for the following objectives:
  - i) Existing rural structures, trees, slopes, fence lines, hedgerows and natural features are incorporated/re-used;
  - ii) Treed buffers of diverse native species are provided between dwellings and the road;
  - iii) Dwellings are sited at the edges of fields or forests rather than in open fields, in order to reduce visual impact, to provide shelter from natural elements and to maintain open views and scenic areas;
  - iv) Driveways are located along hedgerows, walls or fences, or at edges of fields to lessen the development impact; and
  - v) Encourage that use of simple materials and finishes to reflect the character of rural architecture and complement the pastoral countryside.

### **Commercial Buildings**

- i) Design for new commercial buildings within *Rural Lands* and *Agricultural Areas* designations shall have regard for the following objectives:
  - i) New commercial buildings are compatible with the scale and form of buildings in their immediate vicinity, including those on adjacent properties and others within view;
  - ii) Buildings are clustered in an established building envelope, and not spread along the roads, with varying setbacks, well-landscaped areas between the structures and the roadways, preserving other portions of the property as open space;
  - iii) Parking is located to the rear or side in order to screen the parking lot from the roadway and to encourage attractive landscaping along the roadway frontage;
  - iv) Where possible, access to commercial clusters is from internal secondary roads or side-streets or limited to a single access point, to avoid traffic congestion and hazards; and
  - v) Signage and lighting do not overwhelm motorists or the surrounding rural context in terms of its size, quantity, and/or brightness.

## Design Guidelines

- j) The County may prepare design guidelines for commercial *development* in *Rural Lands* and/or *Agricultural Areas* to facilitate implementation of the policies of this Plan. These may address specific types of permitted uses, such as those related to the beverage alcohol industry, *agri-tourism*, and other resource-based businesses. They may also address elements such as commercial signage and lighting as part of the effort to protect viewsheds in the countryside and to promote road safety.

### C.3 Design Policies for Shore Lands

- a) In accordance with the land use policies for *Shore Lands*, these areas are intended to accommodate a mix of residential, commercial, and recreational uses, including second homes, cottages, and resorts, while protecting water resources and maintaining or creating public access to the shoreline.
- b) The visual impact of *development* is an important consideration in maintaining the character of *Shore Lands*. Disturbance on lots will be limited and minimized and the maximum amount of vegetation is to be retained on a lot. Vegetation will be maintained within a viewscape and along ridgelines. Additional natural buffering or screening may be provided as required to supplement existing vegetation along the shoreline. Design for new *development* in *Shore Lands* shall have regard for the following objectives:
  - i) The built form is blended into the natural landscape, with buildings and structures that maintain a low profile;
  - ii) Prominent buildings may be considered for resort commercial *development* if they are designed as landmarks and are in keeping with the building style and environment of the surrounding area;
  - iii) Natural shorelines are retained or restored;
  - iv) In a new *development* that would require the creation of lots, such as a cluster development, lot sizes respond to the natural landscape, topographic features and the character of the adjacent water body;
  - v) Rock faces, steep slopes and vistas are preserved and vegetation is maintained within viewscales and along ridge lines;
  - vi) Native species are used for planted buffers and where vegetation is being restored;
  - vii) Building mass and coverage are limited in relation to the size and frontage of the property and are in keeping with the character of the surrounding area;
  - viii) Lot lines follow existing features and terrain, and are configured so as to minimize conflicts between abutting properties, particularly at the shoreline; and
  - ix) Setbacks from roads are sufficient to provide and maintain a natural buffer between the *development* and the road, in order to maintain a vegetative character along the roads; however, the appropriate waterfront setback takes precedence when a lot has

insufficient depth to provide a buffer at both the shoreline and the road.

- c) Where *development* is of a scale that requires Draft Plan Approval, either for a subdivision or a condominium, the property shall be comprehensively planned in accordance with the policies of this Plan, and shall be required to incorporate public access to the water's edge and to include trails in suitable locations internally or at the periphery of the site. Further, these larger scale *developments* shall be designed to avoid the complete development and privatization of the shoreline with a single or multiple row of buildings or lots. Gaps for visual access to the water from land or to the countryside from the water shall be provided.
- d) Council shall encourage conservation, retention and enhancement of significant heritage buildings, ruins, districts, landscapes, and archaeological features through effective community design.
- e) Council shall encourage the protection of public views and sightlines to significant cultural heritage resources.

#### **Access**

- f) Primary access for new residential and commercial *development* in the *Shore Lands* designation shall only be from a public road.
- g) Limited *development* on *existing lots of record* and infilling lots may be permitted on an existing private road provided that no further extension of the private road is required, and that the existing private road has the capacity for additional traffic.
- h) The use of shared driveways is encouraged in the *Shore Lands* designation in order to reduce the number of private, individual entrance requirements.

### **C.4 Design Policies for Tourism Corridors**

- a) The visual impact of *development* is an important consideration in maintaining the character of *Tourism Corridors*. Disturbance on lots will be limited and minimized and the maximum amount of vegetation is to be retained on a lot. Vegetation will be maintained within a viewscape and along ridgelines. Additional natural buffering or screening may be, as required, provided to supplement existing vegetation along the corridor. Design for new *development* in *Tourism Corridors* shall have regard for the following objectives:
  - i) The built form is blended into the natural landscape, with buildings and structures that maintain a low profile;
  - ii) Prominent buildings may be considered for resort commercial *development* if they are designed as landmarks and are in keeping with the building style and environment of the surrounding area;
  - iii) In a new *development* that would require the creation of lots, such as a cluster development, lot sizes respond to the natural landscape, and topographic features;
  - iv) Rock faces, steep slopes and vistas are preserved and vegetation is maintained within viewscales and along ridge lines;



- v) Native species are used for planted buffers and where vegetation is being restored;
  - vi) Building mass and coverage are limited in relation to the size and frontage of the property and are in keeping with the character of the surrounding area;
  - vii) Lot lines follow existing features and terrain, and are configured so as to minimize conflicts between abutting properties; and,
  - viii) Setbacks from roads are sufficient to provide and maintain a natural buffer between the *development* and the road, in order to maintain a vegetative character along the roads; however, the appropriate waterfront setback takes precedence when a lot has insufficient depth to provide a buffer at both the shoreline and the road.
- b) Where *development* is of a scale that requires Draft Plan Approval, either for a subdivision or a condominium, the property shall be comprehensively planned in accordance with the policies of this Plan, and shall be required to incorporate public access to the water's edge and to include trails in suitable locations internally or at the periphery of the site. Further, these larger scale *developments* shall be designed to avoid the complete development and privatization of the corridor and shoreline with a single or multiple row of buildings or lots. Gaps for visual access to the water from land or to the countryside from the water shall be provided.

#### **Access**

- c) Primary access for new residential and commercial *development* in the *Tourism Corridors* designation shall only be from a public road.
- d) Limited *development* on *existing lots of record* and infilling lots may be permitted on an existing private road provided that no further extension of the private road is required, and that the existing private road has the capacity for additional traffic.
- e) The use of paired driveways is encouraged in the *Tourism Corridors* designation in order to reduce the number of private, individual entrance requirements.