

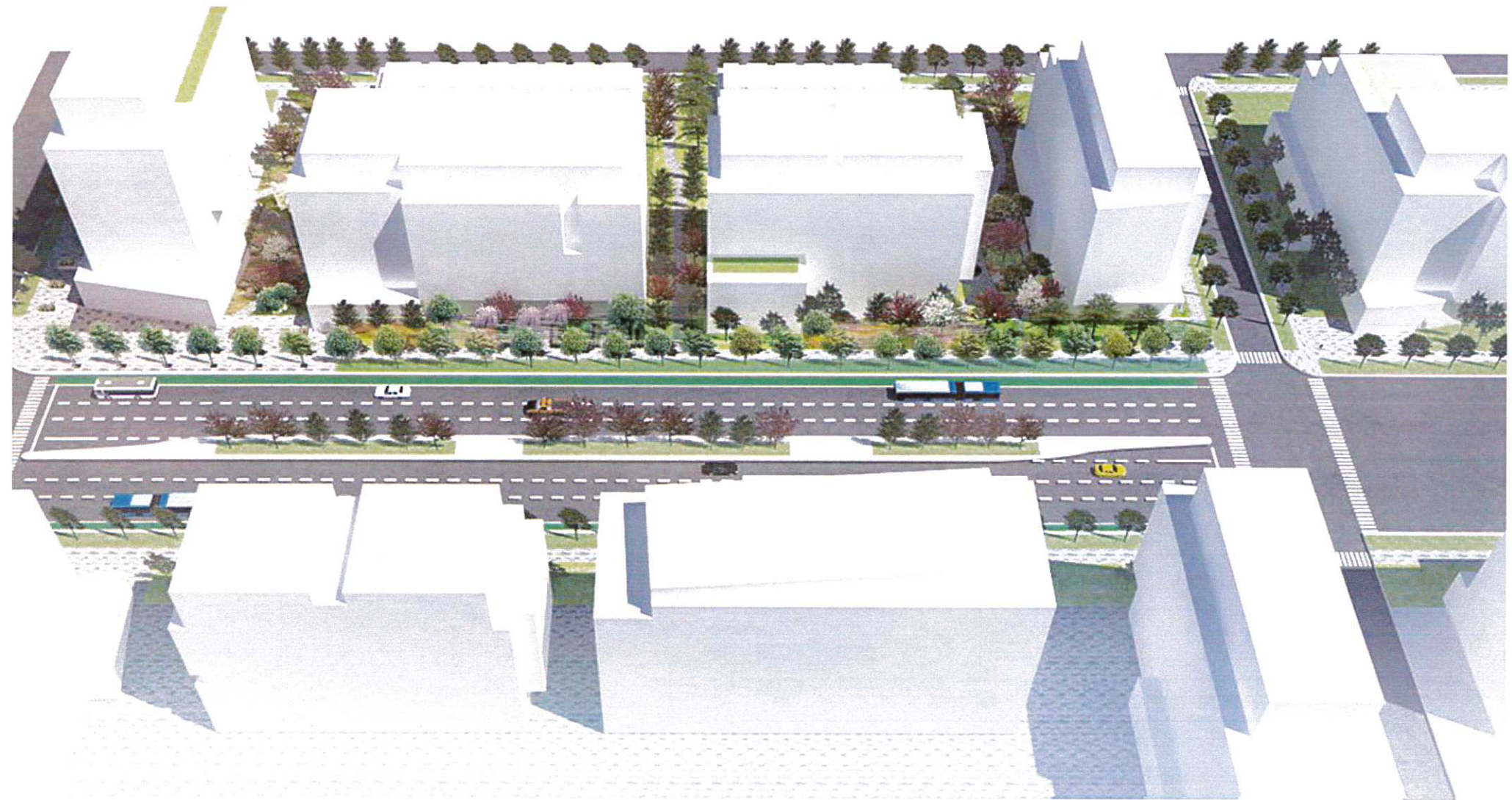
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COMMUNICATION  
CW (WS) - February 12/2018  
ITEM - 1

CITY OF VAUGHAN

# CITY-WIDE DESIGN GUIDELINES

COMMITTEE OF THE WHOLE WORKING SESSION

FEBRUARY 12, 2018



# PRESENTATION OVERVIEW

- ROLE OF THE GUIDELINES
- PROJECT PROCESS
- DESIGN PRIORITIES
- DOCUMENT OVERVIEW BY CHAPTER
- PHASING
- IMPLEMENTATION



# 1: ROLE OF THE GUIDELINES

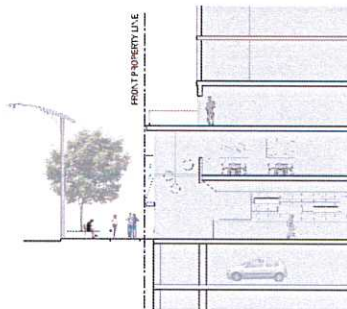
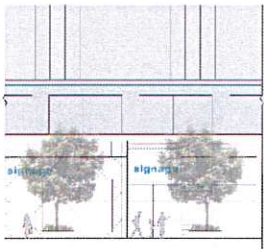
Urban Design Guidelines establish a consistent level of design excellence for new intensification and infill development throughout the City.



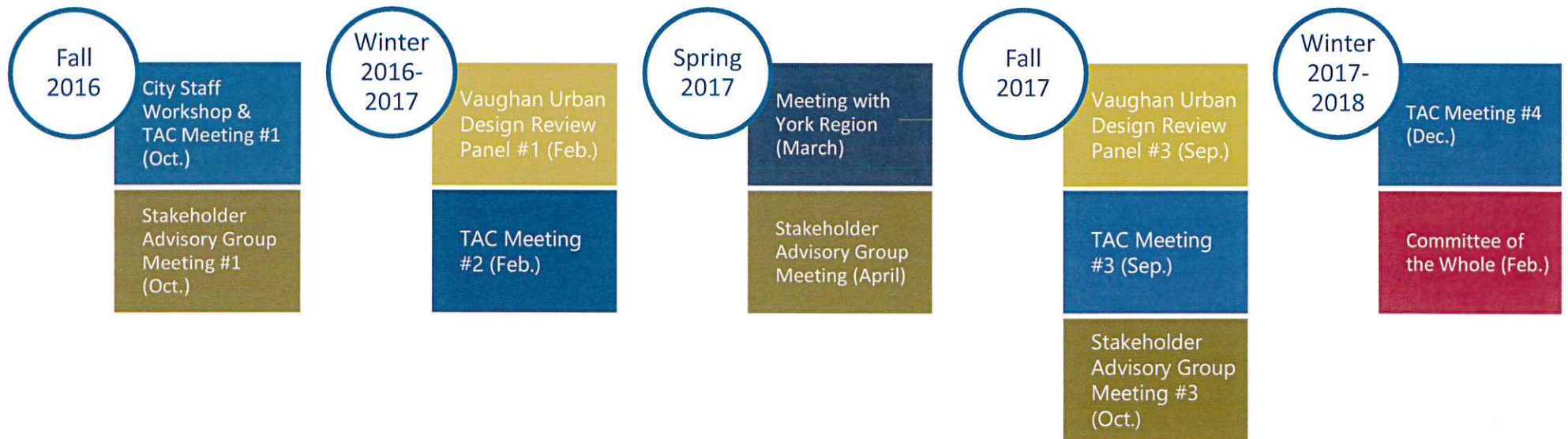
# 1: ROLE OF THE GUIDELINES



- Articulate objectives for placemaking and high quality urban design;
- Provide design objectives and Performance Standards for
  - building,
  - landscape and
  - site design; and
- Provide a clear set of expectations for City Staff, the public, and members of the development community, including developers, architects and landscape architects.



# 1: PROJECT PROCESS



# 2: DESIGN PRIORITIES



*Boyd Conservation Area (Image Credit: TRCA)*

## Priority 1

Enhance and Protect  
Vaughan's Natural Heritage  
Network



## Priority 2

Respond to Site Context



## Priority 3

A Well Scaled City as a  
Livable Environment for  
People

## 2: DESIGN PRIORITIES



### Priority 4

A Well-Connected Network that is Safe, Comfortable and Accessible



*KPMG Tower, Vaughan Metropolitan Centre (Image Credit: Diamond Schmitt Architects)*

### Priority 5

Promote High Quality Architecture



### Priority 6

Frame an Active Public Realm and Pedestrian Environment

## 2: KEY CONSIDERATIONS



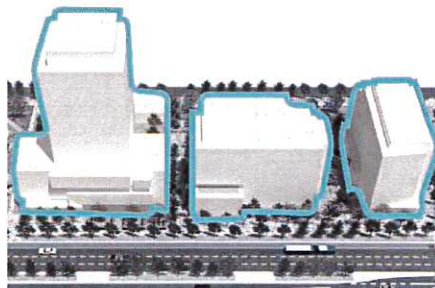
Accessibility & Sustainability



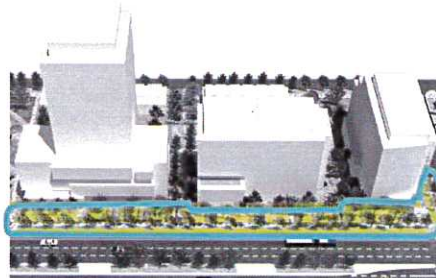
The Green Vaughan Approach

# 2: THE GREEN APPROACH

The Green Approach combines landscape and building performance standards to support urban variety, sustainable landscapes and design excellence in Vaughan.



**BUILDING FORM**



**ENHANCED  
LANDSCAPED  
BUFFER**

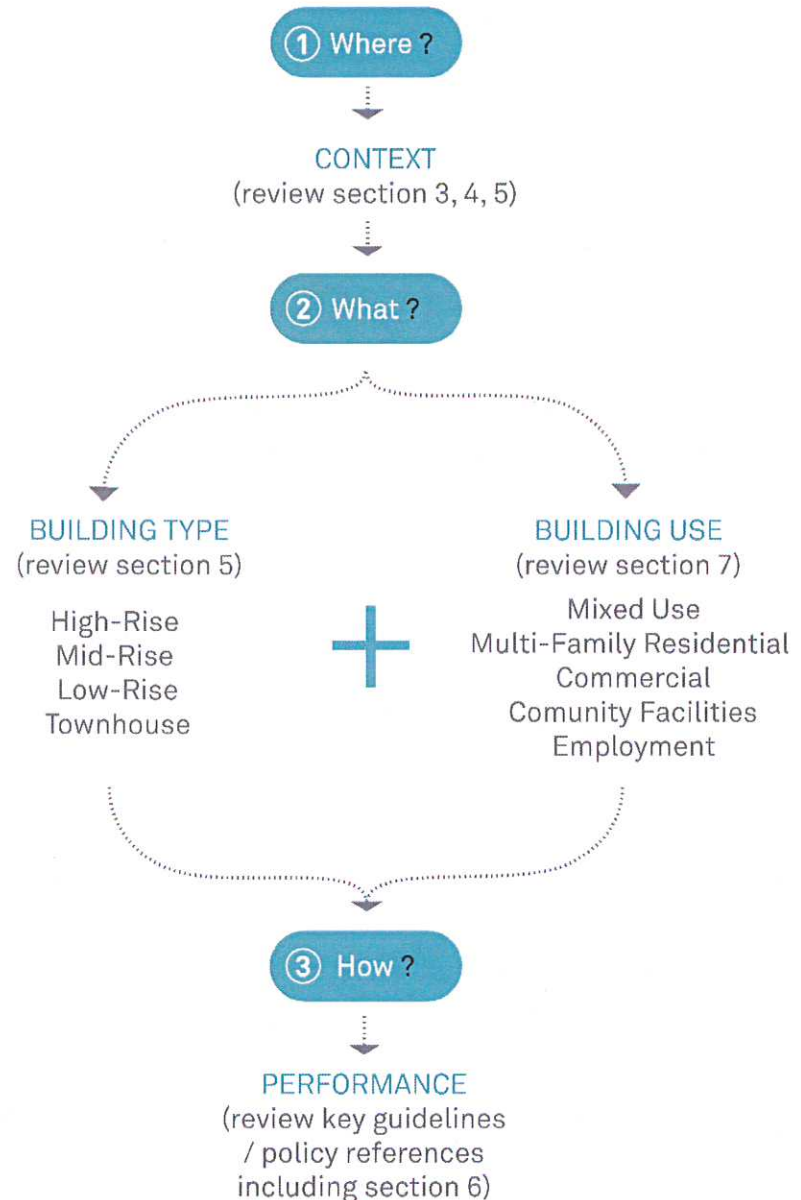


**GREEN  
APPROACH**

*Elements of the Green Approach*

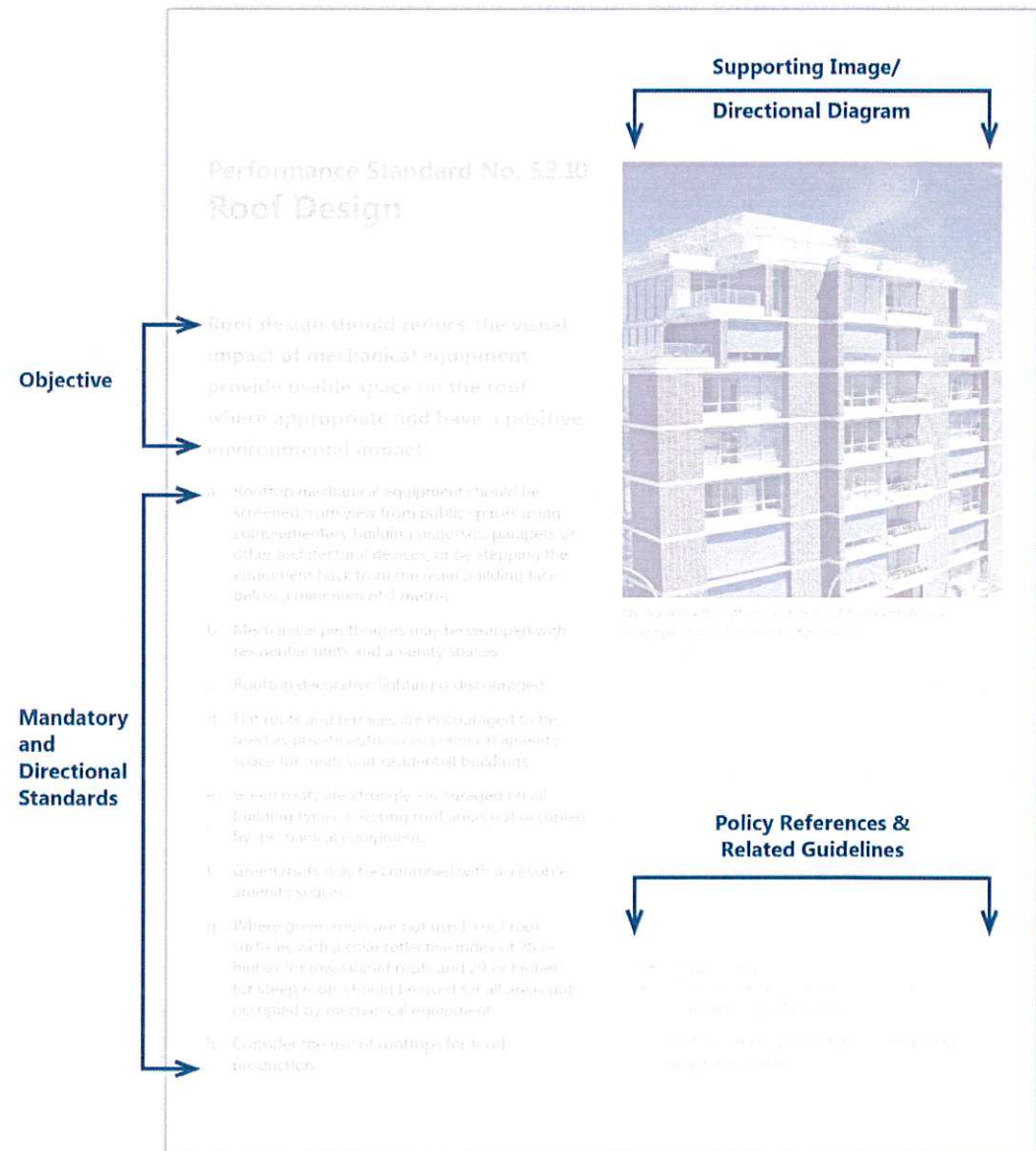
# 2: HOW TO USE THE DOCUMENT

The document is organized as a series of Performance Standards. Each Performance Standard contains an overall objective, along with detailed guidance to assist designers in achieving that objective.



# 2: HOW TO USE THE DOCUMENT

Performance Standards provide a design objective and supporting directional standards (or guidelines) that will help developers meet the objective. Informational diagrams and policy references should be reviewed.



# 2: HOW TO USE THE DOCUMENT

Performance Standard sections include:

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# 3: DEMONSTRATION PLANS

Demonstration plans to clearly implement the guidelines:

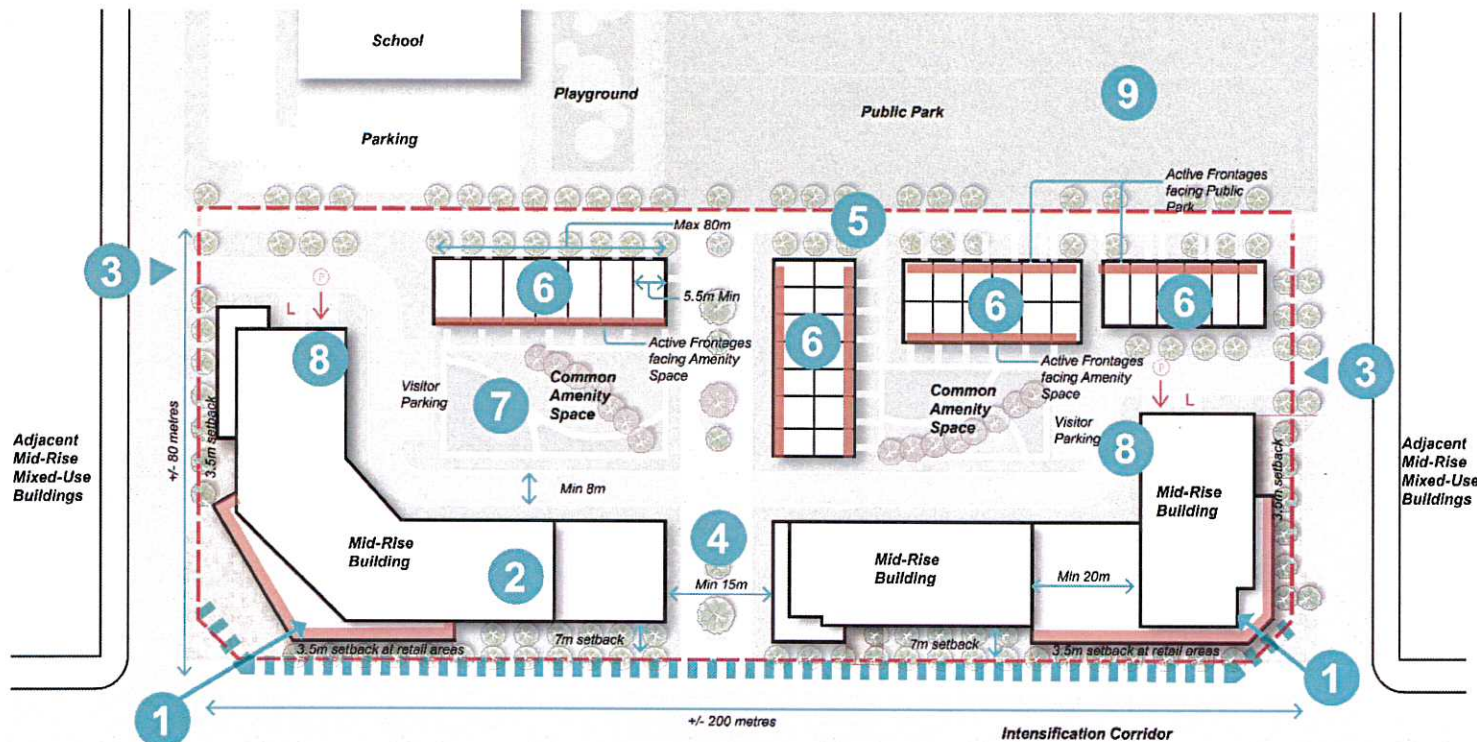
- Implementing the Green Approach
- Phased Intensification of a Retail Site with Mid-Rise Development
- Mid to Low-Rise Development Adjacent to a Park or School Site
- High and Mid-Rise, Mixed-Use Development with Employment and Residential
- Prestige Industrial / Employment Buildings
- Mixed Unit Type Townhouse Development



# 3: DEMONSTRATION PLANS

## Graphic Demonstration Plan with Dimensions for:

### Mixed-Use Sites



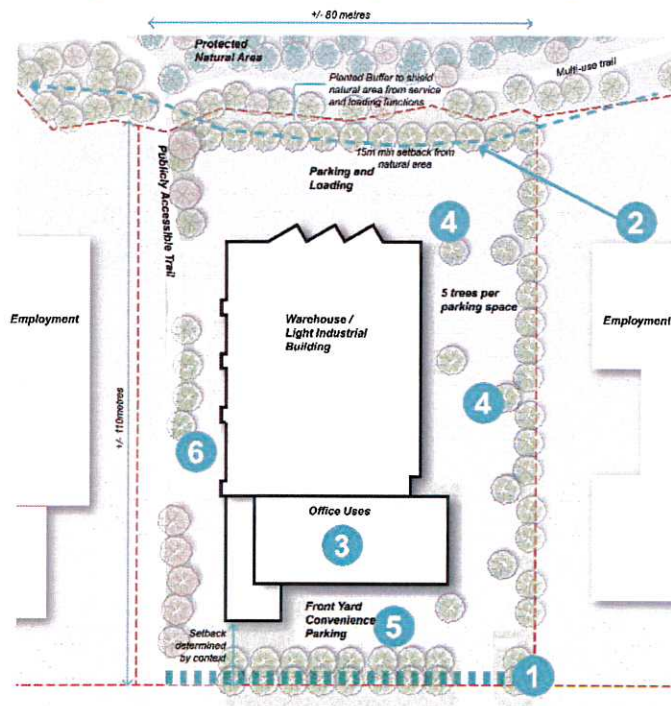
#### Design Principles:

- 1** Retail and commercial uses at the corner. Retail uses can encroach on the Green Approach Zone (highlighted with a dashed green line)
- 2** Mid-Rise Buildings frame the Regional Road / Intensification Corridor
- 3** Vehicular and Servicing Access drives are located along the minor streets
- 4** A 15m minimum mid-block connection is provided to break up the long block and connect the Regional Road to the parks and school to the north
- 5** Grade related uses are located along the park / tree-lined pathway
- 6** Low-Rise development is located along the northern edge of the site to transition to the sensitive uses to the north (within a 45° angular plane)
- 7** Low-Rise building frontages are oriented to activate open spaces. Back to back formats are used in areas where a double sided front is required. Primary facades are indicated with a solid orange line
- 8** Minimize vehicular traffic through the site by locating servicing and loading in close proximity to entrance roads.
- 9** Provide public access easements if the park is privately owned.

# 3: DEMONSTRATION PLANS

## Employment Sites

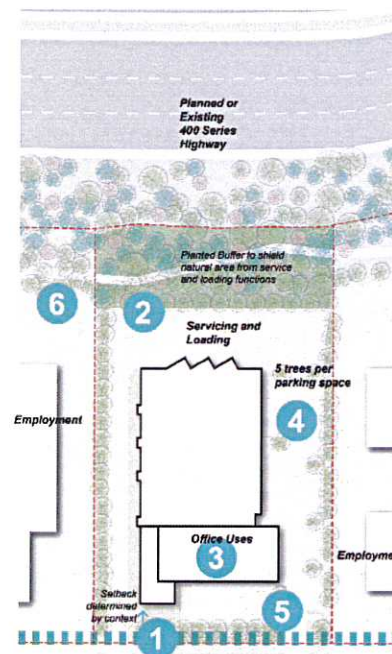
### Prestige Industrial / Employment Building



#### Design Principles:

- 1 In support of Vaughan's Green Approach, the front yard setback area (width to be determined through the review of the surrounding context) is landscaped with a high quality landscaped buffer that supports pollinators and on-site storm water management techniques (highlighted with a dashed green line).
- 2 A large setback from the existing natural heritage feature (as determined by the City and Conservation Authority) is maintained with walking trail connections as appropriate.
- 3 Office uses face the street to ensure active building areas front onto the street, as well as to provide easy wayfinding on the site. Warehouse uses are located at back of the property.
- 4 Parking is located at the side of the property and is visually screened from the street.
- 5 Some front yard convenience parking can be provided with an upgraded landscape design. Servicing and loading is provided at the back of the property, away from the street.
- 6 An open space is provided for staff along the property line and connects the street to the natural feature at the back.

### Prestige Industrial / Employment Building on to a 400 Series Highway - Naturalized Buffer

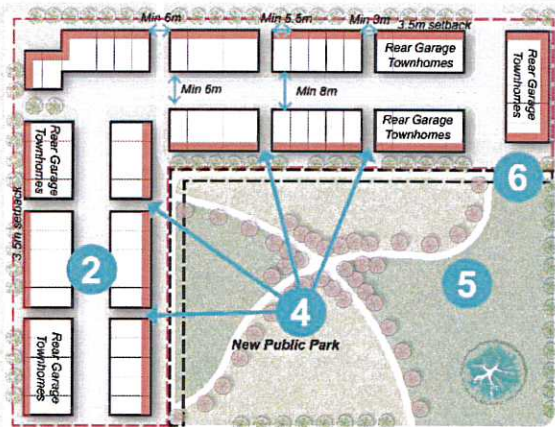


#### Design Principles:

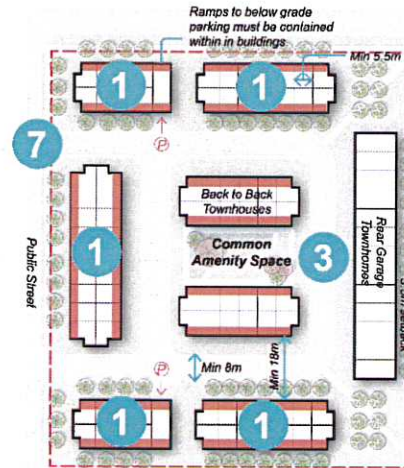
- 1 In support of Vaughan's Green Approach the front yard setback area (width to be determined through the review of the surrounding context) is landscaped with a high quality landscaped buffer that supports pollinators and on-site storm water management techniques (highlighted with a dashed green line).
- 2 Loading, storage and services area are buffered from view by a 20m naturalized setback from the existing or planned 400 Series Highway. Planting includes a mix of deciduous and coniferous trees.
- 3 Office uses face the street to ensure that active building areas front onto the street, and to provide easy wayfinding on the site.
- 4 Parking is located at the side of the property and is visually screened from the street.
- 5 Some front yard convenience parking can be provided with an upgraded landscape design. Servicing and loading is provided at the back of the property away from the street.
- 6 The planted buffer area can be the site of a future trail network to help improve upon connectivity and create additional recreation opportunities.

# 3: DEMONSTRATION PLANS

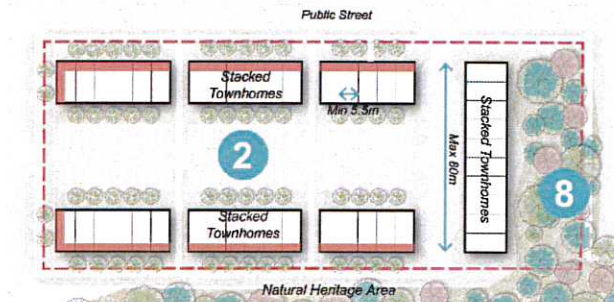
## Mixed-Unit Townhouse Sites



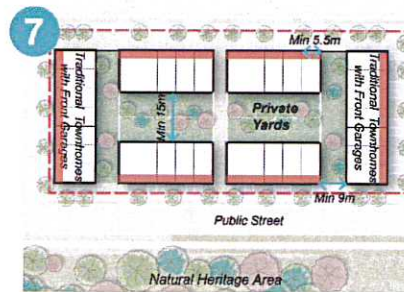
Rear Garage Townhouses with New Public Park



Back to Back Townhouses and Rear Garage Townhouses



Stacked Townhouses



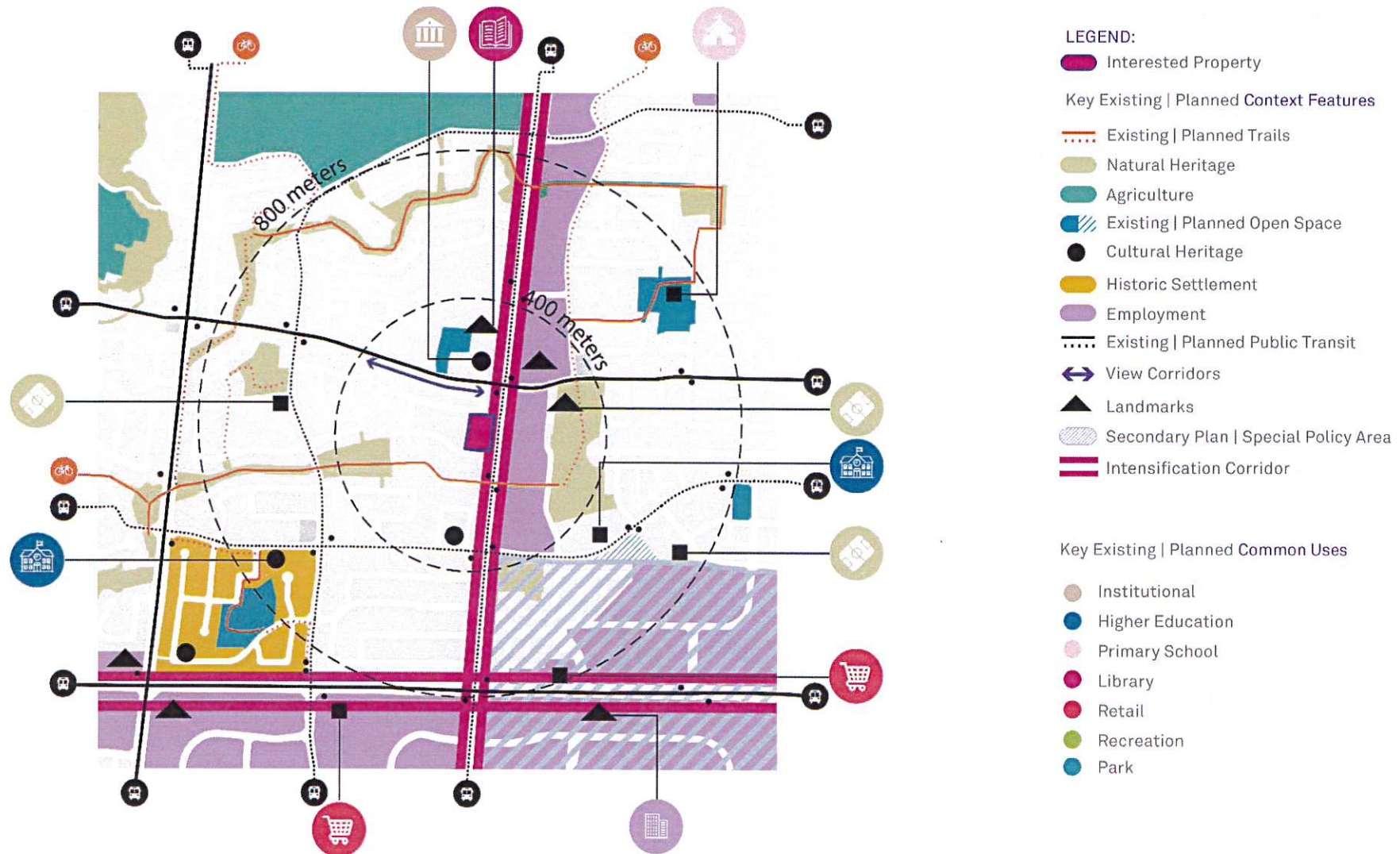
Traditional Townhouses with Front Garages

### Design Principles:

- 1 Back-to-back townhouses are located along the property line facing the street with underground parking.
- 2 Town houses with garages accessed from a rear lane frame the edge of the park, the natural heritage corridor, and the adjacent streets.
- 3 A private road extends the streetscape seamlessly into the townhouse block including sidewalks, tree planting and active streets with windows and front yards facing the private street.
- 4 Mid-block connections break up large sites and ensure that the area is well connected for pedestrians and cyclists.
- 5 The new public park is framed by a strong street wall on two sides and roads on two sides with no back lotting. Where feasible, parks should achieve 50% public street frontage.
- 6 A 6 metre servicing access block should be provided to address private access, lighting, landscaping, stormwater requirements, low impact development, or any other servicing required for the development block and shall be designated in consultation with Engineering and Operations.
- 7 A network of public streets breaks the development into accessible and appropriately scaled blocks.
- 8 Existing natural areas are connected through the development parcels and reinforced with strong connections to a new central park space.

# 4: SITE CONTEXT

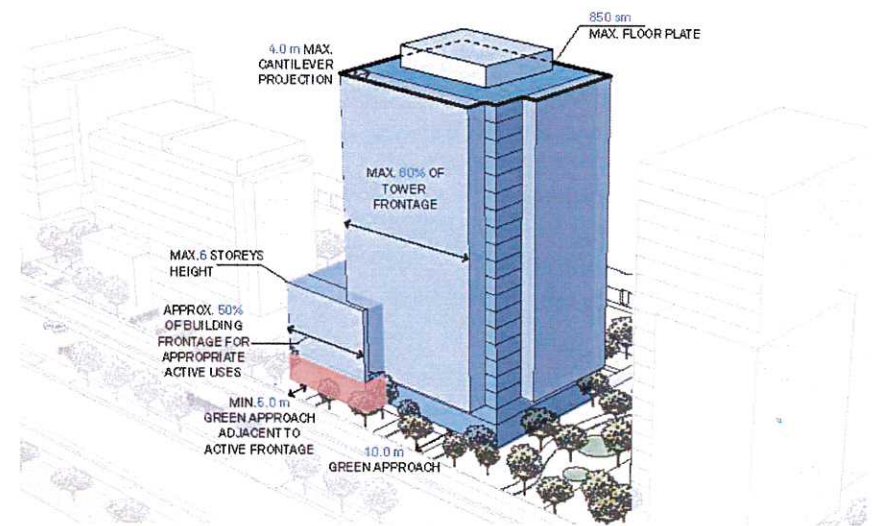
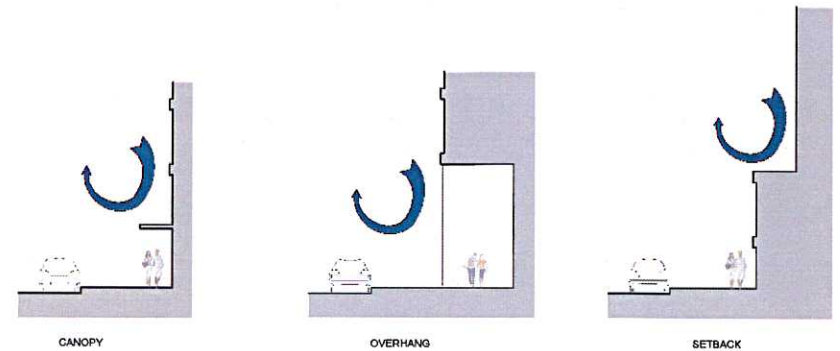
## Context Analysis & Methodology / Urban Design Rationale



# 5: SITE & BUILDING PERFORMANCE STANDARDS

## Key Directions:

- For high and mid-rise buildings there are Performance Standards on Intensification Corridors vs. Non-Intensification Corridors
- Integration of the Green Approach
- Encouraging Design Diversity
- An Incremental Approach to Encouraging Retail at Grade



# 5: SITE & BUILDING PERFORMANCE STANDARDS

## Performance Standard No. 5.2.11 Mid-Block Connections/Mews

**Mid-block connections/mews are important threshold spaces. They provide finer-grain connectivity within a neighbourhood and should be designed to provide connections between buildings and to adjacent properties within a development block. These spaces typically do not include programmatic uses aside from a pedestrian, cyclist and/or vehicular connection with landscaped edges.**

- Mid-block connections/mews should provide landscaped zones on each side that buffer the pathway from the adjacent buildings and uses as required.
- The pathway should not be contained between high solid fences. A low wall or fence may be appropriate between the mid-block connection and residential uses.
- Appropriate lighting and wayfinding signage should be incorporated.
- Mid-block connections/mews should connect to trails or sidewalks on either end and should include signage or provide other cues that it is a public connection. They should be barrier free and visible from the sidewalk.
- Vehicular connections that act as mid-block connections should be designed to appear public in character and must include a pedestrian sidewalk or trail and landscape. Mid-block connections/mews

usually have the same level hierarchy for all modes of transportation, functioning like flexible streets.

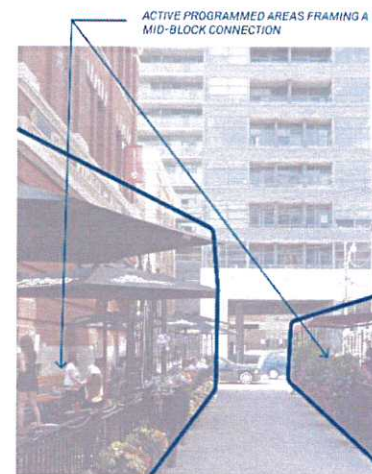
- Grade-level commercial building uses are encouraged to wrap around the building to address the mid-block connection. Spill-out spaces can be considered where appropriate.
- Blank walls fronting onto mews are discouraged. Active frontages should address the mid-block connection.
- To gain entry into significant public amenities, the City may require that mid-block connections and pedestrian mews meet requirements to become Privately Owned Publicly-Accessible Spaces. The City may also require a public access easement within private mid-block connections and pedestrian mews.

### Key Dimensions:

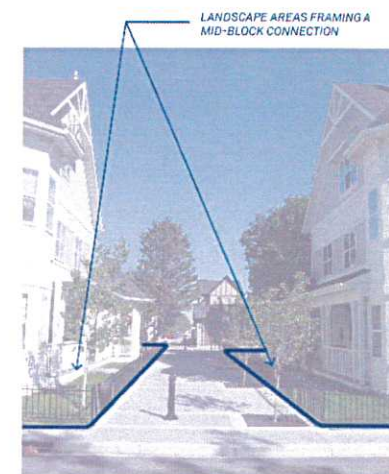
- Mid-block connections/mews should be located centrally in blocks that are longer than 200 metres in length.
- Sidewalks and pedestrian pathways should be a minimum of 2.0 metres in width and should remain clear of snow and debris year-round.
- Multi-use trails used for both cycling and walking should be a minimum of 3.0 metres and remain clear of snow and debris year-round.

### Key guidelines:

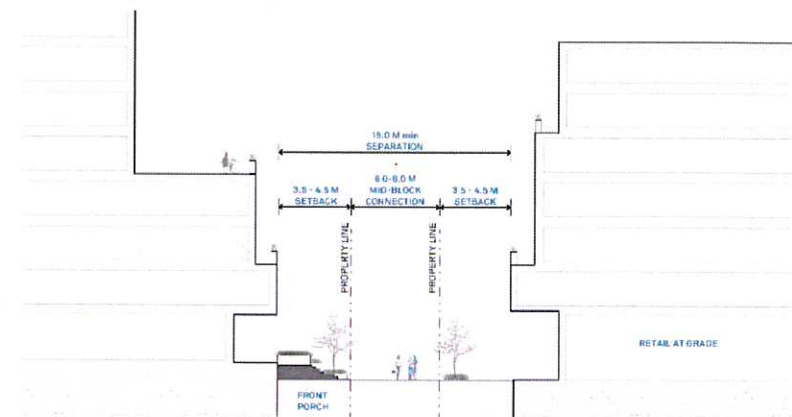
- Performance Standard 4.3.1 Streets and Blocks
- Performance Standard 5.2.12 Pedestrian and Cycling Connections
- Performance Standard 5.3.7 Separation Distances
- Performance Standard 6.2.8 Privately Owned Publicly-Accessible Spaces (POPS)



Active uses may wrap around the building to address the mid-block connection. (Image Credit: Brook McIlroy)



Mid-block connection with adjacent landscape and a pathway between groupings of townhouses. (Image Credit: Brook McIlroy)



Pedestrian mews between buildings with active frontages and ground floor residential entrances. See Performance Standard 5.3.7 for separation distances between buildings above the 6th storey.

# 6: LANDSCAPE TYPOLOGIES

Approach to Landscape Design for the Green Approach:

City Wide – Targeting a 3.5m landscape buffer (hard or soft landscaping)

Intensification Corridors – Targeting a 7- 10m landscape buffer (hard or soft)



# 6: LANDSCAPE TYPOLOGIES

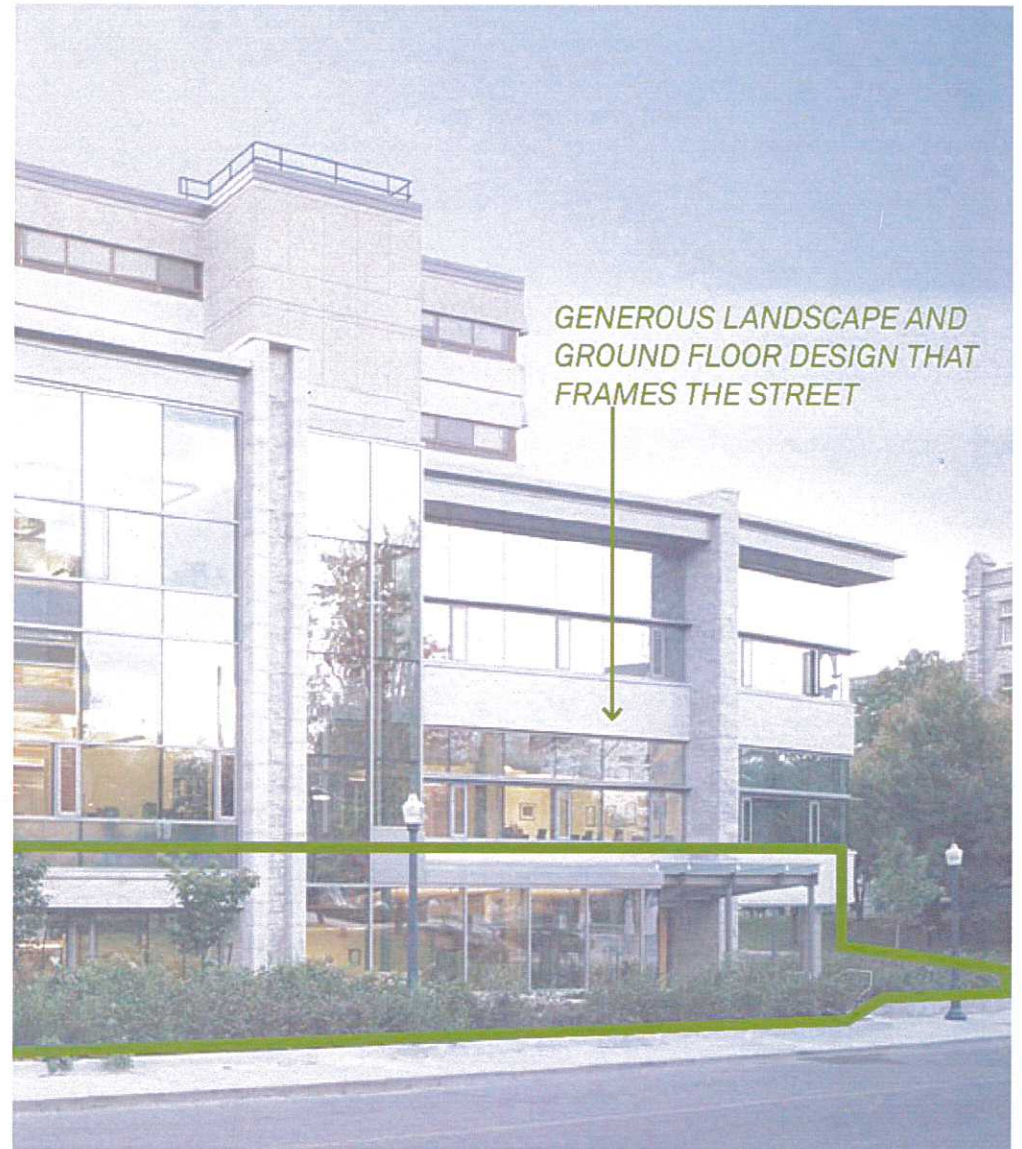
## Approach to Landscape Design for Common Amenity Spaces:

- Private Grade Related Amenity Spaces + Courtyards
- Rooftop Amenity Spaces
- Internalized Courtyards
- Urban Squares
- Gardens
- Publicly Accessible Interiors
- Privately Owned Publicly-Accessible Spaces (POPS)



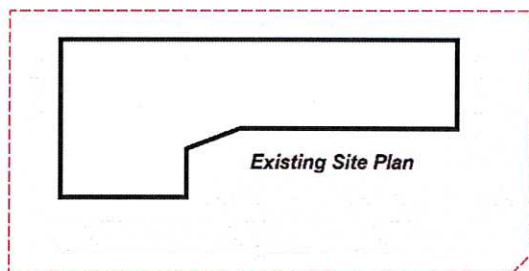
# 7: BUILDING USES

- Mixed-Use Buildings
- Residential Multi-Family Buildings
- Retail/Commercial
- Community Facilities
- Employment
- Retail/Commercial
- Community Facilities
- Employment

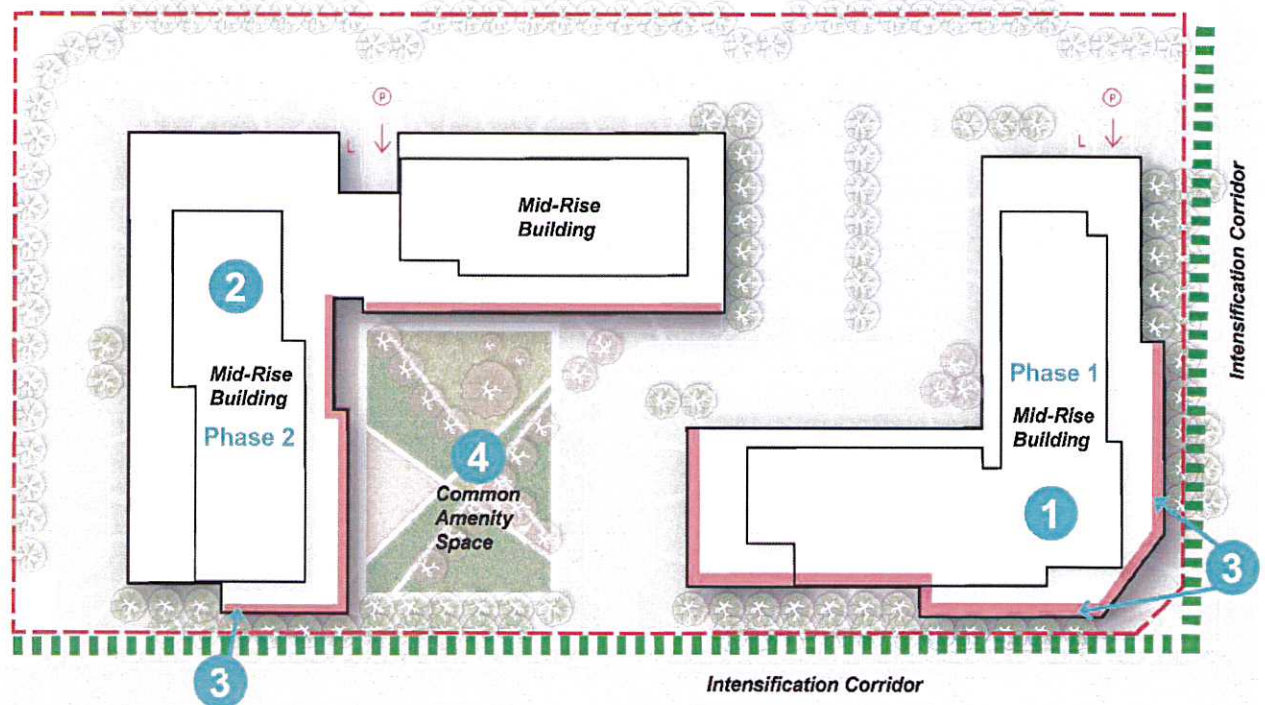


# 8: PHASING

Subdivision and Site Plan Applications with phased construction must submit a detailed phasing plan. Phasing plans must articulate a clear architectural and design vision and describe a strategy for public and private realm elements in text and in drawings.



- 1 Phase 1 Project - new Mid-Rise residential above retail
- 2 Phase 2 Project - new Mid-Rise residential above retail
- 3 Bring retail frontages closer to the street and the corner maintain a widened open space area with a double row of trees within the Green Approach Zone (highlighted with a dashed green line)
- 4 In Phase 2, as surface parking transitions to structured below grade parking, replace existing parking with a new central plaza framed by retail on three sides



# IMPLEMENTATION

## **Additional Resources:**

1. Urban Design Brief – Terms of Reference
2. Urban Design Checklist (Including Sustainability Metrics)
3. Technical Volume 2
  - Terms of Reference for Wind Studies
  - Terms of Reference for Sun/Shadow Studies
  - Urban Design Tree Replacement Requirements
  - Bird Safe Design Guidelines
  - Woodland Edge Management Plan Terms of Reference
  - Sustainability Performance Metrics
  - Engineering Design Criteria
  - City-Wide Streetscape Implementation Manual
  - Terms of Reference for Urban Design Briefs
  - Urban Design Detail Library
  - Tree Protection Protocol

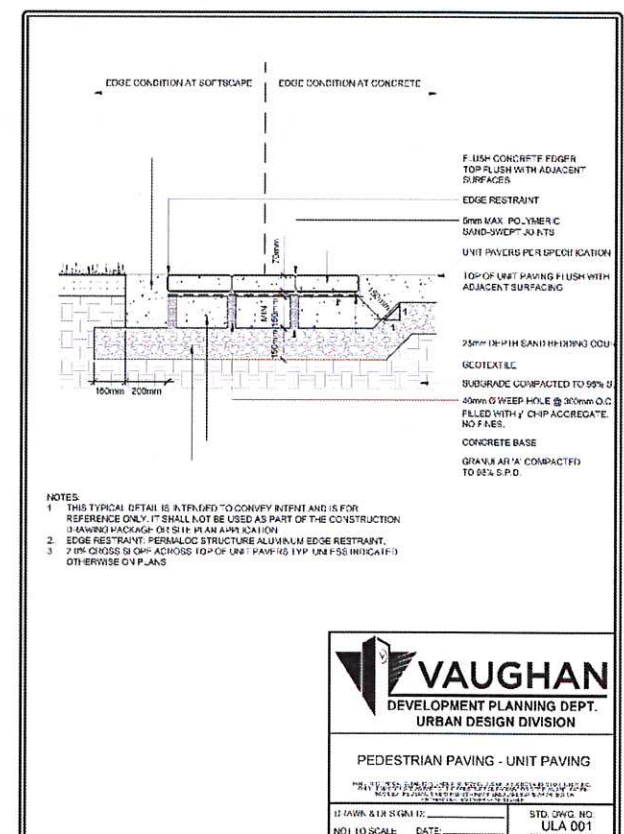
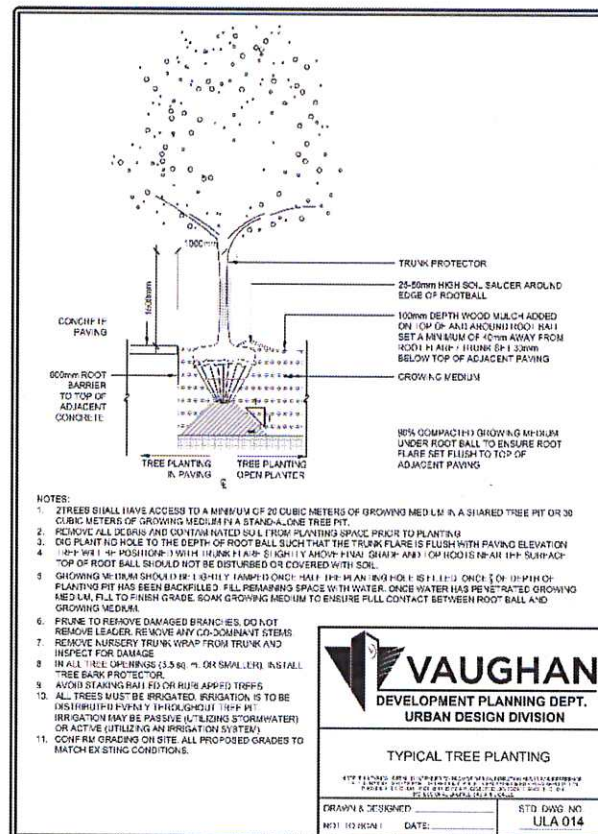
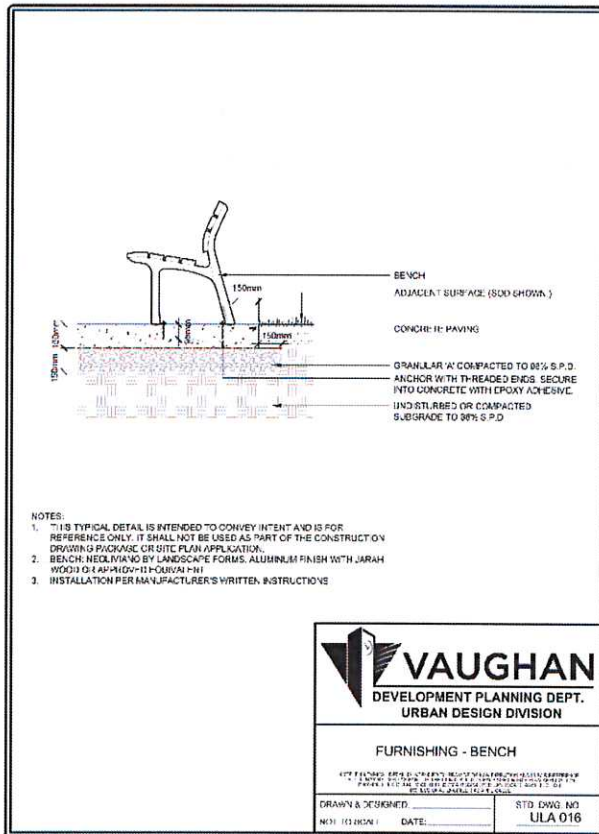
# TECHNICAL VOLUME 2 DETAILS

New online resources for:

## Street Furniture

## Planting

## Paving



# DISCUSSION / QUESTIONS