

An architectural rendering of a modern urban street scene. In the background, a tall, slender skyscraper with a glass facade rises against a blue sky with wispy clouds. In the foreground, a multi-story building with a distinctive red, perforated metal facade and curved balconies is visible. The street is wide and paved, with a dedicated bicycle lane on the left. A silver car is driving in the lane, and several people are riding bicycles. On the right, a wide pedestrian walkway is lined with young trees and modern planters. People are walking and sitting on a bench. The overall atmosphere is bright and active.

Vaughan Metropolitan Centre Urban Design Guidelines

January 2016

Acknowledgments

The Vaughan Metropolitan Centre Urban Design Guidelines has been developed through a collaborative process that included both landowners and developers as well as City and Regional staff, together with relevant stakeholders.

It is a living document that will keep evolving over time in order to capture the lessons being learned in the process and continue incorporating new input from stakeholders.

The City and consultant team would like to thank those involved in the process for their commitment to make this document a practical and useful tool to guide design discussions throughout the implementation of the VMC vision.

City of Vaughan

Participating Stakeholders

Landowners

The project team thanks the stakeholders involved in the process for their invaluable input.

Agencies

- The Province of Ontario Ministry of Transportation
- The Province of Ontario Ministry of Infrastructure
- The Regional Municipality of York
- PowerStream
- York Region Rapid Transit Corporation (vivaNext)
- Toronto Transit Commission
- Toronto and Region Conservation Authority
- York Region District School Board
- York Region Catholic School Board

Consultants

SvN commenced this document in September 2014.

The final draft will be presented to the VMC Subcommittee in November 2015.

Project Team

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How to Use This Document

These guidelines provide a toolkit to guide the new development that is anticipated for the Vaughan Metropolitan Centre (VMC) in future years.

This document further elaborates the urban vision set by the VMC Secondary Plan and aims to serve as a practical user friendly reference manual for all parties engaged in development projects within the VMC area. This will be a living document that will evolve over time through various development phases of the VMC.

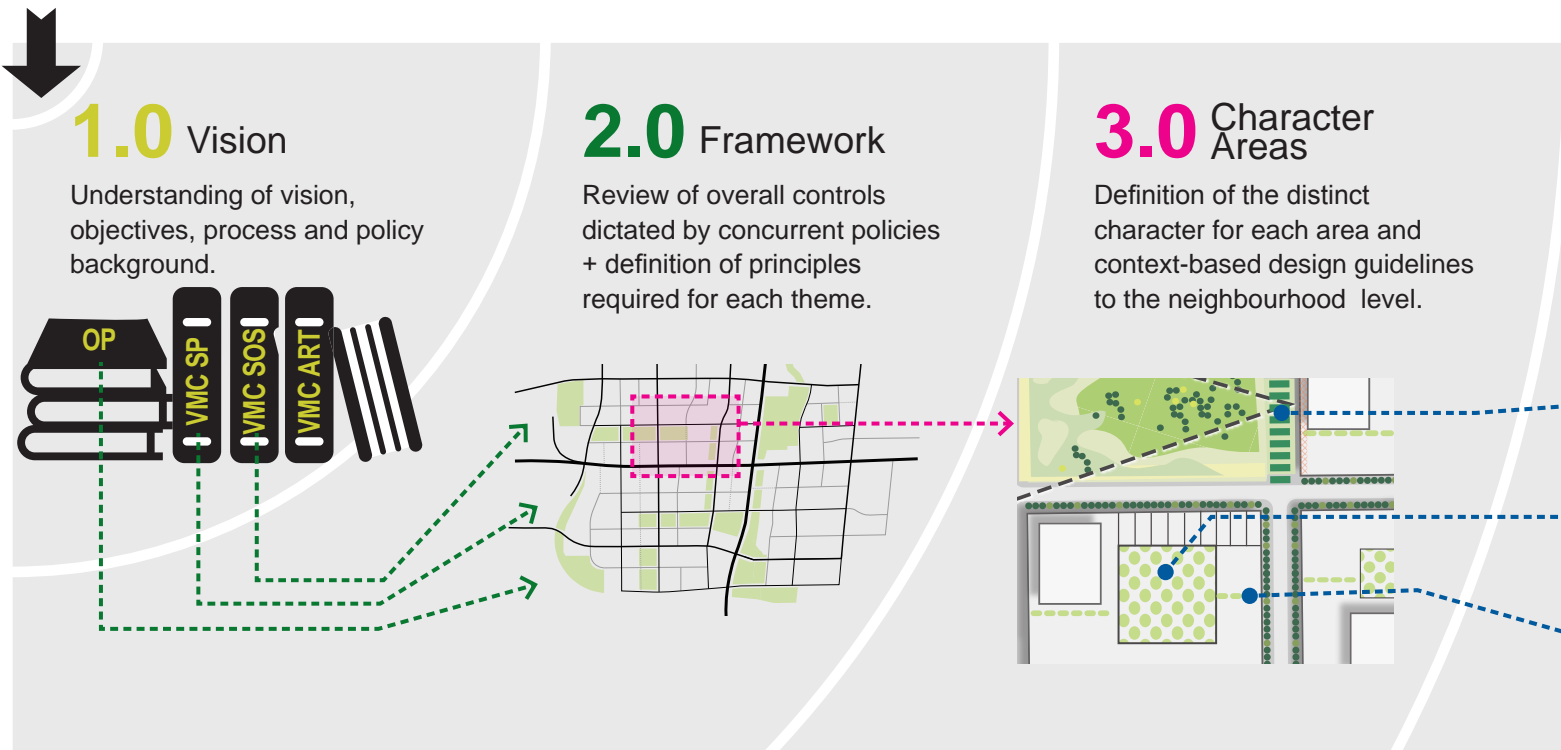
The intent of the document is to guide readers from the high-level principles of the entire VMC plan to specific design considerations for elements of progressive scale: neighbourhood, block, building, architectural components, etc. While based on best practice standards, this document has been structured through a principle based approach to encourage creativity and recognize the need to provide some flexibility for site specific issues.

The urban design guidelines will provide direction and guide the City's review of site specific applications within the VMC, but shall not be interpreted as additional policies to the Secondary Plan. As explained in section 7.1, these guidelines are principle-based and part of the VMC placemaking framework; in the event of conflict, the VMC Secondary Plan policies will prevail over these guidelines.

Consequently, the document is divided into 7 sections plus appendices: Vision, Framework, Character Areas, Urban Typologies, Typical Blocks, Design Guidelines, and Implementation and Phasing.

The colour attributed to each section shall be consistent throughout the document, and all colour-coded annotations shall guide the reader to the corresponding subsection being referred to.

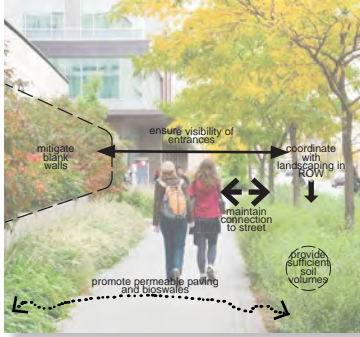
YOU ARE HERE



Structure of the guidelines

Annotated Elements

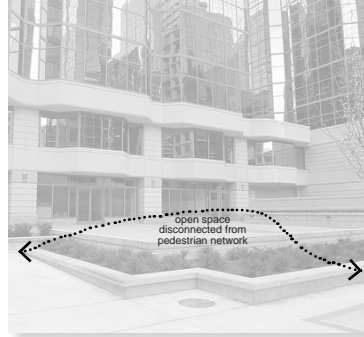
Annotations over images identify best practices illustrated by the precedent.



This callout type brings quotations from concurrent policies that set the vision for that specific matter.

SUPPORTING DOCUMENT HIGHLIGHT
 "Connect privately owned publicly-accessible open spaces with the public realm network. As the downtown develops over time, these spaces will form a network of downtown open spaces layered onto the public realm network. Typically smaller in scale than public parks, visible connections to public streets invite public access" (Draft VMC Streetscape and Open Space Plan 4.2)

Grayscale images denote example of projects not compliant with the guidelines provided in this document.



This callout type highlights main performance targets for the section.

XX% of active uses fronting parks

Annotated letters on diagrams within Section 4.0 Urban Typologies refer to the corresponding guideline.



This callout type recaps sustainability standards that apply to the related section.

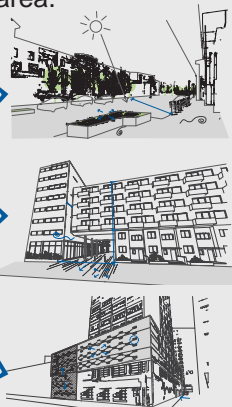


This callout type directs the reader to the related section.



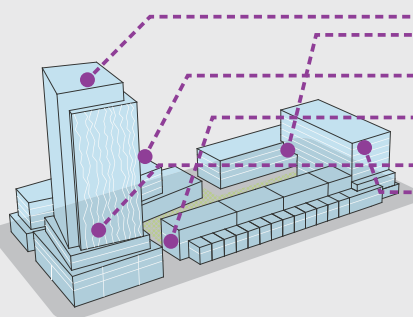
4.0 Urban Typologies

Design standards and targets specific to each urban typology permitted in the area.



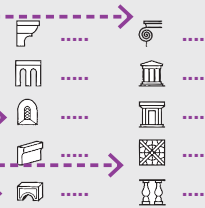
5.0 Typical Blocks

Illustrations of potential block scenarios that may be developed following the policies and guidelines.



6.0 Design Guidelines

Specifications for components across building typologies, material definition and site elements.



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1.0 Vision

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1.1 Intent of This Document

The Urban Design Guidelines (to be referred to as “the Guidelines”) is, first and foremost, a ‘place-making’ document. It is intended to facilitate the implementation of the VMC by setting clear expectations that may be relied upon not only by City staff, but also by landowners and developers, along with their designers and consultants. The Guidelines are a working document that shall evolve and be reviewed as the VMC develops over time.

Study Area

The Guidelines apply directly to the Vaughan Metropolitan Centre boundaries (illustrated on Figure 2, to the right). This includes the Urban Growth Centre and the former Vaughan Corporate Centre (VCC) Node. While not covered in the detailed Framework Plans and Character Areas, the Guidelines shall also provide guidance for any properties within the broader VCC District in advance of the development of a Secondary Plan for that area.

Related Studies and Documents

The Guidelines are to be read in conjunction with related documents that include the VMC Secondary Plan, the VMC Streetscape and Open Space Plan (SOS Plan), and the VMC Culture and Public Art Framework.

The VMC Secondary Plan governs the entire district and establishes the overall vision for creating a vibrant, mixed-use community centred around transit. It includes the overarching policies that govern development and growth in the VMC, sets out the primary streets and blocks network, and also includes specific targets for gross density and built form.

Additional refinement and detail is provided to the VMC Secondary Plan through the SOS Plan and the Guidelines enclosed.

The SOS Plan establishes clear guidelines for public streets (including mews and arterial roads such as Avenue 7*) and open spaces (such as local parks and Black Creek), as illustrated in the diagram below.

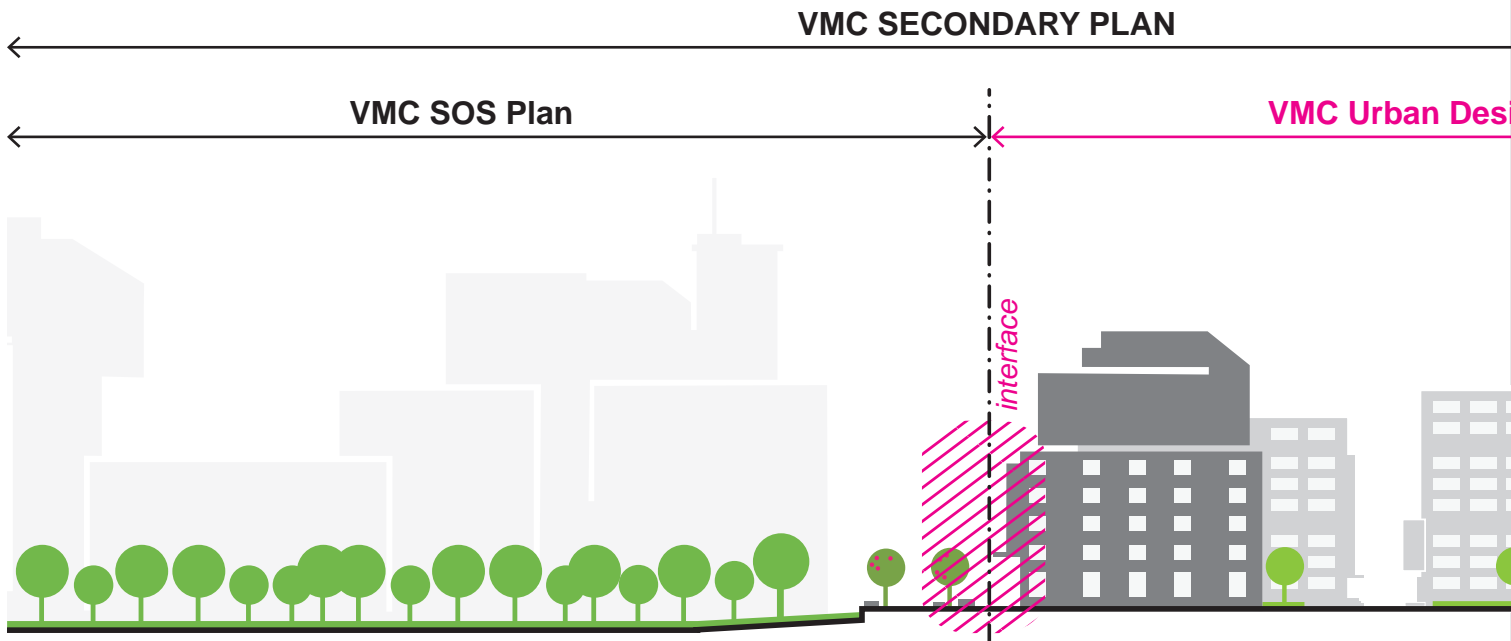


Figure 1. Illustration of governance of different VMC documents

* Highway 7, hereafter referred to as Avenue 7 to reflect the vision for the urban design character specific to the VMC. This document is not suggesting that the Region of York rebrand the street.

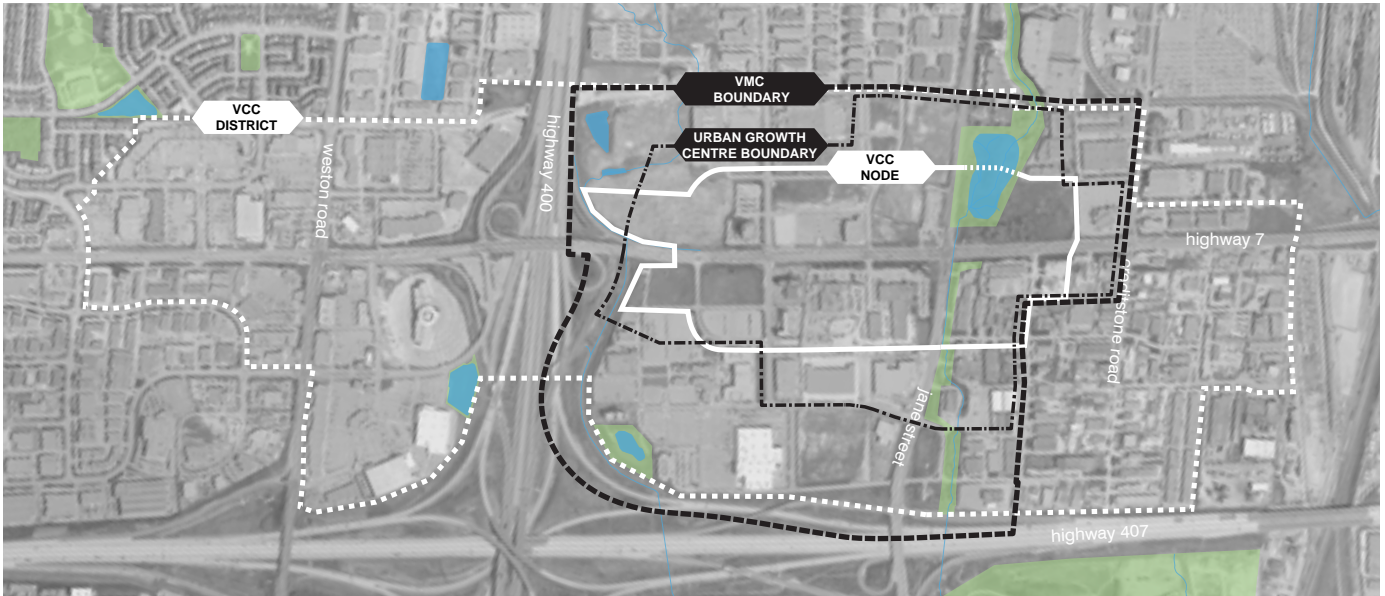
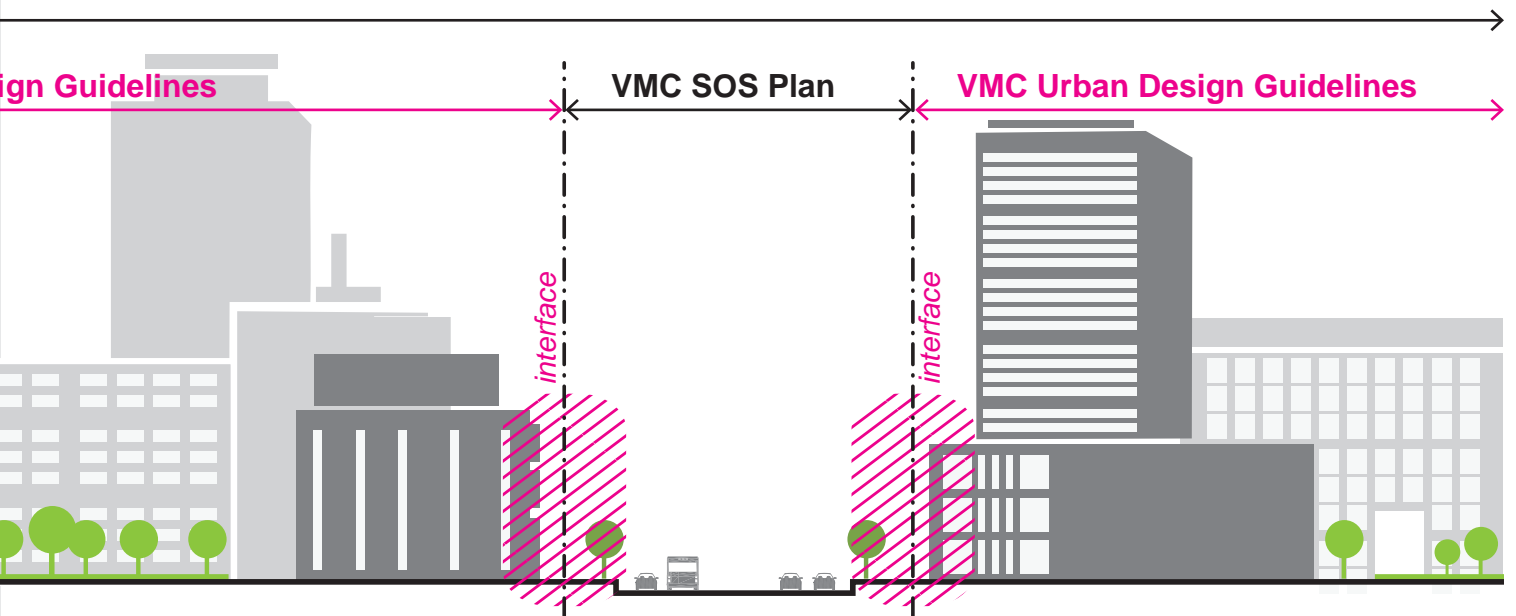


Figure 2. Overlay of study areas for different VMC documents



The Guidelines, in turn, govern the private realm including buildings, privately-owned open spaces, and mid-block connections.

The two documents interface at the boundaries between public and private, as illustrated in the diagram on the previous page.

The Culture and Public Art Framework shall define early placemaking opportunities and programming options to create a social and cultural presence in the VMC in early phases to generate interest and civic pride.

Collaborative Process

The Guidelines were developed through a collaborative process that included both landowners and developers as well as City and Regional staff, together with relevant stakeholders. It is intended to be the 'go-to manual' for urban design issues used by both applicants and their designers, as well as City staff responsible for review and approval. By clarifying expectations and setting clear objectives, the Guidelines are intended to expedite

the review process for development applications and facilitate implementation of the VMC vision.

Focus

The success in implementing the vision of the VMC shall lie in the ability to deliver the types of finer-grain built form and land-use integration found in existing vibrant 'creative' neighbourhoods (see Figure 3).

Its focus shall be on elaborating the mid-block connections, privately-owned publicly-accessible open spaces, thresholds, and urban typologies that augment the framework established in the VMC Secondary Plan. The vision of the VMC shall strive for the performance of what a 'creative' neighbourhood exhibits to enable a greater concentration of uses within the area.

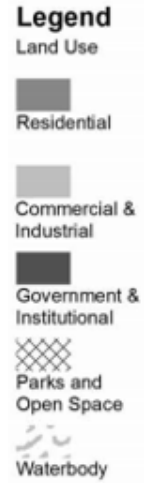
“ Talented people want to work and live in urban places that are walkable, bike-able, connected by transit, and hyper-cafeinated¹. ”

“ Over the last three decades, about 100,000 more people began commuting into Toronto's downtown each morning, but the number of drivers has remained relatively static...new commuters are working the jobs that are fuelling the city's economic growth, and they're taking public transit and, increasingly, walking and cycling to get to work. The trend will continue...and even further underscores the need to focus our efforts on creating efficient, sustainable transportation options. ”

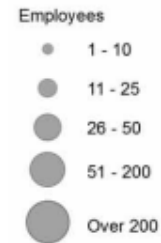
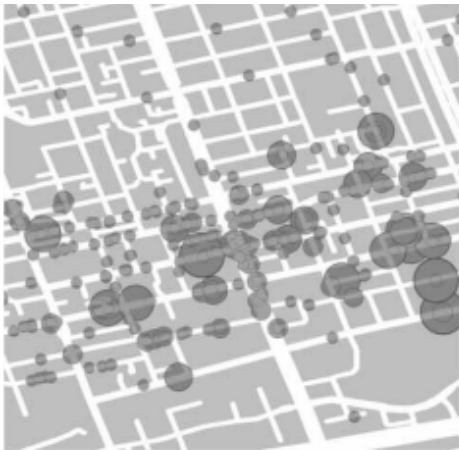
Katz, Bruce, Wagner, Julie. "What a City Needs to Foster Innovation." Brookings. 16 January 2014. Web. <<http://www.brookings.edu/research/opinions/2014/01/16-city-innovation-cafes-bike-lanes-3d-printers>>

'Creative' Neighbourhood
King & Queen West, Toronto

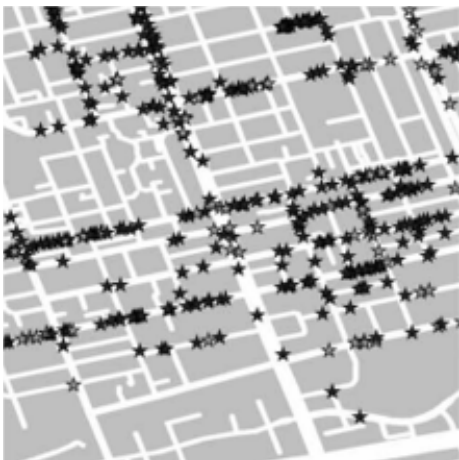
'Science' Neighbourhood
Highways 404 & 407, Toronto



Land-Use Patterns



Firm Locations



Cafe, Restaurants and Bar Locations

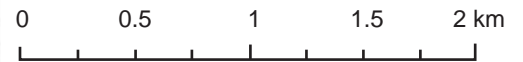


Figure 3. Comparison of 'Creative' and 'Science' Neighbourhoods (Source: "Knowledge Neighbourhoods: Urban Form and Evolutionary Economic Geography" by Gregory M. Spencer, Data Source Dun & Bradstreet)

1.2 Background and Process

The Guidelines developed within this document are the result of an extensive stakeholder consultation process that involved landowners, developers, their consultants and designers, City and Regional staff and other relevant stakeholders from the TTC, Toronto and Region Conservation Authority, and York Region Catholic District School Board. Many of the consultation sessions were meetings of the VMC Working Group, a group established to bridge the landowner community and the VMC on all issues related to growth in the VMC. A series of meetings included:

Stakeholder Meeting #1 - December 2014

It included a review of local, national and international best practices used in the creation of vibrant, mixed-use downtowns, centred around transit. Input focused on stakeholders preliminary plans, integration with the VMC Secondary Plan and applicable best practices.

Stakeholder Meeting #2 - March 2015

It focused on the development of the Framework and introduction of Character Areas. Feedback centred around the applicability of Character Areas, their boundaries and flexibility of land uses.

Design Review Panel Meeting #1 - March 2015

It focused on the development of the Framework and the identification of focus areas within Character Areas.

Stakeholder Meeting #3 - May 2015

It included preliminary guidelines for all relevant open space and built form elements. Feedback centred on the best approach for codifying guidelines.

Stakeholder Meeting #4 - July 2015

It included a presentation of the preliminary draft of the guidelines.

Design Review Panel Meeting #2 - September 2015

It include a presentation of the preliminary draft of the guidelines.

Stakeholder Meeting #5 - October 2015

The fifth meeting was structured as working session on the implementation section of the document, and also provided a platform to discuss Stakeholder comments on the October draft circulated for review.

The final Guidelines shall be presented to VMC Sub-Committee in November 2015.



Figure 4. First VMC Stakeholder Session, December 2014 (Image Credits: Anna Ingebrigtsen)

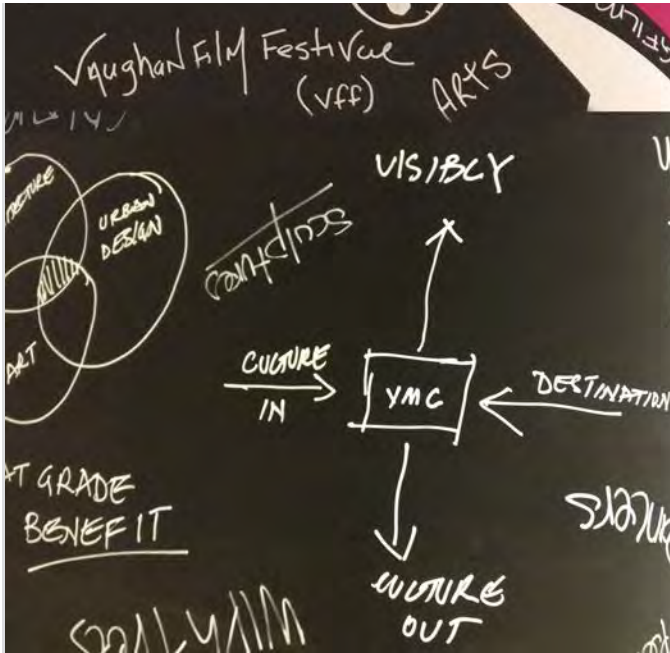


Figure 5. Culture Talks Summit 2015 held at City Hall, January 2015 (Image Credits: Paul Kulig)



Figure 6. Presentation of the guidelines to Design Review Panel, March 2015 (Image Credits: Paul Kulig)



Figure 7. Mayor Bevilacqua speaking at the 3rd VMC Stakeholder Session, May 2015 (Image Credits: Idette de Boer)



Figure 8. Presentation of the guidelines to landowners, July 2015 (Image Credits: Clara Romero)

1.3 Vision and Principles

The enclosed Guidelines augment the built form policies of the VMC Secondary Plan and shall be used as a tool by the City, development community and stakeholders to guide development within private realm projects in the downtown, outlining the City’s expectations related to built form quality in the VMC.

The long-term vision for the VMC has not changed and the principles from the VMC Secondary Plan continue to be relevant and inform the built form guidelines within this document. In the event of conflict between the two documents, the VMC Secondary Plan shall prevail. Furthermore, this vision for the VMC that focuses on the implementation and development of the downtown is further articulated through the Reconnaissance and Strategic Assessment Report prepared by Live Work Learn Play.

SUPPORTING DOCUMENT HIGHLIGHT

“The City of Vaughan plans to create a downtown—an intense, dynamic community that in time will become the heart of the city, economically, culturally and physically[...]. The long-term vision for the VMC that underlies this secondary plan was developed in consultation with Vaughan citizens. The vision is described below under 7 general principles that summarize what the VMC should strive to be.”
(VMC Secondary Plan 2.0)

Transit-oriented

The highest development densities shall be concentrated in proximity to transit. Special guidelines apply to high density areas in order to ensure that sufficient access to sun light, wind protection and open space are provided.

In general, a high level of permeability shall be required within the block to minimize walking distances to transit stops.

Walkable

The mews network identified in the VMC Secondary Plan shall be complemented by a second tier of pedestrian connections across the block, which could be in the form of pathways, atriums, breezeways or woonerfs. Generally, driveways and service laneways shall be designed to welcome pedestrians.

In order to support a safe, comfortable and interesting pedestrian environment, privately-owned publicly-accessible spaces shall be located to relate to pedestrian connections and at-grade façades shall be animated with active uses.

Accessible

The VMC built environment shall be designed to be accessible and usable to the greatest extent possible by everyone, regardless of their age, ability, or status in life.

Directions are provided for the integration of strategic public parking structures within the built form, to provide convenient parking for workers, shoppers and visitors.

Indoor bicycle parking shall be required for all commercial and multi-unit residential buildings.

Diverse

A variety of building typologies and diversity of architectural types is highly promoted; the provision of commercial uses is incentivized as well. These guidelines allow for ample flexibility in supporting a variety of building types.

The guidelines for private open spaces contemplate the option for a variety of open space types, offering a range of amenities and experiences.

Vibrant

At-grade frontage along key streets and open spaces shall be lined with commercial and other active ground-floor uses to enliven the downtown. An engaging architectural frontage is required for all streets.

Institutional uses and community centres shall be designed to provide focal points for social interaction and civic life, and to relate to outdoor open space.

Green

Sustainable and Low Impact Development (LID) measures are encouraged for all development; civic buildings shall demonstrate the highest green building standards, and private development shall be encouraged to do the same. Specific sustainability targets have been set by the City in the 'Measuring the Sustainability Performance of New Development' final comprehensive report. These guidelines shall provide direction on how to achieve these goals.

Beautiful

The architecture of buildings shall be of a high standard and complement their planned surroundings. This document shall offer guidance in the design of architectural components, the detailing of elements, the choice of materials, integration of public art, etc. in order to ensure high architectural standards across the neighbourhood.

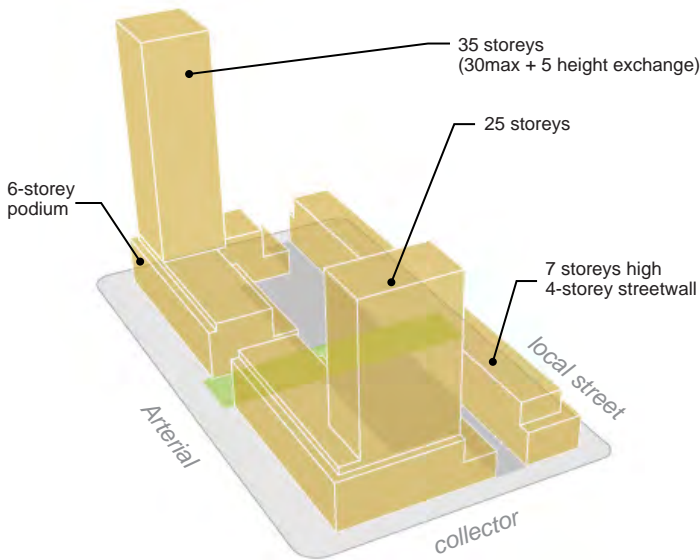


Figure 9. VMC Mobility Hub Perspective (Image Credits: VMC Secondary Plan)

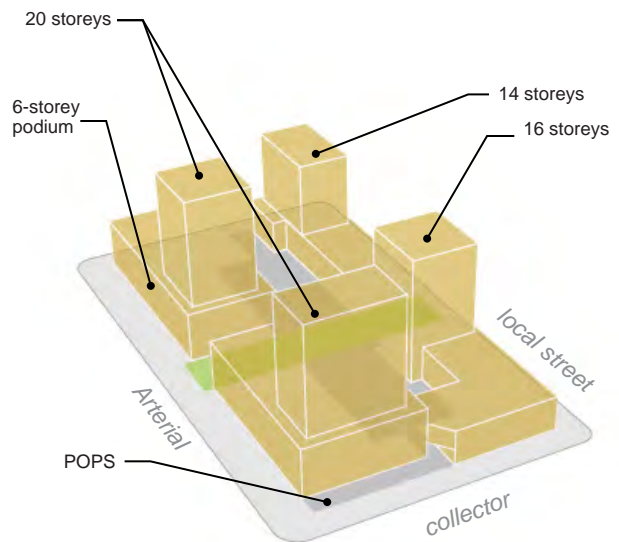
1.4 Flexibility

FLEXIBILITY WITHIN THE BLOCK

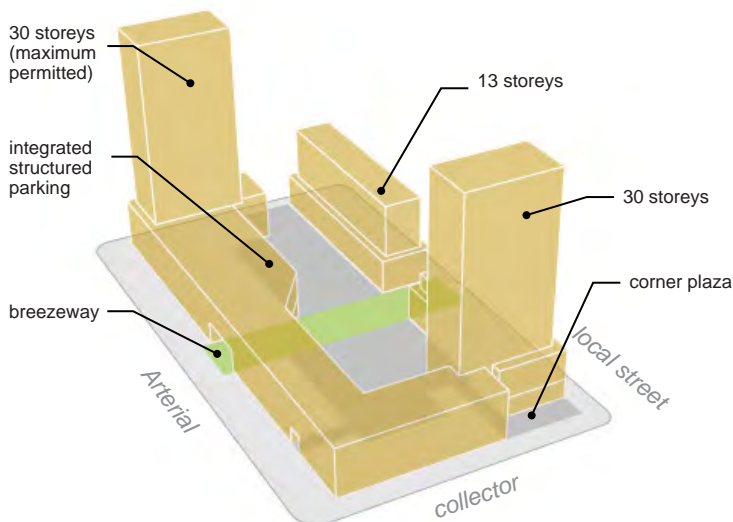
The massing regulations defined in the VMC Secondary Plan allow for a wide range of building types. In addition, the use of performance standards and spatial principles included within this document are intended to guide developers in the expression and control of developments while maintaining flexibility. The diagrams below illustrate the different built form configurations possible under the VMC Secondary Plan regulations and offer guidance on how to design each typology to support the vision conceived for the VMC.



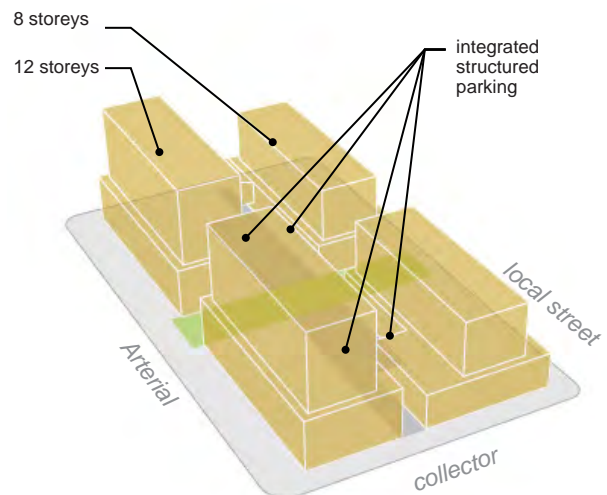
Option A: maximize height



Option B: maximize number of towers



Option C: maximize open space



Option D: maximize structured parking

Figure 10. Alternative massing options for typical block along Avenue 7, all compliant with VMC Secondary Plan policies and built up to maximum FSI (5.0)

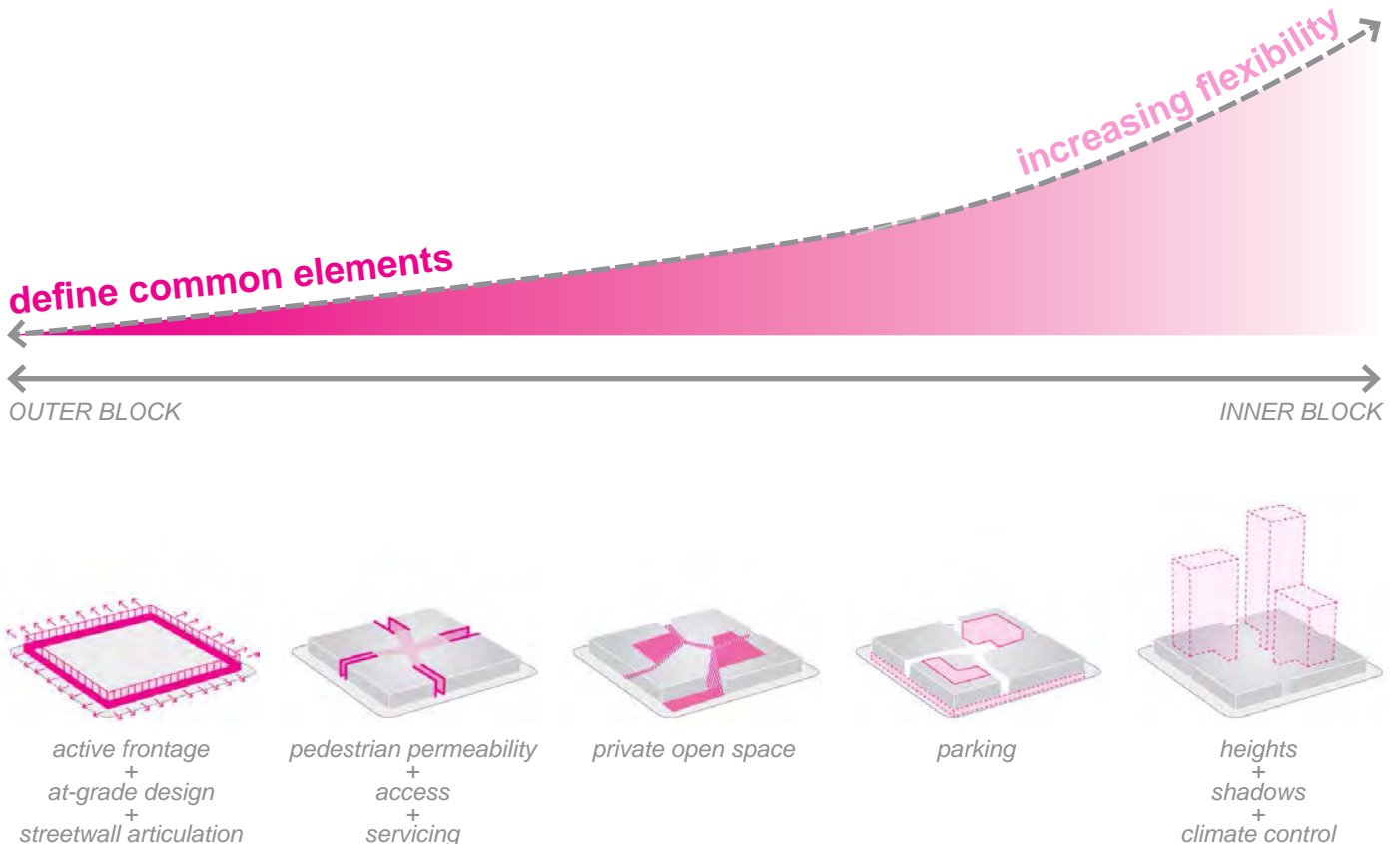
FOCUS ON THE INTERFACE WITH PUBLIC REALM

The success of the VMC in implementing the original vision of creating a vibrant, pedestrian-friendly mixed-used community, shall lie in the ability to deliver a vibrant street network with a fine grain of pedestrian-scale connections and support for private open spaces. This network would further be supported by efficient servicing and a population of residents and workers.

The Guidelines are based on the premise that the most important common elements need to be clearly defined across the Centre, while additional flexibility is encouraged on the inner, more private elements of

individual blocks.

The diagram below illustrates this approach. The elements of the VMC are organized from most critical common elements on the left, to the most flexible elements on the right. For example, the Guidelines include more specificity around the definition of active frontages and common streetwalls at grade, but allow for greater flexibility with regards to the design of tower components or internalized/integrated parking structures.



1.5 Sustainability

SUSTAINABILITY EXISTING FRAMEWORK

Sustainability in urban design refers to the mechanisms in which the built form may contribute to a more holistic and ecological environment that mitigates degradation and improves environmental health. Within this report, the notion of sustainable design shall be integrated within each section, and the measures to achieve the broader policy objectives as observed through universal, regional, and municipal standards shall be explored.

To date, there are several sustainability policies in place pertaining to the VMC that have been implemented by both the City and the Region. For the intent of the Guidelines, instead of creating new policies, the document shall demonstrate how the built form may be designed to achieve the sustainability goals set by other policies through the review and analysis of existing standards.

It is important to note that the U.S. Green Building

Council regulates the Leadership in Energy and Environmental Design (LEED) green building rating system, which is treated as a reference benchmark for sustainable practices in the urban land industry. This document fully supports all the recommendations within LEED, in addition to the standards set out by the municipality and the region.

Sustainable initiatives for the VMC include smart growth strategies; robust public rapid transit infrastructure; mixed use buildings; preservation of green space and natural heritage features; and innovative design that is incorporated throughout the entire neighbourhood through green space and green buildings.

The following section summarizes direct quotes from various reports and policy documents that make reference to sustainability goals for Vaughan.



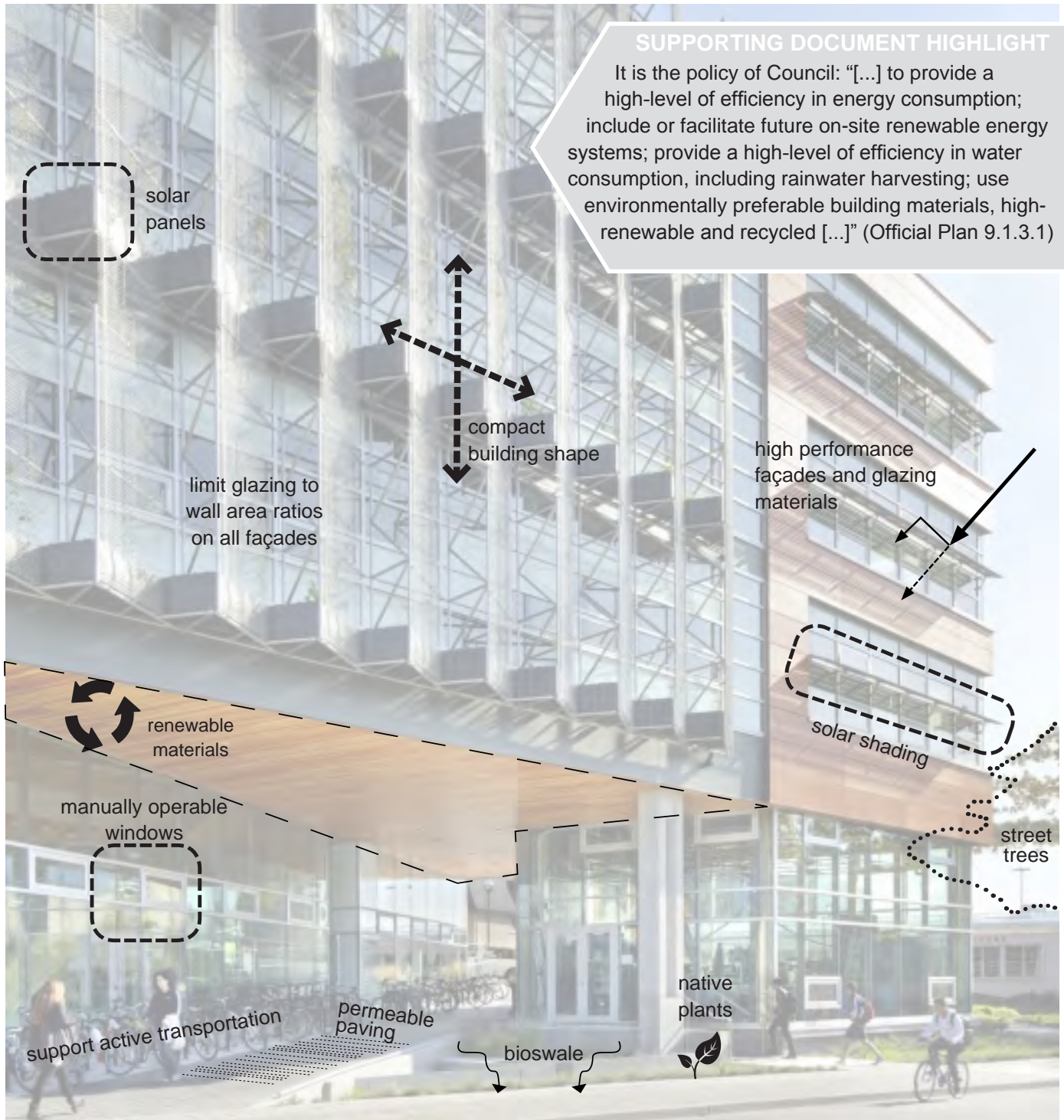


Figure 11. Centre for interactive research on sustainability Vancouver (photo credits: Martin Tessler)

GREEN DIRECTIONS VAUGHAN (2009)

Goal 2: To ensure sustainable development and redevelopment:

- Vaughan is committed to sustainable land use. Vaughan Tomorrow, our consolidated Growth Management Strategy – 2031, has a central focus on creating a cutting-edge Official Plan that will provide for increased land use densities, efficient public transit, considerations for employment lands and open space systems, as well as walkable, human scale neighbourhoods that include services, retail, and an attractive public realm. The completion of the City's New Official Plan is expected in 2010 and it will address all elements of effective, sustainable and successful city-building while managing projected growth over the next 25 years. The plan will guide the creation of the physical form that will reflect a "complete" community. The policies in the Official Plan, and the actions associated with this goal, will be strongly influenced by the Province's Places to Grow program to manage growth and development in Ontario through regional growth plans.

Objective 2.1: To achieve sustainable growth and development by completing and implementing Vaughan Tomorrow, the City's Consolidated Growth Management Strategy-2031, and by ensuring that the strategy is subject to periodic review and renewal

Objective 2.2: To develop Vaughan as a City with maximum greenspace and an urban form that supports our expected population growth

Objective 2.3: To create a City with sustainable built form

- 2.3.1. Develop sustainable development evaluation criteria, supported by provisions in Bill 51 and Places to Grow, that can be applied from neighbourhoods to sites and include these five areas: (1) development form/sustainable sites; (2) resource efficiency; (3) transportation; (4) public realm ; and (5) greenspace and wildlife.
- 2.3.2. Redefine the maximum amount of impermeable area permitted on a building site. Work with developers to create alternative surfaces with the objective of increasing overall site permeability.
- 2.3.3. Through the policies to be developed in the new Official Plan, ensure that a mix of housing types are provided in Vaughan and that affordability is a consideration in planning.*
- 2.3.4. Conduct a review to ensure that Official Plan policies and zoning by-laws do not unreasonably restrict the application of building technologies and uses that will promote conservation measures and/or the production and distribution of energy.
- 2.3.5. Based on the lessons learned from the implementation of Energy Star standards for new low density residential homes, continue to apply energy efficient building standard options for new developments in the City, including other building forms (i.e., townhouses, condominiums) and building standards (i.e., EnerGuide, LEED, etc.).*
- 2.3.6. Develop and implement a Vaughan green building policy, which will ensure that all new and existing

municipal buildings perform to the highest environmental standards that are practical taking into account such considerations as energy efficiency, greenhouse gas emissions, water consumption, waste management, site design, landscaping, etc.

MEASURING THE SUSTAINABILITY PERFORMANCE OF NEW DEVELOPMENT, Prepared for the Cities of Brampton and Vaughan and Town of Richmond Hill (2013)

- Building on the Strategic Plan, Vaughan Vision 2020, and Green Directions, the Vaughan Official Plan (VOP 2010) is the largest single policy document emerging from Vaughan Tomorrow. VOP 2010, adopted by Council in September 2010, will help secure the City’s green policy transformation. This project addresses section 9.1.3 of the VOP 2010 in referring to the development of “green development standards”.
- Green Directions Vaughan is the City’s Community Sustainability and Environmental Master Plan (CSEMP). The plan establishes the principles of sustainability to be used in the development of other plans and master plans to achieve a healthy natural environment, vibrant communities and a strong economy. Green Directions Vaughan includes a series of recommended actions that span the entire sphere of municipal responsibility, including operational and regulatory functions. A specific action item directs the City to develop sustainability guidelines for use in the development review process.
- The City-wide Urban Design Guidelines and Standard, scheduled to be undertaken in Q4 2015 is a complementary document to the City of Vaughan’s new Official Plan (VOP) that is critical in implementing the “Plan for Transformation” into an attractive, livable and healthy community with a distinct identity. Whether the Sustainability Metrics document is integrated into the City-wide Urban Design Guidelines and Standard or acts as a companion checklist will be decided by City staff.

Indicators

For each of the categories, performance indicators have been selected, informed by background research, including other municipal sustainability guidelines, and private and public sector workshop feedback. Within each of the four categories, the performance indicators identify the characteristics that need to be considered in order to achieve the sustainability goals defined for new developments. **Figure 21** summarizes all of the

Sustainability Score

Use the Sustainability Assessment Tool to determine your application’s Sustainability Score. The following documents will assist you in completing the Sustainability Assessment Tool and understanding the various sustainability metrics:

- Sustainability Assessment Tool Instruction Manual
- Sustainability Metrics Guidebook

Sustainability Summary

The Sustainability Summary will assist City staff in the review of your component studies to verify the Sustainability Score. The Terms of Reference for completing the Sustainability Summary and submitting it to the City can be found [here](#).

Performance Metrics

Sustainability Performance Metrics are organized into **Block Plan/Draft Plan** and **Site Plan** tables. Both tables identify the indicators, metrics, targets, precedents and point allocation for each metric. The tables are included below to provide a more detailed explanation behind the Sustainability Score.

- Block Plan and Draft Plan
- Site Plan

Figure 12. Workflow chart from the website of the deliverables required for the ‘Measuring the Sustainability Performance of New Development Program’

sustainability performance indicators that have been selected for the Cities of Brampton and Vaughan and the Town of Richmond Hill.

- As shown, the list of sustainability indicators covers a wide spectrum of built form, mobility, public realm and design issues, all of which will contribute to the overall health, prosperity and performance of a new development. It should be noted that not all indicators will be applicable to all plan applications. As referenced in section 2.3, the applicability of the various indicators are filtered based on the development application type (i.e. Block plan, draft plan, and site plan) and project type (greenfield, employment land, intensification).

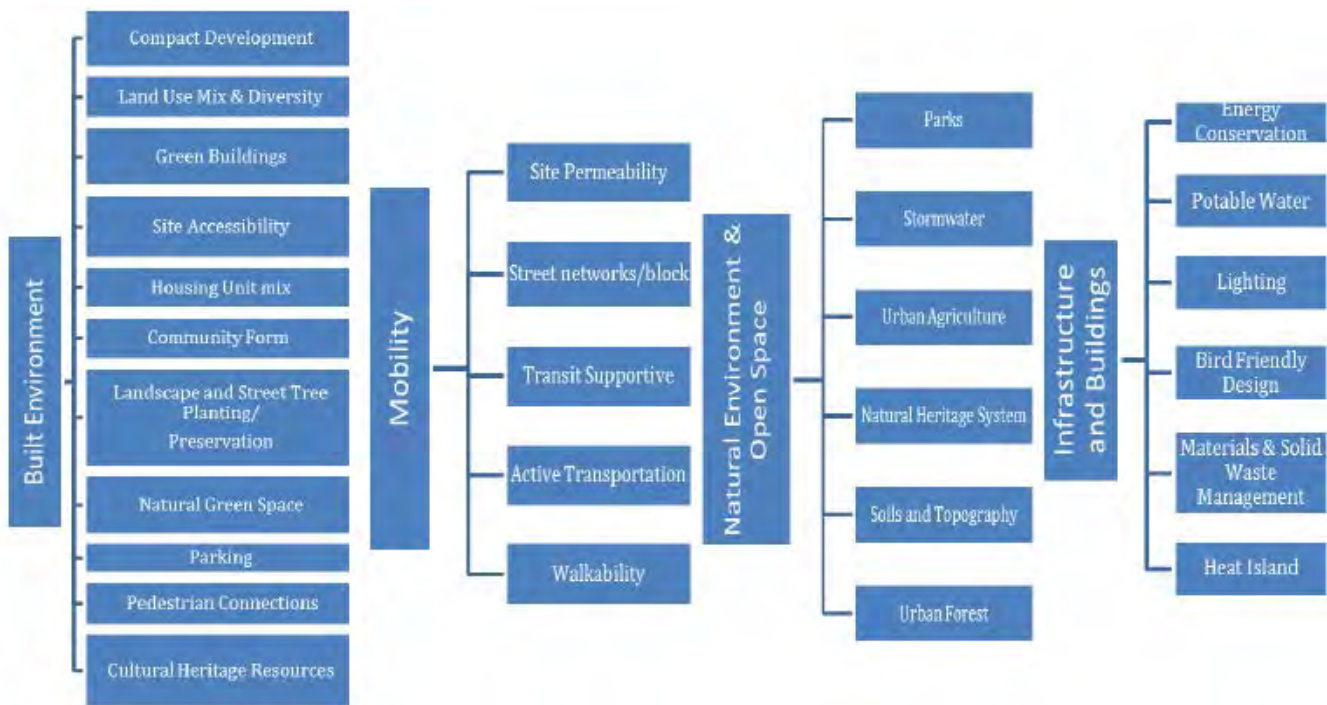


Figure 13. Sustainable Indicators (Source: 'Measuring the Sustainability Performance of New Development Program' Final Comprehensive Report)

ENGINEERING DESIGN CRITERIA AND STANDARD DRAWINGS (2013)

4.7 Leadership in Energy and Environmental Design (LEED):

- The City may require projects to contain LEED features and to accordingly qualify for credits. Reference documentation, such as LEED 2009 for Neighbourhood Development with Canadian Alternative Compliance Paths (December 2011 or more recent versions thereof), is available from the Canada Green Building Council (www.cagbc.org). Additional guidelines for non-Neighbourhood Developments may apply.

CITY OF VAUGHAN OFFICIAL PLAN (2010)

9.1.3 Sustainable Development

A great city is a sustainable city – and a sustainable city is one that consists of developments and buildings that minimize the use of energy and resources. Vaughan and its development community have already made great strides in this area. As technologies advance we must continue to advance sustainable building standards. The Official Plan is a stepping stone in this regard and will be built upon with continued efforts at the municipal level. Building on the standards provided in the York Region Official Plan, this Plan contains both general targets on energy and water efficiency and a commitment to provide work with the building and construction industry to provide a more specific set of standards on a broader set of sustainable criteria. Following on the recommendations contained in Green Directions – Vaughan’s Sustainability Master Plan – a Sustainable Development Report will be submitted as part of applications for new developments to gauge how well we are doing at addressing these issues.

It is the policy of Council:

- 9.1.3.1. To develop Green Development Standards, in consultation with the building and construction industry, and, where appropriate, specific and feasible standards may be established to:
 - a. provide a high-level of efficiency in energy consumption;
 - b. maximize solar gains and be constructed in a manner that facilitates future solar energy installations;
 - c. include or facilitate future on-site renewable energy systems;
 - d. provide a high-level of efficiency in water consumption, including rainwater harvesting and recirculation for irrigation purposes;
 - e. enhance indoor air quality;
 - f. contain or facilitate the future installation of plug-ins for electric vehicles;
 - g. use environmentally preferable building materials, high-renewable and recycled content building products, and certified sustainably harvested lumber;
 - h. provide water efficient and drought resistant landscaping, which should include the use of native plants and xeriscaping;
 - i. maximize permeable surfaces, including the provision of permeable driveways;
 - j. incorporate green roofs into building design;
 - k. reduce construction waste and divert construction waste from landfill; and, promote Energy Star qualified development.
- 9.1.3.2. That in developing the Green Development Standards outlined in policy 9.1.3.1, the policies related to sustainable buildings in the York Region Official Plan will be applied.
 - a. Grade-related (3 storeys or less) residential buildings achieve a minimum performance level that is equal to an ENERGY STAR® standard;
 - b. Mid- and high-rise (4 storeys and greater) residential and non-residential buildings, with the exception

of industrial buildings, shall be designed to achieve 25% greater energy efficiency than the Model Nation Energy Code for Buildings; and

c. All new buildings achieve 10% greater water conservation than the Ontario Building Code.

- 9.1.3.3. That until such time as Green Development Standards are adopted by Council, all applications for an Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision, and/or Site Plan Approval are required to submit a Sustainable Development Report, indicating how the sustainable building policies of the York Region Official Plan and the goals contained in policy 9.1.3.1 are being addressed.

VAUGHAN METROPOLITAN CENTRE SECONDARY PLAN (2015)

3.9 Ensure development incorporates green infrastructure and green building technologies

Building cities for energy efficiency and to help reduce impacts on climate change is the right thing to do both environmentally and economically. Cities at the leading edge of green policies, practices and development attract people and investments. To distinguish itself and reduce operating and maintenance costs, the VMC should become a showcase for sustainable development. Individual buildings, sites, precincts and the entire VMC should employ high efficiency, low-impact systems for energy, water and waste. District energy should provide economic and environmental benefits to all participating users.

5.5 Environmental Site Design

- 5.5.1 The policies below are intended to augment the policies of Section 9.1.3 of Volume 1 of the Official Plan and the policies regarding Sustainable Buildings in Section 5.2 of the York Region Official Plan.
- 5.5.2 All public buildings in the VMC, with the exception of schools, shall be designed to achieve a LEED™ Gold or higher rating or a comparable industry standard for excellence in environmental design. All private development shall be encouraged to strive for a LEED™ Gold or higher rating.
- 5.5.3 To mitigate the urban heat island effect, increase the energy efficiency of buildings and reduce stormwater run-off, green roofs and/or cool roofing materials as well as soft landscaping shall be encouraged on the flat portion of rooftops. All commercial, institutional, multi-unit residential buildings, excluding townhouses and stacked townhouses, and mixed use buildings shall be encouraged to:
 - have a green roof with a minimum 50% coverage or,
 - contain solar capture equipment over a minimum of 60% of the roof or,
 - use cool roofing materials for a minimum of 80% of the roof or,
 - use a combination of the above for a minimum of 70% of the roof.
- 5.5.4 A significant portion of non-roof hardscapes shall use high-albedo surface materials and/or be heavily shaded by trees.
- 5.5.5 Development shall be designed to maximize opportunities for solar gain while respecting the urban design objectives and policies of this plan.
- 5.5.6 Consistent with Policy 9.1.3.3 of Volume 1 of the Official Plan, applications for development in the VMC

shall include a Sustainable Development Report that describes how the proposed development supports this plan's objectives regarding environmental sustainability and the requirements of any subsequently approved Community Energy Plan. Sustainable Development Reports shall address at a minimum the following:

- energy efficiency;
- water conservation;
- renewable energy use;
- heat island mitigation;
- stormwater management; and,
- solid waste management.

IMPLEMENTATION OF THE SUSTAINABLE HOME INCENTIVE PROGRAM (YORK REGION) (2009)

- In June 2007, Regional Council endorsed the Sustainable Development through LEED® program. This program was developed to provide additional servicing allocation as an incentive to encourage more sustainable high-density residential development with Regional and local Centres and Corridors. As a next step, it was envisioned that staff would develop a complementary program that encourages the construction of more energy efficient and sustainable grade related housing throughout York Region.
- In April 2009, Regional Council adopted in principle, the Sustainable Home Incentive Program. The purpose of this program is to advance sustainable development practices as they relate to grade related residential developments through the provision of a servicing allocation incentive.
- The Sustainable Home Incentive Program relies on the requirements of third party rating systems to ensure that all aspects of sustainable construction are addressed including: energy conservation, water conservation, resource management, indoor air quality and home owner education.

2.0 Framework

- 2.1 Existing Conditions
- 2.2 Parks and Open Space
- 2.3 Private Open Space
- 2.4 Views and Gateways
- 2.5 Height and Density
- 2.6 Land Uses
- 2.7 Precincts
- 2.8 Active Frontage
- 2.9 Streetwall and Setbacks
- 2.10 Vehicular Access and Servicing
- 2.11 Climate Response

2.1 Existing Conditions

The redevelopment of an area with existing active uses is an incremental process; careful attention needs to be paid to mitigating incompatible uses in transitioning environments, particularly where there is an impact on the public realm.

The VMC Secondary Plan provides a map overlaying the proposed block structure with existing buildings, which exposes some of the potential conflicts that may arise throughout redevelopment.

The principles on how to address those conflicts will be outlined in section 7.0.

LEGEND

- vaughan metropolitan centre boundary
- urban growth centre boundary
- existing buildings
- existing and planned streets
- major parks and open spaces

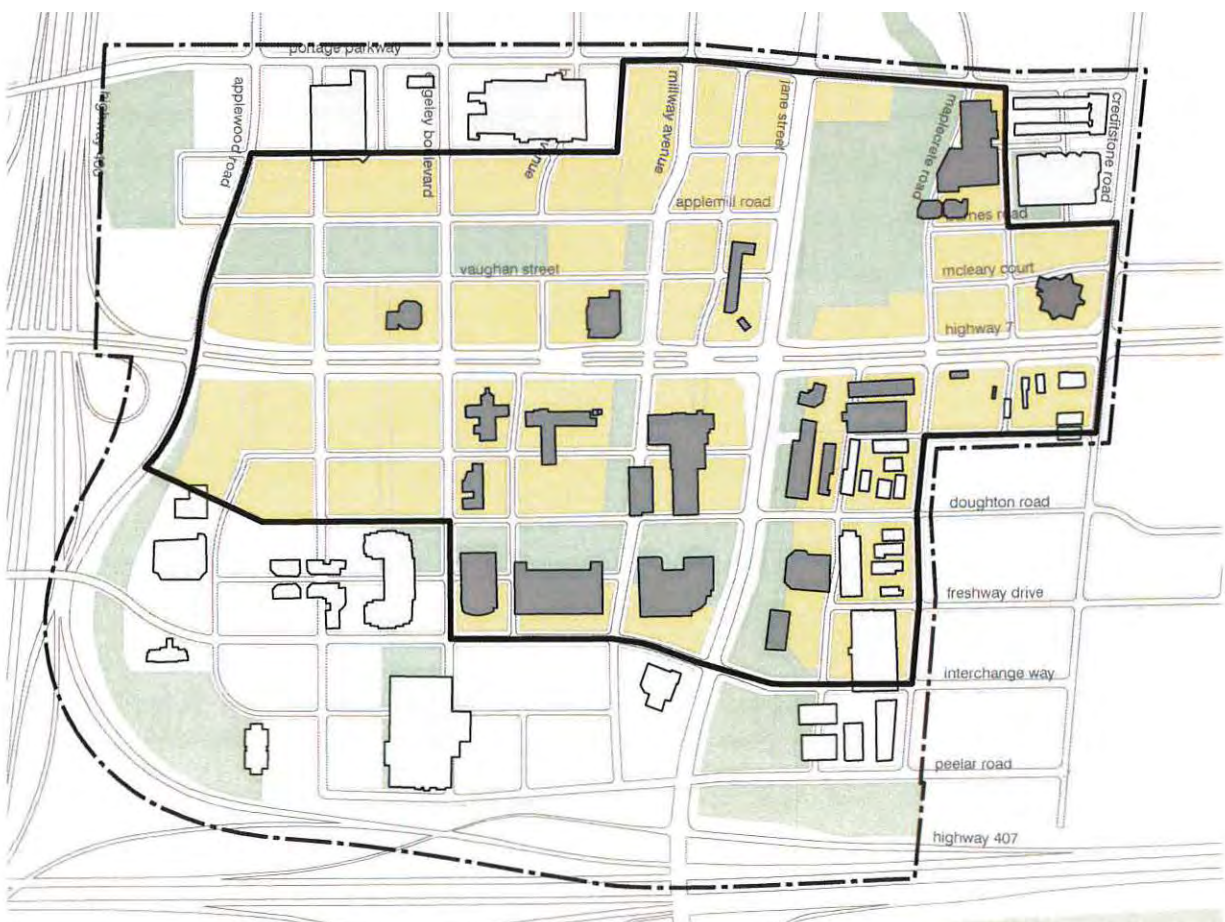


Figure 14. VMC Boundary (Source: VMC Secondary Plan, Schedule A)

2.2 Parks and Open Space

The green framework is dictated by the SOS Plan, building upon the VMC Secondary Plan directions.

The parks and open space system is important to achieve the vision of the VMC Secondary Plan and shall be the foundation for a distinct, walkable and successful pedestrian realm. In addition, development blocks shall provide supplementary outdoor amenity space as well, in accordance with the VMC Secondary Plan and as explained in 2.3.

SUPPORTING DOCUMENT HIGHLIGHT

“Generally, parkland shall be secured through the plan of subdivision and site plan processes.

An agreement among landowners in the VMC and the City, in accordance with Policy 10.6.3, is encouraged to equitably distribute the cost of all parkland.” (VMC Secondary Plan 6.1.5)

LEGEND









- | | | | |
|---|--------------------------|---|------------------------------|
|  | Environmental Open Space |  | Mews |
|  | Black Creek |  | Public Squares |
|  | Urban Parks |  | Potential School Site |
|  | Neighbourhood Parks |  | Potential Community Facility |



Figure 15. Parks and Open Space Network (Source: VMC SOS Plan)

Private amenity space shall not count toward parkland dedication (VMC Secondary Plan 6.1.6)

2.3 Private Open Space

The VMC Secondary Plan requires residential developments to include outdoor amenity space, which may or may not be shared with the general public. In the case of major office or institutional developments, outdoor amenity space shall be publicly accessible.

All privately owned publicly-accessible open space (POPS) shall be located and designed to complement the public park system and follow the guidelines in section 4.2. The principles that shall guide the design of POPS include:

- ✓ POPS shall be physically and visually connected to the public street and well signed to indicate access for public use.
- ✓ POPS shall be framed by and relate to surrounding buildings; at-grade active uses shall support the programming of the open space and offer a surveillance element to promote safety.
- ✓ The location, dimension, design and furnishing of POPS shall offer comfort and allow for flexible programming of the space.
- ✓ All POPS must introduce landscape/planting; trees with sufficient soil volumes to enable large mature growth are strongly recommended.

Additionally, a series of mid-block connections shall provide further connectivity for pedestrians and cyclists. Mews provide the first tier network, as identified and located in the VMC Secondary Plan, and will generally be shared with vehicular traffic. A second tier of pedestrian connections shall be introduced with development in coordination with built form, with more flexibility in their location and typology.

All mid-block connections should follow the guidelines provided in section 4.3. The principles that shall guide the design of mid-block connections include:

- ✓ Whether shared with vehicular traffic or not, all mid-block connections shall include a pavement treatment welcoming to pedestrians, along with lighting and planting; trees are highly encouraged.
- ✓ Mid-block connections shall be barrier free and visible from the sidewalk for easy access.

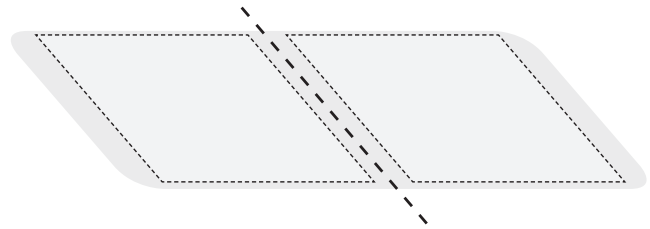


Figure 16. Block structure and street network are determined by the VMC Secondary Plan.

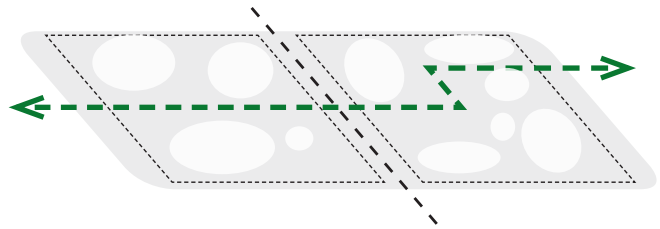


Figure 17. Mews are located and identified in the VMC Secondary Plan as an enhanced level of mid-block connectivity.

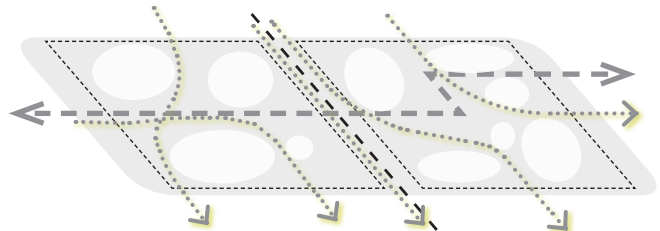


Figure 18. Additional pedestrian connections shall be provided in coordination with built form.

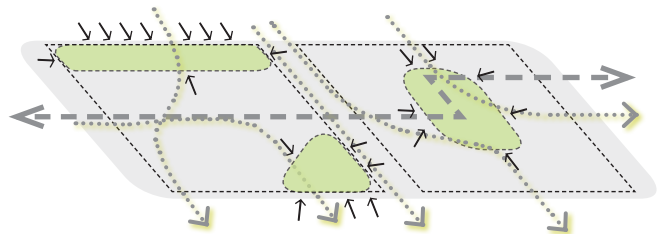


Figure 19. Private Open Space could take different shapes and locations within the block, provided that it is accessible and connected with to the pedestrian network to meet guidelines.

In residential zones an amenity area for each dwelling unit shall be provided, ranging between 15 to 110m² depending on unit type (4.1.6 The Comprehensive Zoning By-law)

A minimum 10% of the area of every lot shall be used for no other purpose than landscaping (3.13 The Comprehensive Zoning By-law)

SUPPORTING DOCUMENT HIGHLIGHT

“Residential developments shall include private outdoor amenity space. Outdoor amenity spaces associated with major office or institutional developments generally shall be located and designed to complement the public park system and shall be publicly accessible.” (VMC Secondary Plan 6.1.6)

LEGEND

- mews
- internal private open space
- pedestrian connection
- public square
- potential community facility
- potential school site
- potential school/institution facilities
- environmental open space
- urban park
- neighbourhood park
- Black Creek greenway

SUPPORTING DOCUMENT HIGHLIGHT

“Public parks and streets should be linked with privately owned publicly-accessible open spaces (POPS) through both visual and physical connections. As the downtown develops, this layered system of public and private outdoor spaces will grow more connected, permeable and diverse over time.” (VMC SOS Plan 4.2)

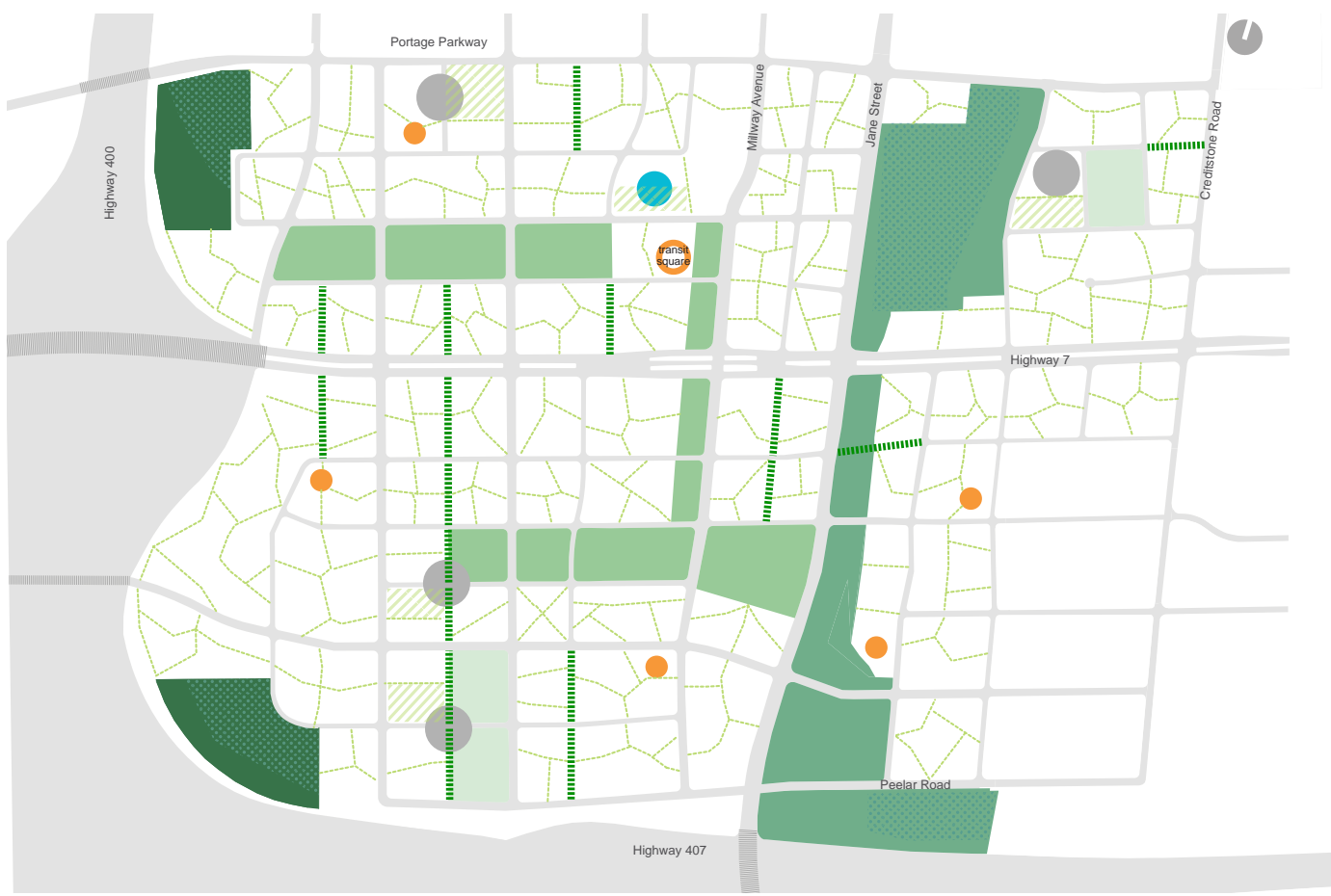


Figure 20. Illustrative pedestrian connection (Source: New map based on Parks and Open Space Network map in the VMC SOS Plan)

2.4 Views and Gateways

The SOS Plan highlights important views within the urban structure of streets, parks and open spaces defined through the VMC Secondary Plan. As development progresses in the VMC, these important view corridors shall be protected and enhanced.

The principles that shall guide the approach to views and gateways include:

- ✓ Views shall be framed both with landscape and buildings, in order to increase the visibility of gateways.
- ✓ Tall buildings shall contribute to an interesting skyline and be sufficiently spaced apart to minimize the loss of sky views.

- ✓ Buildings located on focal sites shall be emphasized in their architectural expression.
- ✓ Developments adjacent to Hwy 400 and 407 shall carefully consider how they are viewed from the elevated ramps, as they will effectively condition how the VMC is externally perceived as a whole.

Gateway sites should follow the guidelines in section 6.1.

LEGEND

	Mobility Hub Gate		View Corridor
	Gateway Intersection		Park Network
	Major Intersection		Mews
	Minor Intersection		Focal Sites
	Mews Intersection		

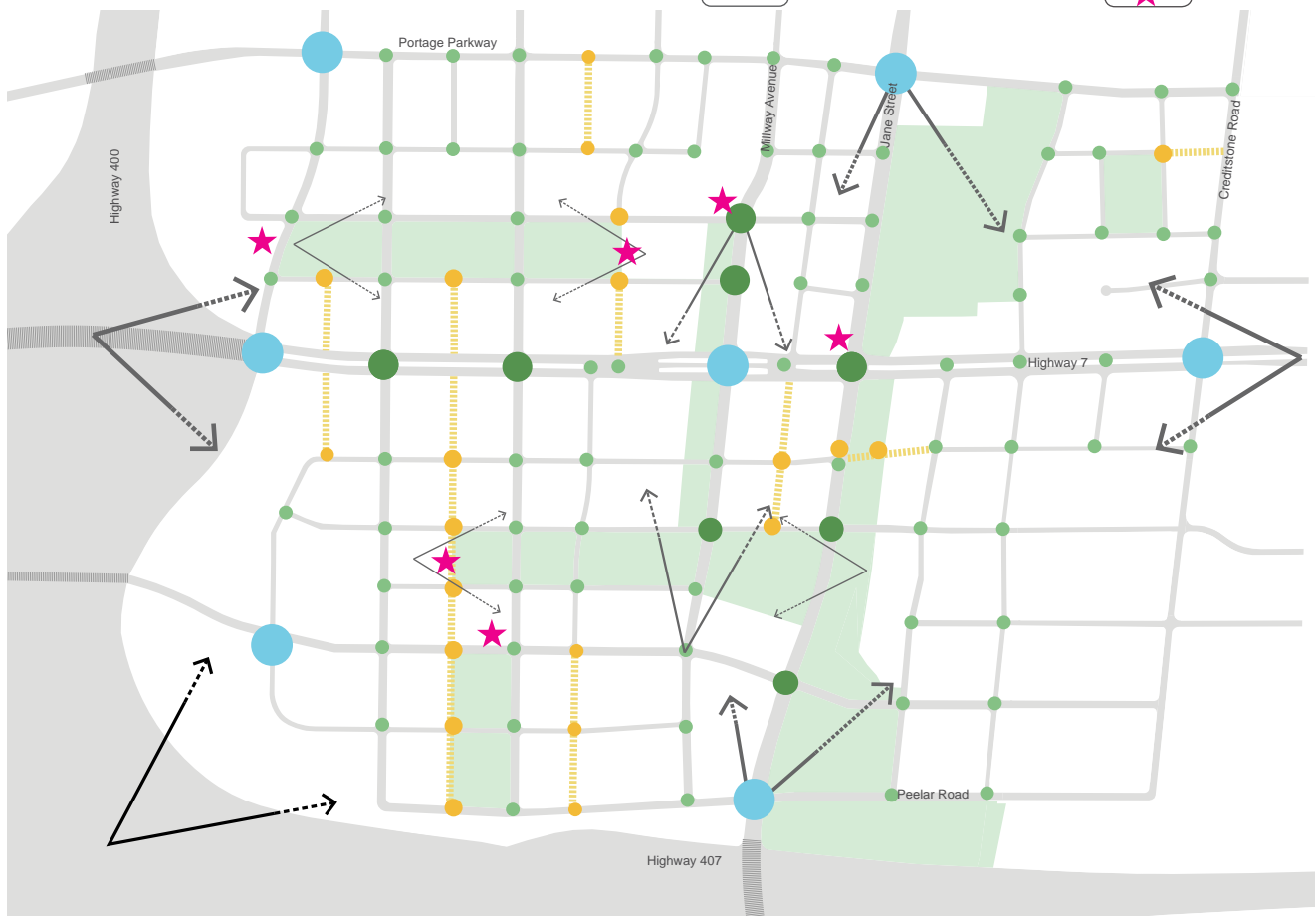


Figure 21. Placemaking Opportunities (Map based on VMC SOS Plan)

2.5 Height and Density

The VMC Secondary Plan prescribes a series of policies to be followed in terms of built form, as well as establishes minimum/maximum heights and densities permitted in each block, related to proximity to transit.

The intent of this document is to illustrate how those targets can be achieved while meeting the following principles:

- ✓ Buildings shall be located and massed to define the edges of streets and transform the VMC into an urban environment.
- ✓ Development shall incorporate a range of building types and uses in order to guarantee variety in unit types, built form, tenure and construction.
- ✓ Recognizing the VMC is to be an urban environment, buildings shall be massed to minimize the extent and duration of shadows on parks, other open spaces, public streets, retail areas and adjacent development to the greatest extent possible.
- ✓ The scale of buildings should be controlled to offer a welcoming environment for pedestrians: large blocks should be broken up with multiple buildings, generally not longer than 80m each; buildings over 40m in length should break up their perceived mass with articulation and/or changes in materials; blank walls and empty unorganized spaces shall not be permitted.

2.6 Land Uses

The VMC Secondary Plan identifies key locations for office uses and retail areas, based on the proximity to transit, open spaces, edge conditions, etc.

While the configuration of blocks is flexible, the intent of this document is to offer guidance on how to design the built form to interact with the public realm in relation to a specific land use, regardless of its location within the VMC. Therefore, the Urban Typologies defined in section 4.0 are tied to land uses.

Lastly, the illustrative typical blocks shown in section 5.0 have been introduced to demonstrate how the land uses outlined in schedules G and H might be resolved through design to achieve maximum planning permissions. As such, all floor plate areas and building widths used in these illustrations correspond to the average market standards appropriate for the land use indicated.

2.7 Precincts

The VMC Secondary Plan establishes a series of precincts to determine the uses permitted in each area and related policies.

This document builds upon the Secondary Plan Precincts in order to develop the concept of Character Areas, which is the further subdivision of the VMC into

neighbourhoods with a common approach to design priorities as related to building typologies, interfaces with proposed open spaces, access and circulation, etc.

Section 3.0 elaborates on the Character Area concept and the principles behind each of them.

2.8 Active Frontage

Active frontage occurs where there is an active visual engagement between the street and the ground floors of buildings. An active frontage is achieved when the façade of a building opens towards the street (entrances, glazing, etc) and may be assisted by the location of active uses at grade (retail, common areas, etc).

The principles that shall guide the design of active frontage include:

- ✓ Required and recommended retail, service commercial and public uses as shown in Schedule H shall relate to the street by including large amounts of clear glazing, multiple entrances, having generous ground floor heights and being generally flush with the sidewalk.
- ✓ In areas where there are no active uses at grade, the articulation of the facade shall provide an active frontage, particularly fronting key streets and open spaces outside the areas identified in Schedule H. An active frontage can be achieved by the use of fenestration, grade related units, architectural articulation, canopies outlining architectural elements, etc.
- ✓ Residential and mixed use development generally shall locate common areas and amenities at grade.
- ✓ Building entrances shall be emphasized as a focal point in a building's facade and be placed in highly visible locations where they have the ability to animate a longer stretch of street. Building entrances should follow the guidelines provided in section 6.8.
- ✓ Mews shall be treated as important local connections, include active uses where appropriate, and have detailed and well-articulated facades along the sidewalk. The design of mews should follow the principles outlined for pedestrian connections. Mid-block connections should follow the guidelines outlined in section 4.3.
- ✓ Local retail can bring animation to residential neighbourhoods. Local retail shall be accentuated by the design of the facade and be positioned strategically in corner locations to animate both sidewalks. Neighbourhood-oriented retail should follow the guidelines provided in section 4.4.3.
- ✓ Blank walls shall be highly discouraged fronting the mews, and should be minimized to the greatest extent possible around the perimeter of blocks.

SUPPORTING DOCUMENT HIGHLIGHT

"Key streets and open spaces will be lined with commercial and other active ground-floor uses to enliven the downtown." (VMC Secondary Plan 2.0)

SUPPORTING DOCUMENT HIGHLIGHT

"Where retail uses are located on a street or mews, there generally shall be multiple retail units on each block, with the width of stores and the frequency of store entrances contributing to a continuously active public realm and a visual rhythm of storefronts along the street." (VMC Secondary Plan 8.2.8)

2.9 Streetwall and Setbacks

The VMC Secondary Plan dictates a minimum streetwall of 2 to 3 storeys for all streets and generally a maximum of 4 storeys, with the exception of the Station Precinct, Avenue 7 and Jane Street where podiums shall generally be 6 storeys.

In terms of setbacks, the VMC Secondary Plan generally requires that buildings shall be built to a consistent build to line defined in the Zoning By-law and that required front setbacks are provided within a range of 2 to 5m to satisfy the specific needs of each land use (patio zone along retail, landscape along residential areas, etc). Major corridors such as Avenue 7 and the Black Creek Greenway require specific setbacks to produce a generous and welcoming public realm. Parcels adjacent to the highway are subject to further setbacks mandated by the Ministry of Transportation.

The principles that shall guide the massing of development along streets include:

- ✓ Built form shall assist in framing major open spaces and urban corridors.
- ✓ The streetwall height shall be consistent along corridors; significant coordination between blocks will be required to achieve this goal, as indicated in section 7.4.
- ✓ The number of breaks in the streetwall shall be minimized in order to maintain a sense of enclosure. As well, vehicular access points shall be consolidated, excessive setbacks shall be avoided, and front parking and servicing shall not be permitted, etc.
- ✓ POPS, amenity areas and plazas contiguous to the street line shall be surrounded and framed by clearly articulated built form that relates well with the streetwall of the street interrupted.
- ✓ Landscaped setbacks contiguous to the public sidewalk shall be urban in character and ensure that building fronts remain active towards the street. Landscaped setbacks should follow the guidelines in section 4.2.3.

- ✓ The streetwall heights and setbacks on lands associated with the YRT bus terminal shall be coordinated in consultation with the York Region Rapid Transit Corporation (YRRTC).

SUPPORTING DOCUMENT HIGHLIGHT

“Generally, mid-rise and high-rise buildings shall contribute to a consistent street wall that is at least 2 to 3 storeys high at the build-to line.” (VMC Secondary Plan 8.7.5)

SUPPORTING DOCUMENT HIGHLIGHT

“Buildings shall be located and massed to define the edges of streets.” (VMC Secondary Plan 8.7.14)

SUPPORTING DOCUMENT HIGHLIGHT

“Buildings generally shall be built to a consistent build-to line defined in the Zoning By-law, generally 2-5 metres from the edge of the right-of-way.” (VMC Secondary Plan 8.7.3)

2.10 Vehicular Access and Servicing

Vehicular Access and Servicing shall be designed to minimize adverse impact on the public realm. With this aim, the VMC Secondary Plan outlines a series of policies under 8.8 that directs parking and servicing areas to be located either below grade or integrated within the development block. The policies also include a series of measures to minimize interruptions to pedestrian spaces.

The principles that shall guide the design of vehicular access and servicing include:

- ✓ Vehicular access points generally shall follow the Street Network Schedule and policies in the Secondary Plan and be located along streets with low levels of traffic, preferably on local streets. Additionally, they shall avoid interface with major open spaces such as parks, plazas, parkettes, etc.
- ✓ Vehicular access points should be consolidated to minimize the interruption of sidewalks.
- ✓ Where possible, servicing routes will be connected to provide more than one access point per block and eliminate the need for 3-point turns.
- ✓ Servicing lanes should be designed to welcome pedestrians (as per guidelines in section 4.3).
- ✓ Vehicular routes shall support goods movements.

SUPPORTING DOCUMENT HIGHLIGHTS

“Entrances to parking and servicing areas generally shall be on local streets, mews and/or laneways and should be consolidated in order to maximize and accentuate building frontages and/or front yards and minimize the number of curb cuts required. Shared driveways and parking ramps between two properties shall be encouraged.” (VMC Secondary Plan 8.8.1.a)

“Loading and service areas generally shall be enclosed within a building and located in the interior of a development block. Where loading and servicing is visible at the rear or side of a building, it shall be screened. Underground loading and service areas shall be encouraged.” (VMC Secondary Plan 8.8.1.b)

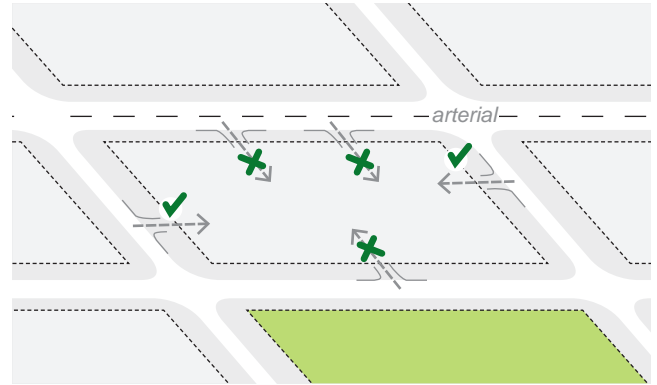


Figure 22. Preferred location for access points

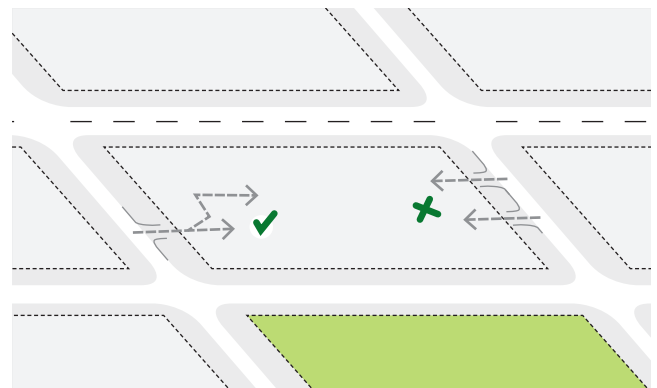


Figure 23. Consolidation of access points for servicing

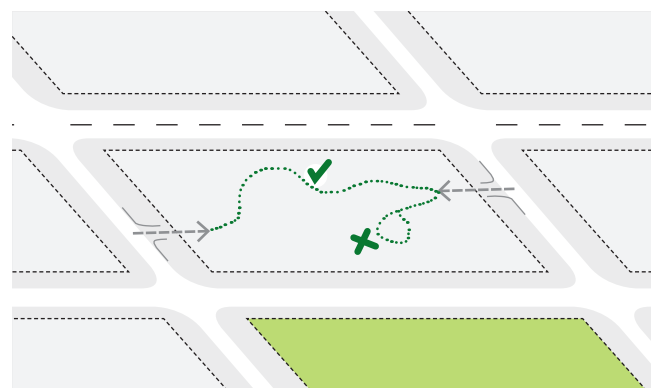


Figure 24. Preferred pattern of circulation of servicing routes

2.11 Climate Response

As per current policy, all development applications, including Official Plan Amendment, Plan of Subdivision, Rezoning and Site Plan applications, for properties comprising one or more planned development blocks (i.e., city blocks) shall include a Development Concept Report. This report shall include shadow and wind studies where high-rise and mid-rise buildings are proposed.

Additionally, full modelling wind analysis and mitigation measures are required at the Site Plan Application Stage. The City of Vaughan is currently working on a proposed 3D digital model for the full VMC area which shall be a useful tool to evaluate the impact of wind on new buildings in a larger context.

The VMC Secondary Plan requires that buildings shall be massed to minimize as much as is practical the effects of wind as well as extent and duration of shadows on parks, other public open space, private amenity space and retail streets in the spring, summer and fall.

Significant plan analysis shall be focused on realizing a block organization that maximizes solar access while providing protection from prevailing winds in the area. Major improvement of the climate conditions may be achieved through the strategic location of massing within the block; thus, the layout of uses within open spaces shall respond to and take advantage of the conditions resulting from massing.

The principles that shall guide the design of both buildings and private open spaces include:

Access to Sunlight

Three types of open spaces have been identified based on their priority of access to sunlight. With each category, best practice information has been provided to guide development concepts. Microclimate considerations will be reviewed on a site-by-site basis.

- ✓ **Priority Open Spaces** (public parks, plazas and playground as identified in the VMC SOS Plan) shall generally allow for 50% sun coverage all the time on June 21st, September 21st and December 21st.

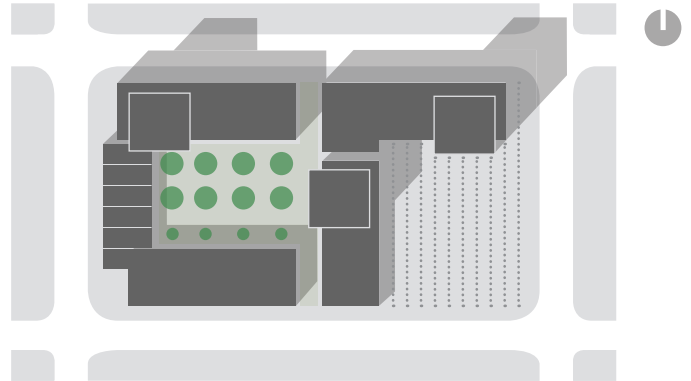


Figure 25. Taller building forms are located to the north of public amenities areas in order to avoid overshadowing,

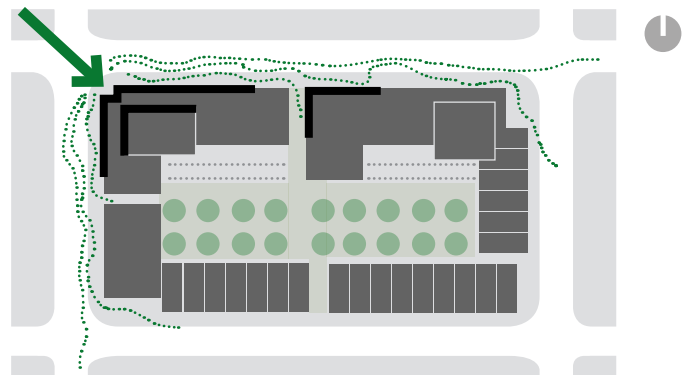


Figure 26. Taller buildings are located in the corners of open spaces to buffer pedestrian realm against prevailing winds.

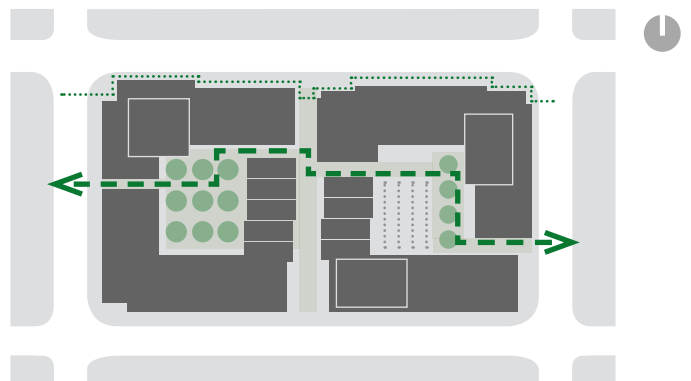


Figure 27. Massing along streets, mews and open spaces act as wind breaks with staggering buildings and misaligned elements.

- ✓ **Priority Streets** (arterials, special and major collectors as identified in Schedule C of VMC Secondary Plan) shall receive at least 5 hours of light at the equinoxes.
- ✓ **Special Conditions** (mews, POPS, others) will be evaluated on a case-by-case basis, though is recommended they receive light between 12pm and 2pm on September 21st.

Wind

Direction and speed of wind varies throughout the year. The configuration of the blocks shall protect the pedestrian realm from the prevailing winds during the winter season, when the speed and impact of wind is more severe, while encouraging summer breeze.

Wind targets shall meet the widely accepted Lawson Comfort Criteria. The building massing for new development will be evaluated based on its resultant wind effects on adjacent open spaces (Parks, POPS, public streets, mews, amenity areas, etc); the combination of wind time and duration shall not exceed the standards set for the activities foreseen in each open space. The maximum thresholds that each activity shall encounter are:

- ✓ **Sitting:** up to wind speed 3* if not exceeded more than 1% of the time**.
- ✓ **Standing / entrances:** up to wind speed 3* if not exceeded more than 6% of the time**.

- ✓ **Leisure walking:** up to wind speed 4* if not exceeded more than 4% of the time**.
- ✓ **Business walking:** up to wind speed 5* if not exceeded more than 2% of the time**.
- ✓ **Roadway:** up to wind speed 5* if not exceeded more than 6% of the time**.

* Beaufort Force scale, see figure 34

** Percentage of time that gust wind speeds exceed the sustained gust equivalent mean (GEM) wind speed.

*** Wind speed measured at 1.75m height (m/s)

SUPPORTING DOCUMENT HIGHLIGHT

“Tower elements of high-rise residential buildings shall be slender and spaced apart from one another to minimize shadow impacts and the loss of sky views, maintain privacy and contribute to an interesting skyline” (VMC Secondary Plan 8.7.18)

SUPPORTING DOCUMENT HIGHLIGHT

“A wide variety of building types are encouraged across the VMC [...]. The following policies apply to buildings within the VMC: To maintain a human scale street wall and mitigate the impact of shadow and wind, high-rise buildings generally shall take a podium and point-tower form. [...]” (extract from council meeting minutes of December 11, 2012)

Month of year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
	01	02	03	04	05	06	07	08	09	10	11	12	1-12
Dominant Wind dir.	↗	➤	↘	↙	↖	↖	↖	➤	↖	➤	↘	↗	↗
Wind probability >= 4 Beaufort (%)	43	48	47	50	31	30	27	24	23	32	40	37	36
Average Wind speed (kts)	11	11	11	12	9	9	9	8	8	10	10	10	9
Average air temp. (°C)	-4	-3	2	8	17	21	24	22	18	12	6	0	11

Figure 28. Common directions of wind, speed and wind probability based on Beaufort Criteria. Statistics based on observations taken between 11/2010 - 01/2015 daily from 7am to 7pm local time at Toronto Airport weather station (data source: windfinder.com)

wind effect on at least **80%** of the total area of **major parks** shall be suitable for sitting or leisure walking, according to the lawson criteria

Figure 29. Thresholds for Tolerable Conditions based on Lawson Beaufort Criteria

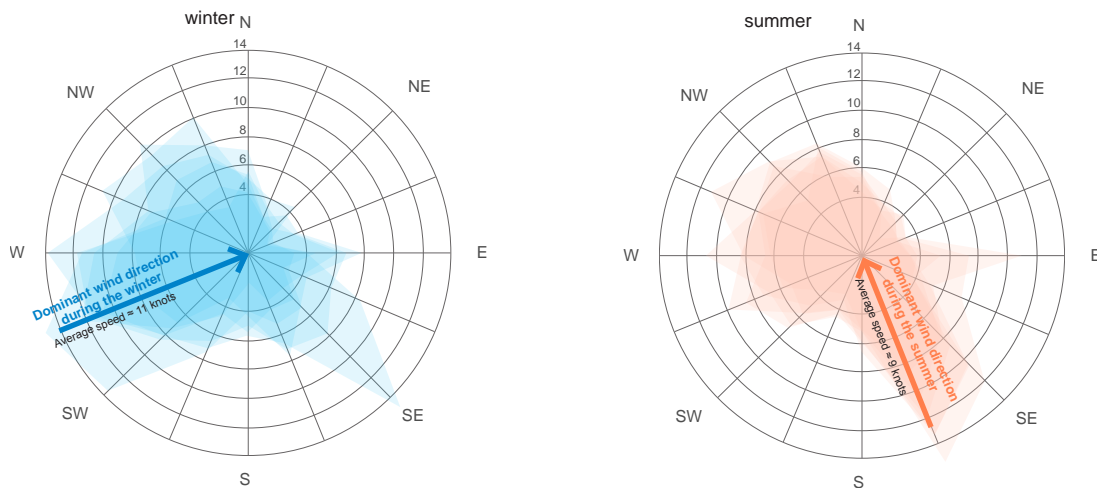
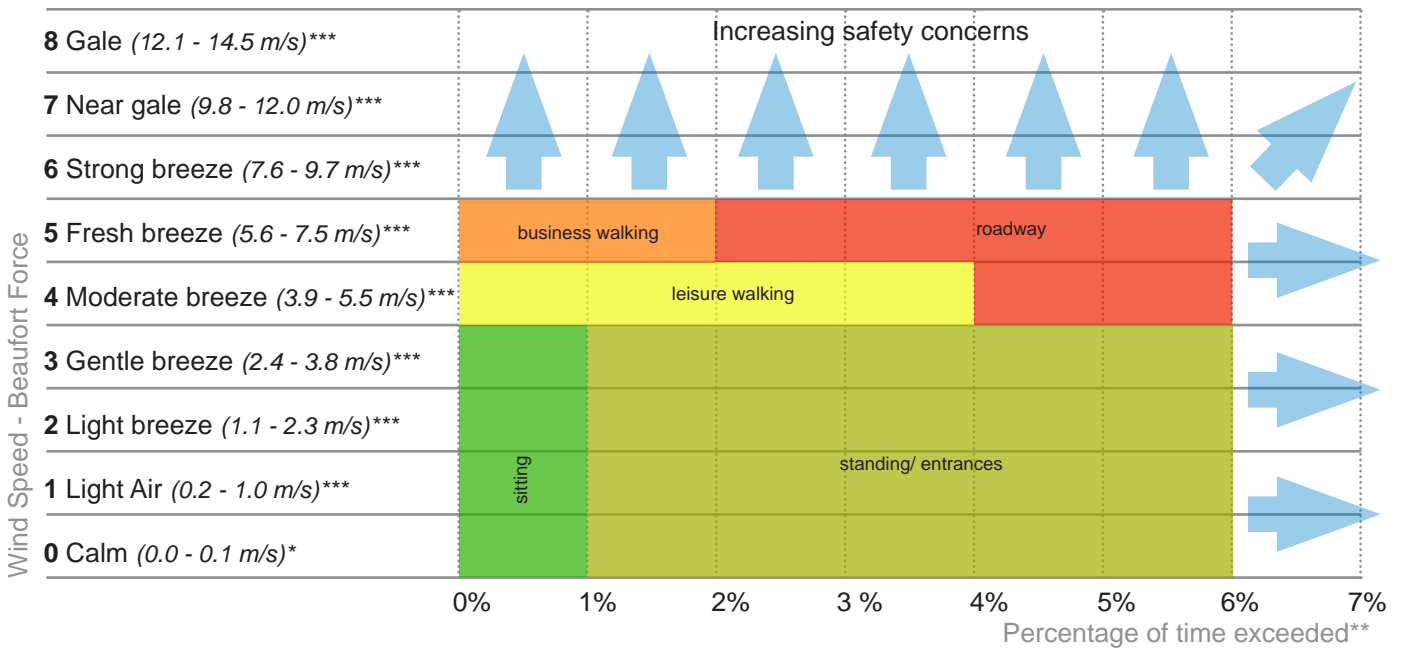


Figure 30. Wind direction distribution for winter and summer months [APR-SEPT] (data source: windfinder.com)

3.0 Character Areas

- 3.1 Place-making Objectives
- 3.2 Character Area Priorities
- 3.3 Avenue 7
- 3.4 Millway Avenue
- 3.5 Black Creek and Edgeley Pond
- 3.6 Central Park
- 3.7 Neighbourhoods
- 3.8 Employment

3.1 Place-making Objectives

The place-making objectives of the Guidelines build on the Vision and Principles from the VMC Secondary Plan, the SOS Plan, the District Strategy established by the Reconnaissance and Strategic Assessment Report, and the Framework outlined in Section 2.0.

The primary aim of these objectives is to create a new urban centre that is:

- Derived from the unique landscape, topography, natural heritage, history and culture of Vaughan;
- Vibrant, walkable and friendly to pedestrians at a finely-grained urban scale;

- Fully integrated with transit including the new subway, BRT and bus regional terminal;
- Supports cycling and active transportation;
- Integrated across public and private realms; and
- Reflects the unique character of neighbourhoods that shall form part of the VMC.

Character Areas

The Guidelines are organized around Character Areas that share a common built form and are each centred around one of the primary open spaces of the VMC.



Figure 31. Parks and Open Space Network (Source: VMC SOS Plan)

The Character Areas (shown on the map below) are based on the land use vision introduced in the VMC Secondary Plan precincts and share common building typologies, interfaces with proposed open spaces and approaches to access and circulation.

Each Character Area is also organized around one of the primary open spaces in the VMC. Each open space, along with its land uses, provides the primary structure for the Character Areas and contribute to their unique identities. Descriptions of the Character Areas are described within this section, and detailed block typologies are described in Chapter 5.0.

The role of the Character Areas is to set design priorities; the Secondary Plan Precincts and policies take precedent in the event of conflict.

LEGEND

-  Avenue Seven Character Area
-  Millway Avenue Character Area
-  Black Creek Character Areas
-  Central Park Character Areas
-  Neighbourhood Character Areas
-  Employment Character Area
-  Neighbourhood/Employment Character Area

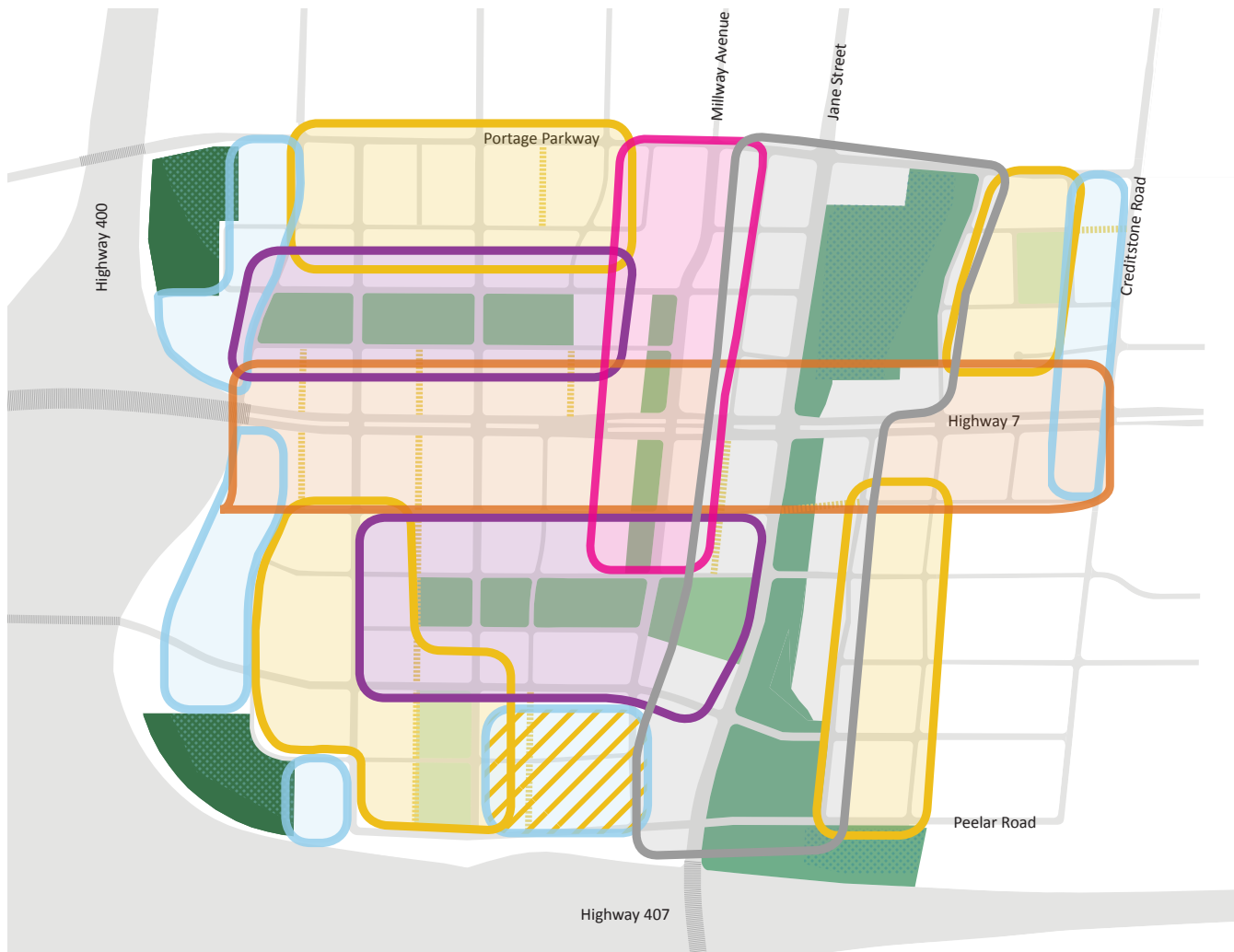


Figure 32. Character Areas

3.2 Character Area Priorities

The delivery of vibrant, mixed-use neighbourhoods shall rely on establishing clear priorities that require special attention. This shall respond to the unique context and vision for each of the Character Areas within the VMC, and include priorities identified on the map below. The visual direction for each of the Character Areas are illustrated on the following page, and demonstrate elements that shall be considered for each area within the VMC.

- A. Consistent Avenue 7 Streetwall
- B. Millway Avenue Promenade
- C. Black Creek Boardwalk
- D. Central Park Frontage + Primary Retail Street
- E. Mid-block and Pedestrian Mews
- F. Prestige Office



Figure 33. Character Area Priorities

**consistent Ave.
7 streetwall**



Figure 34. Avenue de France, Paris (image credits: SEMAPA)



**millway avenue
promenade**

Figure 35. Riva Split, Croatia (image credits: Damir Fabijanic)

**black creek
promenade**



Figure 36. Inner harbor at the Confluence, Lyon (image credits: M. Chaule)

**central park frontage
+ primary retail street**



Figure 37. Mandelapark, Almere (image credits: Francois Hendrickx)

**mid-block and
pedestrian mews**



Figure 38. Royal York Condominium, New York (image credits: Julie MacClure)

**prestige
office**



Figure 39. Multimedia Centre Hamburg, Germany (image credits: Fosters and Partners)

3.3 Avenue 7

Avenue 7* will become the central spine of the VMC. The introduction of the new BRT, together with proposed streetscape improvements will transform the current highway into a grand avenue. A mix of uses should be permitted and generate a variety of activities. Supporting movement, be it by foot, bike, bus, car or delivery truck, should remain a major function of the Avenue. All users are to be accommodated at the appropriate scale.

Public Realm

Avenue 7 is identified as a 'Green Street' in the SOS Plan: a double row of trees should be introduced along the length of the avenue as a signature green boulevard. These trees will create a human-scaled space for pedestrians to inhabit within the boulevards, provide micro-climactic protection, reduced stormwater, noise buffering, and related benefits.

An additional setback on private property may be required to accommodate the second row of trees.

Built Form

The large scale of the Highway 7 rapidway (54 m +/- R.O.W.) requires equally bold and robust built form. Ground floor heights should be taller, mid-block connections should require full building articulation, and building massing should respond to the appropriate scale.

The proximity to transit and high visibility along the primary avenue makes the Area attractive for employment uses. Commercial buildings should be accommodated within the built form.

Priorities for the Avenue 7 Character Area

Developing generous, human-scaled boulevards along both sides of Avenue 7 is the top priority for the Area.

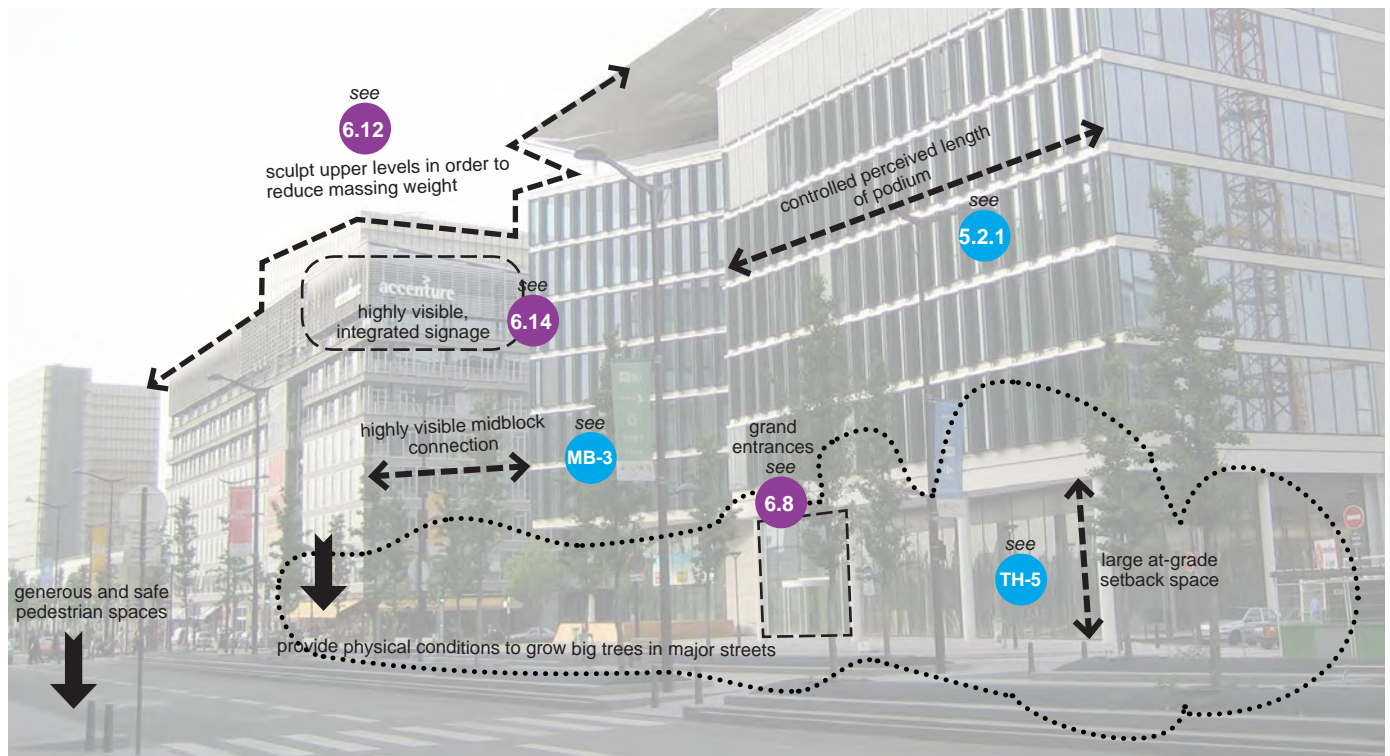


Figure 40. Avenue de France, Paris (photo credits: SEMAPA)

* Highway 7, hereafter referred to as Avenue 7 to reflect the vision for the urban design character specific to the VMC. This document is not suggesting that the Region of York rebrand the street.

Key Considerations for the Avenue 7 Character Area
Accommodating the double row of trees along Avenue 7 (as described in the SOS Plan) will require setbacks on private property in certain scenarios; additionally, hydro poles will pose a challenge for the implementation

of the streetscape and therefore, it is encouraged to underground hydro utilities where possible.

All development has to be coordinated with proposed station locations along the Avenue.



Figure 41. Typical Section of Avenue 7 looking West (source: VMC Secondary Plan)

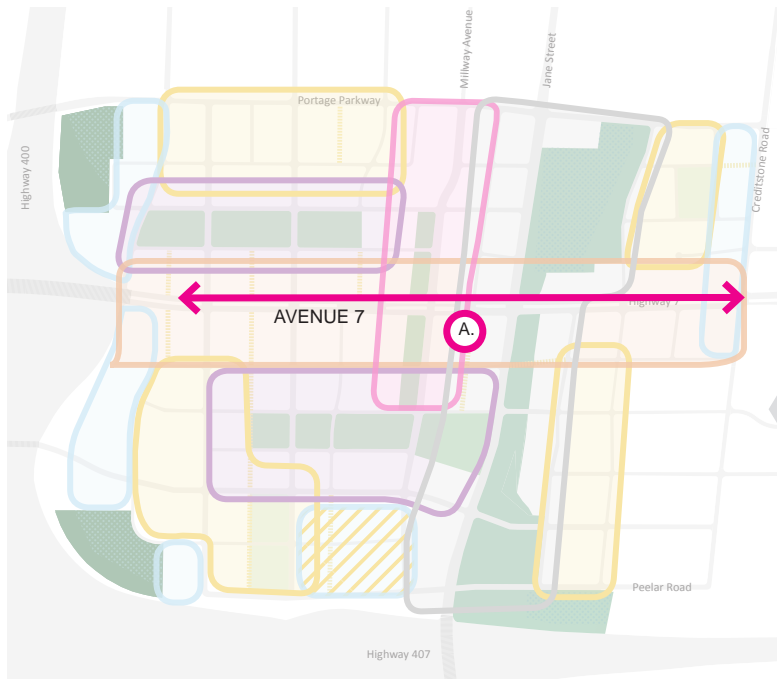


Figure 42. Priority Area within the Character Area

SUPPORTING DOCUMENT HIGHLIGHT

- Grand urban avenue that balances high order rapid transit and vehicular traffic with a pedestrian-friendly street
- Provides attractive setting for residential and commercial development
- Green Infrastructure: double row of street trees for pedestrian comfort, under storey planting in pedestrian boulevard, and planted medians (VMC SOS Plan 5.7)

WHAT ACTIVE USES WORK IN BUSY AVENUES AND HOW?

The creation of a vibrant and successful public realm along Avenue 7 will depend on adjacent uses, the surrounding built form, type and frequency of entrances and the streetscape details.

The following precedents are included as examples (both positive and negative) of similar wide rights of way. The character of Avenue 7 as well as its uses will evolve as development occur along the corridor; ground floor design should allow for flexibility over time - section 4.4 outlines some of the guidelines for it.

Public plazas at intersections add to the public realm, create gathering spaces and support the adjacent vivaNext infrastructure.

Generous street trees are needed to create a welcoming pedestrian environment that counteracts the scale of the wide roadway.



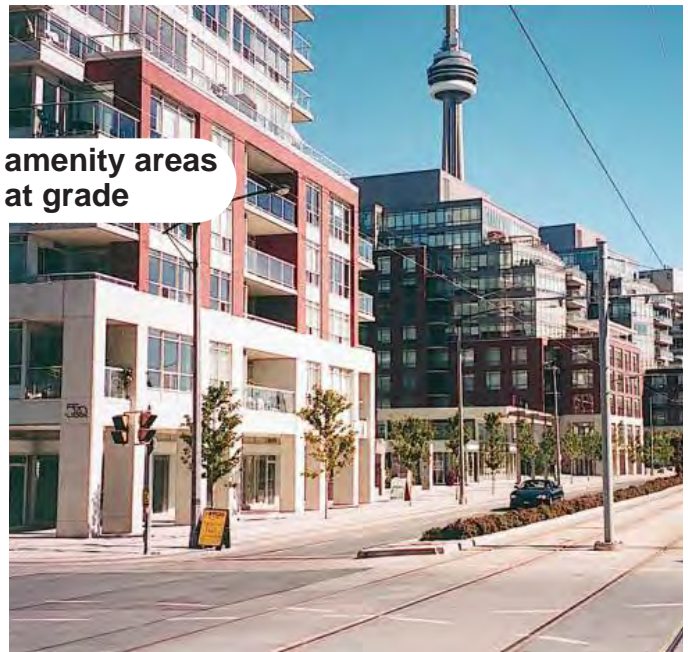
corner plaza at major intersection

Figure 43. Highway 7 at Richmond Hill (Image Credits: Viva Next)



retail at grade

Figure 44. Malibu Condos at Harbourfront, Toronto (Image Credits: condos.ca)



amenity areas at grade

Figure 45. 500 Queens Quay, Toronto (Image Credits: mynewtorontohome.com)

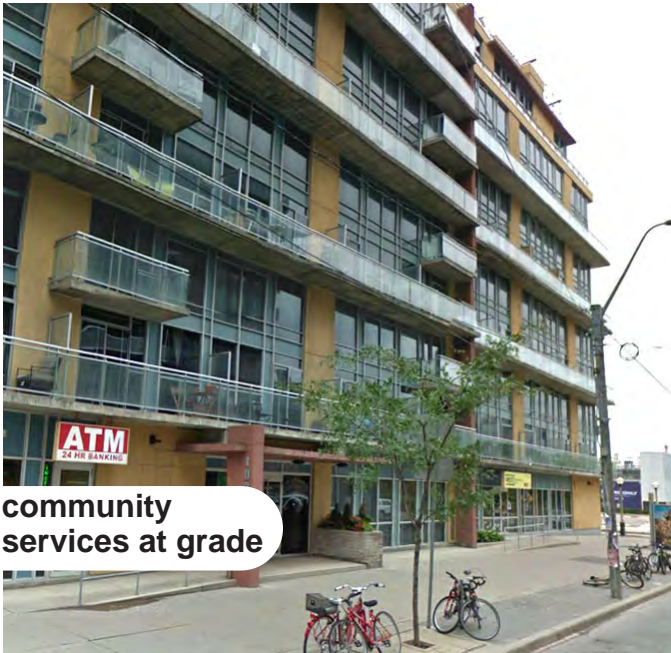


Figure 46. West Neighbourhood House (former Christopher House), King St, Toronto (Image Credits: google streetview)



Figure 47. Condo development, Mississauga (Image Credits: Paul Kulig)

Retail will not thrive in every location and phase. If ground floor is designed for flexibility and adaptation, it may be repurposed for diverse street-related uses, such as office space, amenities or community services:



Figure 48. King's Landing Condominiums 460, 480 Queens Quay, Toronto (Image Credits: Torontocondoiniums.com)



Figure 49. 112 Esplanade, Toronto (Image Credits: google streetview)

URBAN DESIGN STRATEGIES



Consistent Streetwall

Generally continuous 6 storey podiums should frame the transit avenue and procure its monumental character; minor variances on the shape and height of rooftops of the podiums add vibrancy to the streetwall.

The apparent massing of buildings should create a rhythm in line with the scale of the avenue.

Figure 50. Vauban neighbourhood in Freiburg, Germany (Image Credits: City of Freiburg)



Street Interface through design

While some retail will occur along Avenue 7, particularly in corner lots and in proximity to the subway, the activation of the ground level should primarily happen through architectural features: generous ground floor heights, sufficient glazing, public uses located close to the façade, large compelling building entrances, bold signage, etc.

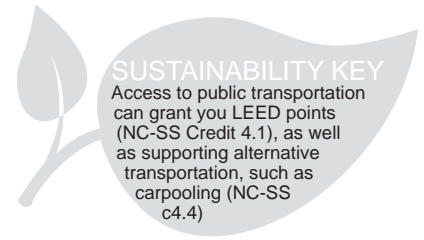
Figure 51. Salvation Army Headquarters, London (Image Credits: Adrian Pingstone)



Opportunity for highly visible headquarters

Avenue 7 will be a highly travelled street both by pedestrians and vehicles. Its monumental scale creates an opportunity for visibility for companies; tasteful and well integrated signage may enhance the character of the avenue.

Figure 52. The New York Times Building, New York (Image Credits: Renzo Piano)



Transitional Frontage

A strong and consistent streetscape design with enhanced street furnishing should alleviate interim conditions such as discordant alignment of frontages, lack of street animation or unsuitable uses like front parking.

Figure 53. Lonsdale Street, Dandenong, Victoria (Image Credits: John Gollings and Peter Bennett)



Setbacks to complete the pedestrian boulevard

The available right-of-way varies along Avenue 7 and in some locations setbacks are essential to build a wide boulevard that should accommodate all users and uses. Wide setbacks have been prescribed to address this issue.

Figure 54. Dundas West Streetscape (Image Credits: City of Toronto's POPS guidelines)



Public Art features at Gateway

In some segments of Avenue 7 the public right of way provides for a wider boulevard, which is a great opportunity for highly visible public art, particularly in proximity to gateways.

Figure 55. Between the Eyes, Richard Deacon, 1990, Yonge Street and Queens Quay, Toronto (Image Credits: Michael Crisman)

3.4 Millway Avenue

Millway Avenue is poised to become the cultural and social spine for the VMC. It will connect the new subway and BRT station with the new bus terminal, and act as the primary gateway for visitors to the VMC. Millway Avenue is intended to be a bustling pedestrian zone that is served by a variety of commercial and retail uses and a generous open space along the east.

Public Realm

Defined as a “Premium Street” in the City-Wide Streetscape Implementation Manual, the Millway should receive the highest level of service and may incorporate custom design elements such as accent lighting, iconic furnishing and public art.

Mid-block connections should be located strategically to serve the high volumes of pedestrian traffic.

Built Form

The Promenade is located along one side of Millway Avenue, creating an asymmetrical condition: blocks to the east have a frontage adjacent to the street and vehicular traffic, which provides high visibility to large retail and office uses in upper floors; blocks to the west are buffered from the street and foster a finer grain of retail and recreational uses. The width or perceived mass of buildings should break up to adjust to the different speed of users.

Priorities for the Millway Character Area

The top priority for the Millway is supporting the creation of a vibrant pedestrian spine. This should be achieved through public realm investments that focus on making Millway walkable with active at-grade uses that provide

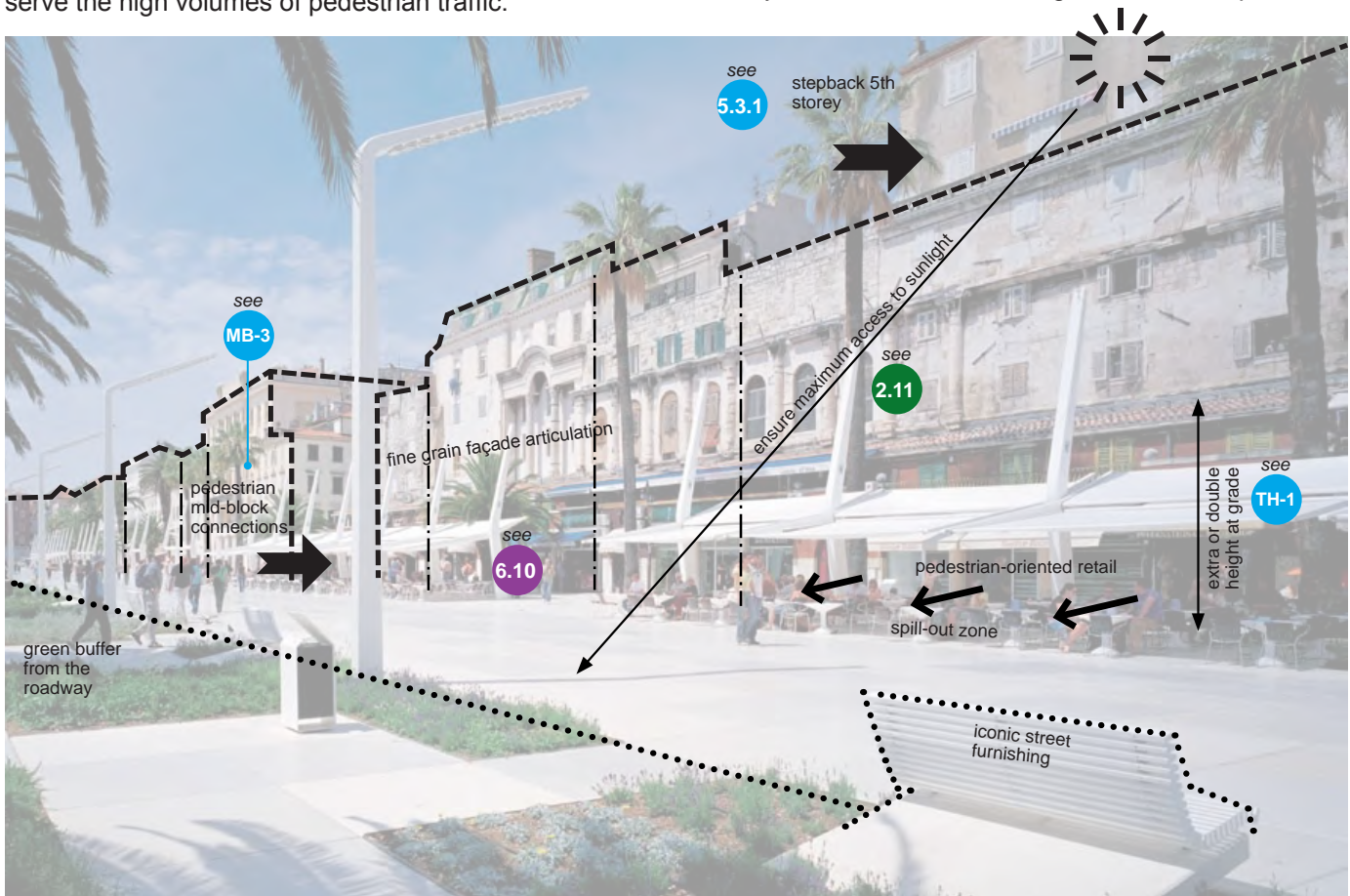


Figure 56. Riva Split, Croatia (Image Credits: Damir Fabijanic)

continuity and interest for pedestrians.

Other priorities include enhancing cultural space, transit connectivity between BRT, subway and bus, and connecting the north and south of the VMC as a single experience.

Key Considerations for the Millway Character Area

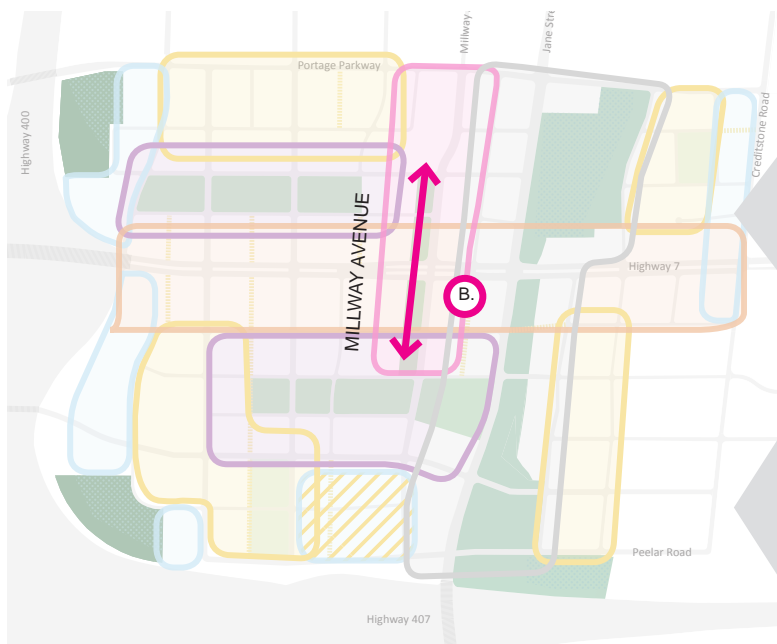
Supporting an asymmetrical retail street requires careful design considerations to take advantage of unique climactic conditions but also ensure adequate access

and servicing.

The design of built form, public art, street furnishings and landscaping will be coordinated with any transit facilities along Millway Avenue. For specifics on street furnishing, refer to SOS Plan. YRRTC should be consulted early on in the planning and development for this character area and related transit facilities or services either adjacent to or at gateway and transit station locations along Avenue 7.



Figure 57. Streetview Concept for Millway Avenue (Source: VMC SOS Plan)



SUPPORTING DOCUMENT HIGHLIGHT
“Millway Avenue Promenade is a primary retail street and urban park destination with direct access to the mobility hub. The Promenade is poised to become the cultural and social spine for the downtown.” (VMC SOS Plan 4.1)

SUPPORTING DOCUMENT HIGHLIGHT
“The success of the promenade as a destination will be dependent upon the quality and character of the built form edge. Animate with active, publicly-accessible uses at grade, including shops, restaurants, cafes and cultural and social destinations.” (VMC SOS Plan 4.3)

Figure 58. Streetview Concept for Millway Avenue (Source: VMC SOS Plan)

URBAN DESIGN STRATEGIES



Shadow Control

A livable environment is essential to ensure the use and activity in the commercial promenade as well as the subsistence of trees and other landscaping. Height of podiums should be controlled at both sides of the street to maximize access to sunlight.

Built form should respond to the asymmetrical condition of the avenue.

Figure 59. North Terrace, Adelaide (Image Credits: John Gollings)



Active Frontage

Millway Promenade is a unique commercial street within the VMC. To the west side it offers a welcoming pedestrian path and a generous furniture zone; buildings should maximize their ground floor façade (glazing, high quality materials, ground floor heights, etc) in order to add vibrancy and attract retail uses that would utilize the outdoor space available. To the east side retail uses should receive less pedestrian traffic but further visibility from the street, thus may accommodate larger scale urban format retail.

Services, parking entries and infrastructure are to be located outside the retail strip for both sides, preferably at side and rear local streets.

Figure 60. Pitt Street Mall, Sydney (Image Credits: Tony Caro)



Permeability and Connectivity

The vibrancy of the pedestrian strip in the Millway Promenade could permeate the urban fabric towards inner courtyards and adjacent blocks. Fine grain pedestrian connections, with sufficient visual interest and lighting, may connect to contiguous private open spaces.

Figure 61. Yorkville pedestrian passage (Image Credits: Payton Chung)



Top off for the Promenade

Millway Avenue Promenade will be the major pedestrian view corridor in the VMC; as such, blocks at the north and south end of it should provide a clear closure to the space and be treated as signature buildings. Streetscape elements such as trees or lighting should assist in articulating the view terminus feature.

Figure 62. The Stephen Avenue pedestrian mall, Calgary (Image Credits: Richard White)



Transit Hub as a Destination

The new transit hub will become an important and frequented destination in the neighbourhood. The architecture around it should celebrate its prominence and treat it as a major civic centre.

Figure 63. Stratford Station (Image Credits: Metrolinx)



Clear Continuity of Applemill Road

The commercial nature of Millway Avenue should infiltrate contiguous streets, New Park Place being the most distinct of them. Well indicated retail in the corners of the intersection should guide visitors to inner areas of the retail district.

Figure 64. Broadway and E Houston St, New York (Image Credits: urban75)

3.5 Black Creek and Edgeley Pond

The segment of Black Creek and Edgeley Pond through the VMC will be a unique landscape feature that establishes a new relationship between natural features and the high-density urban centre. The vision for the Creek and Edgeley Pond is articulated in the VMC Black Creek Renewal Urban Design Framework which presents “a creek with two contrasting banks: ‘naturalized’ and ‘urban’”. This green corridor is a unique asset and defining feature within the VMC that sets it apart from other Urban Growth Centres across Ontario.

Although the open space along the Black Creek and Edgeley Pond varies along its full length, the vision for Jane Street is to be a “Green Spine” where mature trees with a high branching structure flanking the street invite the public to go in. To the north, Edgeley Pond will be the largest Open Space within the VMC and should host a series of walkways, trails and passive recreation areas; its transition to the immediately adjacent developments should include a combination of recreational multi-purpose trails and promenade walkways within tree allées and planting beds.

Public Realm

South of Avenue 7, the Black Creek will start as a contained and narrow channel with a vibrant and animated urban promenade to the east, adjacent to the proposed built form; further south Black Creek will transition into a broader, naturalized open space as the valley space widens south of Doughton Road. Continuous pedestrian walkways, fully integrated into the landscape, should provide generous access and serve as routes for recreation, amenity and commuting traffic for pedestrians and cyclists alike. Urban uses abutting the open space should provide amenities to support its enjoyment.

Built Form

The built form along Black Creek should respond to the unique conditions of the public realm and provide frequent mid-block connections to building entrances and through blocks, as appropriate. Specifically, buildings along the naturalized bank, north of Avenue 7, should open and relate to the naturalized area as a means of maximizing its recreational potential.

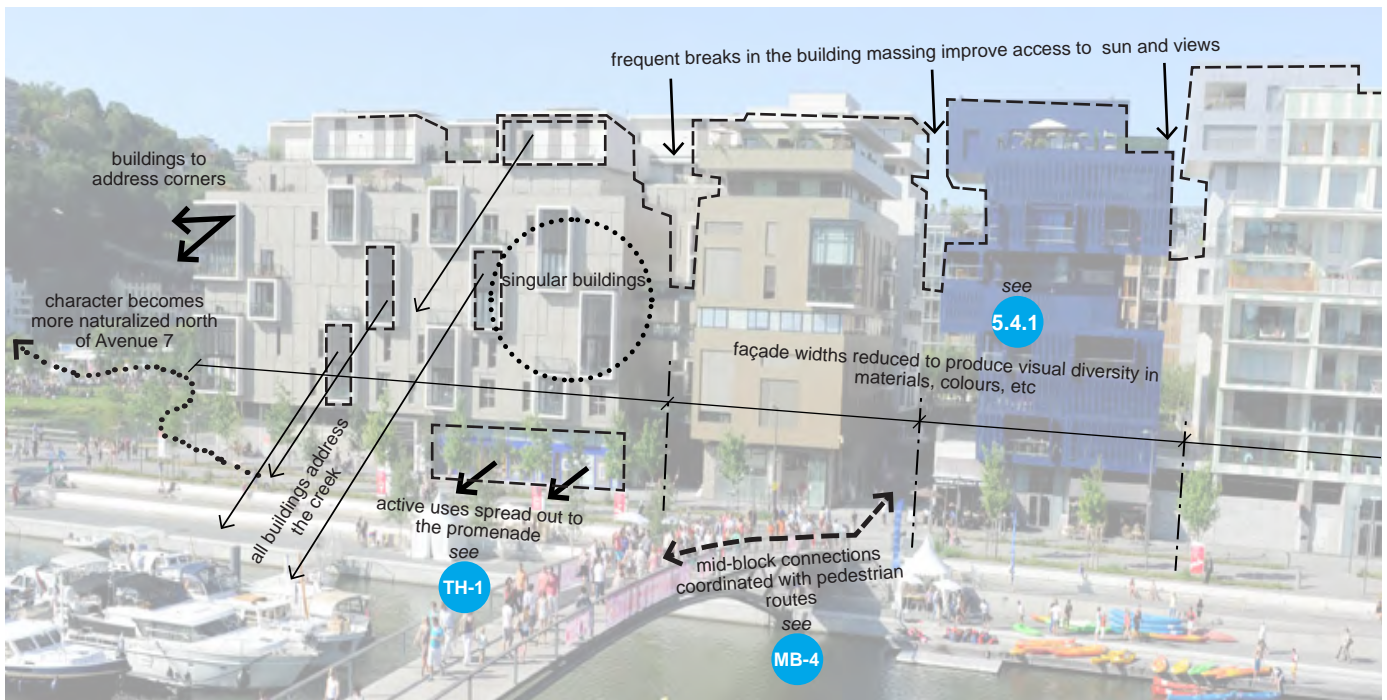
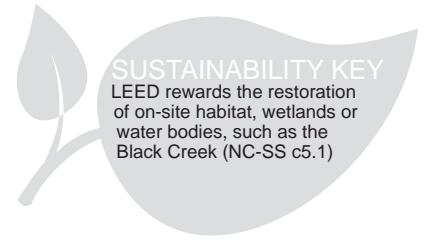


Figure 65. Inner harbor at the Confluence, Lyon (Image Credits: M. Chaule)



Buildings to the West of Jane Street should be visually oriented towards Black Creek to enjoy the unique views over the open landscape. Additionally, the configuration of the block should provide shelter for pedestrian areas from the high traffic volumes of Jane Street.

Priorities for the Black Creek Character Area

Implementing the Vision of Black Creek is the top priority for this Character Area. This will require the coordinated efforts of the infrastructure and storm-water elements,

the public realm and parks design and the private developments adjacent to Black Creek (both the built and open areas).

Key Considerations for the Black Creek Character Area

Ensuring continuous public access to Black Creek and around its perimeter, as well as visual connections from adjacent streets and transit routes will be key to its success as a signature public space within the VMC.



Figure 66. Black Creek Urban Design Vision (Image Credits: Public Work)



Figure 67. Priority Area Within the Character Area

SUPPORTING WORKSHOP HIGHLIGHT

“The proposed alignment of Black Creek creates the possibility for a creek with two contrasting banks: ‘naturalized’ and ‘urban’.

This organization works to create a civic spine which prioritizes both uncompromising environmental renewal and maximum urban value - combined as a coherent civic gesture and open space system.”

(Black Creek Urban Design Vision Workshop)

URBAN DESIGN STRATEGIES



Active Façade to Black Creek

Buildings contiguous to the creek should locate active uses at grade (including residential) that open to the green areas and benefit from their location. All buildings should have a highly visible entry point from the creek.

Figure 68. Mill River Park, City of Stamford, Connecticut (Image Credits: Olin)



Key Retail Nodes Adjacent to Open Space

Retail uses are strongly encouraged in key areas such as in gateway locations (i.e. intersection with Avenue 7) and along the promenade. Retail adjacent to open space should provide small scale commercial and public uses, including retail stores, restaurants, places of entertainment, offices, and institutions. Higher densities adjacent to the open space should support the retail services.

Figure 69. Potters Field Park, London (Image Credits: Justin Davis)



Mix Hardscapes and Softscapes Along Black Creek

The Black Creek Channel and promenade will become a vast environmental open space and natural feature of enormous scale. The surrounding development should help to create a human scale and urban edge to the creek through a variety of diverse small scale landscape interventions that should adapt to different types of programs.

Figure 70. Bow River, Calgary (Image Credits: Richard White)



Pedestrian Connections to Black Creek

All blocks contiguous to the channel should incorporate green connections from the open space in the shape of green fingers spreading into the development.

Figure 71. Tate Modern Bankside, London (Image Credits: Gillespies)



Humanize the Intersection of Jane and Avenue 7

Jane Street and Avenue 7 will be the busiest intersection of the area, both for vehicles and pedestrians. In order to reduce the vehicular character of the intersection, buildings should have a strong presence at the street, with strategic setbacks and colonnades to offer shelter to pedestrians and visual connection to the adjacent green area along the creek.

Figure 72. Pasadena, California (Image Credits: Richard Layman)



Maximize Views onto Black Creek

The west side of Jane Street will be an exceptional location because of its exceptional views over the green landscape. Development on these blocks should be oriented towards the creek and be staggered to maximize views from buildings.

Figure 73. Central Park, New York (Image Credits: prweb)

3.6 Central Park

The two planned Central Parks are envisioned to act as the primary open space amenities for the VMC. Located centrally within the primary neighbourhoods, they will provide day-to-day amenity for area residents and workers. The parks will also occasionally host special events serving residents in Vaughan and the Region.

According to the VMC SOS Plan, these urban parks should be “a defining element for each neighbourhood in the VMC, with adjacent buildings framing the park space and with active uses at grade.”

Public Realm

Given their size and location, the two east-west urban parks should host a wide variety of events and activities. The public realm should be utilized on average weekday to allow for local activities such as dog-walking, providing space for employees to enjoy lunch, and hosting special events or concerts that attract large crowds.

The landscaping should be urban and robust, yet refined and welcoming.

The VMC urban parks are composed of several contiguous blocks which help to generate expansive visual connections from and to the surrounding neighbourhood. Development blocks at the end of each urban park should be designed to become signature buildings.

Built Form in Urban Parks

Urban parks are envisioned to incorporate small scale buildings that may include community and park related services and programs, as well as retail concessions that may help to animate the space (e.g. restaurants and smaller food stands, bike and other equipment rental space, washrooms, community rooms for indoor activities, small art gallery spaces, etc.).

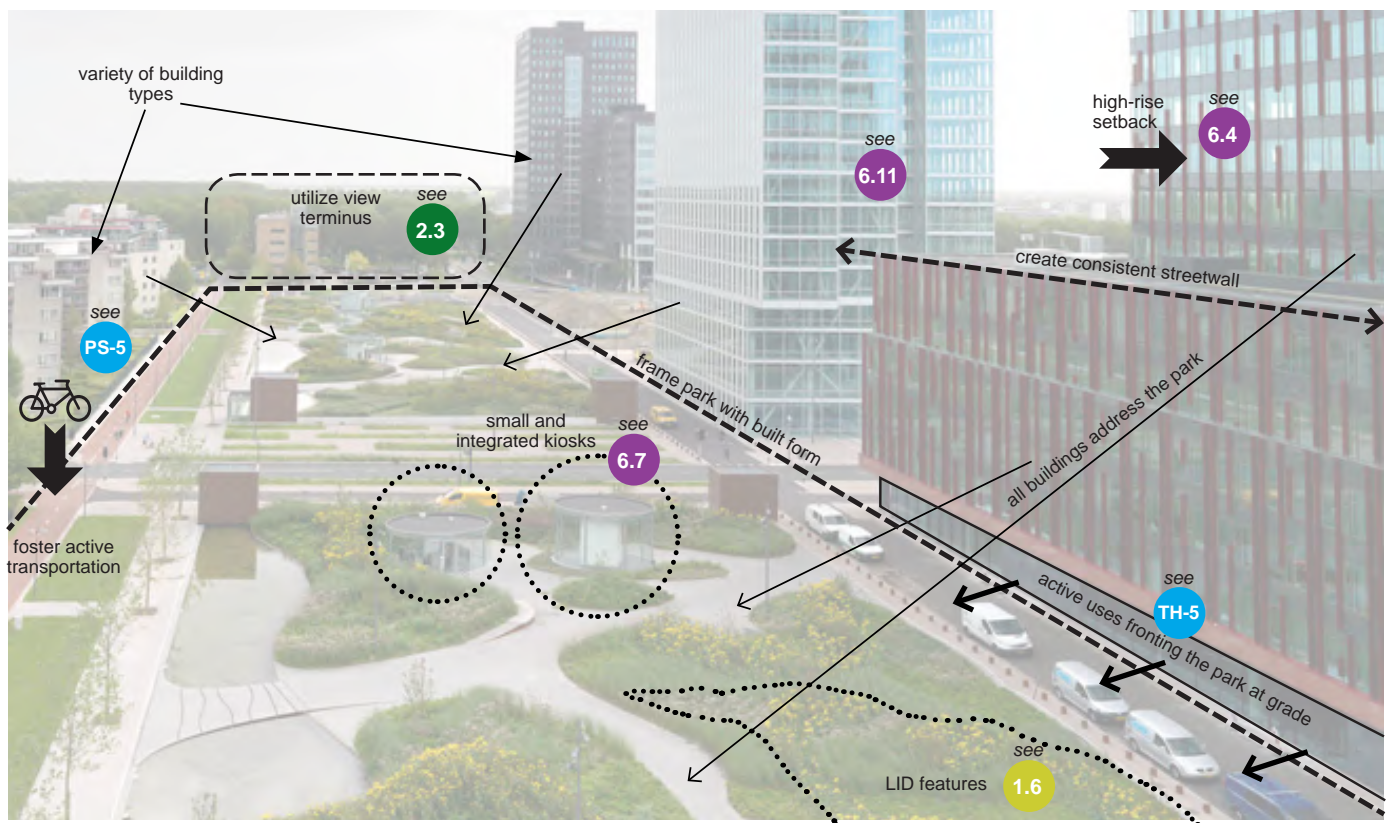


Figure 74. Mandelapark, Almere (Image Credits: Francois Hendrickx)

Given their large scale, the VMC Secondary Plan allocates high densities around the park perimeters and permits some retail activities; a successful urban park requires a critical amount of use and activity.

A consistent surrounding streetwall should help define the open space and visually ‘frame’ its activities.

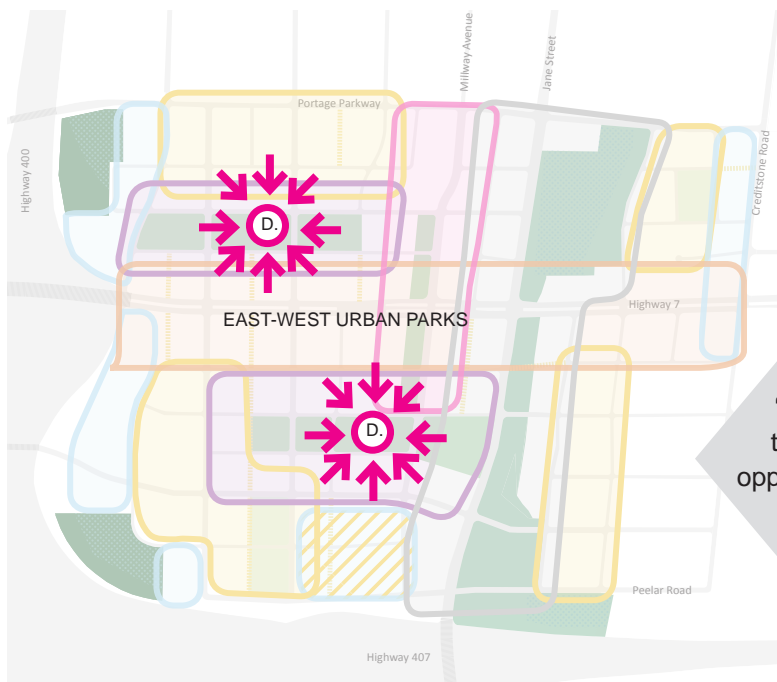
Generous pedestrian mid-block connections within buildings in the perimeter of the parks should maximize accessibility from surrounding neighbourhoods.

Priorities for the Central Park Character Area

Developing a Park “framework” that establishes clear functional uses while allowing the park to evolve over time to suit neighbourhood needs.

Key Considerations for the Central Park Character Area

Developing the appropriate mix of uses around the park perimeter to ensure vitality and amenity will be key to their success as “24-7” public spaces.



SUPPORTING DOCUMENT HIGHLIGHT

“The urban parks... are large and interconnected spaces that offer a wide range of active and passive recreational opportunities. These urban parks are envisioned to become iconic civic gathering spaces for the VMC.”
(VMC SOS Plan 4.3)

Figure 75. Priority Area within the Character Area

URBAN DESIGN STRATEGIES



Buildings to Address the Park

Building façades should feature prominent windows, balconies and be sufficiently open at street level to encourage “eyes on the street” over the park.

Figure 76. Victoria Memorial Park Toronto (Image Credits: Craig White)



Strong Frontage Around the Park

A continuous and well articulated streetwall aids to frame the open space and humanize the scale of significantly large parks. Additionally, it should procure sufficient density that should ensure the use and purpose of the park.

Figure 77. City Place condos, Toronto (Image Credits: Valentina Blit)



High-Rise Setback from the Park

Taller buildings should be setback from the park to avoid disturbing the human-scaled built form perimeter, casting excessive shadows and projecting wind to the public realm.

Figure 78. City Place condos, Toronto (Image Credits: Valentina Blit)



View Terminus for Parks

Both central parks in the VMC have a longitudinal configuration, which creates a corridor effect. It is therefore necessary to provide a valuable visual focus point at the ends of the park by designing buildings with strong presence in the street and engaging façades.

Figure 79. One Park Place, Toronto (Image Credits: Hariri Pontarini)



Park Pavilions

Pavilions that are proposed within an urban park should be designed to be mindful of human scale, consistent with park materials and multi-sided (i.e. all sides of the pavilion need to be designed to a high standard). Park Pavilions should be porous structures that may allow pedestrian circulation and not entirely obstruct visual sightlines within and out of the park.

Figure 80. Canal Park, Washington DC (Image Credits: STUDIOS)



Encourage Local Retail Around the Park

Local retailers are encouraged to help residents be less dependant on private vehicles for their errands. Corners are the preferred location as a local retailer may help animate both the frontage to the park and the side street.

Figure 81. The Shop around the Corner, New York (Image Credits: 'You've got mail')

3.7 Neighbourhoods

According to the VMC Secondary Plan, each of the quadrants of the VMC includes a neighbourhood precinct that “shall be developed primarily with residential uses, complemented by community amenities such as schools, parks, community centres and daycare facilities, as required” (VMC Secondary Plan 8.5.1) . Additionally small-scale, neighbourhood-oriented commercial uses should be permitted, particularly on corner lots, in aims of fostering walkable, self-sufficient communities.

Public Realm

The public realm of the neighbourhoods should be tailored to accommodate the everyday needs of neighbourhood residents. The spaces should be of a scale suited to local neighbourhood life and focus on elements that support this, such as: mid-block

connections, pedestrian mews, generous sidewalks and boulevards, and well designed neighbourhood streets. These should be punctuated by open spaces at schools, daycares or community centres that augment the open space network.

Private open spaces, in the form of setbacks, front yards, mews and courtyards should be fully integrated into this network and critical to its overall success.

Built Form

A mix of high-rise, mid-rise and low-rise buildings is encouraged in each of the four Neighbourhoods; all building typologies should allow for great pedestrian permeability within the block and a diverse and well connected open space network.

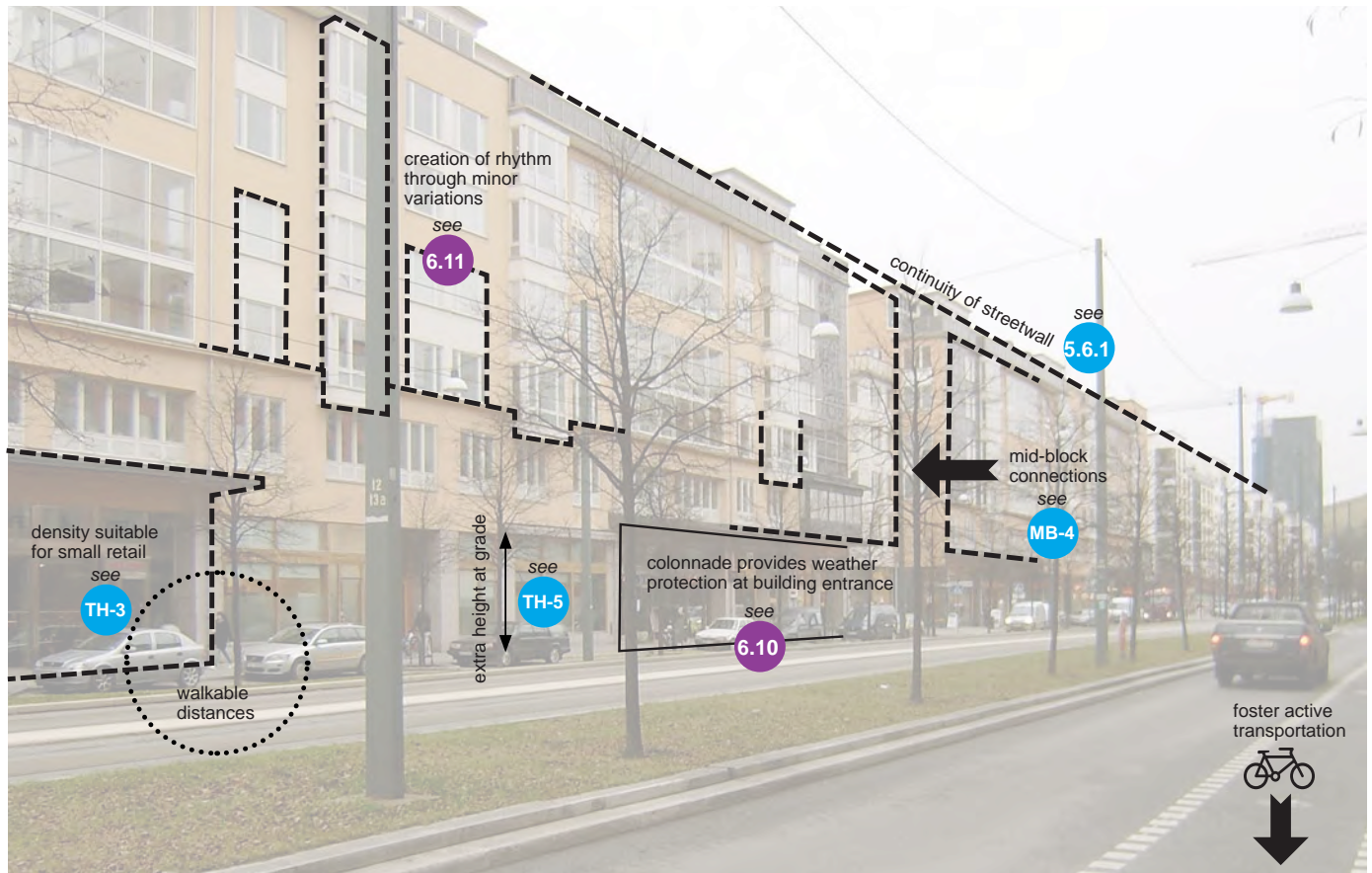


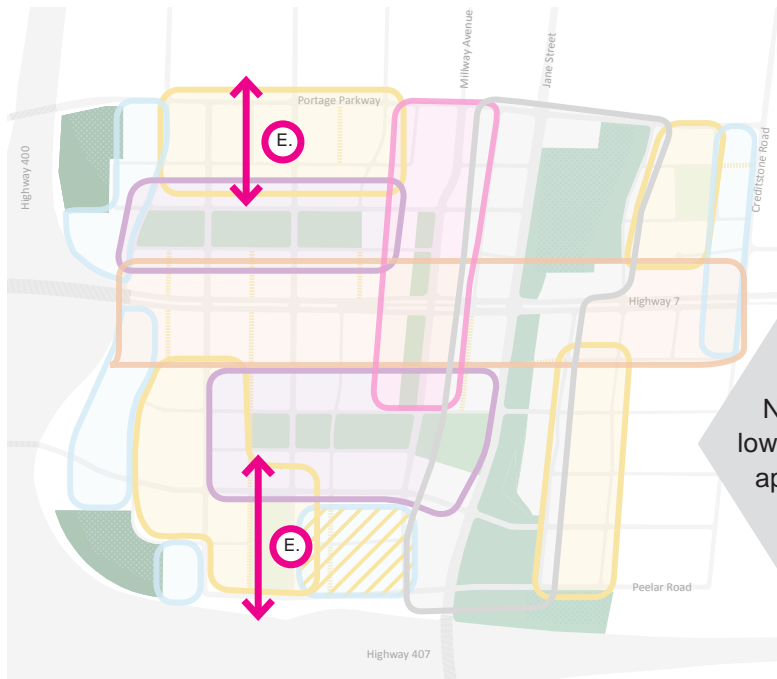
Figure 82. Hammarby Sjöstad, Sweden (photo credits Matthew Carmona)

Priorities for the Neighbourhood Character Areas

Creating a connected system of mews and pathways and developing street boulevards that support generous and continuous tree planting throughout the neighbourhoods.

Key Considerations for the Neighbourhood Character Areas

Integrating the public realm along streets, with the publicly accessible private open spaces and other civic spaces (school yards, etc..) will be critical to developing a successful public realm.



SUPPORTING DOCUMENT HIGHLIGHT

“Live-work units also shall be permitted in all Neighbourhood Precincts. A mix of high-rise, mid-rise and low-rise buildings, as described in Policy 8.6.1, and a mix of apartment dwellings and townhouses shall be encouraged in each of the four Neighbourhood Precincts identified in Schedule F” (VMC Secondary Plan 8.5.1)

Figure 83. Priority Area within the Character Area

URBAN DESIGN STRATEGIES



Variety in Building Types

Development should incorporate a range of building types and uses in order to guarantee variety in units types (from studios to 4 bedrooms units), in built form (townhouses, mid-rise, garden apartments, towers, etc.), in tenure (rental, co-op, condos, etc.) and in construction (concrete, wood, brick, etc.).

Figure 84. One Cole Development, Toronto (Image Credits: Tom Arban)



Character in Built Form Mix

Development blocks should combine and juxtapose different building types as a means of providing interesting views and dynamism in the overall massing, as part of the development of the distinctive identity of each block.

Figure 85. OFalkenried Quartier, Hamburg Germany (Image Credits: Bolles+Wilson)



Strong Façade Articulation

Local streets in residential neighbourhoods might have little active uses along their frontage, therefore it is crucial to ensure the animation of the pedestrian experience through the rhythm and articulation of the façade: grade-related units, frequent breakups of volume, sculpted entries, enduring front yard landscaping, awnings, etc.

Figure 86. Townhouses in Liberty Village, Toronto (Image Credits: Clara Romero)



Accessible Open Spaces

Amenity space should be easily accessible, well connected, provide sufficient vegetation and foster community uses. Fencing, screening and dramatic differences in elevation that interrupt visual connections between open spaces are not permitted.

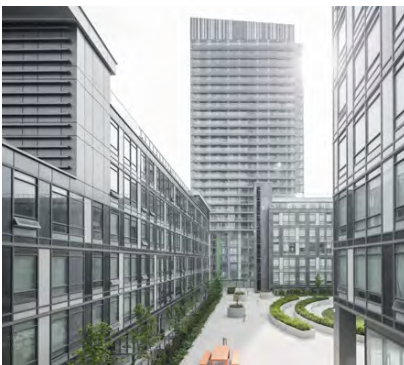
Figure 87. Royal York Condominium, New York (Image Credits: Julie MacClure)



Promote Active Transportation

A range of strategies may be used to promote active transportation: provide safe and easily accessible bike parking, provide carshare stations within the property, design direct pedestrian connections to transit stops, locate centralized parking to discourage the use of private vehicles for local errands, design at-grade uses to discourage street parking, etc.

Figure 88. The Pearl District, Portland (Image Credits: Gen Fujioka)



Designed for Climate Control

The block organization, mix of building heights, massing of volumes, stepbacks and alignment of breezeways determine the access to sunlight and wind protection at the pedestrian level.

Figure 89. Toronto Community Housing block 32 (Image Credits: Maris Mezulis)

3.8 Employment

The Employment Areas, and specifically the buildings within them, will form the primary public ‘face’ to the VMC for visitors arriving via the 400 and 407 highways.

Additionally, the presence of key storm-water features in these Character Areas, represents a unique opportunity to signify entry into the VMC and establish the VMC ‘brand’ to the broader public.

Buildings within these Character Areas should be well-designed and civically minded in their form and materiality.

Public Realm

Given the commercial uses anticipated in these Areas, the public realm should be designed to provide the required amenity necessary to support the high population of day-time users.

Additionally, unique opportunities exist to incorporate elements of the storm-water ponds into an integrated network of public spaces and trails, as articulated in the SOS plan.

Built Form

The VMC Secondary Plan encourages a mix of office and other non-noxious employment uses, such as research and development facilities, light industrial uses and public institutions. Hotels and conference facilities are strategically permitted adjacent to the highways, recognizing its prime location in relation to vehicular traffic. For the complete list of permitted uses, refer to the VMC Secondary Plan.

The buildings should also take advantage of their prominent locations to act as the gateways into the VMC. Care should be taken to ensure proper transitions

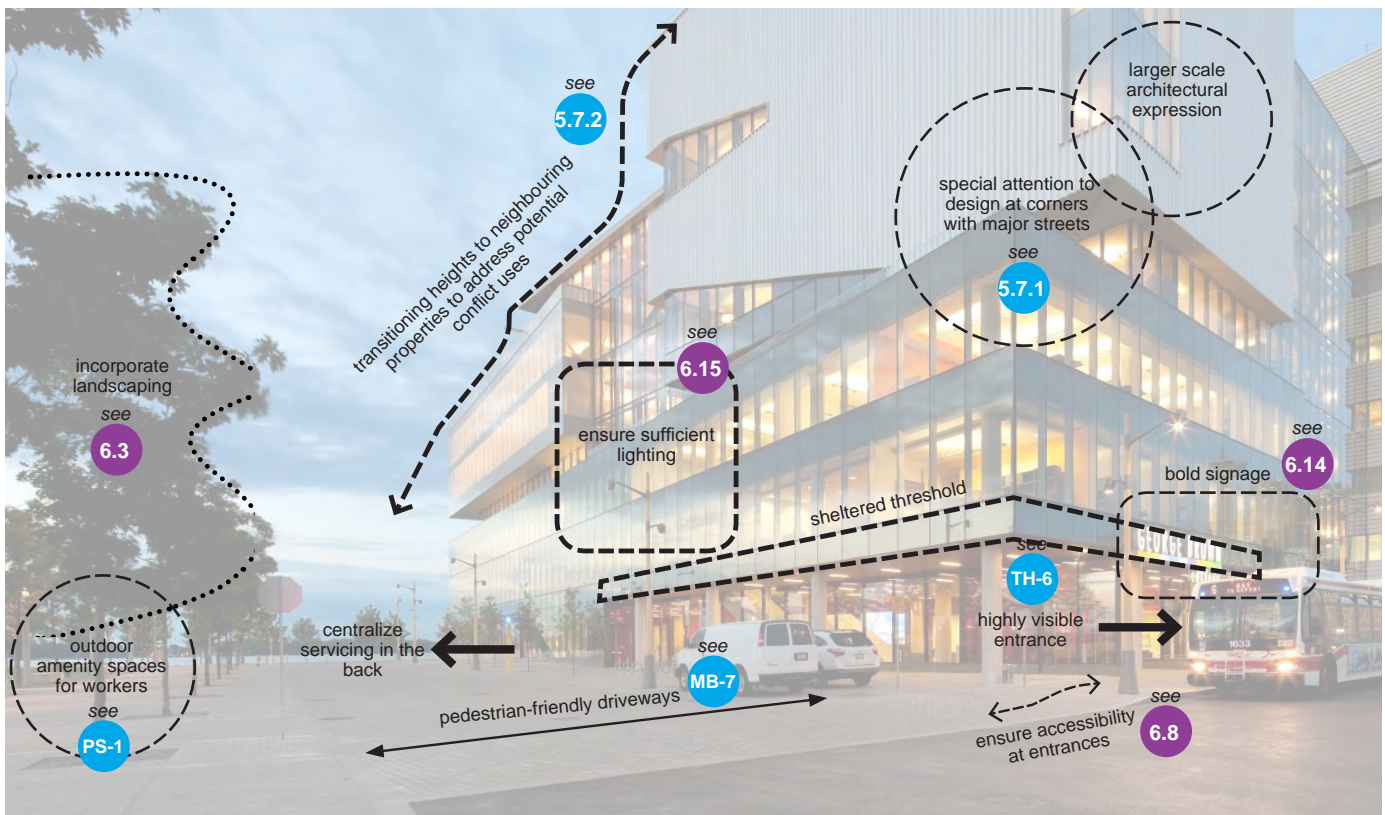


Figure 90. George Brown College Health Science Facility, Toronto (photo credits: Tom Arban)

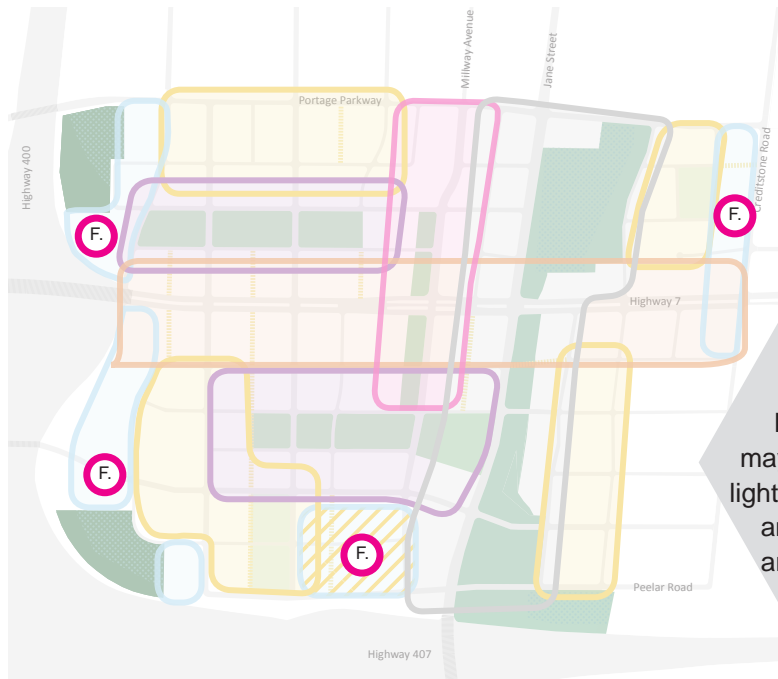
to surrounding uses.

Priorities for the Employment Character Areas

Developing an integrated public realm that supports the employment uses and provides connections to the rest of the VMC.

Key Considerations for the Employment Character Areas

Integrating the storm-water features into developments and general public realm network in a cohesive fashion.



SUPPORTING DOCUMENT HIGHLIGHT

“A mix of office and other non-noxious employment uses shall be encouraged in the East and West Employment Precincts [...]. In addition to office buildings, the following may also be permitted: research and development facilities, light industrial uses and public institutions. In addition, hotels and conference facilities are also permitted, provided they are located on a development block adjacent to Highways 7, 400 or 407. (VMC Secondary Plan 8.6.1)

Figure 91. Priority Area within the Character Area

URBAN DESIGN STRATEGIES



Great Entrances

Office and institutional buildings generally have a larger scale architectural expression. Entrances should subscribe to the overall scale and become major portals, highly visible.

Figure 92. Multimedia Centre Hamburg, Germany (Image Credits: Fosters and Partners)



Highly Articulated Façades to the Public Street

The vision is to create an urban office campus and avoid a streetmall typology with parking at the front that disconnects buildings from the street. Buildings should be tight to the public street line and provide open spaces to the back (amenity areas, green buffers, surface parking).

Figure 93. Calgary's Southern Alberta Institute of Technology (SAIT), Calgary (Image Credits: Richard White)



Green Surface Parking

Surface parking may exceptionally be considered in the back of buildings adjacent to the highway, provided that it is integrated with landscaping, buffered with trees, incorporates permeable pavement and other stormwater management features. Secondary access to the building should be provided from the back, but the main entrance to the building should face the front street and as such the architectural expression of the building should indicate so.

Figure 94. Campus Venlo, the Netherlands (photo credits: Johan van Papendorp)



Purposeful Transitioning Space

Some blocks might require to be setback from adjacent existing uses due to noise levels, servicing uses, etc. The remaining space should be used as a landscape buffer where additional amenities are located, and anticipate the connection with the future redevelopment of neighbouring properties, when applicable. Existing adjacencies should not be neglected and the design of the interface between should be defined as part of the site plan application.

Figure 95. Campus Palmas Altas, Spain (Image Credits Richard Rogers Architects)



Noise Control

Trees, vegetation, sun screens, structured parking or specific façade technologies may be necessary to alleviate noise levels from adjacent uses.

Figure 96. University of Western Cape life science building, South Africa (photo credits: Johan van Papendorp)



Design for the Weather

Employment areas are located along the perimeter of neighbourhoods, in most cases adjacent to the highway. As such, they are particularly exposed to the weather: wind, snow, sun, etc. Sustainable best practices may help to ameliorate micro-climatic effects and maximize its benefits.

Figure 97. The Children's Development Centre, one of Calgary's first LEED buildings (Image Credits: Richard White)

4.0 Urban Typologies

- 4.1 Approach to Urban Typologies as a Kit of Parts
- 4.2 Privately Owned Publicly-Accessible Spaces (POPS)
- 4.3 Mid-block Connections
- 4.4 Thresholds
- 4.5 Parking

4.1 Approach to Urban Typologies as a Kit of Parts

As outlined in section 1.2, the Urban Design Guidelines are meant to support the Built Form Policies identified in the Secondary Plan that provide clear direction about a number of criteria including density, maximum height and building setbacks. To support these policies and provide the additional guidance necessary to implement successful neighbourhoods that are consistent with the Vision of the Secondary Plan, the Urban Design Guidelines make use of “Urban Typologies”.

“Urban Typologies” refer to discrete design elements within the VMC that support the overall massing, defined in the Secondary Plan. These include: **Privately Owned Publicly-Accessible Spaces (POPS), Mid-block Connections, Thresholds** and **Parking**. These elements have been selected as they relate to the interface between private development and the public realm, and therefore have the greatest impact on the quality of the pedestrian experience within the VMC.

This approach allows for greater flexibility in certain elements of the built form, while ensuring quality design

to priority elements identified in the Secondary Plan Vision.

Each urban typology has been developed based on a contextual approach that considers land use and relationships to open space. Individual subtypes have been identified to reflect these unique conditions, and may be applied to a variety of building types and Character Areas found in the VMC. Each subtype is described, outlining general design principles and objectives, and then illustrated, showing how the guidelines may be implemented.

Each typology includes a collection of specific design guidelines that should be considered as important principles through the design process. The design standards throughout this Section come from best practices and serve as guidelines for the VMC. The diagrams provided to support each typology are intended to be illustrative in nature; site-specific conditions shall be considered when applying these typologies.

Master List of Urban Typologies

This matrix is a summary of all urban typologies described in this chapter, structured according to their spatial form and associated use. The abbreviation system below shall be used in the next chapter to point to the illustration of each urban typology within the typical blocks.

Form	Use			
	INSTITUTIONAL	COMMERCIAL	RESIDENTIAL	
			multi-unit building	at grade
4.2 POPS				
<i>internalized courtyard</i>	← PS-1 →		← PS-2 →	
<i>corner plaza</i>	← PS-3 →			n/a
<i>landscaped setbacks</i>	← PS-4 →		← PS-5 →	
<i>publicly accessible interior</i>	← PS-6 →			n/a
<i>shared open space (i.e. sport fields)</i>	← PS-7 →			n/a
4.3 MID-BLOCK CONNECTIONS				
<i>mews (shared street)</i>	← MB-1 →		← MB-2 →	
<i>pedestrian connections</i>	← MB-3 →		← MB-4 →	
<i>breezeways</i>	← MB-5 →			n/a
<i>laneways / driveways</i>	← MB-6 →			n/a
4.4 THRESHOLDS				
<i>Retail type 'A': high street</i>	n/a	TH-1 TH-2	n/a	n/a
<i>Retail type 'B': infill</i>	← TH-3 →			n/a
<i>Residential</i>	n/a	n/a	TH-5	TH-4
<i>Mixed Uses</i>	TH-6	← TH-5 →		n/a
<i>Technology</i>	← TH-6 →		n/a	n/a
4.5 PARKING				
<i>above-grade parking</i>	← PK-1 →			
<i>surface parking</i>	← PK-2 →		n/a	n/a
<i>interim parking</i>	PK-3	n/a	n/a	n/a

PS = Privately-owned Publicly Accessible Open Space (POPS)
 MB = Mid-Block
 TH = Thresholds
 PK = Parking

4.2 Privately Owned Publicly-Accessible Spaces (POPS)

A privately owned publicly-accessible space (POPS) is an open space that is universally accessible and open to the public, but is owned and maintained by a private entity, typically a property developer, corporation or conservancy. POPS are an integral component of the overall Open Space Network adding small open spaces and site specific amenities that activate the adjacent development frontage, which also are not typically found in parks. They often take the form of plazas, courtyards, and atriums.

POPS provide a finer grain level of pedestrian connectivity within the open space framework. They are essential in contributing to the achievement of open space objectives for a wide range of scales and typologies. The provision of POPS should be strategic and consider the surrounding context, as not all POPS are suitable in every scenario. The vision for the VMC is to incorporate POPS that are accessible and feel accessible to the public, thereby reinforcing a stronger

notion of a connected pedestrian network.

Special attention to elements that help derive the feeling of enclosure, including the use of fences, railings, and awnings, helps users perceive the space as being private. The objective of public spaces emanating the sense of privacy, within a publicly-accessible area, supports the notion that POPS may generate a positive experience for those who want to relax in a quiet, secluded space.

While the VMC Secondary Plan dictates the inclusion of POPS for major office or institutional developments, every block within the VMC may consider some form of POPS for residents and visitors. The spaces should appropriately respond to the principles prescribed within these guidelines. With POPS embedded in different corners within the VMC, users may enjoy the benefits of a small scale urban sanctuary.

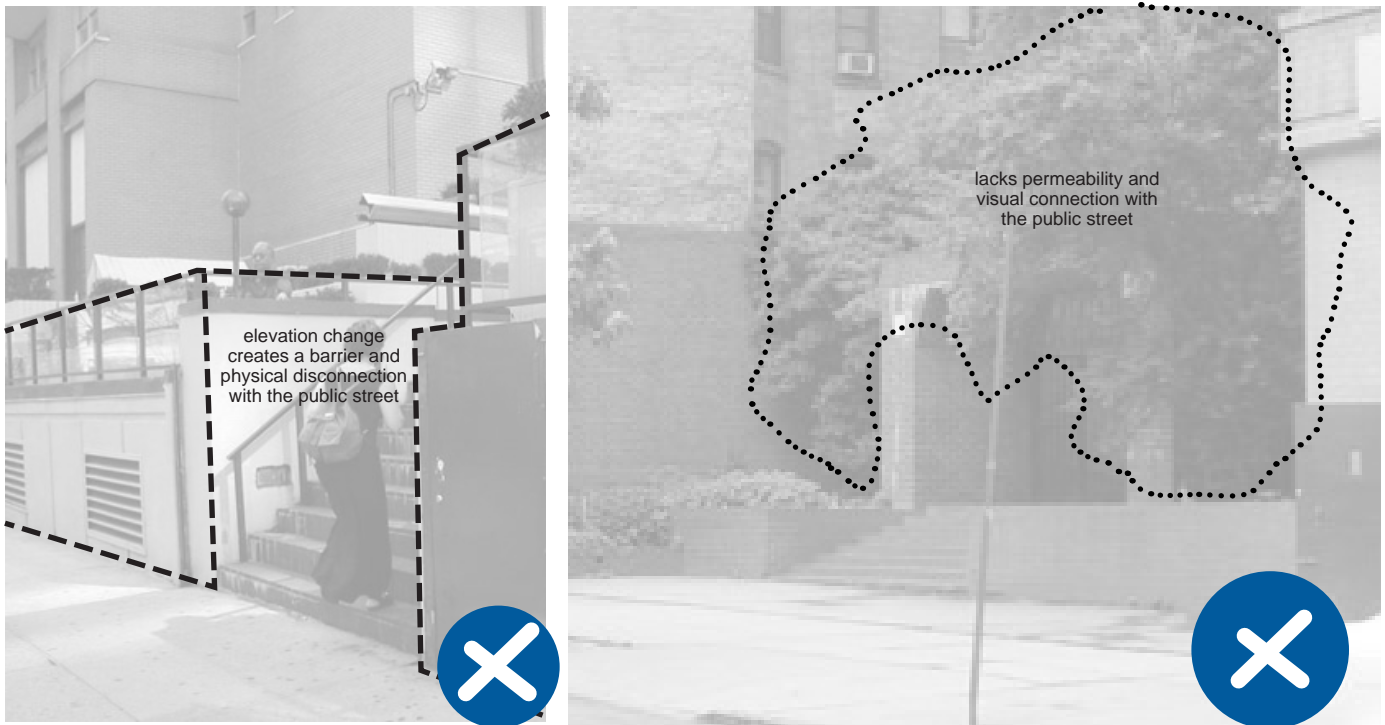


Figure 98. Excessive elevation change or visual enclosure may create an uninviting threshold that discourages the general public from accessing the POPS (Image Credits: Department of City Planning, City of New York)

SUPPORTING DOCUMENT HIGHLIGHT

“Connect privately owned publicly-accessible open spaces with the public realm network. As the downtown develops over time, these spaces will form a network of downtown open spaces layered onto the public realm network. Typically smaller in scale than public parks, visible connections to public streets invite public access.” (VMC SOS Plan 4.2)

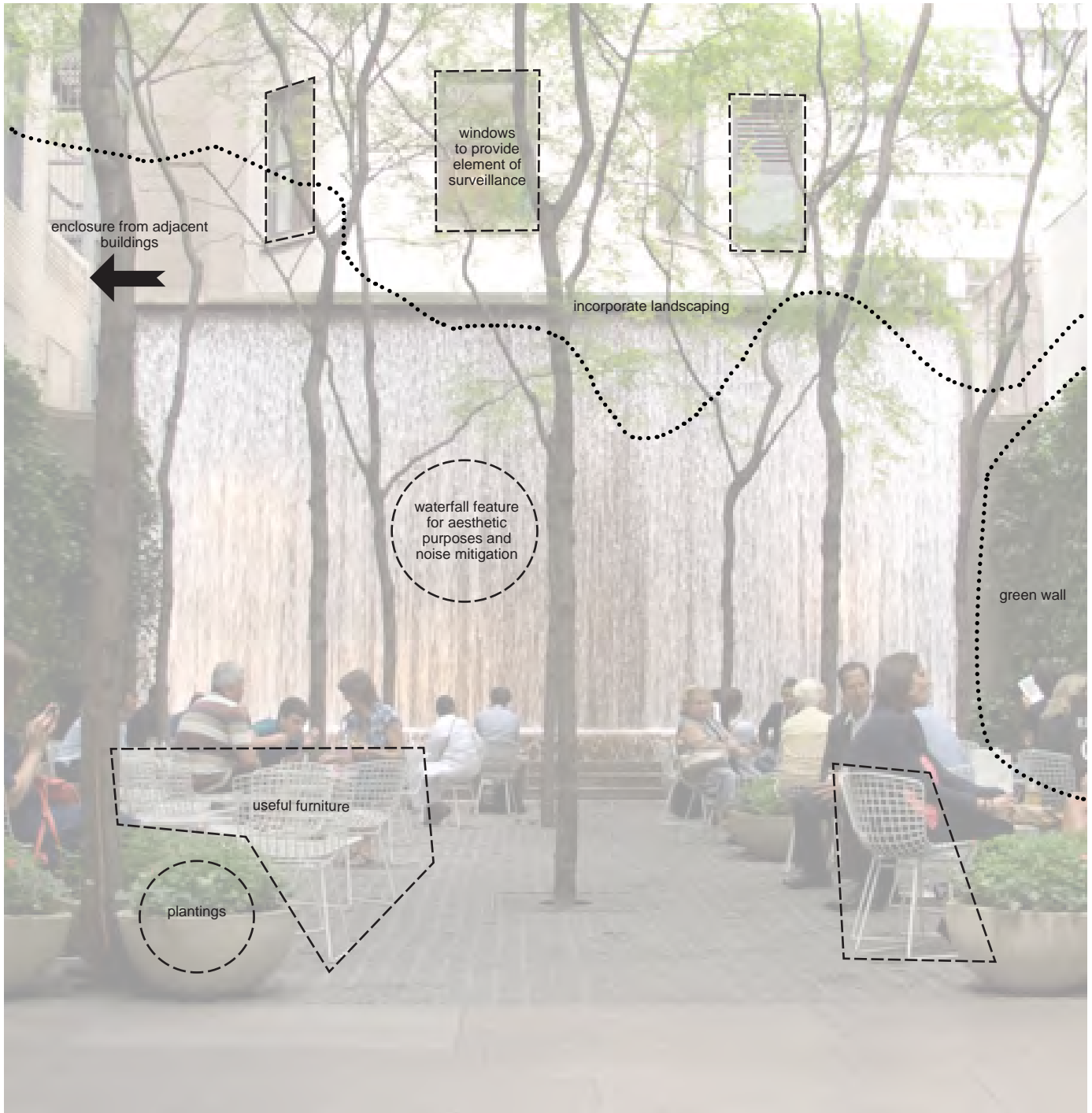


Figure 99. Paley Park, NYC (Image Credits: ohhowcivilized.com)

Sitting becomes uncomfortable when any wind speed between 1 and 3 is exceeded for more than 1% of the time according to the Lawson Beaufort Comfort Criteria (see 2.11)

4.2.1 Internalized Courtyards

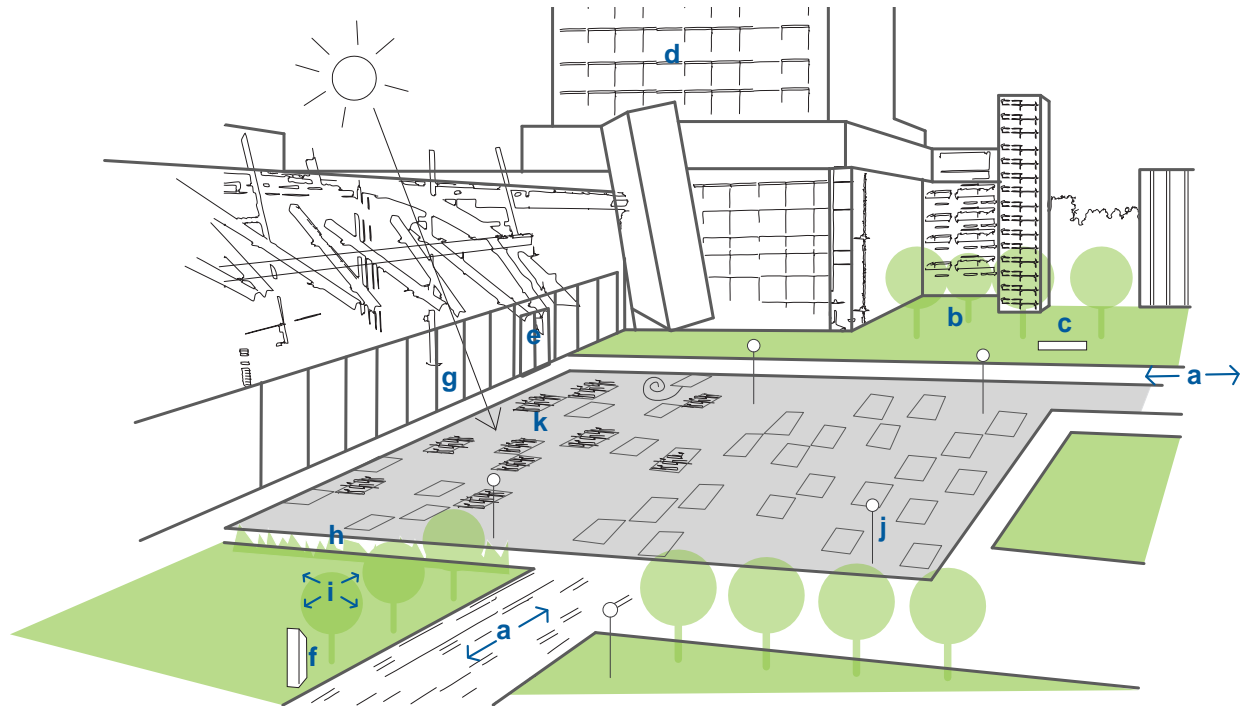
An internalized courtyard is an open space located in the interior of a block primarily surrounded by buildings, with limited direct street frontage. While connectivity to pedestrian networks and amenity spaces is vital for its survival, its self-contained condition allows for more focused and flexible programs.

- Spatial Conditions:**
- ✓ At least three sides of the courtyard is enclosed by built form.
 - ✓ Encourages public use by linking courtyards to mid-block connections and indoor amenity areas **(a)**.
 - ✓ Courtyards should be regular in shape (i.e., rectangular, square, etc). However, to allow articulation of building façades, small areas of the courtyard may take the form of niches adjacent to the main portion of space **(b)**. Generally, internalized courtyards have a 1:1 proportion of length to width.
 - ✓ Large enough to provide flexible programming including tree planting and seating areas **(c)**.
 - ✓ Taller buildings should be located north of the courtyard to allow access to sunlight during most of the day and meet the targets set in section 2.11 **(d)**.
- Thresholds:**
- ✓ All surrounding buildings should have direct access to the courtyard **(e)**. At least two points of access should be provided from the public street or other open spaces through mid-block connections.
 - ✓ The articulation of the buildings and the use of signage shall help identify access to the courtyard and shall be clearly identifiable as publicly-accessible to promote public use **(f)**.
 - ✓ At-grade levels of the surrounding buildings shall provide a high degree of transparency and active uses **(g)**.
 - ✓ Direct visual links shall be provided to the public realm. Screening and railings, if any, should be preferably vegetated and no taller than 1.5m **(h)**.
- Landscape Design:**
- ✓ At least 50% of the area should be soft landscaping **(c)**.
 - ✓ Ensure sufficient soil volumes for large trees to grow **(i)**.
 - ✓ Provide a variety of seating to maximize opportunities for comfortable and convenient seating that emphasizes social interaction. Deciduous trees in proximity to seating areas should allow for sun in the winter and shade in the summer.
 - ✓ Provide sufficient lighting to ensure a safe and welcoming environment **(j)**.
 - ✓ The layout of programs should take advantage of the shelter provided by the surrounding built form to locate patios, children's play areas, and communal gathering zones **(k)**.
 - ✓ If servicing is located in the inside of the block and adjacent to recreational areas, these areas should be screened with vegetation and paved with pedestrian-oriented materials; asphalt should not be permitted (see 4.3.4).

Types:

PS-1 Internalized Courtyard Surrounding Office and Institutional Buildings

Courtyards surrounding office and institutional buildings shall be designed to be publicly accessible, and allow for local groups and retailers to fit diverse programming uses.



Precedents:



Figure 100. Comcast Center Plaza, Philadelphia (Image Credits: OLIN)

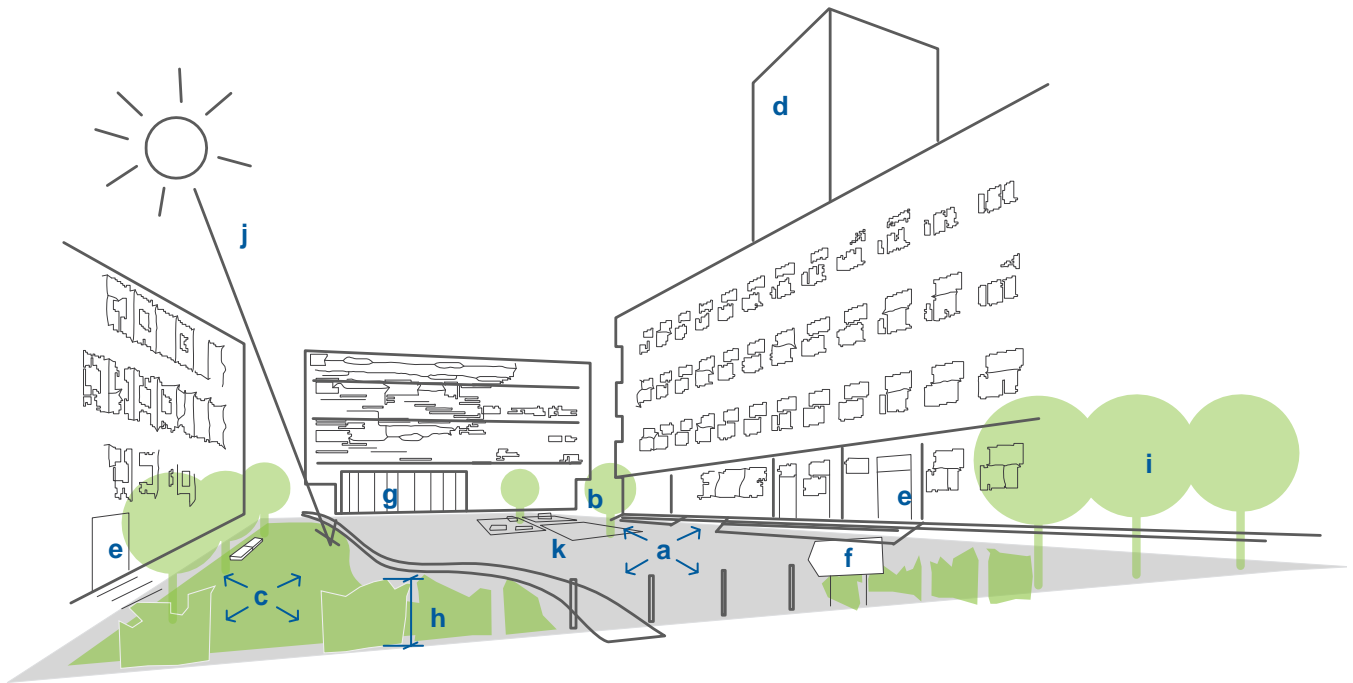


Figure 101. The Harley Hotchkiss Gardens, built on top of parking garage, Calgary (Image Credits: Richard White)



PS-2 Internalized Courtyard Surrounding Residential Buildings

In residential blocks, courtyards act as small scale open spaces that offer an increased level of shelter. They also provide the option for residents to further utilize the space and personalize it.



Precedents:



Figure 102. One Cole Sky Park, Toronto (Image Credits: NAK design)

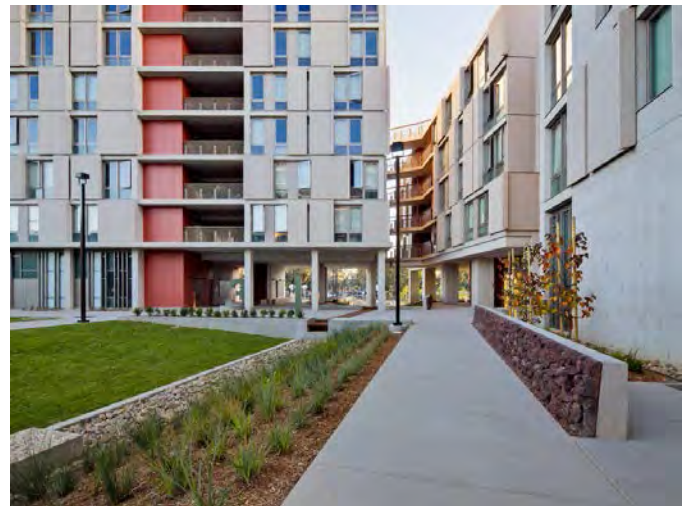


Figure 103. Charles David Keeling Apartments at UC San Diego (Image Credits: Tim Griffith)

Entrances can be exposed up to a wind force of 3 according to the Lawson Beaufort Comfort Criteria (see 2.11)

4.2.2 Corner Plazas

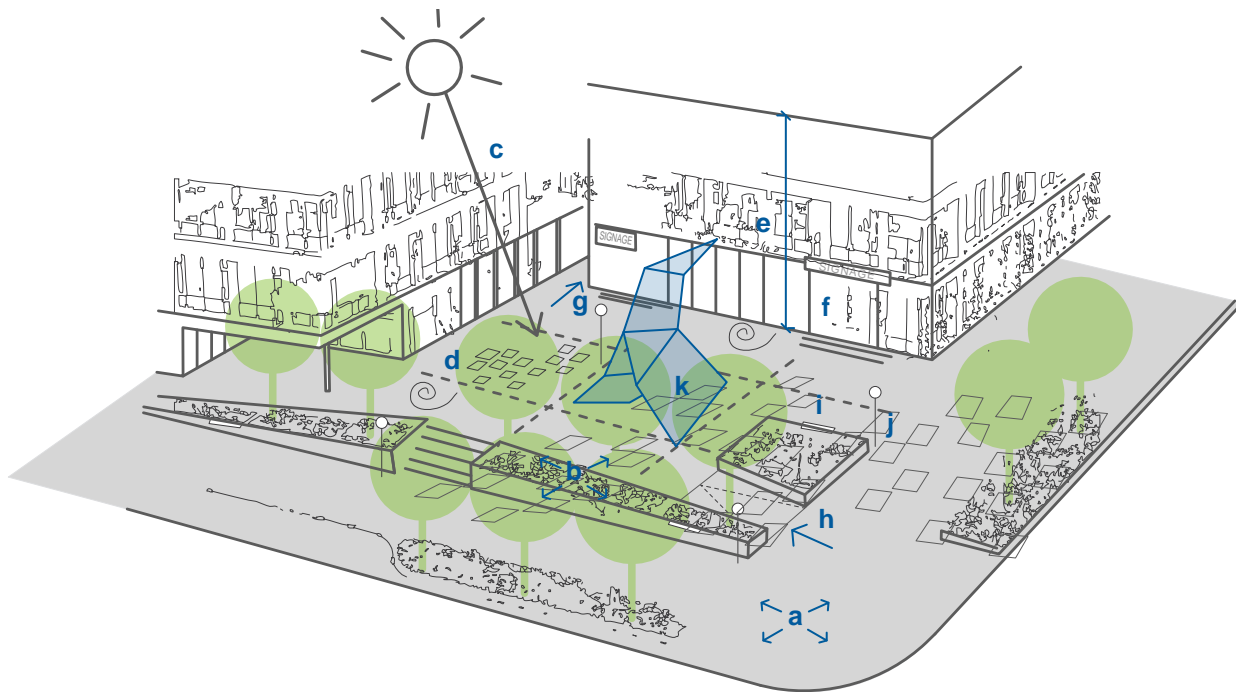
A corner plaza is a predominantly hardscaped space framed by the streetwall of surrounding buildings and a public street. Immediately adjacent to the sidewalk, corner plazas provide an expansion area for amenities such as gathering spaces, to pedestrian traffic passing through.

- Spatial Conditions:**
- ✓ Generally, corner plazas have a 1:1 - 1:2 proportion of length to width, with the longer side aligning with a public street. It shall be a minimum size that may fit multiple uses.
 - ✓ Include tree planting and seating areas in plazas that are predominantly hard surfaced **(d)**.
 - ✓ Located to maximize sunlight access, particularly in zones where relaxation and sitting are anticipated **(e)**.
 - ✓ South-facing plazas are generally preferred, unless particular lot configurations prevent such orientation. Plazas should not be north-facing.
 - ✓ Design and locate corner plazas to provide shelter from the wind; additional elements such as canopies, breakouts in the façade, trees or built-in planters may help mitigate wind speed **(h)**.
- Thresholds:**
- ✓ A consistent and fine-grain detailed streetwall defined by adjacent buildings is essential for the quality of the plaza. At least one edge, but usually two, are open to the public sidewalk.
 - ✓ The perimeter of the plaza should be lined with active uses at-grade, including building entrances, to animate the open space **(k)**.
 - ✓ Corner plazas should be connected to the pedestrian network by walkways, breezeways and atriums. Other pedestrian destination points, such as primary building entrances or transit stops, shall be located along the plaza.
 - ✓ Plazas should generally be located at the same grade level as the public sidewalk. Where changes in grade are an important element of the overall design and programming, clear and direct access from the public sidewalk shall be accommodated, and it shall also ensure universal accessibility.
- Landscape Design:**
- ✓ Landscaping elements should be used to break up the space and create smaller sub-areas adapted to a pedestrian scale.
 - ✓ Public seating should be provided in addition to any seating provided by private businesses. Deciduous trees in proximity to seating areas will allow for sun in the winter and shade in the summer.
 - ✓ Provide sufficient lighting to ensure a safe and welcoming environment.
 - ✓ Large plazas may include fountains and water features as means to buffer noise and mitigate weather during summer months.
 - ✓ Opportunity for public art **(m)**. Refer to the VMC Culture and Public Art Framework and City-wide Public Art Program.

Types:

PS-3 Corner Plaza for Offices, Institutional and Residential Buildings

Corner plazas typically mix a variety of uses, which is key to maintaining vibrancy. A strong streetwall with mid-high density buildings is necessary for the success of the space.



Precedents:



Figure 104. Comcast Center Plaza, Philadelphia (Image Credits: OLIN)



Figure 105. Federal Plaza, Chicago (Image Credits: Clara Romero)

4.2.3 Landscaped Setbacks

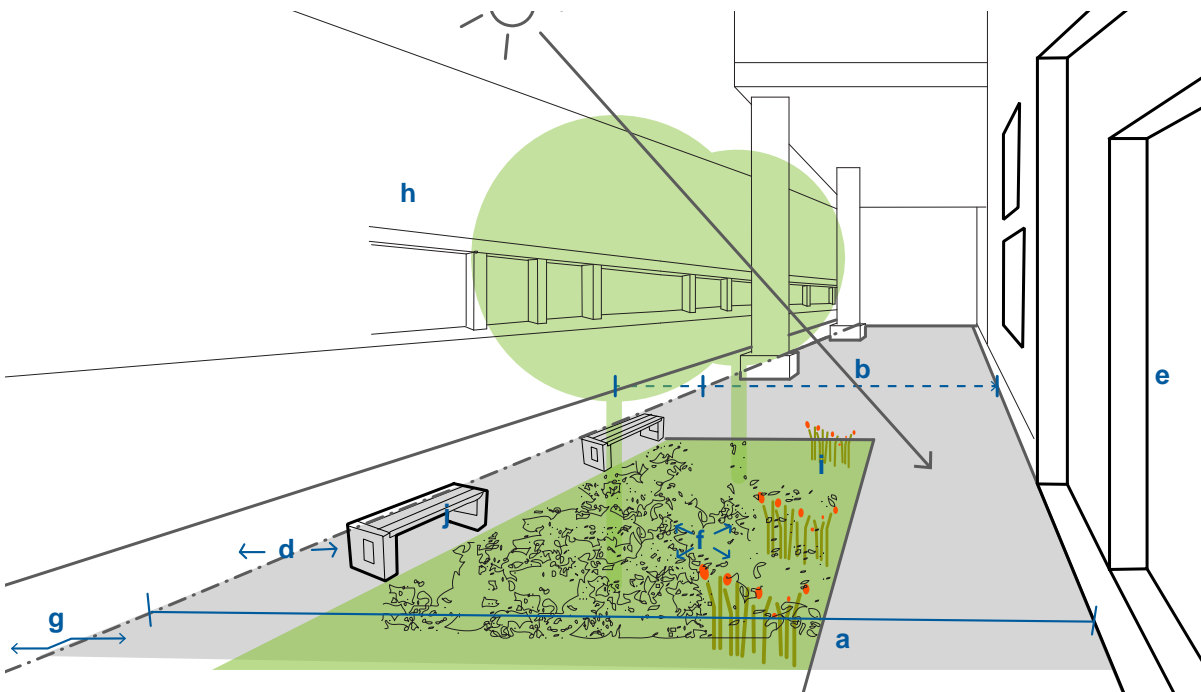
Landscaped setbacks are open spaces created between the property line and the building line that function as an extension of the public boulevard, contributing to the widening of the sidewalk or serve as a linear green buffer. Landscape setbacks may also improve the integration of building entrances into the public realm.

-
- Spatial Conditions:**
- ✓ Strip comprised of the area between the building line and the public sidewalk **(a)**.
 - ✓ The depth of the setback shall be appropriate to accommodate the selected landscape treatment, whether it is an extension of the public sidewalk, space for tree planting, a patio zone for local retail, or a combination thereof. At minimum, the landscape area should generally be 2m wide; however, a minimum of 3m wide is highly encouraged in order to allow for sufficient space for large trees.
 - ✓ Generally, landscaped setbacks are recommended when part of a consistent strategy for a series of contiguous buildings **(b)**. Alternatively, localized setbacks may alleviate specific pinch points in the pedestrian boulevard, particularly common in interim phases of the redevelopment of the neighbourhood **(c)**.
- Thresholds:**
- ✓ The longest edge of the landscaped setback should be open to the public sidewalk **(d)**.
 - ✓ At-grade levels of the buildings fronting the landscaped setback shall address the street with the presence of building entrances and fenestration **(e)**.
 - ✓ Should be designed to fulfill the needs of the uses programmed for the setback and combine paved and planted surfaces as needed. If no particular use is programmed, trees and soft landscaping should be prioritized **(f)**.
- Landscape Design:**
- ✓ Shall be clearly designed as publicly accessible and no changes of elevation taller than 50cm should be permitted **(g)**.
 - ✓ Deciduous trees in proximity to the public sidewalk will allow for sun in the winter and shade in the summer **(h)**.
 - ✓ For reduced landscape setback zones, colourful flowers, grasses and shrubs are recommended to highlight the presence of the landscape feature despite its constrained scale **(i)**.
 - ✓ If the scale of the area permits, accent lighting and seating should be provided **(j)**.

Types:

PS-4 Landscaped Setbacks at Office and Institutional Buildings

For office and institutional buildings, landscape setbacks usually represent an opportunity to improve the main entrance to the building to provide a welcoming gathering and waiting space in the front.



Precedents:



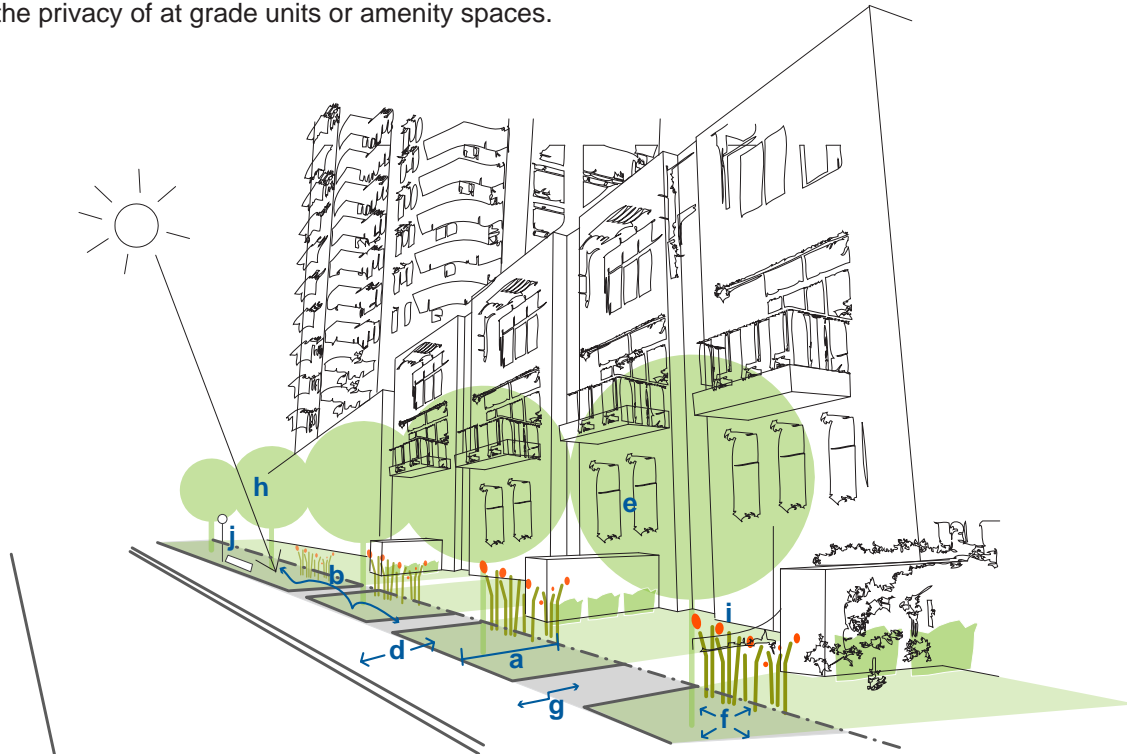
Figure 106. Gerling Ring, Cologne Germany (Image Credits: Fosters + Partners)



Figure 107. More London Masterplan, London, UK (Image Credits: Fosters + Partners)

PS-5 Landscaped Setbacks at Residential Buildings

In residential buildings, landscaped setbacks are frequently used to provide an extra green buffer to increase the privacy of at grade units or amenity spaces.



Precedents:



Figure 108. 20 Stewart Street, Toronto (Image Credits: Freed Developments)



Figure 109. 83 Redpath, Toronto (Image Credits: Sweeny&Co)

4.2.4 Publicly Accessible Interiors

Publicly accessible interiors refer to the covered or enclosed public spaces, including public community facilities owned, programmed or managed by the City or other public entity, and any pedestrian routes within the building(s). These spaces are often connected to adjacent publicly accessible open spaces.

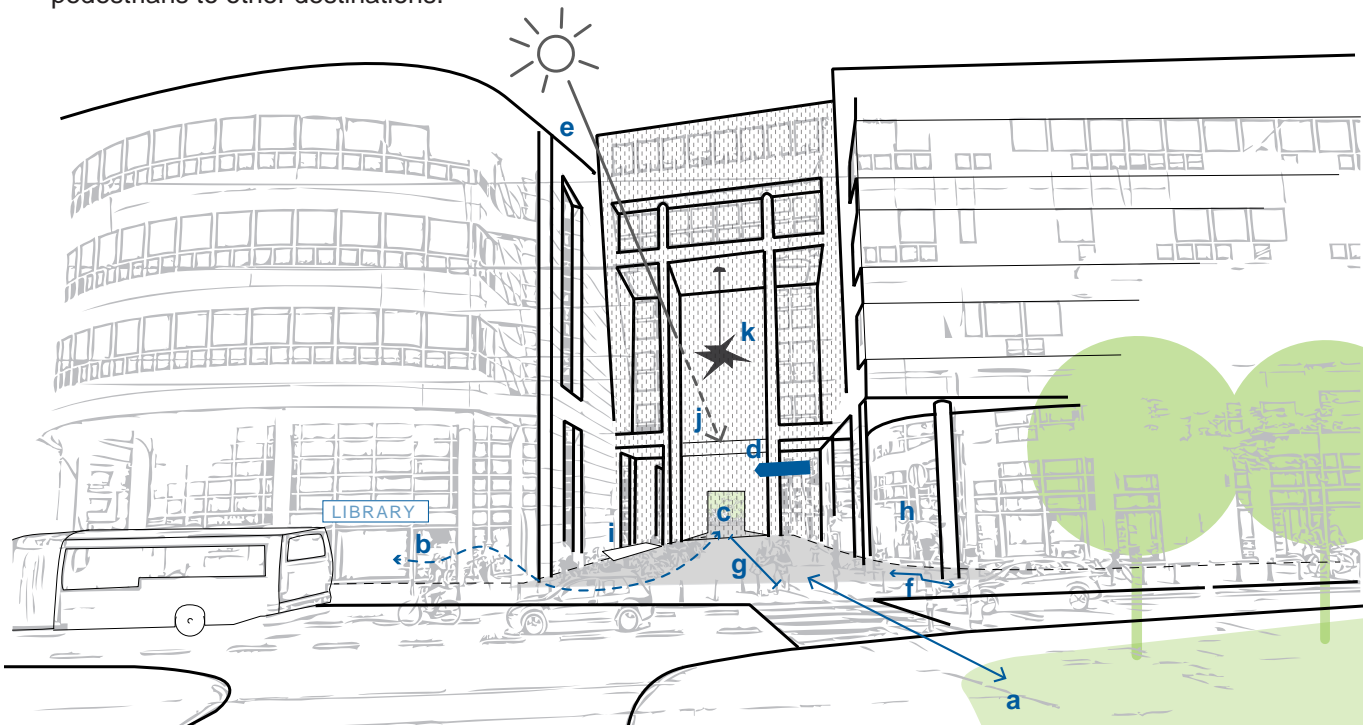
-
- Spatial Conditions:**
- ✓ Connections within publicly accessible interiors should complement other pedestrian routes, including providing access into mid-block connections. Consideration of building a network of both interior and exterior pedestrian routes should provide more options for pedestrians **(a)**.
 - ✓ Provide clear visual connections to destinations of interest, such as public open spaces, which the interior connections may connect to **(b)**.
 - ✓ Maintain at least two exits for circulation and movement within the interior space, so that the route remains continuous and does not reach a dead end **(c)**.
 - ✓ Where a public community facility is present in the building, whether it is at grade or in an upper level, the treatment of the façade shall be such that it is directly and universally accessible from the exterior. Public community facilities access should be independent from other private amenities and facilities to assure there are no schedule-access conflicts.
- Thresholds:**
- ✓ Clearly define access into interior pedestrian connections with proper signage at the entrance of the public sidewalk, and at adjacent public open spaces such as parks **(d)**.
 - ✓ Articulate the exterior façade of buildings to the public street to denote the location of the publicly accessible interiors through the use of materiality (glazing) **(e)**.
 - ✓ Ensure that connections between the public sidewalk and interior connections are straightforward and avoid circuitous routes **(f)**.
 - ✓ Provide a generous setback or widening of the pedestrian boulevard **(g)**.
- Design:**
- ✓ Encourage active uses such as retail, cafes, and amenity areas at grade to animate interior pedestrian connections **(h)**.
 - ✓ Identify, through signage, the times the interior connections are open to the public.
 - ✓ Provide areas for sitting along interior and exterior pedestrian connections **(i)**.
 - ✓ Protect the publicly accessible interiors through the adequate supply of lighting, including natural light **(j)**.
 - ✓ Promote the use of public art and provide opportunities for other creative interventions within the interiors **(k)**. Refer to the VMC Culture and Public Art Framework and City-wide Public Art Program.
 - ✓ Implement an effective and strong wayfinding and branding strategy to assure that publicly accessible interiors are easily identifiable from the public realm and POPS.

Entrances can be exposed up to a wind force of 3 according to the Lawson Beaufort Confort Criteria (see 2.11)

Types:

PS-6 Publicly Accessible Interiors for Offices, Institutional and Residential Buildings

In a variety of building types, publicly accessible interiors are provided as a connecting route that links pedestrians to other destinations.



Precedents:



Figure 110. Allen Lambert Galleria, Brookfield Place Toronto (Image Credits: Sam Javanrouh)



Figure 111. Galeria Krakowska, Poland (Image Credits: ECE).jpg

4.2.4 Shared Open Spaces

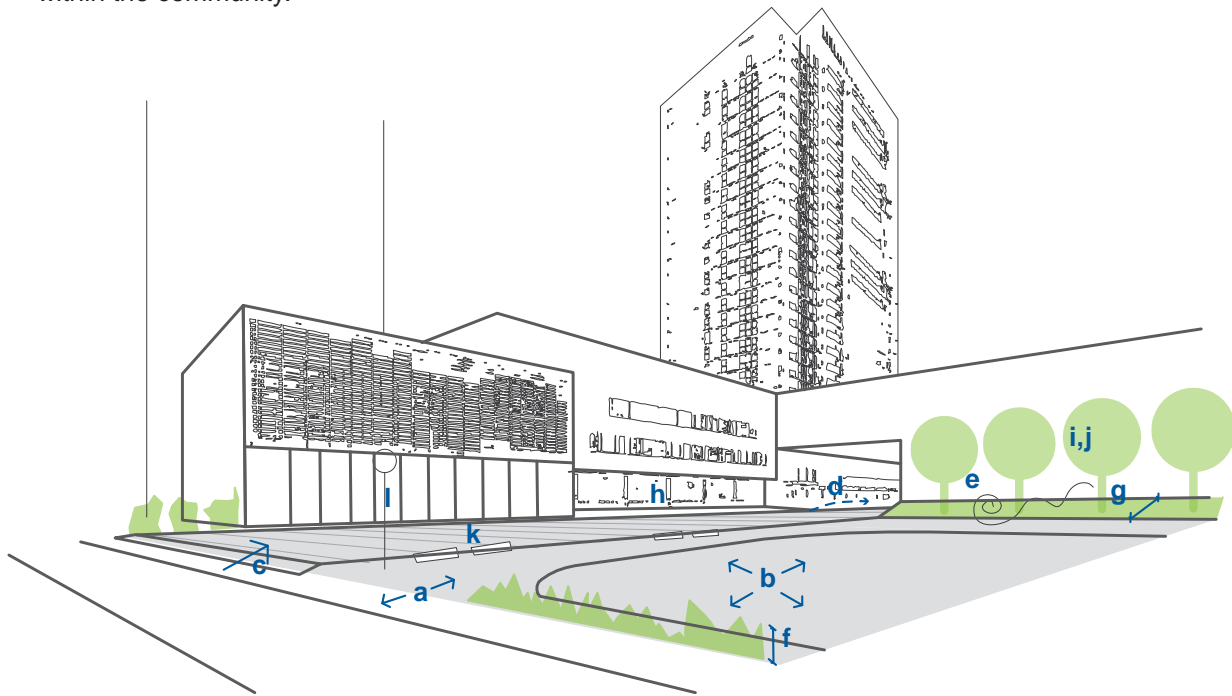
Shared open spaces refer to sports fields and other recreational facilities that belong to a private owner or institution, but are open to the general public off hours.

- Spatial Conditions:**
- ✓ Located beside the building which owns the open space, at least one of its four sides should front a public street **(a)**.
 - ✓ The space shall be large enough to fit one or more recreational programs **(b)**.
 - ✓ The shared open spaces shall generally be at grade. In exceptional cases where the availability of land is limited, shared open spaces may be located at a different grade as long as it still fronts the public street and public access is clearly defined from the street **(c)**.
 - ✓ The site should be designed to include and/or connect to one or more mid-block connections **(d)**.
 - ✓ Design and locate shared open spaces to provide shelter from the wind; additional elements such as canopies, breakouts in the façade, trees or built-in planters may help mitigate wind speed **(e)**.
- Thresholds:**
- ✓ Direct visual links should be provided to the public realm. The screening and railings along the perimeter of the shared open space that is contiguous to a public street should be preferably vegetated and no taller than 1.5m **(f)**.
 - ✓ Sufficient spacing and buffering should be provided between the programs within the shared open space and at-grade uses in the surrounding buildings **(g)**. This should reduce conflicts between uses and ensure privacy for building dwellers, while allowing the general public to utilize the space.
 - ✓ Built form around the shared open spaces should be lined with entrances and fenestration to promote safety **(h)**.
- Landscape Design:**
- ✓ Landscaping elements should be used to break up the space and delineate which areas are shared and private **(i)**.
 - ✓ Introduce greenery to improve the micro climate **(j)**.
 - ✓ Provide sitting areas to support sport programs and community gatherings **(k)**.
 - ✓ Provide sufficient lighting to ensure a safe and welcoming environment **(l)**.

Types:

PS-7 Shared Open Spaces Between Private Development and Public Realm

Shared open spaces are a great way to maximize the use of recreational facilities and may help create ties within the community.



Precedents:



Figure 112. The Republic Condominiums, Toronto (Image Credits: Burka Architects)



Figure 113. BasketBar, Utrecht University Campus (Image Credits: NL Architects)

4.3 Mid-block Connections

Mid-block connections are vital to ensuring that the pedestrian realm has appropriate access within blocks. They are especially important where a high volume of pedestrians and cyclists are expected in the area, as mid-block connections provide alternative routes and shortcuts for travel throughout the district. These routes are often less traveled and restrict vehicular access, which is preferable for those who want to travel on a quieter path.

While mid-block connections are sometimes informally created through laneways, these spaces shall be programmed with sensitive design techniques to ensure safe and lively walkways. This includes providing

sufficient lighting, signage, and pavement treatment to contribute to a continuous public realm that is well lit and comfortable for pedestrians and cyclists.

Mid-block connections shall be barrier free and visible from the sidewalk for easy access. As foot traffic is intended to be prioritized within these corridors, it would be beneficial to animate them with active uses appropriate to each character area, such as seating, building entrances, fronting façades, restaurants, outdoor patios and public art that is visible at grade. It is preferred to have mid-block connections where the building heights are appropriately scaled to create pedestrian friendly corridors.



Figure 114. Pedestrian connections are integrated immediately adjacent and visually connected to all types of open spaces and common areas in Grand Large Housing, Dunkirk, France (Image Credits: Wallman Architects)

SUPPORTING DOCUMENT HIGHLIGHT

“Mews Connections are a fine-grain circulation layer that link together streets, parks and open spaces into a seamless pedestrian and cycling network. As destinations, their design can be integrated into the built environment to create permeability, ease of movement and legibility of the city at the pedestrian and cycling scale.” (VMC SOS Plan 3.1)

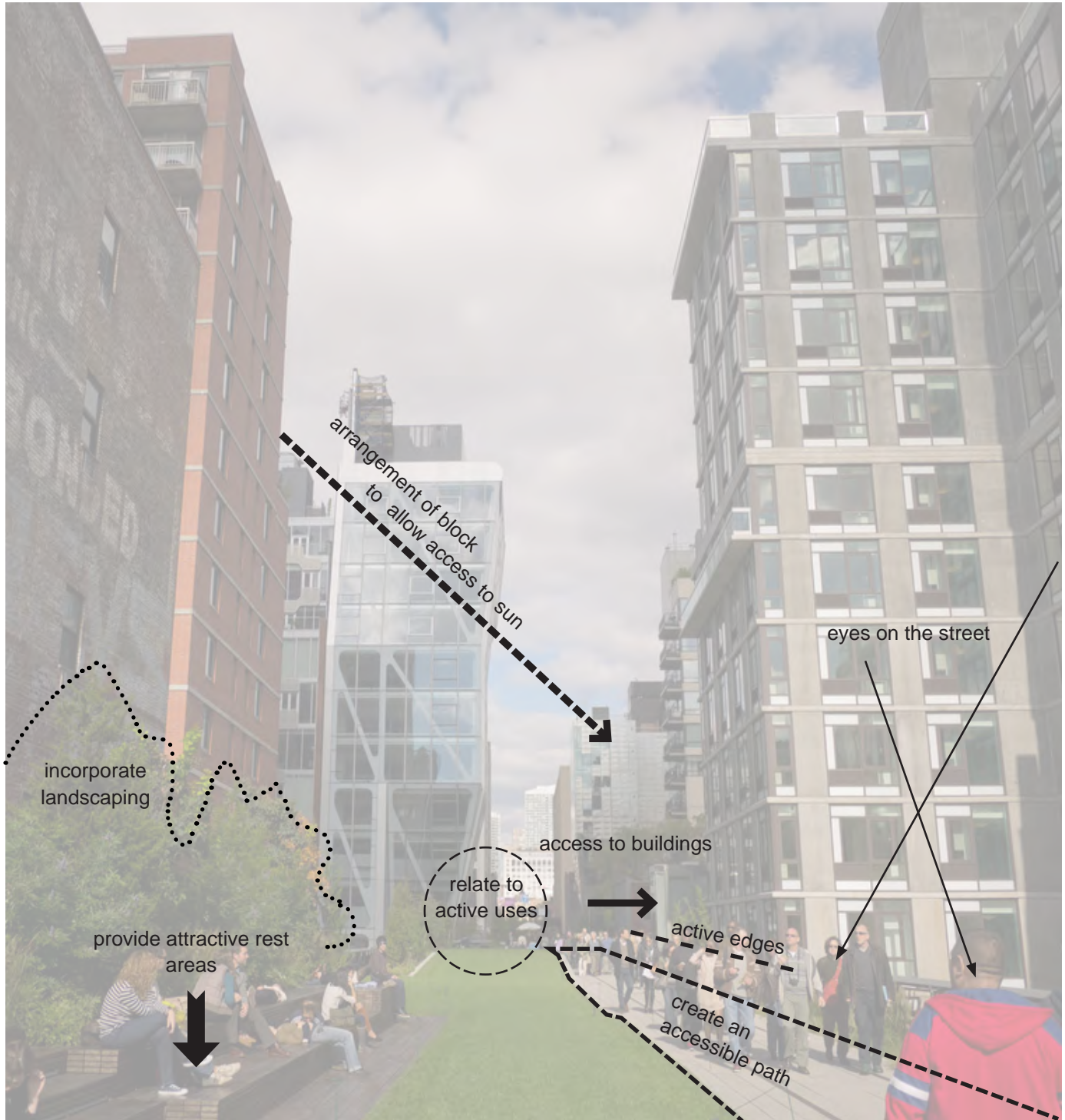


Figure 115. High Line linkage, NYC (Image Credits: Carla Olinger)

4.3.1 Mews (Shared Streets)

According to the VMC SOS Plan, a mews or shared street is a “small scale, pedestrian-oriented neighbourhood street that is primarily for pedestrian and cycle traffic but may also be designed as a vehicular laneway to accommodate vehicular traffic with short-term parking at key destinations”. They may accommodate a narrow roadway for vehicles and bicycles or be designed for pedestrians and cyclists only, but in either case shall include a generous pedestrian zone.

-
- Spatial conditions:**
- ✓ Located between two developable blocks or a developable block and a park **(a)**.
 - ✓ The location of mews is identified in the VMC Secondary Plan.
 - ✓ The width will vary depending on the character of each neighbourhood, but the Secondary Plan dictates a minimum of 15m in order to guarantee both access for emergency vehicles and landscape features **(b)**.
 - ✓ Setbacks along the mews allow for usable public space such as cafés, seating areas, and greenery that makes the space more livable **(c)**.
 - ✓ Mews shall be publicly-accessible at all times.
- Thresholds:**
- ✓ Access to the mews from the public street shall be highly visible and well articulated in the façade. A breezeway may act as an acceptable access to mews as long as it communicates the public character of the connection through the block **(d)**.
 - ✓ Retractable bollards or similar fixtures at the access point from the street may make it possible to temporarily close segments of the mews from vehicular traffic for outdoor events such as street festivals and farmer markets **(e)**.
 - ✓ Treat the façades fronting the mews as a positive edge populated with active uses and fine-grain detailed design. Building entrances and grade-related units are required **(f)**.
 - ✓ Blank walls shall be highly discouraged fronting the mews.
- Landscape Design:**
- ✓ Should be designed as an extension of the public sidewalk to prioritize pedestrian movement over vehicles by providing a combination of paved and planted surfaces **(g)**.
 - ✓ Generally avoid use of road design elements such as asphalt, unnecessary curbs, large turning radii, heavy-duty drains, etc.
 - ✓ Create a barrier-free environment that facilitates the flexibility of use of the space as a whole for special events, recreational uses, etc **(h)**.
 - ✓ Trees and soft landscaping shall be featured along the mews. Permeable pavements are also encouraged **(i)**.
 - ✓ A landscaped setback should be provided between the mews and grade-related units **(j)**.
 - ✓ Opportunity to create rear patio conditions for local retail.
 - ✓ Should include appropriate lighting, street furniture and wayfinding signage **(k)**.
 - ✓ Parking should be limited to servicing and accessibility needs **(l)**.

“Mews are Pedestrian Priority spaces that create enhanced connectivity in the downtown, animated by active edges. They may also be thoughtfully designed to accommodate traffic access and service uses. Mews may incorporate special design components, such as custom surface treatments, moveable planters, furnishings, accent lighting, and / or installations between buildings.”
 (VMC SOS Plan 5.2)

Types:

MB-1 Mews at Institutional and Commercial Buildings

Mews may help make institutional and commercial areas safer, more pleasant, and contribute to a higher quality public realm that focuses on enhancing the pedestrian experience.



Precedents:



Figure 116. Woonerf in Malmo, Sweden (Image Credits: Omnilexica)

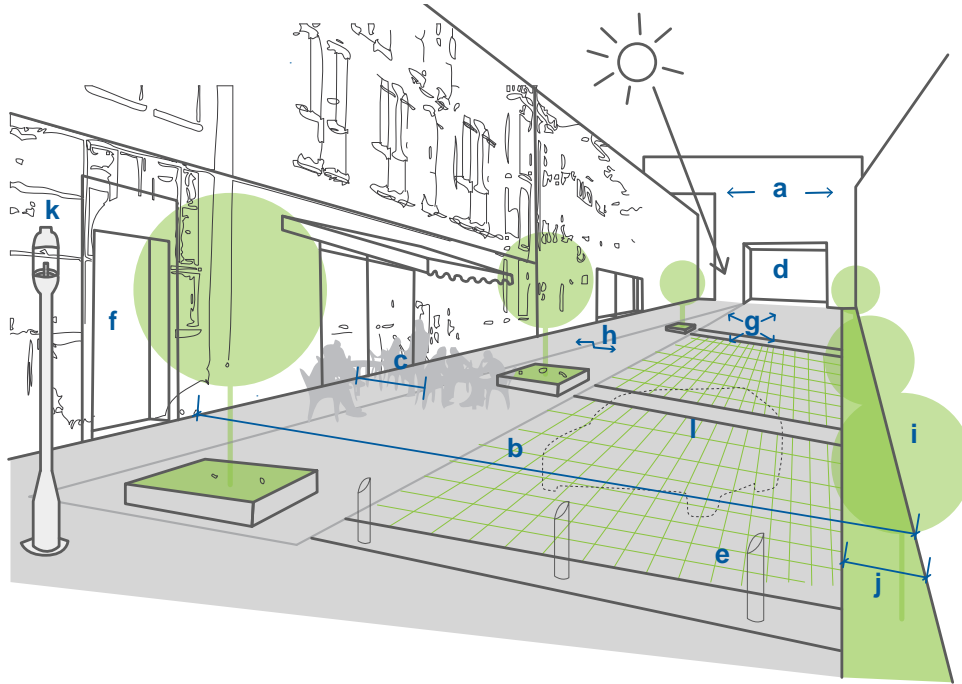


Figure 117. Cady's Alley, Washington (Image Credits: The Great Photographicon)

Types:

MB-2 Mews at Residential Buildings

Mews located within residential areas enhance the public realm by minimizing vehicular traffic and providing quieter and more secure streets for residents living in the area.



Precedents:



Figure 118. Levantkade Street, Amsterdam



Figure 119. Arbutus Walk, Vancouver (Image Credits: Design Centre for Sustainability)

Leisure walking feels comfortable up to a wind force of 4 according to the Lawson Beaufort Comfort Criteria (see 2.11)

4.3.2 Pedestrian Connections

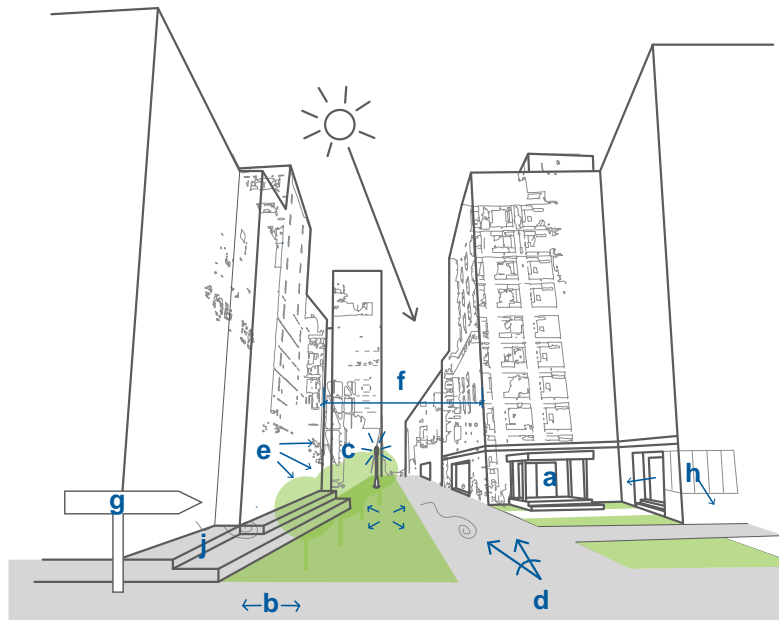
Pedestrian connections are designed to reinforce safety and comfort in the paths frequently used by the public. They promote walking as a viable form of travel to link streets and destinations within the VMC.

- Spatial Conditions:**
- ✓ The location of pedestrian connections within a block is flexible, as long as it provides connectivity between building entrances and key destinations such as parks, plazas, transit stops, institutions, etc **(a)**.
 - ✓ Pedestrian connections across different blocks should be coordinated to ensure permeability throughout high volume areas in the VMC **(b)**.
 - ✓ Extend safe pedestrian access to adjacent uses and amenities through the use of Crime Prevention Through Environmental Design (CPTED) principles, including the provision of:
 - Adequate lighting; **(c)**
 - Clear sight lines, allowing for views from one end of the walkway to the other; **(d)**
 - Appropriate landscaping that avoids the creation of blind spots;
 - Fencing and fenestration adjacent to walkways to provide opportunities for informal surveillance or “eyes on the street.” **(e)**
 - ✓ Provide pedestrian walkway blocks of 6.0 metres in width as a minimum. **(f)**
- Thresholds:**
- ✓ Entry locations to pedestrian walkways should be easy to find, clearly visible with appropriate signage, and include direct connections to the public sidewalk. **(g)**
 - ✓ Where active uses are provided at grade in buildings located along pedestrian walkways, ensure that a continuous frontage is provided. **(h)**
 - ✓ In residential areas where little or no commercial and active uses exists, the building façades should be designed with particular detail and attention to enhance the pedestrian experience by being visually interesting, engaging and comfortable **(i)**.
- Landscape Design:**
- ✓ Provide pedestrian-scaled lighting, benches, trees or other landscaping and planters along pedestrian connections to enhance visibility and security **(j)**.
 - ✓ Relate the scale of light standards to the pedestrian. **(c)**

Types:

MB-3 Pedestrian Connections at Offices and Institutional Buildings

Connections to link different offices and institutional buildings to other amenities will be important for users within the VMC as a significant amount of pedestrians will travel through these spaces on a daily basis.



Precedents:

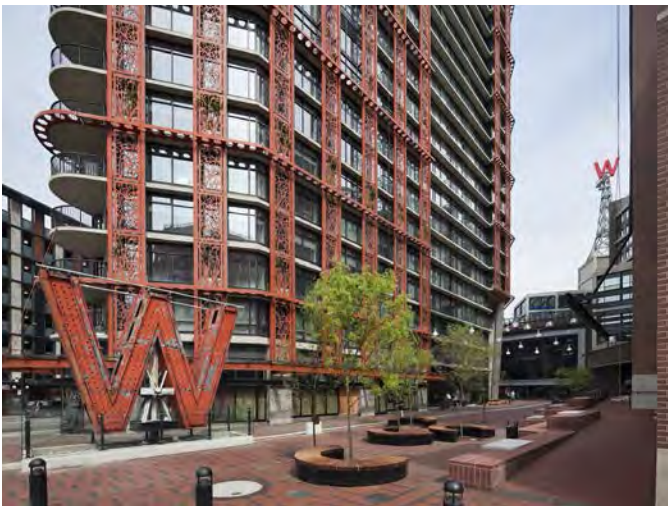


Figure 120. Woodward redevelopment, Vancouver
(Image Credits: Paul Worchal)

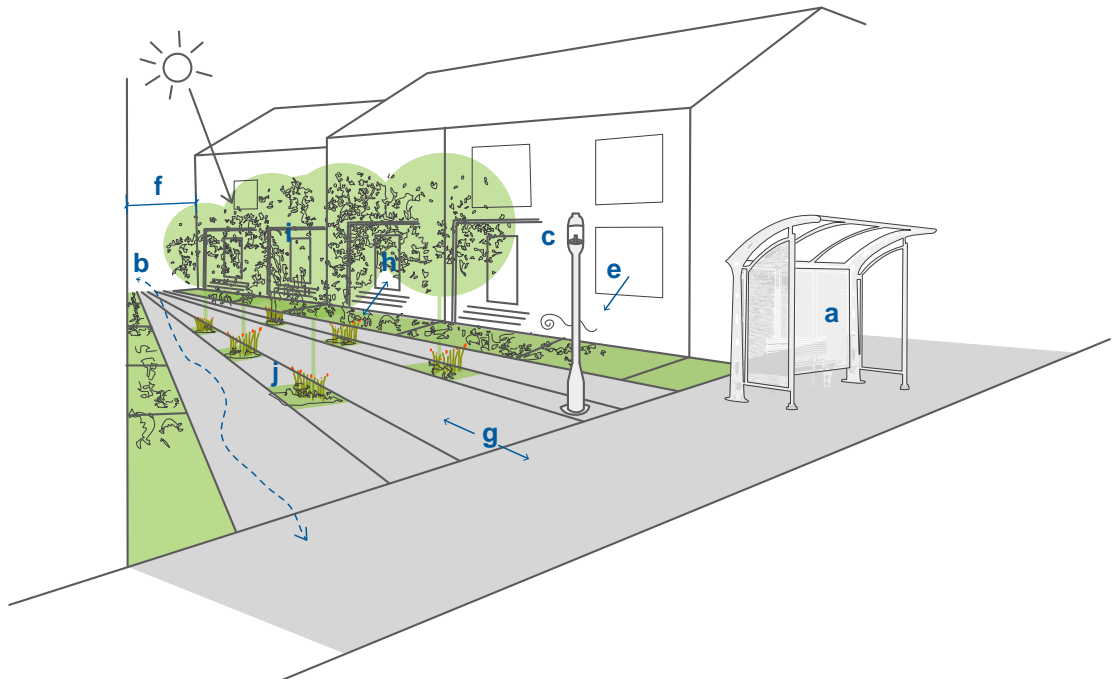


Figure 121. Sound Transit's International District Station, Seattle
(Image Credits: Clair Enlow)



MB-4 Pedestrian Connections at Residential Buildings

Pedestrian connections should also be extended to residential buildings where people live. Routes that bridge access between residential areas to other areas within the district should be in place for ease of movement.



Precedents:



Figure 122. Tate Modern, Bankside, London (Image Credits: Gillespies)



Figure 123. Connection to Connaught Park, Arbutus Walk, Vancouver (Image Credits: Design Centre for Sustainability)

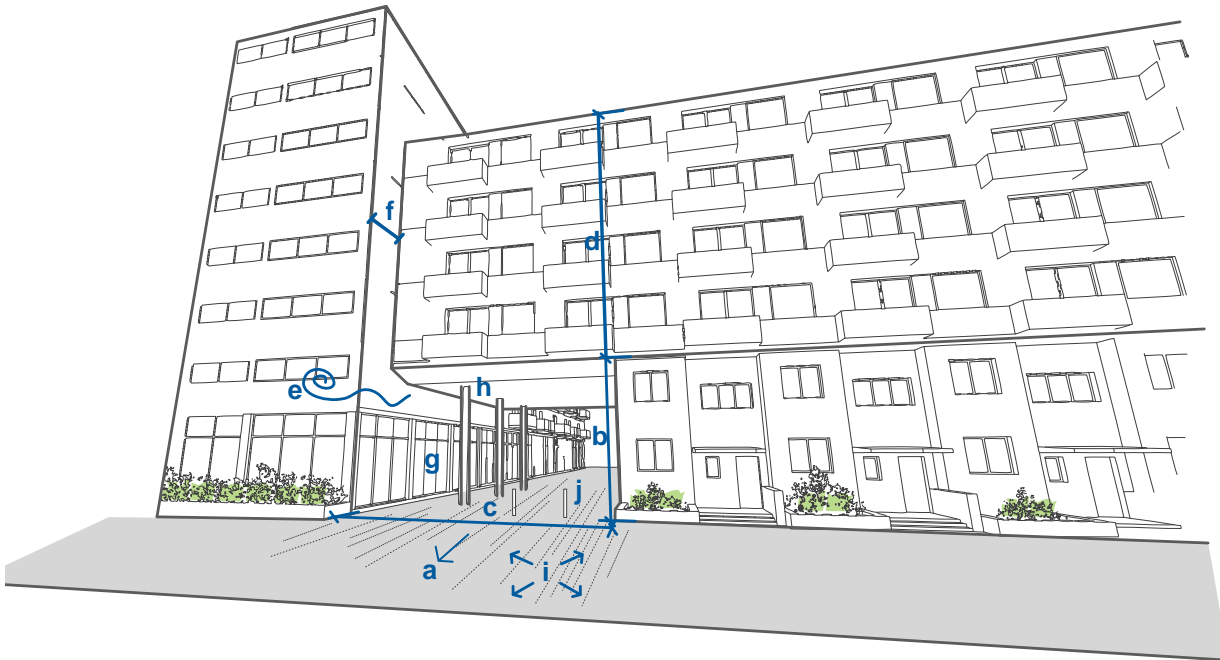
4.3.3 Breezeways

A breezeway is a roofed outdoor passage from the public sidewalk to inner open spaces within the block as a means of providing pedestrian and/or vehicular permeability without disturbing the building streetwall.

- Spatial conditions:**
- ✓ Connect the public sidewalk with open spaces within the block as well as with pedestrian circulations **(a)**.
 - ✓ The passage should be a minimum of two storeys **(b)**.
 - ✓ The passage should have a minimum width of 6m **(c)**; if a driveway is provided through the passage, then the minimum width should be revised to ensure the provision of a minimum 3m pedestrian clearway.
 - ✓ The massing over the breezeway should be at minimum, the same height as the breezeway opening itself **(d)**.
 - ✓ Breezeways should link the outdoor amenity areas, building setbacks and non-building areas to form open air pathways **(e)**.
- Thresholds:**
- ✓ The scale and articulation of the opening should be a visible and distinct element of the design of the façade and be consistent with the overall architectural character of the building. Variations in the rhythm of the façade solution and/or minor setbacks may enhance the character and visibility of the passage **(f)**.
 - ✓ No fencing or screening that could enclose the breezeway should be allowed.
 - ✓ Active uses and glazing should be located along the inner façade to bring life and light to the passage **(g)**.
- Landscape Design:**
- ✓ Breezeways should preferably not have visible columns. If structural columns are necessary, they should be treated as a design element, clad with a high quality materials and setback from the building face **(h)**. The ceiling of the passage, which most likely requires a thicker floor, should be integrated in the façade to reduce a perception of excessive volume.
 - ✓ Pavement design should create visual continuity with the sidewalk treatment **(i)**. The choice of materials should denote pedestrian priority by quality and attention to detail, including when the breezeway is simultaneously being used as a driveway.
 - ✓ Bollards may assist to delimitate safe areas for pedestrians **(j)**; retractable bollards in particular are recommended for lively pedestrian areas where vehicular access is only granted in exceptional conditions, such as for servicing. In all cases, bollards should include high quality street furniture, and traffic bollards are not acceptable.

MB-5 Breezeways for Offices, Institutional and Residential Buildings

Breezeways provide visual interest to a building, while functioning as a throughway for access into other offices, institutional or residential buildings.



Precedents:



Figure 124. Health Care Centre Ijburg, Amsterdam (Image Credits: Levs Architected)



Figure 125. River City Condos, Toronto (Image Credits: Vikpahwa.com)

The VMC Secondary Plan requires a minimum of **8m** width for laneways.

4.3.4 Laneways / Driveways

A laneway or driveway is a public or private vehicular route that provides secondary access for local purposes. Breezeways, which exhibit similar physical configurations, are considered within this section as well. Local uses of these routes may include serving residents, commercial businesses, and delivery functions.

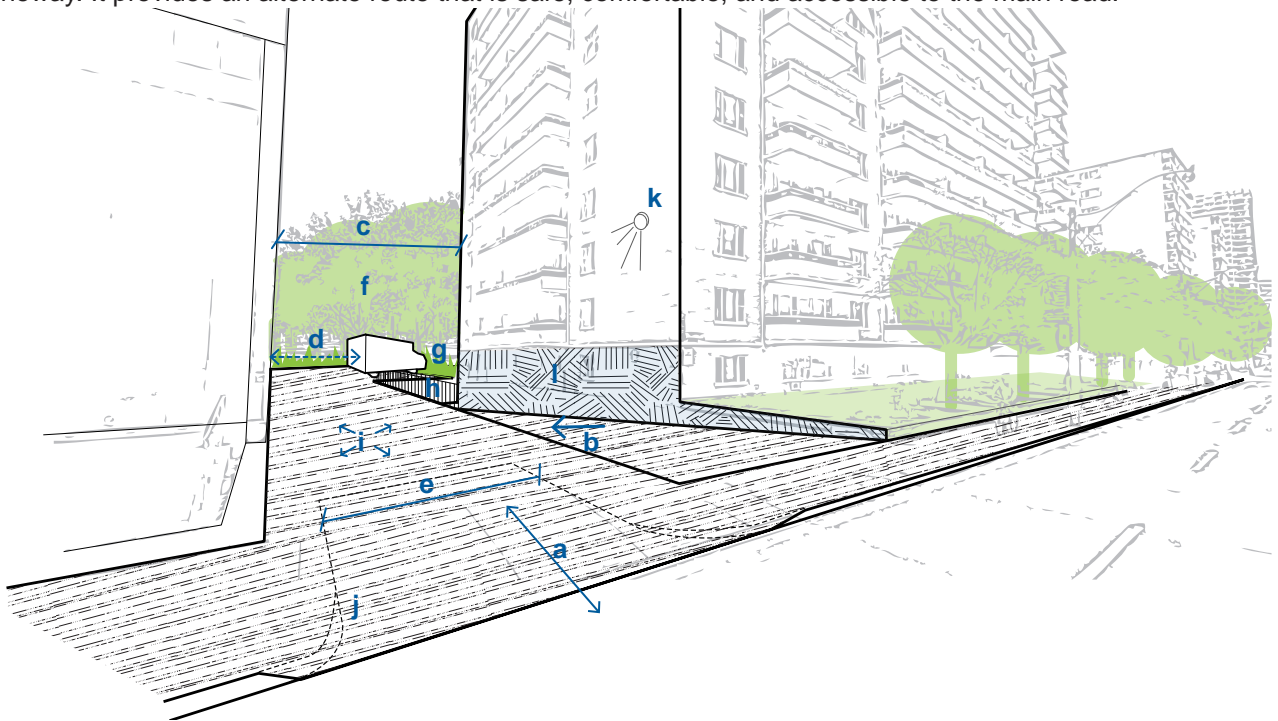
- Spatial Conditions:**
- ✓ Located to the side or rear of main streets with access from a public street for integration within the greater street network **(a)**.
 - ✓ Used for vehicular functions, laneways and driveways should be consolidated with parking entrances and servicing areas if possible **(b)**.
 - ✓ Typically narrow in width to discourage heavy traffic, but shall be of sufficient width and to allow for access requirements, such as emergency service vehicles. The Secondary plan requires a minimum 8m width for laneways **(c)**.
- Thresholds:**
- ✓ All uses being served by the laneway or driveway should have direct access to it **(d)**.
 - ✓ The impact to the public realm of the entrance point from the public street should be mitigated with reduced radii, tight widths and breezeways in some cases **(e)**.
 - ✓ Serves as a potential route to enhance adjacent open spaces by providing a mid-block connection to nearby parks and/or privately owned publicly-accessible spaces (POPS) **(f)**.
 - ✓ May help enhance the pedestrian and cyclist routes by providing connectivity in a safe, alternative route to the main street.
 - ✓ While internal servicing areas for large scale retail uses should be encouraged, external servicing areas shall be located on rear laneways and screened from public view **(g)**.
- Landscape Design:**
- ✓ Articulation of adjacent buildings may impact the character and feel of the laneway. The edge conditions relating to the laneway may be influenced with proper design/treatment of walls, murals, fire escapes, garage doors, asphalt and gravel **(h)**.
 - ✓ Encourage the use of permeable pavement that allows the movement of stormwater through the surface **(i)**.
 - ✓ Encourage for curbless design to allow flexible uses for laneways to accommodate non-traditional uses such as temporary community events **(j)**.
 - ✓ Provide sufficient lighting that may increase safety measures for drivers, pedestrians and cyclists at night **(k)**.
 - ✓ Opportunity to exhibit creative public art installations **(l)**. Refer to the VMC Culture and Public Art Framework and City-wide Public Art Program.

SUPPORTING DOCUMENT HIGHLIGHT

“The City may permit parking, including access to parking, under a new local street, public mews, or laneway provided the intended purpose, function and character of the street /mews are not materially or qualitatively compromised, and subject to a strata title agreement and the following conditions”
(VMC Secondary Plan 4.3.6)

MB-6 Laneways/Driveways

The provision of laneways provide access for local users, which may benefit those living adjacent to the laneway. It provides an alternate route that is safe, comfortable, and accessible to the main road.



Precedents:



Figure 126. Menkes' and Lifetime's Four Seasons, Toronto (Image Credits: Craig White)



Figure 127. Limelight Condominium, Mississauga (Image Credits: landartdesign)

4.4 Thresholds

Thresholds refer to the urban boundaries that exist between the public and private realm. The transitions between urban boundaries span across various scales, ranging from buildings with different activities, ownership structures, and architectural design. Thresholds are concerned with how these different elements in the public and private realm communicate with one another in a cohesive manner that ties together the overall neighbourhood.

The interface of the built form and how it defines thresholds may be attributed to aspects such as the articulation of a building's façade, use of materials, design of building entrances, and the use of in-between spaces. These thresholds play an important role in

creating a median within the intermediate spaces in the urban realm that has an impact on user experience. Therefore, thresholds help define the quality of public spaces such as streets, and particular attention to how buildings are being used at grade shall be considered.

At grade, buildings communicate some sense of what its internal use is from the exterior. This may be conveyed through different design elements such as signage, window and door treatments, and active frontages that animate the street.

The intent of incorporating appropriate transitions between threshold boundaries is important for the integration and flow between public and private realm elements.



Figure 128. The Housing Development in 60 Richmond Street in Toronto creates an animated ground floor frontage through variation of heights, breaks in the façade, glazing and lighting (Image Credits: Teeple Architects)

SUPPORTING DOCUMENT HIGHLIGHT

“All buildings should have detailed and well-articulated façades with high quality materials fronting streets. Where feasible, buildings fronting mews should have detailed and well-articulated façades with high quality materials.

Generally, the street-facing ground floor wall of a mixed-use building shall be substantially glazed and blank walls shall generally be avoided.”
(VMC Secondary Plan 8.7.19)



Figure 129. The Meriwether Mixed Use Development, Oregon (Image Credits: Martin Tessler)

4.4.1 Retail Type ‘A’: High Street

High streets will be the primary retail streets within the VMC. These streets offer the greatest concentration of pedestrian activity and amenities. Located near major destinations and primary transit facilities, high streets promote retail activity to thrive.

-
- Spatial Conditions:**
- ✓ Typically located on narrower, two-sided streets.
 - ✓ Identified in the Framework Plan.
 - ✓ Continuous streetwall conditions shall be required as set out in the Secondary Plan (schedule H); generally, a minimum of 70% of the frontage along the ground floor of each building in these areas shall provide for retail, service commercial or public uses, including transit facilities **(a)**.
 - ✓ Ground floor building heights shall be consistent with the Secondary Plan and sufficient to accommodate full retail uses; minimum 5m floor-to-floor height **(b)**.
 - ✓ Limit the perceived width of store frontages at grade to create a fine-grain detailed façade that addresses the pedestrian scale; recommended perceived width to be 10m maximum **(c)**.
- Setbacks & Projections:**
- ✓ Setbacks should be utilized for spill-over uses from retail activity (patios, displays and/or marketing areas) **(d)**.
 - ✓ Signage should be integrated within building designs **(e)**.
- Materiality:**
- ✓ Pavement materiality should be coordinated with adjacent public boulevards **(f)**.
 - ✓ Access to interior spaces should be level with adjacent boulevards and be fully accessible **(g)**.
 - ✓ Whether public or private, ‘High Streets’ are recommended to use a curbless solution to slow down traffic and promote pedestrian mobility within the street **(h)**. In proximity to transit facilities, transit agencies must be consulted.
 - ✓ Lighting that supports retail functions should be decorative and encouraged within setback zones **(i)**.
 - ✓ Coordination with the VMC SOS streetscape furnishing palette.

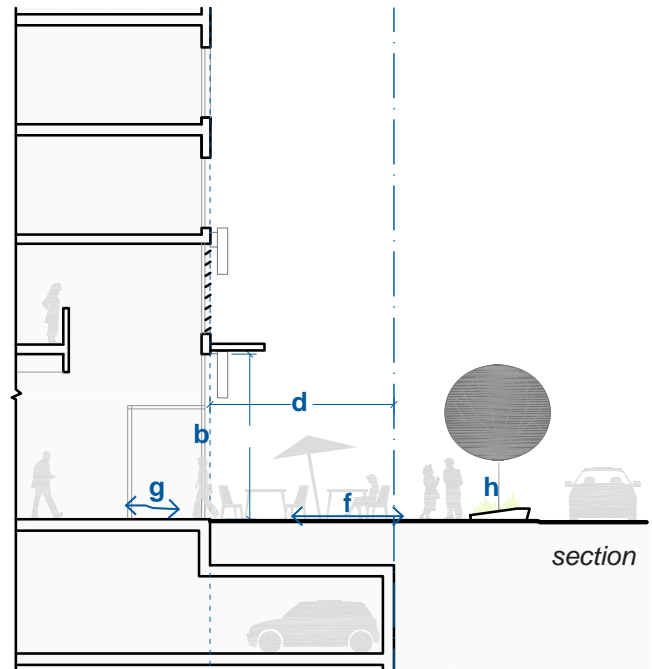
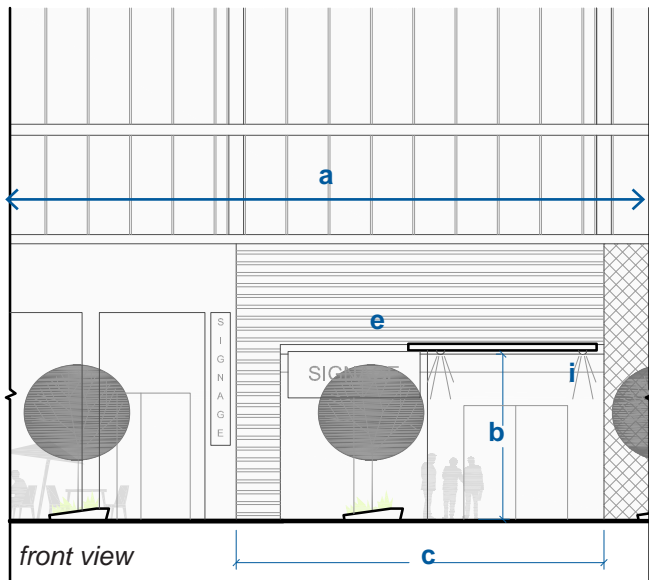
SUPPORTING DOCUMENT HIGHLIGHT

“Where retail uses are located on a streets or mews, there generally shall be multiple retail units on each block, with the width of stores and the frequency of store entrances contributing to a continuously active public realm and a visual rhythm of storefronts along the street.”
(VMC Secondary Plan 8.2.8)

Types:

TH-1 Retail Type ‘A’ Small and Medium Retailers

Primary retail streets such as Millway Promenade or New Park Place may be populated by cafes, restaurants and pedestrian-oriented stores.



Precedents:



Figure 130. Gough street, permeable pavement, San Francisco (Image Credits: Bruce Damonte)



Figure 131. The Stephen Avenue pedestrian mall, Calgary (Image Credits: Richard White)

4.4.2 Retail Type ‘B’: Urban Format

Urban format retail requires greater floorplate sizes that may be accommodated on streets that are wider and primarily dedicated to retail and commercial activity. These streets allow for more vehicular traffic and provide opportunities for larger retail formats to benefit from the visibility and land space available on such streets.

- Spatial Conditions:**
- ✓ Typically located on wider streets, may be either one-sided or two-sided.
 - ✓ Identified in the Framework Plan.
 - ✓ Continuous streetwall conditions set out in the Secondary Plan (schedule H). In strategic locations, such as some portions of Edgeley Boulevard or Millway Avenue, a minimum of 70% of the frontage along the ground floor shall be devoted to retail, service commercial or public uses. For the remainder of the suggested retail locations, no minimum commercial dedication is required, though the design of all building ground floor should be designed to allow for repurposing into commercial uses over time.
 - ✓ Ground floor building heights shall be consistent with the Secondary Plan and provide sufficient space to accommodate full retail uses; a minimum 5m floor-to-floor height would allow for this **(a)**. In most cases, the retailer will occupy upper levels of the podium as well, which may have regular floor-to-floor heights.
- Setbacks & Projections:**
- ✓ Space should be provided for additional streetscaping as outlined in the SOS Plan **(b)**.
 - ✓ Setbacks may be utilized for retail spill-out uses if the scale and speed of the street allows for it, though they should be primarily used to accommodate additional streetscaping and architectural features to enlarge the visual scale of entrances and window displays **(c)**.
 - ✓ Integrated canopies that provide weather protection in support of retail uses are encouraged, particularly in entrances and waiting areas **(d)**.
 - ✓ Signage should be integrated within building designs **(e)**.
- Materiality:**
- ✓ Pavement materiality should be coordinated with adjacent public boulevards **(f)**.
 - ✓ Access to interior spaces should be level with adjacent boulevards and be fully accessible **(g)**.
 - ✓ Lighting that supports retail functions should be decorative and encouraged within setback zones **(h)**.
 - ✓ Upper levels are encouraged to be substantially glazed **(i)**.
 - ✓ Coordination with the VMC SOS streetscape furnishing palette.

In strategic locations, such as some portions of Edgeley Boulevard or Millway Avenue, a minimum of **70%** of the frontage along the ground floor shall be devoted to retail, service commercial or public uses.

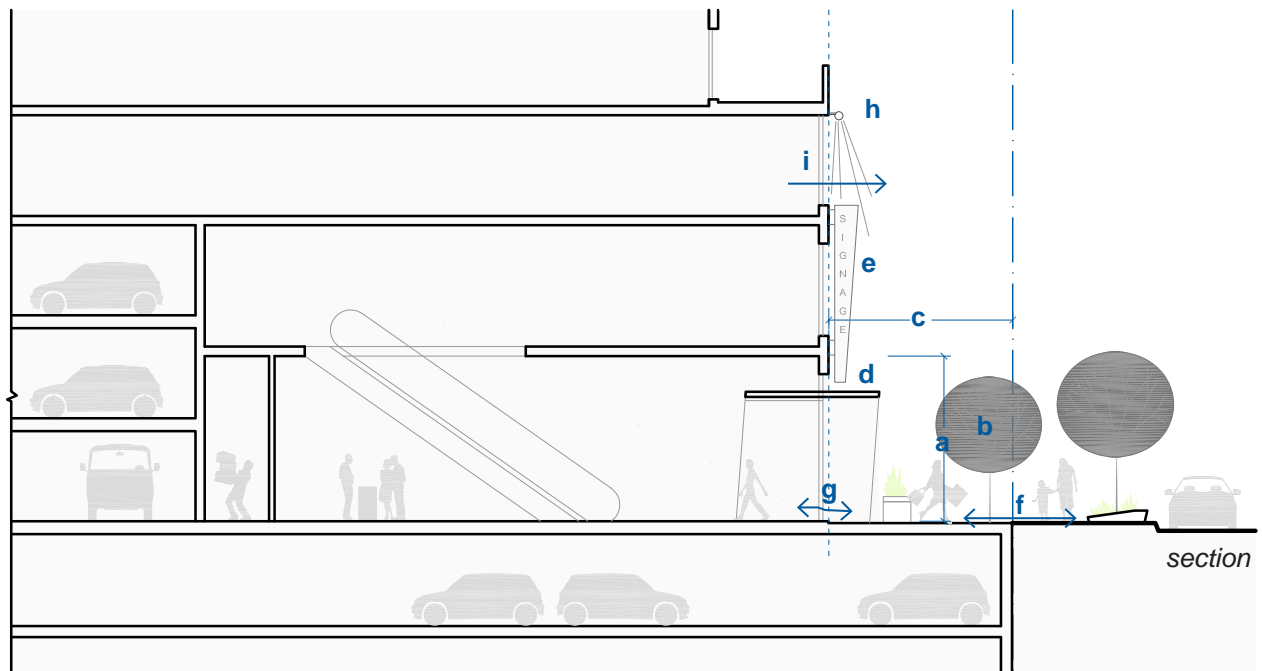
SUPPORTING DOCUMENT HIGHLIGHT

“Generally, entrances to retail establishments shall be flush with the sidewalk. In order to maintain a strong relationship to the street, the ground floor of buildings occupied by other uses should generally be raised no higher than one metre above the average ground level elevation at the street.”
(VMC Secondary Plan 8.2.9)

Types:

TH-2 Retail type ‘B’ Large Urban Format Retailers

Wider avenues may receive larger retailers that, though may have servicing and access from underground parking and at the rear, will still have a main entrance fronting the street.



Precedents:



Figure 132. The Ossington-Queen Street Rental Apartments, Toronto (Image Credits: CAMH)



Figure 133. Tableau Condos, Toronto (Image Credits: Urban Capital)

4.4.3 Retail Type ‘C’: Infill and Secondary Streets

Small-scale, neighbourhood-oriented commercial uses at grade are allowed throughout the VMC to satisfy immediate needs for residents. These types of retail streets include convenience stores, dry cleaners, banks, cafes and small restaurants. They promote walkability and offer essential services to local users.

-
- Spatial Conditions:**
- ✓ Typically located on local streets or mews.
 - ✓ Outside the retail areas identified in shedule H of the Secondary Plan and described in 4.4.1 and 4.4.2, some small scale neighbourhood retail is permitted to serve local needs, particularly at intersections **(a)**.
 - ✓ Ground floor building heights should be sufficient to accommodate full retail uses; a minimum of 5m floor-to-floor height is recommended to achieve this **(b)**. Retail on secondary streets should not occupy more than one level.
 - ✓ The width of store frontages at grade should generally be limited to a maximum of 20m **(c)**.
- Setbacks & Projections:**
- ✓ Setbacks should be utilized for minor retail spill-out uses such as benches, displays, menus and planters **(d)**.
 - ✓ Integrated canopies that provide weather protection in support of retail uses are encouraged, particularly in entrances and waiting areas **(e)**.
 - ✓ Signage should be integrated within building designs **(f)**.
- Materiality:**
- ✓ Pavement materiality should be coordinated with adjacent public boulevards **(g)**.
 - ✓ Access to interior spaces should be level with adjacent boulevards and be fully accessible **(h)**.
 - ✓ Lighting that supports retail functions should be decorative and encouraged within setback zones **(i)**.
 - ✓ Coordination with the VMC SOS streetscape furnishing palette.

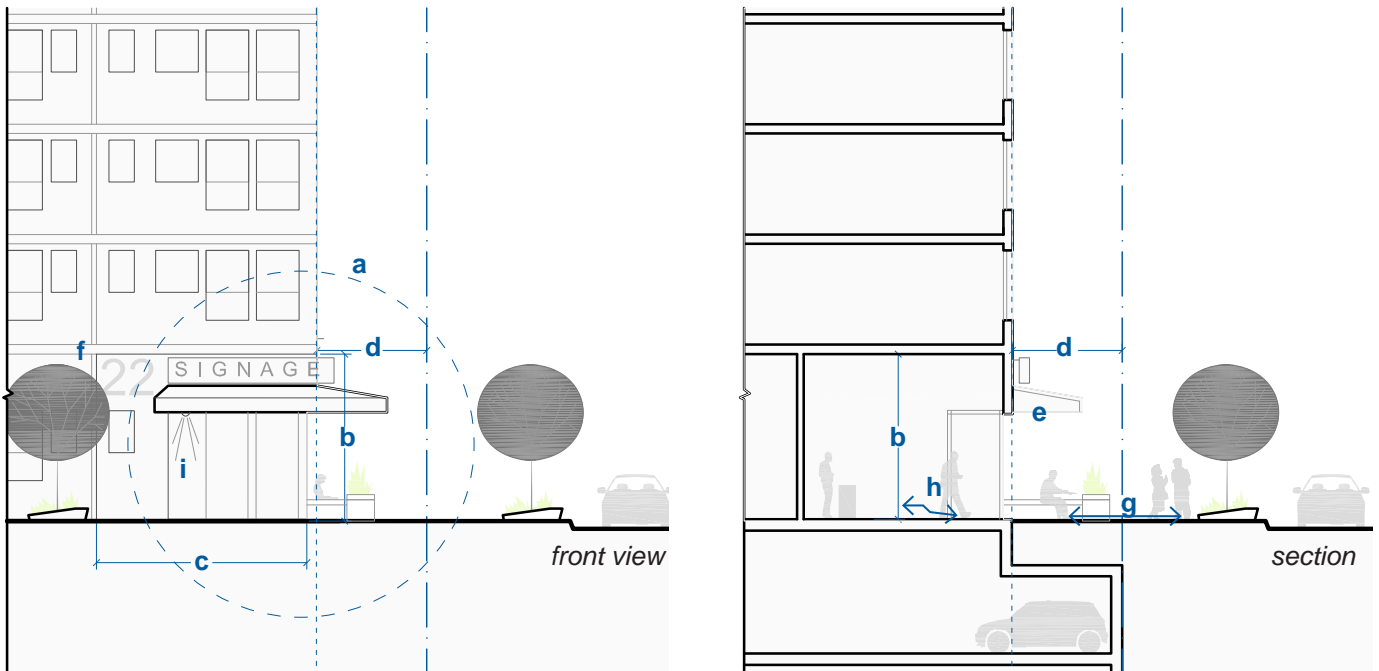
SUPPORTING DOCUMENT HIGHLIGHT

“In Neighbourhood Precincts where frontages are not identified on Schedule H as locations where retail, service commercial or public uses are required or recommended, such uses shall generally be restricted to small-scale, neighbourhood-oriented commercial uses and are only permitted on corner lots.”
(VMC Secondary Plan 8.2.6)

Types:

TH-3 Retail Type 'C': Local Retail

Local retail is permitted throughout in VMC at various scales. Ensuring that the retail establishment integrates well within the overall articulation of the building shall be necessary for it to fit within the greater neighbourhood.



Precedents:



Figure 134. Lucky Penny Cafe, Toronto (Image Credits: Google Streetview)



Figure 135. Tim Hortons at Fort York, Toronto (Image Credits: Fort York Condo)

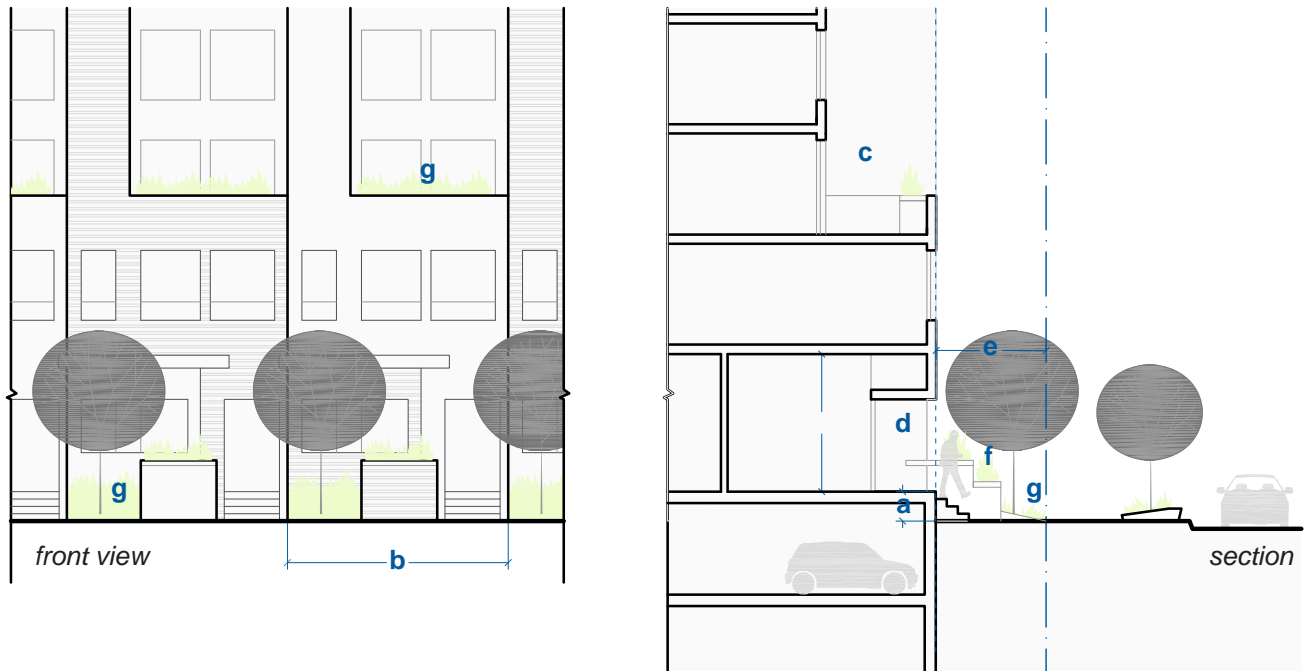
4.4.4 Residential

Residential buildings can use various at-grade design strategies to animate the street as they lack commercial activities. Common areas, entrances and other active uses are located adjacent to the public sidewalk in most residential buildings. It is also highly recommended to provide street-related grade units with independent access from the street.

-
- Spatial Conditions:**
- ✓ Located in any residential building at grade on local streets, mews, and facing internal courtyards.
 - ✓ A gradual grade elevation of no more than 1.5m should allow for some privacy for residential units fronting a public street **(a)**.
 - ✓ The frontage width of each unit should be visually perceptible and moderate in scale in order to generate a fine-grained articulation of the facade **(b)**.
- Setbacks & Projections:**
- ✓ Upper levels should be setback with balconies that create visual interest and overlook the public street **(c)**.
 - ✓ Residential façades should be massed volumetrically (projections, setbacks, and overhangs) to create an engaging and continuous interface with the street **(c)**.
 - ✓ Access to at-grade units should be directly from the street and setbacks should be primarily used to articulate entrances **(d)**.
 - ✓ Setbacks should also be dedicated for landscaping and spill-out residential uses such as small patios and porches **(e)**.
- Materiality:**
- ✓ Avoid excessive use of opaque fencing to keep residential areas more open and transparent **(f)**.
 - ✓ Provide soft landscaping areas on balconies and on the ground to minimize the amount of pavement. Landscaping should help improve permeability as well as reduce the heat island effect **(g)**.

TH-4 At Grade Units

All residential units at grade address the public street and make use of the corresponding setback zone, whether it is an entrance to the unit, a terrace, or a landscaped setback.



Precedents:



Figure 136. Trinity Towns, Toronto (Image Credits: Paul Kulig)



Figure 137. The Meriwether Mixed uses development, Oregon (Image Credits: Martin Tessler)

4.4.5 Mixed Use Development

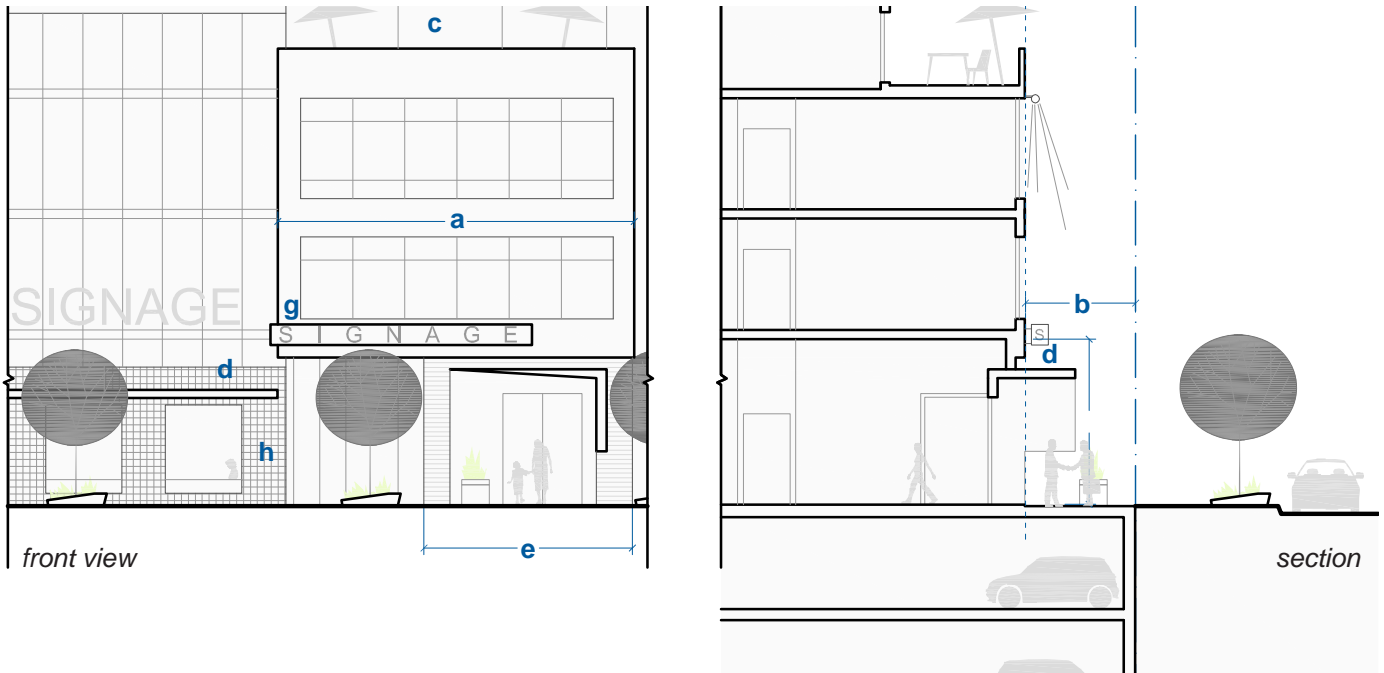
Many buildings within the VMC are intended to provide a variety of uses and ultimately allow for flexibility to repurpose spaces over time. Mixed use developments tend to have commercial uses on the ground floor, which has implications on the built form as it is designed independently from the upper levels, but also strive to demonstrate architectural coherence with the overall building.

-
- Spatial Conditions:**
- ✓ Located in all areas of the VMC, except in the Neighbourhood Precincts.
 - ✓ Encouraged throughout different areas in the VMC as a mix of building types and uses are supported.
 - ✓ Mixed-use development buildings tend to have a larger scale, so it is important to ensure that the façade is visually partitioned in narrower façade frontage strips. The maximum perceived width of the volume of a mixed use development should be 40m **(a)**.
- Setbacks & Projections:**
- ✓ Setback measurements should vary depending on the scale and size of the street. At minimum, setbacks for mixed use developments should have enough space for modest spill-out uses such as waiting areas, planters, etc **(b)**.
 - ✓ Stepbacks in upper levels help create vibrancy in a building's façade **(c)**.
 - ✓ Overhangs and weather protection are important for pedestrian comfort **(d)**.
 - ✓ While other at grade uses change over time, entrances are a fixed component and they play a major role in the articulation of a building's façade, therefore visibility of entrances are required **(e)**. Where a significant amount of pedestrian and vehicular traffic is anticipated, i.e. Technology areas, entrances should be setback appropriately through landscaping in order to fit waiting areas, signature landscaping, bicycle parking, large-scale signage, etc.**(f)**.
 - ✓ Signage should be integrated within building designs **(g)**.
- Materiality:**
- ✓ Coordinate material palette to ensure that the mix of volumes and uses remains visually consistent.
 - ✓ Fine-grain details and materials should be used at grade for pedestrian viewing **(h)**.
 - ✓ Promote the use of sustainable materials that are environmentally efficient.
 - ✓ Coordination with the VMC SOS streetscape furnishing palette.

Types:

TH-5 Mixed Uses with Commercial and Residential Component

Commercial podiums with residential uses in upper levels is a common typology for mixed use buildings. Thresholds will be designed to create movement and variety in the composition of volumes and overhangs.



Precedents:



Figure 138. Gerling Ring, Cologne, Germany (Image Credits: Foster + Partners)

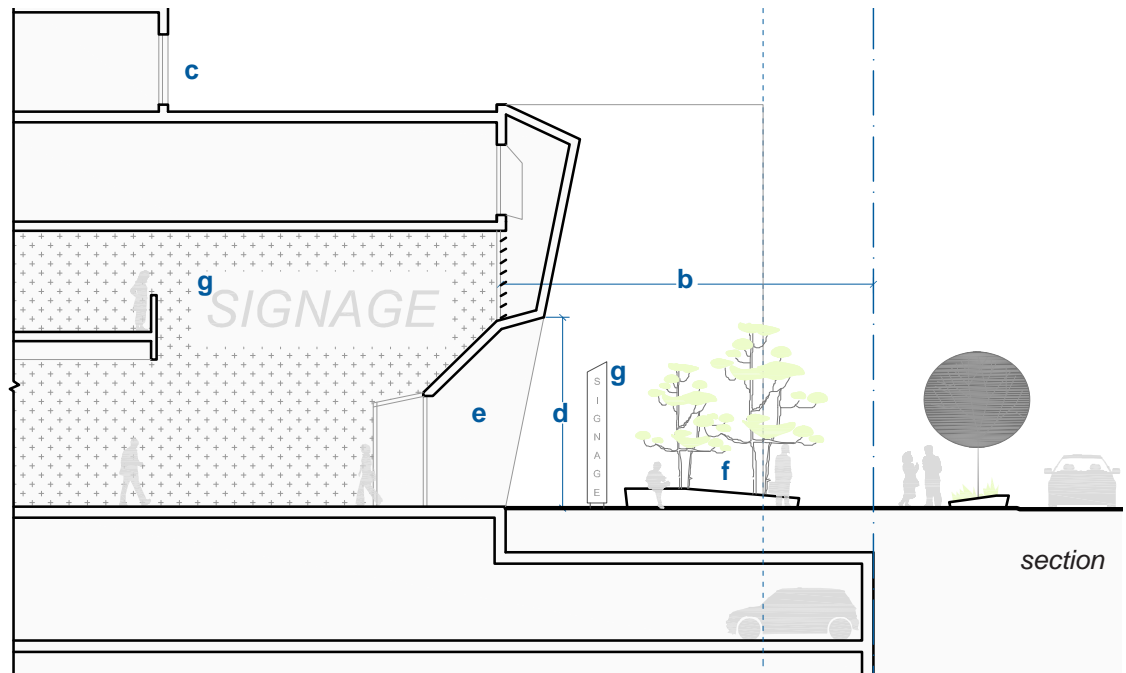


Figure 139. Parkside Village Residences, Mississauga (Image Credits: Jimmy Wu)

Types:

TH-6 Mixed Uses with Technology Offices and Institutional Component

Offices and institutional buildings often reflect their company's identity and branding in the building entrance. Therefore, entrances are designed to be monumental and express their functions appropriately.



Precedents:



Figure 140. More London Masterplan, UK (Image Credits: Foster + Partners)



Figure 141. Multimedia Centre Hamburg, Germany (Image Credits: Foster + Partners)

4.5 Parking

Although emphasis on using higher order transit, walking, and cycling is promoted within the VMC, vehicular use is still a preferred method of movement for many users at this early stage of development. Providing sufficient parking will be vital for the VMC to thrive economically, in early phases, as it enables a wider range of circulation opportunities within the district. Providing sufficient parking also supports employment uses as VMC is expected to become a hub of commerce and activity.

The key to providing parking on site in a sustainable manner is to do so with measures that minimize the use of land and impose the least amount of interruption to the public realm. In order to satisfy the number of parking spaces that shall be required for different uses, underground parking is the preferred solution that may help achieve meeting parking targets while maintaining a pedestrian oriented urban realm. Underground parking shall have seamless access through a well-planned, integrated method with the existing built form. For further guidelines on parking access, refer to Section 6.9, Vehicular Entrances.

If underground parking is not feasible, the second preferred solution is to provide above-grade parking that is integrated in the back or upper floors of buildings. Special attention to the details of parking structures above ground shall be considered to design a cohesive façade that ties the overall building together. It is strongly encouraged that all above grade parking be provided on the second floor of a building or higher, well integrated as part of the development. This is to ensure that the frontage of a building onto a public street is secured with more active uses.

Surface parking is not permitted except for the Employment Character Areas, where parking shall be located at the rear of the building and adjacent to the highway. Green landscaping features and LID technologies should be incorporated within the design of surface parking lots, where possible, to enhance the hardscape with a buffer of green space.

The City will consider interim parking to cope with phasing challenges; nonetheless, the long term plan to re-accommodate those parking numbers once the development is completed shall be viable.



Figure 142. The Harley Hotchkiss Gardens in Calgary lay on top of underground parking (Image Credits: Richard White)

SUPPORTING DOCUMENT HIGHLIGHT

“It is expected that vehicular parking facilities will take multiple forms in the VMC, including underground and above ground parking structures, small surface lots and on-street parking. Structured parking shall be the preferred form for off-street parking.”
(VMC Secondary Plan 4.6.1)



Figure 143. District Lofts, Toronto

4.5.1 Above-Grade Parking

Above-grade parking refers to a multilevel building structure used for parking vehicles, integrated as part of a larger development.

Spatial Conditions:

- ✓ Above-grade parking structures should be combined with other uses **(a)**.
- ✓ The preferred location for above-grade parking is at the rear of the building
- ✓ In exceptional cases, above-grade parking may be permitted fronting a public street if an appropriate façade treatment is provided, complementing the articulation of the overall building **(b)**.
- ✓ Access to ramps or vehicular elevators should be located off of side streets **(c)**.

Thresholds:

- ✓ At ground level, parking shall be designed with active uses fronting the public street and other pedestrian uses, such as retail or amenity areas **(d)**.
- ✓ Entrances to parking should be integrated with the at grade design (refer to Section 6.9).

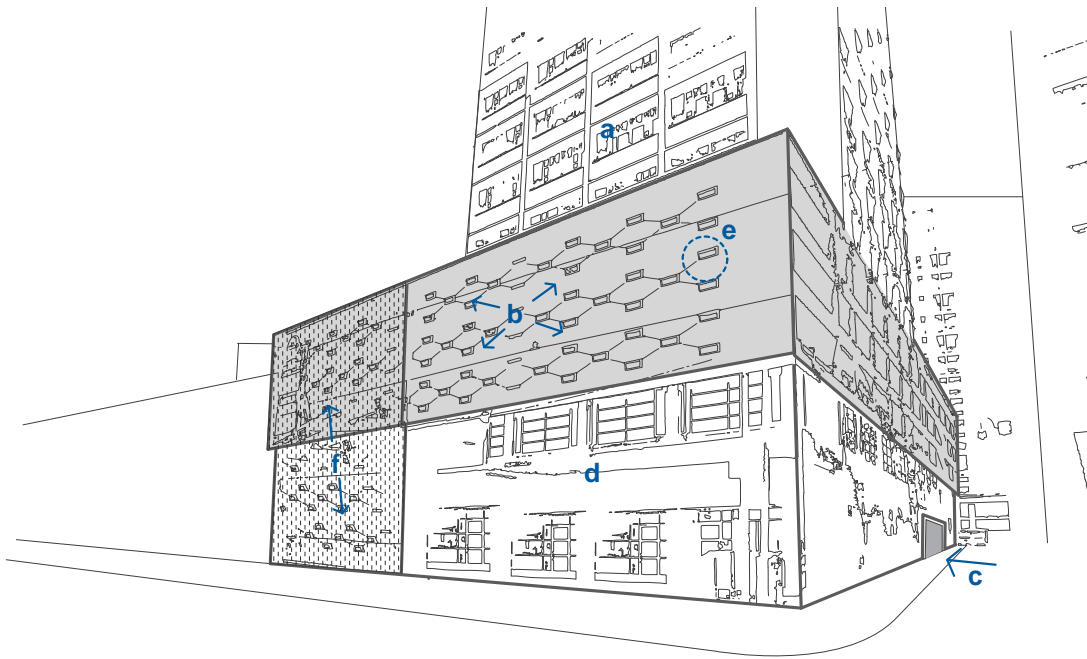
Design and Materiality:

- ✓ A durable and appealing façade solution should be used with colour and detail that relates to the scale of pedestrian perception from the street; not to the use of the space by vehicles **(e)**. High quality materials should be used.
- ✓ Though the design of the façade may express the parking area as a volume of its own, all volumes should be unified by the material scheme and overall rhythm of the exterior **(f)**.

The calculation of gross floor area shall not include the floor area of underground and above-ground structured parking or bicycle parking.

PK-1 Above-Grade Parking

Above-grade parking is a common urban solution for residential, office and retail uses.



Precedents:



Figure 144. Multi-level parking garage wrapped with residential, Denver Art Museum Residences, US (image credits Henry Pesciotta)



Figure 145. Retail hides truck docks and parking access on the back, Washington (Image Credits: Joe Urban)

4.5.2 Surface Parking

Surface Parking refers to any parking solution at grade and off the street.

Spatial Conditions:

- ✓ Surface parking may be permitted in the South, East and West Employment and Neighbourhood Precincts. In neighbourhood areas, parking shall be located at the rear of buildings and not be visible from the street **(a)**.
- ✓ The dimension of the parking surface should not compete with other outdoor amenity areas necessary to support the employment uses **(b)**; other supplementary parking solutions (underground or aboveground) may be necessary to supply the needs of related uses.

Thresholds:

- ✓ Access driveways should be located along side streets **(c)** and be designed in a way that minimizes the impact on the public realm (refer to 4.3.4).
- ✓ If more than one parking solution is provided, access to all of them shall be consolidated **(d)**.
- ✓ Visibility of the parking area from the highway should be buffered with trees, slopes, pergolas, etc.
- ✓ There should be no surface parking directly adjacent to at-grade amenities or livable uses. A minimum of 6m distance with vegetated buffer should be provided **(e)**.

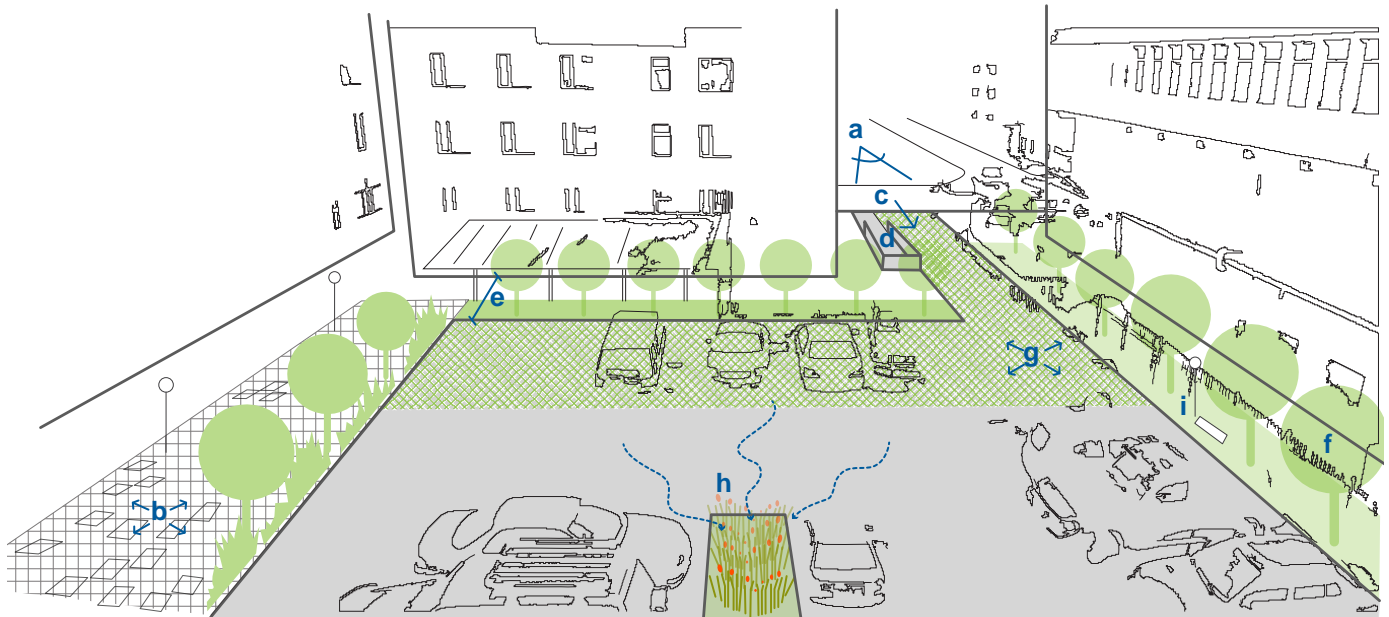
Design and Materiality:

- ✓ A strong integration of vegetation and soil volume solutions (large trenches, soil cells) that allow for large trees to grow should be used **(f)**.
- ✓ Permeable pavement and/or pavement with good solar reflective index is required. Hardscape and softscape should be combined to reduce the heat island effect **(g)**.
- ✓ Bioswales are highly encouraged as a means of treating automotive pollution of water and reducing stormwater runoff loads on the sewage system **(h)**.
- ✓ A design that includes vegetation, urban furniture and decorative pavements are highly encouraged to support a more flexible use of the area and allow for other temporary uses such as social and sport events **(i)**.



PK-2 Surface Parking

Surface parking is not a suitable solution for urban contexts, therefore its use is limited to development adjacent to the highway.



Precedents:

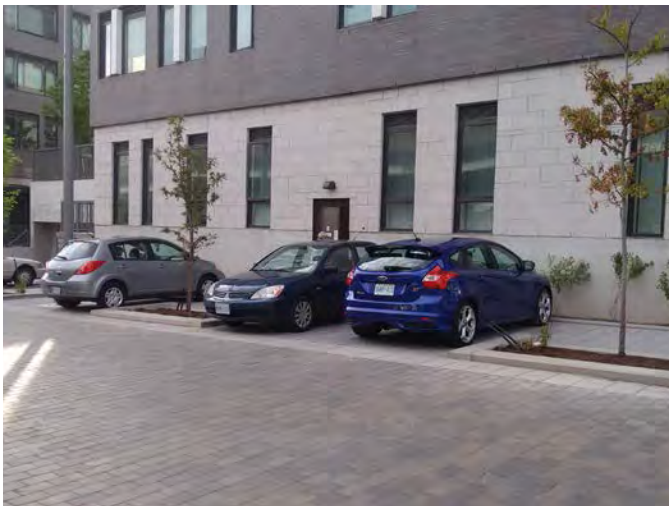


Figure 146. Pan Am Athlete's Village, Toronto (Image Credits: Clara Romero)



Figure 147. Campus Venlo, Maastricht University, The Netherlands (Image Credits: Carve Landscape)

4.5.3 Interim Parking

Interim Parking refers to the use of surrounding empty lots as surface parking in the transitional phases of development.

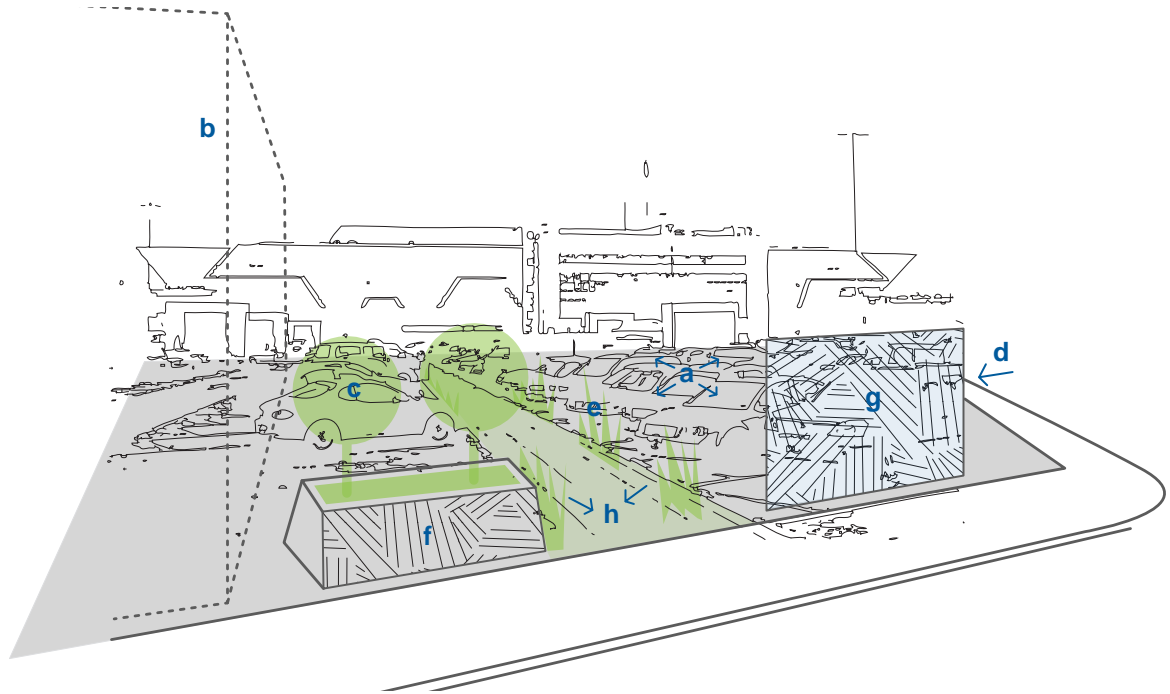
- Spatial conditions:**
- ✓ Located in temporarily empty lots in proximity to new development to support emerging uses **(a)**. Interim Parking is particularly appropriate in areas close to high order transit.
 - ✓ There needs to be a clear strategy for the ultimate provision of parking once the lot is developed **(b)**, for both the parcel holding the parking surface and the parcel being served by it.
- Thresholds:**
- ✓ The interface with public streets and public spaces should be buffered with greenery, trees, decorative guards and other sorts of pedestrian-friendly division solutions **(c)**.
 - ✓ Access points should be located off of side streets **(d)** and be designed to minimize impacts on the public realm.
- Design and Materiality:**
- ✓ Prioritize landscape solutions with high visibility, such as fast growing species and colourful materials **(e)**.
 - ✓ Consider the use of movable planters that could be repurposed once the lot is redeveloped **(f)**.
 - ✓ Fencing or other enclosing measures to screen interim parking may present a unique opportunity for temporary public art interventions or exhibits **(g)**.
 - ✓ Stormwater management solutions should be introduced to reduce runoff loads in the sewage system **(h)**.
 - ✓ Opportunity for public art. Refer to the VMC Culture and Public Art Framework and City-wide Public Art Program.

SUPPORTING DOCUMENT HIGHLIGHT

“Where surface parking is proposed as part of an initial phase of development, the phasing plan shall show how in subsequent phases, the parking will be incorporated into parking structures”
(VMC Secondary Plan 4.6.1)

PK-3 Interim Parking

Interim Parking is an effective temporary strategy to support early uses and development within an area, as long as phasing is properly planned to replace it once the neighbourhood reaches maturity.



Precedents:



Figure 148. HB Fuller Parking Lot, Vadnais Heights
(Image Credits: Ramsey-Washington Watershed District)



Figure 149. LentSpace, New York (Image Credits: Interboro partners)

5.0 Typical Blocks

- 5.1 Illustrative Block Scenarios
- 5.2 Avenue 7
- 5.3 Millway Avenue
- 5.4 Black Creek
- 5.5 Central Park
- 5.6 Neighbourhoods
- 5.7 Employment

5.1 Illustrative Block Scenarios

The following section focuses on illustrating typical block typologies within the VMC. The typical blocks are representative of a series of local opportunities and constraints based on its location, which extend to the greater character area in which it belongs. Therefore, the typical blocks colour-coded within each character area exhibit similar design principles for the surrounding blocks around the typical block.

The typical blocks analyzed within the report illustrate how the built form of the character areas might evolve, based on the policies prescribed by the Secondary Plan and the recommendations set within Section 4.0 Urban

Typologies. The typical blocks are meant to serve as demonstration plans, and are therefore illustrative in nature.

As many blocks as necessary have been selected for each character area with the intent of capturing at least one of each subgroup of blocks facing the same local conditions. Each typical block subsection includes an explanation of what blocks that particular block is representing.

The plan diagram to the left of each spread condenses all site constraints and opportunities tied to the

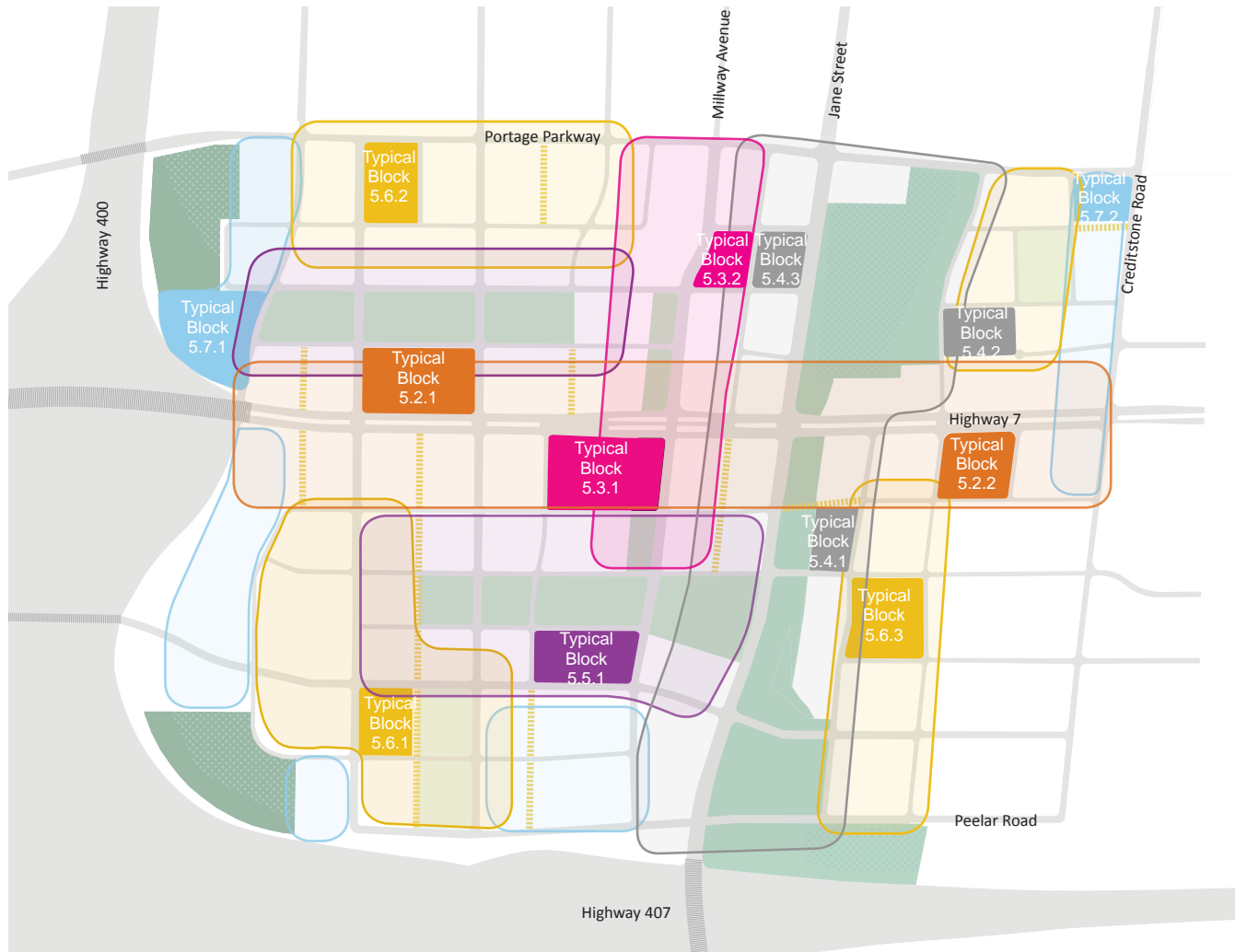


Figure 150. Typical blocks for each character area












specificities of that typology of block, as well as the design requirements distilled from policies in Section 2.0 Framework. The perspective view on the right side of the spread demonstrates a potential massing outcome after applying the aforementioned principles.

All block scenarios are purely illustrative and provide one option that may be considered out of many. The Secondary Plan encourages a wide mix of building types, and as such, these demonstrations shall not be interpreted as the only feasible options for each block as

there could be variations based on existing policies.

The scenarios demonstrate the maximum build-out that follows the densities and heights dictated by the Secondary Plan. Both the plan views and models include colour-coded annotations that cross-reference to either the Section 2.0 Framework or Section 4.0 Urban Typologies sections, which offer greater clarity to the policies prescribed.

The following legend items are used in the plans and demos in the next pages and illustrate how framework principles and urban typologies apply to each typical block.

-  Mews (as per VMC Secondary Plan)
-  Pedestrian connection
-  Vehicular access
-  POPS
-  Threshold
-  Active frontage scale
-  Commercial frontage required (as per VMC Secondary Plan)*
-  Commercial frontage recommended (as per VMC Secondary Plan)*
-  Preferred location for servicing
-  Refers to guidelines in 2.0 Framework
-  Refers to sections in 4.0 Urban Typologies

* subject to change

5.2 Avenue 7

5.2.1. Typical Block I

Typical Block I is similar in size and displays conditions in common to most of the northern blocks facing Avenue 7. These diagrams aim to demonstrate how the framework principles apply to govern the internal configuration of similar blocks in the same character area.

- 2.2 There is a major open space to the back of the block; pedestrian connections through the block shall connect it to Avenue 7.
- 2.4 The VMC Secondary Plan allows for up to 6 storeys podiums along Avenue 7.
- 2.5 Retail and commercial uses are required as per Schedule H of the Secondary Plan.
- 2.7 Locate building entrances, shared spaces and offices open to the public at ground level; articulation shall additionally animate the street.
- 2.9 Vehicular access shall generally occur from local streets and be welcoming to pedestrians.
- 2.10 Landscaped setbacks may assist in creating more visible entrances to buildings and gathering spaces in areas where the pedestrian boulevard is limited.

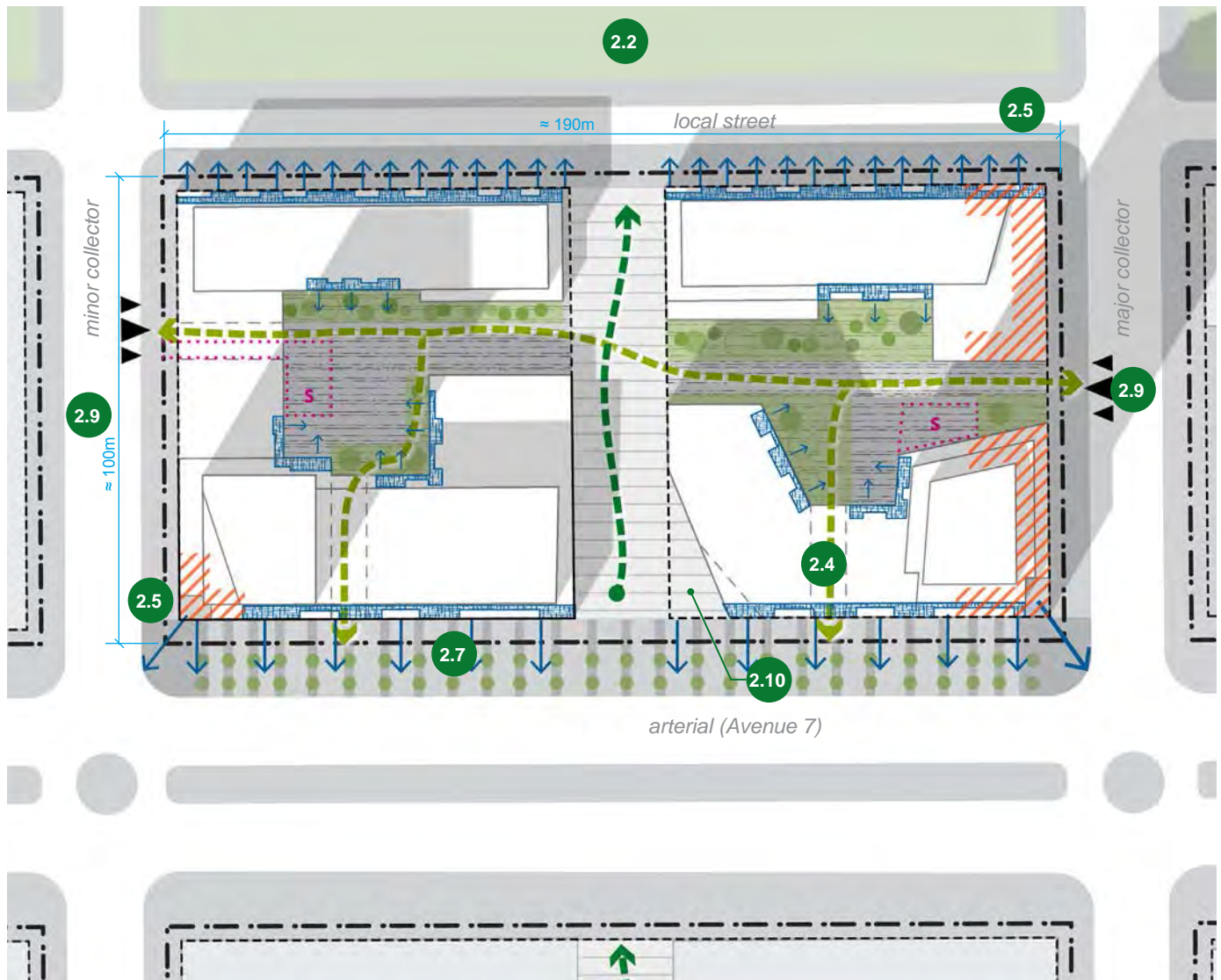


Figure 151. Illustration of framework principles at the block level

*shadows at 21st September at 3pm

Block Objectives

The primary objective for blocks facing Avenue 7 is to create a cohesive streetwall along the corridor that speaks to the monumental scale of the avenue as it is the most frequented route in the neighbourhood for both vehicles and pedestrians. This will require careful consideration of at-grade uses that may thrive despite the traffic in the corridor, satisfying loading and servicing needs from local streets, and block permeability to foster pedestrian activity.

The VMC SOS Plan requires larger setbacks in some areas along Avenue 7 in order to accommodate a consistent wide and green pedestrian boulevard.

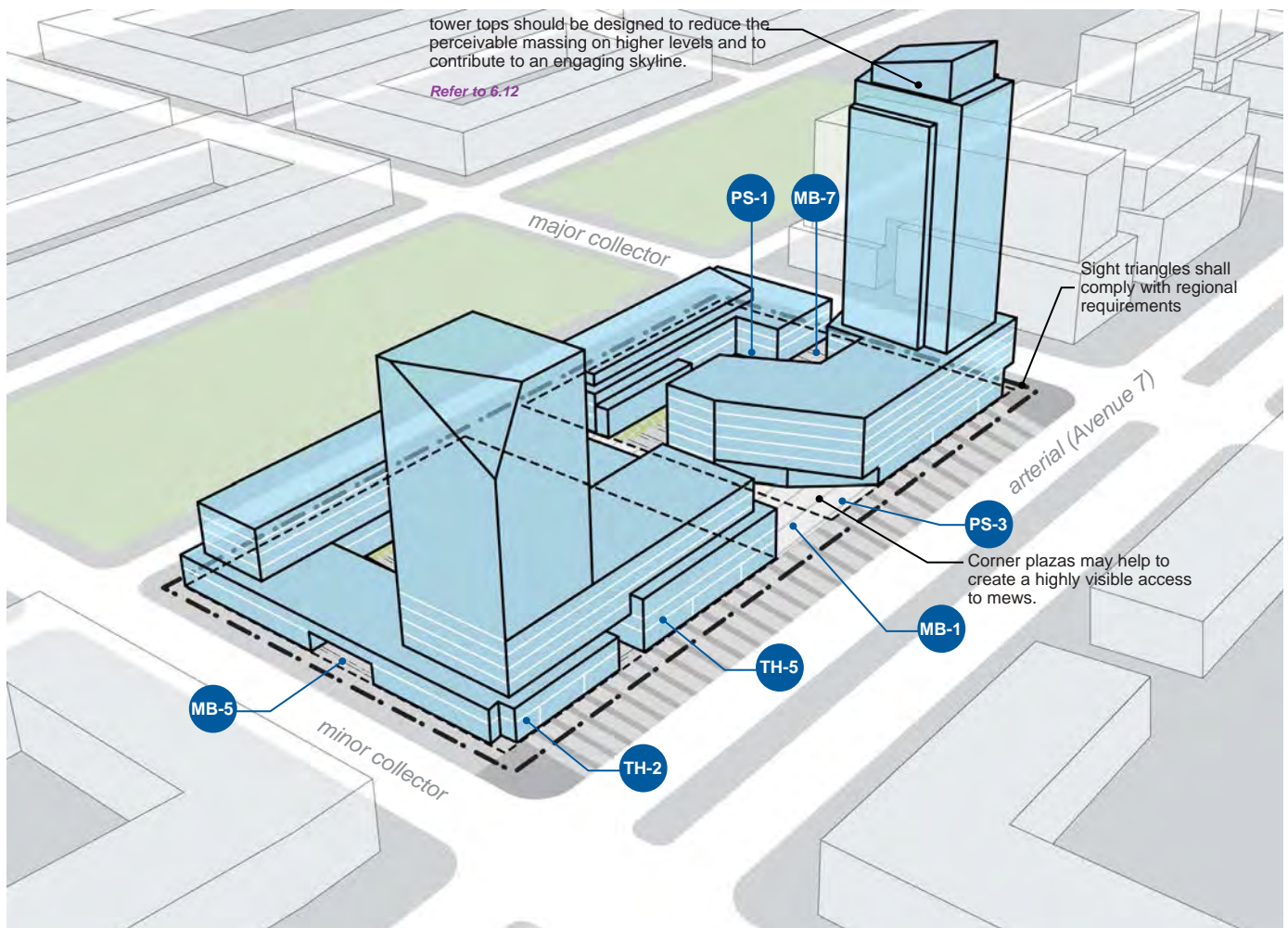
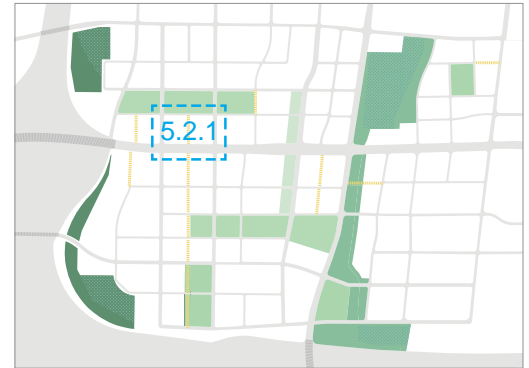


Figure 152. Illustration of urban typologies at the block level

5.2.2. Typical Block II

Typical Block II is similar in size and displays conditions applicable to most of the southern blocks facing Avenue 7. These diagrams aim to demonstrate how the framework principles apply to govern the internal configuration of similar blocks in the same character area.

- 2.2 The signature streetscape along Avenue 7 will extend into private property through setbacks.
- 2.3 Entrances to the VMC shall function as gateways, both through the design of iconic buildings and the provision of boulevard space to accommodate public art or signature streetscape features.
- 2.4 Higher buildings should be located in the northern portion within the block and should be setback from the streetwall to minimize wind at the pedestrian boulevard.
- 2.5 Commercial uses are permitted in this block and highly encouraged to front onto Avenue 7.
- 2.9 Vehicular access shall generally occur from local streets and be welcoming to pedestrians.
- 2.10 Due to the lack of adjacent public parkland, POPS are encouraged to accommodate green spaces for the block.

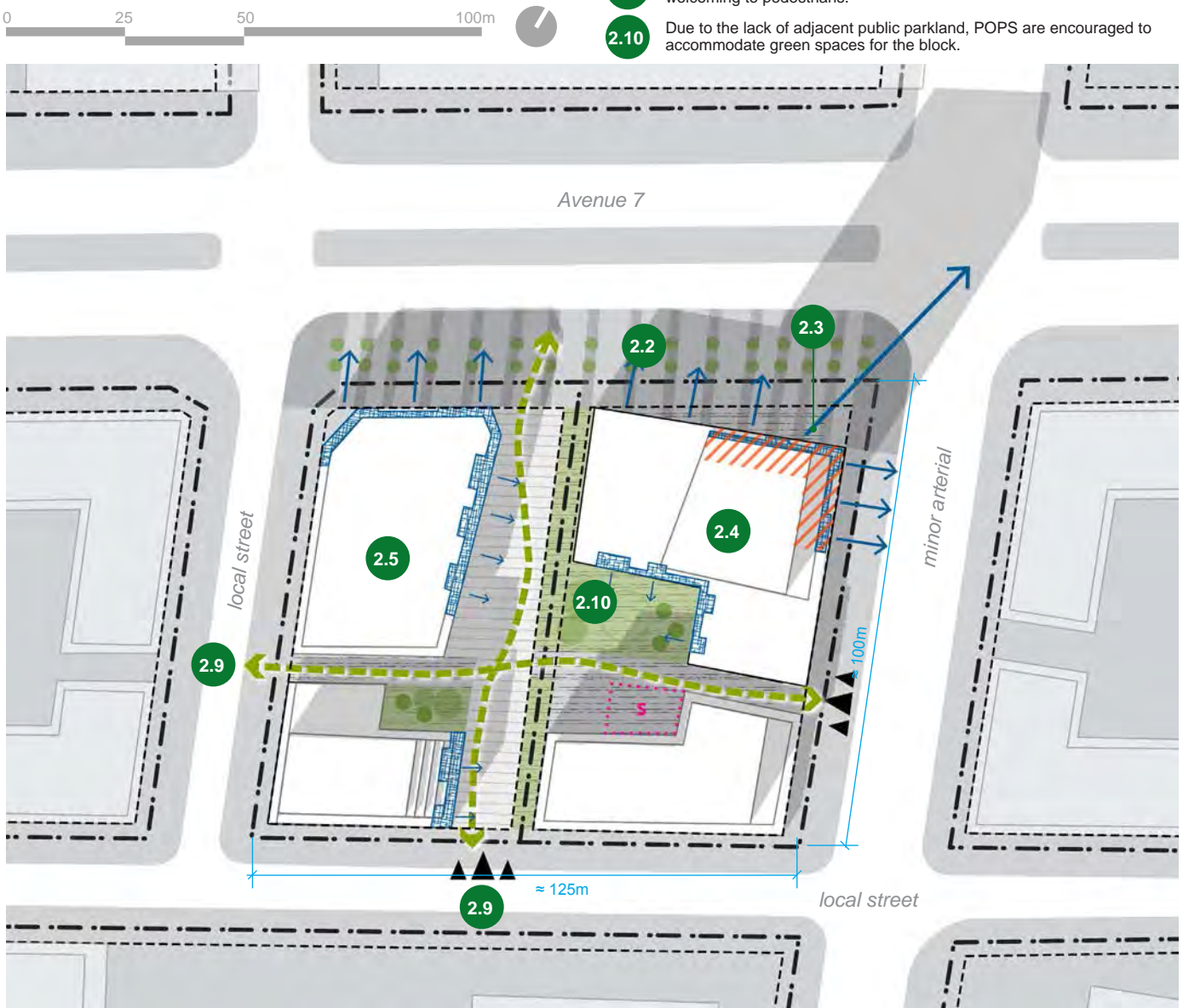


Figure 153. Illustration of framework principles at the block level

*shadows at 21st September at 3pm

Block Objectives

Similarly to Typical Block I in the north side, it is essential to create a cohesive streetwall along the corridor that speaks to the monumental scale of the avenue as the most frequented route in the neighbourhood, for both vehicles and pedestrians.

The major difference is that blocks located south of Avenue 7 do not face a park to the back. Therefore the built form should help create an appropriate frontage to the buildings to the south, whether they are proposed or existing to remain. Additionally, it is critical to create effective green spaces and POPS within the block due to its farther proximity to public parkland.

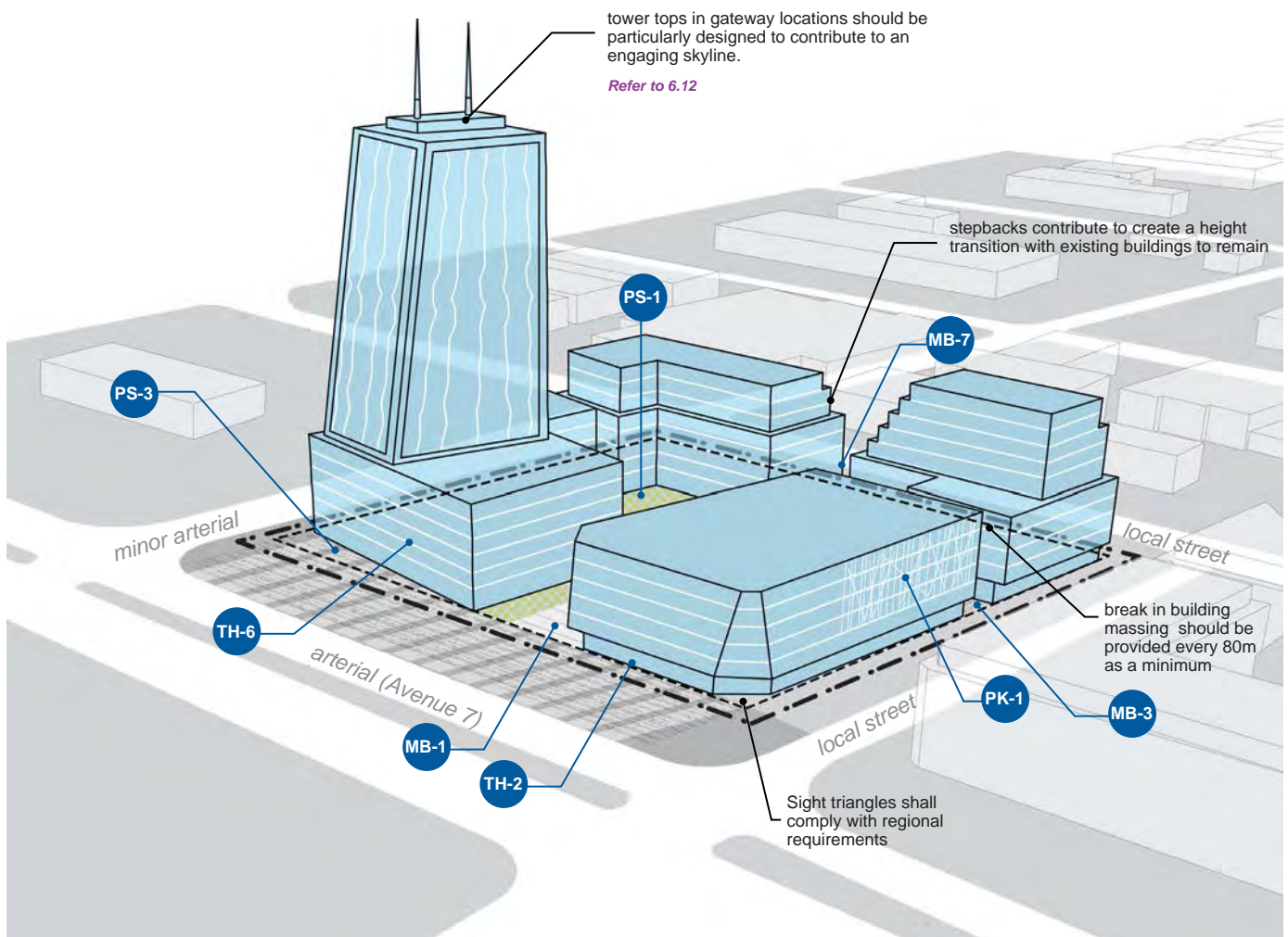
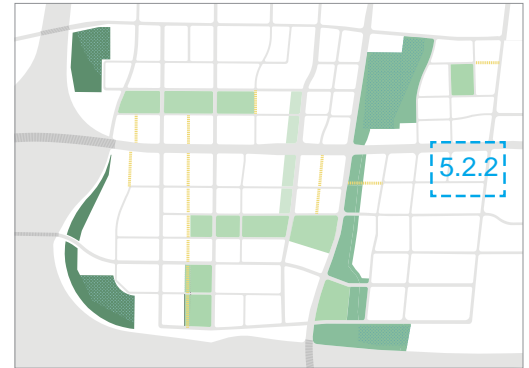


Figure 154. Illustration of urban typologies at the block level

5.3 Millway Avenue

5.3.1. Typical Block I

Typical Block I is similar in size and displays conditions applicable to most western blocks facing Millway Avenue. These diagrams aim to demonstrate how the framework principles apply to govern the internal configuration of similar blocks in the same character area.

- 2.2 The major open space for Typical Block I is the Millway Avenue Promenade and it shall be connected to the pedestrian network.
- 2.4 High rise is encouraged to be located to the north and west sides of the block to minimize shadowing on the Promenade.
- 2.5 Retail and commercial uses are required as per Schedule H of the Secondary Plan.
- 2.7 Active frontage is required at both Millway and Avenue 7; the character of each should differ in order to address the scale of the street.
- 2.8 Larger setbacks shall be protected at Avenue 7 to retain flexibility that allows transformation over time.
- 2.9 Vehicular access shall generally occur from local streets and be welcoming to pedestrians.

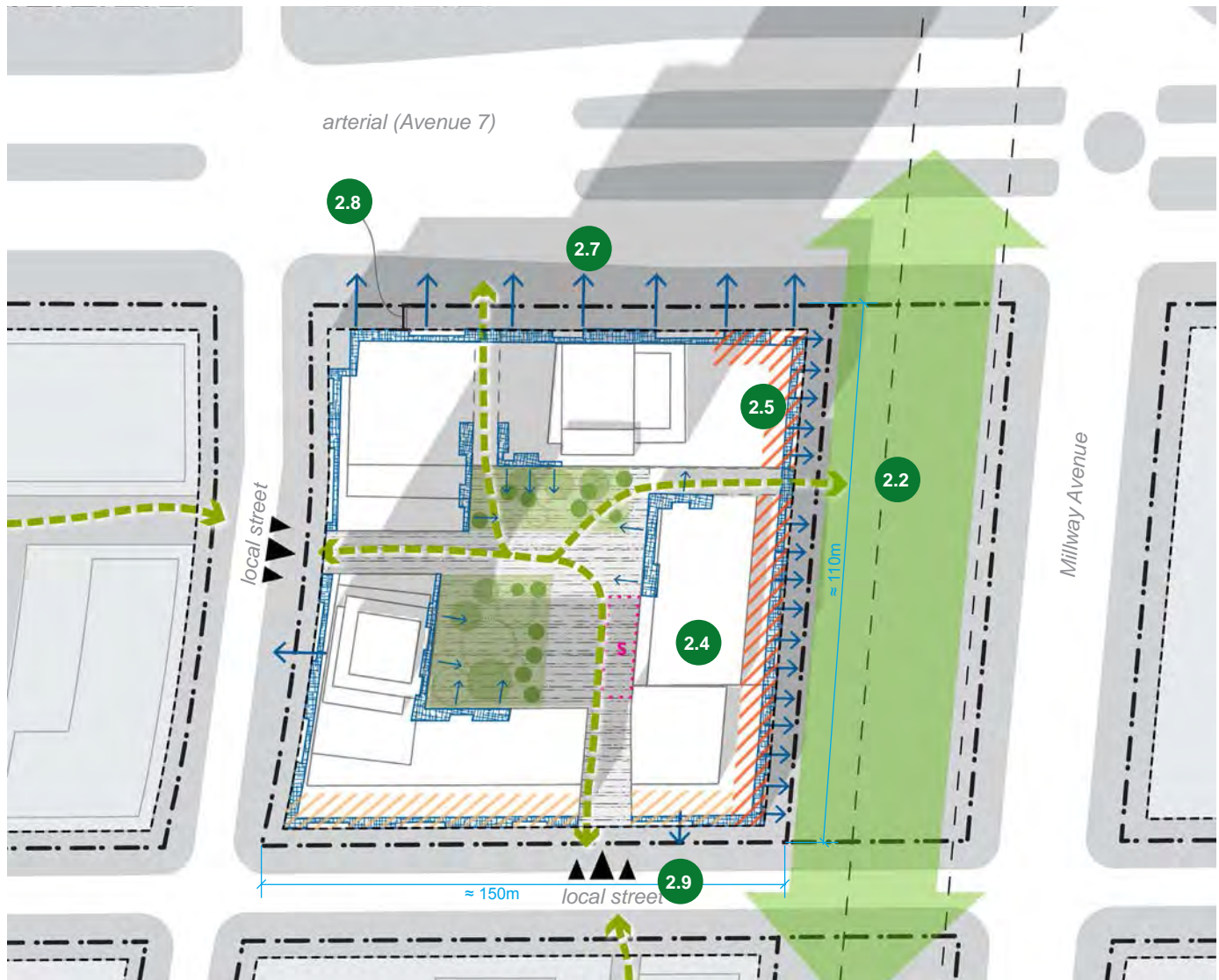


Figure 155. Illustration of framework principles at the block level

*shadows at 21st September at 3pm

Block Objectives

The primary objective for blocks facing Millway Avenue is supporting the vibrant, active street life anticipated for the unique public realm along Millway Avenue. This will require the careful consideration of active uses, loading and servicing needs, pedestrian permeability and local climactic conditions along this frontage.

Particular attention needs to be taken at intersections with Avenue 7 to ensure that prominent corners are well designed.

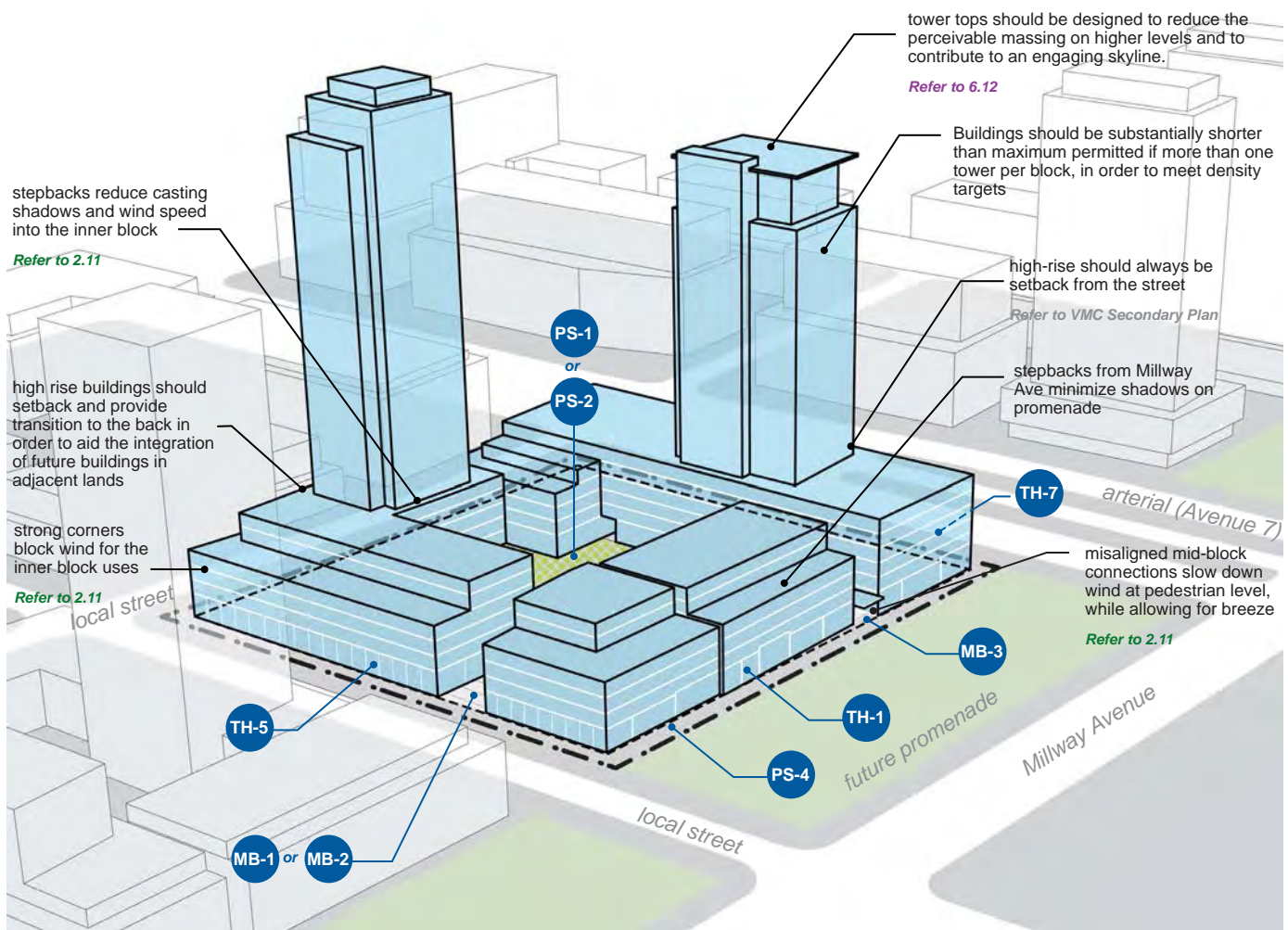
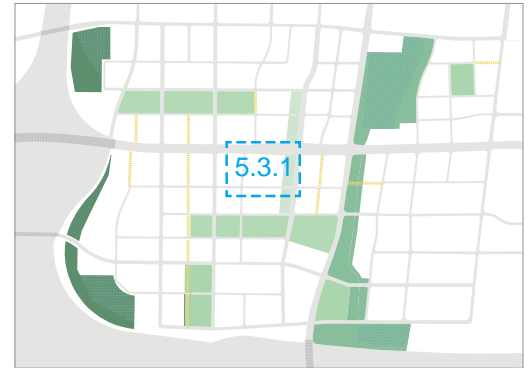


Figure 156. Illustration of urban typologies at the block level

5.3.2. Typical Block II

Typical Block II is similar in size and displays conditions applicable to most eastern blocks facing Millway Avenue. These diagrams aim to demonstrate how the framework principles apply to govern the internal configuration of similar blocks in the same character area.

- 2.2 Public Open Space in the area is largely hardscaped to support programs related to the mobility hub.
- 2.4 Proximity to transit allows for higher densities, which leads to taller heights and a more compact site layout.
- 2.5 Retail and commercial uses are required as per Schedule H of the Secondary Plan.
- 2.7 Prime active frontage is required in both Millway Avenue and Applemill Road, both in the form of retail and main building entrances.
- 2.9 All vehicular access shall generally happen from local streets. Underground servicing is encouraged to solve the high logistic requirements of intensive commercial uses.
- 2.10 In dense blocks, POPS of reduced size may dramatically improve the pedestrian experience when coordinated with programmatic needs.

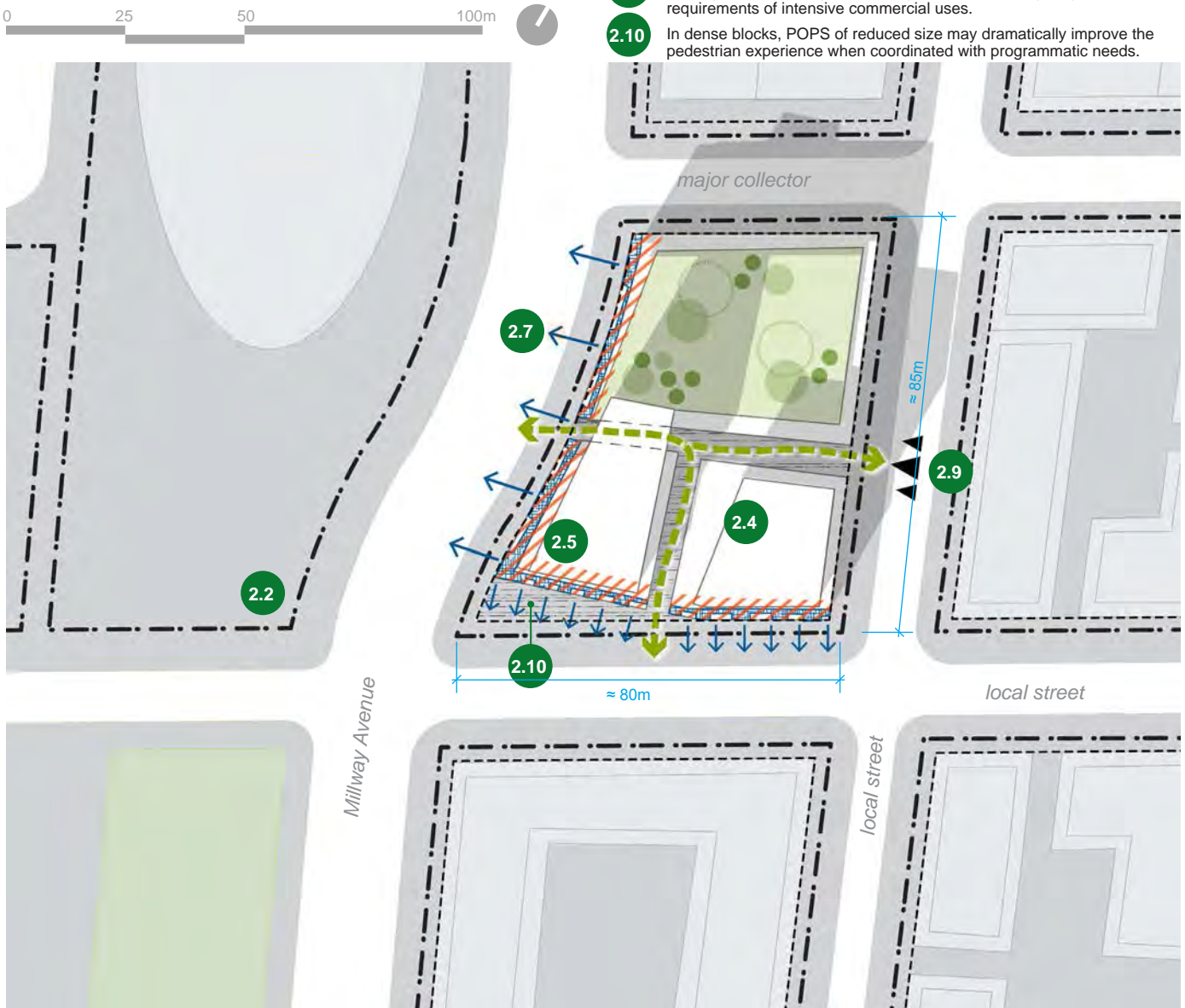
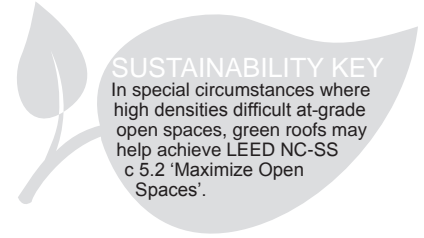


Figure 157. Illustration of framework principles at the block level

*shadows at 21st September at 3pm



Block Objectives

The primary objective for these type of blocks is to create a built form that supports commercial uses along Millway Avenue that adapt to the broader scale of the corridor north of Avenue 7. Access to parking and servicing to those uses should be consolidated in the back to avoid interrupting the retail frontage.

The reduced size of some of these blocks might be a major challenge and require structured parking to complement underground parking in order to support the high densities anticipated in the area. Therefore, POPS at grade should be limited in size and strategically complement the public realm. Supplementary amenity areas on rooftops may be necessary.

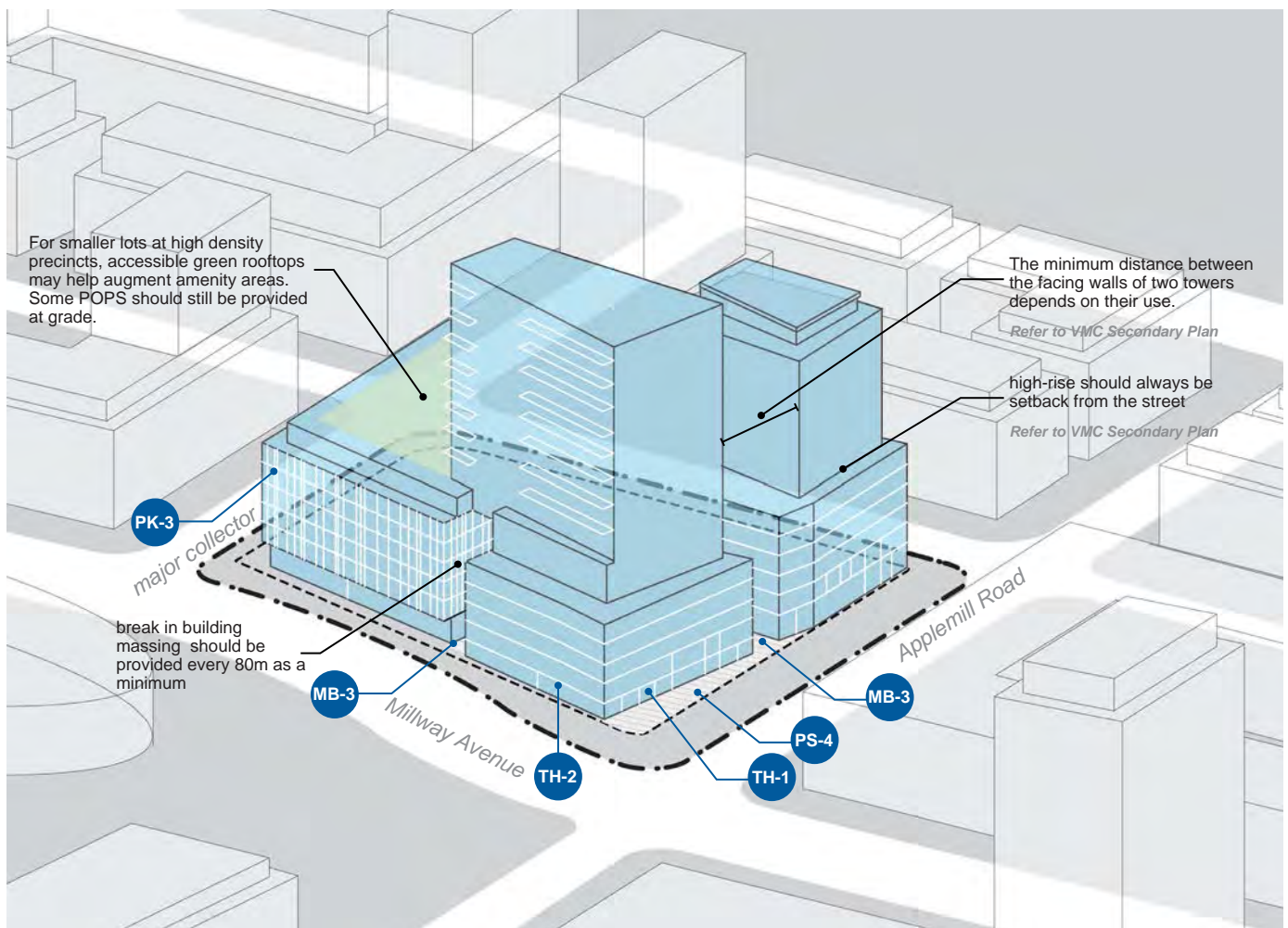
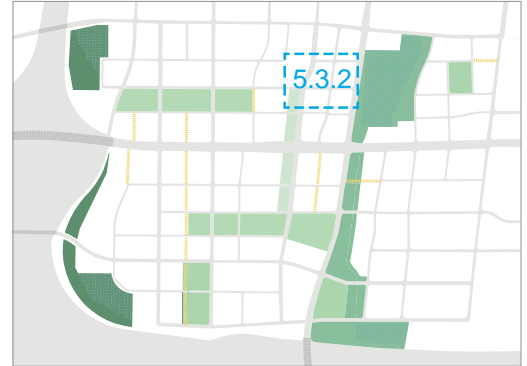


Figure 158. Illustration of urban typologies at the block level

5.4 Black Creek

5.4.1. Typical Block I

Typical Block I is similar in size and displays conditions in common to most blocks south of Avenue 7 and facing the Black Creek Urban Terrace. These diagrams aim to demonstrate how the framework principles apply to govern the internal configuration of similar blocks in the same character area.

- 2.2 The block is located along the Black Creek Urban Terrace and should build an urban edge fronting it.
- 2.4 Higher buildings should be setback from the promenade to maximize access to sunlight.
- 2.5 Commercial uses, such as retail and live-work units, are encouraged along the terrace.
- 2.7 External active uses should be located along the terrace and the mews; some other internal active uses, i.e. residential, may utilize the courtyard space.
- 2.9 All vehicular access should avoid the terrace and mews. Underground servicing is encouraged to solve the high logistic requirements of intensive commercial uses.
- 2.10 Open space should be created along the terrace as a setback as well as internalized within the block.



Figure 159. Illustration of framework principles at the block level

*shadows at 21st September at 3pm

Block Objectives

The primary objective for blocks facing the Black Creek Urban Terrace is supporting the pedestrian active street life anticipated for the west side by solving all access and servicing from the local street to the east.

The limited width of the block might be a major challenge and will require the use of shallower typologies in order to retain a functional open space in between with access to sunlight.

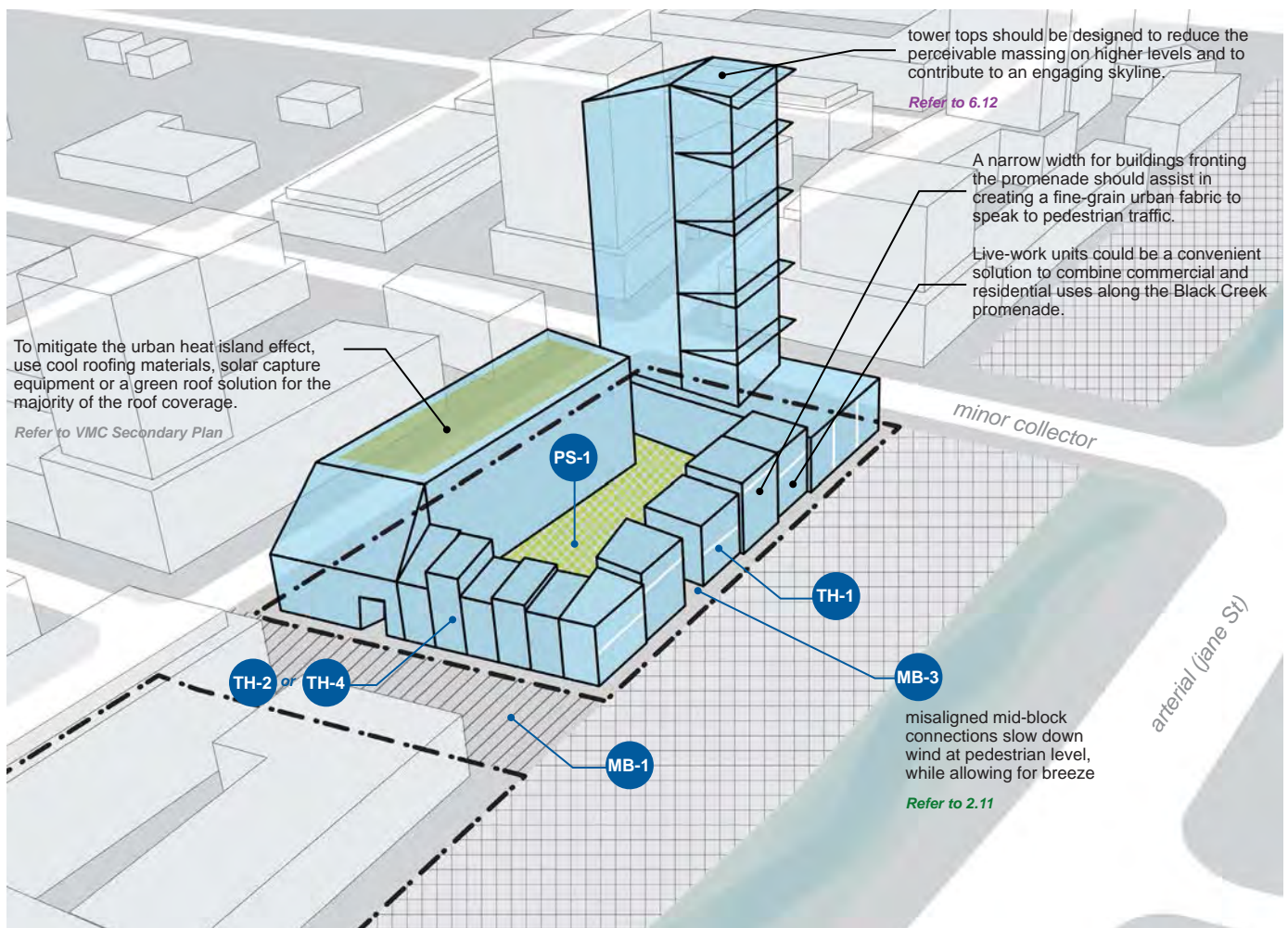
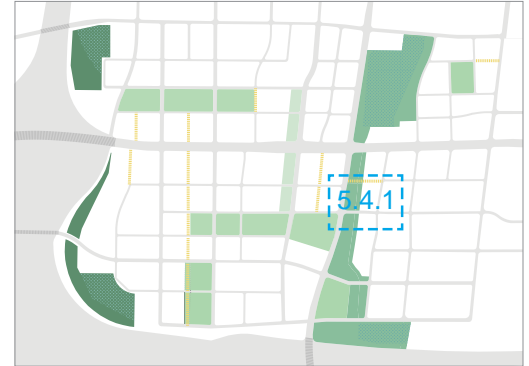


Figure 160. Illustration of urban typologies at the block level

5.4.2. Typical Block II

Typical Block II is similar in size and displays conditions in common to most blocks north of Avenue 7 and facing the naturalized segment of the Black Creek. These diagrams aim to demonstrate how the framework principles apply to govern the internal configuration of similar blocks in the same character area.

- 2.2 The block is located along the Black Creek Park and buildings should address this important interface.
- 2.4 Higher buildings should be located to the north of proposed POPS.
- 2.5 Small corner retail is allowed fronting the park.
- 2.7 External active uses should be located along the parks and the mews; some other internal active uses, i.e. residential, may utilize the courtyard space.
- 2.9 All vehicular access shall avoid fronting the park. Servicing should be internalized within the block.
- 2.10 Open space shall be highly accessible from pedestrian connections.

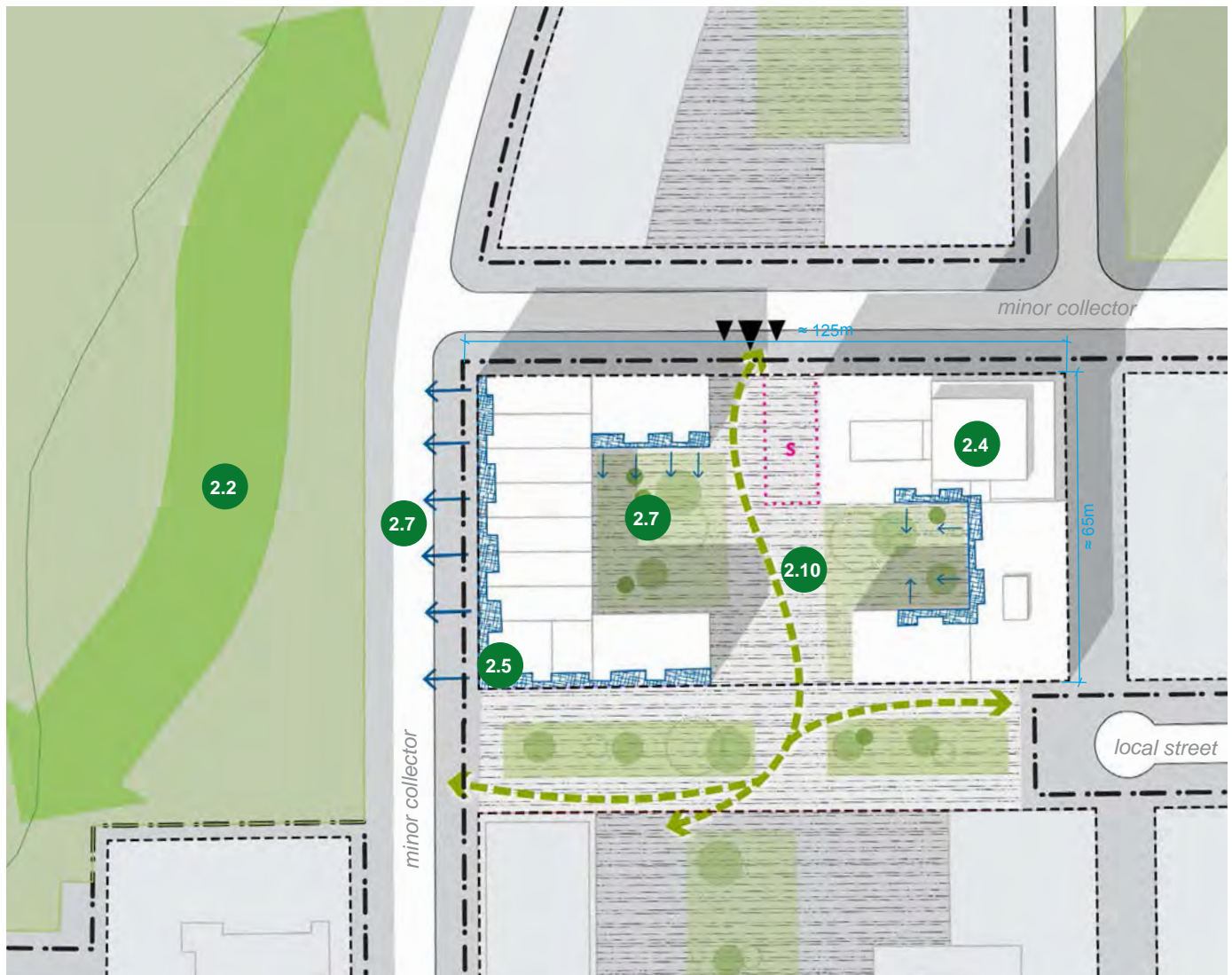


Figure 161. Illustration of framework principles at the block level

*shadows at 21st September at 3pm

Block Objectives

The primary objective for blocks facing the Black Creek Channel is ensuring permeability across the block to promote the use of the park beyond the local neighbourhood. Buildings located directly in front of the park should be designed to have entrances, windows and balconies overlooking the park.

A major challenge is to design POPS that do not compete with the park, but rather support other local programs such as outdoor amenity rooms, community gardens, etc.

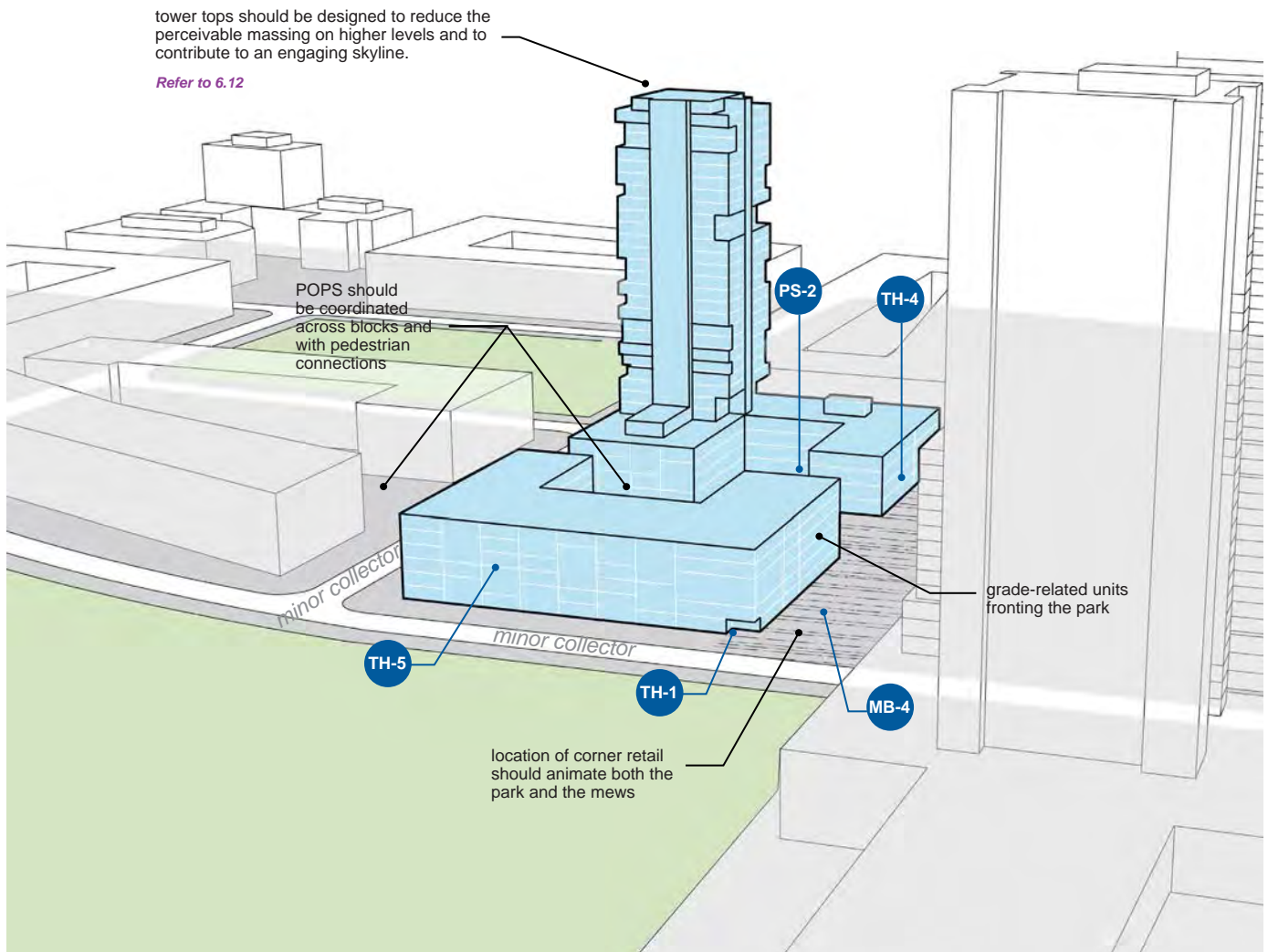
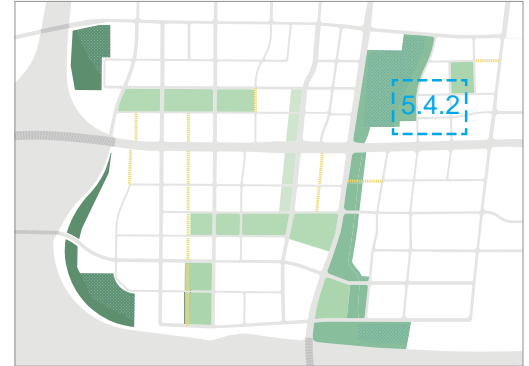


Figure 162. Illustration of urban typologies at the block level

5.4.3. Typical Block III

Typical Block III is similar in size and displays conditions in common to most blocks facing Jane Street to the West. These diagrams aim to demonstrate how the framework principles apply to govern the internal configuration of similar blocks in the same character area.

- 2.2 The block is located along the Black Creek Channel, across Jane Street.
- 2.4 Higher buildings should be located to the east, matching the monumental scale of Jane St.
- 2.5 Retail and commercial uses are required as per Schedule H of the Secondary Plan.
- 2.7 Active uses should be focused along the commercial streets and fronting the POPS.
- 2.9 All vehicular access shall generally avoid fronting the park and the commercial strip. Servicing should occur underground or at the back.
- 2.10 Open space should be shielded from Jane Street and contribute to the pedestrian connectivity.



Figure 163. Illustration of framework principles at the block level

*shadows at 21st September at 3pm

Block Objectives

The primary objective for blocks east of Jane Street is to create a consistent streetwall along the street that will shield pedestrian spaces from major traffic along the collector, while featuring a monumental and engaging skyline to the Black Creek Channel.

The major challenge is to foster connectivity across the block towards the park without breaking the frontage; narrow pedestrian connections, breezeways and atriums may be particularly appropriate.

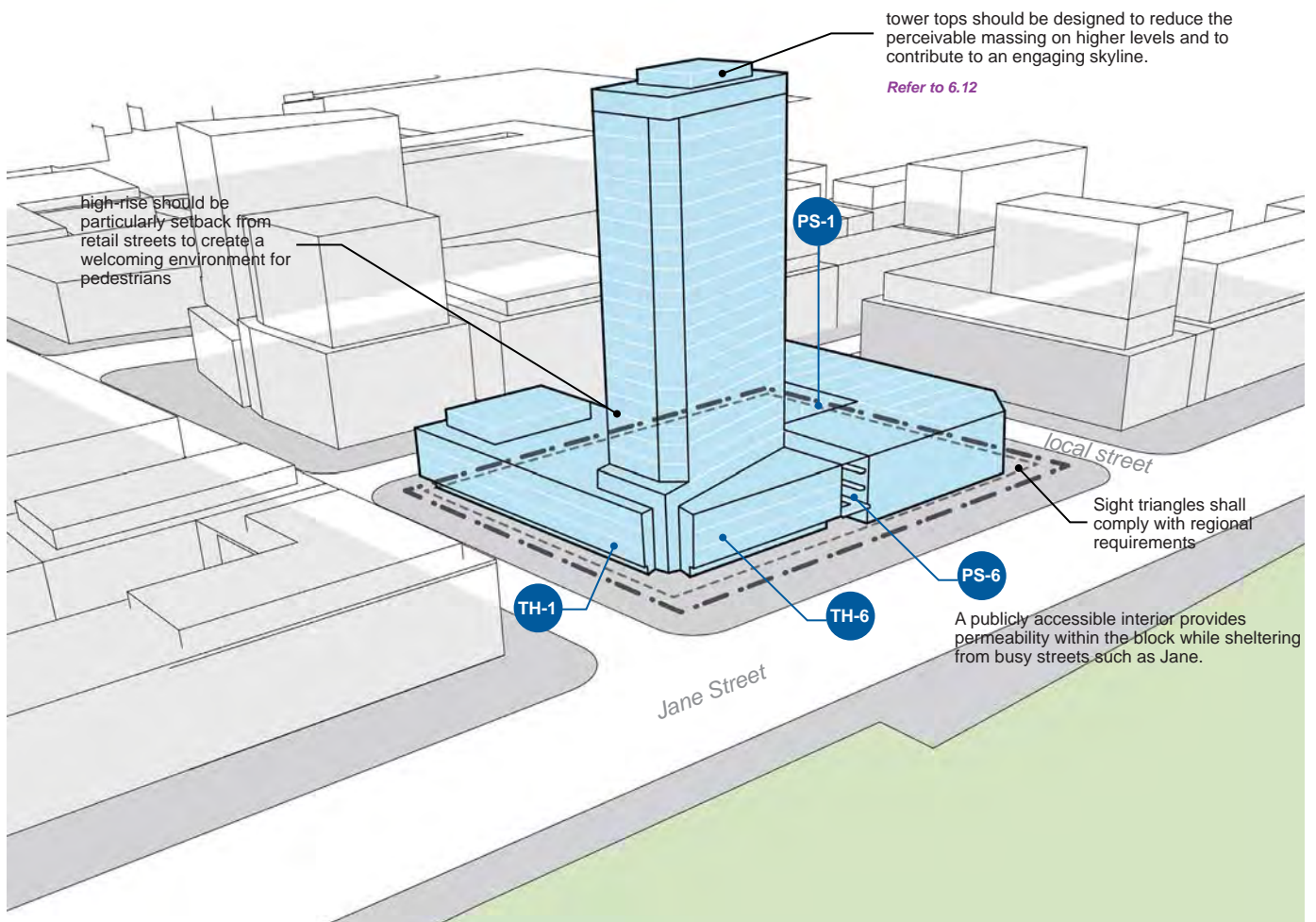
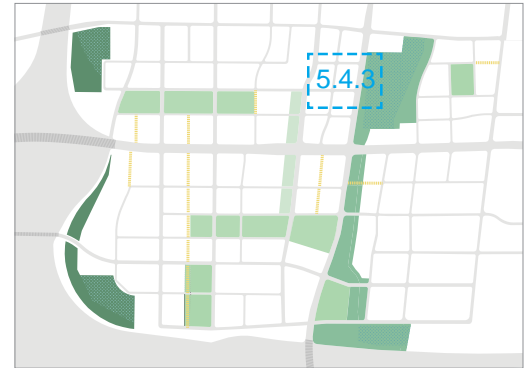


Figure 164. Illustration of urban typologies at the block level

5.5 Central Park

5.5.1. Typical Block I

Typical Block I is similar in size and displays conditions in common to other blocks facing Central Parks. These diagrams aim to demonstrate how the framework principles apply to govern the internal configuration of similar blocks in the same Character Area.

- 2.2 The major open space for Typical Block I is Central Park and it should be well integrated with the mid-block pedestrian network.
- 2.3 View terminus locations are highly visible along major open spaces, such as Millway Ave in this case; therefore buildings in such locations should act as gateways and address the open space in an engaging manner.
- 2.7 Fine-grained, grade-related uses are encouraged along the park frontage.
- 2.9 Site access and servicing is to be organized internally and located centrally, reserving space for green open space.
- 2.10 Secondary entrances should face internal open spaces and serve to animate them.

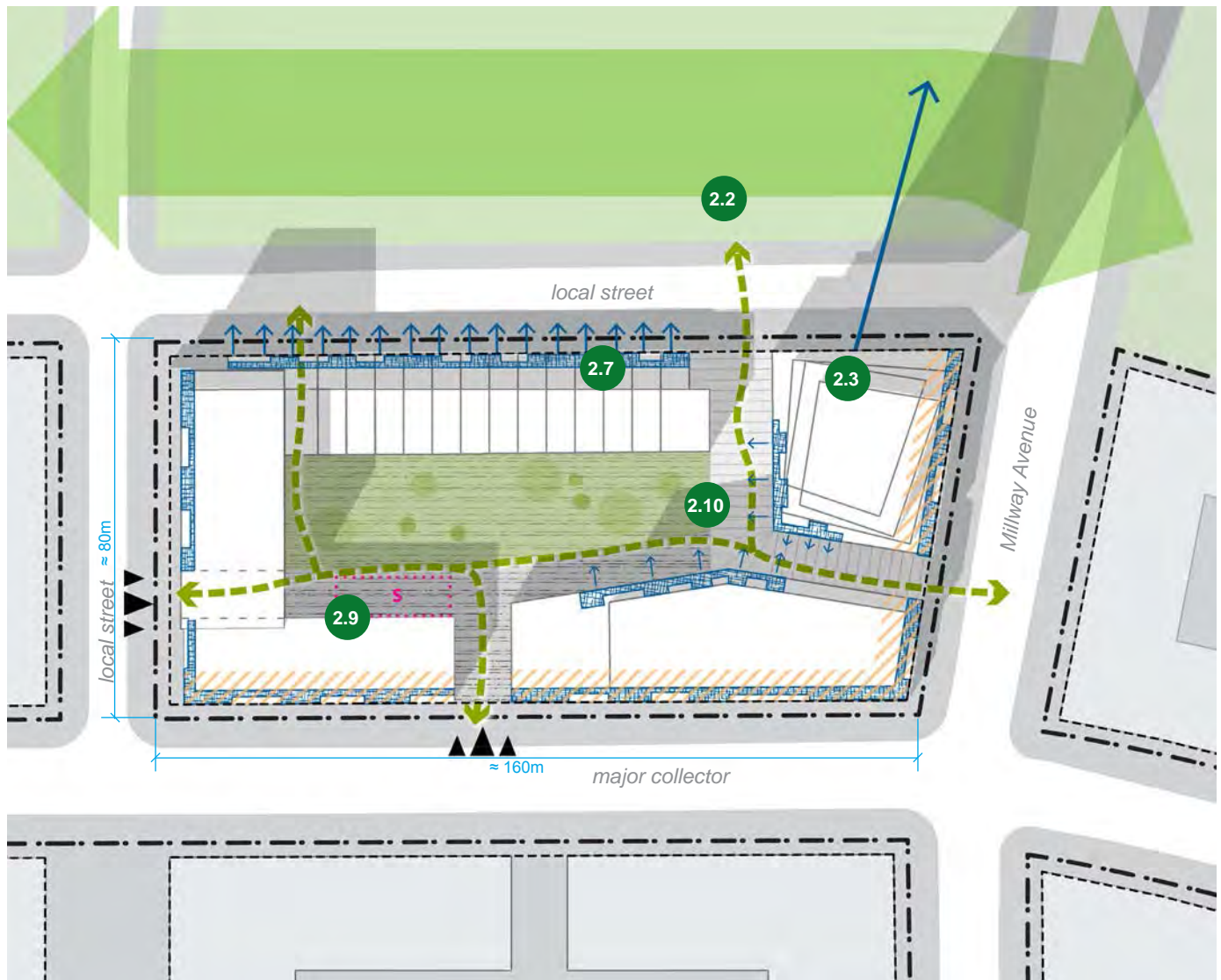
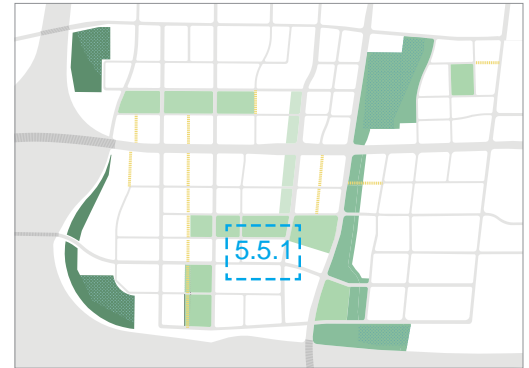


Figure 165. Illustration of framework principles at the block level

*shadows at 21st September at 3pm

Block Objectives

Blocks facing Central Park are to be primarily oriented to the park offering a mix of fine-grained, grade-related uses along the perimeter and taller, more significant forms at key vantage points that serve to animate the park, while benefitting from park amenities. Loading, servicing and mid-block pedestrian connections are to be organized in a manner that supports this objective.



both the building massing and facade solution contribute to creating an engaging focal point at the end of the promenade

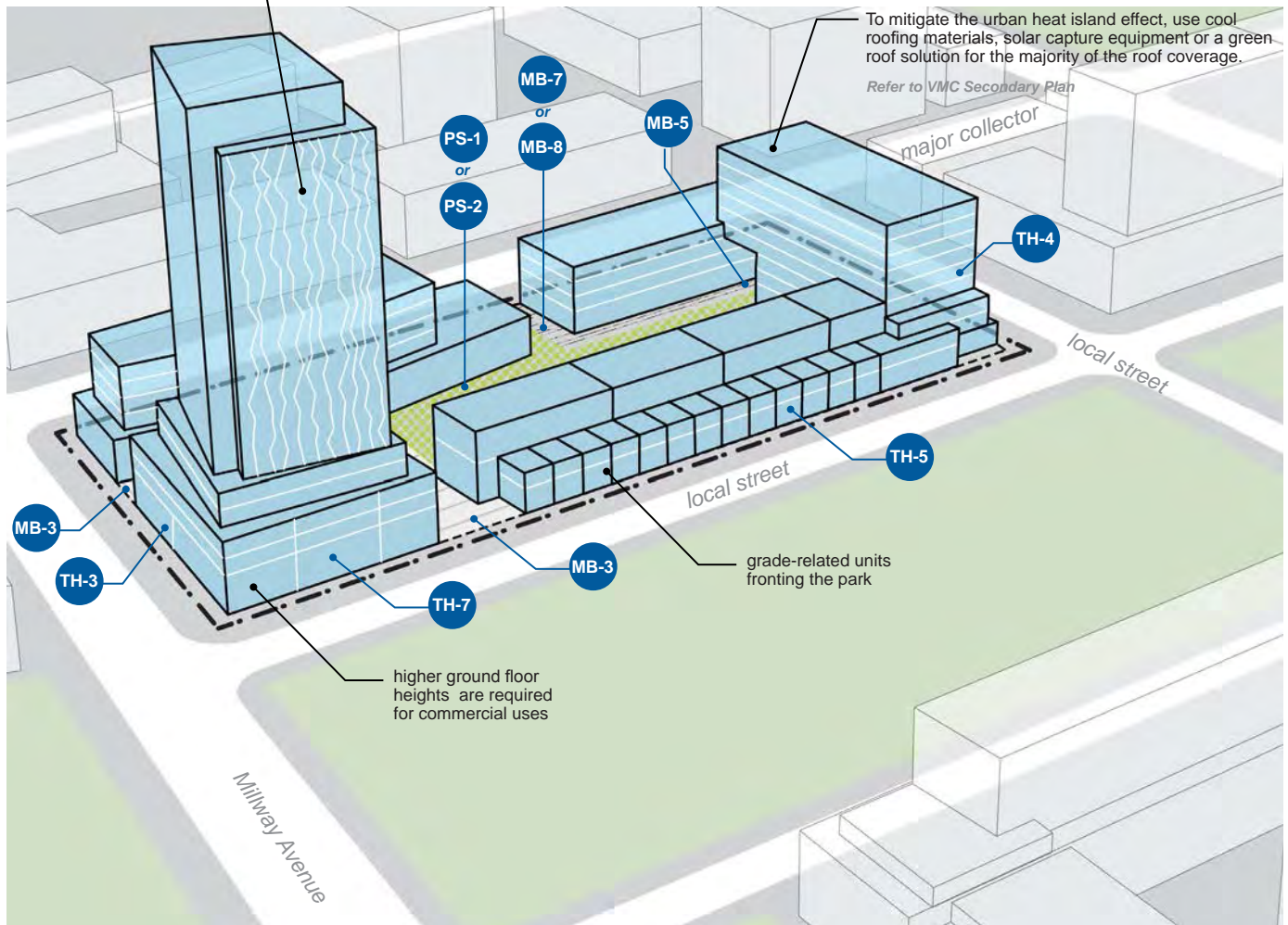


Figure 166. Illustration of urban typologies at the block level

5.6 Neighbourhoods

5.6.1. Typical Block I

Typical Block I is similar in size and displays conditions in common to blocks within the Neighbourhood Character Area. These diagrams aim to demonstrate how the framework principles apply to govern the internal configuration of similar blocks in the same Character Area, particularly when the proposed typologies range between low and midrise.

- 2.2 The major open space for Typical Block I is the linear park located opposite the north-south mews.
- 2.4 Lower density and fine-grained grade-related building types should be located along the mews, both to animate the walkway and to avoid casting shadows .
- 2.5 Retail and commercial uses are required as per Schedule H of the Secondary Plan.
- 2.7 Fine-grained, grade-related uses with multiple access points should be located along the mews.
- 2.9 Servicing and loading shall generally occur off of local streets in a manner that does not detract from the amenity function of the open spaces.
- 2.10 Generous, publicly accessible, private open spaces should act as shared amenity spaces for the block.

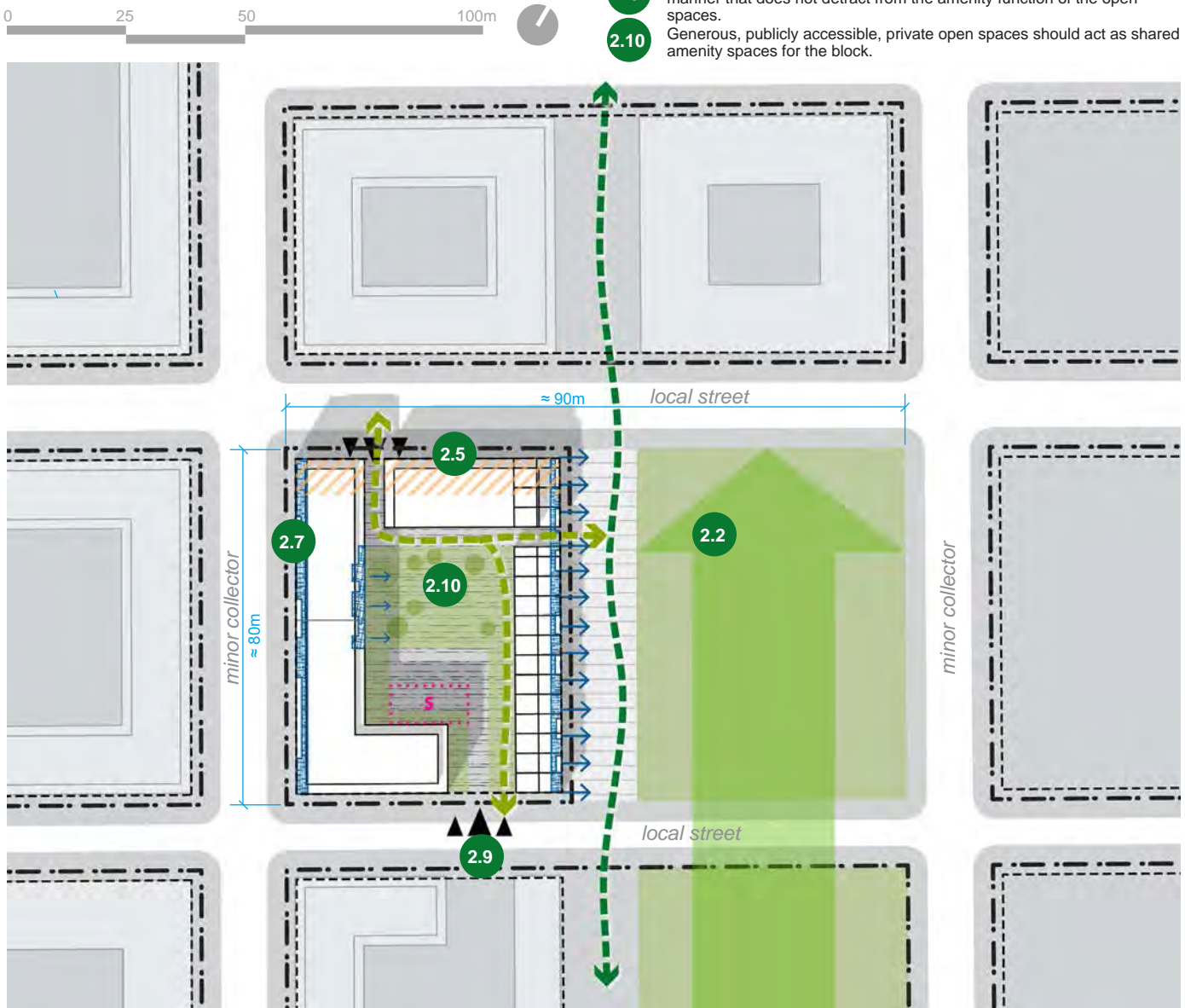


Figure 167. Illustration of framework principles at the block level

*shadows at 21st September at 3pm

Block Objectives

Neighbourhood blocks are intended to act as the finest-grained community blocks within the VMC. They are to be centred around a shared outdoor amenity space and offer a wide range of fine-grained, grade-related uses around the perimeter. Particular attention is to be paid to the design of mews.

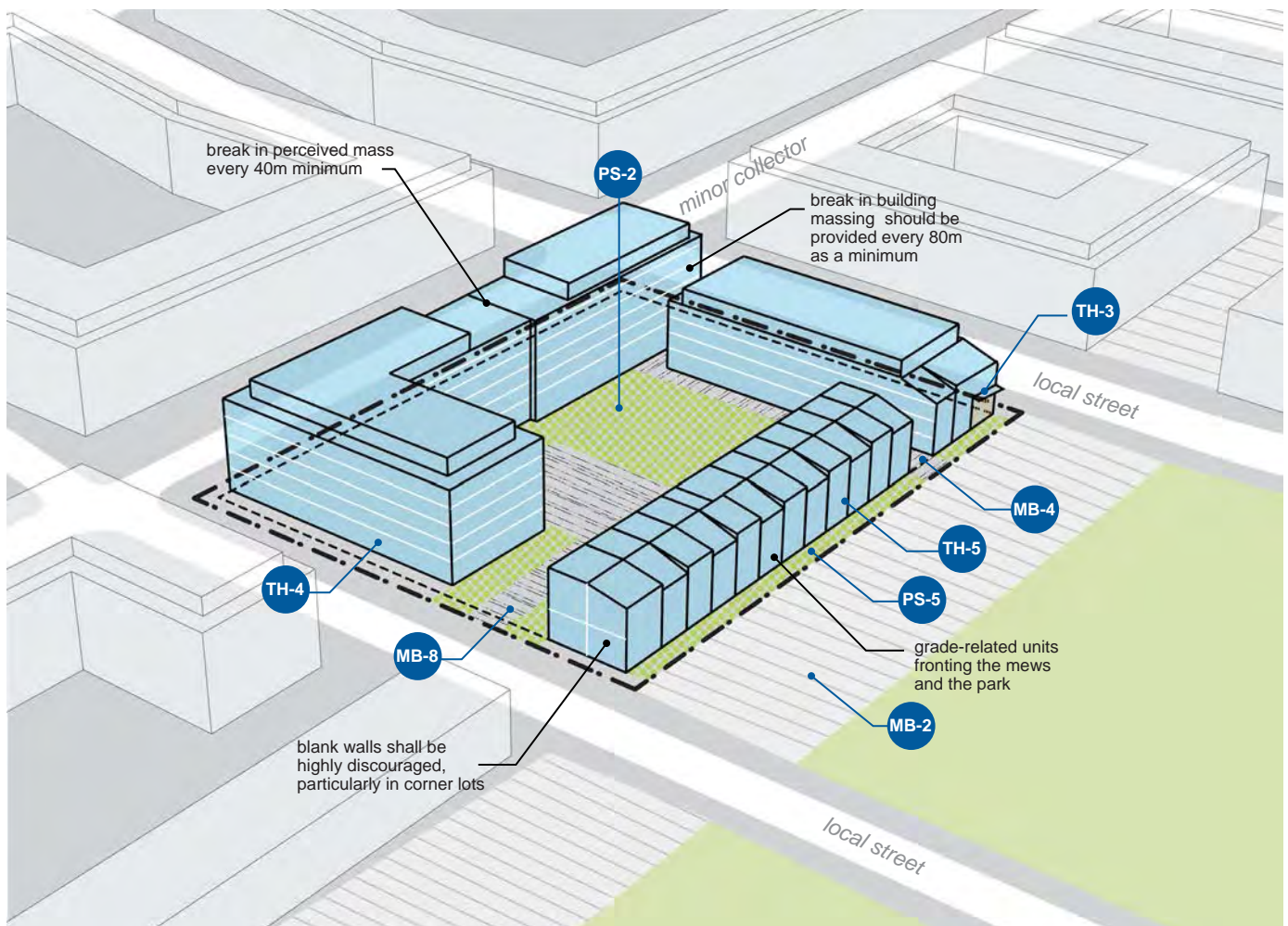
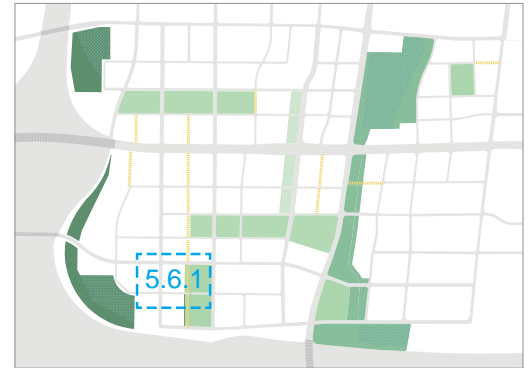


Figure 168. Illustration of urban typologies at the block level

5.6.2. Typical Block II

Typical Block II is similar in size and displays conditions in common to blocks within the Neighbourhood Character Area. These diagrams aim to demonstrate how the framework principles apply to govern the internal configuration of similar blocks in the same Character Area, particularly when integrating urban community buildings with residential uses.

- 2.5 Neighbourhood blocks may allocate space for local schools, which are to be planned in an urban manner and integrated with the development.
- 2.7 Active frontage in residential areas is recommended along major streets, particularly in the corners, i.e. small retail or amenity areas of buildings.
- 2.8 While the minimum setback recommended for Portage Parkway is not different to any other collector, its edge condition could be resolved with a landscaped setback similar to the existing on the other side of the street.
- 2.9 Access to residential underground parking shall generally occur from local streets. Additional uses such as local schools or community centers could benefit from the proposed mews to resolve servicing in the back.
- 2.10 Shared open spaces, such as sport fields, should be located in an area sheltered from traffic and connected to pedestrian connections.

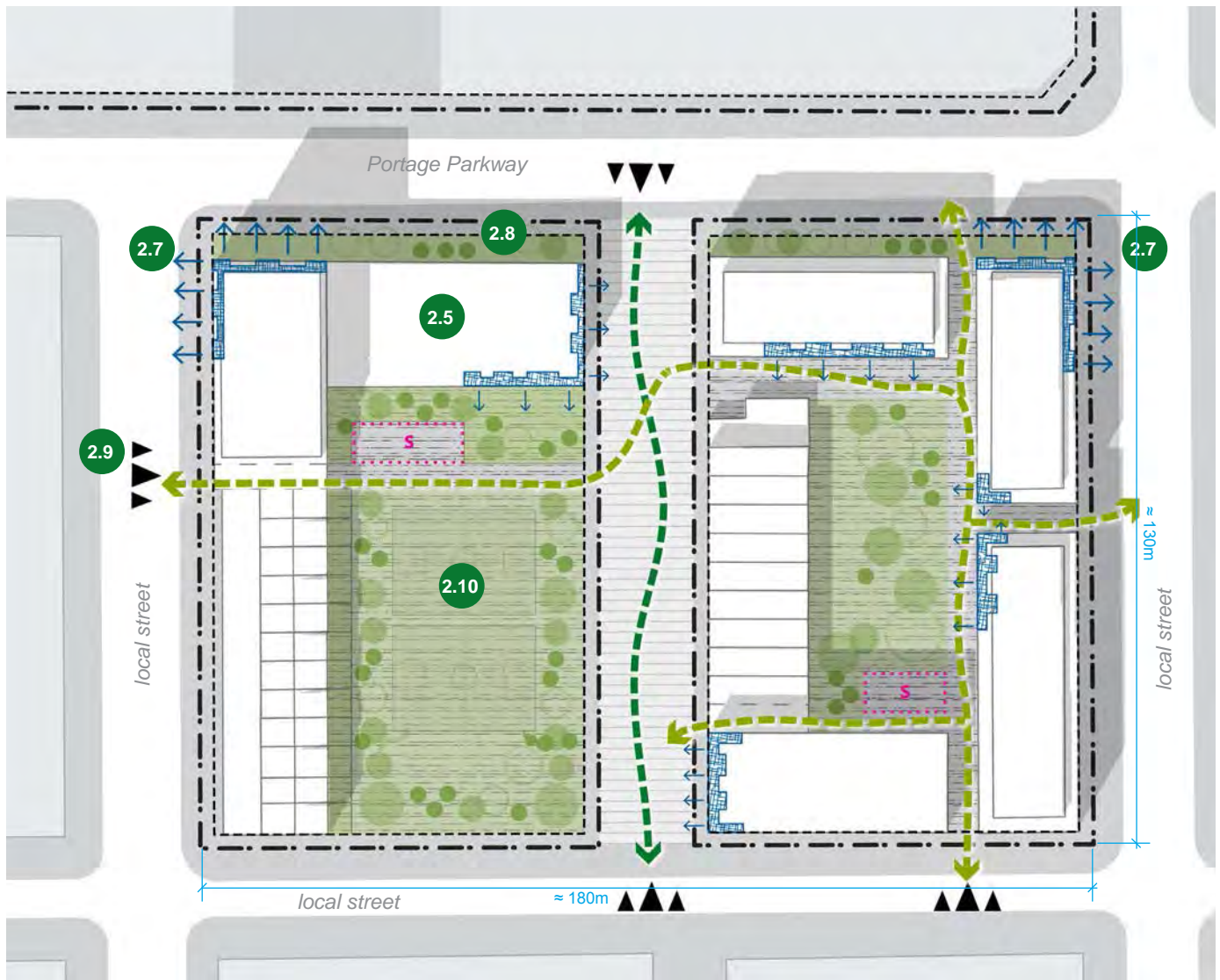


Figure 169. Illustration of framework principles at the block level

*shadows at 21st September at 3pm

Block Objectives

The primary objective for these type of blocks is to develop in a way that maximize the flexibility of their layout to provision a wide mix of residential types and diverse use of the open space available. Underground parking is highly encouraged to create major recreational opportunities at grade; sufficient soil volumes should be provided to still allow for larger trees on top of the underground parking floors.

Internal surface servicing for community buildings might be a major challenge and should be designed to minimize the impact on the open spaces in proximity.

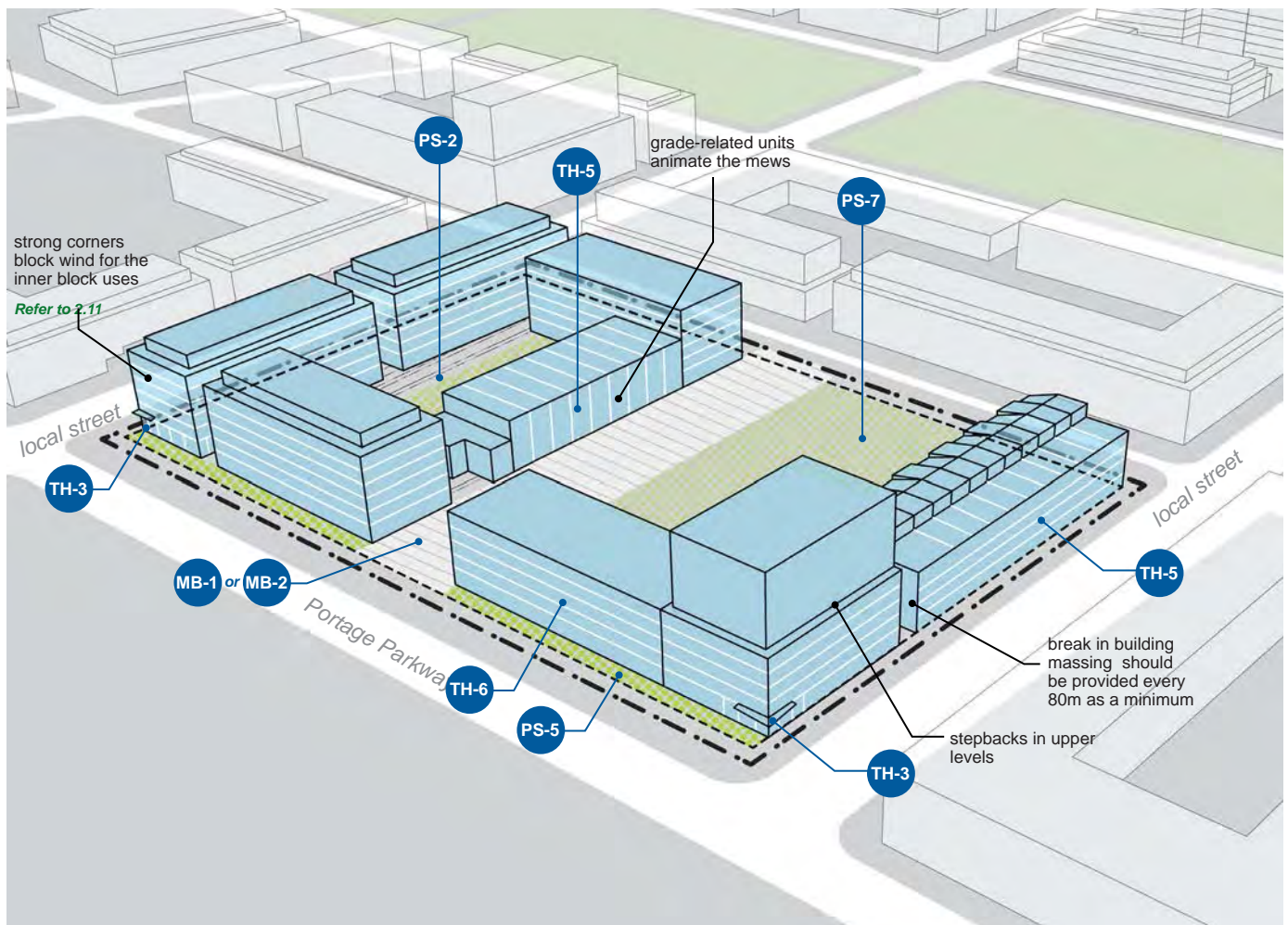
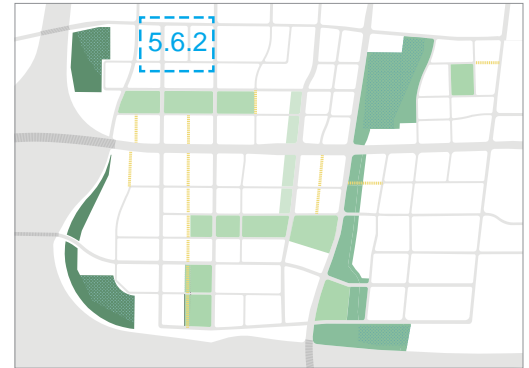


Figure 170. Illustration of urban typologies at the block level

5.6.3. Typical Block III

Typical Block III is similar in size and displays conditions in common to blocks within the Neighbourhood Character Area. These diagrams aim to demonstrate how the framework principles apply to govern the internal configuration of similar blocks in the same Character Area, particularly when observing interim phases of development.

- 2.1 Light industrial uses may continue to exist for a longer period, particularly in areas further from transit; partial redevelopment of blocks may occur.
- 2.4 Higher buildings should be strategically located to avoid casting shadows over the open spaces.
- 2.5 Office uses will be permitted in the boundary of the VMC to face other commercial uses to remain.
- 2.7 Retail and commercial uses are required as per Schedule H of the Secondary Plan.
- 2.9 Vehicular access and servicing to the inner block may occur through breezeways to minimally disturb the streetwall.
- 2.10 The private open space may serve as an interim buffer with lots that are not yet being redeveloped.

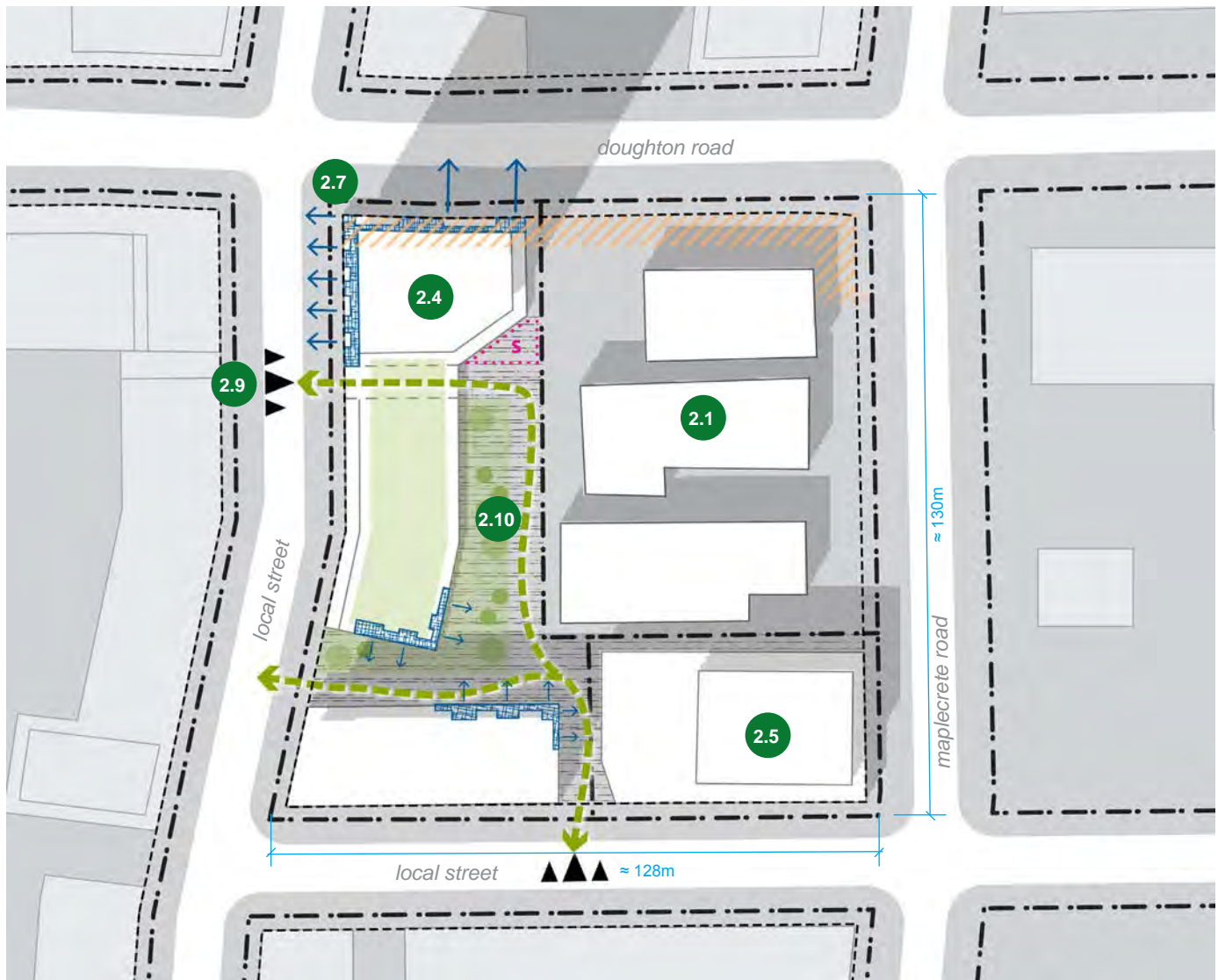


Figure 171. Illustration of framework principles at the block level

*shadows at 21st September at 3pm

Block Objectives

The primary objective for these type of blocks is to develop in a way that work independently but also welcome new development when the remaining parcels redevelop along the way. This will require ensuring that there is sufficient separation between the new buildings and the buildings to remain, in order to mitigate conflicts between uses.

Parking might be a major challenge if the dimensions of the individual lots are not sufficient to fit underground parking plates; structured and interim surface parking should be considered as options.

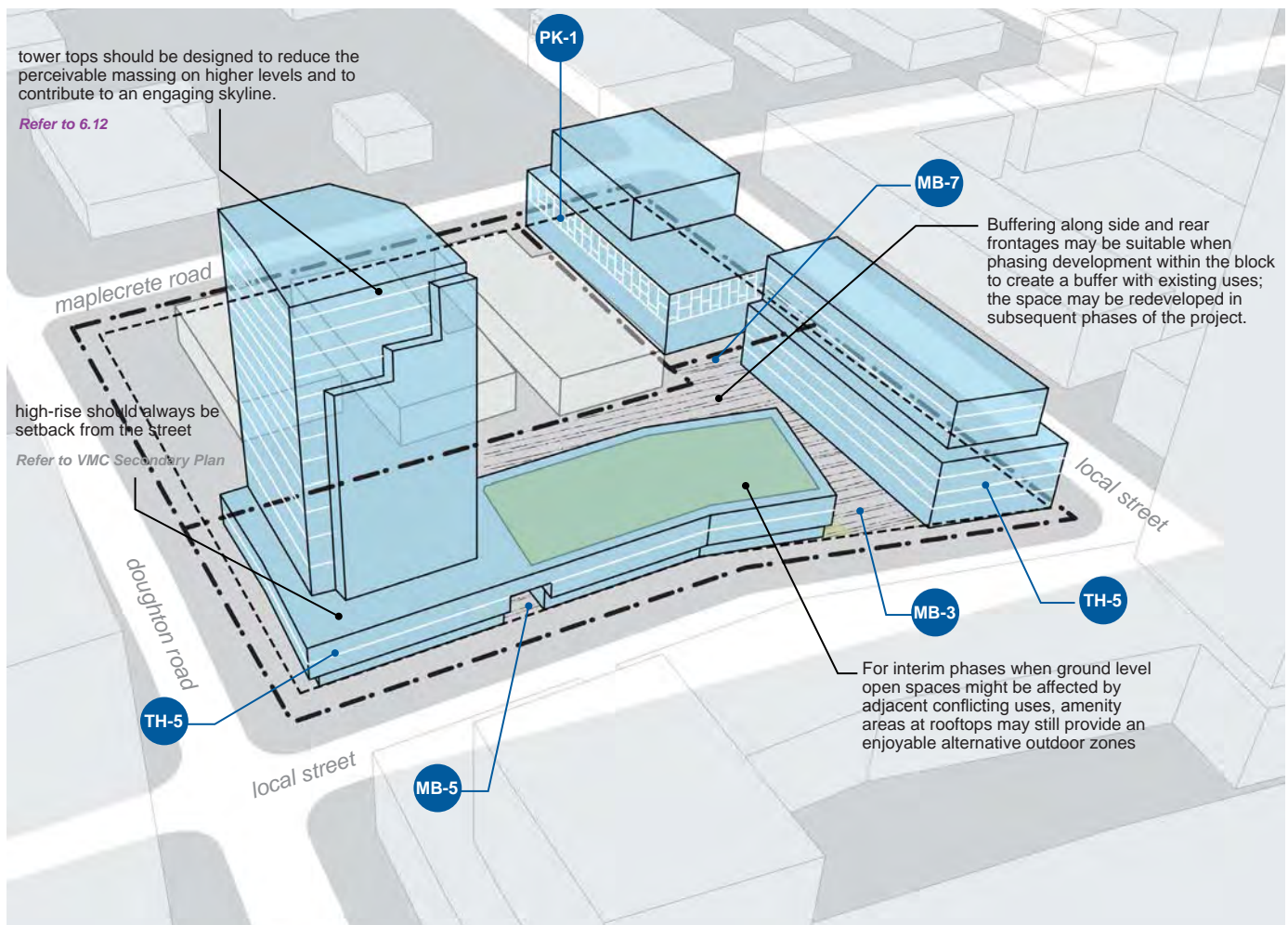
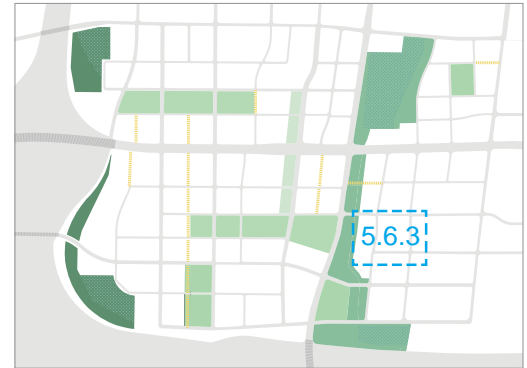


Figure 172. Illustration of urban typologies to the block level

5.7 Employment

5.7.1. Typical Block I

Typical Block I is similar in size and displays conditions in common to most blocks adjacent to the highway. These diagrams aim to demonstrate how the framework principles apply to govern the internal configuration of similar blocks in the same character area.

- 2.1 Buildings shall setback 14m from the highway in accordance with the Ministry of Transportation regulations.
- 2.2 Typical Block I fronts onto two different large-scale open spaces; buildings should create an active edge to both parks.
- 2.3 Buildings located at the narrow end of central parks are natural landmarks, and as such their architectural composition and character should be remarkable.
- 2.4 Height and location of taller building should be strategic to minimize shadows over public and private open spaces.
- 2.9 Site access shall generally occur from local streets and servicing should be organized internally, reserving space for amenity areas.
- 2.10 Private open space may be used in various ways, to create extended boulevards or landscapes in front of main entrances to the buildings and as amenity areas or courtyards and to accommodate outdoor break areas for employees.



Figure 173. Illustration of framework principles at the block level

*shadows at 21st September at 3pm

Block Objectives

The primary objective for blocks adjacent to the highway is to negotiate the transition between the high-speed conditions of the expressway and the calmer urban context of the VMC. This supports creating a tight built line along the neighbouring streets that will create shelter from potential noise and views from the back.

Careful design of the open space remaining to the back will be necessary to achieve a balance of buffering vegetation, some surface parking and comfortable amenity areas. For that reason, the main parking area should be underground or above ground.

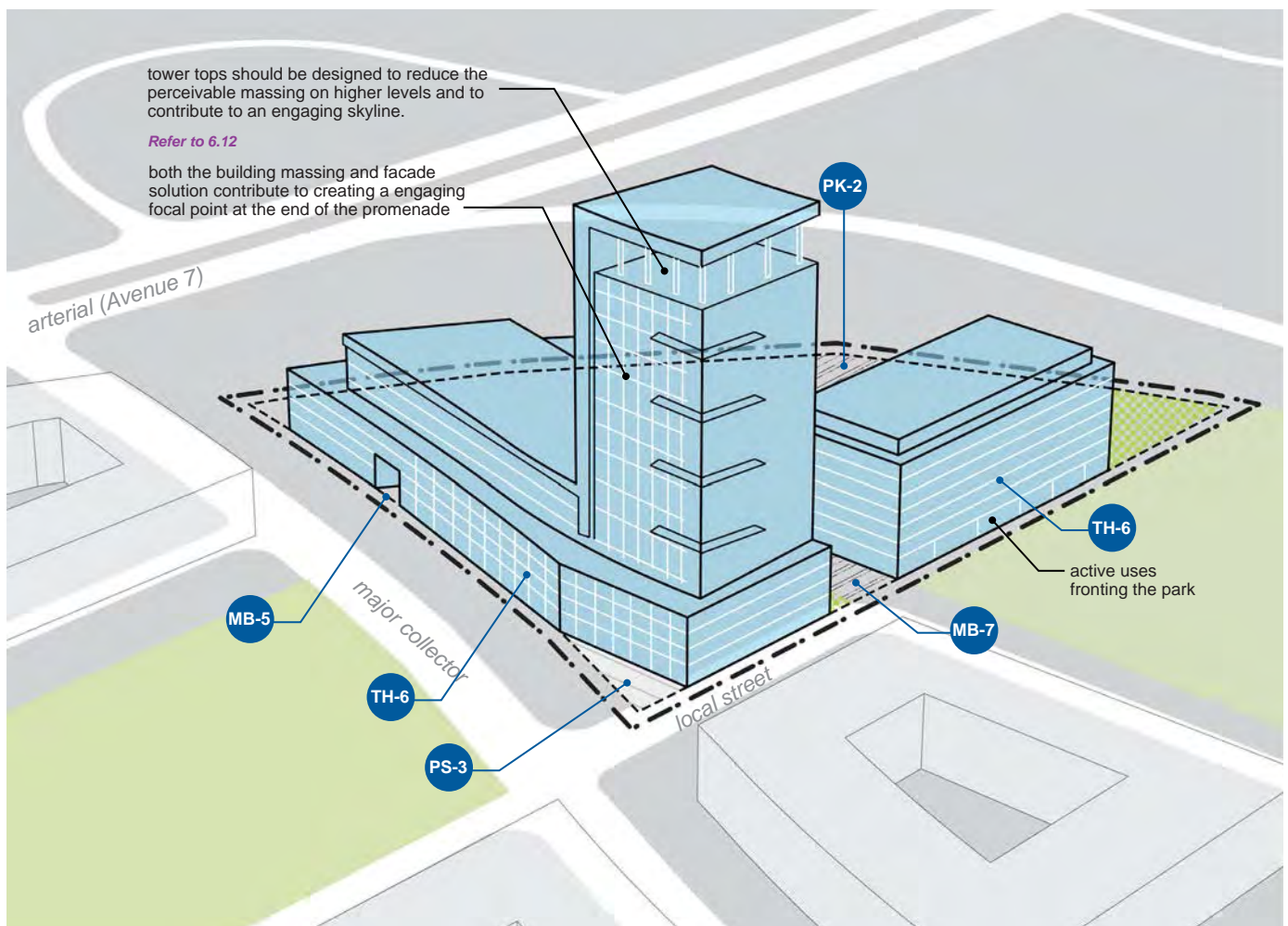
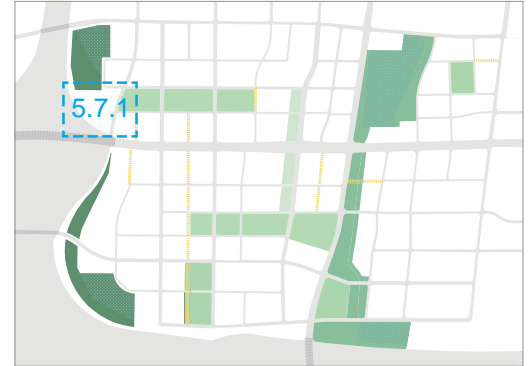


Figure 174. Illustration of urban typologies at the block level

5.7.2. Typical Block II

Typical Block II is similar in size and displays conditions in common to most blocks adjacent to employment uses to remain, outside the boundaries of the VMC. These diagrams aim to demonstrate how the framework principles apply to govern the internal configuration of similar blocks in the same character area.

- 2.2 Typical Block II is located opposite to a Neighbourhood Park.
- 2.3 Buildings located at the entry points of the VMC are natural landmarks, and as such their architectural composition and character should be remarkable.
- 2.4 Height and location of taller building should be strategic to minimize shadows over public and private open spaces.
- 2.7 Due to its adjacency to existing employment uses to remain, active uses should open to the south-west, the mews and to inner open spaces within the block.
- 2.9 Site access shall generally occur from existing streets already designed for traffic and servicing to be organized internally, reserving space for amenities.
- 2.10 POPS shall be shielded from activity in Portage Parkway and Credistone Road and relate to adjacent parks and mews.

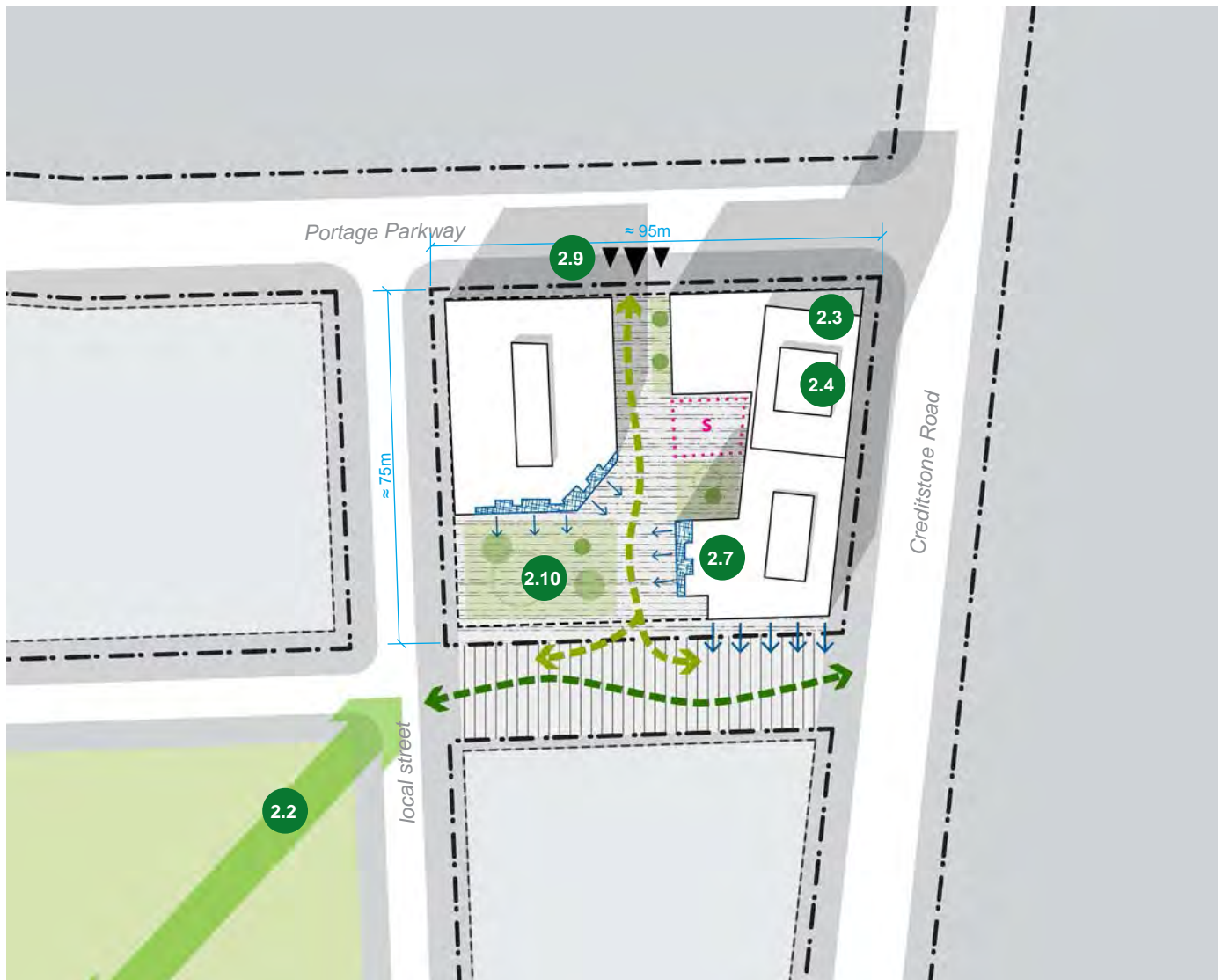


Figure 175. Illustration of framework principles at the block level

*shadows at 21st September at 3pm

Block Objectives

The primary objective for blocks adjacent to Credistone Road is to create a streetwall fronting adjacent buildings and that will shield internal open spaces from potential conflicting uses and traffic.

Due to its boundary condition, some height may be located to the north-east corner as a gateway feature that communicates the character of the VMC neighbourhood.

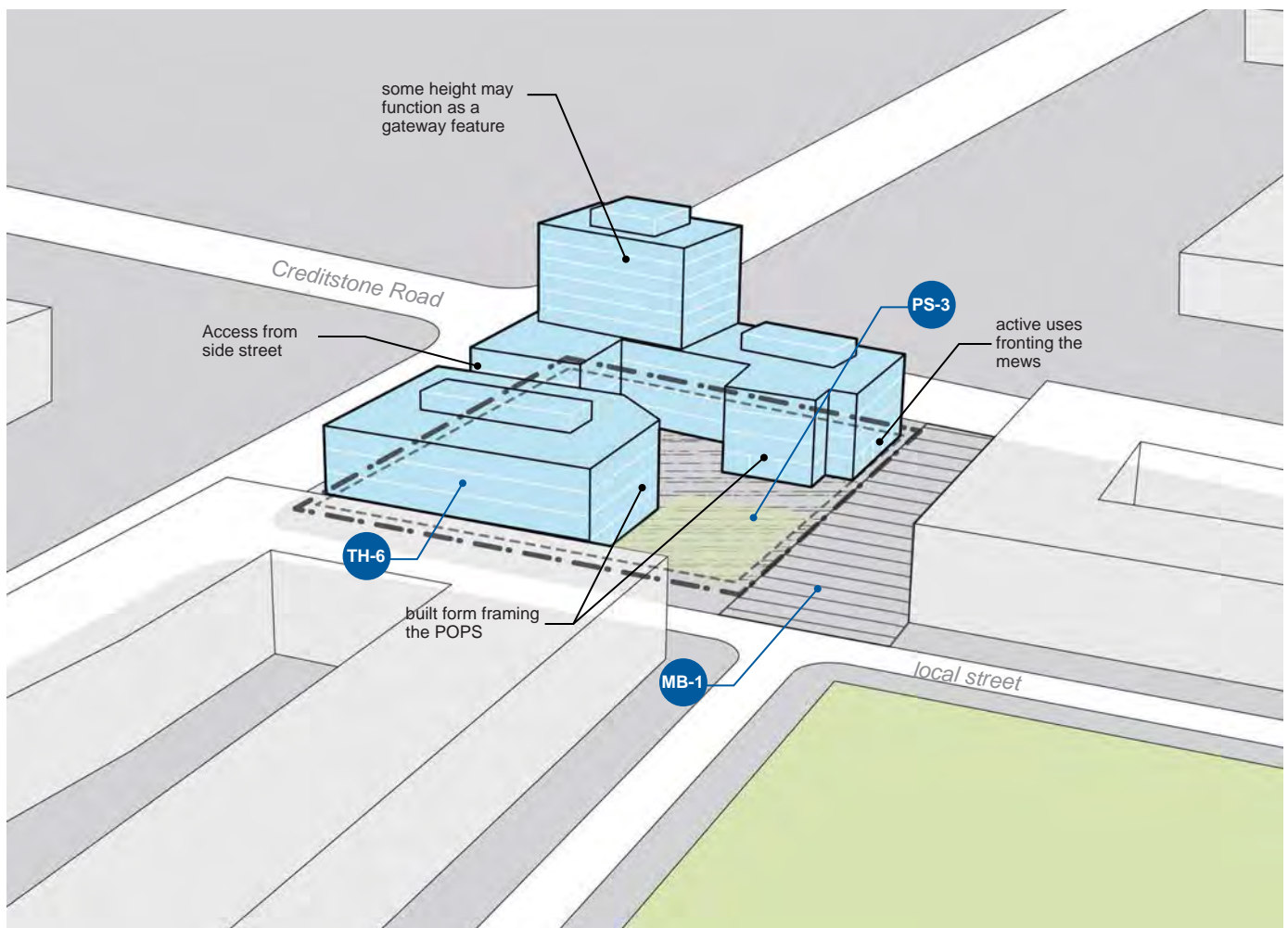


Figure 176. Illustration of urban typologies at the block level

6.0 Design Guidelines

- 6.1 Gateways
- 6.2 Public Art Integration
- 6.3 Landscape
- 6.4 Weather Protection
- 6.5 Civic Buildings
- 6.6 Major Retail
- 6.7 Kiosks and Pavilions
- 6.8 Building Entrances
- 6.9 Vehicular Entrances
- 6.10 Colonnades and Passageways
- 6.11 Balconies and Projections
- 6.12 Tower Tops
- 6.13 Building Materials
- 6.14 Signage and Wayfinding
- 6.15 Lighting

6.1 Gateways

Gateways are established in order to symbolize the entrance into a distinct area, typically around major intersections where a significant number of people enter and exit the area. They are places where character and sense of identity shall be recognized through enhanced site and building design. Gateways occur at a variety of scales, including the neighbourhood as a whole, precincts, specific streets, open spaces and transit stops.

The VMC SOS Plan identifies seven designated gateway sites within the VMC, which are also shown in Section 2.3 of this report. The intent of gateways within the VMC are to distinguish specific intersections that relate to access points within the greater neighbourhood and to the central hub.

Gateways may be designed through a coordinated approach with both public and private developments,

through means such as streetscape elements, landscape treatments, and architectural expression through landmarks, building mass, signage, public art, seating, colour and lighting techniques. The gateways proposed within the VMC shall signify important entry points within the public realm network.

Prominent gateway features shall be visually striking to engage pedestrians and blend in with the surrounding built form. Their roles as focal sites extend beyond aesthetic function, as gateways may be used for wayfinding, community building, and defining boundaries. Locating gateways at intersections and sites that terminate view corridors is also strategic, as it optimizes highly visible sites that may be seen from multiple vantage points.

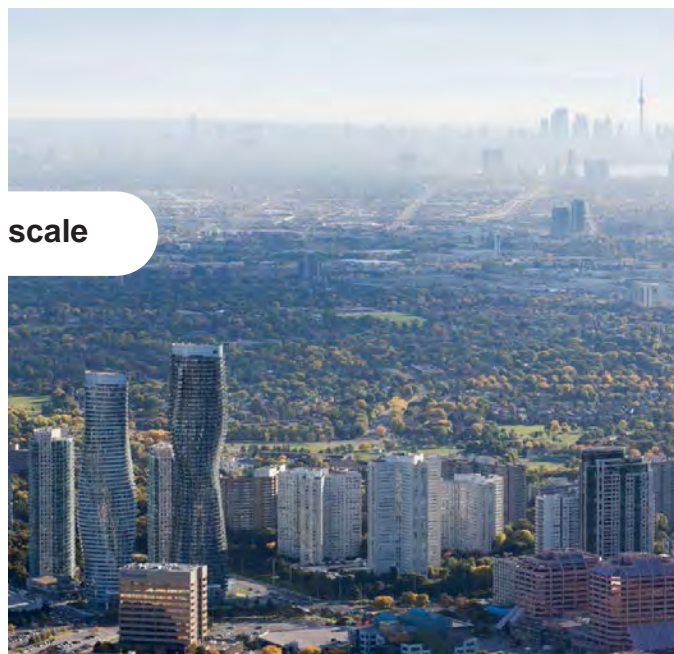


Figure 177. The Absolute Towers, Mississauga (Image Credits: Iwaan Ban)



Figure 178. Mark Di Suvero's sculpture in Zucotti Park, New York (Image Credits: Walking Off the Big Apple)



Figure 179. The Absolute Towers, Mississauga (Image Credits: Iwaan Ban)

6.2 Public Art Integration

Public art is a term used to describe an artistic intervention that may range in different sizes and forms located in the public realm. Public art may help transform cities through the creative use of art and design strategies within the urban context. They enhance neighbourhoods by making communities more attractive, and helps enliven areas with distinct character and identity. These physical manifestations also act as landmarks and place-makers which connect users to the public space.

Public art shall be an important element of the VMC's public realm, adding culture, beauty and interest to streetscapes as well as parks, other open spaces and buildings.

While public art may be a stand-alone element, it can also be implemented as an extension to existing

urban realm elements including building canopies, storefronts, furnishings, lighting, paving, fencing, tree guards, information displays and utility elements such as manhole covers. Locating public art in communal areas including often parks, open spaces, plazas, gateways, and areas with a view terminus, is the most strategic way to display the pieces to the public.

Public art installations may be publicly or privately owned, and it is strongly encouraged that private developers incorporate some public art elements within their developments. Not only do they help beautify streetscapes, open spaces, and parks, but they also represent opportunities for boosting economic development and tourism.

Refer to the VMC Culture and Public Art Framework and City-wide Public Art Plan for more information.



Figure 180. Athenaeum Hotel, London (Image Credits: Anne Reeves)

**gateway
condition**



Figure 181. *Between the Eyes*, Richard Deacon, Yonge Street and Queens Quay, Toronto (Image Credits: Michael Crisman)

**integrated
with POPS**



Figure 182. *Sundial Folly*, John Fung & Paul Figueiredo, Harbour Square Park, Toronto (Image Credits: Michael Crisman)

**integrated with
built form**

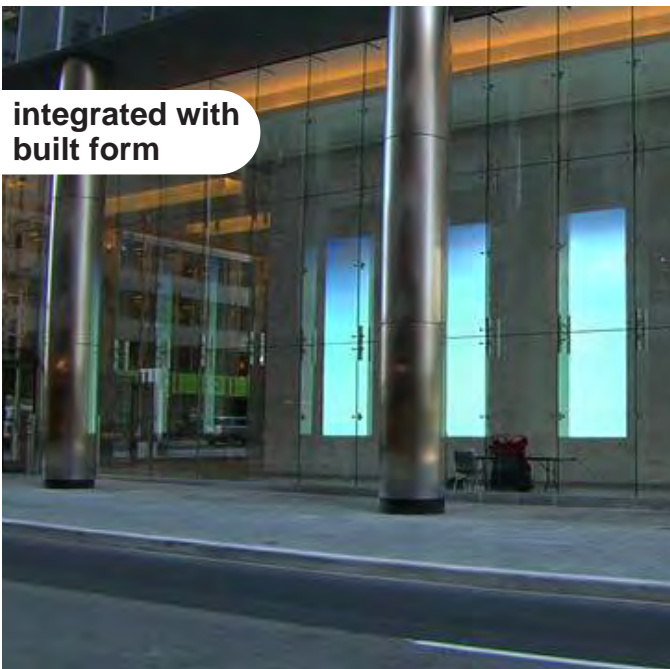


Figure 183. *Straight Flush*, Toronto (Image Credits: Ingblot media)

interactive



Figure 184. *Living Innovation Zones*, San Francisco (Image Credits: Shawn Lani)

6.3 Landscape

A high standard of landscape elements shall be provided within the VMC. This refers to elements relating to the planting, landform, and pavement details of the site. Landscape shall be an integral piece of the site design and be developed to enhance the overall architectural project.

All landscape improvements contribute to the mitigation of run-off through on site controls. Additional landscape LID opportunities that could reduce the carbon footprint of the project are green roofs, walls, solar panels etc. and which would help to create a unique sense of place for the VMC as a green neighbourhood.

The use of soft landscape shall be encouraged on the flat portion of rooftops, and all commercial, institutional, and mixed use buildings are advised to provide 50% green roof coverage. Prioritizing sustainable vegetation that supports ecological functions, and the use of native species that are drought tolerant, may contribute to a healthier public realm that requires less maintenance and increases biodiversity in the landscape.

Furthermore, the use of native species responds best to the local soil and climate conditions, and also provides food and shelter to local wildlife.

In addition, other sustainable landscape measures may include installing soil cell systems under the hardscape. This may help provide effective support for growing large, mature trees and treating stormwater onsite. The soil cell systems may provide large volumes of uncompacted high quality soil while maximizing the space above ground. While promoting the growth of large street trees, the long term benefits include providing an aesthetically beautiful tree canopy, providing shade on sunny days, and reducing high temperatures in urban areas.

It is recommended to refer to the VMC Streetscape and Open Space Plan in order find further direction on planting palettes, furnishing, materials, themes for different areas and streetscape concepts.



Figure 185. Janet Rosenberg & Studio - The Schulich School of Business at York University (Image Credits: Neil Fox)

playful



Figure 186.230 Sackville courtyard, Regent Park Toronto (photo: credits Scott Torrance)

compatibility with underground parking



Figure 187. The Spire 33 Lombard, Toronto (photo credits: Mark Savel)

reduce stormwater run-off



Figure 188. Stormwater planter in Credit Valley, Portland (photo credits: Credit Valley Conservation)

exuberant and healthy vegetation



Figure 189. Sunnyside Supportive Housing Garden, Kitchener (phot credits Scott Torrance)

6.4 Weather Protection

This section refers to various site elements that may enhance pedestrian comfort to provide protection from the weather. These may include overhangs, canopies, awnings, and other building components that provide some degree of shelter. Integrating weather protection elements along building entrances and mixed use frontages is encouraged. If implemented appropriately, weather protection elements may provide visual interest at the base, help define proportions at the street level, articulate entrances, and coordinate with other buildings along the streetwall to create a comfortable pedestrian-friendly street that is protected all year.

Shadow impacts on high priority streets, POPS, mews, and plazas shall be minimized and allow for at least five hours of sunlight from the spring to the fall. These

public spaces shall be protected from shadow impacts to ensure that sunlight and recreational opportunities are not hindered for the community. New developments over 20m in height may require sun/shadow studies to be done, prior to approval.

In addition, the design and placement of tall buildings may help mitigate adverse wind conditions on the pedestrian level through regulating circulation and air flow. Minimizing down drafts and tunneling effects may be achieved through building massing, incorporating podiums, tower setbacks, canopies, wind screens, landscape, etc. These measures all help to contribute to a more pedestrian friendly, comfortable, and climate controlled environment.

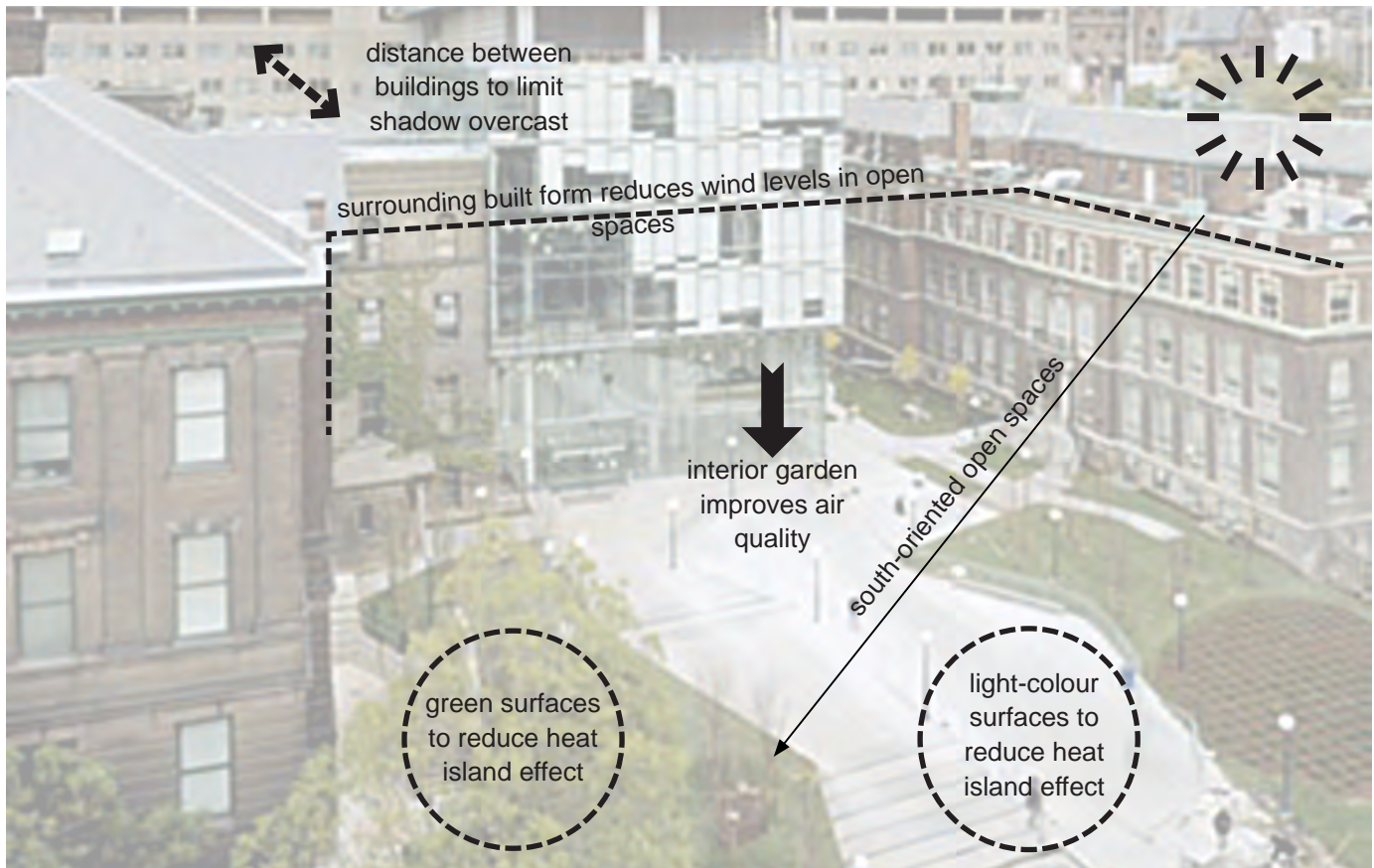


Figure 190. Terrence Donnelly Centre for Cellular and Biomolecular Research, Toronto (Image Credits: Archrecord)



Figure 191. Left: Accelerated wind speeds create undesirable windward corners.
 Right: Tower that is setback from the base reduces undesirable downward wind flow.

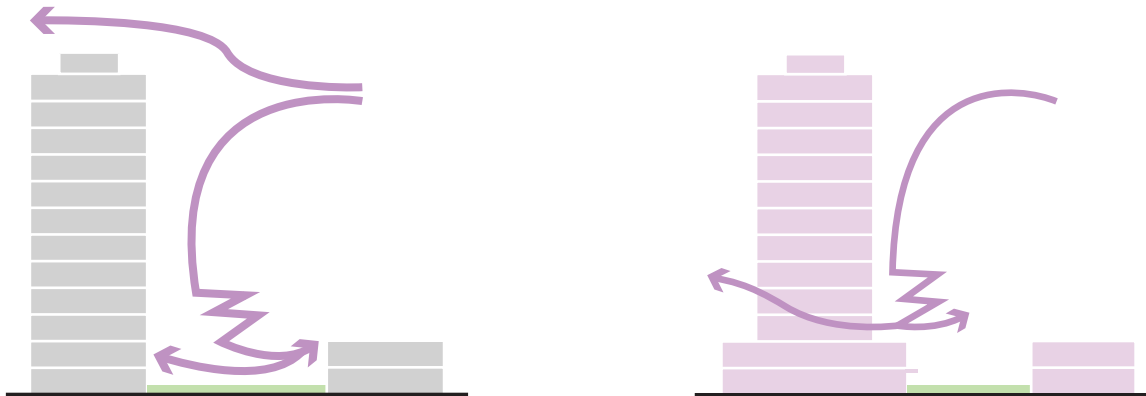


Figure 192. Left: A low building and a tall building may accelerate winds near windward corners.
 Right: Setback towers help mitigate against downward wind flows at grade.

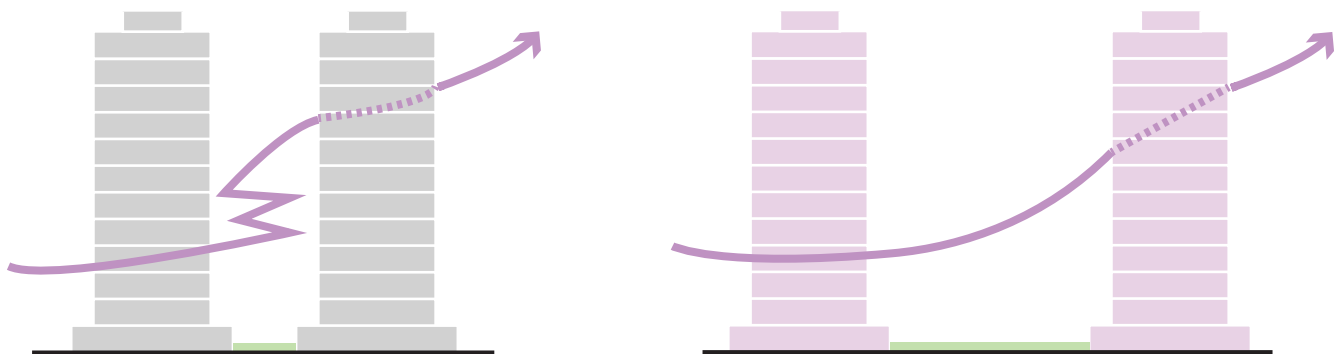


Figure 193. Left: Wind funnels between two buildings located close to one another (wind canyon effect)
 Right: Setback towers spaced farther apart allows wind to move through more easily.

6.5 Civic Buildings

The VMC Secondary Plan contemplates that there shall be four school sites, a potential community facility, and a designated area where community and cultural amenities shall be located. Civic buildings tend to congregate in areas within a community's focal point or centre, which is demonstrated in the Secondary Plan as these buildings shall be concentrated within the Mobility Hub.

The intent of incorporating civic buildings within the VMC is to have these buildings function as social activators within the district. It is important to locate civic buildings in areas that ensure greater connection to the rest of the surrounding context, considering its proximity to parks, major roads, bus stations, and other amenities. Integrating civic buildings within the central core of the VMC shall help create a defined district that is characterized by community identity, and optimizes land use by co-locating buildings and public amenities near each other. Higher density nodal locations shall support the development of civic institutions and in turn, encourage the use of higher order transit.

Buildings shall be designed to provide welcoming and attractive entries into the site, with sufficient pavement width for the opportunity to animate and provide connections to the sidewalk. Where a building has community amenity space (for example, a gymnasium and community room), it shall be located at grade, adjacent to the main street. In addition, developing sight line connections to civic sites shall also help orient pedestrians and cyclists.

Partnerships between government agencies and developers may encourage multi-use developments to increase building density, improve sustainability (for both building and site development) and improve social development. This would increase leverage between various stakeholders and help build a stronger, better integrated community district-wide.

Access and Servicing

Parking for civic buildings shall be located at the side or rear of the site where it is neither visible from the street nor blocking pedestrian access. When designing rear parking sites, CPTED (Crime Prevention Through Environmental Design) principles may be applied to the site, where good lighting and natural surveillance from adjacent buildings may act as safety measures. Furthermore, parking areas shall also be designed to avoid entrapment while being screened appropriately with visually permeable fencing.

Sustainability

Civic buildings shall be designed to the best performance standards in order to minimize energy consumption, greenhouse gas emissions, and water consumption. They shall also be designed to optimize winter and summer micro-climates.

Architectural Character

Civic buildings tend to promote a distinct sense of place, and shall be designed innovatively in order to foster a strong architectural identity for the VMC. The character of the district shall avoid "cookie cutter" approaches when it comes to building design, and look to precedents that are architecturally iconic, and make a statement about the importance of their facilities. The architecture of a place may transform civic buildings into key anchors within the overall community. Civic buildings tend to expand over time, and public space shall be preserved for potential site expansions.



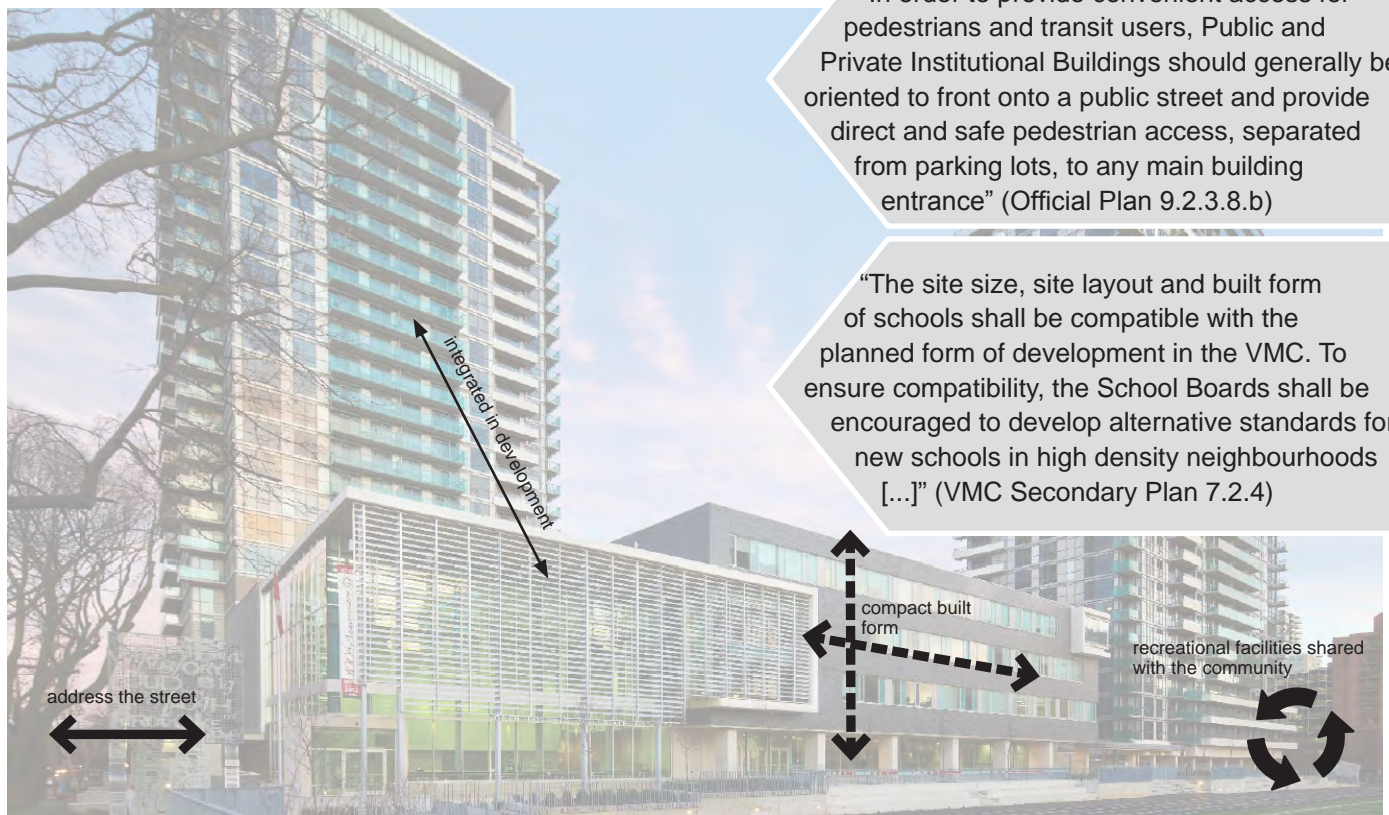
integration with other uses

Figure 194. Mount Pleasant Community Centre Vancouver (Image Credits: Martin Tessler)



architecturally distinct

Figure 195. Claude Watson School for the Arts (Image Credits: Tom Arban)



SUPPORTING DOCUMENT HIGHLIGHT

“In order to provide convenient access for pedestrians and transit users, Public and Private Institutional Buildings should generally be oriented to front onto a public street and provide direct and safe pedestrian access, separated from parking lots, to any main building entrance” (Official Plan 9.2.3.8.b)

“The site size, site layout and built form of schools shall be compatible with the planned form of development in the VMC. To ensure compatibility, the School Boards shall be encouraged to develop alternative standards for new schools in high density neighbourhoods [...]” (VMC Secondary Plan 7.2.4)

Figure 196. North Toronto Collegiate Institute (Image Credits: Susan Spencer Lewin)

6.6 Major Retail

Major retail uses is defined by retail uses with a floor area greater than 10,000 square metres, and other large format retail uses greater than 5,000 square metres.

This may include department stores, furniture, appliance, or home improvement stores, grocery stores, etc. They are vital features which may attract a significant number of pedestrians, and may act as a catalyst for other uses when appropriately located. Development of major retail may encourage the built form of competitive economies within a dynamic urban environment. In addition, retail assets may play a role in successfully revitalizing an area by providing vital services to a district.

The VMC shall be a focal point of business activity and major commercial development. A minimum of 1,500 new retail and service jobs are intended to be accommodated by 2031 within the area. Schedule H of the Secondary Plan details recommended and/or required retail uses, including those located along Millway Avenue and Highway 7.

Major retail may have an impact on the pedestrian realm due to the scale of the uses. To fit into the surrounding urban character, major retail uses shall be developed in a compact form, integrated with other types of

development. Multi-level retail is strongly encouraged to reduce overall footprints and increase retail density within the downtown core in mixed use developments. Large urban format retail uses shall be located behind smaller, street-oriented retail uses and above the ground floor, as smaller scale retail with continuous active frontages at grade are preferred to be visible from the street. A minimum of 70% of the frontage of the ground floors of many buildings along Highway 7 and Millway Avenue shall be retail frontage, and is also permitted on the second and third floors. Single storey commercial uses and drive-through establishments are not permitted in the district. In VMC, Millway Avenue is the retail anchor, running north-south.

In regards to parking and access within the major retail street, there shall be no surface parking. If necessary, parking shall be provided underground, behind, or inside a structure on upper floors with appropriate screening (see Section 4.4.2 for details). Access by car shall be secondary, as most of the consumers are expected to walk, cycle, or take public transit in the VMC. This is to ensure that the threshold with the public realm is maintained.



Figure 197. Crossroads Mixed-use Development, Vancouver (Image Credits: Martin Tessler)



Figure 198. One Cole Development, Toronto (Image Credits: Tom Arban)

SUPPORTING DOCUMENT HIGHLIGHT

“To reduce the impact on the pedestrian realm resulting from the scale of such uses, large scale retail uses shall be urban in form. To achieve this urban form, the ground floor street wall of large scale retail uses shall be animated through a high degree of articulation and fenestration including such features as large amount of clear glazing, multiple entrances (where practical), and smaller street oriented retail uses”. (VMC Secondary Plan 8.2.7)

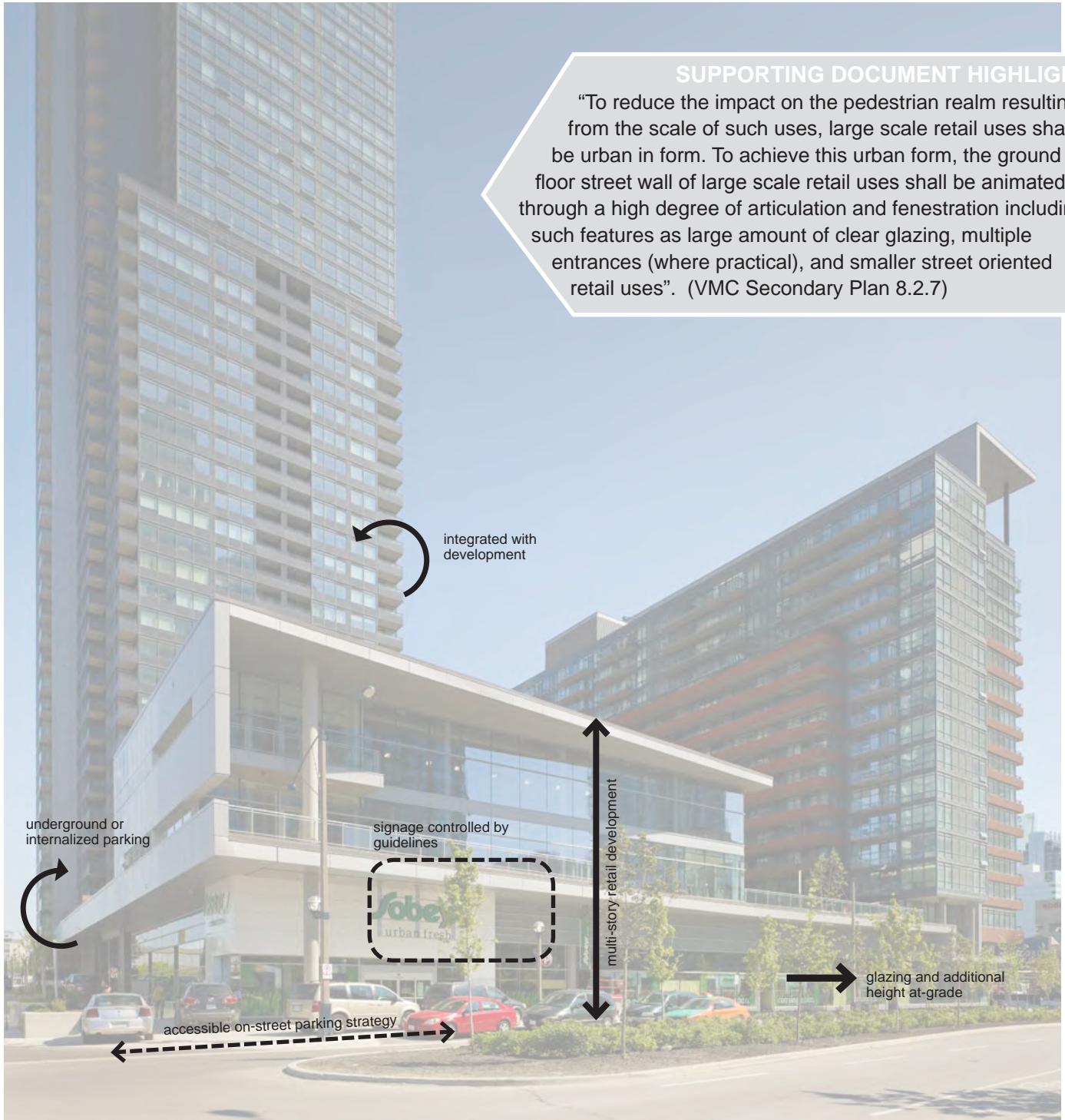


Figure 199. Block 24 ,Toronto (Image Credits: Tom Arban)

6.7 Kiosks and Pavilions

A kiosk is a small structure in a public area used for providing information, housing installations, offering social services or simply animating the public realm itself. These small scale places of commerce play an important role in supporting local businesses as they have low start-up costs and provide immediate services to an urban area through the provision of new infrastructure that is mobile and sustainable.

Through its scale and design, kiosks shall be visible enough to function as a part of a community hub. They need to remain small enough so as to not outshine the park or plaza where they are located, therefore the maximum area allowed is generally 200m².

Kiosks may be located on sidewalks where the width is appropriate, and the pedestrian volume is high enough to support the proposed use.

The design of the individual kiosks are encouraged to be innovative, playful and vibrant, and to consider unique shapes, materials, colour, and programming. Kiosks may be utilized for a variety of functions, including public art installations, food stalls, information centres, integrate SMART technology, and more. Ensuring flexibility in programming may help animate the street further with a diversity of uses.

Pavilions are usually used more for larger and permanent structures typically located within a park. These structures shall be designed to the human scale and be consistent with park materials.

Both kiosks and pavilions shall seamlessly integrate within the streetscape and incorporate durable, graffiti resistant, vandal resistant, and fireproof materials. In addition, the designs shall include high security measures to inhibit theft.

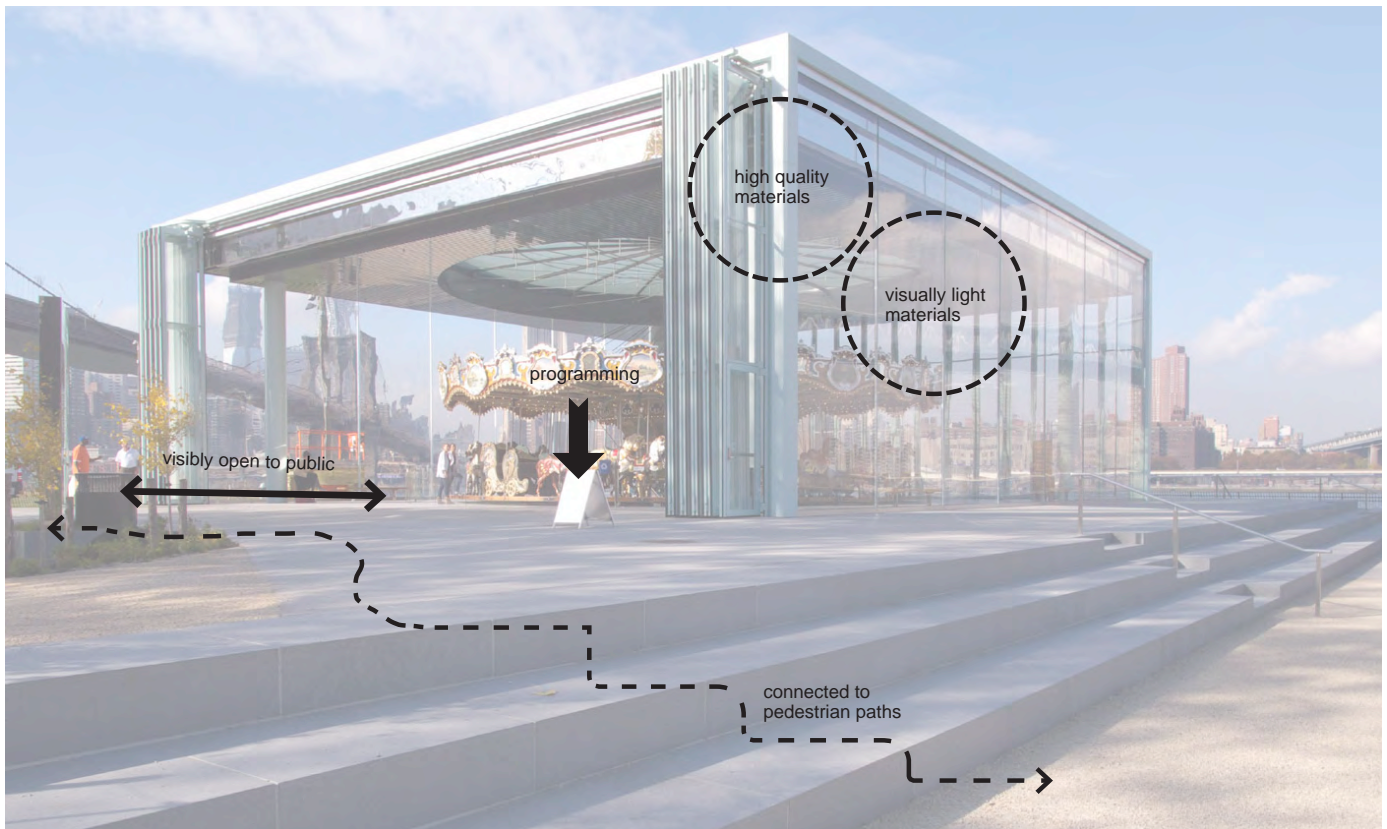


Figure 200. Brooklyn Bridge Park (Image Credits: John Hill)



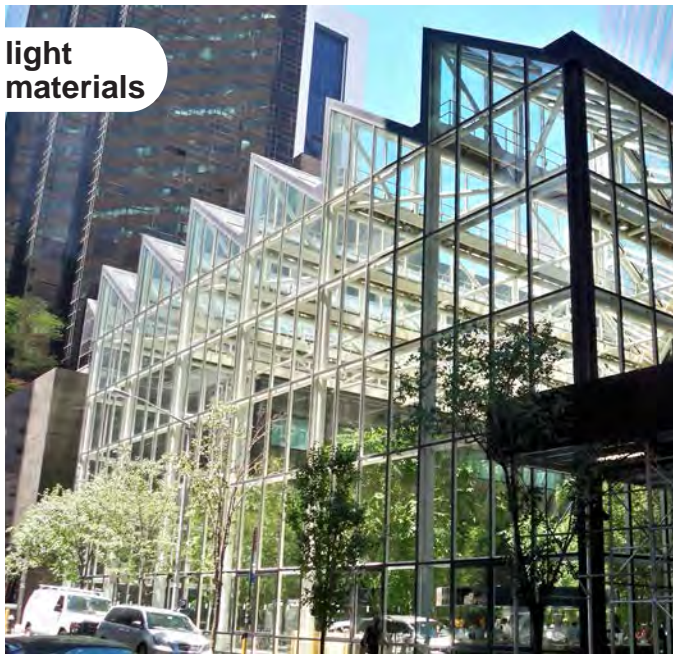
info center

Figure 201. Infobox BerlinerMauer, Berlin (Image Credits: Heiko Burkhardt)



temporary programs

Figure 202. Market 707, Toronto (Image Credits: Rebecca Fleming)



light materials

Figure 203. IBM Building atrium (Image Credits: Matthew Bisanz)



eco-facility

Figure 204. Vallecas eco-boulevard, Madrid (Image Credits: Emilio P. Doiztua + Roland Halbe)

6.8 Building Entrances

Main entrances to buildings shall be clearly visible and directly accessible from the public realm. Entrance features shall be prominent to distinguish where the entrance is in relation to the rest of the building. Where a building entrance is located at a corner lot, the main entrance may animate both sides of the sidewalk. In addition to locating an entrance immediately off of a street, it may also be placed within a courtyard or from a mid-block walkway facing the sidewalk.

Entrances are a focal point in a building's façade and shall be complementary to the overall articulation and materials palette of the building. Sheltering elements such as canopies and awnings are also included within the building design. They provide protection from the weather as well as contribute to the overall architectural expression of the building.

Lobby entrances to multi-unit residential and office complexes shall maximize the height of the ground floor to create visually appealing, well-illuminated and welcoming entry points into waiting areas. The use of glass in lobbies shall be maximized to enhance visibility and the

connection between the interior and exterior of a building.

Primary entrances to commercial units and multi-unit residential buildings shall be located at grade, flush with the sidewalk. Secondary entrances to multi-unit residential buildings shall be at grade or have access provided by a ramp. Developments with commercial/retail units at grade shall have direct access from the adjacent public street, though recessed entrances may be appropriate on narrow sidewalks to minimize the obstruction of open doors. Upper-floor residential uses shall have separate entrances clearly differentiated from those of commercial/retail units. In order to maintain a strong relationship to the street, the ground floor of buildings occupied by other uses shall be raised no higher than one metre above the average ground level elevation at the street.

Entrances to townhouses may be elevated (maximum 1.5 metres above grade). In all cases, front doors shall face the sidewalk with unobstructed views to the public realm. For specific design of the articulation of entrances, refer to 4.4.2.

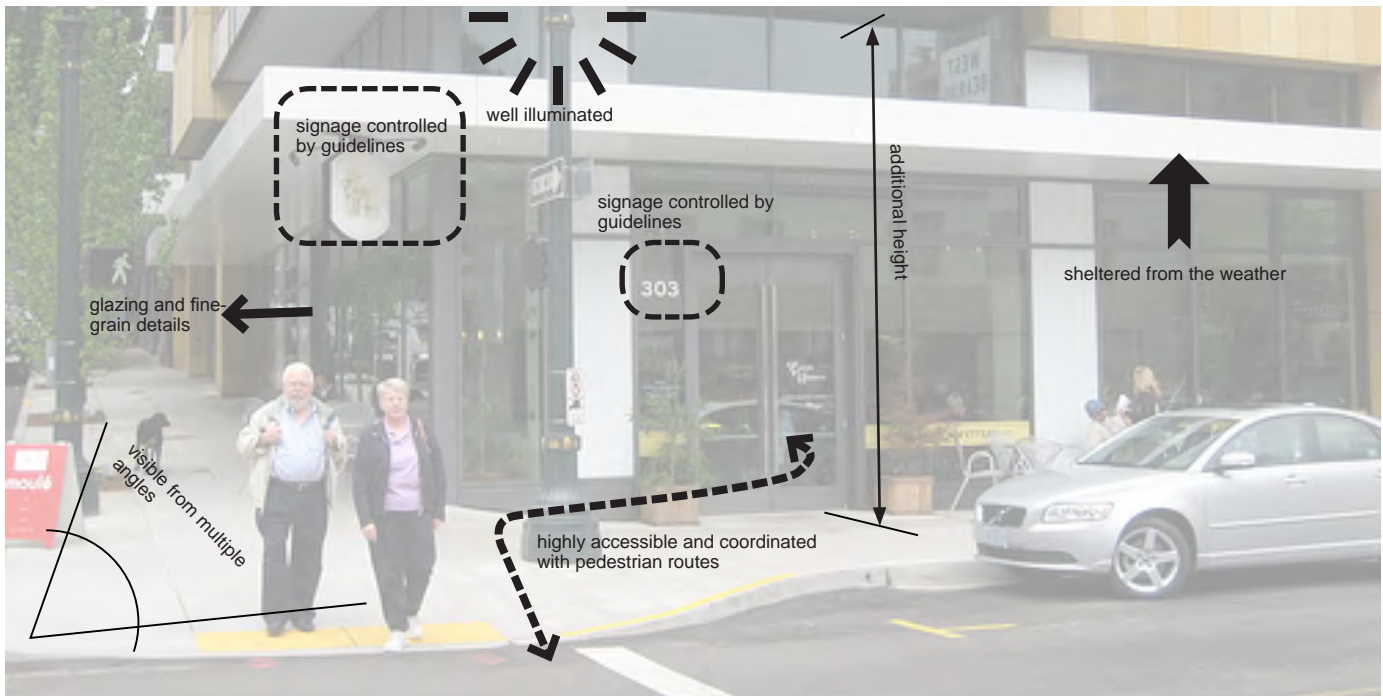


Figure 205. Building entrances at corners animate both streets (Mixed uses building in Rotterdam, Netherlands)

6.9 Vehicular Entrances

Where possible, parking and servicing areas shall be located within the block and below grade with access from local streets and lanes. Parking and servicing access points shall be organized to minimize impacts on the pedestrian realm. However, the design of the neighbourhood shall also accommodate sufficient parking and servicing capacity to support a dense, vibrant district. Parking standards within the VMC are to follow special parking provisions provided for the area.

A variety of parking approaches and efficient servicing are required in the VMC, with emphasis on solutions that mitigate the environmental and visual impact of surface parking in addition to streamlining both pedestrian and vehicular movement. Development shall ensure that adequate, accessible on-site parking is provided to serve the needs of residents and visitors to alleviate demand for limited on-street parking.

Vehicular access from main streets shall be limited. No direct access to parking structures or service access (including ramp access) are to be allowed on any arterial and shall be accessed from local roads and mid-block private laneways. Access from main streets and the

private laneways shall be restricted to right-in, right-out access.

Access to private driveways and parking structures shall be located in the centre of blocks and away from major intersections, as directed in section 2.10. Access to below-grade facilities shall be provided with ramps located on private laneways in order to provide safe and direct access and egress. Parking entrances, in general, shall be oriented to minimize visual impact on nearby properties. Entrances are to be integrated with building design, located away from building corners and with minimal interruption of walkways. Ground floor frontages may need to be set back adjacent to parking access sites to provide visibility at the exit.

All service and loading facilities shall be contained within the building envelopes wherever appropriate. Wherever possible, loading facilities shall be consolidated for each block. Below-grade loading facilities are encouraged for higher density, larger format sites. Garbage storage rooms, in all cases, shall be centralized indoors, below-grade, and at the rear of buildings.

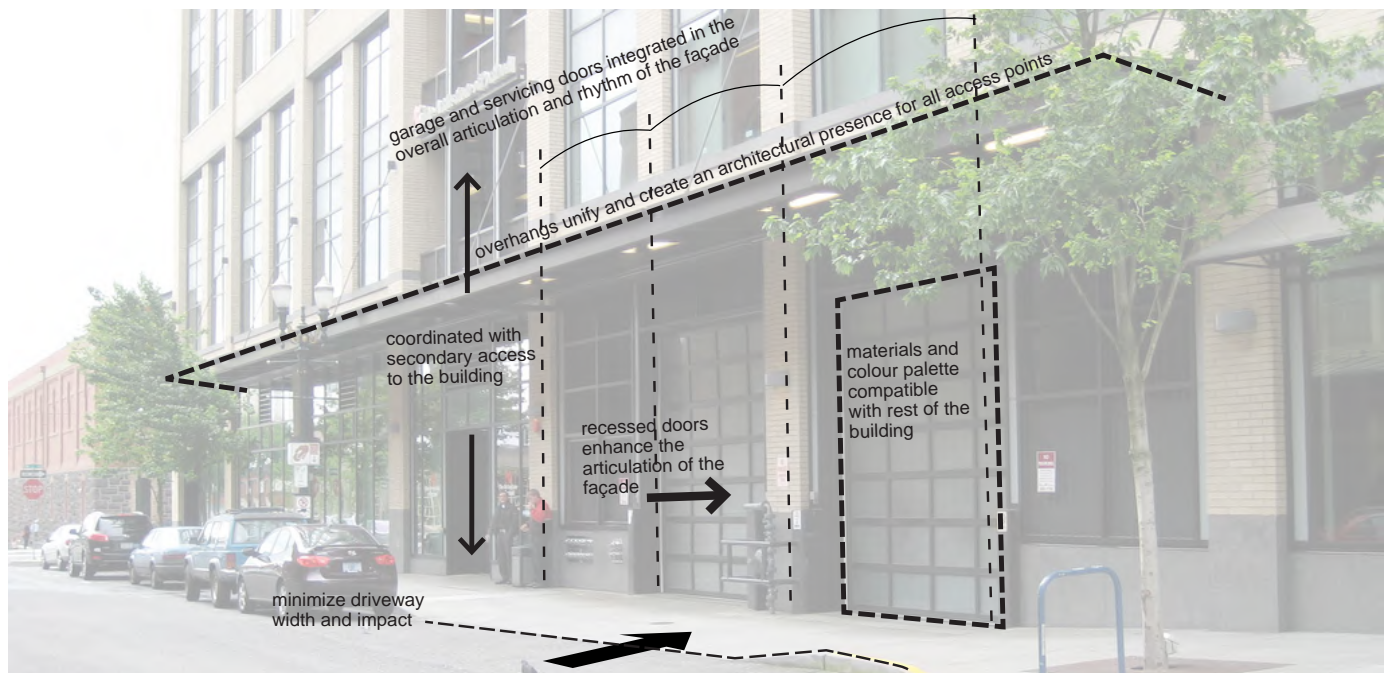


Figure 206. Integrated parking entrance (Mixed uses building in Gastown, Vancouver)

6.10 Colonnades and Passageways

A colonnade denotes a sequence of columns spaced at regular intervals, joined by a horizontal molding above the columns, which is often free standing or part of a building. Colonnades, sometimes referred to as a passageway or atrium, serves a practical function of sheltering businesses from various weathering elements, including sun, rain, and snow. The covered passageway gives continuity to the character of an urban setting and may be used to give prominence to certain buildings on the ground level.

Many civic buildings, markets, museums, and courthouses are designed to mimic this style of classical architecture. It is sometimes fused with an atrium above in order to let sunlight into the sheltered area. This provides for an open, breezy space that is somewhat controlled by shade and temperature.

Colonnades may be made from materials including limestone, marble, or even wood, in which case they are usually painted. They may vary in size, and are generally larger in civic buildings in order to complement the size of the buildings, as well as to intimidate and awe visitors. More slender and modest columns are used for smaller, private buildings.

Colonnades shall have a minimum width separation of 6m, and are advised to be the equivalent of the height of the first two storeys of the building. This is to ensure that visibility to active uses are not hindered, and that it provides a sufficient amount of open space for movement and permeability. With the perception that colonnades may be dangerous structures, having a wider separation distance helps pedestrians feel less enclosed.



Figure 207. University of New South Wales Residential Communities, Australia (Image Credits Brookfield Multiplex)

6.11 Balconies and Projections

Balconies are features that may enhance a building's façade and extend private outdoor space for residents within that building. They are encouraged above the first floor, and are often provided starting from the second or third floor of multi-unit buildings. For the residents within these buildings, the balcony represents a private amenity space that is usually sheltered and may provide protection from the weather. In addition to balconies, terraces shall be provided above townhouses and above mid-rise podiums.

Balconies and terraces, in all cases, shall be designed as cohesive elements of the building. Balconies that are large enough to accommodate active uses and basic furnishings are encouraged. Where projecting balconies would detract from the form of the streetwall and impinge

on the streetscape, especially along major pedestrian streets, recessed balconies may be appropriate. Balcony designs and materials shall minimize the impact on a pedestrian's sky view.

Canopies, awnings and overhangs are encouraged to provide shade and weather protection as well as decorative architectural features on a building's façade. These elements shall be provided at major building entrances. The use of light colours and transparent or semi-transparent materials in canopies and overhangs is also encouraged. For patios and other areas where setbacks are minimal, retractable awnings may be appropriate. Canopies shall have a minimum vertical clearance of 4.5 metres, where appropriate.

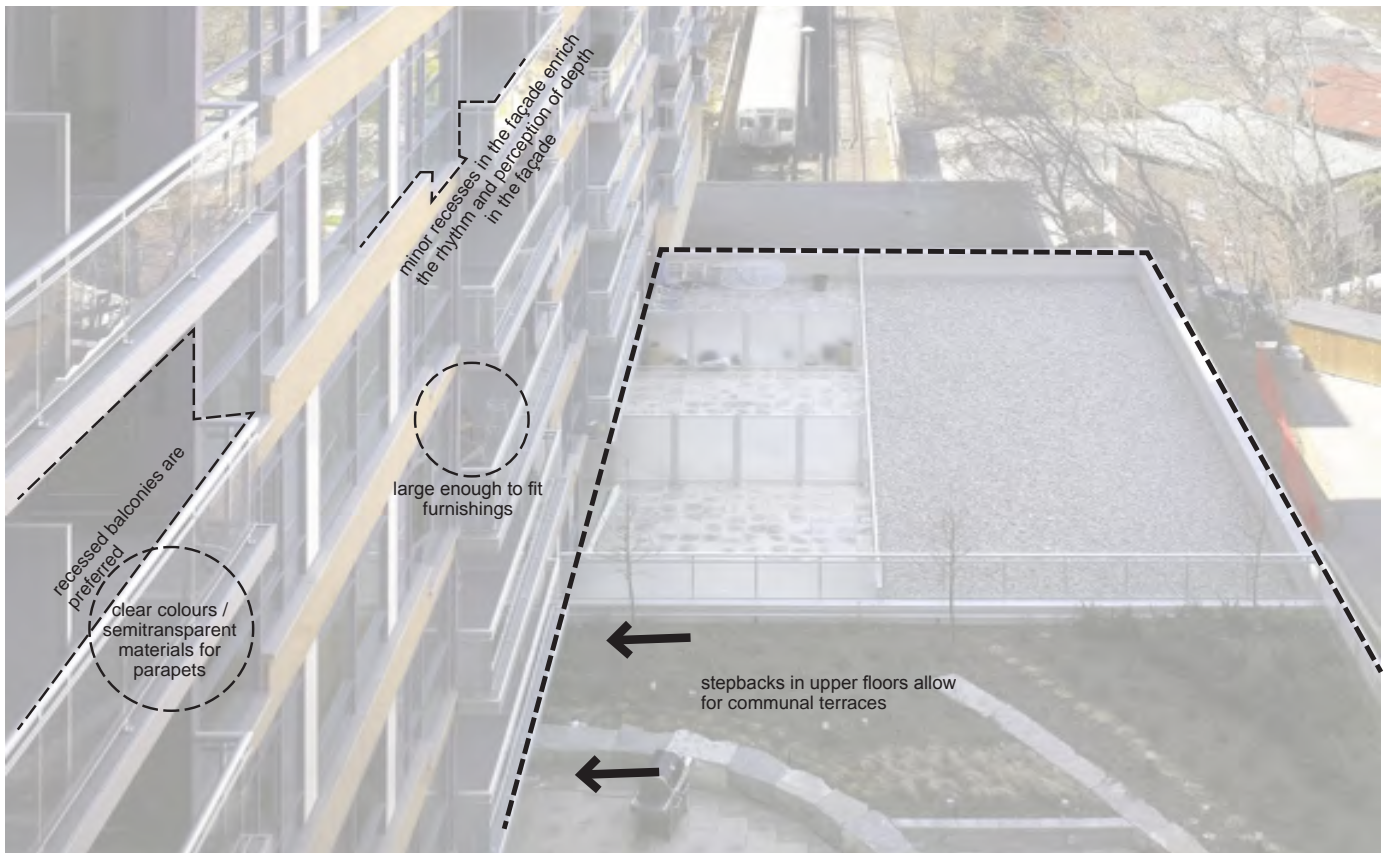


Figure 208. Twenty Gothic, Toronto (Image Credits: &co)

6.12 Tower Tops

Towers are high rise buildings with a slender profile and small floor plates. Due to their prominent scale within the skyline, their tops are usually visible from a far distance and shall therefore be carefully designed as their appearance may have spilling effects on the character of the overall neighbourhood.

Several factors may influence the visibility of a tower top, particularly the height, location, proximity to other tall buildings, relation to view corridors and terminus, overall architectural character of the building, etc. Nonetheless, tower tops shall generally be designed to lighten volumes at the top of the building, provide a termination to the usually continuous mid-volume of the tower and contribute to the refinement of the building's identity.

The design of every tower contributes to the collective image of the VMC and helps to construct the urban backdrop which surrounds its unique streets and open spaces. As such, tower tops shall subtly integrate and

harmonize with its surrounding architecture and fulfill the aesthetic goals envisioned for the VMC.

A small number of towers located in gateway intersections or terminating a view, are encouraged to display a signature tower top to reinforce its identity as a recognizable landmark within the neighbourhood. In these cases, decorative lighting may be integrated in the design to ensure that the landmark is visible at all times, provided that energy efficiency objectives are met and that the artificial sky glow is controlled.

In all cases, mechanical equipment shall be limited to no more than 50% of the area of the uppermost floor, and setbacks, on both sides, be no less than 3m from the edge of the floor below to ensure they are screened from view. Mechanical penthouses as well as signage shall be well-integrated into the overall massing of the building and clad in materials that are consistent with the quality of the entire building.

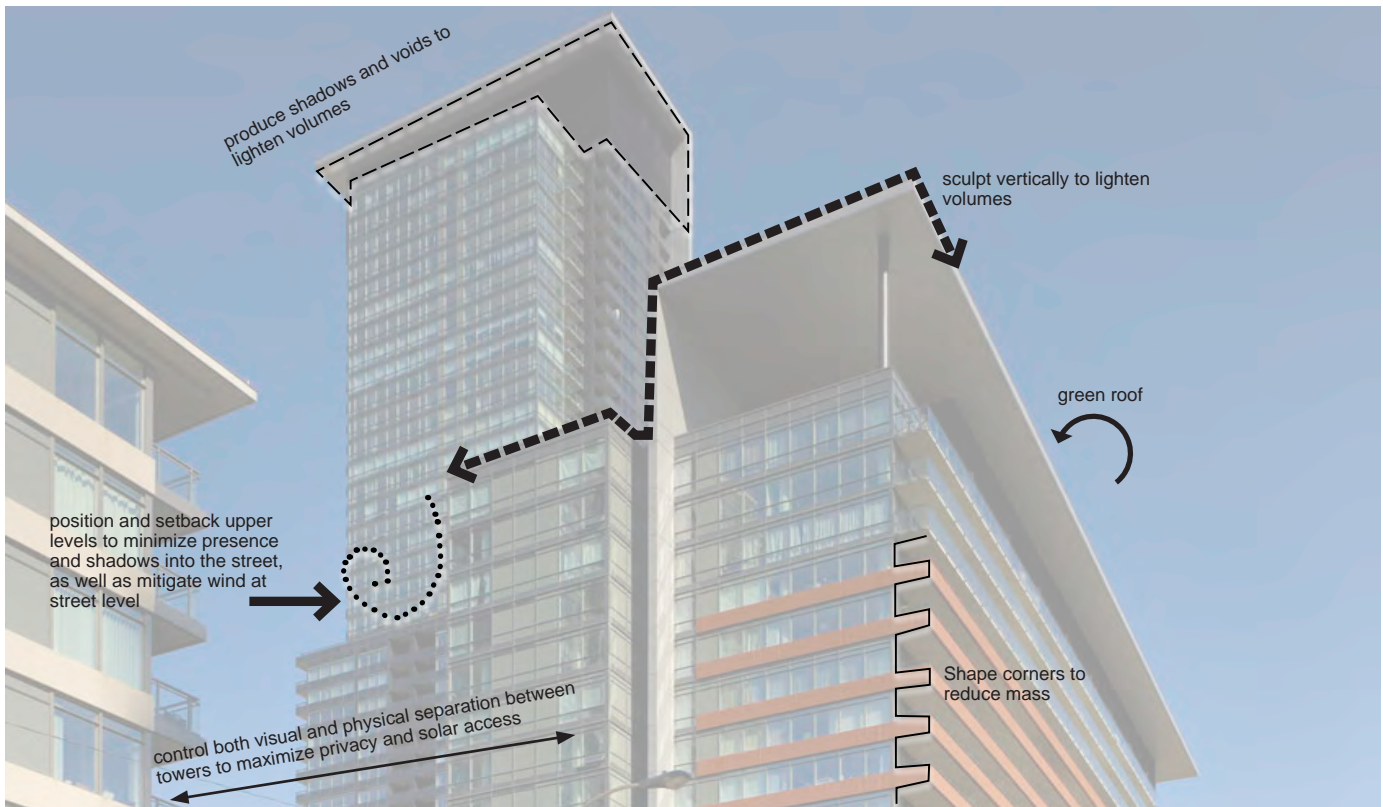


Figure 209. Block 24 , Toronto (Image Credits: Tom Arban)

6.13 Building Materials

The selection of building materials may have a great impact on the overall expression of both individual buildings and of a neighbourhood as a whole. Therefore, all materials shall be selected based on the following criteria: aesthetic, durability, energy efficiency, low environmental impact, and its overall quality.

Materials shall be appropriate to their use and locational context, as well as be complementary with the expressions of the district as a whole. A variety of materials and colour palettes between blocks is strongly encouraged to enhance visual interest within the VMC. Careful attention should be paid to the detailing, connection and juncture of the materials when it is being installed or implemented.

Materials that do not comply with the conditions envisioned for the VMC shall be avoided or limited. This includes concrete blocks, residential-type metal siding, large quantities of highly reflective and mirror finishes for glazing, or finish effects that simulate another material.

Materials for floors above the base may differ from the first floor materials, but compatibility and transition between materials shall be considered as the rhythm and proportions of the lower floors shall be respected. Taller buildings shall also have a “lighter” appearance in general, which may be achieved with material selection. Side and rear façades shall include materials of equal quality to the front façade.

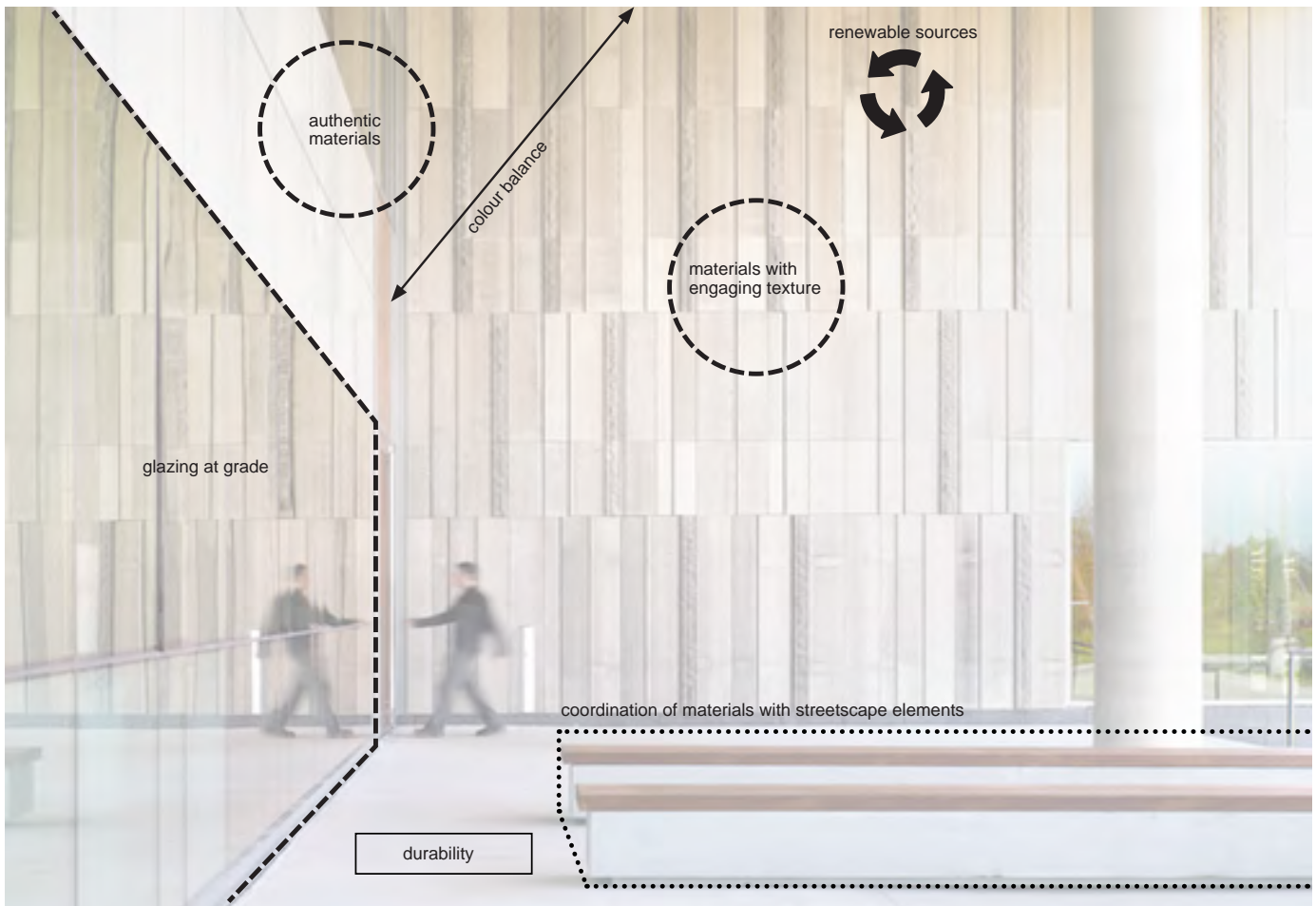


Figure 210. Lakehead University, New Academic Building, Orillia (Image Credits: Shai Gil)

6.14 Signage and Wayfinding

Signage refers to a broader group of public realm elements including directional signs, street names and numbering, and information signs. They shall be clear, visible, and easy to understand. When possible, signage is to be augmented with symbology to be universally perceived by all language speakers. At night, signs shall be properly lit to ensure safety on the road.

Implementing a cohesive signage and wayfinding system within the VMC may improve the neighbourhood's character while also providing important information. Careful attention to the size, design and placement of signs is needed to ensure desired results. The signage shall complement and be consistent with the associated

building façade, rather than overpower it, and be consistent with the overall streetwall. All signage is to be reviewed for conformity with the City's Sign By-law.

Coordinated public directional signage for transit stops and major landmarks in and near the VMC shall be provided at the pedestrian scale, and as appropriate, visible to drivers. The placement and location of signs are not intended to compromise pedestrian movement or a driver's sight lines. Projecting signs shall not exceed more than 1.0m from the building face, and freestanding signs shall be shared among a site's tenants and integrated in landscape.



Figure 211. Viadukt Arches, Zurich-West Germany (Image Credits: Justin Klieger)



streetscape elements

Figure 212. Don Mills, Toronto



wayfinding in mid-block linkages

Figure 213. Hale Studios Los Angeles (Image Credits: Rios Clementi)



bold graphics

Figure 214. W Burger Bar, Caledonia Commons, Toronto (Image Credits: Mark Savel)



innovative branding

Figure 215. Caledonia Commons, Toronto (Image Credits: Shonda Wang)

6.15 Lighting

An effective lighting plan may enhance the safety, attractiveness and usability of an area while minimizing the impacts of light pollution. Lighting may be influential in animating and ensuring the safety of spaces such as plazas, transit stops, major intersections and mid-block connections. All lighting along the public realm within the VMC shall be coordinated with the SOS Plan.

By capturing lighting on site, orienting the source downward, and applying energy-efficient technologies, new developments may help eliminate light trespass, reduce wasted energy and alleviate development impact on nocturnal environments. Window films, screening and shielding may be used to minimize the trespass of indoor light to public outdoor spaces and may also minimize bird-window collisions. The use of outdoor LED lighting systems is strongly encouraged for energy efficiency.

Pedestrian-scaled lighting shall be used for active public

spaces, including inner-block walkways, parks, and courtyards. In some areas, lighting may be provided at both the pedestrian scale and at upper levels. Outdoor light shall be aimed and shielded to illuminate areas on site and adjacent sidewalk areas, but shall not illuminate the street or adjacent residential uses. Patio lights shall be oriented towards the inner patio. Where there are architectural, landscape, and decorative features on a building, the lighting may be directed upward to illuminate flags, statues, and other prominent details.

All required lighting fixtures shall have a minimum clearing distance of generally 2.5m above all pedestrian walkways. It shall be located strategically to curb potential hazards to those using the pedestrian walkways. Through an integrated lighting plan for the VMC, the district may help illuminate the nightscape and transform the environment into a safe, comfortable, and well-lit destination.

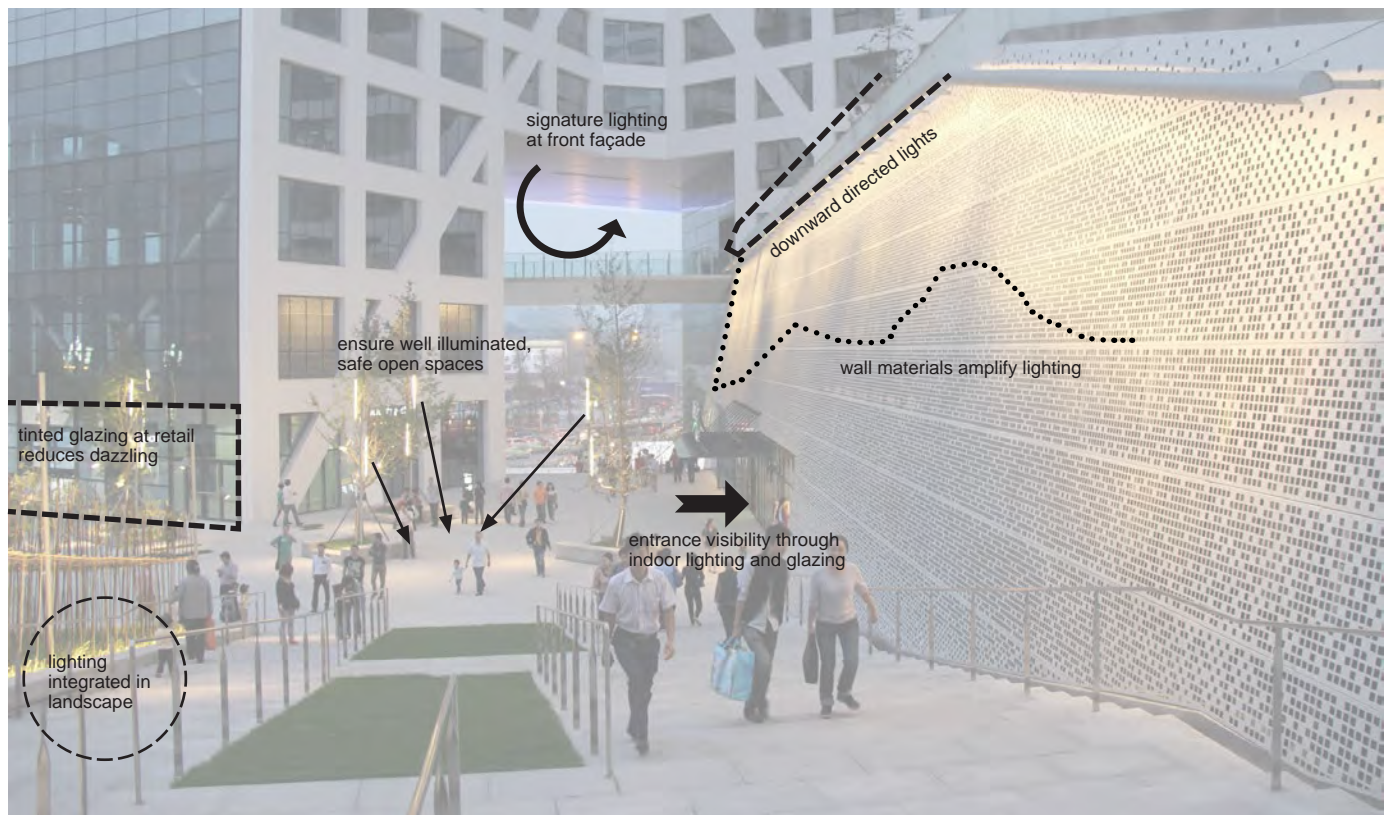


Figure 216. Sun-shaped Micro-City in Chengdu, China (Image Credits: Steven Holl Architects)

7.0 Implementation

- 7.1 Implementing these Guidelines
- 7.2 Existing Implementation Plans
- 7.3 Phasing within a Block
- 7.4 Interim Conditions
- 7.5 Transitions across Blocks

7.1 Implementing These Guidelines

The VMC is subject to two sets of regulatory frameworks, as demonstrated in Figure 1. The first set is the policy framework, which is organized in a hierarchy of policy documents set out by the Province, Region, and Municipality. The overarching Places to Grow Act adopted by the Province in 2005 recognizes the need to direct and manage growth to urban growth centres, including that of the VMC. Development in the VMC shall conform to the Region of York's Official Plan and the Vaughan Official Plan, which includes the area-specific VMC Secondary Plan.

The second set is the placemaking framework, which differs from the first set of policies as these vision documents are intended to act as go-to manuals for design issues, used by both applicants and their designers, as well as City staff responsible in the review of development applications. These placemaking

documents have been informed by the results of the VMC Reconnaissance and Strategic Assessment.

The VMC Urban Design Guidelines are intended to serve as a “living” document that will be reviewed every five years in tandem with the Secondary Plan review, and updated as necessary. In the event of conflict, the VMC Secondary Plan policies will prevail over these guidelines.

All documents within both the policy and placemaking frameworks should be read in conjunction with one another as a complete development guide.

The VMC Urban Design Guidelines has no economic impact to the City, as the design and construction of the works described in this document will be implemented by the development community and by transit agencies through the development review process and review of transit infrastructure proposals.

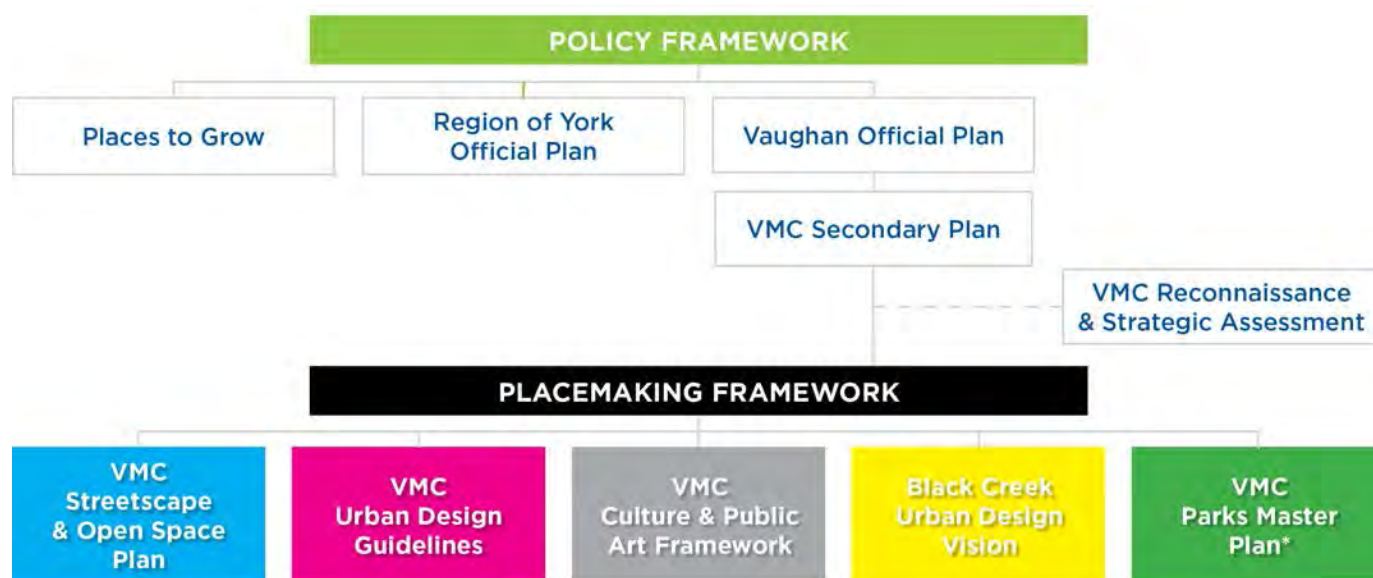


Figure 217. Policy and Placemaking Framework (Image source: VMC website)

7.2 Existing Implementation Plans

There are currently three existing implementation plans that have been established for the VMC from the Secondary Plan, SOS Plan, and the LWLP Assessment. Each document outlines an implementation strategy to achieve development goals that should be reviewed closely and collectively for the execution of the VMC's long term vision.

The Secondary Plan identifies implementation tools that are found within the Planning Act pertaining to the enactment of Zoning By-laws, density and height bonusing provisions, dedication of parkland or cash-in lieu of parkland, and the use of incentives enabled by a Community Improvement Plan (CIP). These measures, in addition to capital planning and infrastructure development, will help achieve the implementation plans for the VMC. A monitoring program will be developed on a two year basis to help evaluate the implementation process.

The SOS Plan identifies strategies in regards to streetscape design and implementation, recognizing that realizing the full potential of the VMC will require strong public-private partnerships, particularly for the provision

of publicly accessible space on private lands. In addition, the SOS Plan realizes that City-Region partnerships are also beneficial for implementing public initiatives. Recommendations for temporary installations, design competitions, information centres, and construction strategies are encouraged throughout the interim period while the VMC develops throughout various phases.

Finally, the Reconnaissance and Strategic Assessment outlines the need for implementation strategies that relate to municipal investment, VMC phasing, potential development deal structures, and economic development and business attraction. As part of the mandate of the VMC Development Facilitator, LiveWorkLearnPlay, a business plan and implementation strategy will be created to ensure accountability and continuity for the VMC.

These three implementation plans provide strategies to achieve long range planning goals for the VMC and shall be considered in conjunction with the Urban Design Guidelines which includes strategies for the interim built form transition in the downtown.

SECONDARY PLAN	SOS PLAN	RECONNAISSANCE AND STRATEGIC ASSESSMENT
<ul style="list-style-type: none"> Identifies Implementation Tools in the Planning Act <ul style="list-style-type: none"> Enactment of Zoning by-laws Density and height bonusing provisions (Cash-in-lieu) Dedication of Parkland CIPs Capital Planning Coordination with Infrastructure, Transit, Schools, Community Facilities Enacts Zoning-by-law Requirement of Development Concept Report Monitoring Level of Development (every 2 years) 	<ul style="list-style-type: none"> Identifies Partnership Strategies <ul style="list-style-type: none"> Relies largely on private land development and conveyance of land for the creation of public space Provides strategies to ensure connectivity of the public realm across blocks Recommendations for interim conditions <ul style="list-style-type: none"> Temporary Installations Design Competitions Information Centre Construction strategies Phasing (Priority Projects) 	<ul style="list-style-type: none"> Business Plan and Financial Modelling <ul style="list-style-type: none"> Market Assessment and Related Conclusions Implementation Strategies <ul style="list-style-type: none"> Municipal Investment Phasing Potential Development Deal Structures Economic Development and Business Attraction

Figure 218. Summary of Implementation Tools outlined in each document

7.3 Phasing Within a Block

Strategic phasing will foster growth and sustainable development, ultimately leading to the overall success of the VMC. With careful consideration to phasing and implementation of built form from the onset of development, the VMC can be built to achieve design excellence and set a precedent for prospective growth in transitioning centres.

Phasing and future proofing within a block helps reserve spaces for elements to be added over time, such as public art, pedestrian connections, gateway features, and incremental landscapes. A phasing plan encourages interim tactics that are functional and cost effective measures to be put in place at the beginning of development which allow for completion and improvement as successive phases are completed and resources become available.

To determine a phasing plan, begin by identifying initial design priorities for the block. The following principles shall be taken into account:

- ✓ **Ensuring public access to open spaces:** POPS and mews shall be visible and accessible to the public from the onset of development and shall not be blocked by adjacent interim uses.
- ✓ **Design pathways for interim and ultimate pedestrian permeability:** Pedestrian connections to major destinations (transit, parks, etc) shall be available during all phases of development. Pathways can be expanded and improved over time.
- ✓ **Active interface with key public realm spaces:** Development blocks shall create an edge condition that provides a smooth transition to public realm spaces such as plazas or major parks.
- ✓ **Maximize comfort within open spaces:** The use of interim open spaces shall be encouraged by implementing strategies for pedestrian comfort and safety. The design of ultimate open spaces within blocks shall follow the microclimate design guidelines outlined in Sections 2.0 and 4.0.
- ✓ **Interim surface parking:** Guidelines for interim surface parking are described in Section 4.5.3.
- ✓ **Phasing consolidated servicing and access:** A plan for the location of consolidated servicing and access shall be set out in the first phase of development.

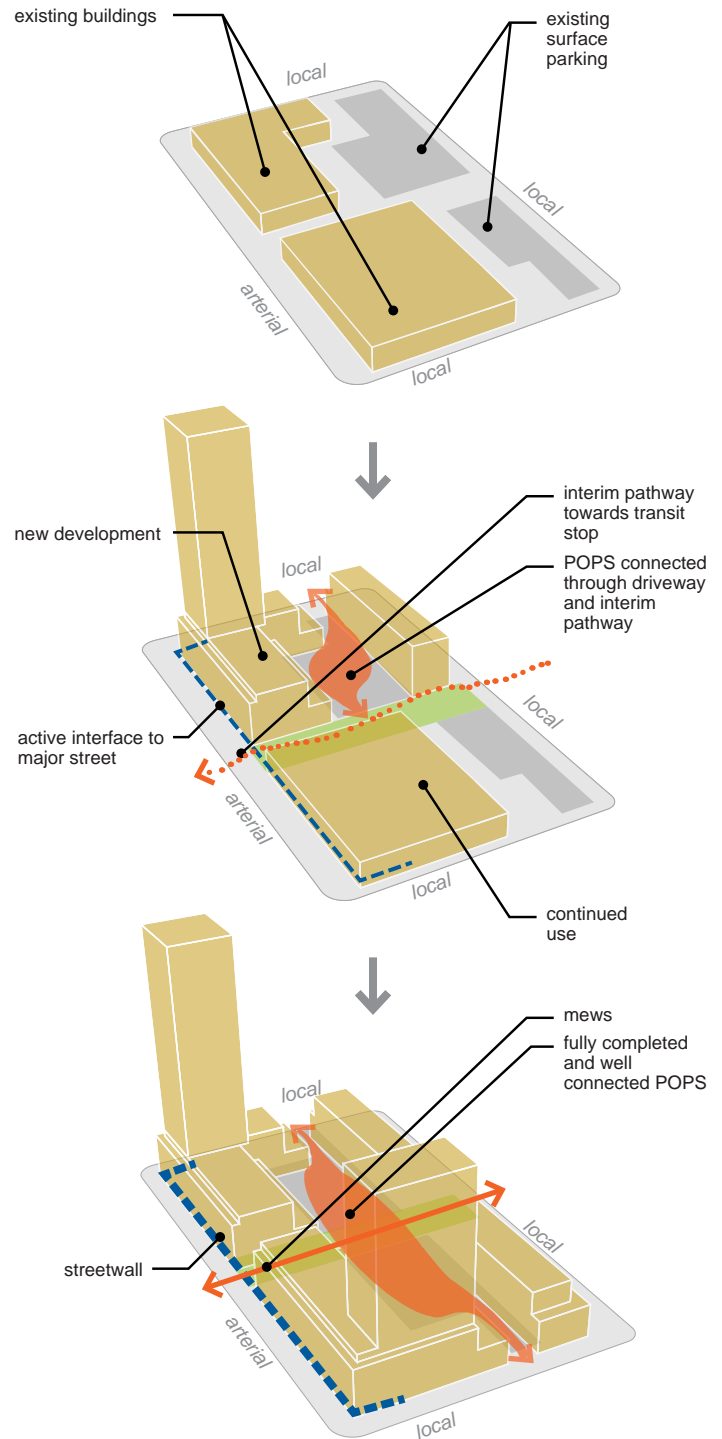


Figure 219. Diagram of phasing within a block



SUSTAINABILITY KEY
Having a plan to reduce particulate matter (PM) emissions during construction will help you achieve LEED NC-SS pc 75 'Green Construction'.



Figure 220. Aerial view of Parkside Village Residences (Image credits Jasonzed)

7.4 Interim Conditions

This document suggest a series of tactics to deal with interim conditions that set the tone for future development, and should be designed for flexibility and ease of transformation. Once the initial priorities for these conditions are identified, implementation of low-cost and high-impact elements can bring life to underutilized spaces, foster community pride and buy-in, and inform best practices for future development.

Examples of tactics to support the phasing principles outlined in section 7.3 are:

- ✓ **Active interface with key public realm spaces:** Elements that encourage an active interface might include temporary shrubs or trees in moveable planters, incorporating public art, and creative fence designs (See Figures 223 and 224). For further direction, refer to the VMC Culture & Public Art Framework.
- ✓ **Design pathways for interim pedestrian permeability:** Low-cost pathways can be created using materials such as gravel, crushed rock, and mulch (See Figure 228).
- ✓ **Maximize comfort within open spaces:** Pedestrian comfort is greatly increased with the incorporation of elements such as moveable furniture, planters, and temporary bollards for defining edges (See Figure 225 and 227). Elements that can be reused and incorporated in future phases should be considered.
- ✓ **Interim surface parking:** As outlined in Section 4.5.3, interim surface parking measures can include green elements such as planting fast growing species and managing stormwater (See Figure 226).
- ✓ **Phasing consolidated servicing and access:** The location of servicing and access should be identified from the onset of development.

These same tactics can also be used to mitigate potential conflicts with adjacent existing uses to remain indefinitely. In such cases, more durable solutions might be required, such as prioritizing rooftop amenity areas and designing wider strong vegetal buffers.



Figure 221. Walking Men 99, ReConstruction public art program of the Downtown Alliance (Image credit Walking Off the Big Apple)



Figure 222. Public art in fence, Lansdowne Toronto (Image credits: Scott Eunson)



Figure 223. Paths to Pier 42 Temporary Par, New York
(Image credit Marfa Dialogues)



Figure 224. World Headquarters of Heifer International, Little Rock (image credits Garvan_Gardens)



Figure 225. Downtown picnic tables, Calgary (Image credit Richard White)

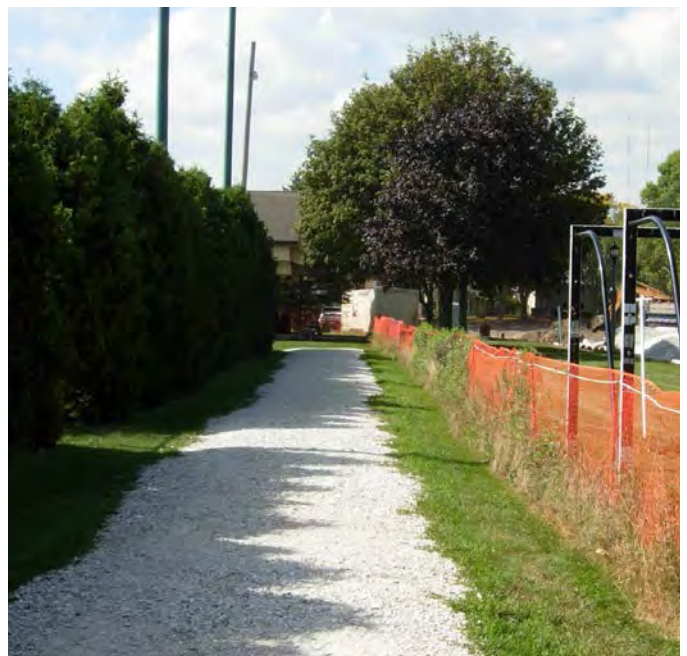


Figure 226. Interim pathway using low cost material
(Image credit Aaron Volkening)

7.5 Transitions across Blocks

A Development Concept Report is required for properties comprising one or more city blocks (VMC Secondary Plan: Implementation section). Ideally, the Report should be expanded to include consideration of how development interfaces with neighbouring blocks.

Some principles that facilitate good transitions across blocks and that shall be demonstrated in the Development Concept Report are:

- ✓ **Connected pedestrian linkages and open spaces:** Consider how the location of pedestrian pathways and open spaces can create visual and physical linkages with surrounding blocks to create a safe and accessible environment.
- ✓ **Coordinated POPS along multiple blocks:** Public spaces should relate to those in surrounding blocks to create continuous elements wherever possible. Inclusion of complementary spaces such as corner plazas and landscaped setbacks are encouraged.
- ✓ **Continuity and consistency of streetwall:** Building massing shall be sensitive to neighbourhood context and be reinforced with well-scaled elements. A consistent and continuous streetwall creates long sight lines, frames and define the street, increasing

pedestrian comfort.

- ✓ **Minimizing shadows:** Buildings shall be placed in a manner that maintains views and does not overshadow surrounding buildings or open spaces. The targets for shadow control on the public realm have been set in 2.11; shadows on neighbouring buildings will be evaluated on a case-by-case basis.
- ✓ **Minimum separation between towers to protect skyline:** The VMC Secondary Plan advocates for the protection of the skyline and establishes policies related to the separation of towers within a block. The same policies shall apply to towers in neighbouring blocks.
- ✓ **Complementary Gateway Features:** To enhance the impact of gateway features, they shall be clustered together and complementary with adjacent buildings in design and material wherever possible.
- ✓ **Unified streetscape elements:** The location of privatized areas should consider where the public right of way is located. The design of private streetscape elements should be well coordinated with adjacent public streetscape elements.

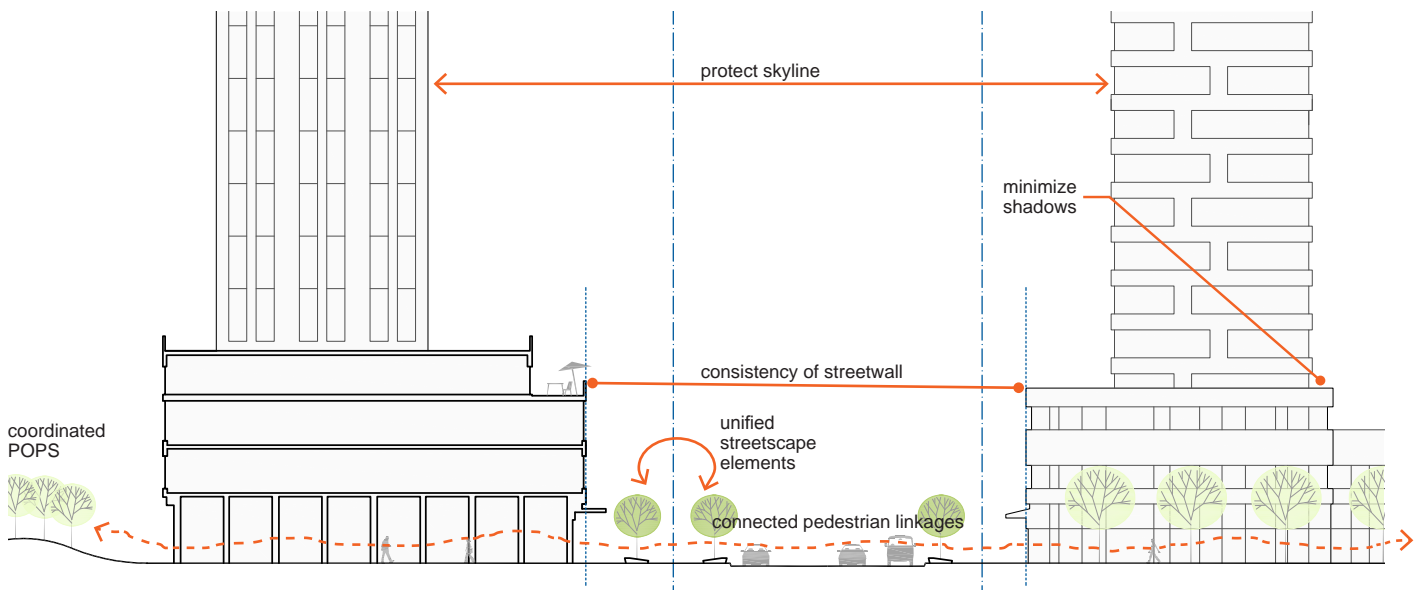


Figure 227. Interim pathway using low cost material (Image credit Aaron Volkening)



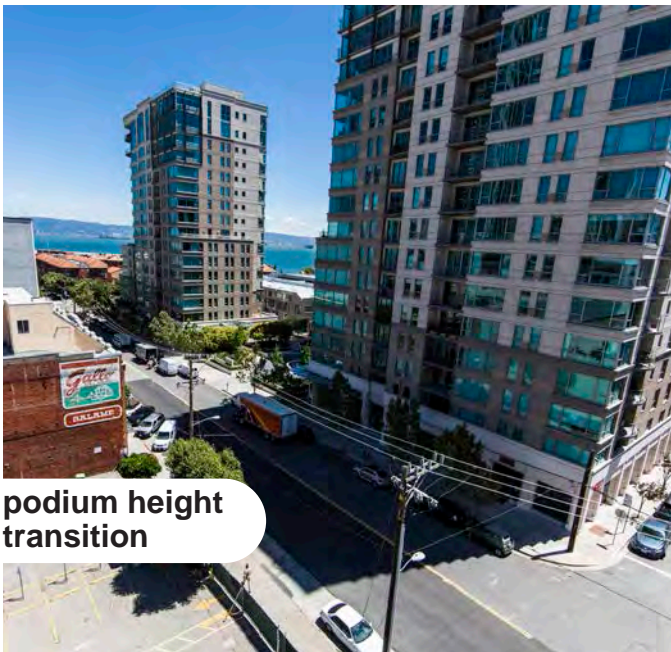
height transition

Figure 228. Via Verde housing development in NYC (Image by John Hill)



separation between towers

Figure 229. Parkside Village Residences, Mississauga (photo credits Jimmy Wu)



podium height transition

Figure 230. Salami Factory, San Francisco (Image credits: Paul Stout)



noise control

Figure 231. University of Western Cape life science building, South Africa (Image credits: Johan van Papendorp)

8.0 Appendices

- 8.1 Urban Design Definitions
- 8.2 Consultation Summary
- 8.3 Checklist
- 8.4 Cross References

8.1 Urban Design Definitions

The following are based on Urban Design best practices. In the event of conflict with any definitions included in the Vaughan Official Plan, the Vaughan Official Plan definitions will prevail over this section.

Adjacency to Public Spaces

Public spaces are shaped by the built form that frames them. A building with a strong at-grade design improves access to the public space, animates it with new uses and brings 'eyes on the street'. In return, the public space gives privileged views to the building, potential clients to retail and the option of outdoors extensions for amenity rooms.

Animation

The built environment can support sustained activity through choice of material and architectural details, visual and physical accessibility to interior activities, and the inclusion of supportive public facilities and amenities.

Articulation

The layout or pattern of building elements, including walls, doors, roofs, windows and decorative elements, such as cornices and belt-courses.

The addition of the effect of each of these elements forms the appearance of the building and, ultimately, the language used to communicate with its users and passerbys.

Blank Wall

Facades made up a single material, lack fenestration and that extend over 20m or the entire length of the building. Blank walls facing walkways and public spaces should be avoided.

Bollards

Low columns used to block vehicular traffic in an area; retractable bollards permit exceptional access to servicing and emergency vehicles.

Building Articulation

Building elements such as mass, location and fenestration that create a streetscape of interest. Appropriate articulation is determined by the building size and by its relation to adjacent public spaces including sidewalks, planting zones, and roadways.

Building Typology

A listing of building types characterized by its shape, mass, and articulation.

Build-to-Line

The required placement of the front of a building relative to the street right-of-way, to ensure an appropriate street or open space enclosure. The objective of a built-to-line is to maintain a consistent street wall along the edge of a street.

Boulevard

The portion of land between the curb face and the property line, and usually include sidewalk.

Buffer

A strip of land, typically a landscaped area, that provides separation between land uses.

Building Envelope

The volume of space that may be occupied by a building, defined by a series of dimensional requirements such as maximum lot coverage, setback, stepback, and minimum/maximum height.

Built Form

The collective shape of a development, including buildings and other structures. It also refers to how buildings relate in terms of height, scale, and character.

Canopy

A permanent fixture/awning designed to shelter pedestrians and retail displays from weather conditions.

Circulation

Movement patterns of pedestrians, vehicular and active transportation traffic.

Compatibility

Characteristics of differing scale, height, materials, fencing, and landscaping that are in harmony with one another.

Corner Treatment

A feature on a corner building that acknowledges its prominence on a street. Examples include building articulation elements such as a turret, or by subtracting from the building to create recessed entries.

CPTED Design

Pronounced *sep-ted*, Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach to safety through the design and use of physical space in order to reduce the incidence and fear of crime. The basic strategies of “CPTED” include access control, surveillance, territorial reinforcement, and maintenance.

Density

The total floor space of a building, or buildings, in relation to a given area of land.

Enclosure

The use of buildings, trees and street width to create a sense of defined space and shelter for pedestrians.

Facades

The exterior wall of a building that faces public view, usually referring to the front wall.

Fenestration

The arrangement of windows on a building.

Focal Site

The end point of a view corridor, also known as View Terminus. Often framed by the orientation of neighbouring built form towards it and accentuated by design elements such as public art or landscaping.

Gateways

Gateways are locations where a significant number of people enter and exit the area, usually places where a new character or sense of identity should be recognized. They occur at a variety of scales, including the neighbourhood as a whole, precincts, or specific streets or open spaces. The intent to symbolize an arrival to a

distinct area can be achieved through details of the built form, or through landscaping and signage.

Ground Floor Animation

Some amount of at-grade active uses, such as retail or commercial spaces, may enliven a streetscape, foster social interaction and bring eyes and safety over city spaces. Large, active and engaging store fronts, as well as patio and outdoor spill-outs, produce a finer grained rhythm of experiences for the pedestrian. Location, size and control over the amount of small retail that is permitted is essential for its economical viability.

Height Transition

The tapering of building heights as a way of achieving compatibility of built forms from areas of one character to another (eg: low rise to high rise).

Human Scale

The impression of a building when seen in relation to its surroundings, or the size and proportion of parts of a building or its details, that relates in a positive way to the visual and physical experience of a pedestrian.

Landmark

A building, structure or space that is highly distinctive relative to its surrounding environment by virtue of height, size or some other aspect of design, and that provide a sense of location within the neighbourhood.

LEED Certification

Leadership in Energy and Environmental Design (LEED) is an independent, third-party measurement standard which rates new buildings based on the level of energy use and environmental consideration.

LID Measures

LID is an approach to land development that works with nature to manage stormwater as close to its source as possible, and can be applied to new development, redevelopment, or as retrofits to existing development. LID principles include preserving and recreating natural

landscape features and minimizing imperviousness on sites. Bioretention facilities, rain gardens, and permeable pavements are examples of how the principles are applied on site.

Massing

The combined effect of the height, bulk, and silhouette of a building or group of buildings.

Microclimate

Outdoor conditions around the building environment and the impact of buildings on site conditions, pedestrian spaces and adjacent buildings. Access to sunlight, wind levels and snow loads are influenced by placement, height, design, orientation and massing of new buildings.

Mid-rise

Mid-rise buildings are buildings between five and ten storeys in height. These buildings help provide access to sunlight for pedestrians and trees at the street level, and the density of mid-rise neighbourhoods help support small retail, active transportation and active public spaces.

Mixed Use

A mix of uses within a building, site, or area that can include employment, residential, commercial, live/work, and retail.

Node

A place where activity, transit, and routes are concentrated, often used synonymously with junction.

On-street Parking

Parking that lines the side of a street, usually with parallel or angled orientation.

Place-Making

Placemaking is an idea as well as a hands-on approach for improving a neighbourhood or region. With community-based support at its centre, placemaking capitalizes on a community's assets, taking into account a place's physical, cultural and social identities, to create quality public spaces for people.

Pedestrian Orientation

The characteristics of an area where the location and access to buildings, types of uses permitted on the street level, and storefront design are based on the needs of persons on foot.

Permeability

The degree to which people in an area have access to a variety of pleasant, convenient and safe routes.

Podium

Podiums are the lower portion or base of a building that defines the street edge or public realm, typically between 2-6 storeys in height.

The podium is the interface of the building as a whole with its context; the right definition of its massing, scale and materiality will determine the quality of the pedestrian experience.

Public/Private Interface

The space where public areas and buildings meet private ones.

Public Realm

Public and semi-public spaces in a city, including the spaces from building face to the opposite building face (including its facade, sidewalk and streets) and open spaces such as parks.

Private Amenity Space

Private amenity spaces are outdoor or indoor shared facilities associated to residential and office development. In the case of major office buildings, it is common that outdoor amenity spaces are open to the general public in the form of a parkette or plaza, constituting a privately owned publicly-accessible space (POPS).

Right-of-Way

A strip of land used by pedestrians, vehicles, or utilities, including the space above and below the surface.

Rhythm

Design elements that occur at regular intervals to help

structure their visual character and definition.

Scale

The scale of a building is its relative size as perceived and comprehended by pedestrians. It is a product of the combination of multiple factors including size, height, bulk, massing, materiality and context.

The objective is to create an engaging built environment designed at a human scale, in which the distances between destination points, the width of the street, the level of detail in the design and the street itself are well proportioned in relation to one another.

Setback

The minimum distance from the property line that a building must be built.

Stepback

A recess, usually at the top of a building base, in order to ensure an appropriate built form scale along the street edge.

Street Frontage (Active Edge)

The street frontage is the part of the facade experienced at-grade and perceivable by those using the street. Active uses, such as retail, amenity areas, lobbies or front yards, with an open and public presence provide engaging ground level conditions.

Blank facades, fences, enclosed gardens or garages result in inactive ground level conditions.

Streetwall

The streetwall is the condition of enclosure along a street created by the fronts of buildings, and enhanced by the continuity and height of the lower facades. Upper levels, when set back, have less impact on the streetwall.

The objective is to maintain a consistent streetwall to create a comfortable pedestrian scale enclosure in proportion to the right-of-way width.

Streetscape

Distinguishing elements of a street, created by its width, materials, street furniture, pedestrian amenities and setback and form of surrounding buildings.

Tower

Towers are high rise buildings with a slender profile and small floor plates. Due to its scale, they are usually visible within a large distance and should therefore be carefully designed: their appearance affect to a great extent the character of the neighbourhood as a whole. For context and transition, they should be placed in areas adjacent to other tall buildings.

Transit-oriented Development

A transit-oriented development is a mixed-use residential and commercial area designed to maximize access to public transport and active transportation, to create a compact, complete community and to support safety and accessibility. As such, development is planned to accommodate compact typologies and often incorporates features to encourage these modes of transportation.

Transition to adjacent uses

While most of the industrial uses will gradually be transformed, some others, such as the area to the East of the VMC, will remain for an undetermined period into the future. Similarly, Highway 7 will become Avenue 7, but the 400s highways will remain.

Transparency

The degree of visibility of a building facade.

Universal design

The VMC built environment shall be designed to be accessible and usable to the greatest extent possible by everyone, regardless of their age, ability, or status in life. Curb cuts, ramps, railings, contrast pavement, well illuminated spaces, etc. are essential for people with disabilities but also used by all, therefore accessibility should be integral to design.

Urban Grain

The arrangement and size of buildings and spaces within a neighbourhood. Fine urban grain refers to a pattern of street blocks and building sites that is small and frequent, which creates a dynamic and animated pedestrian environment.

Vehicular access and servicing

Parking and servicing areas should be located within the block and below grade with access from local streets and lanes, wherever possible. Parking and servicing access points must be organized to minimize interruptions of pedestrian spaces. However, the design of the neighbourhood must also accommodate sufficient parking and servicing capacity to support a dense, vibrant district.

View Corridors

Buildings, roads and pedestrian connections shall be designed and located to maintain and enhance views within the district and to important features such as parks, open space areas, public art and gateways. These views should be framed with landscape and buildings.

Walkable

A street condition that is safe, barrier free, interesting, well-lit, comfortable and inviting for pedestrians.

8.2 Consultation Summary

What we heard Stakeholder Meeting #1

December 2014

Q: Guidelines should be easy to follow, straightforward, avoid redundancy, and reference related documents.

A: The guidelines have been developed as a highly graphic document.

Q: Guidelines should address how the ground floor is dealt with and how the street is addressed for public life (both commercial and residential).

A: Added 4.4 Thresholds section.

Q: There is no certainty where the service streets are in the Secondary Plan: need for a clear hierarchy of access from streets for servicing.

A: Section 2.10 describes the principles that shall guide vehicular access and servicing.

Q: Liked the inclusion of POPS. Detailed parameters for minimum width, permeability, access to daylight and location at grade will need to be refined.

A: Added Section 4.2 Privately Owned Publicly-Accessible Spaces (POPS).

Q: Interest in guidelines for private mid-block linkages and indoor passages.

A: Added 4.3 Mid-block Connections.

Q: It would be helpful to have guidelines for the design of pedestrian passageways and loggias so that there is less back and forth with the City in their design, which can be subjective.

A: Added 6.10 Colonnades and Passageways.

Q: It was pointed out that some of the best practices included in the handbook might present incompatibilities with other city policies.

A: The guidelines have been revised to avoid incompatibilities with other policies. In the event of conflict, the VMC Secondary Plan policies will prevail over these guidelines.

Q: Design guidelines should inform the future comprehensive review of the zoning by-law.

A: The City will review the zoning by-law.

What we heard Stakeholder Meeting #2

March 2015

Q: Need for flexibility around site access (especially for retail and commercial uses).

A: Section 2.10 Vehicular Access and Servicing has been revised to focus on the principles and increment flexibility around site access.

Q: Desire for surface and/or structured parking along highway 400 and 407 employment parcels.

A: Section 4.5 Parking offers guidance for the design of surface parking in the back of parcels adjacent to highways.

Q: What types of 'active uses' are appropriate for Avenue 7?

A: Section 3.3 Avenue 7 includes precedents on appropriate active uses for Avenue 7.

Q: What is the relationship of residential blocks to Black Creek?

A: Section 3.5 Black Creek includes design strategies to address the relationship of development to Black Creek.

Q: Requirement of clarity around what is the focal point of each Character Area; the character of the neighbourhood shall organically evolve over time.

A: The introduction to Section 3.0 Character Areas has been revised to elaborate on the place-making objectives and focal points of each Character Area.

Q: Need for strategy to guide traffic and people from the intersection of Jane St and Avenue 7 towards the inner fabric of Character Areas.

A: Sections 2.3 Private Open Space and 4.3 Mid-block Connections prescribe and guide a series of mid-block connection elements to support permeability within the block.

Q: Support for transitional uses and interim development phasing.

A: Added section 7.0 Implementation.

Q: Worries about 'cookie' cutter development through architectural standards.

A: Diversity in building types is allowed and encouraged by this document. Section 5.0 Typical Blocks demonstrate the variety of buildings and open spaces achievable while complying with both the VMC Secondary Plan and the guidelines in this document.

What we heard Design Review Panel Meeting #1

March 2015

Q: Relationship between buildings and public realm is critical.

A: The Character Areas have been shaped around key public spaces.

Q: Identify priority investment zones where more prescription is necessary.

A: The introduction to Section 3.0 Character Areas has been revised to elaborate on the place-making objectives and focal points of each Character Area.

Q: More prescription around the perimeter of blocks. More flexibility on interior.

A: Section 4.0 Urban Typologies have been created to define the elements that qualify the built form at the perimeters of blocks, while allowing more flexibility on the interior of the block.

Q: Character Area strategies should include aspirational identities.

A: The introduction to Section 3.0 Character Areas has been revised to elaborate on the place-making objectives and focal points of each Character Area.

Q: Special zones within Character Areas need a finer grain of detail and hierarchy.

A: Section 3.0 Character Areas has been revised.

Q: Parking is a challenge, and needs transitional strategies.

A: Added Urban Typology PK-3 Interim Parking to guide the design of transitional parking.

Q: Real challenge with animated frontages on large ROWs and single sided retail environments.

A: Animated frontages can be achieved with both active uses at grade and through the articulation of the facade. Section 4.4 Thresholds has been added to provide guidance.

Q: A broader range of POPS should be explored.

A: Added Section 4.2 Privately Owned Publicly-Accessible Spaces (POPS) to describe up to seven typologies of POPS.

Q: Climactic connection to built form needs more elaboration.

A: Added Section 6.4 Weather Protection.

What we heard Stakeholder Meeting #3

May 2015

Q: General concern regarding the use of terms such as “required”; paired with an emerging consensus around the importance of the ‘Framework’ and a focus on the principles and objectives for each design element.

A: The guidelines are focused on providing a Framework for new development.

Q: Guidelines need to be clear so that they can be interpreted by future stakeholders - need to do tests to ensure they are clear.

A: Both texts and graphics have been revised to maximize intelligibility.

Q: Introduction at the beginning of the UDG document should explain how they are intended to be used.

A: The ‘How to Use this Document’ at the beginning of the document has been created for this purpose.

Q: Concern that draft checklists may be in conflict with things already determined in the Secondary Plan and through the mediation process.

A: A: The guidelines have been revised to avoid incompatibilities with other policies. In the event of conflict, the VMC Secondary Plan policies will prevail over these guidelines.

Q: Guidelines need to be a useful tool for everyone at the table; cannot be a document which has an approach of “us versus them”; i.e. developers versus City.

A: This document has been developed through a partnership approach with Stakeholders.

Q: It’s difficult to think of urban design in a vacuum; often things are context specific; need to make applicable in reality.

A: Relevant precedents have been used to exemplify real conditions.

Q: Challenge if you only consider design issues at a block scale – need to zoom out and understanding relationship of networks / connections.

A: Section 3.0 Character Areas elaborates on the connections between blocks and their relation to structural landscape features.

What we heard Stakeholder Meeting #4

July 2015

Q: What is the schedule for completion and approval by Council and how will that process will coordinate with the ongoing mediation process.

A: The final document will be presented to Council for approval upon completion of the mediation.

Q: Request receipt of hard copies of the full draft Urban Design Guidelines in order to complete a detailed review, prior to approval.

A: A full draft was released October 5.

Q: Desire to use the preliminary document as a guide for current development applications.

A: DRP has reviewed the document and believe it will be a helpful tool to guide the discussion of development applications. Moving forward, this document will serve as a platform for design discussions related to development applications.

Q: The presented materials were welcomed and members of the stakeholder group appreciated the clarity of the presentation.

A: Thank you!

Q: A working session was requested to be scheduled a short time after the draft Guidelines were circulated, in order to facilitate detailed feedback.

A: An additional session was scheduled in October.

What we heard Design Review Panel Meeting #2

September 2015

Q: Putting together the Urban Design Guidelines has been a participatory process. The intent of the guidelines is place making and supporting economic development. The challenge was ensuring a balance between prescription and flexibility.

A: After early feedback from landowners and DRP, the document has been developed to support these objectives.

Q: It was recognized that Urban Design Guidelines have limitations, preventing bad development but not necessarily ensuring excellence.

A: Excellency in design requires full commitment throughout the entire process of architectural development.

Q: Insert an overall summary sheet graphically depicting the relationship to other VMC documents and guidelines and clarifying the jurisdiction each one have.

A: Added to the Implementation Section.

Q: The landscape guidelines need to be further developed.

A: Done

Q: Provide a 'Glossary of Definitions'

A: Added as an appendix

Q: Insert text that clarifies that this is a working document and will evolve and be reviewed as the VMC develops over time.

A: Added to the Implementation section.

Q: Include guidelines for transition in the implementation section. Phasing needs to demonstrate not only phasing, but transitions across blocks, heights, typologies, land uses and densities.

A: Added Section 7.5 Transitions across Blocks.

Q: The document is well structured and has a logical progression, organized in an index-based logic. It is also graphically very attractive.

A: Thanks!

What we heard Stakeholder Meeting #5

October 2015

Q: It was introduced the idea of an 'Urban Design Brief', which will be required to accompany any development application submission with the purpose of explaining how the development concept follows the principles or deviates from the guidelines and why. It was suggested that the City prepare a Terms of Reference to clarify the requirements of the Urban Design Brief.

A: The City is considering it.

Q: Request receipt of hard copies of the full draft Urban Design Guidelines prior to approval.

A: The landowners will be provided with a copy of the revised document incorporating stakeholder comments from this meeting before Staff seek formal approval by Council.

Q: Principles and Guidelines should be made clearer throughout the document, both in the document structure and in the wording.

A: Section 2.0 Framework has been revised to condense all design principles.

Q: Section 2.0 was questioned for its prescriptive character, which was perceived as overly prescriptive and diverting from a principle-based framework.

A: Section 2.0 Framework has been revised to condense all design principles.

Q: Issues around the access and servicing section were noted, with the stakeholders requesting clarity on the intent and principles behind the plan.

A: Section 2.10 Vehicular Access and Servicing has been revised to outline the principles behind the plan.

Q: questions about the distinction between amenity space and POPS were raised, and whether the principles defined for a POPS apply to the former.

A: Section 2.3 Private Open Space has been revised in order to clearly differentiate between amenity spaces and POPS.

Q: The role of the mews was discussed as needing to meet both functional requirements (servicing, vehicular) and design expectations as a pedestrian first space.

A: Section 4.3.1 Mews (Shared Streets) has been revised to clarify design expectations.

Q: All diagrams and demo plans should depict KPMG block conditions consistent with what has already been approved and is under construction.

A: Done.

Q: Easy to read structure and well laid out graphic quality.

A: Thanks!

8.3 Checklist

This section represents a compilation of the principles established in Section 2.0 and should serve as a summary of the key goals that this document is meant to achieve. Additionally, section 4.0 sets specific principles for the design of each category within the Urban Typologies; please refer to these additional guidelines for more information.

POPS

- | | Yes | No | n/a | No, but... |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| ✓ POPS shall be physically and visually connected to the public street and well signed to indicate access for public use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ✓ POPS shall be framed by and relate to surrounding buildings; at-grade active uses shall support the programming of the open space and offer a surveillance element to promote safety. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ✓ The location, dimension, design and furnishing of POPS shall offer comfort and allow for flexible programming of the space. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ✓ All POPS must introduce landscape/planting; trees with sufficient soil volumes to enable large mature growth are strongly recommended. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

MID-BLOCK CONNECTIONS

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| ✓ Whether shared with vehicular traffic or not, all mid-block connections shall include a pavement treatment welcoming to pedestrians, along with lighting and planting; trees are highly encouraged. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ✓ Mid-block connections shall be barrier free and visible from the sidewalk for easy access. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

VIEWS AND GATEWAYS

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| ✓ Views shall be framed both with landscape and buildings, in order to increase the visibility of gateways. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ✓ Tall buildings shall contribute to an interesting skyline and be sufficiently spaced apart to minimize the loss of sky views. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ✓ Buildings located on focal sites shall be emphasized in their architectural expression. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ✓ Developments adjacent to Hwy 400 and 407 shall carefully consider how they are viewed from the elevated ramps, as they will effectively condition how the VMC is externally perceived as a whole. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

HEIGHT AND DENSITY

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| ✓ Buildings shall be located and massed to define the edges of streets and transform the VMC into an urban environment. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ✓ Development shall incorporate a range of building types and uses in order to guarantee variety in unit types, built form, tenure and construction. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ✓ Buildings shall be massed to minimize the extent and duration of shadows on parks, other open spaces, public streets, retail areas and adjacent development. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- | | Yes | No | n/a | No, but... |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| <ul style="list-style-type: none"> ✓ The scale of buildings must be controlled to offer a welcoming environment for pedestrians: large blocks shall be broken up with multiple buildings, generally not longer than 80m each; buildings over 40m in length shall break up their perceived mass with articulation and/or changes in materials; blank walls and empty unorganized spaces shall not be permitted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

ACTIVE FRONTAGE

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| <ul style="list-style-type: none"> ✓ Required and recommended retail, service commercial and public uses as shown in Schedule H shall relate to the street by including large amounts of clear glazing, multiple entrances, having generous ground floor heights and being generally flush with the sidewalk. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> ✓ In areas where there are no active uses at grade, the articulation of the facade shall provide an active frontage, particularly fronting key streets and open spaces outside the areas identified in Schedule H. An active frontage can be achieved by the use of fenestration, grade related units, architectural articulation, canopies outlining architectural elements, etc. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> ✓ Residential and mixed use development generally shall locate common areas and amenities at grade. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> ✓ Building entrances shall be emphasized as a focal point in a building's facade and be placed in highly visible locations where they have the ability to animate a longer stretch of street. Building entrances should follow the guidelines provided in section 6.8. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> ✓ Mews shall be treated as local streets, include active uses where appropriate, and have detailed and well-articulated facades along the sidewalk. The design of mews should follow the principles outlined for pedestrian connections. Mid-block connections should follow the guidelines outlined in section 4.3. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> ✓ Local retail can bring animation to residential neighbourhoods. Local retail shall be accentuated by the design of the facade and be positioned strategically in corner locations to animate both sidewalks. Neighbourhood-oriented retail should follow the guidelines provided in section 4.4.3. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> ✓ Blank walls shall be highly discouraged fronting the mews, and should be minimized to the greatest extent possible around the perimeter of blocks. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

STREETWALL AND SETBACKS

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| <ul style="list-style-type: none"> ✓ Built form shall assist in framing major open spaces and urban corridors. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> ✓ The streetwall height shall be consistent along corridors; significant coordination between blocks will be required to achieve this goal, as indicated in section 7.4. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <ul style="list-style-type: none"> ✓ The number of breaks in the streetwall shall be minimized in order to maintain a sense of enclosure. As well, vehicular access points shall be consolidated, excessive setbacks shall be avoided, and front parking and servicing shall not be permitted, etc. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- | | Yes | No | n/a | No, but... |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| ✓ POPS, amenity areas and plazas contiguous to the street line shall be surrounded and framed by clearly articulated built form that relates well with the streetwall of the street interrupted. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ✓ Landscaped setbacks contiguous to the public sidewalk shall be urban in character and ensure that building fronts remain active towards the street. Landscaped setbacks should follow the guidelines in section 4.2.3. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

VEHICULAR ACCESS AND SERVICING

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| ✓ Vehicular access points shall follow the Street Network Schedule and policies in the Secondary Plan and be located along streets with low levels of traffic, preferably on local streets. Additionally, they shall avoid interface with major open spaces such as parks, plazas, parkettes, etc. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ✓ Vehicular access points shall be consolidated to minimize the interruption of sidewalks. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ✓ Where possible, servicing routes will be connected to provide more than one access point per block and eliminate the need for 3-point turns. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ✓ All servicing lanes shall be designed to welcome pedestrians (as per guidelines in section 4.3). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ✓ Vehicular routes shall support goods movements. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

CLIMATE RESPONSE

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| ✓ Both buildings and private open spaces shall be designed to reach reasonable sunlight and wind target as set out in section 2.11. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|--------------------------|

8.4 Cross References

The table to the right is a detailed Table of Contents that will provide clarity on how to read the cross references and annotations between sections of the document. Cut along the dotted lines, including tabs, and you will obtain a bookmark easy to attach to any page (see below).



Figure 232. Use of VMC bookmark (image credits Clara Romero).jpg



	1.0 Vision	4.4 Thresholds
	1.1 Intent of This Document	TH-1 Retail Type 'A' Small and Medium Retailers
	1.2 Background and Process	TH-2 Retail type 'B' Large Urban Format Retailers
	1.3 Vision and Principles	TH-3 Retail Type 'C': Local Retail
	1.4 Flexibility	TH-4 At Grade Units
	1.5 Sustainability	TH-5 Mixed Uses with Commercial and Residential Component
	2.0 Framework	TH-6 Mixed Uses with Technology Offices and Institutional Component
	2.1 Existing Conditions	4.5 Parking
	2.2 Parks and Open Space	PK-1 Above-Grade Parking
	2.3 Private Open Space	PK-2 Surface Parking
	2.4 Views and Gateways	PK-3 Interim Parking
	2.5 Height and Density	5.0 Typical Blocks
	2.6 Land Uses	5.1 Illustrative Block Scenarios
	2.7 Precincts	5.2 Avenue 7
	2.8 Active Frontage	5.3 Millway Avenue
	2.9 Streetwall and Setbacks	5.4 Black Creek
	2.10 Vehicular Access and Servicing	5.5 Central Park
	2.11 Climate Response	5.6 Neighbourhoods
	3.0 Character Areas	5.7 Employment
	3.1 Place-making Objectives	6.0 Design Guidelines
	3.2 Character Areas	6.1 Gateways
	3.3 Avenue 7	6.2 Public Art Integration
	3.4 Millway Avenue	6.3 Landscape
	3.5 Black Creek	6.4 Weather Protection
	3.6 Central Park	6.5 Civic Buildings
	3.7 Neighbourhoods	6.6 Major Retail
	3.8 Employment	6.7 Kiosks and Pavilions
	4.0 Urban Typologies	6.8 Building Entrances
	4.1 Approach to Urban Typologies as a Kit of Parts	6.9 Vehicular Entrances
	4.2 Privately Owned Publicly-Accessible Spaces (POPS)	6.10 Colonnades and Passageways
	PS-1 Internalized Courtyard Surrounding Office and Institutional Buildings	6.11 Balconies and Projections
	PS-2 Internalized Courtyard Surrounding Residential Buildings	6.12 Tower Tops
	PS-3 Corner Plaza for Offices, Institutional and Residential Buildings PS-4 Landscaped Setbacks at Office and Institutional Buildings	6.13 Building Materials
	PS-5 Landscaped Setbacks at Residential Buildings	6.14 Signage and Wayfinding
	PS-6 Publicly Accessible Interiors for Offices, Institutional and Residential Buildings	6.15 Lighting
	PS-7 Shared Open Spaces Between Private Development and Public Realm	7.0 Implementation
	4.3 Mid-block Connections	7.1 Implementing these Guidelines
	MB-1 Mews at Institutional and Commercial Buildings	7.2 Existing Implementation Plans
	MB-2 Mews at Residential Buildings	7.3 Phasing within a Block
	MB-3 Pedestrian Connections at Offices and Institutional Buildings	7.4 Interim Conditions
	MB-4 Pedestrian Connections at Residential Buildings	7.5 Transitions across Blocks
	MB-5 Breezeways for Offices, Institutional and Residential Buildings	8.0 Appendices
	MB-6 Laneways/Driveways	8.1 Definitions
		8.2 Consultation Summary
		8.3 Checklist
		8.4 Cross References