Town of Halton Hills

Guelph Street Corridor and Downtown Acton Design Guidelines

July 2019 (Draft)

Prepared by:

SvN

Contents

4.0 /

Section 1 /

Introduction

1.1 /

PURPOSE OF THE GUIDELINES

The purpose of the Guidelines is to inform the design of future developments and infrastructure investments within Georgetown's Guelph Street Corridor, and Acton's Downtown Area. The Guidelines build upon relevant policies of the Town of Halton Hills Official Plan (2008), as they pertain to the lands designated Georgetown Community Node (Schedule A5), Guelph Street / Maple Avenue Activity Node and Guelph Street / Mountainview Road Activity Node (Schedule A3-1), and Acton Downtown Area (Schedule A7).

The Guidelines have been prepared as part of a broader update to the 2010 Intensification Opportunities Study. They have been prepared following a review of pre-existing guidelines for both areas, and represent a comprehensive update and consolidation of both documents. As such, the Guidelines have been prepared to reflect policy and regulatory changes at the provincial, regional and local level; the emergence of new materials and technologies; and changes in best practices with respect to sustainability, accessibility, crime prevention through environmental design, and urban design which have occurred over the last 20 years.

The Guidelines are based on relevant policies stated above, however their intent is not necessarily to conform to these policies. ***They provide design guidance beyond the specific parameters of the Official Plan and Zoning By-Law. The purpose of the Guidelines is to suggest design interventions to realize Halton Hills' aesthetic potential, maximize its character, establish a sense of place and celebrate it's heritage.***

1.2 /

BACKGROUND

The Town of Halton Hills is preparing an update to the 2010 Intensification Opportunities Study. The purpose of the study is to understand the ability of the Town of Halton Hills to accommodate residential intensification within the Delineated Built-up Area (the area within the Built Boundary) of Georgetown and Acton to the end of the 2041 planning horizon. The preparation of these Guidelines represents one phase of the broader Study.

The 2010 Intensification Opportunities Study identified the potential for Halton Hills to accommodate intensification between 2015 and 2031. The results of this Study were implemented through the allocation of intensification units to Halton Hills through both Regional Official Plan Amendment No. 38 and Town Official Plan Amendment No. 9 which identified 5,100 potential intensification units within the Delineated Built-up Area of the Town of Halton Hills to the year 2031.

The 2019 Growth Plan includes updated population and employment distributions to the year 2041. Policies in the Growth Plan continue to focus intensification in settlement areas, specifically areas that are within the Delineated Built-up Areas; strategic growth areas; locations with existing or planned transit; and areas with existing or planned public service facilities including recreation, police and fire, health and educational programs and cultural services.

The policies of the Growth Plan support the optimization of infrastructure, particularly along transit and transportation corridors, development of complete communities and support environmental and agricultural protection. Intensification targets mandated in the Growth Plan require that the Regional Official Plan Review currently underway must plan for a minimum of 50% of all residential development to occur within the Delineated Built-up Area.

The purpose of the Town's Intensification Study Update is to determine an appropriate level of intensification in Halton Hills to the year 2041. This work will provide input to the Region of Halton Official Plan Review currently underway.

1.3 /

DOCUMENT STRUCTURE

The Guelph Street Corridor and Downtown Acton Design Guidelines document is structured into the following sections:

- 1.0 Introduction: This section provides a general overview of the Guidelines, addressing the purpose of the document, the relevant policy context, and overall document structure.

- 2.0 General Design Guidelines: This section establishes a set of general design guidelines, which pertain to all future development within the Georgetown Guelph Street Corridor and the Acton Downtown Area. The General Design Guidelines address matters pertaining to site design, building design, streetscape design, private open space design, and access and circulation design and are meant to be read in conjunction with other relevant sections of the document.

- 3.0 Georgetown - Guelph Street Corridor Design Guidelines: This section builds upon the design direction provided in Section 2.0, and establishes a set of area-specific design guidelines, which pertain to all future development within the Georgetown Guelph Street Corridor.

- 4.0 Acton - Downtown Area Design Guidelines: This section builds upon the design direction provided in Section 2.0, and establishes a set of area-specific design guidelines, which pertain to all future development within the Acton Downtown Area.

Section 2 /

General Design Guidelines

2.1 /

SITE DESIGN

This section establishes a set of general design guidelines, which pertain to all future development within the Georgetown Guelph Street Corridor and the Acton Downtown Area. The General Design Guidelines address matters pertaining to site design, building design, streetscape design, private open space design, and access and circulation design and are meant to be read in conjunction with other relevant sections of the document.

2.1.1 Siting and Orientation

- Buildings should be sited and oriented to define the public realm, frame abutting streets and open spaces at a proportion which establishes a direct interface and sense of enclosure;
- Buildings should be sited and oriented to optimize passive solar opportunities and natural ventilation, and are encouraged to incorporate the use of solar panels as a source of renewable energy; and,
- Buildings should be sited and oriented to ensure the coordination and cohesion of the development within the context of adjacent properties and the surrounding streetscape. For multi-building sites, buildings should be organized into a pattern of internal streets and blocks, which are defined by buildings and/or landscaped areas.

2.2 /

BUILDING DESIGN

2.2.1 Height, Massing and Transition

- Buildings should be scaled and massed to establish a desirable relationship to adjacent streets and open spaces. This desirable relationship is defined by building height and character that is in keeping with its' context and relates to the streetscape, creating a beautiful public realm, and comfortable pedestrian experience;
- The height and massing of buildings should transition between areas which are targeted for intensification including Downtown Acton and the Georgetown Guelph Street Corridor, and sensitive adjacent or surrounding land uses or open spaces;
- The height and massing of buildings should allow for maximum of 5 hours of shadow on adjacent sidewalks (opposite side of the street), between the hours of 9am and 6pm, during the Spring and Fall Equinox;
- Height transitions should be achieved through the provision of setbacks, recesses, stepbacks and terraces, as well as stepping down building heights and hipping down roofs;
- Where significant grade changes occur within a site, buildings should be designed to accommodate, and potentially capitalize upon, such grade changes, taking into account the scale and proportion of the building;
- Consideration should be given to maintaining appropriate micro-climate conditions in the design of buildings;
- Where a proposed development may produce incremental ground level shadow impacts on sensitive adjacent or surrounding land uses or parks/open spaces, it is strongly encouraged that Shadow Impact Studies be undertaken under the provision of Town Staff; and,
- Where permitted, buildings between 4 and 8 storeys should be designed to establish distinct base, middle and upper portions in order to visually break down their vertical massing.

Base Portion

- For the purpose of these guidelines, the base portion of the building includes the ground floor and subsequent floors which comprise the streetwall. Throughout Downtown Acton and the Georgetown Guelph Street Corridor, streetwall heights are generally envisioned to comprised the first 2 to 4 storeys of the building, depending on the location;
- The base portion of the building face should provide visual interest through the provision of high quality materials, colours, fenestration, articulation and architectural detailing in order to reinforce a pedestrian scale environment at street level;

The Base Portion of the building should comprise of 2-4 storeys, with ample visual interest and activation at street level.

- The base portion of the building should also be compatible with the adjacent street wall buildings. The ground storey of new development should relate to the established scale of adjoining buildings, and where a strongly projecting stringcourse or cornice between the ground and first floors exists this should be respected for new development within a streetscape; and,
- it is encouraged that 1:50 scaled drawings of proposed base portions of buildings be submitted to the municipality for review prior to development.

Middle Portion

- For the purpose of these guidelines, the middle portion of the building includes those floors which are located above the streetwall, up until the top habitable floor;
- Variation in the design and articulation of the middle portion of the building should be provided to promote visual interest;
- The middle portion of the building face should be sized, shaped and oriented in order to minimize shadow and overview impacts on adjacent and surrounding properties;
- The middle portion of the building should be stepped back the equivalent of 1.5 metres per floor above the streetwall. Such a stepback can occur at once, or can be distributed at multiple points throughout the height of the building. Setbacks greater than 1.5m may be required in order to mitigate shadow impacts on adjacent properties or the sidewalk on the opposite side of the street; and,
- Where buildings are situated adjacent to neighbouring developments, upper storey stepbacks of 5.5m would result in more of a porous streetwall condition. Through redevelopment of the adjacent site, this would produce 11.0m of separation, which is sufficient for glazing.

Top Portion

- For the purpose of these guidelines, the top portion of the building includes the rooftop mechanical penthouse, uses which are wrapped in rooftop mechanical equipment, and taller building and design elements;
- The top portion of the building face should contribute to the landmark status of the building. This is of particular importance where taller buildings are provided in visually prominent locations such as Activity Nodes, Gateways, intersections, and visual termini; and,

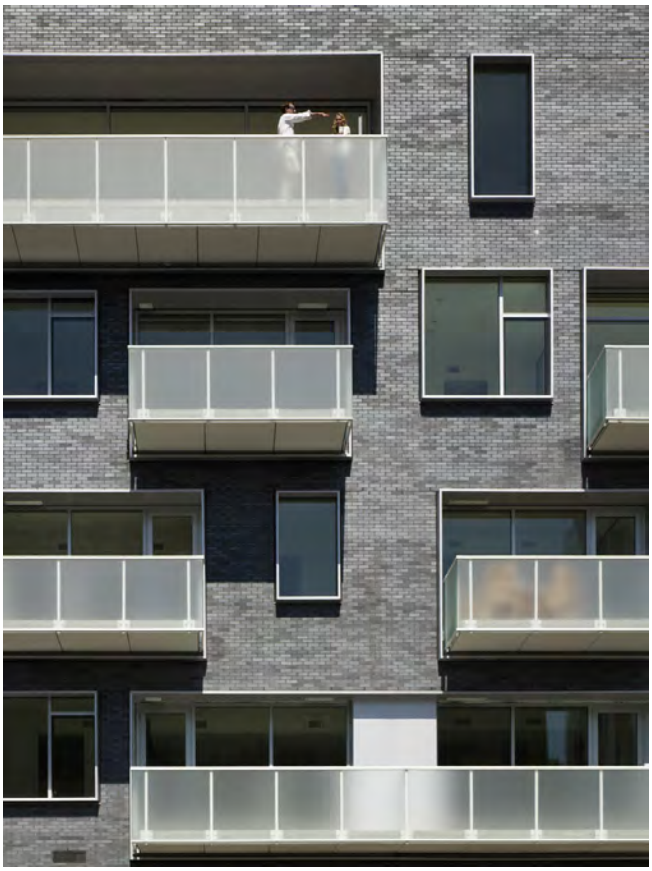
(Top) Variation in the articulation of the Middle Portion to provide visual interest.

(Bottom) Concealed mechanical elements on the Top Portion.

- The top portion should not compete with or undermine other important landmark structures when viewed from the public realm.

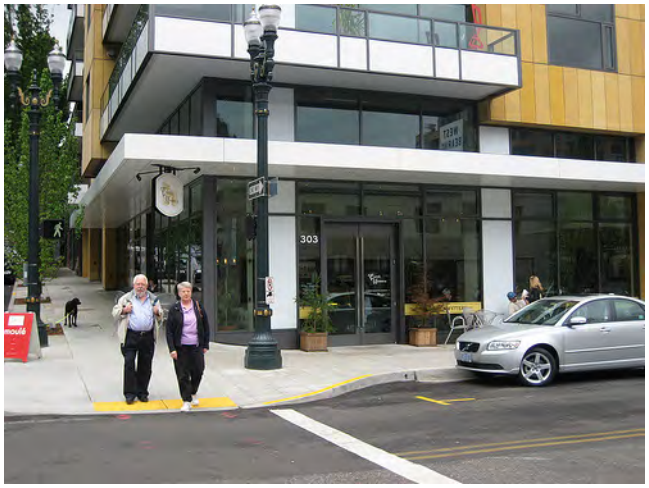
2.2.2 Articulation and Detailing

- Primary building façades, which address adjacent streets or open spaces, should be articulated through the use of elements such as entrances, windows, projections, recesses, canopies, awnings, and changes in material. Primary building façades should not be blank;
- Secondary building façades, which address adjacent streets or open spaces, or are visible from the public realm, should contain a design and material standard equal to the primary building façade. Secondary building façades, which are not visible from the public realm, may be blank;
- Where blank walls occur, the use of additional architectural details and building materials is encouraged;
- Buildings should incorporate vertical bays that reflect the traditional width of residential units and commercial storefronts, which typically ranges between 7 to 9 metres within the Guelph Street Corridor, and between 6 to 8 metres within Downtown Acton. Vertical dimensions between bays may be demarcated using masonry coursing, material and/or colour changes, projecting piers, pilasters or columns;
- Buildings may be horizontally demarcated through the use of masonry coursing, projecting moldings, intermediate cornices, material and/or colour changes;
- Buildings should incorporate elements such as vestibules, recessed entrances, covered walkways, awnings and canopies to provide weather protection;



(Top) Articulate primary building facades through the use of windows, projections, recesses, and changes in material.

(Bottom) The height and massing of buildings should transition between areas targeted for intensification and sensitive adjacent or surrounding land uses or open spaces.



(Top) Corner buildings should incorporate primary entrances at or near the corner.

(Bottom) Primary entrances should address adjacent streets, and should be directly accessible from adjacent sidewalks.

- The upper storeys of mid-rise buildings should incorporate stepbacks, terraces, projecting roof lines, and/or trellises;
- Buildings should have a unique identity, while respecting and responding to the existing context; and,
- Utilities, vents and other unsightly elements should be integrated into the design of the building, and screened from public view.

2.2.3 Entrances

- The design of entrances should complement the form and architectural character of the building;
- Primary building entrances should address adjacent streets, and should be directly accessible from adjacent sidewalks;
- Corner buildings should incorporate primary entrances at or near the corner. Where multiple building entrances are desired, such features should address both frontages;
- Primary building entrances should serve as prominent focal features within the façade, and should complement the articulation and detailing of the building;
- All building entrances should promote visibility and views between interior and exterior spaces;
- The location of building entrances should be coordinated. Residential buildings should incorporate a consolidated residential lobby to service upper storeys;
- Ground floor residential units may incorporate individual unit entrances, or may be accessed via the consolidated residential lobby. Such units should be designed to maintain privacy and security through the provision of grade separation and landscape buffering. Where

appropriate, ground-floor units should have direct access from the street;

- Ground floor commercial uses should incorporate individual unit entrances with prominent display windows;
- Where steps and ramps are required, such features should be architecturally integrated within the building entrance;
- Building entrances may be recessed, where necessary, in order to prevent obstruction of the sidewalk;
- Building entrances should be expressed proportionately to the overall building design, and remain consistent with the rhythm of entrances on adjacent buildings;
- Steps should be avoided at building entrances for AODA compliance and universal accessibility; and
- Residential entrances should provide some form of cover or shelter.

2.2.4 Windows

- The design of windows should complement the form and architectural character of the building;
- Windows should be designed as an expression of interior use, and should play a functional role in providing natural ventilation and light, avoiding functionless blank windows;
- Residential units should incorporate larger windows adjacent to primary living spaces, as well as smaller windows adjacent to secondary living spaces;
- Ground floor commercial uses should incorporate large windows which span the majority of the street frontage;
- Clear glass is preferable, in order to promote views between interior and exterior spaces;
- Skylight windows should be treated as distinct roof elements, and should be coordinated with the design of other roof and building elements;
- Dormer windows should be designed and situated to contribute to the overall massing strategy, and complement the location of lower storey windows; and,
- Sills and lintels should be consistent with the architectural style of the building.

2.2.5 Roofs

- The design of the roof should complement the form and architectural character of the building;
- Dormers, pitches, cupolas, vents and other distinct roof elements are encouraged to promote variety in roof design and form;
- Parapets and cornice treatments are encouraged to emphasize the roof form;
- Flat roofs amenity spaces should be provided with green, reflective or light-coloured roof treatments should be provided, in order to reduce solar heat absorption and energy demand;
- Rooftop mechanical equipment and elevator cores should be architecturally integrated within the building design, or screened from public view;
- When visible from the public realm, it will be essential to ensure that the roof structure is in proportion to the facade below;
- Where roof lines of dynamic interest are a prominent feature in the local context, such as gables, cupolas or turrets; or where roofs may be concealed behind parapets; new development must include similar features to encourage continuity;

- Mechanical roof components (Pipes, ducts and cables) should always be carefully routed and located in the least obtrusive locations;
- Integration of a mechanical penthouse within the building envelope is strongly encouraged;
- Where feasible, green roofs are encouraged on all high-density residential buildings, industrial buildings, commercial buildings and community facilities;
- Green roofs can be extensive or intensive. 80% coverage of total open roof space is encouraged; and,
- Where green roofs are not feasible, reflective or light-coloured roofs are encouraged in order to reduce the urban heat island effect.

2.2.6 Building Materials

- High-quality building materials should be selected based on their aesthetic quality, durability, energy efficiency, lifecycle cost, and environmental impact;
- Stone, brick and glass are encouraged for use as primary building materials;
- Steel, copper, aluminum and wood are encouraged for use as secondary building materials and accents;
- Vinyl, extort insulation finishing systems, and highly reflective glass are discouraged;
- Side and rear façades should include materials of equal quality to the front façade;
- The material composition of upper storeys may differ from that of the ground floor, provided compatibility and appropriate transition is achieved, and the rhythm and proportion of the ground floor is respected;
- Shade devices and other passive solar elements are encouraged; and,

(Top) Extensive Green Roof: fewer plant species, lightweight, lower maintenance.

(Bottom) Heavier load on roof, higher soil depth, can include trees/shrubs and create a private/public open space.

(Top) A single style of awning should be used for the length of the building facade.

(Middle) Canopies should have a minimum vertical clearance of 2.4 metres, and a minimum depth of 1.0 metre.

(Bottom) Stone, brick, and glass are encouraged for use as primary building materials.

- The use of traditional colour palettes is encouraged.

2.2.7 Canopies, Awnings and Overhangs

- Awnings and canopies should be designed to complement the form and architectural character of the building, as well as the design of associated building entrances;
- Durable fabric is encouraged for use in awnings, and metal, glass or wood is encouraged for use in canopies;
- Awnings should incorporate traditional colour schemes with grey undertones, should be designed in keeping with the character of the area, and may be retractable where appropriate;
- A single style of canopy or awning should be used for the length of the building façade; and,
- Canopies, awnings and overhangs should have a minimum vertical clearance of 2.4 metres, and a minimum depth of 1.0 metre. These clearances are intended to maintain direct, clear, and barrier-free pedestrian movement.

2.2.8 Solar Panels

The Environmental Health Pillar of the Town of Halton Hill's Community Sustainability Strategy (2013) strives for a community where integrated, thriving natural systems that are valued, actively protected and enhanced for long term health and enjoyment. One of the key indicators of environmental health in Halton Hills is the rise in renewable energy initiatives, particularly photovoltaic solar panels. As previously stated, buildings must be carefully sited and oriented to optimize solar opportunities. Photovoltaic solar panels are encouraged,and can be integrated seamlessly into buildings with minimal impact on overall aesthetic. This can be achieved through:

- Consideration of colour, shape and proportions of the solar technology systems and mounting technique;
- Ensuring installations coordinate with the shape of the roofline;
- Placement of the panels set back from the edge of flat roofs to minimize visibility from the public realm;
- Particular care when installing panels on heritage buildings, creating minimal impact on the historical character of the structure and its attributes; and,
- Visual screening of ground-mounted solar panels.

2.2.9 Lighting

- All outdoor lighting fixtures should be designed in accordance with Town of Halton Hills standards, and shall be dark sky compliant LED;
- Ground floor front façade windows should create a safe and warm environment for pedestrians;
- Parking areas, driveways, walkways and landscaped open space should be adequately illuminated with low level, pedestrian-scaled lighting; and,
- Where appropriate, design considerations should be given to mitigating potential bird-window collisions through the use of best management practices.

2.2.10 Private Signage

- All private signage shall be designed in accordance with the Town of Halton Hills Sign By-law;
- Buildings should contain a signage band cornice along the primary façade between the first and second floor levels, which matches the height of those contained within neighbouring buildings;
- Signage should be integral to the building façade, and contained within the designated signage band and/or awning. In instances where upper storey businesses exist, all signage should be consolidated on the ground floor;
- Signage should function as coordinated elements of the primary building façade, and should be compatible with the building design in terms of scale, colour and materiality;
- Externally lit or unlit signs are encouraged;
- Free-standing, roof, pylon, banner, mobile, third party, inflatable, neon and back-lit signs should be avoided wherever possible.
- Sign lettering, graphics and colours should be selected to promote the character of the area, and shall be visible from an appropriate distance based on the function and location of the sign;
- Where necessary, freestanding pylon signs should be consolidated within larger sites, located in a manner which does not obstruct pedestrian or vehicular circulation, and integrated within landscaping. In these instances, sign materials should be consistent with that of adjacent buildings; and,
- The building's street address should be placed in a predictable and readable location, in proximity to the primary building entrance.

- The size, form, materials, colours, positioning and lettering of advertisement should be considered. They should be designed to suit the scale, proportions, period, architectural detailing and use of the building.
- The number of signs should be kept to the minimum necessary to convey essential information to prevent visual clutter.
- In general, traditional materials such as painted timber, wrought iron, bronze and other alloys or ceramics will be more appropriate than acrylics and other plastics, especially on or adjacent to heritage buildings.
- Permanent advertisements or structures fixed to a building for the display of advertisements unrelated to the business being carried on in the building should be avoided.

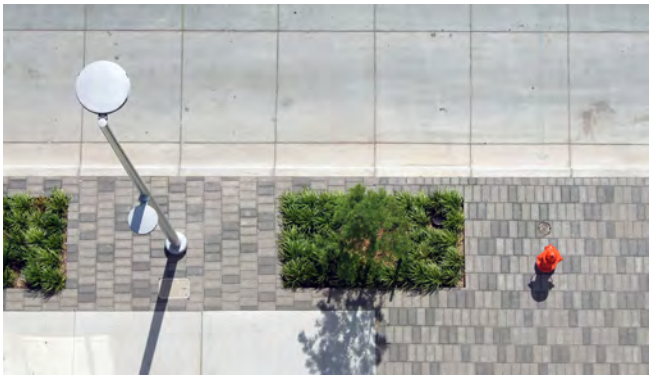
(Above) Signage should function as coordinated elements of the primary building facade, and should be compatible with the building design in terms of scale, colour and materiality.

2.3/

STREETSCAPE DESIGN

2.3.1 Sidewalks

- Sidewalks should be located between buildings and adjacent boulevards. See Section 2.3.2 for more information;
- Sidewalks should have a minimum width of 1.5 metres, and should be constructed of poured in place concrete with a broom finish for traction, in keeping with Accessibility for Ontarians with Disabilities Act regulations;
- Within private properties, accent materials may be used to identify special locations, assist in wayfinding, define pedestrian-priority routes, and to establish a hierarchy of public spaces. Such materials should be permeable, and may include concrete, stone or brick pavers which are visually distinguished from the sidewalk;
- Sidewalks should be graded and scored at intersections, and should include curb-ramps with trundle domes, as well as tactile warning indicators at intersections to provide barrier-free access;
- Where warranted, curb extensions may be incorporated at intersections and mid-block locations in order to expand the sidewalk, provide additional pedestrian space, and shorten road crossings;
- Sidewalks should be well-defined, barrier free, inter-connected, and legible;
- All below-ground utilities should be consolidated and located under the sidewalk, in order to facilitate the provision of continuous



(Top) Boulevards may be comprised either of hard and/or soft landscaping, depending on street type, adjacent land use and site conditions.

(Middle) Street trees should be located within boulevards, and setback consistently from the adjacent curb edge and sidewalk.

(Bottom) Street and pedestrian-scaled lighting should be consolidated onto a single pole, where possible, to minimize visual clutter.

and deep soil trenches within the boulevards. See Section 2.3.3 for more information; and,

- Sidewalks should be designed in accordance with Town of Halton Hills design criteria and engineering standards.

2.3.2 Boulevards

- Boulevards should be located between adjacent sidewalks and curb edges. See Section 2.3.1 for more information;
- Boulevards should have a minimum width of 2.0 metres where continuous soil trenches are provided, and 2.5 metres where individual soil trenches are provided;
- Boulevards may be comprised of either hard and/or soft landscaping, depending on street type, adjacent land use and side conditions;
- Where hard landscaping is desired, boulevards should be constructed of permeable materials such as concrete, stone or brick pavers which are visually distinguished from the sidewalk. Such paving treatments should be consistent in colour and pattern throughout the extent of Downtown Acton and the Guelph Street Corridor in Georgetown;
- All street trees, street and pedestrian lighting, street furniture, signage and wayfinding should be located within the boulevard, and setback consistently from the adjacent curb edge and sidewalk, in a manner which does not physically or visually obstruct pedestrian or vehicular traffic, and is in accordance with associated right-of-way standards; and,
- Boulevards should be designed in accordance with Town of Halton Hills design criteria and engineering standards.

2.3.3 Street Trees and Landscaping

- Street trees and landscaping should be coordinated to reinforce the identity of Downtown Acton and the Guelph Street Corridor in Georgetown;
- Street trees should be located within boulevards, and setback consistently from the adjacent curb edge and sidewalk, in a manner which does not physically or visually obstruct pedestrian or vehicular traffic, and is in accordance with associated right-of-way standards;
- Street trees should provide a large canopy, and should shade sidewalks in order to reduce the urban heat island effect and enhance micro-climate conditions;
- Native or non-invasive deciduous tree species, which are drought resistant, and salt tolerant, and meet Accessibility for Ontarians with Disabilities Act clearance requirements are required;
- In order to ensure biodiversity, and to protect against the spread of disease, an appropriate diversity of tree species should be provided within any given area, thus avoiding monoculture planting. This should be accomplished while providing a consistent variety of species on either side of a given street;
- Tree selection and spacing should relate to the street type, adjacent land use and site conditions. Generally, smaller deciduous street trees should be spaced 6 to 8 metres apart, and larger deciduous street trees should be spaced 8 to 12 metres apart;
- Street trees should be spaced a minimum of 3.5 metres from adjacent driveways;

- Tree trenches should have a minimum 30 cubic metre soil volume capacity, with appropriate soil structure, irrigation and drainage conditions, in order to ensure successful tree growth;
- Opportunities to bridge soil rooting areas, below adjacent hard landscaped boulevard areas, should be considered;
- Street tree locations should be coordinated with utilities, in order to minimize root pruning during utility maintenance and to ensure optimum tree growth;
- The use of enhanced landscaping features and treatments is encouraged at intersections, provided site-lines and daylight corners are maintained; and,
- Street trees and landscaping should be designed in accordance with Town of Halton Hills design criteria and engineering standards.

2.3.4 Street and Pedestrian Lighting

- Street and pedestrian lighting should be coordinated to reinforce the identity of Downtown Acton and the Guelph Street Corridor in Georgetown;
- Street and pedestrian lighting should be located within boulevards, and setback consistently from the adjacent curb edge and sidewalk, in a manner which does not physically or visually obstruct pedestrian or vehicular traffic, and is in accordance with associated right-of-way standards;
- Street and pedestrian lighting should be consolidated onto a single pole, where possible, to minimize visual clutter;
- Street and pedestrian lighting must be located at regular intervals, and should alternate from one side of the street to the other, where feasible;
- Pedestrian lighting should be designed to be attractive, producing a special streetscape character, enhancing the pedestrian environment and improving the perception of pedestrian safety;
- Consideration should be given to providing additional or feature pedestrian lighting with banner signage and/or hanging baskets in areas with a high volume of pedestrian activity, including nodes and gateways;
- Street and pedestrian lighting should be dark sky compliant, should be down-cast, and should incorporate LED technology to reduce energy and maintenance demand; and,
- Street and pedestrian lighting shall be designed in accordance with Town of Halton Hills design criteria and engineering standards.

2.3.5 Street Furniture

- For the purpose of these guidelines, street furniture refers to seating, waste / recycling receptacles, bicycle locks, newspaper boxes, and mail boxes;
- Street furniture should be coordinated to reinforce the identity of Downtown Acton and the Guelph Street Corridor in Georgetown;
- Street furniture should be located within boulevards, and setback consistently from the adjacent curb edge and sidewalk, in a manner which does not physically or visually obstruct pedestrian or vehicular traffic, and is in accordance with associated right-of-way standards;

(Top) Signage and wayfinding should be provided at the pedestrian scale, and should be legible and comprehensive.

(Bottom) Street furniture should be located at regular intervals to encourage use.

- Street furniture should be located at regular intervals to encourage use;
- Consideration should be given to providing additional street furniture in areas with a high volume of pedestrian activity, including nodes and gateways;
- Street furniture should have a consistent theme and contemporary style, and should be designed to optimize convenience, access and comfort;
- Street furniture should be made of durable, renewable, low-maintenance and locally produced materials;
- Only publicly owned and maintained furniture should be located within the public right-of-way;
- The precise location of street furniture should be evaluated on a case-by-case basis to ensure no negative impacts on safety, operational and/or maintenance requirements of the Town of Halton Hills; and,
- Street furniture should be designed in accordance with Town of Halton Hills design criteria and engineering standards.

2.3.6 Public Signage and Wayfinding

- Signage and wayfinding should be coordinated to reinforce the identity of Downtown Acton and the Guelph Street Corridor in Georgetown;
- Signage and wayfinding should be located within boulevards, and setback consistently from the adjacent curb edge and sidewalk, in a manner which does not physically or visually obstruct pedestrian or vehicular traffic, and is in accordance with associated right-of-way standards;
- Signage and wayfinding should be provided at the pedestrian scale;

- Signage and wayfinding should be legible and comprehensible. This can in part be accomplished by using signs that are simple, using intuitive graphics with high contrast, locating signage so that it is visible to people of all heights, and utilizing upper and lower case fonts of a legible size;
- Signage and wayfinding should have a consistent theme and contemporary feel, and should be designed to optimize convenience and access; and,
- Signage and wayfinding should be designed in accordance with Town of Halton Hills design criteria and engineering standards.

2.3.7 Public Art

- Public art should be durable and easily maintained;
- Public art should be both physically and visually accessible and barrier free;
- Public art should be particularly encouraged in gateway locations and to enhance the distinct character and appearance of places;
- Public art may be provided either within private property or within the public boulevard. In either case, public art should be located in a manner which does not physically or visually obstruct pedestrian or vehicular traffic, and is in accordance with associated right-of-way standards;
- Public art should explore opportunities to celebrate local historic and cultural events, and may play an interpretive or commemorative role, contributing to an identifiable sense of place;
- Public art that integrates wayfinding is encouraged;
- Public art should foster creativity, and may include elements which are interactive and playful;

(Top) Public art should foster creativity, and may incorporate elements which are interactive and playful.

(Middle) Public art should be durable, and easy to maintain.

(Bottom) Transit stops should incorporate shelter structures for weather protection, where feasible.

- Nodes and gateways are considered priority locations for public art;
- Public art may include sculptures, murals, or architectural features. It may be incorporated into the design of buildings, seasonal planting, signage and wayfinding elements, seating, street furniture, pedestrian amenities, lighting and other infrastructure elements;
- Public art is encouraged to be combined with accent lighting and accent / decorative planting;
- Locations appropriate for the new addition of public art include public and cultural facilities (Acton Town Hall, Mold-Masters SportsPlex, Greenwood Cemetery is just outside the Guelph Street study area), parks and open spaces (Dominion Gardens Park, Mold-Masters SportsPlex), trails, gateways and corridors; and,
- All public art introduced must adhere to the overall guidelines and Halton Hills' Public Art Master Plan.

2.3.8 Transit Stops

- Transit stops should be coordinated to reinforce the identity of Downtown Acton and the Guelph Street Corridor in Georgetown;
- Transit stops should be located within boulevards, and set back consistently from the adjacent curb edge an sidewalk, in a manner that does not physically or visually obstruct pedestrian or vehicular traffic, and is in accordance with associated right-of-way standards;
- Transit stops should be clearly marked and highly visible;
- Transit stops should incorporate shelter structures for weather protection where feasible, prioritizing areas with a high volume of pedestrian activity, including nodes and gateways;
- Transit stops should incorporate seating elements and refuse bins;
- Direct and barrier-free connections should be established between transit stops / shelters and adjacent sidewalks;
- Sensor strips should be provided in strategic locations along the curb edge, adjacent to the sidewalk, in order to facilitate transit access for persons with limited mobility;
- Secure bicycle parking should be provided at transit hubs and stops to encourage active transportation;
- Street and pedestrian lighting should be provided at transit stops / shelters to promote safety;
- Multi-use paths and trails should be linked to transit stops / shelters, where feasible; and,
- All transit stops / shelters should be designed in accordance with the requirements of GO Transit, and the Town of Halton Hills Public Works Department.

2.3.9 Utilities

- Utilities should be located underground, where feasible;
- Above-ground utilities should be integrated into the streetscape and clustered to maximize opportunities for street tree planting;
- Utility infrastructure should be located away from park and open space frontages, nodes and gateways, and significant landmarks;
- Alternative methods of concealing and integrating utility services within the public right-of-way may be considered, including architectural screens, covers, wraps or public art features and installations; and,
- The placement of utilities in alternative locations, such as within public easements, should be explored.

2.4/

PRIVATE OPEN SPACE DESIGN

2.4.1 Landscaping and Outdoor Amenity Space

- Landscape design should incorporate the retention of existing mature trees, where possible, as well as the planting of new trees within the site, where space permits- to provide shade and soften urban landscapes;
- Streetscape elements should be provided along street frontages to maintain a consistent urban character;
- Site fencing design should be complementary with the design of buildings;
- Continuous connections between buildings and adjacent streets and open spaces is encouraged in order to promote a pedestrian friendly environment;
- The development of publicly accessible privately owned open space is encouraged at prominent locations such as nodes, gateways, major intersections, and within large-scale development sites;
- A range of outdoor amenity spaces should be incorporated into the design of mid-rise buildings. Private outdoor amenity space should be provided in the form of terraces and balconies. Common outdoor amenity space should be provided in the form of landscaped courtyards, forecourts, and accessible rooftops;
- Hard and/or soft landscaping should be provided between buildings and adjacent streets in a manner which emphasizes the

(Top) The development of publicly accessible privately owned open spaces is encouraged at prominent locations such as nodes, gateways, major intersections, and within large-scale development sites.

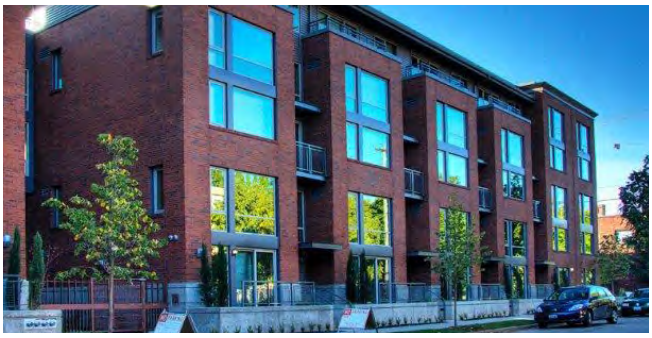
(Bottom) Landscaping should include hard and soft landscape elements, including planting, decorative walls / fencing, paving materials, and pedestrian amenities.

aesthetically pleasing views into development sites from the street frontages;

- Landscaping should include hard and soft landscape elements, including planting, decorative walls / fencing, paving materials, and pedestrian amenities such as seating, shelter, and refuse bins.
- Landscape elements, such as planting arrangements, should provide visual emphasis at the end of view corridors on buildings sites and vista terminations;
- Where buildings are located adjacent to neighbourhoods, and where parking lots abut adjacent streets, landscape buffers should be used to mitigate negative visual impacts;
- Where provided, landscape buffers should have a minimum width of 3.0 metres. In instances where additional buffering height is warranted, landscape buffers should incorporate a combination of fencing, shrubs, screen planting and/or landscaped berms;
- Where provided, shrubs and/or screen planting should occupy a minimum of 50% of the length of the landscape buffer, and should form a continuous screen between properties;
- Where provided, decorative fencing should be no taller than 1.2 metres;
- Landscaping should be used to screen parking areas and focus attention on adjacent buildings and/or open spaces; and,
- Snow storage must be a consideration.

2.4.2 Terraces and Balconies

- Residential apartments should include private outdoor amenity and habitable space which, in addition to courtyards and forecourts, should include the provision of terraces and balconies, where appropriate;
- Terraces and balconies should be large enough to comfortably accommodate space for seating, with a minimum depth of 1.5 metres;
- The colour of railings should reflect the design of the building; and,
- Balconies and terraces should be designed as cohesive elements of the building.



(Top) Apartments should include terraces and balconies, where appropriate.

(Middle) Balconies and terraces should be large enough to comfortably accommodate space for seating.

(Bottom) Balconies and terraces should be designed as cohesive elements of hte building.

2.5/

ACCESS AND CIRCULATION DESIGN

2.5.1 Access, Servicing and Storage

- Parking entrances should be oriented to minimize visual impacts on adjacent properties;
- Loading and service areas should be integrated into the building design or placed away from street frontages and screened from view. Screening measures should include trees, landscaping and/or architectural screening'
- Loading and service areas should be buffered visually and as necessary for noise impacts, especially when located adjacent to neighbourhoods;
- Driveway entrances should be integrated within the building design, located away from building corners and with minimal interruption of walkways and sidewalks;
- Driveway entrance locations should be coordinated and consolidated, where feasible;
- Curb cuts and driveways should be minimized in width, and should be consolidated between adjacent properties, where feasible;
- On corner lots, driveways should be accessed from the street of lesser prominence;
- The use of permeable surface materials should be considered within driveways to minimize run-off;

(Top) Hard surface areas should be minimized with landscaping and permeable, sustainable material technologies should be prioritized.

(Bottom) Accessible parking spaces should have direct access to building entrances and should not be placed across a drive aisle.

- Ground floor frontages may need to be set back adjacent to parking access sites to provide visibility at the exit;
- Loading facilities should be consolidated between adjacent properties, where feasible;
- Garbage storage rooms should be centralized indoors, and at the rear of the building;
- Service and outside storage enclosures should be constructed of materials to match or complement the building material. No enclosure should be made of any form of chain link fencing, gates and / or access doors may be constructed of materials different from the actual enclosure material to facilitate operation;
- Outside storage areas should be fully screened by wall enclosures. Screen walls should have a minimum height equal to that of the item in which it is screening;
- Outside storage should not be visible from any street;
- Utility meters, transformers and HVAC equipment should be located away from public view; and,
- Noise attenuation measures should be provided where service areas are in proximity to Neighbourhoods. These features should be complementary in material and design to surrounding buildings and structures, to reinforce the image of the community.

2.5.2 Vehicle Parking

- Surface and structured parking spaces should generally be located at the side or rear of buildings, either served by laneways or consolidated by block;
- Visitor / guest parking spaces should be clearly distinguished from resident parking spaces, and should be coordinated in location;
- Hard surface areas should be minimized with landscaping and permeable, sustainable material and technologies should be prioritized;
- Surface parking spaces should be organized in compact formations with significant, high-quality soft landscaped edges, especially adjacent to the public realm;
- Landscaping and site organization should prioritize managing stormwater quality and quantity on-site, wherever possible;
- Landscaping near parking and vehicle routes should prioritize opportunities for shading, without minimizing safety and visibility;
- Pedestrian movement should be given priority in the design of all parking facilities. Clearly marked, direct and safe pedestrian routes should be provided wherever possible and should be separated when appropriate;
- Lighting for parking should be oriented to limit visual impact on adjacent neighbourhoods but should otherwise be well distributed to enhance safety and visibility;
- Accessible parking spaces should have direct access to building entrances and should not be placed across a drive aisle;
- The landscaping within parking lots should include trees to provide shade;

(Top) Bicycle parking should be provided in proximity to buildings in order to encourage active transportation.

(Bottom) All bicycle parking for visitors external to the building should be covered, either by lobby canopy, breezeways, or independent shelter structures.

- Garbage rooms shall be equipped with three waste streams to be consistent with the Halton Region system: organic, recycling and regular; and,
- The installation of charging stations for electric vehicles is encouraged.

2.5.3 Bicycle Parking

- Internal bicycle parking should be located at grade with direct access to the adjacent street, wherever possible, or should provide ramped access to the street;
- Internal bicycle parking should be made available to employees and residents;
- All bicycle parking for visitors external to the building should be covered, either by lobby canopies, breezeways or independent shelter structures;
- Bicycle parking should be provided in proximity to buildings in order to encourage active transportation;
- Bicycle racks can be strategically used to structure and animate open spaces;
- Bicycle facilities, including lockers and showers, should be provided to employees; and,
- Bicycle parking should be positioned close to the main entrance in a location that does not interfere with pedestrian movement.

Section 3 /

Georgetown - Guelph Street Corridor Design Guidelines

3.1/

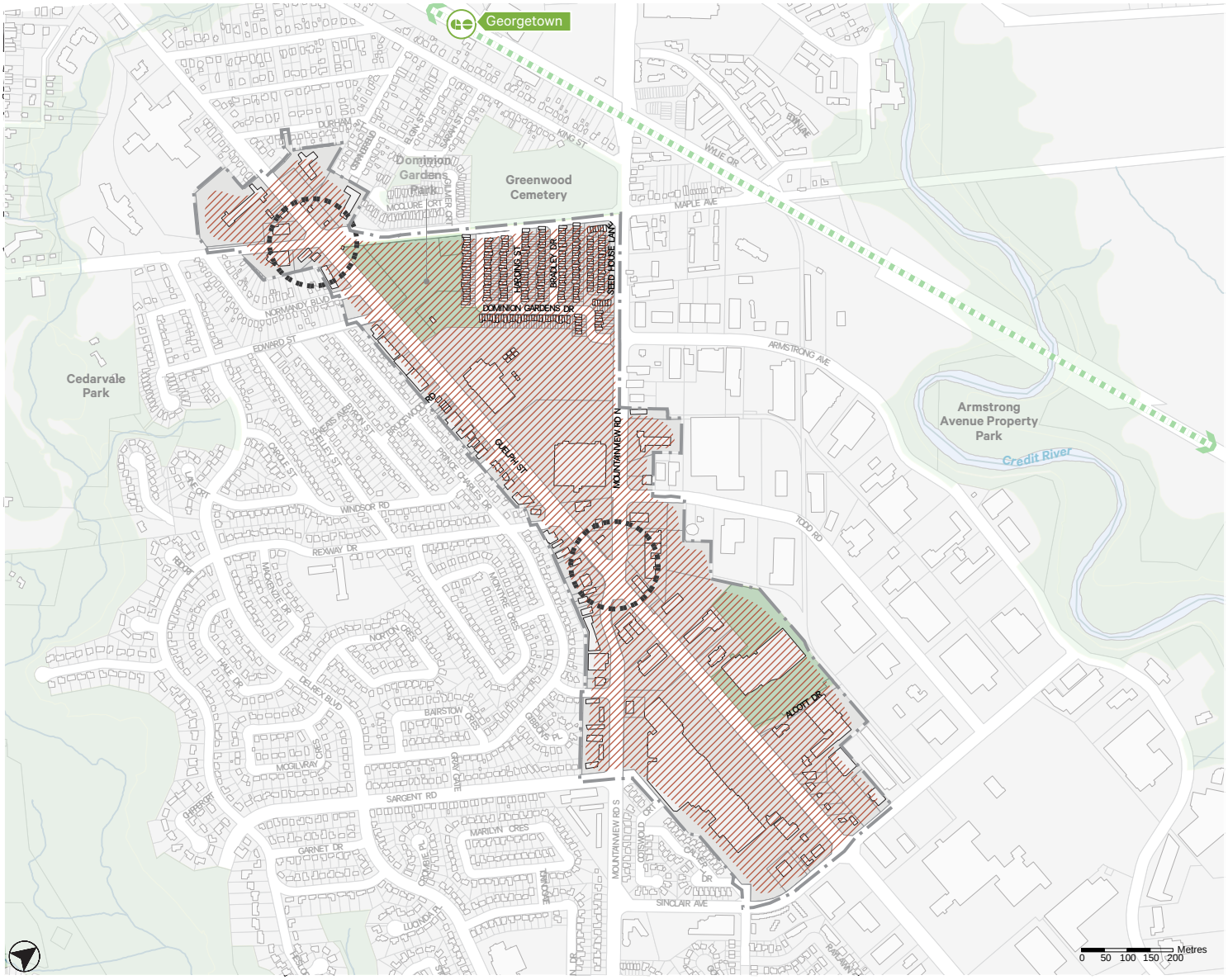
General Guidelines

This section builds upon the design direction provided in Section 2.0, and establishes a set of area-specific design guidelines, which pertain to all future development within the Georgetown Guelph Street Corridor.

The Georgetown Guelph Street Corridor generally encompasses all lands bounded by Durham Street to the west, the Georgetown GO Station Secondary Plan Area to the north, Sinclair Avenue to the east, and residential areas to the south. The area is comprised of a main commercial corridor, and two identified Activity Nodes. It is one of the principle entrances into Georgetown, and is the first impression visitors and potential investors see when travelling into the area.

The vision for the Georgetown Guelph Street Corridor is to remain one of the primary multi-use, multi-purpose commercial areas of the Town of Halton Hills. This will be achieved through the introduction of a diverse range of retail, service, community, institutional and recreational uses which serve all residents of Halton Hills; consolidating, intensifying, and expanding major commercial uses; redeveloping existing major commercial uses to foster a more attractive pedestrian-oriented environment; and developing complementary residential and institutional uses to capitalize on the location of the area and existing infrastructure.

In addition to the general guidelines contained within Section 2.0 of this document, future developments within the Georgetown Guelph Street Corridor should be undertaken in a manner which is consistent with the following:



Study Area

GO Rail Corridor

Waterbody

Watercourse / Drainage Feature

Park / Open Space / Greenlands

Intensification Area

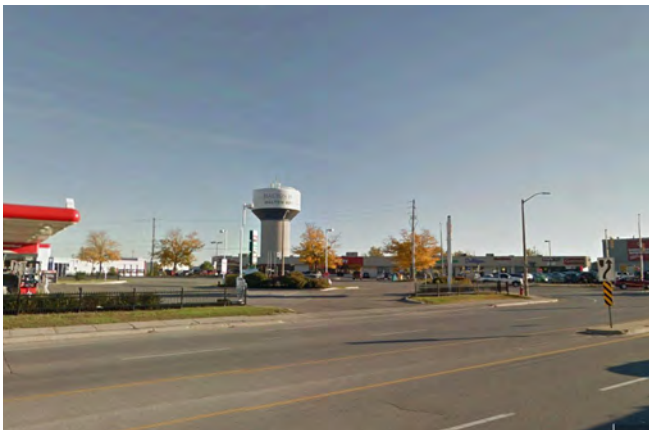
Activity Node

3.1.1 Character

- Development within the Guelph Street Corridor should be undertaken at a high standard of architectural and landscape design quality;
- New large buildings should be articulated so as to lessen their mass, to add visual interest and create a comfortable pedestrian realm; and,
- New buildings towards Durham Street (the entrance to the traditional Downtown) should maintain a similar articulation to the historical facades of the adjacent buildings, and buildings of heritage value or interest should be preserved.

3.1.2 Setbacks

- New buildings within the Georgetown Guelph Street Corridor should generally be built close to the street edge, in keeping with minimum Zoning requirements, in order to establish a more urban and continuous streetwall condition. This is important for the purposes of fostering a visually pleasant and pedestrian friendly environment. This should be achieved while establishing porous building interfaces through the provision of appropriate side yard setbacks;
- In instances where existing large format commercial buildings are anticipated to remain for the foreseeable future, including the Georgetown Market Place, opportunities should be explored to introduce stand-alone small format retail buildings, located close to the street edge; and,
- Other strategic measures should be undertaken to integrate existing large format commercial buildings into the fabric of the Georgetown Guelph Street Corridor, resulting in a more continuous and lively streetscape.



(Top) Existing development along the Guelph Street corridor in Georgetown.

(Middle) Development within an existing downtown should be undertaken at a high standard of quality.

(Bottom) Careful articulation of mass is critical to the creation of a comfortable pedestrian realm.

(Top) New buildings within the Guelph Street corridor should generally be built close to the street edge.

(Middle) The ground floor of buildings which front onto Guelph Street should have a minimum floor-to-floor height of 4.5 metres where at-grade retail uses are anticipated.

(Bottom) New large format commercial buildings should be built to the appearance of 2 storeys.

3.1.3 Height, Massing and Transitions

- Buildings within the Guelph Street Corridor, outside of identified Activity Nodes, should have a minimum building height of 2 storeys. Such buildings should generally have a maximum height of 8 storeys, with the exception of lands located along the south side of Guelph Street, between Maple Avenue and Mountainview Road, which should have a maximum building height of 4 storeys;
- Buildings within the Guelph Street Corridor, outside of identified Activity Nodes, should have a minimum streetwall height of 2 storeys, and a maximum streetwall height of 3 storeys;
- The ground floor of buildings which front onto Guelph Street should have a minimum floor-to-floor height of 4.5 metres where at-grade commercial uses are anticipated, including Major Commercial, Secondary Commercial, and Mixed Use Sub-Areas, as well as where other non-residential at-grade uses are anticipated, including Major Institutional Sub-Areas;
- New and existing large format buildings should be broken down into an appearance of multiple smaller buildings, especially toward Durham street/where feasible; and,
- New large format commercial buildings should be built to the appearance of 2 storeys, either through the incorporation of 2 functional storeys or the provision of a double-height single storey building. Fake / faux storeys are strongly discouraged.

3.1.4 Landscaping and Furnishing

- Improvements to Guelph Street and flanking residential streets, including Albert Street, Durham Street, Normandy Boulevard, Edward Street, Brucewood Drive, Windsor Road and Rexway Drive should be designed to ensure comfort, safety and convenience through the selection of complementary furnishings and surface material pallets, the preservation of existing mature street trees, and the selection of indigenous and non-invasive plant species;
- Improvements to Guelph Street should prioritize the creation of a complete street: narrowing of asphalt width or the introduction of a landscaped central medians to break-up the continuity of asphalt, the introduction of mid-block pedestrian crossings or additional formalized intersections, the introduction of enhanced active transportation amenities the narrowing of existing major intersections and removal of channelized right-hand turns, the continued introduction of street furniture and street trees / landscaping and regular intervals, the burying of overhead wires, and the provision of special paving treatments at intersections and crosswalks (in compliance with all corresponding safety, accessibility and technical standards);
- Improvements to Mountainview Road should prioritize the creation of a complete street: the introduction of mid-block pedestrian crossings or additional formalized intersections, the introduction of enhanced active transportation amenities, the narrowing of existing major intersections and removal of channelized right-hand turns, the continued introduction of street furniture and street trees / landscaping and regular intervals, the burying of overhead wires, and the provision of special paving

(Top) Landscape improvements within private properties should prioritize the planting of new trees within the front and rear yards.

(Middle and Bottom) Improvements to Guelph Street should prioritize the creation of complete streets: introduction of street trees / landscaping and furnishings, and the burying of overhead wires.

(Top) Parking lot situated underground.

(Bottom) Parking lot at rear of building.

treatments at intersections and crosswalks (in compliance with all corresponding safety, accessibility and technical standards);

- Improvements to flanking and adjacent residential streets, including Albert Street, Durham Street, Normandy Boulevard, Edward Street, Brucewood Drive, Windsor Road, Maple Avenue and Rexway Drive should preserve the domestic residential character of such streets by maintaining existing landscaped boulevards, introducing additional street trees to expand the urban tree canopy, and burying overhead wires; and,
- Landscape improvements within private properties should prioritize the planting of new, native, drought and salt tolerant, non-invasive tree species within the front and rear yards in order to expand the existing urban tree canopy, where appropriate.

3.1.5 Parking, Loading and Servicing

- Parking, loading and service areas should be located underground or to the side or rear of the buildings;
- Curb cuts along Guelph Street should be minimized and consolidated, where feasible;
- if parking must be provided at building front, parking spaces should be limited to one row; and,
- Where rear parking is abutting adjacent residential areas, measures must be taken to minimize light and sound pollution through fencing and vegetative screening with native, non-invasive, drought-tolerant tree species.

3.2/

ACTIVITY NODES

Within the Georgetown Guelph Street Corridor, the intersections of Guelph Street / Maple Avenue and Guelph Street / Mountainview Road are recognized as Activity Nodes, which are major intersections, entry points, and active gateways to the corridor. More than a decorative arch or sign, these gateways define “place” with ample pedestrian movement, street-level activity, dense development and visual identity,

The vision for the Activity Nodes is to accommodate moderate to high levels of intensification, and to enhance the visual prominence and significance of these entrances to the Georgetown Guelph Street Corridor. This will be achieved by introducing an appropriate mix and intensity of uses, and ensuring appropriate transitions in height and massing to adjacent developments along Guelph Street, Maple Avenue and Mountainview Road., and abutting low-density residential properties. To create a distinct sense of place, landmark buildings and public art will be integrated to emphasize the significance of these intensified nodes.

In addition to the general guidelines contained within Sections 2.0 and 3.1 of this document, future developments within Activity Nodes should be undertaken in a manner which is consistent with the following:

3.2.1 Design Quality

- Development within Activity Nodes should be undertaken at the highest standard of architectural and landscape design quality;

(Top) Buildings should make a significant contribution to the character and identity of the Georgetown community.

(Middle) Buildings should frame and orient views toward adjacent streets and open spaces.

(Bottom) Buildings should maintain a continuous streetwall, while incorporating opportunities to expand the public realm.

- Buildings within Activity Nodes should make a significant contribution to the character and identity of the Georgetown community, while respecting the immediate context and creating a distinct built form, appearance or landmark; and,
- Activity Node buildings should respond to their prominent location, framing and orienting views towards adjacent streets and open spaces to signify points of entry and exit.

3.2.2 Setbacks

- Additions and new buildings within Activity Nodes should maintain a continuous streetwall, while incorporating opportunities to expand the public realm through the provision of increased setbacks and/ or privately owned publicly accessible open spaces, where appropriate; and,
- In the case of new buildings situated on a street corner, varying setbacks may apply. Each individual building face must correspond with the setback provisions of its adjacent street.

3.2.3 Height, Massing and Transitions

- Buildings within Activity Nodes should have a minimum building height of 3 storeys, and a maximum height of 8 storeys;
- Buildings within Activity Nodes should have a minimum streetwall (building base) height of 2 storeys, and a maximum streetwall height of 3 storeys;
- The ground floor of buildings within Activity Nodes may have a minimum floor-to-floor height of 4.5 metres where at-grade commercial uses are anticipated, including Primary Commercial, Secondary Commercial, and Mixed Use Sub-Areas;

Example of a building with distinct 3-storey massing directly abutting the street (streetwall), middle, and top portion.

- Where appropriate, Activity Node buildings may include taller building elements and landmark features to reflect their visual prominence, and to address prominent corner conditions adjacent to Guelph Street.
- To minimize shadow impact and create a comfortable pedestrian realm, angular planes must be applied to new buildings, especially within Mixed-Use Sub-Areas. This will require ensuring new built form height does not exceed a 45 degree angular plane, projected from the centre line of a public right-of-way, or shared property line of abutting/ adjacent residential property or open space zone; and,
- Many sides of buildings within the corridor abut low-density residential, thus requiring careful consideration of visual transition in all new development.

3.2.4 Landscaping, Furnishing, Signage and Public Art

- Privately owned publicly accessible open space should be incorporated at appropriate locations within Activity Nodes. Such features should function as extensions of the public realm, including sidewalks, boulevards, forecourts, and patio areas;
- Activity Nodes should incorporate public realm features adjacent to public street frontages. Specific elements should be selected on a site-by-site basis, but should include such elements as decorative walls, seating areas, bicycle locks, refuse/recycling receptacles, patios, pergolas, trees and enhanced landscaping, signage / wayfinding elements, banners, public art, and special paving treatments. Furnishings may either have a material pallet which is consistent with the remainder of the Georgetown community, or may be distinct;
- In selecting public realm features, consideration should be given to items which foster community identity, and which reflect and interpret the history, traditions and culture of the Georgetown community through site branding, signage, public art, etc.; and,
- Landscaping should enhance and complement Activity Nodes as entry features to the Guelph Street Corridor and Dominion Gardens Park, but not create visual obstructions for motorists. Planting should be selected to minimize maintenance requirements and watering demands. Plant materials should be native and drought tolerant and not create barriers for pedestrians.

3.2.5 Parking, Loading and Servicing

- Parking, loading and service areas should be located underground or to the rear of the buildings. Surface parking areas should not abut Guelph Street, Maple Avenue, or Mountainview Road, nor should they abut Urban Squares or Dominion Gardens Park; and,
- Curb cuts to support pedestrian accessibility should be included at appropriate, safe locations within the Activity Nodes that promote universal accessibility.

(Above) Curb cuts support universal accessibility to accomodate the increased pedestrian flow within the Activity Nodes.

Section 4 /

Acton - Downtown Area Design Guidelines

4.1 /

GENERAL GUIDELINES

This section builds upon the design direction provided in Section 2.0, and establishes a set of area-specific design guidelines, which pertain to all future development within the Acton Downtown Area.

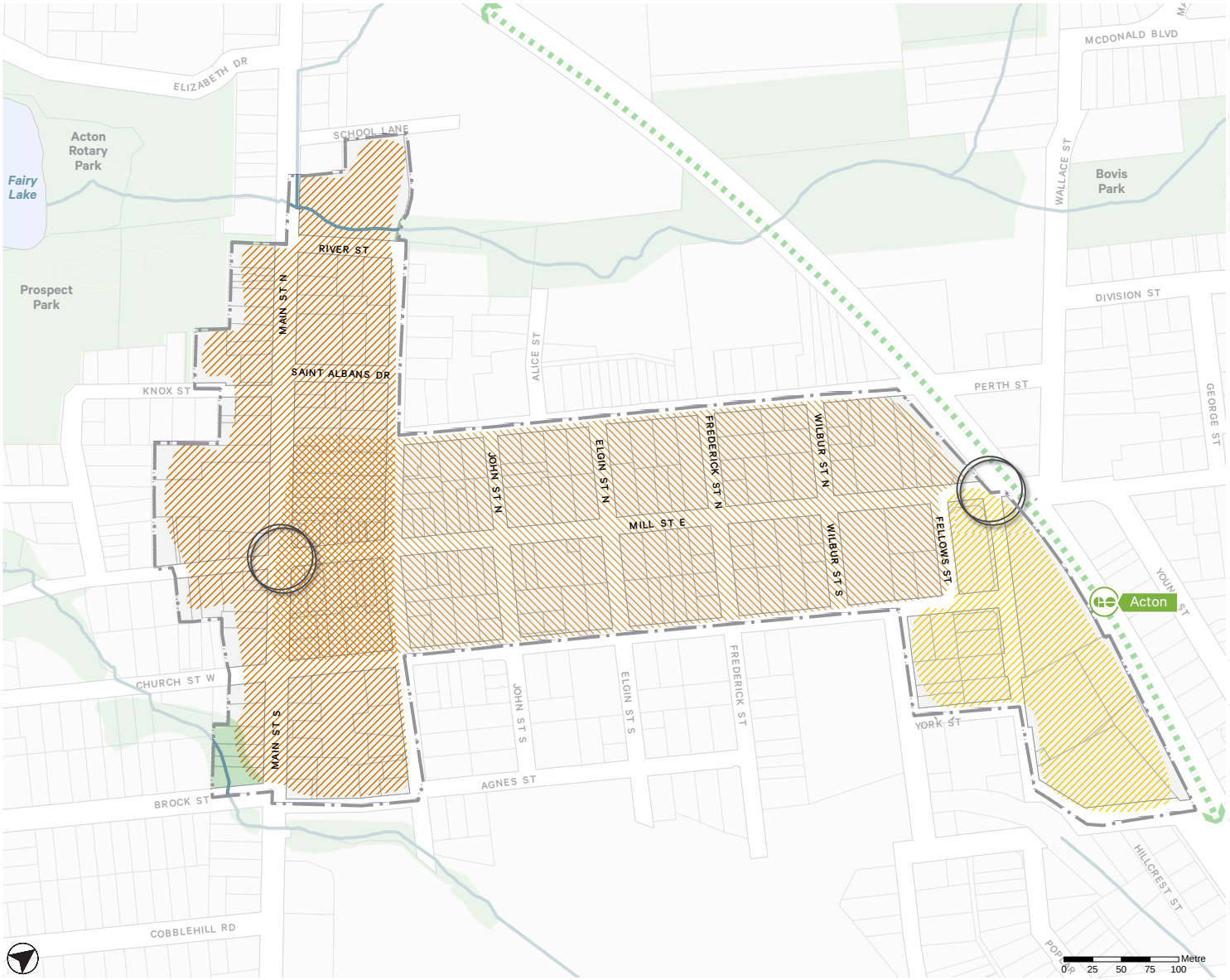
Acton is one the towns which comprise settlements within the Greenbelt. Its downtown is its traditional historic centre, deeply valued by local residents and visitors. Downtown Acton generally encompasses all lands bounded by Prospect Park and Rotary Park to the west, School Lane and Bower Street to the north, the GO Rail corridor to the east, and Eastern Avenue, York Street, Church Street, and Agnes Street to the south. The area is comprised of three distinct Precincts, and two identified Gateways.

The vision for Downtown Acton is to remain one of the primary focal points for commerce, tourism and pedestrian-scale activity in the Town of Halton Hills. This will be achieved through the introduction of an appropriate mix of uses, streetscape and façade improvements that preserve and revitalize the cultural and historic character (see following heritage map) of the Downtown, while carefully balancing tradition with contemporary, innovative design. The importance of the Downtown will be reinforced by identifying and promoting a complementary area for transitional commercial development, and protecting the residential character of the area adjacent to the Downtown.

In addition to the general guidelines contained within Section 2.0 of this document, future developments within Downtown Acton should be undertaken in a manner which is consistent with the following:

4.1.1 Design Quality

- Significant views and vistas of mature street trees, and of landmark buildings should be preserved and enhanced through the strategic



Study Area

GO Rail Corridor

Waterbody

Watercourse / Drainage feature

Park / Open Space / Greenlands

Precincts

Main Street Precinct

Mill Street Precinct

Acton GO Station Precinct

Gateway

siting, orientation and massing of buildings. This should be achieved through the provision of appropriate setbacks, recesses, building separation, stepbacks, and limiting of overall building height;

- Additions and new buildings should not visually compete with, nor detract from, existing landmark buildings, which serve as wayfinding elements and punctuate the skyline;
- The removal and replacement of existing detached single family dwellings on flanking and adjacent residential streets, for more intense forms of development, is subject to an amendment to the implementing zoning by-law and must maintain and/or enhance the existing character of the neighbourhood;
- New buildings and additions to historical buildings may be designed to evoke a contemporary design response. Whether a new building or addition, buildings should be designed by a qualified Heritage Architect with a minimum of five years of experience working with heritage buildings, with membership in the Canadian Association of Heritage Professionals;
- Where contemporary design expression is sought, new buildings and additions should be complementary to, and compatible with, the historic character of Downtown Acton. New development should reference the historical build of the heritage buildings around it. This includes building and floor heights, building articulation and fenestration including vertical and horizontal demarcation elements, building entrance design, window placement and sizing, solid and glazed material proportions, building materials, weather protection elements, and architectural details;
- Adaptive re-use of cultural heritage resources, including properties which are either Listed (of cultural heritage value or interest, but not

(Top) Adaptive re-use of cultural heritage resources is encouraged to occur through the conservation and rehabilitation of existing buildings, and/or through contextually-sensitive alterations.

(Bottom) New buildings may be designed in high quality heritage styles or may evoke a contemporary design expression.

(Top) Where appropriate, new development should reference heritage adjacencies with respect to building and floor heights, building articulation and fenestration, building entrance design, window placement and sizing, solid and glazed material proportions, building materials, whether protection elements, and architectural details.

(Bottom) Acton Town Hall is an example of adaptive re-use of cultural heritage resources.

designated) or Designated (of cultural value and interest, requiring consent for alteration of removal) under Part IV of the Ontario Heritage Act, or other properties which contain features of cultural heritage significance, is encouraged to occur through the conservation and rehabilitation of existing buildings, and/or through contextually-sensitive alterations. It is to be ensured that the character and appearance of cultural heritage buildings and landscapes are preserved and enhanced. Alterations that detract from the character and appearance of cultural heritage buildings in terms of their form, scale, detailing, colour and materials are not appropriate;

- Roof additions to cultural heritage resources should be limited to no more than 2 storeys above the existing building height, should be stepped back from the primary building face / streetwall, and should occupy a space no greater than 1/3 of the building volume;
- Front additions at the front of cultural heritage resources, which result in uncharacteristic alterations to the primary building face / streetwall, are strongly discouraged;
- Additions and renovations to buildings should reference the building on which work is being undertaken, both in scale and materials used. Such additions should maintain existing floor-to-floor heights, and respect the building's original appearance; and,
- In the case of cultural heritage resources, storefront renovations should be in keeping with the original building design, using those elements that are intact, and replacing missing features based on documentary evidence.

4.1.2 Architectural Details

- Regarding cultural heritage features, where possible, the original building fabric should be preserved. Deteriorated architectural features should be repaired, rather than replaced. Where replacement is necessary, such alterations should match the original materials as closely as possible. Replacement of missing features should be based on documented evidence;
- When cultural heritage features are veneered, after some time their alteration may be deemed out of character. In such a case, the building veneer may be removed and replaced. Original elements of the heritage structures should be preserved and replaced, where necessary, if damaged;
- Building materials should be selected for their durability and compatibility with the historic character of Downtown Acton. Appropriate materials include limestone, terra cotta brick, or wooden siding. If glazing is preferred, transparent glazing should be used over tinted or frosted glazing;
- Regarding cultural heritage resources, cornices and parapets should be repaired or restored to their original configuration, where necessary. Masonry walls should be exposed up to and including the parapet. Corrugated metal cladding or modern pre-finished materials applied to the parapet are discouraged;
- Lighting fixtures should be selected to ensure their design, location, intensity and emitted colour are appropriate for the historic character of Downtown Acton. Fixtures may be selected from applicable replica styles appropriate to the architecture of buildings throughout Downtown Acton, or from contemporary designs that are compatible with its heritage character;
- Back-lit signs and indirect sign lighting should be discouraged as they are not in keeping with the heritage character of Downtown Acton;
- Signs are encouraged on commercial frontages, and must comply with the provisions of Halton Hills Town Sign By-Law, and the Town of Halton Hills Community Improvement Program;
- Signs should be designed to relate to the character of the buildings on which they are attached and should be visibly compatible with the traditional appearance of their street;

(Above) Diagrams depicting desirable vs. undesirable architectural details for buildings within Downtown Acton.

(Adjacent Top) Streetscape improvements should be designed to conserve and enhance the character of Downtown Acton.

(Adjacent Middle and Bottom) Sample street furniture.

- Shop front fascia signs should be contained within the original architectural fascia of the building and only show the name/nature of the business. Incorporating the street number in the fascia sign is desirable in all cases; and,
- Projecting or Hanging Signs on timber or metal hanging boards of modest size and good proportions are a traditional feature of commercial streets and, where possible, original brackets and boards should be retained. Hanging signs on wrought iron brackets are almost always preferable to solid projecting box signs, especially within conservation areas, but exceptions may be made on modern buildings.

4.1.3 Landscaping and Furnishing

- Streetscape improvements should be designed to conserve and enhance the character of Downtown Acton while ensuring comfort, safety and convenience through the selection of complementary furnishings and surface material palettes, the preservation of existing mature street trees, and the selection of indigenous, historically accurate and drought-tolerant/ non-invasive plant species;
- Landscape improvements within private properties should prioritize the planting of new trees within the front and rear yards in order to expand the existing urban tree canopy, where appropriate; and,
- Repairs and alterations to cultural heritage resources and heritage landscapes should comply with Parks Canada's "Standards and Guidelines for the Conservation of Historic Places in Canada".

4.2 /

Mill Street Precinct

The Mill Street Precinct generally encompasses all lands bounded by Main Street to the west, Bower Street to the north, Eastern Avenue to the east, and Church Street to the south (refer to map on page 40). However, portions of the Precinct overlap with the adjacent Main Street Precinct to the west and Acton GO Station Precinct to the east, at identified Gateways. Characterized by 1 to 2 storey buildings, It is the commercial high street of Acton, consisting of commercial retail and office buildings with minimal setbacks, interspersed with and punctuated by civic and cultural buildings with generous setbacks and landscaping.

The Precinct is centered on Mill Street, which is the traditional main street - the heart - of Downtown Acton. The vision for the Mill Street Precinct is to retain and reinforce the historic commercial character of Mill Street, while allowing for contextually-sensitive infill and redevelopment. This will be achieved while ensuring appropriate transitions in height, massing, ground floor uses and landscaping to flanking residential streets to the north and south. The aim of the guidelines should be to improve the environment of the prominent transport corridor of Main Street and making it an attractive asset to the town.

The Mill Street roadway is part of a collecting link agreement with MTO. Implementation of the guidelines in this section may require further detailed study.

In addition to the general guidelines contained within Sections 2.0 and 4.1 of this document, future developments within the Mill Street Precinct should be undertaken in a manner which is consistent with the following:

(Top and Middle) Existing landmark buildings, including the MacKinnon Family Funeral Home and former Acton Baptist Church should constinue to define the skyline along Mill Street.

(Bottom) New buildings should generally reflect the historic commercial main street character of Mill Street.

4.2.1 Design Quality

- Development within the Mill Street Precinct should be undertaken at a high standard of architectural and landscape design quality;
- New buildings should compliment the historic commercial main street character of Mill Street;
- Existing landmark buildings, including the MacKinnon Family Funeral Home at 55 Mill Street East and the former Acton Baptist Church at 80 Mill Street East, should continue to define the streetscape along Mill Street;
- New buildings should not obscure, compete with, or undermine the visual impact of prominent landmark buildings and structures when viewed from the public realm; and,
- New buildings and improvements to existing residential buildings on flanking and adjacent residential streets, including Willow Street, John Street, Elgin Street, Frederick Street, Willbur street, Bower Street and Church Street should preserve the domestic residential character of the area.

4.2.2 Setbacks

- Along Mill Street, additions and new buildings within the Mill Street Precinct should maintain a continuous streetwall, while ensuring that the varied nature of the area, which includes a varied interface of tighter and more separated buildings, is retained through the provision of appropriate side yard setbacks; and,
- A continuous streetwall is not necessary along flanking residential streets, where front and side yard setbacks can be greater.

(Top and Bottom) New buildings should provide visual transition and range from 2-3 Storeys +.

4.2.3 Height, Massing and Transition

- Buildings within the Mill Street Precinct, outside of identified Gateways, should have a minimum building height of 2 storeys, and a maximum building height of 4 storeys;
- Buildings within the Mill Street Precinct, outside of identified Gateways, should have a minimum streetwall height of 2 storeys, and a maximum streetwall height of 3 storeys;
- The ground floor of buildings which front onto Mill Street should have a minimum floor-to-floor height of 4 metres;
- All new buildings should be constructed to a height which respects adjacent low-density residential areas;
- Buildings within the Mill Street Precinct, along flanking and adjacent residential streets, should have a maximum height of 2-3 storeys; and,
- Buildings within the Mill Street Precinct, along flanking and adjacent residential streets, should have a ground floor height of 3 metres;

4.2.4 Landscaping and Furnishing

- Historic elements in the streetscape should be re-instated wherever possible, using evidence from historic photographs and archival documents, and integrating existing and new public art into the streetscape, to preserve the character and historic identity of Downtown Acton;
- Improvements to Mill Street should prioritize the narrowing of asphalt width, the widening of sidewalks, introduction of active transportation infrastructure, the continued introduction of street furniture and street trees at regular intervals, and the continued provision of special paving treatments at intersections and crosswalks (in compliance with all corresponding safety, accessibility and technical standards);
- Improvements to flanking and adjacent residential streets, including Willow Street, John Street, Elgin Street, Frederick Street, Willbur street, Bower Street and Church Street should preserve the domestic residential character of such streets by maintaining existing landscaped boulevards, introducing additional street trees to expand the urban tree canopy, and burying overhead wires;
- Existing mature trees within the streetscape should be maintained. If a tree must be removed, a new tree should be planted in its place; and,
- Signs should be fixed to the traditional ground floor fascia panel; they should respect the depth of the traditional fascia panel that exists on the building as well as those of the adjacent buildings.

4.2.5 Parking, Loading and Servicing

- Parking, loading and service areas should be located underground or to the rear of the buildings. Surface parking areas should not abut Mill Street;
- Curb cuts along Mill Street should be minimized and consolidated, where feasible; and,
- Along flanking and adjacent residential streets, parking options should consist of integral side or detached rear yard garages; a parking pad; staggered driveways to avoid large paved areas of asphalt.

4.3 /

Main Street Precinct

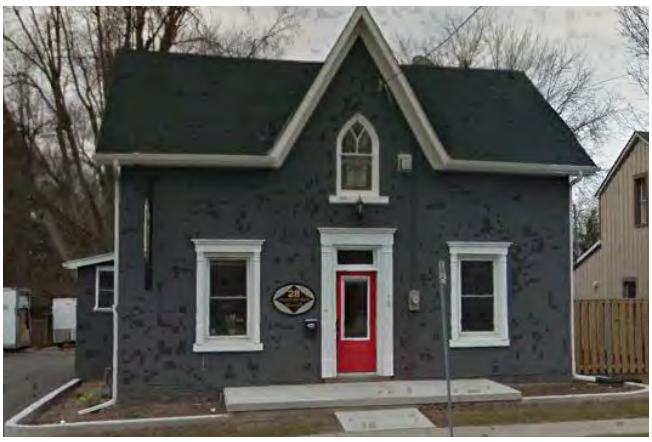
The Main Street Precinct generally encompasses all lands bounded by Prospect Park and Rotary Park to the west, School Lane to the north, Willow Street to the east, and Brock Street to the south. The Precinct is currently defined by 1-2 storey residential, commercial, and institutional/community services buildings with minimal setbacks, considerable building separation and ample surface parking. Portions of the precinct overlap with the adjacent Mill Street Precinct to the east, at an identified Gateway.

The Precinct is centered on Main Street, which transitions from a primarily residential to commercial street as it approaches Mill Street from the north and south. The vision for the Main Street Precinct is to retain the transitional character of Main Street, while allowing for contextually-sensitive infill and moderate intensification through mixed-use development in areas surrounding Mill Street. This will be achieved while ensuring appropriate transitions in height, massing, ground floor uses and landscaping to flanking residential streets to the east and west.

In addition to the general guidelines contained within Sections 2.0 and 4.1 of this document, future developments within the Main Street Precinct should be undertaken in a manner which is consistent with the following:

4.3.1 Design Quality

- Development within the Main Street Precinct should be undertaken at a high standard of architectural and landscape design quality;



(Top) Existing landmark buildings, including Knox Presbyterian Church, should continue to define the Main St. streetscape.

(Middle and Bottom) New buildings should generally reflect the small scale and main street character of existing development along Main Street, but may incorporate more intense forms of development, where appropriate.

- Existing landmark buildings, including Knox Presbyterian Church at 44 Main Street North, should continue to define the streetscape of Main Street and respect relationship to adjacent low density residential neighbourhoods;
- Along Main Street, south of Church Street and north of Knox Street, such buildings should generally reflect the small-scale nature of the historic building fabric which is comprised primarily of detached single family dwellings, some of which have been converted for commercial uses;
- Along Main Street, north of Church Street and south of Knox Street, such buildings should generally reflect a main street character, and may accommodate intensification in the form of new, larger developments in keeping with appropriate height and massing provisions; and;
- New buildings and improvements to existing residential buildings on flanking and adjacent residential streets, including Knox Street, St. Alban drive, River Street, Church Street, Brock Street and Agnes Street should preserve the domestic residential character of the area.

4.3.2 Setbacks

- Additions and new buildings within the Main Street Precinct should maintain a continuous streetwall, while ensuring that the varied nature of the area, which includes a varied interface of tighter and more separated buildings, is retained through the provision of appropriate side yard setbacks; and,
- A continuous streetwall is not necessary along flanking and adjacent residential streets, where front and side yard setbacks can be greater.

4.3.3 Height, Massing and Transition

- Buildings within the Main Street Precinct, outside of identified Gateways, should have a minimum building height of 2 storeys, and a maximum building height of 4 storeys;
- Buildings within the Main Street Precinct, outside of identified Gateways, should have a minimum streetwall height of 2 storeys, and a maximum streetwall height of 3 storeys; and,
- The ground floor of buildings which front onto Main Street should have a minimum floor-to-floor height of 4 metres.
- Buildings within the Main Street Precinct, along residential streets, should have a maximum height of 2-3 storeys;
- Buildings within the Main Street Precinct, along residential streets, should have a ground floor height of 3 metres.

4.3.4 Landscaping and Furnishing

- Improvements to Main Street should prioritize the narrowing of asphalt width, the widening of sidewalks, the introduction of active transportation infrastructure, the introduction of street furniture and street trees at regular intervals, the continued provision of special paving treatments at intersections and crosswalks, the introduction of mid-block pedestrian crossings or additional formalized intersections, and the burying of overhead wires (in compliance with all corresponding safety, accessibility and technical standards); and,

- Improvements to flanking and adjacent residential streets, including Knox Street, St. Alban drive, River Street, Church Street, Brock Street and Agnes Street should preserve the domestic residential character of such streets by maintaining existing landscaped boulevards, introducing additional street trees to expand the urban tree canopy, and burying overhead wires.

4.3.5 Parking, Loading and Servicing

- Parking, loading and service areas should be located underground or to the rear of the buildings. Surface parking areas should not abut Main Street;
- Curb cuts along Main Street should be minimized and consolidated, where feasible; and,
- Along flanking and adjacent residential streets, parking options should consist of integral side or detached rear yard garages, parking pads, or staggered driveways to avoid large paved areas of asphalt.

4.4 /

Acton GO Station Precinct

The Acton GO Station Precinct generally encompasses all lands bounded by Maria Street and Fellows Street to the west, Mill Street to the north, the GO Rail corridor to the east, and Eastern Avenue to the south. However, portions of the precinct overlap with the adjacent Mill Street Precinct to the north, at an identified Gateway.

- The Precinct is centered on Eastern Avenue and the Acton Major Transit Station Area, which consists primarily of the existing Acton GO Station, associated parking facilities, stand-alone medical buildings, one large format commercial building, and a few single family dwellings. The vision for the Acton GO Station Precinct is to accommodate moderate levels of intensification, through the provision of mixed-use and transit-oriented development. This will be achieved while ensuring appropriate transitions in height, massing, ground floor uses and landscaping to flanking residential streets to the west, east and south.
- In addition to the general guidelines contained within Sections 2.0 and 4.1 of this document, future developments within the Acton GO Station Precinct should be undertaken in a manner which is consistent with the following:

4.4.1 Design Quality

- Development within the Acton GO Station Precinct should be undertaken at the highest standard of architectural and landscape design quality;

(Top) Existing surface parking lot associated with Acton GO Station.

(Middle) Existing large-format commercial development located adjacent to the Acton GO Station.

(Bottom) Existing medical / commercial development located adjacent to the Acton GO Station.

- Buildings within the Acton GO Station Precinct should make a significant contribution to the character and identity of the Acton community, while respecting the immediate context and creating a distinct built form, appearance or landmark;
- Buildings within the Acton GO Station should contribute toward the creation of a distinct skyline, which is unique to the Precinct and separate from the remainder of Downtown Acton. This should be accomplished while ensuring that significant views and vistas to mature trees and landmark buildings, throughout Downtown Acton, are maintained and enhanced; and,
- New buildings and improvements to existing residential buildings on flanking and adjacent residential streets, including Church Street, York Street and Hillcrest Street should accomodate moderate levels of intensification through redevelopment, infill and building additions which respect the existing character of the area while facilitating a mixed-use node.

4.4.2 Setbacks

- New buildings within the Acton GO Station Precinct should provide a continuous streetwall, and should establish porous building interfaces through the provision of appropriate side yard setbacks; and,
- A continuous streetwall is not necessary along flanking and adjacent residential streets, where front and side yard setbacks can be greater.

(Top) Maximum heights within the Acton GO Precinct should not exceed 6 storeys.

(Middle & Bottom) A continuous streetwall should be provided, with some porosity through side yard setbacks.

4.4.3 Height, Massing and Transition

- Buildings within the Acton GO Station Precinct, outside of identified Gateways, should have a minimum building height of 3 storeys, and a maximum building height of 6 storeys. Alternative minimum building heights may be proposed through a Comprehensive Development Plan;
- Buildings within the Acton GO Station Precinct, outside of identified Gateways, should have a minimum streetwall height of 3 storeys, and a maximum streetwall height of 4 storeys;
- The ground floor of buildings which front onto Eastern Avenue should have a minimum floor-to-floor height of 4.5 metres where commercial uses are anticipated, and 4.0 metres along Mill and Main Streets;
- Buildings within the Acton GO Station Precinct, along residential streets, should have a maximum height of 2-3 storeys;
- Buildings within the Acton GO Station Precinct, along residential streets, should have a ground floor height of 3 metres;
- Buildings should be situated or constructed to minimize the impacts of noise and vibration, resulting from proximity to the GO Rail corridor; and,
- Buildings directly adjacent to the corridor may require a noise mitigation barrier for optimal comfort and safety. Design measures to minimize the aesthetic of the concrete wall should be taken including vegetative screening.

(Top and Middle) Existing development adjacent to the intersection of Mill and Main Streets.

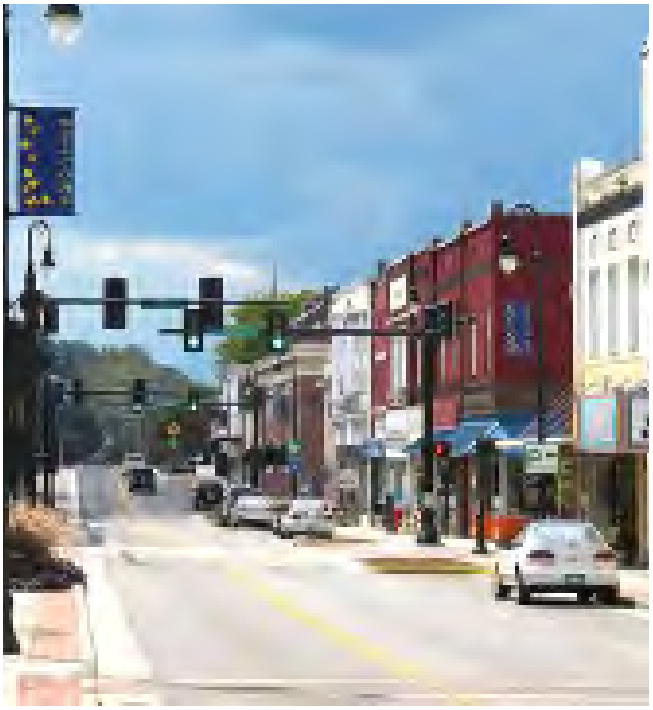
(Bottom) Existing development adjacent to the intersection of Mill Street and Eastern Avenue.

4.4.4 Landscaping and Furnishing

- Improvements to Eastern Avenue should prioritize the introduction of street furniture and street trees at regular intervals, the provision of special paving treatments at intersections and crosswalks, the introduction of mid-block pedestrian crossings (if warrants met) or additional formalized intersections, and the burying of overhead wires;
- Furnishing along flanking and residential streets within the Acton GO Precinct should include waiting stations, seating, and wayfinding/ signage to accomodate transit riders; and,
- Improvements to flanking and adjacent residential streets, including Church Street, York Street and Hillcrest Street should preserve the domestic residential character of such streets by maintaining existing landscaped boulevards, introducing additional street trees to expand the urban tree canopy, and burying overhead wires.

4.4.5 Parking, Loading and Servicing

- Parking, loading and service areas should be located underground or to the rear of the buildings over the long-term.
- In the short term, surface parking areas abutting Eastern Avenue can be improved by introduction of low height walls or fences, and planting strips to separate them visually from the street, without losing parking spaces.
- Curb cuts along Eastern Avenue should be minimized and consolidated, where feasible;
- Access to the Acton GO Station site should be provided from various transportation modes, including considerations for pedestrians, bicycle routes and bicycle parking, commuter pick-up / drop-off areas, carpool parking, car share vehicles, and parking / recharging stations for electric vehicles. Access routes should be both safe and pleasant for commuters, following lines of desire; and,
- Along flanking and adjacent residential streets, parking options should consist of integral side or detached rear yard garages, parking pads, or staggered driveways to avoid large paved areas of asphalt.



(Top) Additons and new buildings identified within gateways should maintain a continuous streetwall, as shown.

(Bottom) Maximum building height within Gateways should not exceed 5 storeys.

4.5 /

Gateways

- Within Downtown Acton, the intersections of Mill Street / Main Street and Mill Street / Eastern Avenue are recognized as Gateways, which create a sense of arrival. The Mill Street / Main Street Gateway overlaps with the boundaries of the Mill Street and Main Street Precincts, while the Mill Street / Eastern Avenue Gateways overlaps with the boundaries of the Mill Street and Acton GO Station Precincts.
- The vision for the Gateways is to accommodate moderate levels of intensification, and to enhance the visual prominences of and significance of these entrances to Downtown Acton through introduction of landmark features or buildings that attract visual attention. This will be achieved while retaining and reinforcing the historic commercial character of Mill Street, and ensuring appropriate transitions in height and massing to adjacent developments along Main Street, Mill Street, and Eastern Avenue.
- In addition to the general guidelines contained within Sections 2.0 and 4.1 of this document, future developments within Gateways should be undertaken in a manner which is consistent with the following:

4.5.1 Character

- Development within Gateways should be undertaken at the highest standard of architectural and landscape design quality;
- Buildings within Gateways should make a significant contribution to the character and identity of the Acton community, while respecting the immediate context and creating a distinct built form, appearance or landmark;
- Gateway buildings should respond to their prominent location, inviting people in, framing and orienting views towards adjacent streets and open spaces to signify points of entry and exit; and,
- Visual clutter (in the form of billboards or unwanted signage, inconsistent streetwall, surface parking lots, etc.) should be discouraged so as to maintain the distinct character of the gateways.

4.5.2 Setbacks

- Additions and new buildings within identified Gateways should maintain a continuous streetwall, while incorporating opportunities to expand the public realm through the provision increased setbacks and/ or privately owned publicly accessible open spaces, where appropriate.

4.5.2 Height, Massing and Transitions

- Buildings within Gateways should have a minimum building height of 3 storeys, and a maximum building height of 6 storeys;
- Buildings within Gateways should have a minimum streetwall height of 2 storeys, and a maximum streetwall height of 3 storeys;
- The ground floor of buildings within Gateways should have a minimum floor-to-floor height of 4 metres where at-grade commercial uses are anticipated, including Downtown Core and Downtown Redevelopment Sub-Areas; and,
- Where appropriate, Gateway buildings may include taller building elements and landmark features to reflect their visual prominence, and to address prominent corner conditions.

4.5.3 Landscaping, Furnishing, Signage and Public Art

- Privately owned publicly accessible open space should be incorporated at appropriate locations within Gateways. Such features should function as extensions of the public realm, including sidewalks, boulevards, forecourts, and patio areas;
- Gateways should incorporate public realm features adjacent to public street frontages. Specific elements should be selected on a site-by-site basis, but should include such elements as decorative walls, seating areas, bicycle locks, refuse/recycling receptacles, patios, pergolas, trees and enhanced landscaping, signage / wayfinding elements, banners, and special paving treatments. Furnishings may have a material palette which is consistent with the remainder of Downtown Acton, however incorporating a higher quantity of these elements is encouraged;
- Public art, both the retention of existing and the introduction of new public art is strongly encouraged at all gateway locations;

- In selecting public realm features, consideration should be given to items which foster community identity, and which reflect and interpret the history, traditions and culture of the Acton community; and,
- Landscaping should enhance and complement Gateways as entry features to Downtown Acton, but not create visual obstructions for motorists. Plantings should be selected to minimize maintenance requirements and watering demands. Plant materials should not create barriers for pedestrians.

4.5.4 Parking, Loading and Servicing

- Parking, loading and service areas should be located underground or to the rear of the buildings over the long term.
- In the more immediate term, surface parking areas should not abut Mill Street, Main Street, or Eastern Avenue without some form of screennng (i.e. low-height walls/fences in keeping with aesthetic character of the area or planted beds); and,
- Curb cuts should not be provided within Gateways.

Town of Halton Hills

Infill Design Guidelines

July 2019 (Draft)

TOWN OF HALTON HILLS

Prepared by:

SvN

Contents

1 Introduction

1.1 Purpose of the Guidelines

The purpose of these Guidelines is to inform the design of future development within Mature Neighbourhoods, Contemporary Neighbourhoods and Nodes and Corridors throughout Georgetown and Acton, within the Town of Halton Hills. These Guidelines build upon relevant policies of the Town of Halton Hills Official Plan, as they pertain to lands designated Low, Medium and High Density Residential Areas, as well as Corridor Commercial Areas, Secondary Node Areas, and Civic Centre Areas (Schedules A3 and A6).

These Guidelines have been prepared as part of a broader update to the 2010 Intensification Opportunities Study. They have been prepared following a review of existing and prevailing conditions and applicable zoning regulations. As such, these Guidelines have been prepared to reflect policy and regulatory changes at the Provincial, Regional and local level; the emergence of new materials and technologies; and emerging best practices with respect to sustainability; accessibility; crime prevention through environmental design (CPTED); and urban design.

These Guidelines address opportunities for infill development and intensification at two specific scales throughout the communities of Georgetown and Acton, in the Town of Halton Hills. Firstly, these Guidelines address opportunities for low-rise infill development and limited low-rise intensification within existing Mature and Contemporary Neighbourhoods. Mature Neighbourhoods are generally comprised of detached and semi-detached dwellings, on larger lots, in older areas of the community. In contrast, Contemporary Neighbourhoods include detached and semi-detached dwellings on smaller lots, in combination with townhouses and low-rise apartments, in newer areas of the community. Secondly, the Guidelines address opportunities for low to mid-rise intensification within sites which have been identified as Nodes and Corridors, and are generally located along collector and arterial roads. These areas are generally comprised of stand-alone small and large format commercial buildings, or office buildings.

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1.2 Community Boundaries and Structure

ACTON

Neighbourhoods

Within the community of Acton, Mature Neighbourhoods are primarily concentrated east of the Downtown, in the area generally bounded by the rail corridor to the west, properties fronting the north side of McDonald Boulevard to the north, properties fronting the east side of Churchhill Road to the east, and properties fronting the south side of Longfield Road to the south. They are also concentrated west of the Downtown, in the area generally bounded by Fairly Lake to the west, properties fronting the north side of Elmore Drive to the north, properties fronting the east side of Main Street to the east, and Kingham Road to the south. Small pockets of Mature Neighbourhoods also exist immediately north and south of Downtown Acton. All other residential areas, including those designated as Medium Density and High Density Residential Areas on Schedule A6 of the Town of Halton Hills Official Plan, are considered Contemporary Neighbourhoods.

Nodes and Corridors

Lands fronting either side of Queen Street, east of the Downtown, between the rail corridor and Tanners Drive, are identified as a Corridor Commercial Area on Schedule A6 of the Town of Halton Hills Official Plan. This designation does not permit residential uses, however it does encourage intensification of certain commercial uses. Please refer to Figure 1 for more information.

Areas Excluded from these Guidelines

Several areas of Acton are subject to separate planning and/or urban design studies, or represent land use designations which do not permit residential uses. As such, these areas are excluded from these Guidelines. They include:

- Downtown Area;
- General Employment Areas;
- Major Institutional Areas; and
- South Acton Special Study Area.

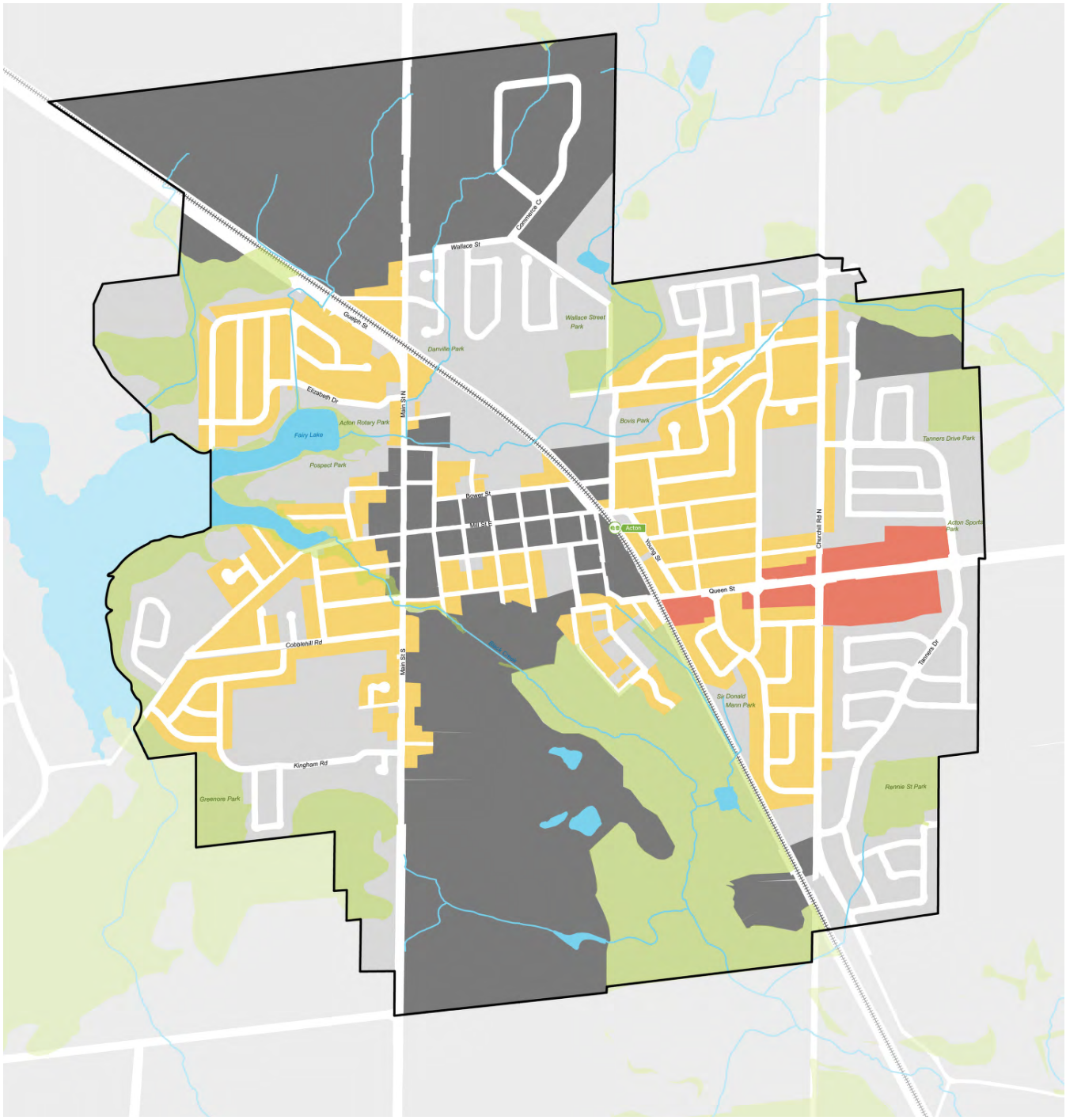

Figure 1: Acton Community Boundaries and Structure

- Nodes and Corridors
- Mature Neighborhoods
- Areas Excluded from these Guidelines
- Contemporary Neighbourhoods
- Green Spaces
- Waterbody
- Urban Boundary

Figure 2: Typical conditions in Mature Neighbourhoods - Acton

Figure 3: Typical conditions in Mature Neighbourhoods - Acton

Figure 4: Typical conditions in Contemporary Neighbourhoods - Acton

Figure 5: Typical conditions in Contemporary Neighbourhoods - Acton

Figure 6: Typical conditions in Nodes and Corridors along Queen Street - Acton

Figure 7: Typical conditions in Nodes and Corridors along Queen Street - Acton

Figure 8: Typical conditions in Nodes and Corridors along Queen Street - Acton

Figure 9: Typical conditions in Nodes and Corridors along Queen Street - Acton

GEORGETOWN

Neighbourhoods

Within the community of Georgetown, Mature Neighbourhoods are primarily concentrated south of the Downtown, in the area generally bounded by Cedarvale Park to the west, Maple Avenue to the north, properties fronting the west side of Guelph Street to the east, and Hungry Hollow Ravine to the south. They are also concentrated north of the Downtown, in the area generally bounded by Mary Street and the Georgetown Fairgrounds to the west, Highway 7 to the north, Georgetown GO Station to the east, and Downtown Guelph to the south. All other residential areas, including those designated as Medium Density and High Density Residential Areas on Schedule A3 of the Town of Halton Hills Official Plan are considered Contemporary Neighbourhoods.

Nodes and Corridors

Lands fronting either side of Guelph Street, between Sinclair Avenue and McFarlane Drive, are identified as Corridor Commercial Area on Schedule A3 of the Town of Halton Hills Official Plan. Lands located at the northeast corner of the intersection of Trafalgar Road and Maple Avenue are identified as the Civic Centre Area and Trafalgar Road Redevelopment Area on Schedule A3. These designations permit medium density uses, with a mix of uses in the former and residential uses in the latter. Lands located on the four corners surrounding the intersection of Mountainview Road and Argyll Road, are identified as a Secondary Node Area on Schedule A3. This designation supports multiple unit residential and mixed use development. Please refer to Figure 10 for more information.

Areas Excluded from these Guidelines

Several areas of Georgetown are subject to separate planning and/or urban design studies, or represent land use designations which do not permit residential uses. As such, these areas are excluded from these Guidelines. They include:

- GO Station Area;
- Downtown Area;
- Community Node Area;
- General Employment Areas;
- Major Institutional Areas; and
- Future Residential / Mixed Use Areas.

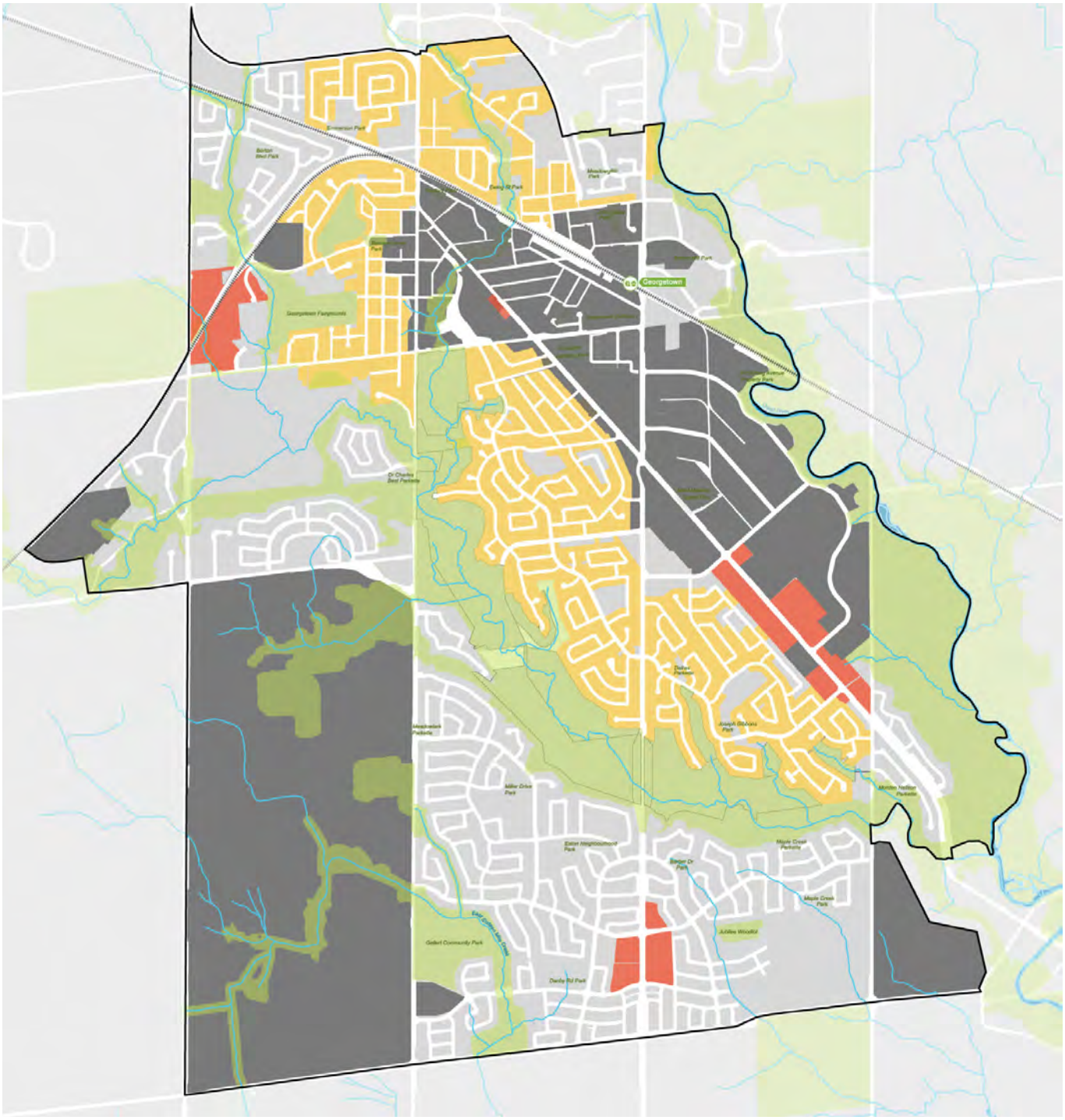

Figure 10: Georgetown Community Boundaries and Structure

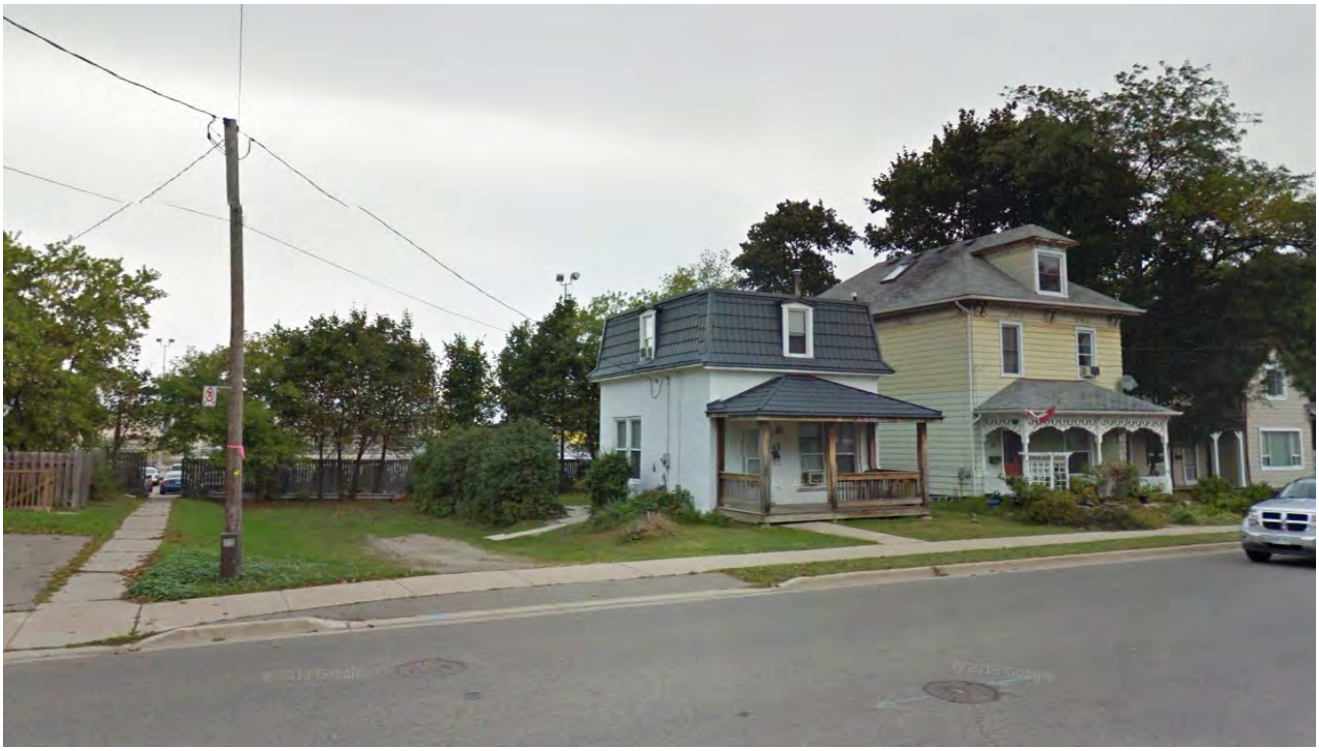

Figure 11: Typical conditions in Mature Neighbourhoods - Georgetown

Figure 12: Typical conditions in Mature Neighbourhoods - Georgetown

Figure 13: Typical conditions in Contemporary Neighbourhoods - Georgetown (Retirement Home)

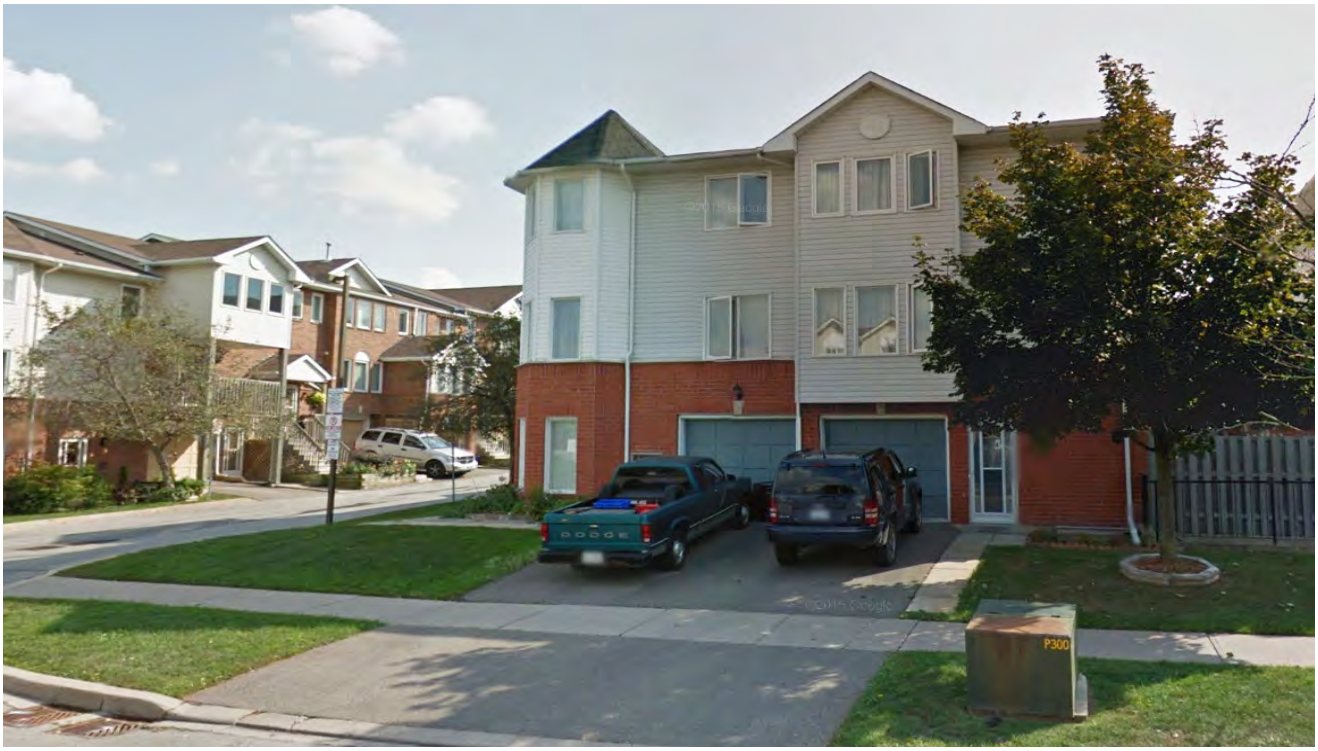

Figure 14: Typical conditions in Contemporary Neighbourhoods - Georgetown

Figure 15: Typical conditions in Nodes and Corridors along Trafalgar Road - Georgetown

Figure 16: Typical conditions in Nodes and Corridors along Mountainview Road - Georgetown

Figure 17: Typical conditions in Nodes and Corridors along Guelph Street - Georgetown

Figure 18: Typical conditions in Nodes and Corridors along Guelph Street - Georgetown

1.3 Document Structure

The Infill Guidelines document is structured into the following sections:

1.0 **Introduction:** This section provides a general overview of the Guidelines, addressing the purpose of the document, the community boundaries and structure and overall document structure.

2.0 **Site Design:** This section establishes a general set of site design guidelines that address matters pertaining to siting and orientation, lot area, lot dimensions, lot coverage, front yard setbacks, interior side yard setbacks, exterior side yard setbacks, and rear yard setbacks.

3.0 **Building Design:** This section establishes a general set of building design guidelines that address matters pertaining to building height, massing and transitions, building dimensions, articulation and detailing, entrances, windows, roofs, building materials, canopies, awnings and overhangs, lighting, and private signage.

4.0 **Landscaping and Private Open Space Design:** This section establishes a general set of landscaping and private open space design guidelines that address matters pertaining to street trees and landscaping, outdoor amenity space, porches, porticos, decks terraces and balconies.

5.0 **Access and Circulation Design:** This section establishes a general set of access and circulation design guidelines that address matters pertaining to site access, servicing and loading, outdoor storage, vehicle parking, and bicycle parking.

2 Site Design

2.1 Siting and Orientation

General

- Buildings should be sited and oriented to define the public realm, and frame abutting streets and open spaces at a proportion which establishes a direct interface and sense of enclosure;
- The primary face of buildings should relate directly to the street and be sited generally parallel to it, creating a well-balanced, human-scale street and building relationship, which encourages pedestrian activity;
- Buildings should be sited and oriented to optimize passive solar opportunities and natural ventilation, and are encouraged to incorporate the use of solar panels as a source of renewable energy;
- Buildings should be sited and oriented to ensure existing mature trees, wooded areas and vegetation are preserved, maintained and integrated, to the extent practicable;
- Buildings should be sited and oriented to ensure the coordination and cohesion of the development within the context of adjacent properties and the surrounding streetscape;
- For multi-building sites, buildings should be organized into a pattern of internal streets and blocks, which are defined by buildings and/or landscaped areas; and
- In the case of corner conditions, buildings should address both street frontages with equal prominence.

Neighbourhoods

- Primary living spaces, such as living and/or dining rooms, should relate directly to adjacent streets and open spaces. This is important for the purpose of establishing an animated and vibrant interface, to promote a sense of activity, and to create opportunities for casual surveillance or “eyes on the street”.

Nodes and Corridors

- Where at-grade commercial uses are provided, display spaces and storefronts should relate directly to the adjacent street; and
- Where at-grade commercial uses are not provided, consolidated residential lobbies and/or individual residential unit entrances should relate directly to the adjacent street.

2.2 Lot Area

Neighbourhoods

In Acton, the prevailing lot area within Mature Neighbourhoods is 600 square metres, plus or minus 50 square metres. In Georgetown, the prevailing lot area within Mature Neighbourhoods is approximately 575 square metres, plus or minus 75 square metres.

In Acton, the prevailing lot area within Contemporary Neighbourhoods is 450 square metres, plus or minus 50 square metres. In Georgetown, the prevailing lot area within Contemporary Neighbourhoods is approximately 475 square metres, plus or minus 50 square metres.

- Future development should generally reflect prevailing lot areas, while conforming to applicable zoning regulations; and
- Within the context of applicable zoning regulations and prevailing lot areas, future development should generally reflect lot areas established by adjacent properties, and should be sensitive to the context of the surrounding street and block.

Nodes and Corridors

In Acton, lot areas within Nodes and Corridors generally range from approximately 715 to 35,000 square metres, and two prevailing lot patterns are evident. The smaller generally ranges from approximately 2,000 to 2,500 square metres, and the larger is approximately 4,000 square metres, plus or minus 500 square metres.

In Georgetown, lot areas within Nodes and Corridors generally range from approximately 1,350 to 50,000 square metres, and two prevailing lot patterns are evident. The smaller is approximately 6,500 square metres, plus or minus 1,500 square metres, and the larger generally ranges from approximately 11,000 to 15,000 square metres.

- Despite prevailing lot areas, future development should generally seek to intensify beyond the context of existing development. In order to achieve this, lot consolidation may be desired. In this respect, future development should not be limited by prevailing lot areas, provided they conform to applicable zoning regulations.

2.3 Lot Dimensions

Neighbourhoods

In Acton, prevailing lot frontages within Mature Neighbourhoods generally range from approximately 15 to 18 metres, and prevailing lot depths range from approximately 33 to 45 metres.

In Georgetown, prevailing lot frontages within Mature Neighbourhoods generally range from approximately 15 to 20 metres, and prevailing lot depths generally range from approximately 33 to 40 metres.

In Acton, prevailing lot frontages within Contemporary Neighbourhoods generally range from 7 to 12 metres, and prevailing lot depths generally range from approximately 33 to 45 metres.

In Georgetown, prevailing lot frontages within Contemporary Neighbourhoods generally range from 9 to 14 metres, and prevailing lot depths generally range from 33 to 45 metres.

- Future development should generally reflect prevailing lot dimensions, while conforming to applicable zoning regulations; and
- Within the context of applicable zoning regulations and prevailing lot dimensions, future development should generally reflect lot frontages established by adjacent properties, and should be sensitive to the context of the surrounding street and block.

Nodes and Corridors

In Acton, prevailing lot frontages generally range from approximately 35 to 50 metres, and prevailing lot depths generally range from 60 to 75 metres.

In Georgetown, prevailing lot frontages within Nodes and Corridors generally range from approximately 30 to 60 metres, and prevailing lot depths generally range from approximately 90 to 130 metres.

- Despite prevailing lot dimensions, future development should generally seek to intensify beyond the context of existing development. In order to achieve this, lot consolidation may be desired. In this respect, future development should not be limited by prevailing lot dimensions, provided they conform to applicable zoning regulations.

2.4 Lot Coverage

Neighbourhoods

In Acton, prevailing lot coverages within Mature Neighbourhoods generally range from approximately 16% to 26%.

In Georgetown, prevailing lot coverages within Mature Neighbourhoods generally range from approximately 17% to 27%.

In Acton, prevailing lot coverages within Contemporary Neighbourhoods generally range from approximately 25% to 35%.

In Georgetown, prevailing lot coverages within Contemporary Neighbourhoods generally range from approximately 33% to 43%.

- Future development should generally reflect prevailing lot coverages, while conforming to applicable zoning regulations; and
- Within the context of applicable zoning regulations and prevailing lot coverages, future development should generally reflect lot coverages established by adjacent properties, and should be sensitive to the context of the surrounding street and block.

Nodes and Corridors

In Acton, prevailing lot coverages generally range from approximately 15% to 20%.

In Georgetown, prevailing lot coverages within Nodes and Corridors generally range from approximately 10% to 25%.

- Despite prevailing lot coverages, future development should generally seek to intensify beyond the context of existing development, which generally consists of 1 to 2 storey buildings with large surface parking areas. In order to achieve this, surface parking areas may be removed in favour of underground or above ground parking structures, and multi-storey development with potentially larger footprints. In this respect, future development should not be limited by prevailing lot coverages, provided they conform to applicable zoning regulations.

2.5 Setbacks and Separation

FRONT YARD SETBACKS

Neighbourhoods

In Acton, prevailing front yard setbacks within Mature Neighbourhoods generally range from 6.5 to 8 metres.

In Georgetown, prevailing front yard setbacks within Mature Neighbourhoods generally range from 6 to 9 metres.

In Acton, prevailing front yard setbacks within Contemporary Neighbourhoods generally range from approximately 5.5 to 7 metres.

In Georgetown, prevailing front yard setbacks within Contemporary Neighbourhoods generally range from approximately 5.5 to 8.5 metres.

- Future development should generally reflect prevailing front yard setbacks, while conforming to applicable zoning regulations;
- Within the context of applicable zoning regulations and prevailing front yard setbacks, future development should generally reflect front yard setbacks established by adjacent properties, and should be sensitive to the context of the surrounding street and block. However, slight variations in front yard setbacks may be appropriate for the purpose of achieving diversity;
- Where integral garages are desired, such features should either be built in-line with the remainder of the primary building façade, or set back in order to establish a sense of depth. This is necessary for the purpose of ensuring that integral garages do not become visually dominant; and
- Projections into the front yard, such as porches, entrance canopies, porticos, entrance steps and bay windows are encouraged for their beneficial impact on the streetscape. Encroachments should comply with applicable zoning regulations.

Nodes and Corridors

In Acton, prevailing front yard setbacks within Nodes and Corridors generally range from approximately 10 to 15 metres, and two prevailing setback patterns are evident. The smaller generally ranges from approximately 10 to 15 metres, and the larger is approximately 35 metres.

In Georgetown, prevailing front yard setbacks within Nodes and Corridors generally range from approximately 18 to 30 metres.

- Despite prevailing front yard setbacks, future development should generally be built close to front property lines and the associated street edge, in keeping with minimum zoning requirements. This is important in order to establish a more urban and continuous streetwall condition, and for the purpose of fostering a visually pleasant and pedestrian friendly environment;
- Future development should generally establish a continuous streetwall along adjacent streets, except where building forecourts, gardens or other public access is required;
- For large redevelopment sites, in areas where the street width is constrained, an additional setback of at least 2 metres may be provided to accommodate spill out spaces for patios and/or retail overflow;
- New development should have a minimum of 75% of frontage built to the setback line or associated street edge throughout the height of the base portion / streetwall. The remaining 25% may be set back an additional distance to provide a deeper area for lobby entrances, bicycle parking or outdoor uses;
- In instances where existing large format commercial buildings are anticipated to remain for the foreseeable future, opportunities should be explored to introduce stand-alone small format commercial buildings, located close to the street edge; and
- Other strategic measures should be undertaken to integrate existing large format commercial buildings into the fabric of the district, resulting in a more continuous and lively streetscape.

INTERIOR SIDE YARD SETBACKS

Neighbourhoods

In Acton and Georgetown, prevailing interior side yard setbacks within Mature Neighbourhoods generally range from approximately 0.5 to 4 metres, with one side significantly narrower than the other.

In Acton and Georgetown prevailing interior side yard setbacks within Contemporary Neighbourhoods generally range from approximately 0.5 to 3.5 metres.

- Future development should generally reflect prevailing interior side yard setbacks, while conforming to applicable zoning regulations;
- Within the context of applicable zoning regulations and prevailing interior side yard setbacks, future development should generally reflect interior side yard setbacks established by adjacent properties, and should be sensitive to the context of the surrounding street and block. In instances where the side yard setback differs between adjacent properties, future development should seek to average adjacent interior side yard setbacks, and to balance separation distances between adjacent buildings;
- At a minimum, one side of the building should be sufficiently setback from the interior side yard property line, in order to facilitate access between the front and rear yards. In these locations, a pedestrian walkway should be provided;
- Where either integral garages or detached are desired, such features should be adequately set back from the interior side yard property line in order to facilitate access and maintenance; and
- In instances where residential properties abut non-residential uses, or where transitions are necessary between different densities or uses, a wider interior side yard setback should be provided in combination with landscaping and screening elements, in order to achieve sufficient buffering.

Nodes and Corridors

In Acton and Georgetown, prevailing interior side yard setbacks within Nodes and Corridors generally range from 0.5 to 15 metres.

- Despite prevailing interior side yard setbacks, future development should generally be built close to interior side property lines, in keeping with minimum zoning requirements, unless a setback is required to facilitate access and maintenance. This is important for the purposes of establishing a more urban and continuous streetwall condition, while allowing for porous building interfaces, where appropriate. It is also important for the purposes of fostering a visually pleasant and pedestrian friendly environment;
- In instances where existing adjacent buildings have side walls with windows, future development should ensure appropriate separation distance from adjacent existing building walls, to ensure appropriate sun light penetration and views. In these instances, side walls associated with new buildings should incorporate glazing where possible; and
- In instances where existing large format commercial buildings are anticipated to remain for the foreseeable future, and stand-alone small format commercial buildings are desired close to the street edge, opportunities should be explored to introduce multiple small-format commercial buildings, while maintaining appropriate side yard separation distances.

EXTERIOR SIDE YARD SETBACKS

Neighbourhoods

In Acton, prevailing exterior side yard setbacks within Mature Neighbourhoods generally range from approximately 3.5 to 6 metres.

In Georgetown, prevailing exterior side yard setbacks within Mature Neighbourhoods generally range from approximately 3 to 5.5 metres.

In Acton, prevailing exterior side yard setbacks within Contemporary Neighbourhoods generally range from approximately 5.5 to 6.5 metres.

In Georgetown, prevailing exterior side yard setbacks within Contemporary Neighbourhoods generally range from approximately 2 to 5 metres.

Future development should generally reflect prevailing exterior side yard setbacks, while conforming to applicable zoning regulations;

- Within the context of applicable zoning regulations and prevailing exterior side yard setbacks, future development should generally reflect exterior side yard setbacks established by adjacent corner properties, and should be sensitive to the context of the surrounding street and block. In instances where the exterior side yard setback differs between adjacent corner properties, future development should seek to average adjacent exterior side yard setbacks;
- Where integral garages are desired, such features should not be located within the exterior side yard; and
- Projections into the exterior side yard, such as porches, entrance canopies, porticos, entrance steps and bay windows are encouraged for their beneficial impact on the streetscape. Encroachments should comply with applicable zoning regulations.

Nodes and Corridors

Nodes and Corridors throughout Halton Hills incorporate a range of exterior side yard conditions, and contain no prevailing condition.

- Within corner properties, future development should generally be built close to exterior side property lines and the associated street edge or open space, in keeping with minimum zoning requirements. This is important in order to establish a more urban and continuous streetwall condition, and for the purpose of fostering a visually pleasant and pedestrian friendly environment;
- In instances where the corner property abuts a low density dwelling, future development should incorporate an additional setback along the exterior side yard frontage, where appropriate, in order to establish transitions between buildings of different scales. This setback should extend for a minimum of 15% of the exterior side yard frontage, and range from a minimum of 2 metres to a maximum of 5 metres;
- In instances where existing large format commercial buildings are anticipated to remain for the foreseeable future, opportunities should be explored to introduce stand-alone small format commercial buildings, located close to the exterior side property line and street edge or open space; and
- Other strategic measures should be undertaken to integrate existing large format commercial buildings into the fabric of the district, resulting in a more continuous and lively streetscape.

REAR YARD SETBACKS

Neighbourhoods

In Acton, prevailing rear yard setbacks within Mature Neighbourhoods generally range from approximately 15 to 25 metres. In Georgetown, prevailing rear yard setbacks within Mature Neighbourhoods generally range from approximately 10 to 20 metres.

In Acton, prevailing rear yard setbacks within Contemporary Neighbourhoods generally range from approximately 9 to 16 metres.

In Georgetown, prevailing rear yard setbacks within Contemporary Neighbourhoods generally range from approximately 7 to 15 metres.

- Future development should generally reflect prevailing rear yard setbacks, while conforming to applicable zoning regulations;
- Within the context of applicable zoning regulations and prevailing rear yard setbacks, future development should generally reflect rear yard setbacks established by adjacent properties, and should be sensitive to the context of the surrounding street and block. In instances where the rear yard setback differs between adjacent properties, future development should seek to average adjacent rear yard setbacks;
- Rear yard decks and porches, attached to the dwelling / primary building should be permitted provided that minimum rear yard setbacks, separation distances, and necessary site access and parking areas are provided;
- Where detached accessory structures or garages exist within the rear yard, a minimum separation distance of 3 metres should be provided between the dwelling / primary building and the accessory structure or garage; and
- Where detached garages are desired, such features should be located within the rear yard, and adequately set back from the rear property line in order to facilitate access and maintenance.

Nodes and Corridors

In Acton, prevailing rear yard setbacks within Nodes and Corridors generally range from approximately 7 to 22 metres.

In Georgetown, prevailing rear yard setbacks within Nodes and Corridors generally range from approximately 15 to 45 metres.

- Within corner properties, future development should generally be built close to exterior side property lines and the associated street edge or open space, in keeping with minimum zoning requirements. This is important in order to establish a more urban and continuous streetwall condition, and for the purpose of fostering a visually pleasant and pedestrian friendly environment;
- In instances where the corner property abuts a low density dwelling, future development should incorporate an additional setback along the exterior side yard frontage, where appropriate, in order to establish transitions between buildings of different scales. This setback should extend for a minimum of 15% of the exterior side yard frontage, and range from a minimum of 2 metres to a maximum of 5 metres; and
- In instances where existing large format commercial buildings are anticipated to remain for the foreseeable future, opportunities should be explored to introduce stand-alone small format commercial buildings, located close to the exterior side property line and street edge or open space.

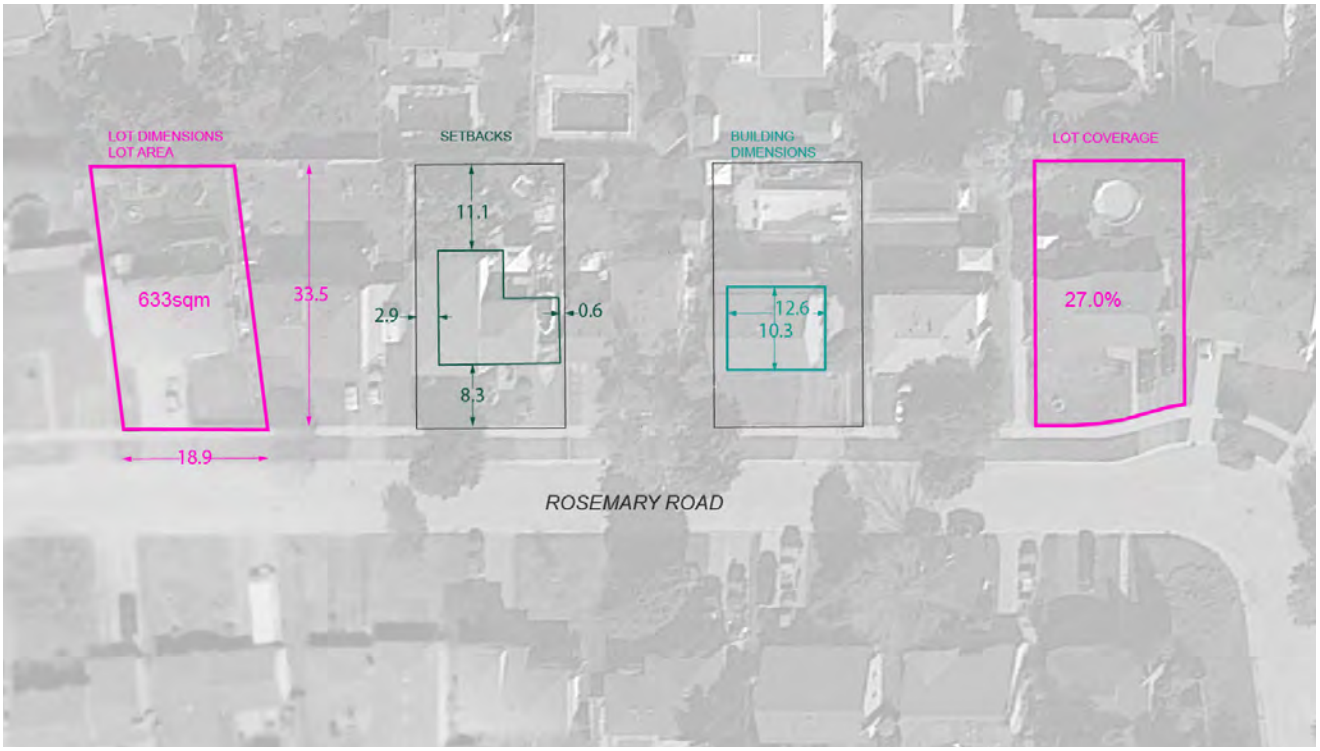

Figure 19: Typical lot and setback conditions in Mature Neighbourhoods - Acton

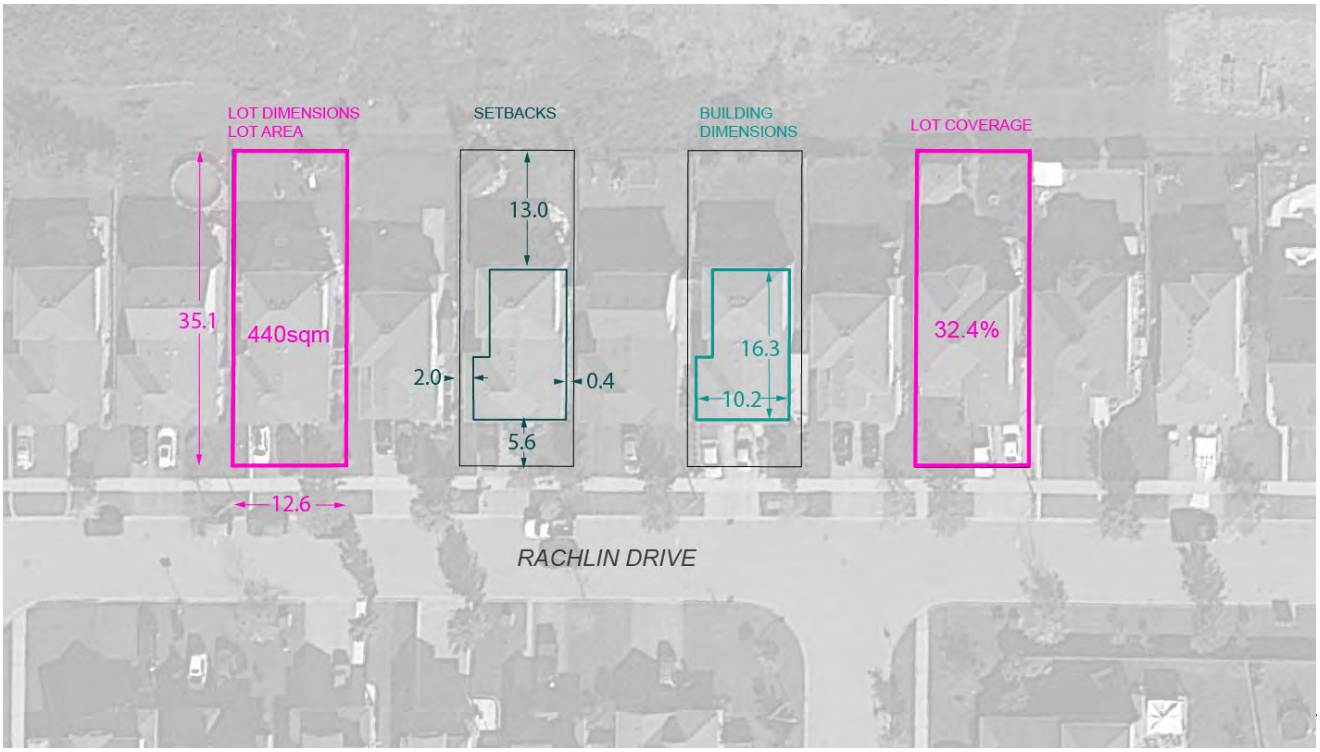

Figure 20: Typical lot and setback conditions in Contemporary Neighbourhoods - Acton

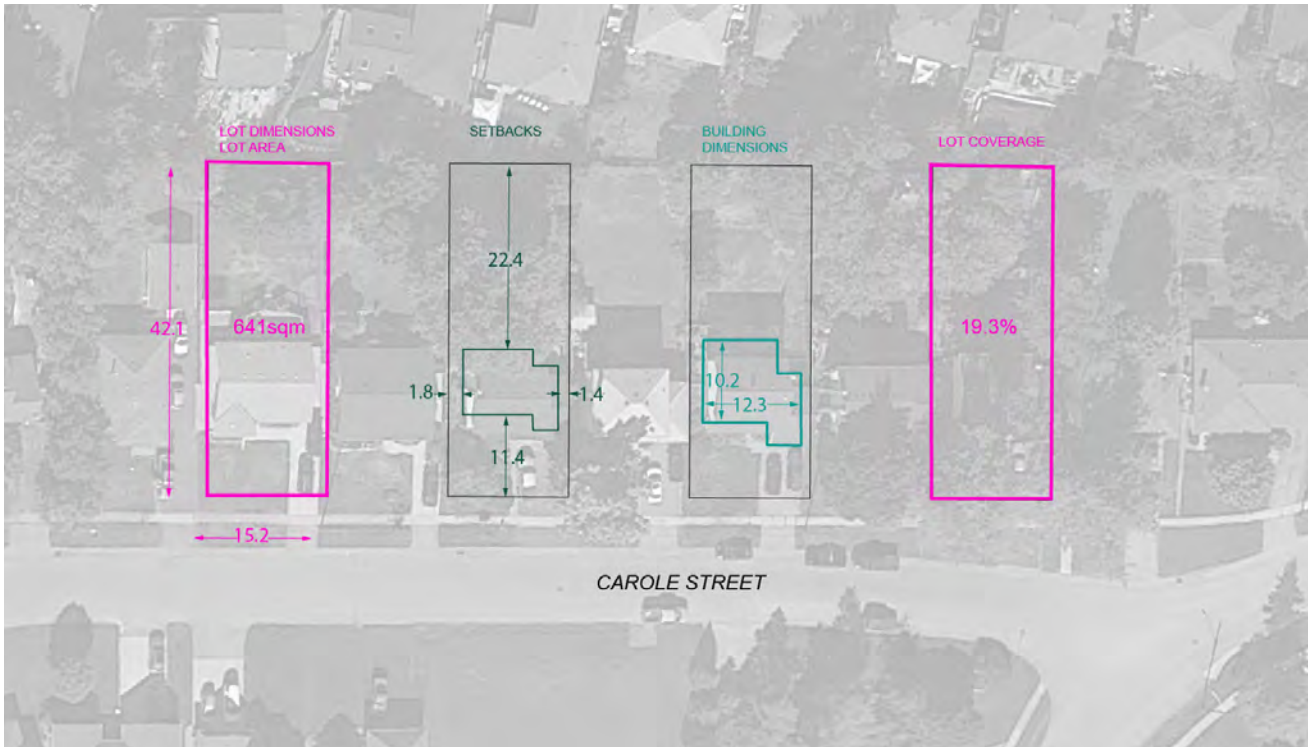

Figure 21: Typical lot and setback conditions in Mature Neighbourhoods - Georgetown

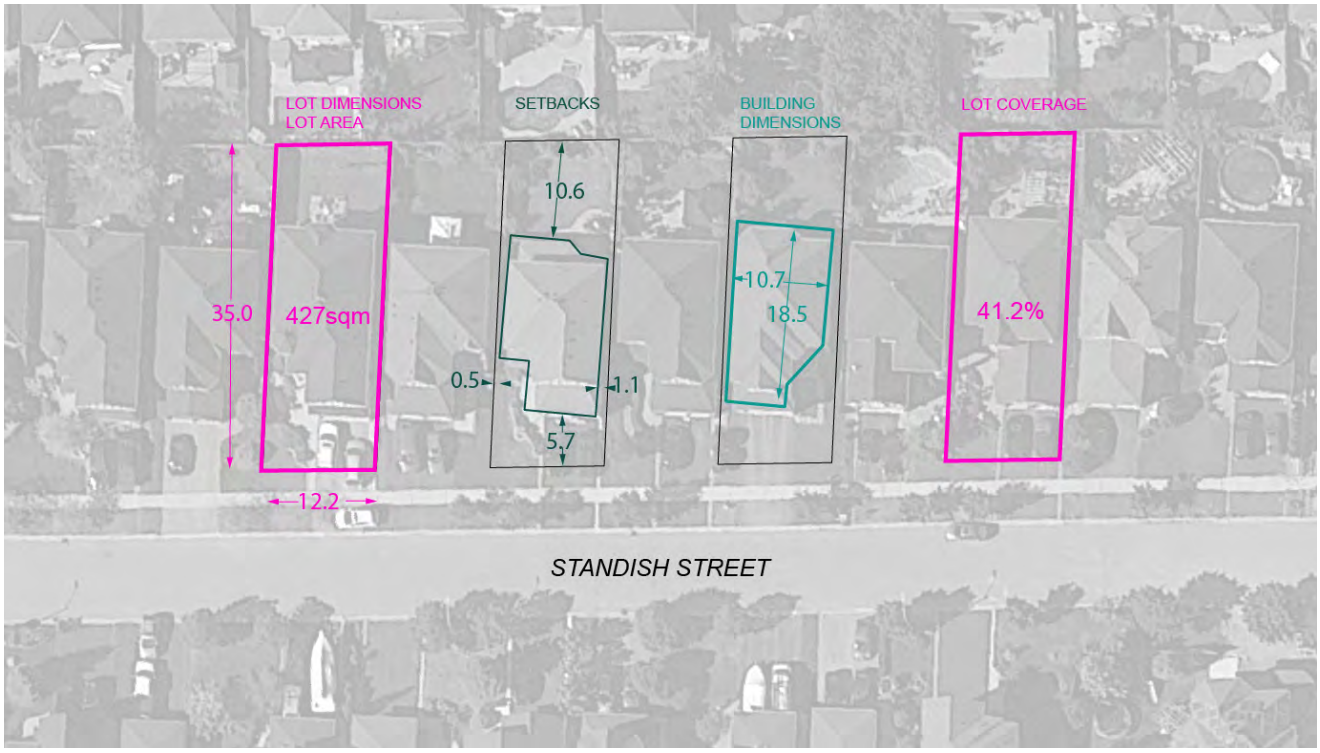

Figure 22: Typical lot and setback conditions in Contemporary Neighbourhoods - Georgetown

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3 Building Design Guidelines

3.1 Height, Massing and Transition

General

- Buildings should be scaled and massed to establish a desirable relationship to adjacent streets and open spaces, while retaining a comfortable pedestrian scale;
- Where significant grade changes occur within a site, buildings should be designed to accommodate such grade changes; and
- Consideration should be given to maintaining appropriate micro-climate conditions in the design of buildings;

Neighbourhoods

Mature Neighbourhoods throughout Halton Hills are generally characterized by building heights which range from approximately 1 to 2.5 storeys, with finished ground floor heights of approximately 0 to 0.3 metres. This is consistent throughout both Acton and Georgetown.

Contemporary Neighbourhoods throughout Halton Hills are generally characterized by building heights which range from approximately 2 to 2.5 storeys, with finished ground floor heights of approximately 0.3 to 1.5 metres. This is consistent throughout both Acton and Georgetown.

- Future development within the core of neighbourhoods should generally reflect prevailing building heights, while conforming to applicable zoning regulations;
- Within the context of applicable zoning regulations and prevailing building heights, future development should generally reflect building heights established by adjacent properties, and should be sensitive to the context of the surrounding street and block;
- Notwithstanding the above, properties which are located adjacent to a node or corridor, at the edge of the neighbourhood, or on sites which are specifically designated for medium or high density residential uses may incorporate additional building height beyond that which characterizes prevailing neighbourhood conditions. Where such buildings abut smaller dwellings, transitions should be achieved through the provision of setbacks, recesses, stepbacks and terraces. In these instances, such buildings may achieve a height equivalent to 1 storey greater than existing adjacent buildings, and the upper storey should be stepped back a minimum of 1.5 metres from the front, side and rear building elevations above the streetwall; and
- Heritage properties should generally be limited to their existing height, not including the cornice or parapet, to encourage retention of these key features.

Figure 23: Height and massing transition between existing low-rise buildings

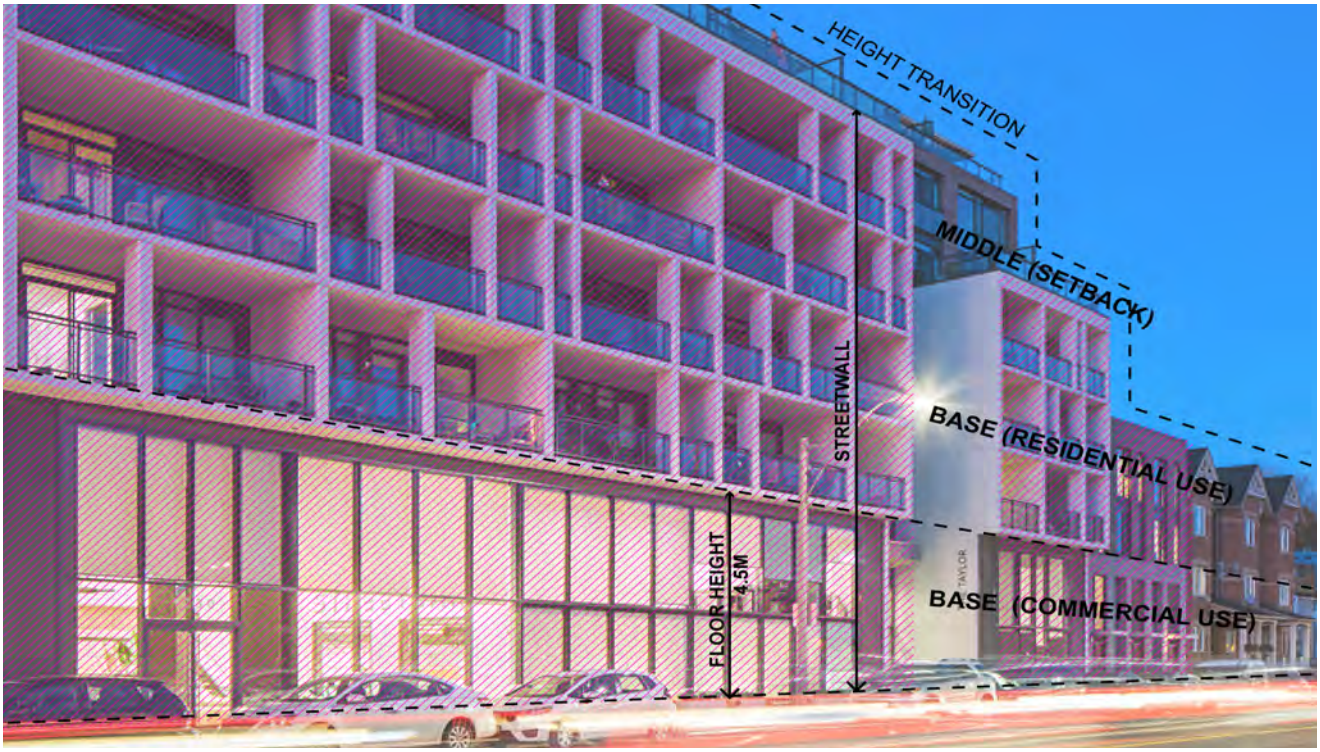

Figure 24: Height and massing transition between a mixed-Use building and existing low-rise buildings

Nodes and Corridors

Nodes and Corridors throughout Halton Hills are generally characterized by building heights which range between 1 to 2 storeys, with finished ground floor heights which are approximately 0.0 to 0.3 metres. This is consistent throughout both Acton and Georgetown.

Despite prevailing building heights, future development should seek to intensify beyond the context of existing development. In order to achieve this, future development should have a minimum height of 2 storeys, and a maximum building base / streetwall height of 3 to 4 storeys;

- Where permitted by applicable zoning regulations, future development may incorporate building heights up to and including 8 storeys. However, it is recommended that this maximum building height only be made achievable in instances where proposed developments demonstrate compliance with all applicable guidelines, and incorporate sufficient lot area and dimensions to achieve desired height transitions;
- The height and massing of buildings should transition between nodes and corridors, neighbourhoods and open spaces. Such transitions should be achieved through the provision of setbacks, recesses, stepbacks and terraces;
- Buildings less than 4 storeys in height should be designed to establish a cohesive and unified design between all floors;
- Where permitted, buildings between 4 and 8 storeys in height should be designed to establish distinct base, middle and upper portions in order to visually break down their vertical massing. The base of the building should reinforce a human scale environment at street level. The middle portion of the building should contain the large mass of the building and should reflect the architectural character of the community. The upper portion of the building should be emphasized through articulations of the exterior wall plate, accent materials or roofline to draw the eye skyward;

- and where a proposed development may produce incremental ground level shadow impacts on sensitive adjacent or surrounding land uses or open spaces, Town Staff may require the completion of a Shadow Impact Study.

Base Portion

- For the purpose of these guidelines, the base portion of the building includes the ground floor and subsequent floors which comprise the streetwall. Throughout Nodes and Corridors, streetwall heights are generally envisioned to comprise the first 2 to 4 storeys of the building, depending on the location;
- The base portion of the building face should provide visual interest through the use of materials, colours, fenestration, articulation and architectural detailing in order to reinforce a pedestrian scale environment at street level; and
- Where commercial uses are anticipated at-grade, such buildings should incorporate a minimum ground floor height of 4.5 metres, measured floor-to-floor.

Middle Portion

- For the purpose of these guidelines, the middle portion of the building includes those floors which are located above the streetwall, up until the top habitable floor;
- Variation in the design and articulation of the middle portion of the building should be provided to promote visual interest;
- The middle portion of the building face should be sized, shaped and oriented in order to minimize shadow and overview impacts on adjacent and surrounding properties;
- The middle portion of the building should be stepped back the equivalent of a minimum of 2.5 metres per floor from the front building elevation above the streetwall. Such a stepback can occur at once, or can be distributed at multiple points throughout the height of the building. In instances where transitions are necessary adjacent to low density residential uses such stepbacks should also be provided on the sides of buildings which abut adjacent dwellings; and
- In instances where a more porous streetscape is desired, the middle portion of buildings should be stepped back a minimum of 5.5 metres from the side building elevations above the streetwall.

Top Portion

- For the purpose of these guidelines, the top portion of the building includes the rooftop mechanical penthouse, uses which are wrapped in rooftop mechanical equipment, and taller building and design elements; and
- The top portion of the building face should contribute to the landmark status of the building. This is of particular importance where taller buildings are provided in visually prominent locations such as major intersections and visual termini.

3.2 Building Dimensions

Neighbourhoods

In Acton, prevailing building widths within Mature Neighbourhoods generally range from approximately 10 to 15 metres, and prevailing building depths generally range from approximately 8 to 15 metres. In Georgetown, prevailing building widths within Mature Neighbourhoods generally range from approximately 11 to 14 metres, and prevailing building depths generally range from 9 to 16 metres.

In Acton, prevailing building widths within Contemporary Neighbourhoods generally range from approximately 8 to 11 metres, and prevailing building depths generally range from approximately 12 to 16 metres.

In Georgetown, prevailing building widths within Contemporary Neighbourhoods generally range from approximately 7 to 12 metres, and prevailing building depths generally range from approximately 15 to 18 metres.

- Future development should generally reflect prevailing building dimensions, while conforming to applicable zoning regulations; and
- Within the context of applicable zoning regulations and prevailing building dimensions, future development should generally reflect building widths and depths established by adjacent properties, and should be sensitive to the context of the surrounding street and block.

Nodes and Corridors

Nodes and Corridors throughout Halton Hills incorporate a variety of building dimensions, and contain no prevailing condition.

- Where future developments are anticipated to incorporate building frontages which exceed 30 metres, massing should be articulated or broken up through a continuous rhythm of building fronts achieved through a pattern of projections and recessions, entrances, display spaces, signage, and glazed areas. This is important to ensure that facades are not overly long, and create a sense of having multiple buildings along the length of the property. Vertical breaks and stepbacks should also be provided.

Figure 25: Typical building dimensions in Mature Neighbourhoods - Georgetown

Figure 26: Typical building dimensions in Contemporary Neighbourhoods - Georgetown

3.3 Articulation and Detailling

General

- Buildings should be designed to individually and collectively contribute to the character of the surrounding neighbourhood or district. Buildings should contain façade details, materials and colours which are consistent and complementary to their architectural style;
- Buildings should have a unique identity, while respecting and responding to the existing context;
- Primary building facades, which address adjacent streets or open spaces, should be articulated through the use of design elements such as entrances, windows, projections, recesses, canopies, awnings, and changes in material. Primary building facades should not be blank;
- Secondary building facades, which address adjacent streets or open spaces, or are visible from the public realm, should contain a design and material standard equal to the primary building façade. Secondary building facades, which are not visible from the public realm, may be blank. Where blank walls occur, the use of additional architectural details and building materials is encouraged; and
- Functional building elements such as vents and rainwater leaders should be integrated into the design of the building, where possible. Utilities, vents and other unsightly elements should be integrated into the design of the building, and screened from public view.

Neighbourhoods

- New buildings should reflect a high level of craftsmanship and be of similar or superior quality to adjacent buildings, and those located throughout the surrounding street and block;
- New building should reinforce the continuity of the street and create a strong community character by using consistent rhythms of similar pre-existing details and positive architectural elements;
- Buildings should incorporate vertical bays that reflect the traditional width of residential dwellings. Vertical dimensions between bays may be demarcated using masonry coursing, material / colour changes, projecting piers, pilasters or columns; and
- Buildings may be horizontally demarcated through the use of masonry coursing, projecting moldings, porch railings and balustrades, intermediate cornices, intermediate roof pitches, and material and/or colour changes.

Nodes and Corridors

- Buildings should incorporate vertical bays that reflect the traditional width of residential units and commercial storefronts. Vertical dimensions between bays may be demarcated using masonry coursing, material and/or colour changes, projecting piers, pilasters or columns;
- Buildings may be horizontally demarcated through the use of masonry coursing, projecting moldings, intermediate cornices, and material / colour changes; and
- The upper storeys of mid-rise buildings should incorporate stepbacks, terraces, projecting roof lines, and/or trellises.

Figure 27: Articulation of a modern addition and an existing low-rise building with heritage features

Figure 28: Articulation of vertical bays and the roof line

3.4 Entrances

General

- The design of entrances should complement the form and architectural character of the building;
- Primary building entrances should address adjacent streets and open spaces, and should be directly accessible from adjacent sidewalks;
- Corner buildings should incorporate primary entrances at or near the corner, in order to address both street frontages. Where multiple building entrances are desired, such features should address both frontages;
- Primary building entrances should serve as prominent focal features within the façade, and should complement the articulation and detailing of the building;
- Where provided, secondary building entrances should not be dominant, but should be easily accessible and convenient to access;
- All building entrances should promote visibility and views between interior and exterior spaces;
- Where steps and ramps are required, such features should be architecturally integrated within the building entrance;
- The design and location of building entrances should adhere to Crime Prevention Through Environmental Design (CPTED) principles;
- Weather protection at building entrances should be provided through the use of covered porches or walkways, porticos, wall recesses, vestibules, awnings or canopies, as appropriate; and
- Building entrances should be well lit. Natural lighting is encouraged through the use of sidelights, transoms, fanlights or door glazing. Wall-mounted down-cast lighting is also appropriate adjacent to building entrances.

Neighbourhoods

- Primary building entrances should generally be 1 storey in height, with sufficient cover and integration into the overall building design. Entrances expressed through the use of double-height columns or arches are discouraged;
- Patios associated with building entrances should be consistent and proportionate in scale with the architectural style and massing of the dwelling;
- Elevated main front entrances, with finished ground floor heights in excess of the prevailing character of the neighbourhood, and large concentrations of steps at the front of the dwelling, should generally be avoided; and
- Entrance enhancements are encouraged, and may include pilasters, masonry surrounds, a variety of door styles, and a variety of transom lights.

Nodes and Corridors

- The location of building entrances should be coordinated. Residential buildings should incorporate a consolidated residential lobby to service upper storeys;
- Ground floor residential units may incorporate individual unit entrances, or may be accessed via the consolidated residential lobby. Such units should be designed to maintain privacy and security through the provision of grade separation and landscape buffering;
- Ground floor commercial uses should incorporate individual unit entrances with prominent display windows; and
- The upper storeys of mid-rise buildings should incorporate stepbacks, terraces, projecting roof lines, and/or trellises.

Figure 29: Integration of a covered entrance within the overall building design

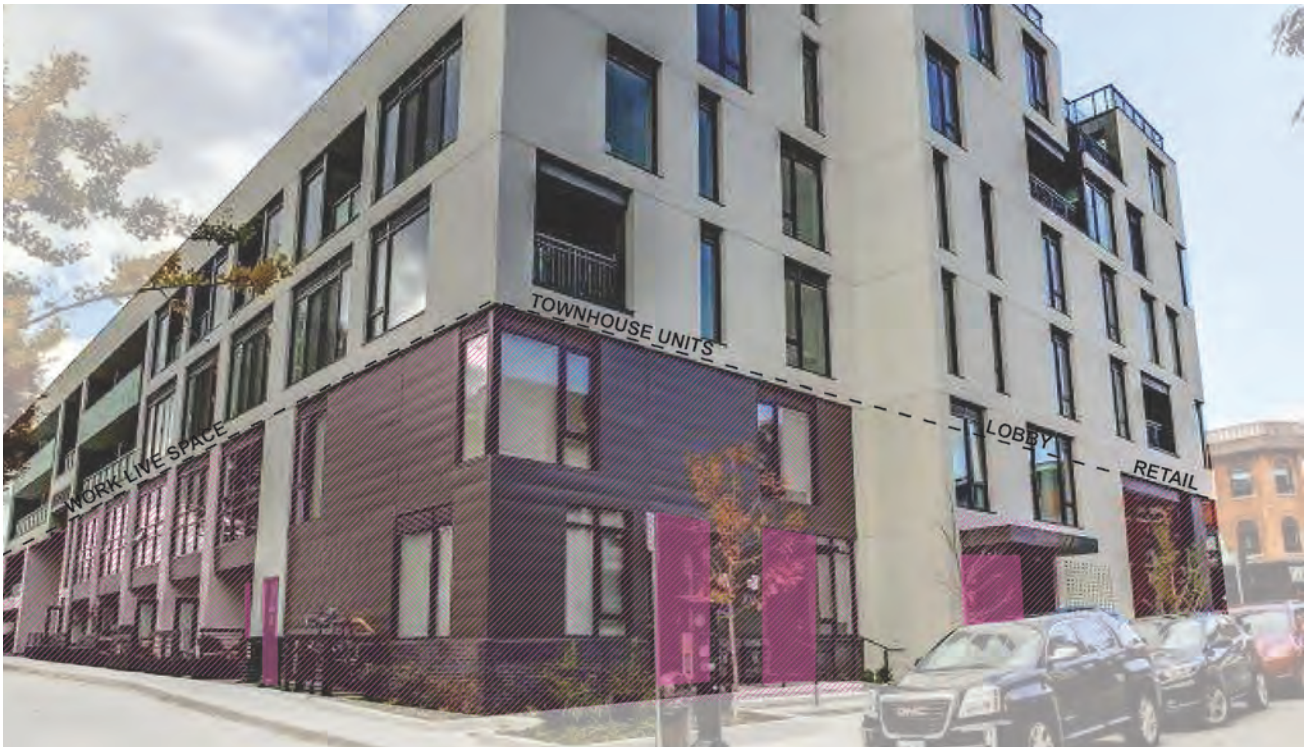

Figure 30: Integration of the primary entrances on main streets and work live units on the laneway in a corner building

3.5 Windows

General

- The design of windows, including their shape, proportion and details, should complement the form and architectural character of the building;
- Windows should be designed as an expression of interior use, and should play a functional role in providing natural ventilation and light;
- Clear glass is preferable, in order to promote views between interior and exterior spaces;
- Skylight windows should be treated as distinct roof elements, and should be coordinated with the design of other roof and building elements;
- Dormer windows should be designed and situated to contribute to the overall massing strategy, and complement the location of lower storey windows;
- Sills and lintels should be consistent with the architectural style of the building;
- Where appropriate to the style of the building, window mullions and muntin bars are encouraged on publicly exposed elevations;
- Where appropriate, window shutters should have a width equal to that of the associated window; and
- Vertical, rectangular window proportions are preferred for residential dwellings or units, to reflect traditional architectural styles. Other window shapes are encouraged as an accent, but should be used with discretion to ensure consistency with the architectural style of the dwelling.

Neighbourhoods

- To maintain privacy of neighbouring properties, the location of windows within the interior side yard should not be aligned with those of neighbouring properties;
- Windows should be arranged to enhance views, and provide natural ventilation and light, without sacrificing privacy to either the dwelling or adjacent properties;
- Dwellings should incorporate bay windows, or other large windows, adjacent to primary living areas, as well as smaller windows at primary building entrances. Emphasis should be placed on providing large windows on the ground floor; and
- Where provided, basement window frames are encouraged to add variety, appropriate to the colour palette of the associated dwelling.

Nodes and Corridors

- Residential units should incorporate bay windows, or other large windows, adjacent to primary living areas, as well as smaller windows adjacent to secondary living spaces and at-grade unit entrances, where applicable; and
- Ground floor commercial uses should incorporate large windows, encompassing a minimum of 60% of the street frontage, in order to encourage pedestrian interaction and to enhance safety.

Figure 31: Smaller secondary windows on the side of the house to maintain privacy of neighbouring properties

Figure 32: Variation of the windows size and place that reflects the arrangements the interior uses

3.6 Roofs

General

- The design of the roof should complement the form and architectural character of the building;
- Dormers, pitches, cupolas, vents and other distinct roof elements are encouraged to promote variety in roof design and form;
- Where flat roof configurations are desired, parapets and cornice treatments are encouraged to emphasize the roof form; and
- Roof materials and colours should complement the building materials and the overall building design.

Neighbourhoods

- A variety of roof lines and shapes should occur within each residential block. However, new dwellings, and additions to existing dwellings, should maintain a consistent scale and height with existing adjacent dwellings;
- Roofs which cover secondary or subordinate portions of the dwelling should generally match the slope and proportion of the primary roof and should be designed as an integral component of the overall building design;
- Porch roofs should be no greater than 1 storey in height;
- Dormers and secondary roof components should be positioned and proportioned to remain secondary to the primary roof form. Dormers and upper storeys should remain relatively small in order to maintain appropriate building and roof proportions;
- Vent stacks, gas flues and roof vents should be located on the rear slope of the roof, where feasible. Roof vents should be of a pre-finished colour which complements that of the roof; and
- Roof overhangs should be incorporated to provide shade during the summer, while allowing light penetration in the winter.

Nodes and Corridors

- Flat roofs are encouraged to function as outdoor amenity space as appropriate. Where this cannot be accommodated or is not appropriate, green and white roof treatments should be provided; and
- Rooftop mechanical equipment and elevator cores should be architecturally integrated within the building design, or screened from public view.

Figure 33: Modern reinterpretation of the neighbouring roof line to integrate them in the general roof line

Figure 34: Flat roof lines variation accommodating terraces, amenities and mechanical penthouse

3.7 Building Materials

General

- Design and construction quality should reflect a high level of craftsmanship;
- Building materials should be selected based on their aesthetic quality, durability, energy efficiency, lifecycle cost, and environmental impact;
- Consistent rhythms of similar details and architectural elements should be used to reinforce the continuity of the street and create a strong neighbourhood or district character;
- Stone, brick and glass are encouraged for use as primary building materials;
- Side and rear facades should include materials of equal quality to the front façade;
- The material composition of upper storeys may differ from that of the ground floor, provided compatibility and appropriate transition is achieved, and the rhythm and proportion of the ground floor is respected; and
- Shade devices and other passive solar elements are encouraged.

Neighbourhoods

- Stucco may be used as a primary building material, provided it is used in combination with a base of either stone or brick;
- Wood, stucco, pre-cast cement-fibre siding, vinyl siding, pre-finished shakes and shingles, and pre-finished paneling are encouraged for use as secondary building materials and accents;
- Façade renovations should be in keeping with the original building articulation, using those elements that are intact and replacing those that are missing or damaged; and
- Within Mature Neighbourhoods, additions or renovations to heritage properties should reintegrate key aspects of heritage design that have been lost through degradation or previous renovation. Such renovations and alterations should involve a heritage professional in order to ensure the most appropriate renovation materials and techniques are employed.

Nodes and Corridors

- Steel, copper, aluminum and wood are encouraged for use as secondary building materials and accents; and
- Vinyl, extort insulation finishing systems, and highly reflective glass are discouraged.

Figure 35: Mix of building materials including cedar accent shingles, wood siding, and brick masonry columns

Figure 36: Warm cladding tons to echo the brown brick of the existing low-rise building.

3.8 Canopies and Awnings

General

- Awnings and canopies should be designed to complement the form and architectural character of the building, as well as the design of associated building entrances;
- Durable fabric is encouraged for use in awnings, and metal or wood is encouraged for use in canopies;
- A single style of canopy or awning should be used for the length of the building façade; and
- Canopies, awnings and overhangs should have a minimum vertical clearance of 2.4 metres, and a minimum depth of 1 metre;

Neighbourhoods

- Retractable canopies may be appropriate when associated with decks within the rear yard, but are not suitable for street-facing building frontages.

Figure 37: Canopy to signal the entrance of a building

Figure 38: Retractable canopies integrated to retail uses on ground floor

3.9 Lighting

General

- Street and pedestrian lighting should be coordinated to reinforce the identity of the area;
- Pedestrian lighting should be designed to be attractive, producing a special streetscape character, enhancing the pedestrian environment and improving the perception of pedestrian safety;
- Street and pedestrian lighting should be dark sky compliant, should be down-cast, and should incorporate LED technology to reduce energy and maintenance demand; and
- Street and pedestrian lighting should be designed in accordance with Town of Halton Hills design criteria and engineering standards.

Neighbourhoods

- Pedestrian-scaled lighting should be provided at primary and secondary building entrances, garage entrances, parking pads, and pedestrian walkways; and
- Pedestrian-scaled lighting may be free-standing or wall-mounted, depending on the desired application.

Nodes and Corridors

- Pedestrian-scaled lighting should be provided at primary and secondary building entrances, parking structure entrances, surface parking lots, pedestrian walkways, landscaped open space, and along the length of the adjacent street;
- Street lighting should incorporate pedestrian and vehicle-oriented lighting, consolidated onto a single pole, where possible, to minimize visual clutter;
- Street lighting should be located at regular intervals, and should alternate from one side of the street to the other, where feasible;
- Consideration should be given to providing additional or feature pedestrian lighting with banner signage and/or hanging baskets in areas with a high volume of pedestrian activity, including nodes and gateways; and
- Ground floor front façade windows should create a safe and warm environment for pedestrians.

3.10 Private Signage

General

- The building's street address should be placed in a predictable and readable location, in proximity to the primary building entrance; and
- Externally lit or un-lit signs are encouraged.

Nodes and Corridors

- Buildings containing commercial uses should contain a signage band cornice along the primary façade, which matches the height of those contained within neighbouring buildings;
- For buildings containing commercial uses, signage should be integral to the building façade, and contained within the designated signage band. In instances where upper storey businesses exist, all signage should be consolidated on the ground floor;
- Signage should function as coordinated elements of the principal building façade, and should be compatible with the building design in terms of scale, colour and materiality;
- Roof, pylon, banner, mobile, third party, inflatable, neon and back-lit signs are discouraged;
- Sign lettering, graphics and colours should be selected to promote the character of the area, and should be visible from an appropriate distance based on the function and location of the sign; and
- Where necessary, freestanding pylon signs should be consolidated within larger sites, located in a manner which does not obstruct pedestrian or vehicular circulation, and integrated within landscaping. In these instances, sign materials should be consistent with that of adjacent buildings.

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4 Landscaping and Private Open Space Design

4.1 Street Trees and Landscaping

General

- In addition to the retention of mature trees through building siting and orientation, landscape design should also incorporate the retention of existing mature trees, where possible, as well as the planting of new trees within the site, where space permits;
- Site fencing design should be complementary with the design of buildings;
- Street trees and landscaping should be coordinated to reinforce the identity of the area;
- Street trees should be located within boulevards, and setback consistently from the adjacent curb edge and sidewalk, in a manner which does not physically or visually obstruct pedestrian or vehicular traffic, and is in accordance with associated right-of-way standards;
- Street trees should provide a large canopy, and should shade sidewalks in order to reduce the urban heat island effect and enhance micro-climate conditions;
- Preference should be given to native or non-invasive deciduous tree species, which are drought resistant, and salt tolerant, and meet Accessibility for Ontarians with Disabilities Act (AODA) clearance requirements;
- In order to ensure biodiversity, and to protect against the spread of disease, an appropriate diversity of tree species should be provided within any given area, thus avoiding monoculture planting. This should be accomplished while providing a consistent variety of species on either side of a given street;
- Tree selection and spacing should relate to the street type, adjacent land use and site conditions. Generally, smaller deciduous street trees should be spaced 6 to 8 metres apart, and larger deciduous street trees should be spaced 8 to 12 metres apart;
- Street trees should be spaced a minimum of 3.5 metres from adjacent driveways;
- Tree trenches should have a minimum of 30 cubic metres soil volume capacity, with appropriate soil structure, irrigation and drainage conditions, in order to ensure successful tree growth;
- Opportunities to bridge soil rooting areas, below adjacent hard landscaped boulevard areas, should be considered;
- Street tree locations should be coordinated with utilities, in order to minimize root pruning during utility maintenance and to ensure optimum tree growth;
- The use of enhanced landscaping features and treatments is encouraged at intersections, provided sight-lines and daylight corners are maintained;
- Street trees and landscaping should be designed in accordance with Town of Halton Hills design criteria and engineering standards;
- Where appropriate, retaining walls should be incorporated into the overall landscaping plan. They should be low in profile and should be designed in a manner which is compatible with the adjacent street;
- The use of permeable surface materials should be considered within pedestrian walkways to the extent that they do not conflict with AODA standards.;

Figure 39: Street trees and front yard landscaping coordinated reinforcing the identity of the area

Figure 40: Street trees alternate with street furniture

- Snow storage locations should be incorporated adjacent to primary and secondary building entrances, pedestrian walkways, driveways and parking pads or surface parking areas;
- Drainage swales and planters with salt tolerant shrubs and grasses should be incorporated adjacent to driveways, parking pads or surface parking areas;
- Stormwater runoff should be evenly distributed to adjacent on-site landscaped areas;
- Landscape design should incorporate strategies to minimize stormwater runoff and reduce water consumption.

Neighbourhoods

- Front, side and rear setback areas should be landscaped where not required for vehicle access;
- Plantings should be specified and strategically located to maintain privacy for neighbouring properties;
- Design grades should be set to ensure that water is directed away from the building and neighbouring properties, and toward adjacent streets and open spaces; and
- The existing grade, as set by the average grade of neighbouring properties, should be maintained.

Nodes and Corridors

- Where buildings are located adjacent to low density residential uses, and where parking lots abut adjacent streets, landscape buffers should be used to mitigate negative visual impacts;
- Where provided, landscape buffers should have a minimum width of 3.0 metres. In instances where additional buffering height is warranted, landscape buffers should incorporate a combination of fencing, shrubs, screen planting and/or landscaped berms;
- Where provided, shrubs and/or screen planting should occupy a minimum of 50% of the length of the landscape buffer, and should form a continuous screen between properties;
- Where provided, decorative fencing should be no taller than 1.2 metres; and
- Landscaping should be used to screen parking areas and focus attention on adjacent buildings.

Figure 41: Front yard generously planted with line trees and flowerbeds

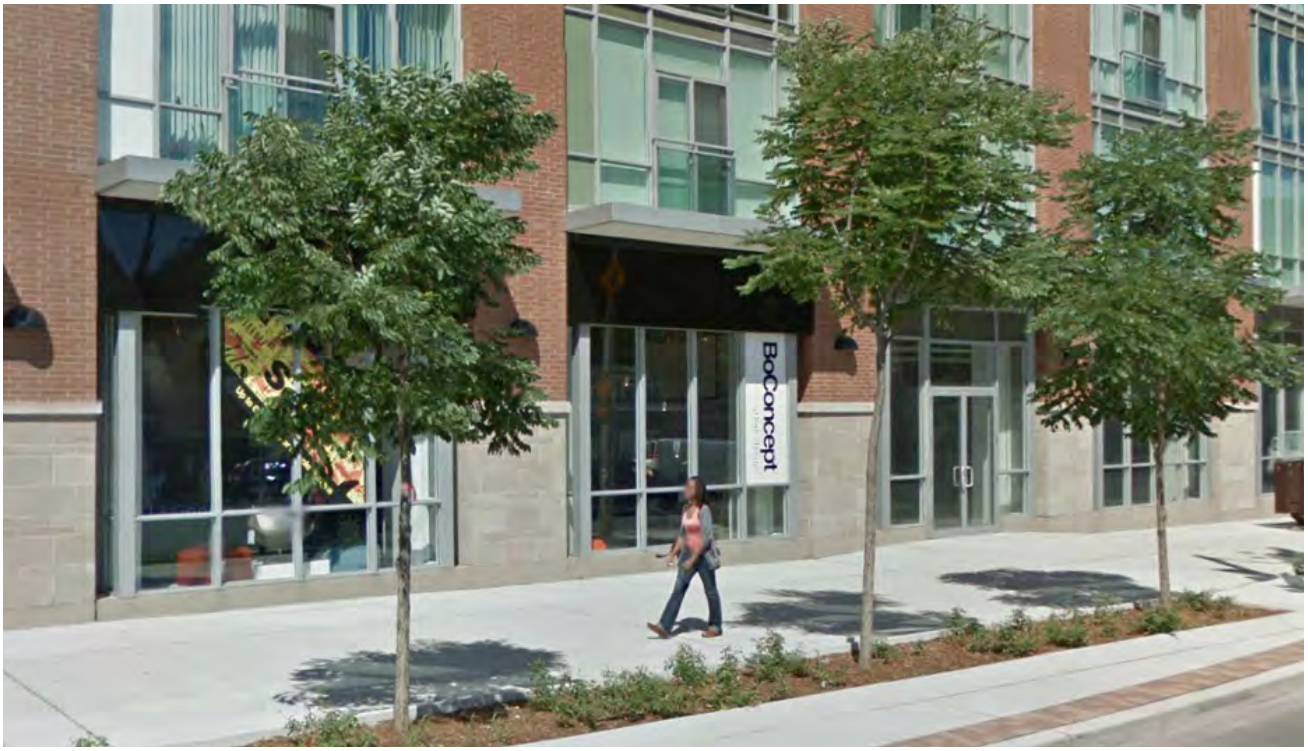

Figure 42: Street trees should be located within boulevards, and setback consistently from the adjacent curb edge and sidewalk

4.2 Outdoor Amenity Space

Neighbourhoods

- Private outdoor amenity space should be provided in the rear yard;
- Rear yard amenity space should be landscaped with permeable materials and vegetation, where feasible;
- Rear yard amenity space should incorporate privacy fencing, landscaping and other screening elements to promote privacy between adjacent dwellings; and
- Rear yard amenity space should include shaded areas as well as those which have direct access to sunlight.

Nodes and Corridors

- Streetscape elements should be provided along street frontages to maintain a consistent urban character;
- Continuous connections between buildings and adjacent streets and open spaces is encouraged in order to promote a pedestrian friendly environment;
- The development of publicly accessible privately owned open space is encouraged at prominent locations such as major intersections, and within large-scale development sites;
- In buildings featuring residential uses, a range of outdoor amenity spaces should be incorporated into the design of buildings;
- In buildings featuring residential uses, private outdoor amenity space should be provided in the form of terraces and balconies;
- In buildings featuring residential uses, common outdoor amenity space should be provided in the form of landscaped courtyards, forecourts, and accessible rooftops; and
- In buildings featuring residential uses, common outdoor amenity spaces should be provided within the front, side or rear yard, or on the roof of buildings, and should be located adjacent to indoor amenity spaces.

Figure 43: Private outdoor amenity space screened from the street and neighbours by wood panel and vegetation

Figure 44: Outdoor amenity courtyard in between mid-rise buildings

4.3 Building Projections

General

- Building projections, including balconies, porches, decks and stairs, are encouraged as transitional elements that provide access, amenity space and weather protection;
- Porches, terraces and balconies should be large enough to comfortably accommodate space for seating, with a minimum depth of 1.5 metres;
- Porch, terrace and balcony design and detailing should be consistent with the character of the building, and should be designed as cohesive elements; and
- The colour of railings and associated balustrades should be complementary to the building.

Neighbourhoods

- To maintain privacy of neighbouring rear yards, balconies provided above the ground floor of the dwelling in the rear should be inset within the rear façade of the dwelling and should be designed as integral parts of the building;
- Porches may be enclosed as an additional interior area, provided an unenclosed portion with a minimum frontage / width of 1.2 metres is placed in front of the primary entrance of the dwelling;
- Enclosed porches may be used as an extension of common living areas but cannot be used as bedrooms or storage areas;
- Where provided, a minimum of 50% of the enclosed portion of the front porch should be glazed;
- Dwellings should generally incorporate a street-facing porch, portico or balcony;
- Porches and porticos should generally be located closer to the sidewalk and street than an adjacent garage, where provided. This diminishes the visual impact of the garage and creates a comfortable pedestrian environment;
- Wraparound porches are encouraged for corner lots, where appropriate to the style of the dwelling. Wraparound porches should incorporate railings;
- Balconies and terraces should not extend closer to the street than the ground floor porch; and
- Balconies and terraces are encouraged to incorporate landscaping features, such as planter boxes, in order to soften the building edge and break up the continuity of the building mass.

Nodes and Corridors

- Residential apartments should include private outdoor amenity space which, in addition to courtyards and forecourts, should be accommodated through the provision of terraces and balconies.

Figure 45: Planted balconies and roof top terraces

Figure 46: Floor setbacks are providing opportunities to create terraces that complement balconies on the main facade

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5 Access and Circulation Design

5.1 Site Access and Servicing

General

- Driveway entrances should be oriented to minimize visual impacts on adjacent properties. Such features should be integrated within the site, located away from building corners and with minimal interruption of walkways and sidewalks;
- Site access should be provided via a single curb cut;
- Driveways and associated curb cuts should be minimized in width;
- On corner lots, driveways should be accessed from the street of lesser prominence;
- The use of permeable surface materials should considered within driveways, parking pads, and surface parking areas;
- Utility meters, transformers and HVAC equipment should be placed in discrete locations and screened from public view; and
- Utilities and servicing areas should be located as such that they do not interfere with existing trees, mature tree growth or landscaping.

Neighbourhoods

Mature and Contemporary Neighbourhoods throughout Halton Hills are generally characterized by single curb cuts and driveway entrances with a narrow asphalt width, or contain continuous landscaped boulevards with on-street parking. Rear laneways are not prevalent.

- Driveways should have sufficient depth to facilitate vehicle parking entirely within private properties, without obstructing adjacent sidewalk or vehicle sight lines;
- Driveways and associated curb cuts should either be combined and shared between adjacent properties, or laid out with a consistent rhythm between adjacent properties;
- Where two-lane driveways are desired, asphalt width should not exceed that of associated garage doors, and tapering is encouraged as driveways approach associated curb cuts;
- Driveways should have pavement widths which are no greater than that of associated garage doors, where applicable.
- Garbage and recycling storage areas should be located at the side or rear of dwellings. Where this is not possible, garbage and recycling storage areas should be screened from public view; and
- Air conditioning units should be located at the side or rear of dwellings, or within an exterior side yard in the case of a corner condition, provided they are screened from public view. Such units may project into rear or exterior side yard setbacks.

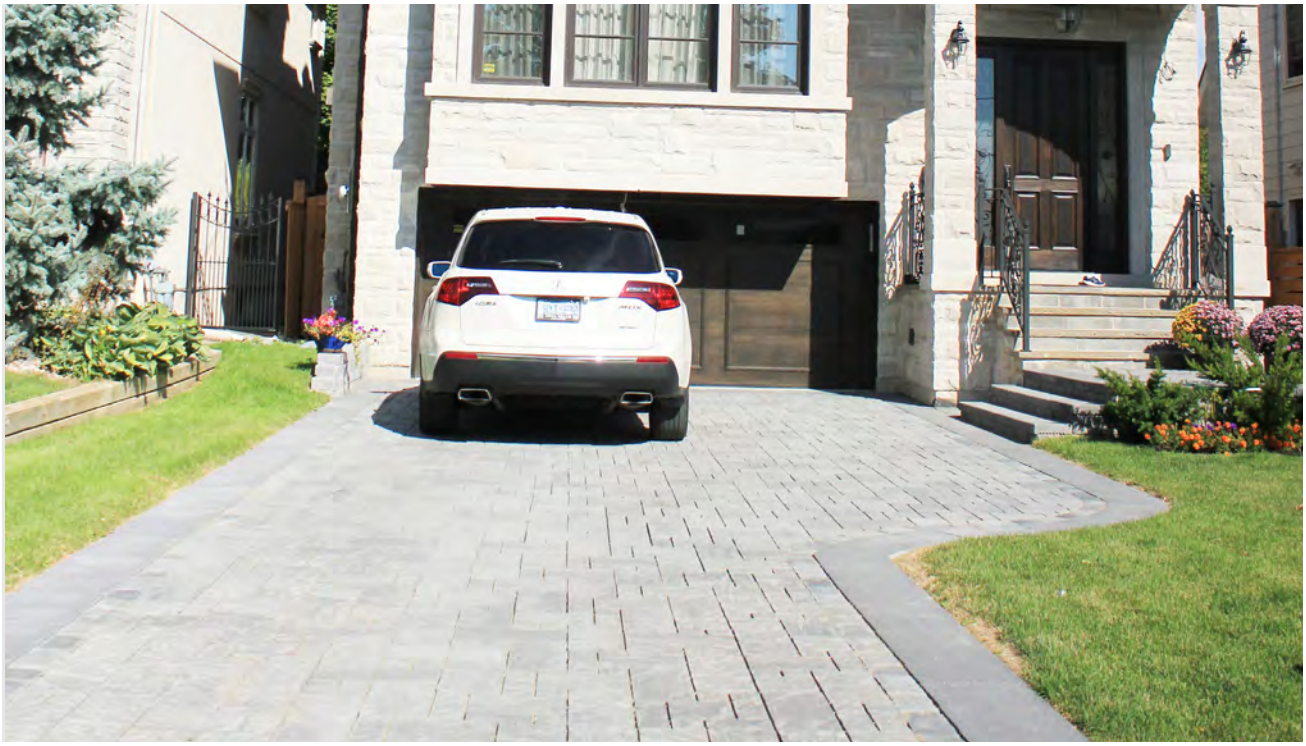

Figure 47: Driveways width tapering as approaching associated cub cut

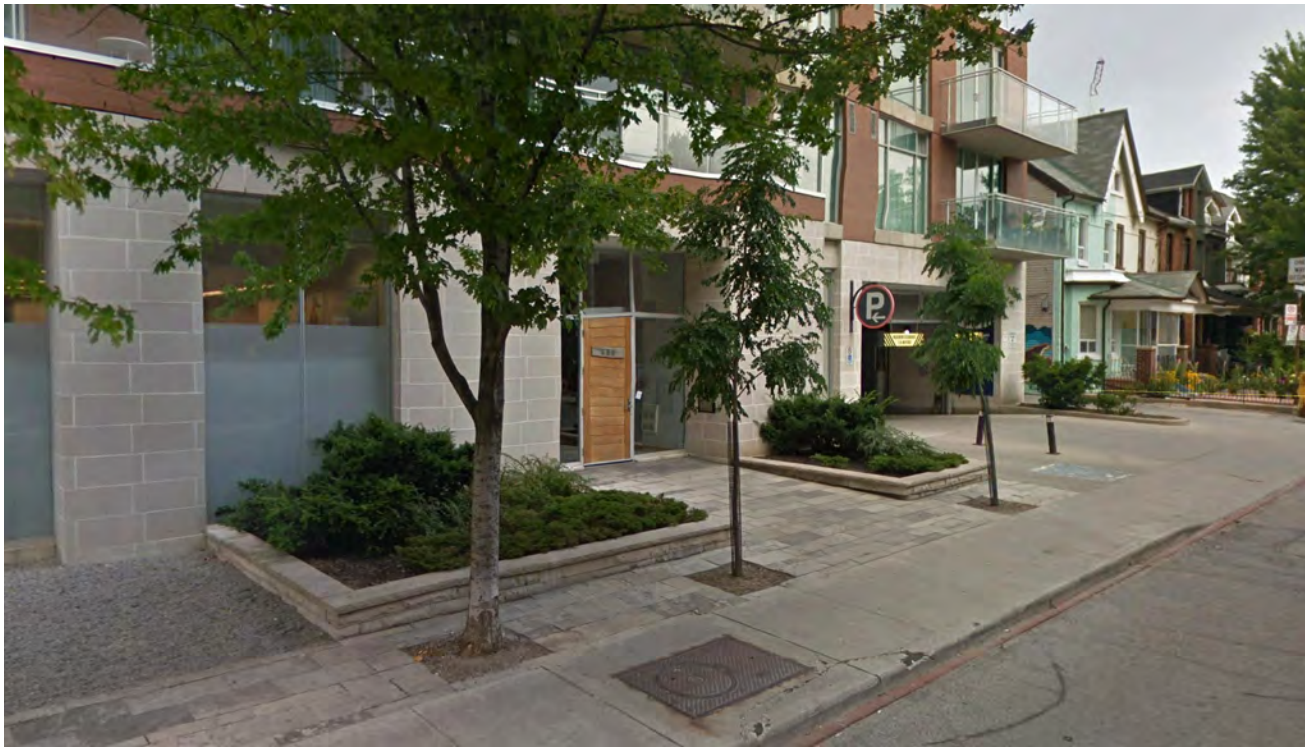

Figure 48: Underground parking entrance associated with loading laneway in the back

Nodes and Corridors

Nodes and Corridors throughout Halton Hills are generally characterized by single or multiple curb cuts and driveway entrances, accessed via adjacent arterial and collector roads. Servicing, loading and outdoor storage areas are generally located at the side or rear of buildings, although they are not consistently screened from public view.

- Despite this prevailing access condition, future development should coordinate and consolidate driveway entrances, where feasible. Ground floor frontages may need to be set back adjacent to parking access sites to provide visibility at the exit;
- Loading facilities should be consolidated between adjacent properties, where feasible. Such facilities should be integrated into the building design or placed away from street frontages and screened from view. Screening measures should include landscaping and/or solid panel fencing;
- Garbage and recycling storage rooms should be centralized indoors, and at the rear of the building;
- Service and outside storage enclosures should be constructed of materials to match or complement the building material. No enclosure should be made of any form of chain link fencing, gates and/or access doors may be constructed of materials different from the actual enclosure material to facilitate operation;
- Outside storage areas should be fully screened by wall enclosures. Screen walls should have a minimum height equal to that of the item it is screening;
- Outside storage areas should not be visible from any street; and
- Noise attenuation measures should be provided where service areas are in proximity to residential uses. These features should be complementary in material and design to surrounding buildings and structures, to reinforce the image of the community.

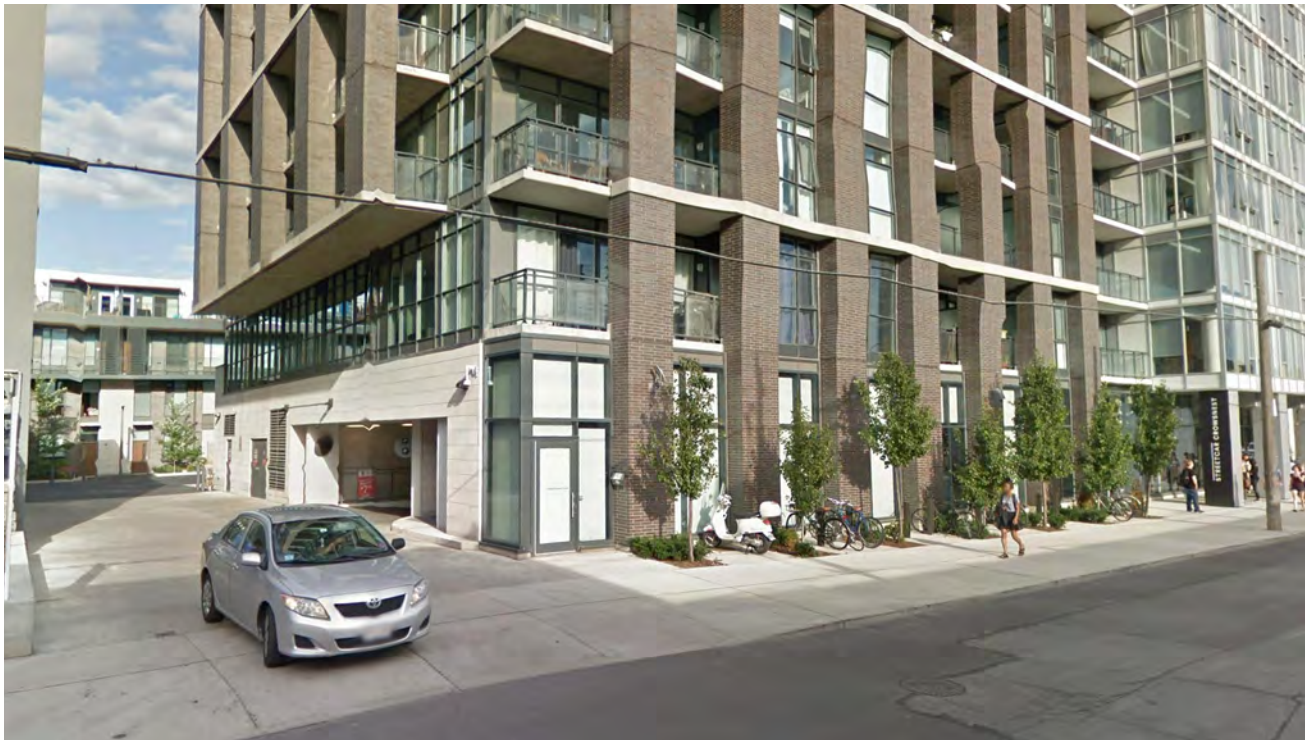

Figure 49: Parking garage entrance is accessible by an adjacent driveway

Figure 50: Outdoor storage screened by wooden doors / enclosure

5.2 Vehicle Parking

Neighbourhoods

In Acton, prevailing parking conditions within Mature Neighbourhoods include integral front / side yard garages and detached rear yard garages. In Georgetown, prevailing parking conditions within Mature Neighbourhoods include integral front / side yard garages and parking pads.

In both Acton and Georgetown, prevailing parking within Contemporary Neighbourhoods include integral front and side yard garages.

- Future development should generally reflect prevailing parking conditions, while conforming to applicable zoning regulations;
- Within the context of applicable zoning regulations and prevailing parking conditions, future development should generally reflect parking conditions established by adjacent properties, in terms of determining whether a property should contain a driveway and associated curb cut, or a continuous landscaped boulevard with on-street parking. Such solutions should also be sensitive to the context of the surrounding street and block. However, variations between integral and detached garages may be appropriate for the purpose of achieving diversity; and
- The use of permeable surface materials should be considered within parking pads to minimize stormwater run-off.

Figure 51: Regular spacing between parking pads and curb cuts

Figure 52: Permeable surface materials use on driveway are preferable

Nodes and Corridors

Nodes and Corridors throughout Halton Hills are generally characterized by surface parking lots, located either at the front or side of the building, or some combination. Generally, such parking areas do not incorporate significant landscaping or screening features, nor do they contain pedestrian walkways or pedestrian-scaled lighting.

- Despite this prevailing parking condition, surface and structured parking spaces should generally be located at the side or rear of buildings, either served by laneways or consolidated by block;
- Where desired, above-grade structured parking facilities should be wrapped in active uses, and screened from public view;
- Visitor / guest parking spaces should be clearly distinguished from resident parking spaces, and should be coordinated in location;
- Hard surface areas should be minimized with landscaping and permeable, sustainable materials and technologies prioritized;
- Surface parking spaces should be organized in compact formations with significant, high-quality soft landscaped edges, especially adjacent to the public realm;
- Landscaping and site organization should prioritize managing stormwater quality ,and quantity on-site, wherever possible;
- Landscaping near parking and vehicle routes should prioritize opportunities for shading, without minimizing safety and visibility;
- Pedestrian movement should be given priority in the design of all parking facilities. Clearly marked, direct and safe pedestrian routes should be provided wherever possible and should be separated when appropriate;
- Lighting for parking should be oriented to limit visual impact on adjacent neighbourhoods, but should otherwise be well distributed to enhance safety and visibility;
- Accessible parking spaces should have direct access to building entrances and should not be placed across a drive aisle; and
- The use of permeable surface materials should be considered within parking pads to minimize run-off.

Figure 53: Planted bioswale in between parking lanes to mitigate stormwater runoff with surface parking lots

Figure 54: Planted bioswale to mitigate stormwater runoff

5.3 Bicycle Parking

Nodes and Corridors

- Internal bicycle parking should be located at grade with direct access to the adjacent street, wherever possible, or should provide ramped access to the street;
- Internal bicycle parking should be made available to employees and residents;
- All bicycle parking for visitors external to the building should be covered, either by lobby canopies, breezeways or independent shelter structures;
- Bicycle parking should be provided in proximity to buildings in order to encourage active transportation;
- Bicycle racks can be strategically used to structure and animate open spaces; and
- Facilities associated with bicycle use, including lockers and showers, should be provided to employees.

Figure 55: Stand alone on street bike rack are provided at regular intervals on retail street

Figure 56: Grouped on street bike rack at the entrance of the mixed-use building