

Appendix I: Port Dover Design Guidelines

DRAFT

Contents

1 Introduction	5
1.1 Compatibility	6
2 Downtown and Urban Waterfront	8
2.1 Introduction	8
2.2 General Building Guidelines for Downtown and Urban Waterfront	11
2.3 Waterfront Sites	16
3 Existing Neighbourhoods	22
3.1 Introduction	22
3.2 Design Guidelines	23
4 Future Neighbourhoods	28
4.1 Introduction	28
4.2 Design Guidelines for Greenfield Neighbourhoods	28
5 Commercial & Institutional Uses	36
5.1 General Guidelines for All Commercial and Institutional Sites	36
5.2 Mixed Use	43
5.3 Retail	44
5.4 Drive-through Facilities	45
5.5 Institutional/Community Use Sites and Buildings	47
6 Gateways	48
6.1 Introduction	48
6.2 Guidelines for Gateways	48
7 Parks & Stormwater Management	49
7.1 Parks	49
7.2 Stormwater Management Facilities	54
8 Active Transportation	55
8.1 Introduction	55
8.2 Guidelines for Active Transportation	55
9.2 General Guidelines for Streets	58
9 Streets	58
9.1 Introduction	58
9.3 Street Typologies	61
10 Green Infrastructure and Building	68
10.1 Energy Conservation	68
10.2 Water Use and Management	70
10.3 Material Resources and Solid Waste	72
10.4 Air Quality	73
10.5 Lighting	74
10.6 Green Buildings/Green Sites	75
10.7 Stewardship and Education	77

DRAFT

1 Introduction

The Port Dover Secondary Plan is the guiding document used to direct and manage growth in Port Dover. It articulates the vision and guiding principles for how the community should be developed and outlines the policies for how land in the community should be used. The Secondary Plan helps to ensure that future planning and development meets the specific needs of the community. Urban Design Guidelines provide a 'how-to' manual for implementation of the Secondary Plan's policies that reinforce the character and charm of Port Dover, respects its natural and cultural heritage and protects the small town feel cherished by those that live here.

Urban design involves the arrangement and design of the built environment and provides a framework that gives form, shape and character to buildings, public spaces, streets and amenities. It blends architecture, landscape architecture and town planning together to make urban centres, districts and neighbourhoods functional and attractive. The Urban Design Guidelines promote high quality urban design that is based upon the quality, scale and character of the surrounding existing and emerging contexts, reinforce 'human scaled' environments, and promote a sense of place.

Urban Design Guidelines (Guidelines) provide design guidance, criteria, and standards for how to shape the built environment, both the individual elements, as well as how these should be spatially arranged and relate to one another. The Guidelines are intended to provide direction for homeowners, designers, architects, landscape architects and developers to understand the County's objectives for design in Port Dover. The Guidelines also inform staff and Council in their review, and approval of development applications.

Urban Design Guidelines are a planning tool that work alongside zoning, site plan control and technical standards to implement the vision of the Official Plan and Port Dover Secondary Plan. The Guidelines will be used through the development process including Subdivision

Planning, Site Planning, Landscape and Building Design.

The Urban Design Guidelines will be an appendix to the Port Dover Secondary Plan. Some guidelines will be brought forward to become policy in the Secondary Plan, others will be implemented through zoning, others through site plan control.

Urban Design Guidelines are always interpreted with inherent flexibility. However, they will be subject to the test "to be consistent with". Each guideline will be considered in the preparation of the Secondary Plan and terminology for policies will be confirmed.

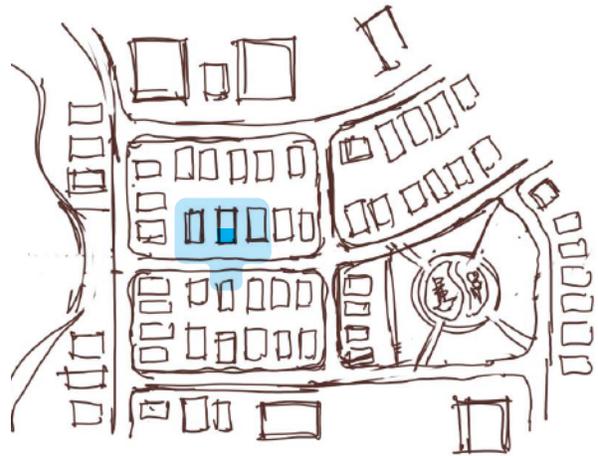
The Guidelines are organized to provide direction on development and redevelopment in the private and public realm. Some of the Guidelines apply to specific districts or areas within Port Dover, and others apply to particular uses or functions throughout the urban area.

1.1 Compatibility

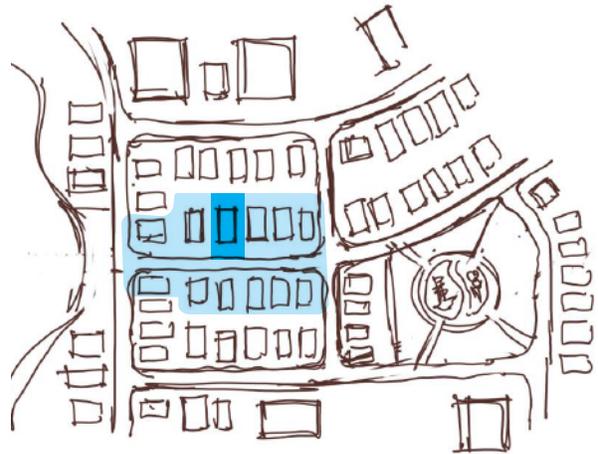
The Guidelines provide a framework for design that respects and reinforces the character of the Downtown Port Dover, the waterfront and the existing neighbourhoods. The Guidelines are based on a contextual approach to design that considers the visual impact to and relationships with adjacent and surrounding developments. This approach promotes compatible forms and designs, pedestrian scaled and oriented streetscapes, and allows for appropriate flexibility, innovation and diversity in design, qualities intrinsic to evolving communities.

In determining compatibility, an area of influence in the vicinity of the new development is used. New development should be compatible with the existing development within its area of influence. The scale of new development determines the appropriate scale of the area of influence. Norfolk County staff should be consulted in the determination of the appropriate size of the area of influence.

Scale of new development	Area of influence for determining compatibility
modifications to an existing house or property	existing house and immediate neighbours (including across the street)
demolition or redevelopment of a single house or property	streetscape/block
large scale redevelopment; development with land assembly; intensification	neighbourhood



The area of influence for modifications to an existing site or building will generally be the immediate neighbouring and facing properties.



The area of influence for demolition or redevelopment of a single house or property will generally be the block.



The area of influence for large redevelopment sites will generally be the streetscape and neighbourhood.

Larger developments must consider impacts to the neighbourhood. Guidelines for determining the scale of the neighbourhood include:

- a local area where there is convenient access to one or more land uses or amenities common to daily living, such as housing, a school, park, shopping, personal/professional/medical services, daycare, and/or community uses;
- more than one block; usually several blocks linked together to form a network;
- an area bounded by a five-minute walk or 400 metre radius; and
- edges can be defined by major roads and/or natural features.

2 Downtown and Urban Waterfront

2.1 Introduction

Downtown and the Urban Waterfront are the heart and soul of Port Dover. Both areas establish the inherent small town character of Port Dover with its commercial fishing harbour - each forming critical components of its sense of place. Guidelines in this chapter establish direction for development and redevelopment in both areas.

Port Dover Downtown

Downtown has a mix of commercial, institutional and residential uses, and is anchored by Main Street. A grid pattern of streets create small blocks, making it easy to walk around and connect to the waterfront. Powell Park, an urban park, is a major focal point.

Buildings exhibit a variety of materials, with brick and siding most commonly used. There are a number of buildings with a heritage designation or potential concentrated Downtown.

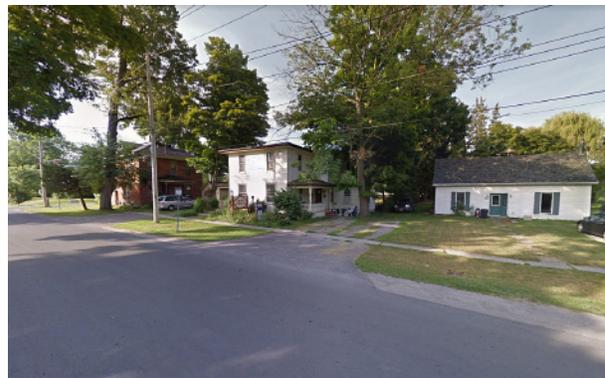
Main Street

In the core of the Downtown area, buildings are located close to the street line and to one another, resulting in a well-defined streetwall. Commercial buildings are typically 2-storeys in height, with flat roofs. Many buildings have an historic character that create a distinct sense of place. These are design characteristics that these guidelines seek to reinforce.

At each end of Main Street, buildings are more widely spaced, typically one storey in height, with varying set backs. On-street parking is replaced by vehicular lanes and parking is provided in large surface lots. These areas are more suburban in character and oriented to vehicular access. As these areas change or redevelop over time, these Guidelines will shape a more pedestrian-oriented and well-defined Main Street through Downtown.

Downtown Residential

The streets around Main Street are more residential in character, although they also have commercial uses mixed in. Buildings have set backs from each other and from their neighbours while still defining the street edge. There is a mix of historic, traditional and more modern architectural styles. Parking is often accommodated in side driveways or garages set back from the street edge. Large mature trees make a significant contribution to the attractiveness of this area.





Main Street Existing Character

The photograph and diagram on this page illustrate fundamental design qualities of Main Street and underpin the guidelines that follow.



1. Buildings frame the street edge
2. Two storey street wall
3. Fine grain with narrow storefronts
4. Transparency at ground level
5. Frequent entrances
6. Signage within a sign band

Port Dover Urban Waterfront

The Urban Waterfront has a rich history as a commercial fishing port that continues today, particularly on the east side of Lynn River with both a land and water based function. The lands along the Lynn River to the north of the harbour are no longer used as part of the commercial fishing industry and are in the process of being redeveloped for residential uses. The west side of the harbour is a key destination for residents and visitors with a hub of restaurants and shops that cater to beach goers.



The Urban Waterfront includes two piers marking the entrance to the Lynn River. The Port Dover Lighthouse is at the end of the West Pier, and is a popular spot to visit. The West Pier includes seating and safety railings along its length. Just to the east is the commercial fishing basin and its associated port area. This working waterfront area is an important economic driver for Port Dover and provides an authentic, industrial character along the lake.



Further east is the Port Dover Harbour Marina with approximately 400 slips and a commercial basin used by the Coast Guard and Ministry of Natural Resource and Forestry.

Buildings in Port Dover's Urban Waterfront area are simple, functional buildings. There are many rectangular structures with peaked roofs and gable ends, clad in wood or metal siding. Public areas along the water's edge use durable, functional materials such as steel and concrete in paving, walls, bollards, railings and furniture.

2.2 General Building Guidelines for Downtown and Urban Waterfront

This section applies to all sites in the Downtown and Urban Waterfront. Additional guidelines in this document, for example, for parks, streets or active transportation, may also apply within the Downtown and Urban Waterfront.

Height & Massing

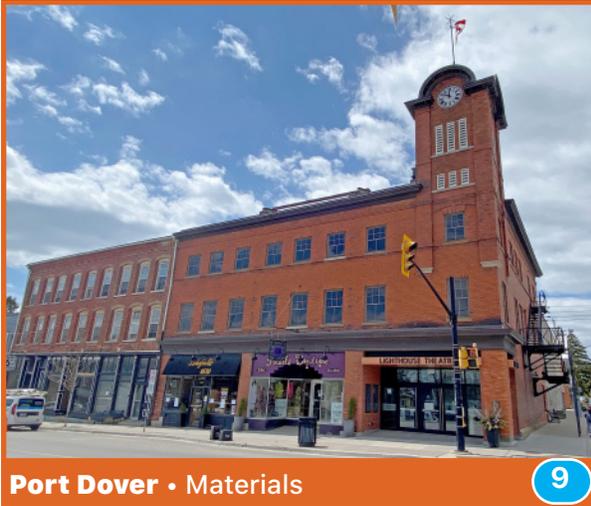
- 1 Taller buildings may be encouraged at strategic locations such as corner sites and other prominent sites to enhance community structure, sense of place and provide landmarks.

Placement & Orientation

- 2 Where more generous setbacks are appropriate, such as along streets with residential uses, the space should be used for landscaped areas, additional street tree planting, amenity areas, seating, display areas or sidewalk cafés and patios.

Street Wall / Facades

- 3 Historical designs should only be undertaken by registered, qualified architects who have experience in designs of that stylistic expression, and where building massing, proportion, and details exhibit integrity to historical usage.
- 4 Colours which display the individuality of a building and business while complementing the traditional building character are encouraged.
- 5 A facade should incorporate one or two base colours, which may be complemented by a wider range of accent colours that highlight architectural features and signage.
- 6 The colours selected should be consistent for a building's facade and any walls that are publicly visible.

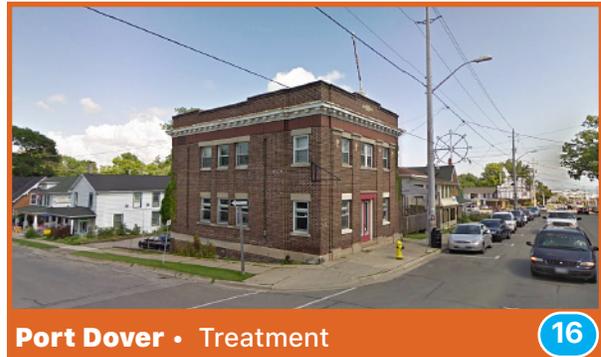


Port Dover • Materials



- 7 Building materials should reflect and complement the existing materials in the area and should be high quality, durable and easily maintained.
- 8 The materials selected should be consistent for a building's facade and any walls that are publicly visible.
- 9 Recommended building materials include brick, stone, wood and glass. One or two of these materials should be selected as base materials and may be complemented by a wider range of accent materials.
- 10 Design may incorporate contemporary materials, patterns and textures where materials and fastening systems are authentic to their purpose and neatly detailed. Do not use materials that imitate other materials.
- 11 Changes of material will be purposeful and coincide with substantial massing elements or datum lines of the building.
- 12 Where building sides are exposed to public view, the materials on the front facade should wrap around and extend a minimum of 2.0m on the side elevation to avoid the appearance of an 'applique facade,' where the front facade appears insubstantial or tacked-on.
- 13 The principal material of exposed side facades may differ from the front facade, but should be compatible with it. The side facade treatment should reference key architectural datums such as cornices, floor lines, or vertical rhythms.
- 14 Spaces between buildings (such as alleyways) should be well-lit and enhanced through fenestration, side entrances, decorative signage, decorative paving, and public art.

- 15 Architectural features and decorative elements such as shutters, cornices, awnings, building projections, distinctive roof features, etc. which add visual interest are encouraged on all buildings.
- 16 Additional architectural treatment is encouraged for corner sites and landmark buildings to enhance the visual prominence of these buildings and their locations.
- 17 The ground floor should be articulated in a manner that distinguishes it from upper storeys, for example, through canopies, awnings, lighting and signage.
- 18 Blank walls should not be permitted on any building fronting a street.
- 19 Mechanical equipment should be screened from view.





Shopfront Signage

20 Signage should be located and designed to reflect the heritage character of the streetscape, while allowing for the creativity of individual businesses. Diversity in storefront signage should be encouraged to create shopfronts with "personality."

21 Artistic expression and imagination are encouraged.

22 Fascia signs within a sign band, window signs and signs hanging perpendicular to the building facade should be the primary types of signage used. Sidewalk retailing and sandwich board signs are also encouraged to create vibrancy and interest along the streetscape.

23 Signage should be attractive, durable, easy to read and complementary to the overall facade design.

24 Sign scale should be in proportion with the building and should reflect the pedestrian scale of the streetscape.

25 Signs should be located outside the pedestrian right-of-way and, when located over pedestrian areas, should have a minimum clearance of 2.4m from grade.

26 Signage should not obscure windows, doors or architectural features.

27 Signs should be externally lit. Back-lit or neon signs are not allowed.

Shopfront Awnings, Canopies and Lighting

28 Awnings and canopies are encouraged for weather protection and shelter, for additional signage opportunities and for the aesthetic appeal of a facade. Retractable awnings are preferred as they are flexible for diurnal and seasonal changes.

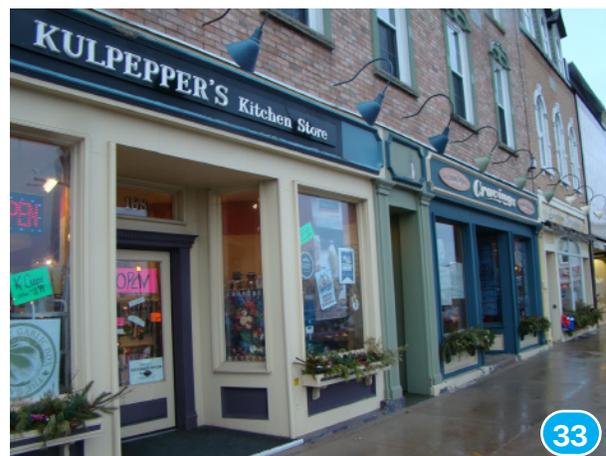
29 Awnings and canopies should align with modules of the building's vertical rhythm, such as the space between column or pilaster elements, or the divisions between windows and doors.

30 The design, shape, colour and material selected for awnings and canopies should be complementary to the design of the building's facade and should reflect the character of the context.

31 Signage on awnings should be located on the valence.

32 Awnings should not obscure windows, entrances or architectural elements on a facade, or impede views down a street.

33 Creative exterior and shop window lighting is encouraged to promote vibrant streetscapes at night, encourage pedestrian traffic and enhance the safety of the pedestrian experience.



2.3 Waterfront Sites

Lake Erie and the Lynn River are fundamental to the history, existing character and ongoing activities of Port Dover. The water itself and the publicly accessible edges along the shorelines are key public spaces in Port Dover and define its image. Buildings along the water's edge help create the first impression of Port Dover's beaches, walkways and streets that are so beloved by residents and tourists. It is critical that the buildings along the water's edge reinforce a high quality image and frame the public realm. The following Guidelines apply to all properties within the Downtown and Urban Waterfront that are adjacent to Lake Erie or the Lynn River.

New buildings should not overwhelm these public spaces by abrupt increases in height over the established character of the community. They should look out onto the waterfront with active uses and use of transparency in their facades. It is recognized that new buildings may be taller as the waterfront intensifies, however, new buildings should be shaped by the following guidelines.

Site Organization

- 1 A clear pedestrian zone should be provided as near the water's edge as possible that provides for linkages to existing or planned future pedestrian zones on adjacent properties. Over time, pedestrian zones will link together to provide continuous public access to the water's edge.
- 2 Large sites should provide outdoor, ground level, accessible connections between the water's edge pedestrian zone and an adjacent public street. This can take the form of a landscaped walkway, a publicly accessible street or lane, a publicly accessible privately owned open space, a park, or other means.
- 3 Where buildings have residential units at ground level, provide a 'front yard' landscape zone between the unit and the pedestrian zone to include demarcation of the private realm front yard space, for example, with a low wall, low permeable fence, and/or landscaping.
- 4 Locate parking and servicing functions to the centre of the site. Minimize interruptions for access, servicing or mechanical equipment along publicly accessible frontages.



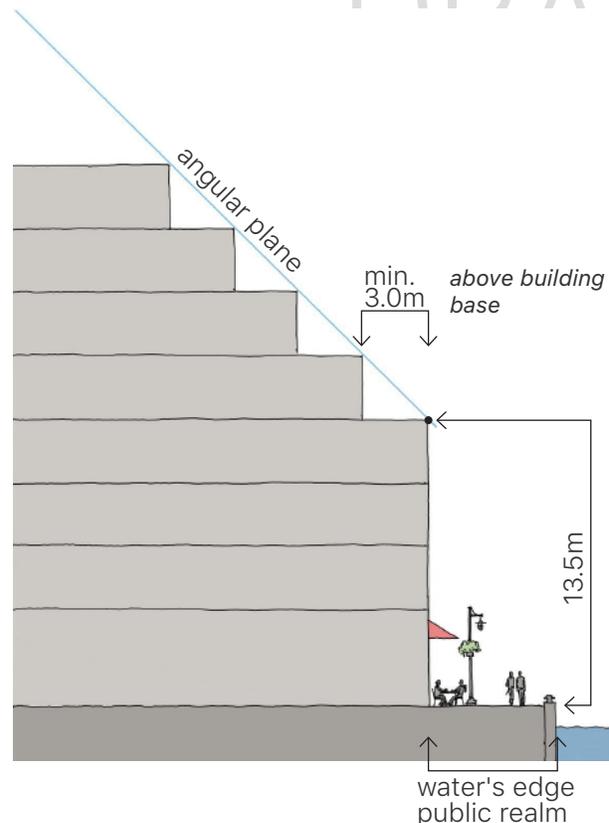
Ground floor units with demarcated front yard landscape zone and direct access to adjacent walkway.

Building Massing

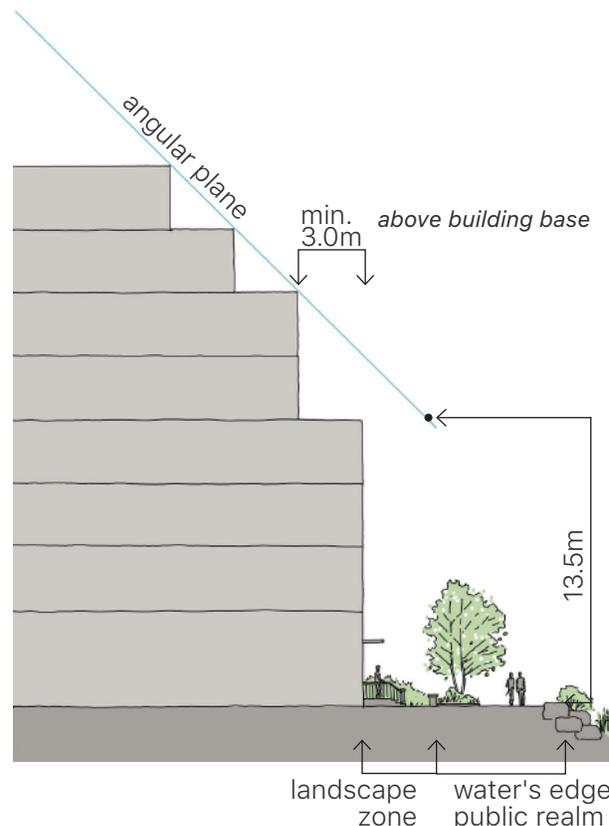
- 5 Facing the water's edge, the building wall at the base of the building (equivalent to the 'street wall' facing public streets) should be a maximum of 13.5 metres or 4 storeys in height, whichever is less.
- 6 Above the base building wall there should be a minimum 3 metre step back above the base building wall for all taller portions of the building.
- 7 Building height should be limited by a 45 degree angular plane originating 13.5m above the edge of the water's edge pedestrian zone.
- 8 Ensure new building(s) have a transition to existing buildings on adjacent lots through setback, step back, street wall height, and overall building height within a massing transition zone adjacent to those lots.

Building Design

- 9 Buildings facing the water's edge should be designed with a high quality 'frontal' appearance consistent with the other built form guidelines in this section that apply to buildings facing public streets and spaces. In particular, the ground level should be designed to maximize the following design elements:
 - a. active uses at ground level facing the water's edge, such as commercial/retail, residential units, or common interior spaces such as lobbies and amenity areas. Servicing and utility areas should be minimized;
 - b. direct building entrances facing the water's edge;
 - c. a high degree of transparency: windows and doors;
 - d. for residential units at ground level, entrances to individual units with walkway connections to the pedestrian zone walkway/trail.



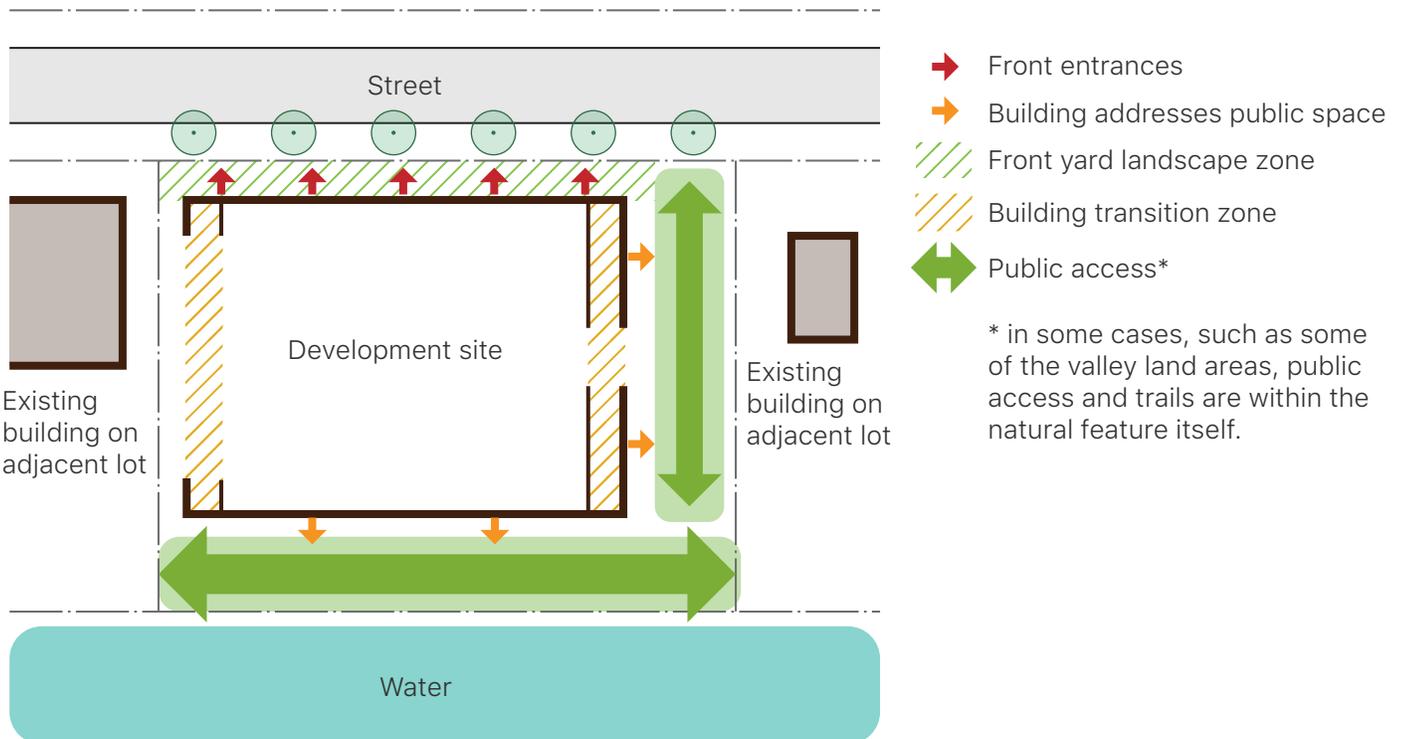
Angular plane and step back above the base building. Example of commercial uses at ground level.



Angular plane and step back above the base building. Example of residential units at ground level with a transition zone.

10 Buildings should incorporate design strategies such as:

- a. simple, rectangular building shapes;
- b. peaked roofs, shed roofs or flat roofs; avoid hip and gambrel roofs;
- c. gable ends;
- d. horizontal, vertical or shingle siding in wood, cement board, high quality vinyl or metal;
- e. standing seam metal roofs;
- f. simple trim elements such as , frieze and fascia boards, and window surrounds.



Demonstration Concepts

Showing how the application of these Design Guidelines can shape the conceptual design of the public realm and built form



- | | | |
|---|--|---|
| <ol style="list-style-type: none"> 1. Townhouses face public street and low-rise streetscape; direct entrances to individual units 2. Taller apartment building set back from street 3. Main lobby entrance along water's edge walkway | <ol style="list-style-type: none"> 4. Ground level apartments have direct entrances to public walkway 5. Public walkway along the water's edge extends to site boundaries for future extension to adjacent sites 6. Public walkway links public street with water's edge public walkway | <ol style="list-style-type: none"> 7. Amenity areas and seating along public walkways 8. Drop off, servicing and parking entrance internal to the site 9. Building massing responds to view terminus location from public street |
|---|--|---|

Demonstration Concepts

Sketches developed at the public workshop showing how the application of these Design Guidelines can shape the conceptual design of the public realm and built form

Waterfront site at the foot of St. George, Walker and Harbour Streets

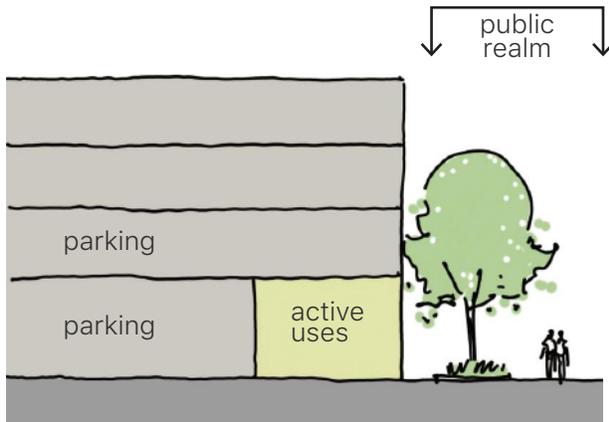


- 1. 'Shared street' approach to water's edge rights of way
- 2. Public views and access to waterfront maintained
- 3. Buildings frame the street edge
- 4. Parking and servicing functions located internal to the block

Top: St. George Street right of way maintained

Below: St. George Street right of way partially closed, new water's edge street connects Walker Street and Harbour Street





Parking on upper levels. Facade treatment of upper levels is high quality and consistent throughout entire building expression.

Parking

- 11** For large developments, parking should generally be located underground.
- 12** Above ground structured parking located **at ground level** should be hidden from public view on all sides facing public streets and the water's edge. Habitable space within the building should be located between the structured parking and the public realm. The habitable space should face the public realm inclusive of windows and entrances.
- 13** Above ground structured parking located **above ground level** may be located on the exterior, public-facing facade of the building provided it is well-integrated with the building design. The principal, high quality massing and facade design, inclusive of columns, datum lines, materials, projections, solid/void relationships and other design elements, should be continuously applied across any **above ground level** parking visible from adjacent streets or the water's edge.
- 14** Surface parking should be small in scale (e.g. visitor or customer parking) and located internal to sites where it is screened from view of the adjacent streets or the water's edge by the principal building massing.
- 15** Additional landscaping should be provided to screen parking where parking elements (garage entrances, structured parking, parking lots) are visible from internal pedestrian spaces such as courtyards or walkways.

3 Existing Neighbourhoods

3.1 Introduction

Port Dover has existing neighbourhoods that span over a century of urban growth. There is a wide range in the character of buildings, landscape and streetscape conditions.

Some existing neighbourhoods are older, with narrow roads, mature trees, eclectic buildings (many cottage-like), and a strong definition of front and/or side yard gardens. Other neighbourhoods are newer, with standard local roads and housing in bungalow forms. While different, each neighbourhood has a distinct character that must be understood. The guidelines in this chapter seek to ensure that character is maintained with new development or redevelopment.

The Existing Neighbourhood Guidelines apply to significant change to sites, lots and buildings within existing neighbourhoods. Examples of the types of change that are addressed by the following Guidelines include:

- facade remodelling;
- major additions;
- replacement dwellings;
- additional dwelling units on a lot;
- change in land use or new use;
- lot assembly; and/or
- significant intensification.

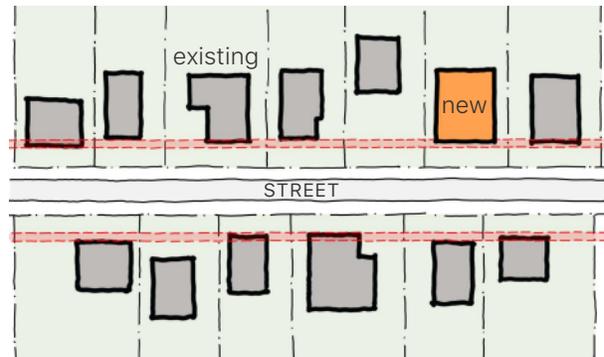
Guidelines in this chapter will most often be used for building additions, remodelling and reconstruction on a lot. Sometimes, the extent of change will be greater. Large sites with multi-unit buildings should consider the principles of the Downtown and Urban Waterfront Design Guidelines in addition to these Existing Neighbourhood Guidelines.

3.2 Design Guidelines

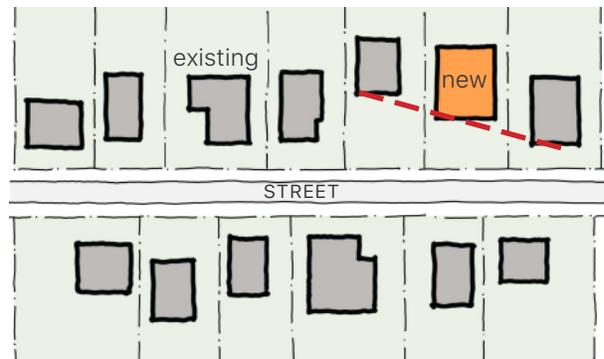
Site Organization

Placement & Orientation

- 1 Building placement and siting on a property should be considered in relation to the street and its neighbours.
- 2 Maintain consistent setbacks along the street. New development should have a set back equal to the predominant setback on the street, or a distance that is the average of those on either side of the development.
- 3 Generally, locate dwellings close to the street edge to frame the streetscapes, however, this will depend on the setbacks to houses on either side of the site.

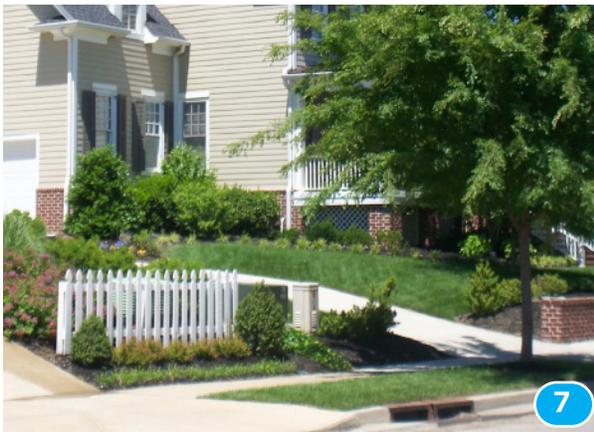
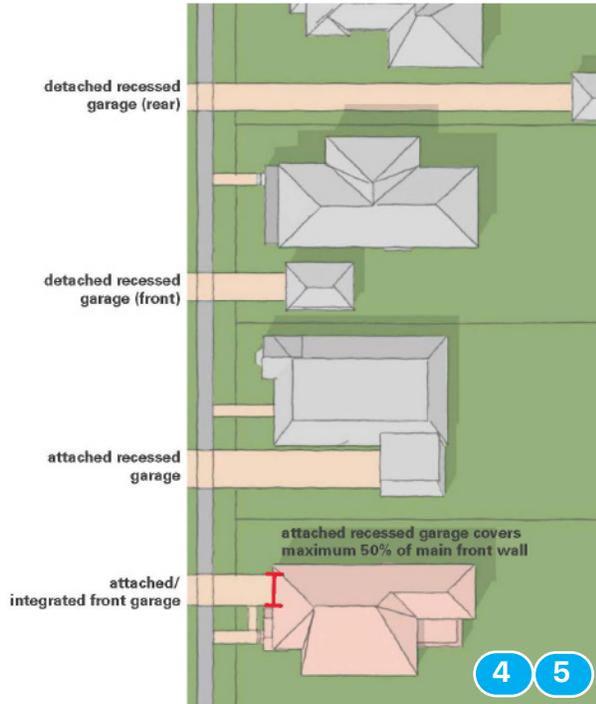


New development is set back at the predominant set back along the streetscape.



New development is set back the average of set backs on adjacent properties.

1 **2** Placement and Orientation



Access & Parking

- 4 Garages should be placed behind the front wall of the dwelling or at the side or rear of the lot, unless the predominant location (70%+) of the garage on other houses on the streetscape projects from the front of the house or is not at the side or rear.
- 5 Front-facing garages attached to the main dwelling should not occupy more than 50% of the building's width.
- 6 Driveways should be located and spaced to reinforce the rhythm along a street and to allow for street trees to be planted in the boulevard.

Landscaping

- 7 Include landscaped areas in front of buildings that provide a transition from private to public areas.
- 8 Delineate front-yards with design elements such as low stone walls, low permeable fences, planting and/or other landscaping.

Building Design

Massing & Elevation Articulation

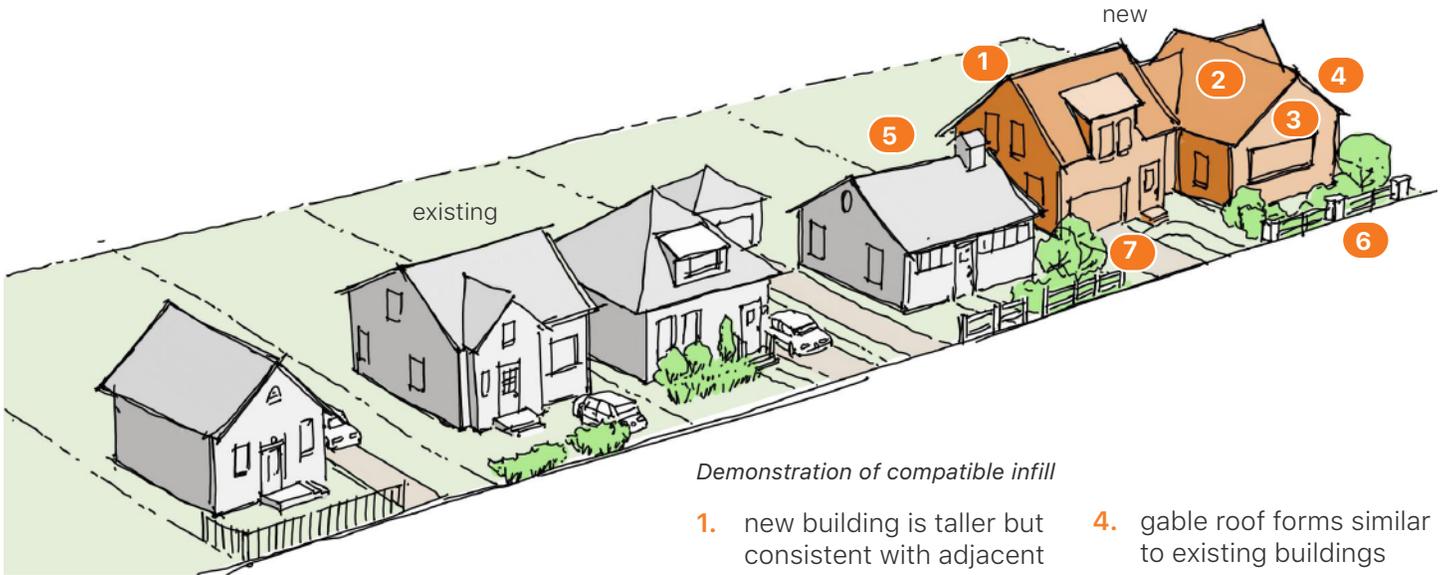
- 9 Ensure new building is generally consistent in height and massing with adjacent buildings along the streetscape.
- 10 Provide appropriate transitions in height to/from existing adjacent buildings and ensure no new building is more than 1.5 storeys or 4.5m higher/lower than the adjacent dwellings.
- 11 Where possible, maintain the existing lot grading and the neighbourhood's characteristic first floor height.
- 12 Design the building envelope, and individual architectural elements within the building, to reference the architectural treatment of buildings in the neighbourhood. The goal is not to replicate buildings of the neighbourhood, but to ensure new development relates to them by incorporating similarities in design language to promote compatibility. Massing and architectural elements to be considered include:
 - a. similar building shape (square, rectangular, L-shaped, etc.);
 - b. roof lines with similar massing, pitches and articulation (gable, hipped, shed, flat, use of dormers, etc.);
 - c. similar principal building massing elements (bays, projections, first floor height, building height, entry features, etc.);
 - d. similar architectural features (porches, stoops, chimneys, columns, frieze boards, etc.);
 - e. important datum lines (cornice, base courses, string courses, window alignment, bays, etc.);
 - f. similar proportions (bays, windows, garage, etc.).



Example of new development that is compatible because of set back, massing, sloped roof form, material, and entrance prominence. Difference in architectural style is not as important.



Port Dover • Compatible new development



Demonstration of compatible infill

1. new building is taller but consistent with adjacent buildings
2. massing of new, larger building is subdivided into smaller volumes that relate to the existing buildings on the street
3. the portion of the new building at the street edge has a similar proportion and width to the existing buildings
4. gable roof forms similar to existing buildings
5. second storey is partially within roof massing, similar to existing buildings
6. New landscaping defines a front yard zone similar to existing yard treatments
7. garage is set back

13 Articulate facades to reflect the rhythm and proportion of solids/voids, walls/windows, of neighbouring dwellings.

14 Ensure the elevation design reflects that of the adjacent homes. The horizontal expression of the windows and door should be similar to surrounding homes and their vertical rhythm should reflect those of adjacent homes.

15 Design semi-detached unit facades as one elevation.

16 Ensure facade details throughout all building elevations are consistent with their intended architectural expression.

17 Avoid mixing historic architectural elements with other architectural styles elements.

18 Historical designs should only be undertaken by registered, qualified architects who have experience in designs of that historic period.

19 Contemporary designs may be considered provided they exhibit consistency with the massing and articulation guidelines in this section.

20 Traditional designs may be considered where they are found in the neighbourhood.

Materials

21 Building materials should reflect and complement the existing materials in the area and should be high quality, durable and easily maintained.

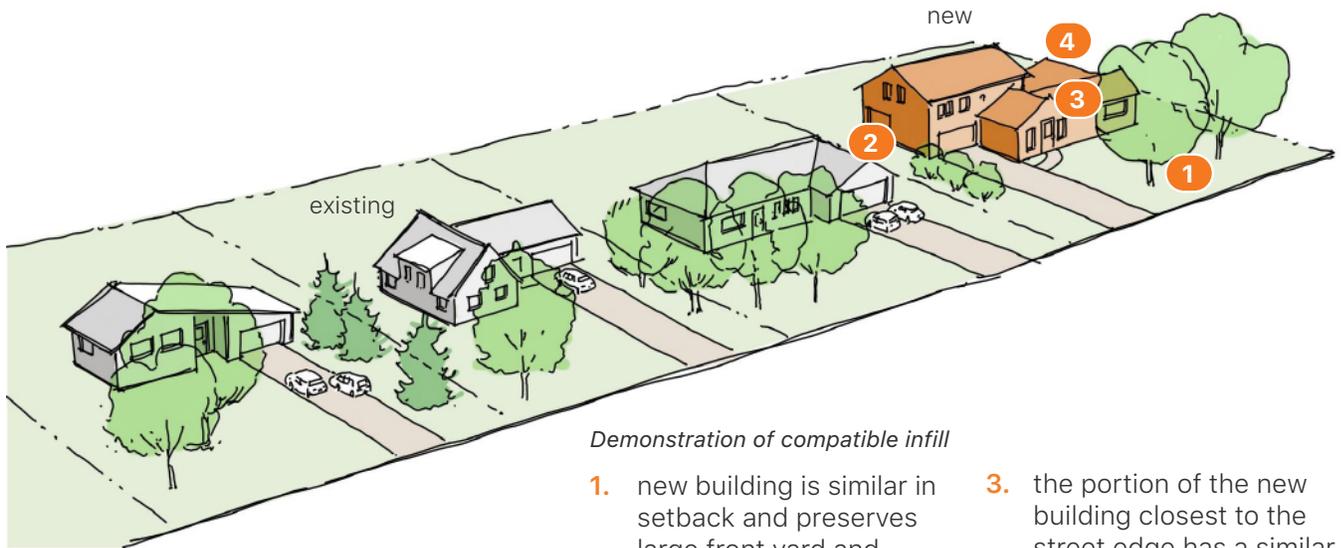
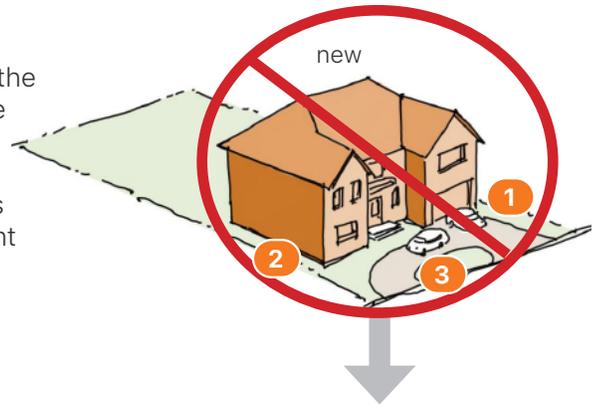
22 The materials selected should be consistent for a building's facade and any walls that are publicly visible.

23 Recommended building materials include brick, stone, wood, glass and concrete; one or two of these materials should be selected as base materials and may be complemented by a wider range of accent materials.

Incompatible infill

New building is dissimilar to the well-defined character of the existing context:

1. small front yard setback
2. small side yard setbacks
3. driveway dominated front yard

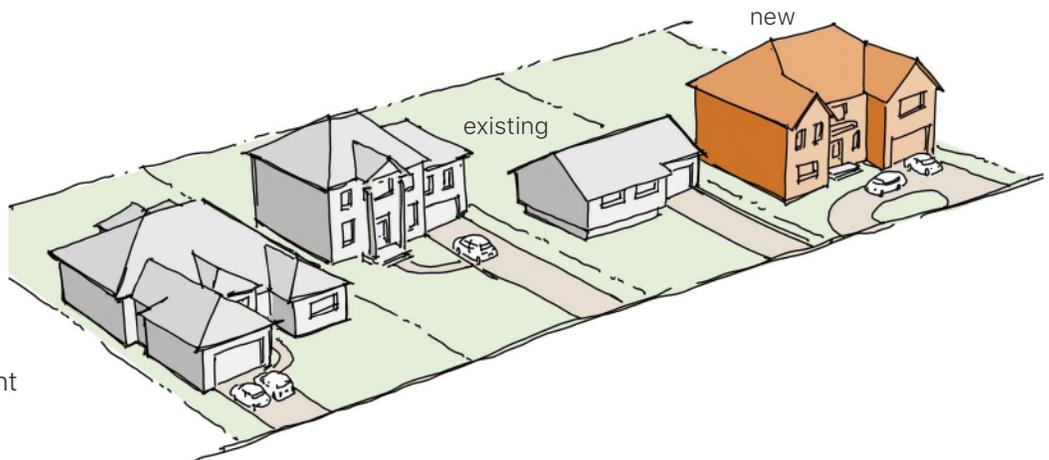


Demonstration of compatible infill

1. new building is similar in setback and preserves large front yard and mature trees
2. new building is similar in side yard setback
3. the portion of the new building closest to the street edge has a similar low profile to the existing buildings; taller portions are set back
4. similarity in massing and roofline elements

Compatible infill

The same building as shown at top may be compatible infill in a context that is less well defined and exhibits smaller setbacks, more varied or larger massing, less defined landscaping, few trees, and more recent architectural styles.



4 Future Neighbourhoods

4.1 Introduction

This chapter will be most relevant to low-rise housing forms such as single detached, semi-detached, townhouses, and stacked townhouses. New neighbourhoods may also include mixed uses and other non-residential uses, and these are covered by other sections of these guidelines.

Greenfield neighbourhoods in Port Dover will continue to be defined by the natural features that surround them and be connected to the overall community through their respective main spines, and green space and trails.

4.2 Design Guidelines for Greenfield Neighbourhoods

Site Organization

Lotting

- 1 Provide a transition in lot sizes, setbacks, massing, and grading that complements the existing and planned context.
- 2 Promote a variety of lots and building forms along streetscapes.

Placement & Orientation

- 3 Create consistent edges along public streets and open spaces.
- 4 Promote multi-storey buildings that contribute to a sense of enclosure along the street, particularly at locations.
- 5 Minimize the visual impact of long blocks; turn lots located on the end of blocks 90-degrees to face the perpendicular road, where appropriate. Consider a variety of lot facing conditions, in addition to flankage lots, along long stretches of road.

- 6 Orient lots and built form to front streets that are primary neighbourhood entry locations from the surrounding arterial and collector road pattern. Orient lots and built form to address primary internal neighbourhood streets such as collector roads.
- 7 Orient dwellings to face the public realm including streets, pedestrian connections and open space, to increase casual surveillance and foster a sense of increased safety.
- 8 Limit townhouse blocks to 8 units/modules.
- 9 For fronting townhouse buildings facing open spaces or common private lanes/ roads, provide a minimum 15.0m separation distance between buildings (front to front).
- 10 Avoid property and lot configurations that lead to front yards facing or being adjacent to rear yards or other non-frontal areas such as driveways, parking lots, or servicing areas.

Access & Parking (AP)

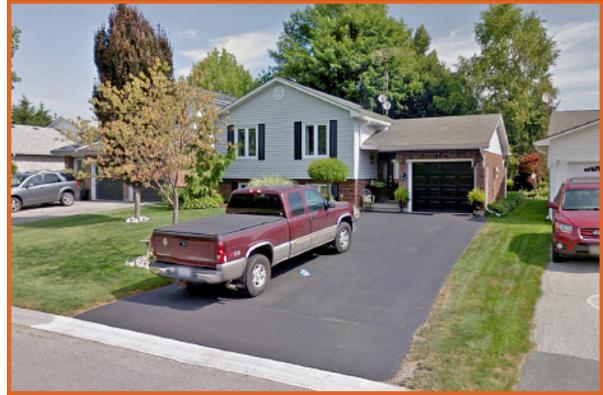
- 11 Locate driveways away from 'T' intersections and s, and on lots, encourage driveway / garage access from the side street.
- 12 Locate driveways away from parks and open spaces.
- 13 Pair driveways at a common property line, where possible, to allow for greater opportunities for landscaped/grassed areas along the streetscape and front yards, and allow sufficient space for on-street parking.
- 14 Provide a minimum 6m separation between driveways where driveways are not paired to allow for street tree planting and on-street parking.

15 Minimize the visual impact / presence of front integrated garages on the streetscape:

- a. Recess the front wall of the garage from the main building wall;
- b. Limit front integrated garages to 2 cars and ensure that the overall width of the garage doors do not exceed 50% of overall width of the house;
- c. Ensure the driveway width at the street is not greater than the width of the garage, to a maximum of 6.0m;
- d. Provide glazed door panels on all garage doors;
- e. Second storey portions of the house above the garage should not be stepped back from the front wall of the garage more than 1.5m.

16 For townhouses, provide a walkway from the front entrance of dwellings to the sidewalk.

17 For townhouses, design walkways to be shared between adjacent townhouse units through the use of a common landing between units, leading to a singular walkway.



Port Dover • Garage width

15



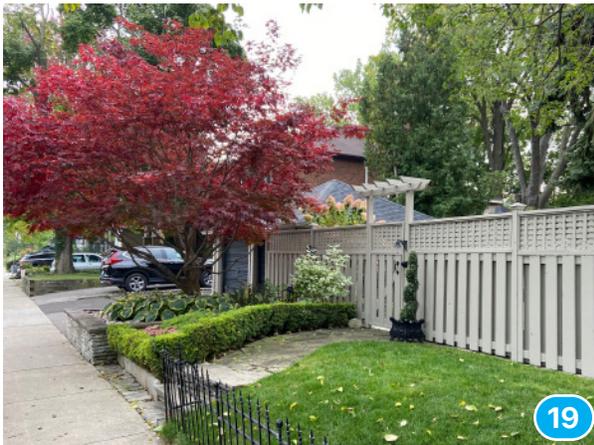
16



Garbage / Utilities

18 Minimize the visual impact of garbage and utility areas on the street by planning for integrated garbage and utility solutions, for example:

- a. deeper garages;
- b. side yard garbage bin storage screened by a gate or enclosure;
- c. consolidated garbage facilities for townhouse blocks screened with architectural and landscape elements;
- d. locating utility metres, vents, HVAC equipment, etc. in the interior side or rear yard, integrating them with the design of the building, or screening them with walls and landscaping.



Fencing

19 Provide high quality wood privacy fencing on all lots where the rear yard or private amenity space is exposed to the street / public space:

- a. Include an access gate;
- b. Locate the fence entirely within private property.

20 Provide wood privacy fencing for along the rear lot line of lots backing onto non-residential uses, and locate the fence within the non-residential use side.

Building Design

Massing & Elevation Articulation

- 21** Incorporate a variety of architectural expressions including designs, models and elevations along the streetscape, including contemporary designs that may be located alongside 'traditional' forms, subject to design, massing and context.
- 22** Discourage designs that incorporate different/disparate architectural expressions and stylistic elements within a single dwelling or building.
- 23** Ensure facade details throughout all building elevations are consistent with their intended architectural style.
- 24** Discourage design elements that are superficial, decorative, or ornamental add-ons that are intended to evoke an architectural style that is not reflected in the principal building design and massing, for example, faux Victorian scrollwork on an otherwise contemporary design.
- 25** Take design cues from local architectural expressions.

Entry Elements

- 26** Orient front entries to the street, or any adjacent publicly accessible open space that has pedestrian activity such as a walkway or park.
- 27** Use entry elements such as porches, arches, generous overhangs and massing elements such as a cantilevered upper storeys or recesses, to articulate front elevations at entrances.
- 28** Ensure steps are designed as an integral components of the elevation.
- 29** Ensure porches are sized to create usable space.
- 30** Provide municipal street numbers (address) that are visible and legible from the street.



Port Dover • Entry emphasis



Windows

- 31** Maintain consistent window treatment throughout individual buildings.
- 32** Locate windows to maximize daylight and reduce need for indoor lighting.

Roofs

- 33** Encourage a variety of roof forms such as cottage or hipped roof, front gabled, side gabled, cross gabled, mansard and flat roofs; ensure roof forms are consistent with the architectural style of the dwelling.



- 34** For townhouse blocks, emphasize individual units through the articulation of roof lines (e.g. variations in roof slopes at end units, dormers, differing roof pitches, etc.) while maintaining a consistent roof style throughout the same block.

- 35** Avoid decorative dormers that do not have habitable space within them.

- 36** Locate stacks, gas flues and vents on the rear slope of the roof where possible.

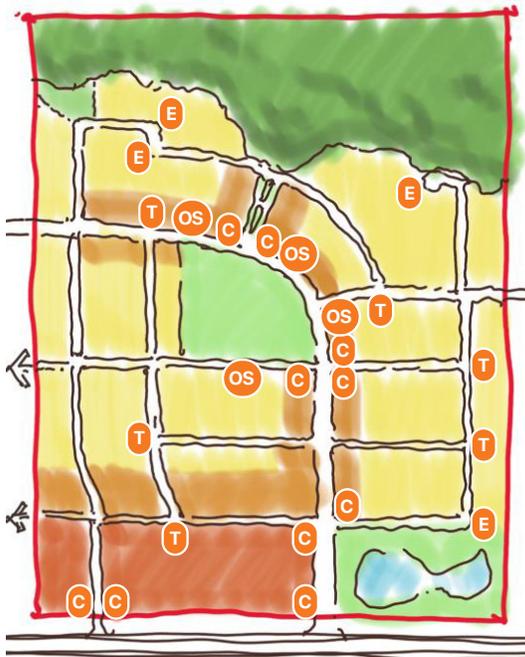
- 37** Encourage skylights and solar panels, where present, to be designed as integrated components of the building or roof and away from public view.



Materials

- 38** Ensure materials reflect and complement the architectural style of the building.
- 39** For traditional styles, provide a variety of high quality and complementary wall cladding materials including brick masonry, stone, stucco, and cementitious siding.
- 40** For contemporary styles include materials such as brick masonry with smooth finishes, high quality stone cut to larger calibre units, corrugated steel panelling, marble, metal, concrete and metal roofing.
- 41** On exposed elevations, ensure material changes occur at a change in massing or has a substantial material return.
- 42** Ensure colours are consistent and coordinated throughout a building design and match the architectural style.





Example of priority lot locations.

- C** - lots in prominent locations
- OS** - parks/open space lots
- T** - T lots at the end of a view corridor
- E** - elbow lots

Priority Lots

Priority Lots are located in prominent locations and/or are highly visible from the public realm, including:

- Lots in prominent locations;
- Parks / Open Space Lots;
- Window Street Lots;
- 'T' and 'Elbow' Lots; and
- End Units (in the case of townhouse blocks).

43 Provide highly articulated elevations that include changes of plane, substantial window openings and upgraded architectural detailing and materials.

44 Include gables, dormers and/or bay windows, and decorative panels/louvres, where appropriate.

45 Provide wrap around windows, porches and other architectural treatments at conditions. Locate active living spaces at the /exterior side elevation.

46 Design treatment of the exterior side elevation should be equal to that of the front elevation.

47 Use stone or other upgraded materials as the main building material for gateway dwellings.

48 Provide landscaping and upgraded lot fencing.

49 Locate driveways / garages away from the terminus view; pair the side yards of visible lots.

50 Consider flankage entrances on lots.

5 Commercial & Institutional Uses

5.1 General Guidelines for All Commercial and Institutional Sites

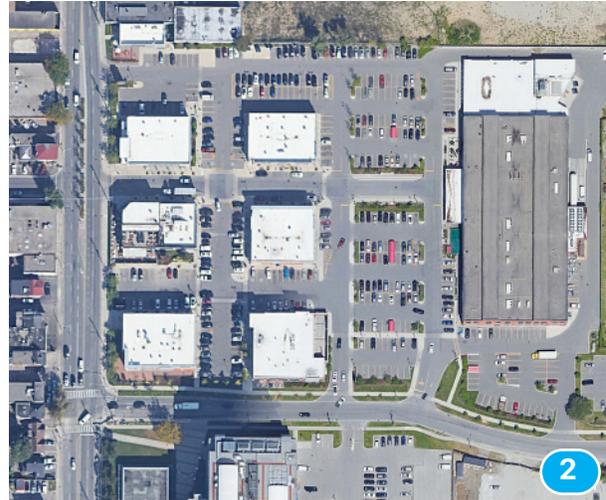
The following design guidelines apply to buildings that have non-residential uses in them. They aim to create vibrant and street focused built form that is compatible with its surroundings and coordinated, pedestrian-scaled public spaces that contribute to place-making.

Site Organization

- 1 Provide for appropriate transitions to adjacent neighbourhoods and different land uses (i.e. setbacks, landscaping, location of servicing and parking areas).
- 2 Create a pedestrian-scaled, permeable and connected internal layout (block and street pattern) and arrange buildings to create comfortable and protected pedestrian spaces that have a sense of enclosure. A sense of enclosure is created when both sides of a street (or the edges of a public space) are well-defined by building fronts.
- 3 Integrate existing topography and natural features into the development, and minimize alteration to both, wherever feasible.
- 4 Provide a connected street and open space network, including a pedestrian/cyclist system that encourages active transportation.
- 5 Organize the site to enhance wayfinding including buildings as gateways and landmarks, public spaces as focal points, streetscapes that frame significant views.

Placement & Orientation

- 6 Locate buildings along primary streets, at or near the street line.
- 7 Avoid large areas of surface parking between the main building wall and the street; limit front yard setbacks to 6.0m.





- 8 At corners, locate the longer building wall parallel to the primary street frontage.
- 9 Orient buildings to face the public realm, in particular any adjacent / adjoining streetscape, pedestrian connection and open space.
- 10 Arrange buildings to frame views / vistas, parks and open spaces.
- 11 Arrange buildings to allow for patios and spill out areas which animate the site/street.
- 12 Locate active uses at the base of buildings and on all elevations fronting onto public spaces (i.e. streets and open spaces).

Access & Parking

- 13 Provide a safe, clear and accessible site circulation system for pedestrians, cyclists and vehicles, including visible access points and connections to the surrounding street network, public sidewalks, and parking areas.
- 14 Minimize interruptions to the sidewalk and potential conflict between vehicles, cyclists and pedestrians; provide barrier free, landscaped pedestrian connections from, to and through parking areas.
- 15 Provide prominent and easily accessible entry points to the site.
- 16 Provide direct access to at-grade uses from sidewalks and parking areas.
- 17 Locate parking areas away from the street frontage, preferably where they are screened from view by the building massing, or use landscaping and other structures to screen them.
- 18 Ensure CPTED principles are applied to parking areas including clear views within the parking areas, multiple points of pedestrian and/or vehicular entry, well-defined pedestrian routes, and the ability to be overlooked by adjacent buildings.

19 Design surface parking to minimize environmental impact by reducing parking lot/garage size, considering shared parking facilities with adjacent buildings and providing preferential parking for fuel efficient vehicles.



20 Avoid large areas of surface parking:

- a. Disperse surface parking throughout the site;
- b. Utilize low impact design principles, permeable paving materials, and reduce heat island effect through light materials or canopy coverage;
- c. Incorporate landscaping within parking areas (aim for 20 to 30 percent of the parking area).

21 Parking structures should be integrated with and/or behind principal buildings.

22 Parking structures along street/public frontages should be lined with active uses at grade and include enhanced articulated elevations.



23 Provide accessible and secure bike racks and parking at retail, commercial, and employment area developments, as well as at key nodal locations to promote purposeful cycling.

Servicing & Loading

24 Locate garbage/recycling, loading and service areas to the rear or side yards, away and fully screened from public view, abutting residential areas, major roads and open spaces.



25 Integrate garbage/recycling functions within buildings wherever possible.

26 Incorporate garbage storage bins that can be accessed for garbage pick up into the principal building design; ensure food waste is stored in climate controlled rooms.



27 Provide on-site recycling facilities for handling, storing, and separation of recyclables for large developments, such as multi-unit residential buildings, employment and office buildings, and institutional or public buildings.

28 Loading/garage doors should not face the public street / space.

Landscaping

29 Provide an enhanced public realm interface along the street, including landscaped areas, open space, gathering areas in association with front door(s) and/or walkways.

30 Design landscaping within the private areas and public interface to be coordinated and to enhance the character of the development and the neighbourhood.

31 Design landscaping to reinforce the structure of the site with a focus on creating a safe, comfortable and animated pedestrian environment – including streets, edges, gateways, transitions, public spaces, and building entrances.

32 Design landscaping to enhance and contribute to the broader environment including ecological function, stormwater management functions, urban forest, and bio-diversity.

33 A comprehensive strategy for planting, built features, fencing, walls, paving, lighting signage and site furnishings shall be provided.

34 Distinguish walkways from driveways through a material change and/or planted/sodded edge.

35 Use high-quality, durable materials for paving, walls, planters, site furniture, shade structures, etc.

36 Design fences and walls to be coordinated with building designs.

37 Use berms in landscape strips to minimize views/noise from adjacent uses, parking, loading and service areas.

Building Design

Massing & Elevation Articulation

38 Ensure massing and design is compatible with and transitions to the surrounding neighbourhood character.

39 Encourage multi-storey building designs wherever feasible and appropriate.

40 Incorporate prominent building massing and special architectural elements at intersections, s and gateways.

41 Encourage a range of design expressions to promote architectural variety.

42 Provide a high-degree of articulation on building elevations that face onto streets and public spaces, through design elements such as changes in plane, fenestration, projections, relief, horizontal and vertical elements.

43 Establish a rhythm of minor breaks or wall articulation along the facade, distinguishing one unit (retail) or building component from the next. When selecting the rhythm, scale and proportion, take cues from adjacent buildings.

44 For buildings located at s, design building elevations to equally address the two main street frontages; prominent massing, height, architectural elements and detailing should be used to emphasize these locations.

45 For sites adjacent to highways, provide the same degree of building articulation on all exposed elevations, in addition to the primary elevation.





- 46 Avoid blank, uninterrupted walls and false frontages along streets and open spaces.
- 47 Coordinate the design of ancillary buildings and structures with that of the principal building(s); height, massing, architectural details, lighting, signage, materials, and colours.
- 48 Provide main building entrances in prominent and highly visible locations, and oriented to primary streets.
- 49 Ensure building entrances are accessible, safely and clearly connected to the sidewalk and parking areas.
- 50 Concentrate the highest degree of articulation at entrances and along main building elevations.
- 51 Ensure elevations along streets include a significant amount of glazing.
- 52 Provide weather protection elements at entrances and along highly pedestrian edges.
- 53 Incorporate architectural elements to enhance the pedestrian environment – canopies, overhangs, awnings, projecting display windows, arcades, colonnades, etc.; these elements should be designed as integral parts of the building in terms of form, style, materials, colours, etc.
- 54 Screen roof top mechanical equipment from view through the use of architectural screens, parapet walls and/or integration into the design of the building.

Materials & Lighting

- 55 Coordinate building materials among buildings on a site and ensure they reflect, complement and enhance the building's architectural style and use.

56 Use high-quality, durable exterior building materials; avoid reflective and mirrored spandrel glass.

57 Provide a high level of visual transparency (glass) at eye level for lobbies, main frontages and prominent entrances.

58 Provide an overall lighting strategy that coordinates site, building and landscape lighting to ensure pedestrian safety and comfort.

59 Lighting design should minimize light spill over into residential neighbourhoods.

60 Consider lighting powered by alternate energy sources such as solar power.

Signage

61 Provide an overall signage strategy that coordinates the site and buildings within a multi-tenant site.

62 Integrate signage to the building design and ensure it complements the building's elevation, animate the ground level and enhance the streetscape.

63 Signage should be consistent in design with respect to materials, size, location on a building, lettering and lighting, while also allowing some flexibility for tenant branding.

64 Avoid neon signs, rooftop signs and visual clutter.

65 Limit the number of monument /pylon signs on a site and coordinate their design with that of the buildings.

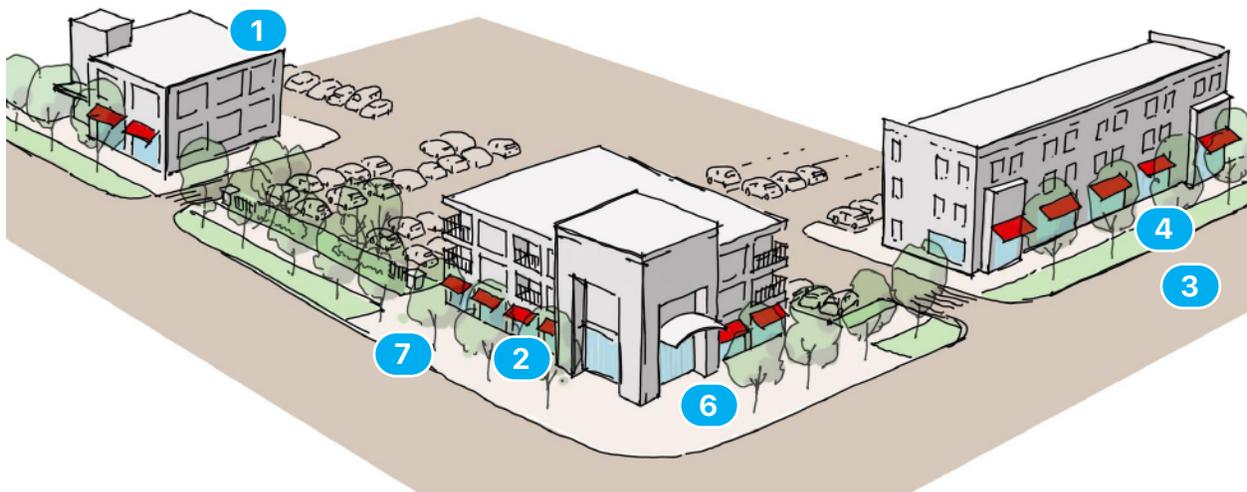
66 Monument/pylon signs should be coordinated in design with the buildings.



5.2 Mixed Use

This section applies to new mixed use development outside of the downtown. This can include the redevelopment and intensification of commercial sites, and the provision of new neighbourhood focal areas in greenfield development.

- 1 Provide active uses at ground level such as retail, commercial, restaurant, professional and medical services, or office along a minimum of 75% of the built frontage of buildings facing the site's primary street. Generally, the only other ground level use along primary streets should be entrances to the other, above-grade uses in the building.
- 2 Establish direct building frontage along a minimum of 50% of a site's adjacent right(s) of way.
- 3 The primary building facade and main front entrances shall orient to and be accessed from a public street sidewalk.
- 4 Where there is more than one adjacent street, orient primary building facades to the street with higher pedestrian potential.
- 5 For corner buildings, locate main entrances at or near the corner.
- 6 Sidewalks should be wider and provide opportunity for patios and retail display.
- 7 Site organization and building design should follow the Non-residential design guidelines. Parking should generally be located at the rear of buildings.



5.3 Retail

This section applies to sites where one (or more) commercial/retail users exceeds 3,000 square metres of building area for that individual user/premises.

- 1 The largest buildings should be located at the rear of sites.
- 2 Locate smaller buildings along street edges and at s, and ensure they address streets with a high quality building expression including windows.
- 3 Seek to establish direct building frontage along a minimum of 35% of a site's adjacent right(s) of way. Where this cannot be achieved, provide an enhanced pedestrian-oriented landscape treatment along the street edges including:
 - a. continuous sidewalks;
 - b. direct connections between sidewalks and internal walkways that lead to building entrances;
 - c. double row of street trees;
 - d. minimum 3.0 metre wide landscape zone along the street with low plantings;
 - e. hard landscape elements that define gateways and enhance pedestrian comfort such as seating, low walls, pergolas, columns and gateway features.
- 4 Site organization and building design should follow the General Guidelines for All Sites in this section.



5.4 Drive-through Facilities

- 1 Within larger developments, locate drive-through facilities at mid-block locations with queueing and drive-through lanes at the side or rear yards.
- 2 For sites that contain two or more drive-through facilities, ensure clear separation of their respective driveways and queue lanes.
- 3 Provide separate entrances/exits for drive-through facilities and the site.
- 4 Locate queue lanes (and intercom stations) away from residential areas and outdoor amenity areas.
- 5 Where possible, consider double drive-through lanes that merge into a single queue lane for pick-up.
- 6 Avoid locating queueing and drive-through lanes between the street and the building; for exceptions where this condition occurs provide a minimum 4.5m separation between the street and the drive-through / queue lanes that is landscaped, including plantings, fences and walls to screen these areas from public view.
- 7 Provide queue lanes to accommodate the following minimum number of vehicles:
 - a. 10 vehicle spaces for restaurants;
 - b. 8 vehicle spaces for financial institutions;
 - c. 3 vehicle spaces for other uses, such as pharmacies.
- 8 Provide a 2.0m minimum separation between queue lanes and parking areas, with the use of raised medians, planting, fences and walls.



- 9 Avoid pedestrian routes that cross driveways and queue lanes; if they must cross these areas, they should be located to minimize potential conflict, and should be designed to prioritize pedestrians, through the use of clear pavement markings, special pavement, signage and other cues to ensure safety.
- 10 Separate payment and pick-up windows where possible.
- 11 Block spill over of vehicle headlights onto adjacent residential properties, public streets and public spaces.
- 12 Provide weather protection for payment / pick-up windows.

5.5 Institutional/Community Use Sites and Buildings

These buildings / sites have a focal role within the community and should demonstrate the highest level of design considerations and use of quality material.



- 1 Buildings should be sited prominently to anchor / gateway locations, and/or terminate vistas.
- 2 Principal buildings should be sited close to the primary street with building presence along at least 60% of the street frontage.
- 3 Massing and articulation of buildings should be considered in the context of creating 'landmarks' within the community.
- 4 Locate vehicle drop off and parking areas away from the street frontage, preferably at the sides of the principal building.
- 5 Where drop off and parking areas are located along the street, they should be designed as part of an enhanced public realm (continuous paving, rolled/flush curbs, street furniture, seating, and planting).

DRAFT

6 Gateways

6.1 Introduction

The Gateways are located at the boundary along the most important approach roads to Port Dover. They are points of transition from the agricultural surroundings to the urban area, and are important in forming the first impression of Port Dover. Development within gateway areas should establish a high quality image for the community, provide a sense of arrival, and reinforce the community's character. For commercial or institutional uses to be located in a Gateway, refer to guidelines for non-residential uses included in Chapter 6.

6.2 Guidelines for Gateways

- 1 One or more buildings located adjacent to the principal arrival road should be designed as landmarks with unique architectural treatments. The landmark building(s) should frame the arrival to Port Dover by being located close to the road right of way.
- 2 Building massing and design in a Gateway visible from the principal arrival road should reinforce the importance of the area through taller buildings, higher roofs, and/or prominent visual features such as a taller massing element within the building design, gables, dormers, significant front entrances, use of transparency, and upgraded material use.
- 3 Generous landscaping along the principal arrival road should highlight local natural ecologies through choice of plant material and design layout.
- 4 Planting should provide views to landmark building(s), screen parking areas, and create a 'green corridor' along the principal arrival road.
- 5 A vertical element in the landscape design is encouraged, to act as a focal point and landmark, with sufficient scale to be seen from a distance.



7 Parks & Stormwater Management

7.1 Parks

Powell Park

Powell Park is the focal public space Downtown. It is a unique park in Port Dover with an important cultural heritage story. It has a variety of amenities, including seating, picnic tables, a gazebo, walking paths, public art, monuments, children's play, waste receptacles and lighting. The current character and function of the park should be maintained.

- 1 Maintain open park frontage on all four sides with direct sidewalk and crosswalk connections to all surrounding sidewalks.
- 2 Enhance the children's play function. This could include dedicated play equipment, or playful elements that serve dual purposes.
- 3 Consider special treatment, temporary or permanent, for Market Street East and Park Street, that visually extend the park environment and allow the parking and/or street areas to be used for park events.
- 4 Expand opportunities to reference Port Dover's history.
- 5 Consider adding more opportunities for accessible activities, picnicking and seating over time.



Silver Lake Park

Silver Lake Park is owned by the Port Dover Lions Club. Purchased in 1992, the park is the site of a soccer field, home to the Silver Lake Market and the location for many activities, celebrations and festivals. Rowing, dragon boat racing, canoeing and kayaking occur in the south end of the park, organized by various groups. There has been interest in repairing Misner Dam and revitalizing Silver Lake since 2010 with goals to:

- Revitalize the Provincially Significant Wetlands in the north end;

- Create a smaller Silver Lake in the south end suitable for water based recreation;
- Create a series of silt traps in the Silver Lake Basin with truck access to protect the river below Misner Dam, and the harbour; and
- Provide public access to both areas for recreation and environmental purposes.

Vista Parks

Vista Parks are located at the interface between Port Dover's community fabric and the natural heritage system or water's edge. They are often located at the end of a road as it approaches the lake, one of the river valleys, a woodlot, or other natural feature. Vista Parks provide a window and access to the natural feature and/or water's edge. Vista Parks may be trail access locations, a small park, visual amenities managed as ecological amenities, or a combination. They are important in defining the unique sense of place for Port Dover and complementing the parks and active transportation network.



A lake front Vista Park with trail connection, seating, an overlook area, and wayfinding signage.

- 6 Locate Vista Parks to enhance connectivity and clearly define access and views to the natural heritage system, river valleys and Lake Erie.
- 7 Design Vista Parks as natural parks, organizing its elements to harmonize with the surrounding landscape and incorporate the use of natural materials.
- 8 Incorporate low maintenance, native plantings and ensure appropriate landscaped transition to buffer enhancement areas and natural heritage features.
- 9 Where Vista Parks are of sufficient size, consider additional park elements such as children's play, seating, shade, gateway features, wayfinding signage, waste and recycling receptacles, lighting and gathering spots, as appropriate.
- 10 Vista Parks along Lake Erie should include an accessible hard surface and seating area, at a minimum, for enjoyment of the lake views.

- 11 Buildings adjacent to Vista Parks should treat the elevation facing the park as a frontal elevation, and should consider an entrance facing the park.

Neighbourhood Parks in Greenfield Neighbourhoods

New neighbourhood parks are multi-purpose community open space amenities located at or near the centre of neighbourhoods. They act as community focal points, and can be associated with a school, natural feature, or commercial or higher density residential uses.

- 12 Locate parks centrally within neighbourhoods, ideally within a 400 to 800m radius (5 to 10 minute walk) to most residences on the neighbourhood.
- 13 Connect parks to the larger open space system through public streets, trails, and natural features.
- 14 Locate and design parks to support, complement, and buffer the natural heritage system.
- 15 Provide significant publicly accessible frontage adjacent to parks, in the form of a public road, a school, or the natural heritage system.
- 16 Ensure neighbourhood parks have significant frontage on adjacent streets to promote views and reinforce their focal nature. Encourage street frontages on 3 sides (preferable configuration), and provide a minimum of 2 sides fronting onto streets.
- 17 Locate neighbourhood parks adjacent to school sites, where appropriate, to allow for shared amenities, such as parking lots and recreational play fields.
- 18 Ensure the neighbourhood park public street frontage is between 50 to 80m when bordering a school or residential area.





- 19 Consider community gardens in neighbourhood parks to further encourage social interaction and to provide access to locally grown produce.
- 20 Ensure the park system includes a variety of elements ranging in size, scale and function, both passive and active recreation.
- 21 Provide a range of physical activity spaces for children and adults to promote physical activity in different age groups.
- 22 Maintain existing, healthy trees and other vegetation on site.
- 23 Incorporate new trees and landscaping within parks to contribute to the urban tree canopy and buffer natural areas.
- 24 Ensure bicycle and pedestrian routes to parks are accessible, safe, and visible.
- 25 Incorporate Crime Prevention through Environmental Design (CPTED) principles into the design of parks to ensure clear views into and out of surrounding areas, including:
 - a. Adequate lighting;
 - b. Front buildings overlooking public spaces, especially playgrounds which should be highly visible to public streets and/or houses to enhance safety;
 - c. Proper signs and design for ease of access and egress; and,
 - d. Mix of activity to encourage constant use of the space.
- 26 Provide lighting to be Dark Sky/Nighttime Friendly compliant. Where feasible, incorporate LED or solar powered lighting.
- 27 Direct lighting for sports fields away from the natural heritage features and design lighting to minimize disturbance to adjacent properties.
- 28 Consider opportunities for renewable energy use such as solar powered lighting for

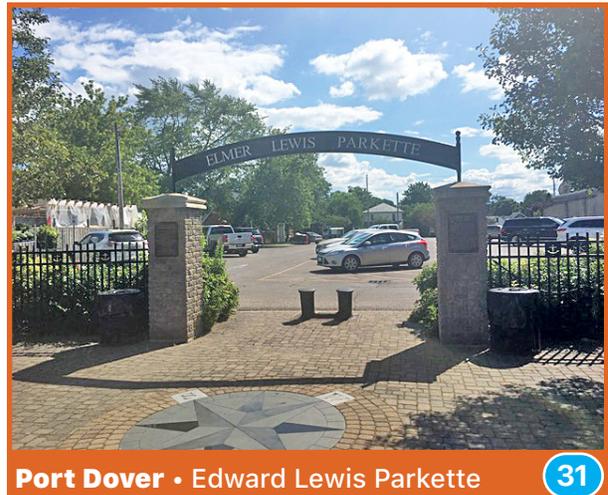
natural trails, park pathways and other public spaces to reduce electric energy supply in the public realm.

- 29 Provide wayfinding signage that has a high level of clarity, visibility, and visual interest; is made of high quality materials; and aids pedestrians, cyclists and drivers in navigating the area, especially at night.

Parkettes

Parkettes are small parks that complement neighbourhood parks. They provide small scale outdoor amenities such as seating, children's play and small grassed flex spaces.

- 30 Locate parkettes within a 3 to 5 minute walk of most residents (200m radius) and include passive recreational features for the immediate neighbourhood.
- 31 Locate parkettes to achieve significant public exposure and access. Urban design options include surrounding the park with streets, or dwellings fronting directly onto the parkette to create visually attractive 'edges' to these spaces and ensure there are clear sight lines from surrounding buildings to the public space.
- 32 Ensure the parkette design complements and enhances the surrounding public realm by integrating the landscape treatment (built form features, site furniture and landscape elements) within adjacent streetscapes and public space areas.
- 33 Consider designs that complements / harmonize with adjacent greenlands / natural heritage areas; use natural, sustainable materials.



Port Dover • Edward Lewis Parkette

7.2 Stormwater Management Facilities



Stormwater management facilities (SWM) are part of the Port Dover's infrastructure, and perform the required function of collecting and treating runoff and controlling flood potential in neighbourhoods. These facilities also form part of the Natural Heritage and Park network, providing opportunities for passive recreation and nature interpretation.

- 1 Provide walking trails, seating nodes and low-maintenance naturalized plantings on table land areas of the SWM Block.
- 2 Combine trails with maintenance paths where possible.
- 3 Connect walking trails to the broader trails network.
- 4 Design stormwater management facilities using ecological principles that emphasize naturalization of aquatic and terrestrial planting and grading systems to enhance the ecological function, reduce maintenance cost, and beautify the facility.



8 Active Transportation

8.1 Introduction

Trails for pedestrians and cyclists enhance the connectivity of the community, provide low-impact transportation choices, and promote active, healthy lifestyles. Port Dover seeks to provide a linked active transportation network throughout the community, complemented by, and interlinked with, the road network.

There has been much interest in extending the Lynn Valley Trail along the south edge of Silver Lake, along the river edge to the harbour pier. The Conceptual Active Transportation Network locates a water's edge trail.

This chapter includes general guidelines for Active Transportation based on the work of the County's Integrated Sustainable Master Plan.

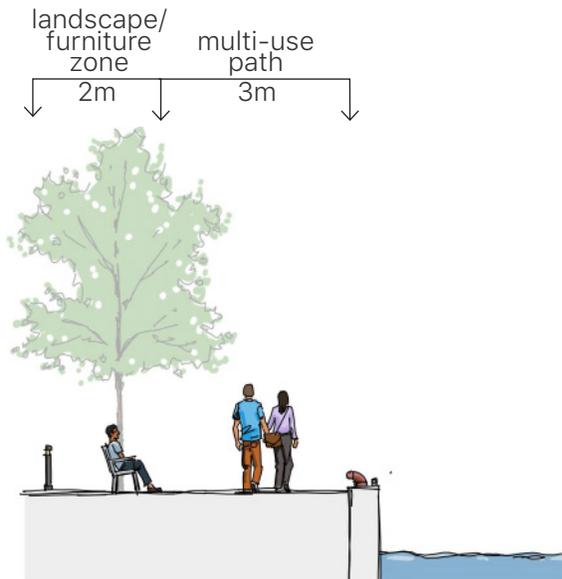
8.2 Guidelines for Active Transportation

- 1** Identify public land that can be used for access and/or recreation and enhancing its accessibility through signage and capital improvements. An example could include providing seating and a walking path along the Lake Erie shoreline where a municipal right of way extends to the water.
- 2** Provide new public space or trails where development occurs. An example could include creating a walkway along the Lynn River.
- 3** Manage vegetation along the water's edge to open views.
- 4** Provide benches along the pedestrian trail.

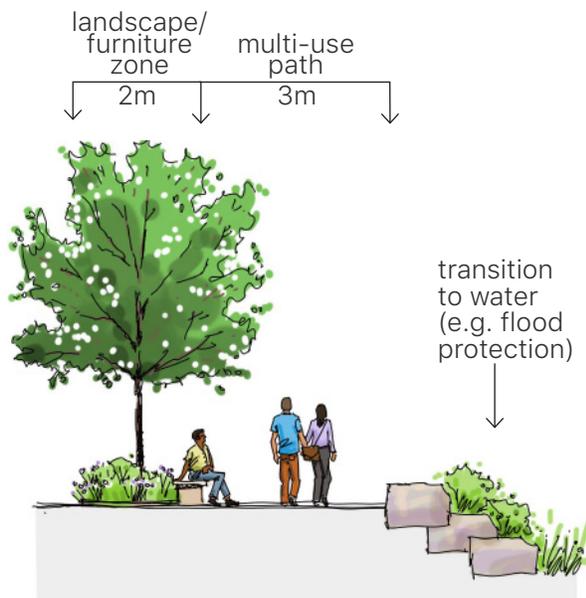
Trails

- 5 Encourage active transportation and physical activity through the provision of a linked system of walking and cycling trails that provide residents with access and mobility options to local destinations.
- 6 Expand the network of trails throughout Port Dover where feasible.
- 7 Design trails to accommodate a range of users and abilities and be barrier-free, where appropriate.
- 8 Provide trail entrances at the intersections of trails with the street R.O.W and coordinate their design with that of the adjacent streetscapes and open spaces.
- 9 Provide benches and waste and recycling receptacles at trail heads and at regular intervals along the route.
- 10 Consider special treatments at trail head entrances including high quality features such as landscaping, decorative paving pattern, interpretive or directional signage, or wider pathway widths.
- 11 Ensure trails are minimum 2.5m wide, and in areas of high pedestrian traffic, wider where possible.
- 12 Ensure pedestrian trails located in environmentally sensitive areas consist of low impact materials such as natural earth, woodchips, or mown strips.
- 13 Provide lighting for pedestrian safety along busy urban trails, but minimize the disturbance on natural heritage habitats.
- 14 Provide wayfinding signage and/or trail markers throughout the trail network and clearly sign trails regarding permitted uses and speed.





5m wide public realm at water's edge – seawall condition



5m wide public realm at water's edge – landscape condition

- 15 Use native, non-invasive species that can contribute to the urban tree canopy along trails abutting natural features and coordinate planting design to shade trails.

Water's Edge Trail

- 16 The water's edge trail should have a minimum width of 3m wherever possible.
- 17 Provide a minimum 2m landscape/furniture zone in association with the trail. The landscape/furniture zone can accommodate planting, trees, seating, lighting, bike racks, signage, and trail connections. Additional land required for grading or hazard lands should not be part of the landscape zone.



9 Streets

9.1 Introduction

Streets are the largest component of public space in communities and as such play a critical role in establishing a beautiful and high quality image in Port Dover. The street network includes the Provincial highway, Primary streets comprised of existing and potential arterial and collector streets, local streets (including Green/Vista Streets) and special streets (Main Street, other commercial streets and Walker Street).

9.2 General Guidelines for Streets

Street Network

- 1 The functional hierarchy of the street network should be enhanced by streetscape design; a variety of different streetscape character types should be provided within new neighbourhoods.
- 2 Incorporate traffic calming measures such as on-street parking, reduced lane widths, public laneways, raised intersections, and/or traffic circles to reduce vehicular traffic speeds and to ensure safe walking and cycling environments.

Walkability

- 1 Provide continuous sidewalks, or equivalent provisions for walking, on both sides of the road.
- 2 Provide large canopy deciduous trees on both sides of the street.
- 3 Explore opportunities to create more space between the building face and the roadway to accommodate pedestrians areas, trees, landscaping and spill-out space for businesses.
- 4 Add traffic calming elements such as enhanced crosswalks or mid-block pedestrian crossings.



- 5 Building entrances, sidewalks and crosswalks should be barrier-free and accessible.
- 6 All pedestrian clearways should be designed to a minimum width of 2.0m, with additional space in commercial areas for street furniture, trees, and spill-out space for businesses.
- 7 Use distinctive feature paving, alternative pavement markings or materials to minimize the conflict between vehicles and pedestrians and to enhance pedestrian crossings visibility and quality. At minimum, provide crossings identified with distinctive painted lines.



Street Furniture

- 8 Streetscape elements, such as street furniture, refuse and recycling containers, newspaper boxes, should be coordinated, clustered and not impede paths of travel.
- 9 Provide a coordinated and consistent family of street furnishings within distinct areas of Port Dover.
- 10 Coordinate above- and below-ground utilities to avoid visual clutter in the streetscape and to minimize conflict with street trees. The provision of street trees should take precedence.

Street Landscaping

- 11 Existing street trees and planting beds should be retained and maintained where possible/appropriate.
- 12 Street trees should be provided to develop, over time, a strong mature canopy and create a healthy and attractive streetscape environment.
- 13 Hanging baskets, seasonal planters and other landscape features which add warmth and visual interest to the streetscape should be installed and maintained in key areas.

- 14 Trees and landscaping should not obscure views and sight lines.
- 15 Provide planting materials to add visual interest all year.
- 16 Introduce green infrastructure, such as bioswales, within the public right-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.

Lighting

- 17 Decorative and pedestrian-scaled lighting should be used to enhance the streetscape experience, to animate streetscapes at night, and for safety and pedestrian comfort.
- 18 Existing lighting elements should be maintained, and as development occurs, extended to new block frontages.
- 19 Spotlighting and decorative lighting should be used to highlight landscape and architectural features, landmark buildings and signage.
- 20 Lighting should be designed using energy efficient sources and to avoid light pollution, spillover and glare.

Signage and Wayfinding

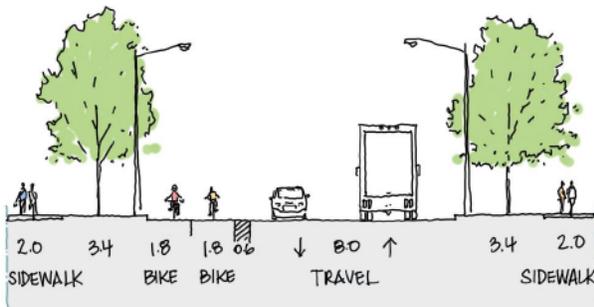
- 21 Coordinated directional signage should be provided to improve accessibility and wayfinding for residents and visitors.
- 22 Signage and wayfinding should be designed to be similar to the overall theme of the streetscape and architectural character of buildings, and should be unique to Port Dover.
- 23 Signage and wayfinding should be designed for clarity and visibility (not blocked by vegetation) and where possible, information should be consolidated on one panel or post.

- 24 Signage placement should anticipate snow pile up and be located to be legible where possible throughout the year.

9.3 Street Typologies

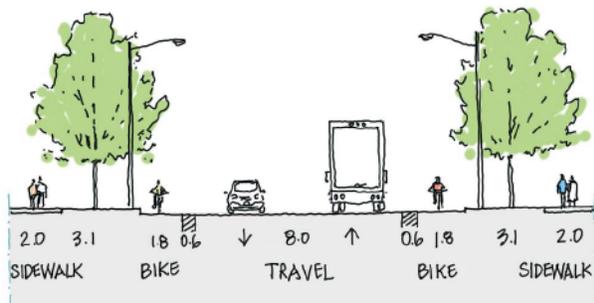
Primary Streets (Arterials and Collectors)

Primary Streets connect the neighbourhoods of Port Dover and its surrounding context. They should be planned to accommodate all modes of travel. New Primary Streets in new neighbourhoods should be planned as integral components of the bike network; many new Primary Streets will be suitable as cycling routes. The selection of uni- or bi-directional facilities will depend on the context of the street.



Primary Street with bi-directional bike lanes and buffer on one side of the street.

- 1 Provide sidewalks on both sides of the street.
- 2 Provide a softscape boulevard with large canopy street trees on both sides of the street.
- 3 Provide cycling lanes as appropriate.



Primary Street with uni-directional bike lanes and buffer on both sides of the street.

Special Streets

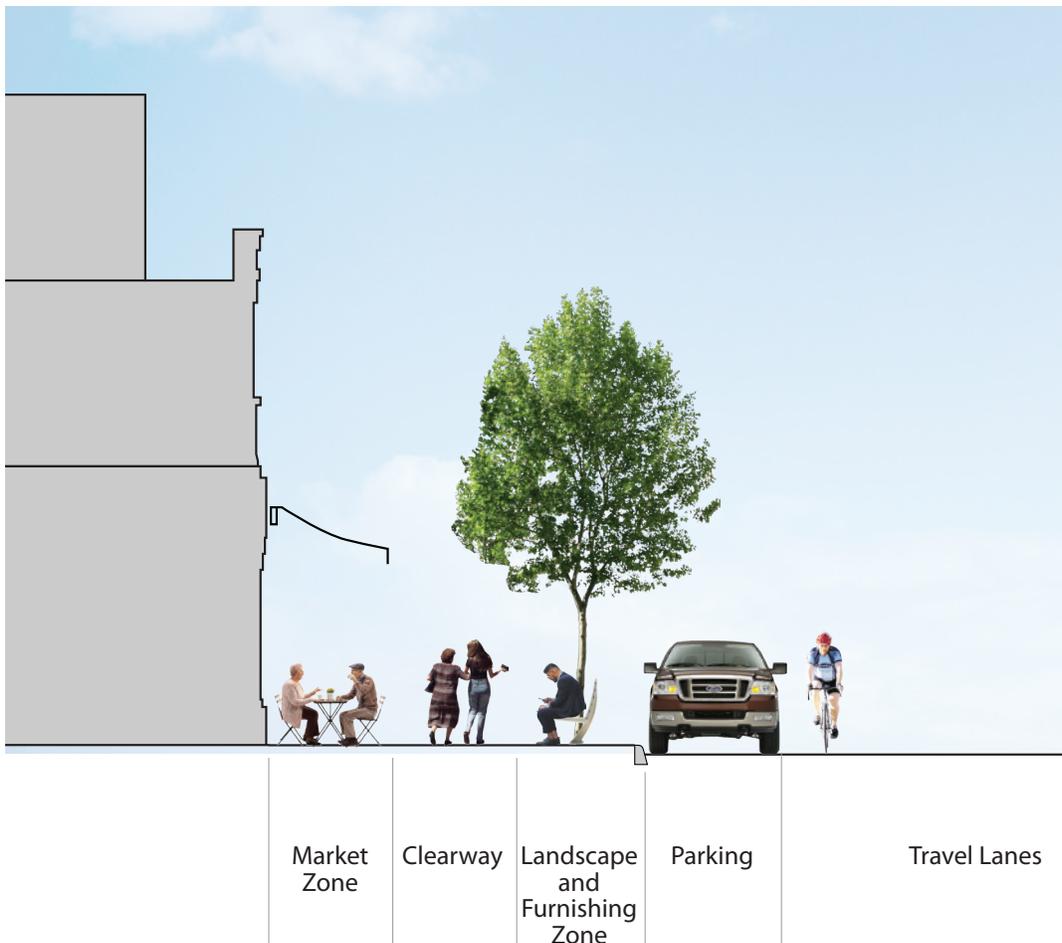
Commerical Streets

Streets in Port Dover that support commercial-retail activity, such as Main Street, side streets in Downtown, and potential future mixed use nodes, should be designed to support pedestrian activity as a priority.

- 1 Provide a 2.0m minimum pedestrian clearway on all sidewalks.
- 2 Include a 'Market Zone' along commercial-retail frontages, either within the right of way or within the setback. The Market Zone is a paved extension of the sidewalk for commercial spill out such as patios, signs and merchandise display.
- 3 Designate a zone adjacent to the vehicular travel way for landscaping and furnishing, inclusive of lighting, seating, trees and signage.

Business Spill-Out Spaces

- 4 Outdoor areas with spill-out space from businesses, such as sidewalk cafés and patios, are encouraged as they help to animate the street.
- 5 Spill-out spaces should be located along the street sidewalk edge or within the spaces between buildings. These spaces should relate to the street and be open to public view.
- 6 Sidewalk cafés and patios should be designed and located so as not to impede pedestrian movement.
- 7 Decorative fencing and patio furniture should be used to add interest in the streetscape and complement the design of the building.



Main Street

Main Street is the traditional heart of downtown and the focus of commercial activity and street life. It must accommodate and balance a lot of infrastructure and activities within its right of way, from walking to driving to parking, and signs, lighting, furniture, planting and other street elements. Increasing the flexibility of Main Street to be used in different ways can enhance its role and function as the downtown's focal point.

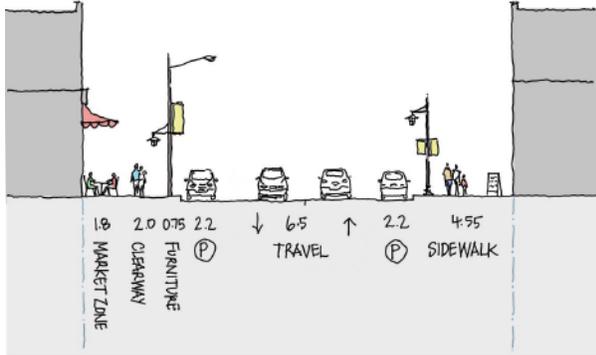
While Main Street is classified as an Arterial Road, it must be designed to support its role as the heart of downtown, and not as a standard arterial road.

If Main Street is selected as an active transportation route with cycling (sharrows), it is recommended that on-street parking be removed on one side, in order to maintain sufficient sidewalk space as the premier pedestrian-oriented space in Port Dover.

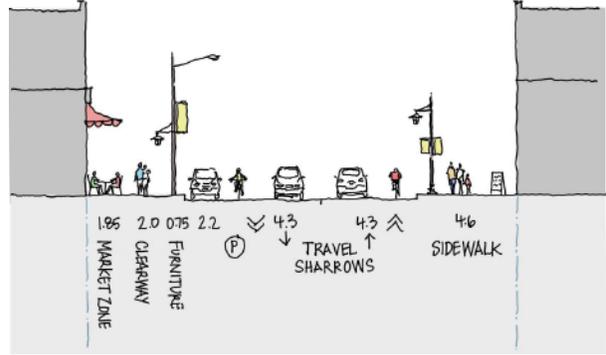
- 1 Provide sidewalks on both sides of the street, paved from curb edge to building face, that accommodate:
 - a. a minimum 2.0m pedestrian clearway;
 - b. a market zone adjacent to the building face that can host sidewalk cafes or other retail spill-out;
 - c. a curbside furniture zone for lighting, signs, seating and other amenities.
- 2 Where there is additional space within the right of way, or the adjacent building is set back, use the space as an extension of the sidewalk.
- 3 Consider zones of on-street parallel parking that can be re-purposed for commercial or public uses, either seasonally or for events.



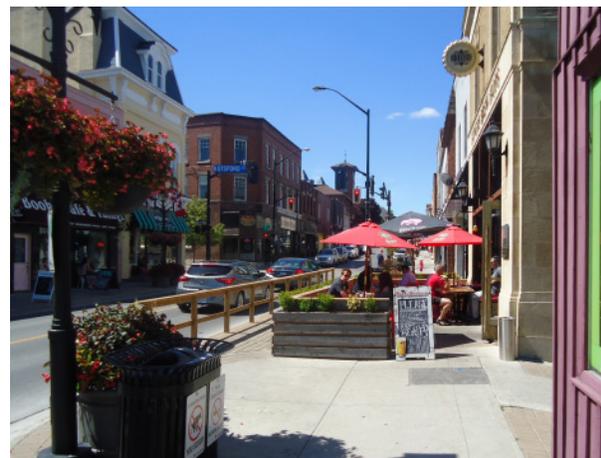
Examples of a permanent flexible parking lane that can be re-purposed seasonally using movable bollards. The flex space is used for parking in some seasons, usually winter, and for patios and public seating in others.



Main Street (and other commercial streets) without bike sharrows..



Main Street (and other commercial streets) with bike sharrows



Examples of temporary sidewalk diversion to accommodate a patio along the building edge. The temporary sidewalk is located within the on-street parking lane, and raised to curb height for better accessibility.



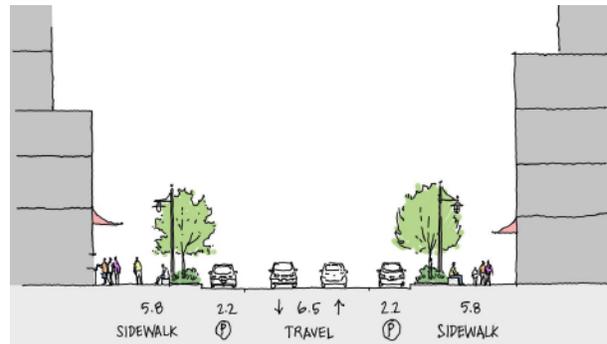
Examples of temporary patios and parklettes located within the on-street parking lane.

Walker Street

Walker Street is an important character-defining street in Port Dover, providing commercial activity and access to the beach. New development has the potential to intensify the street as a pedestrian destination and transform the right of way. The right-angled parking that has existing on Walker Street is not conducive to a pedestrian environment.

While part of Walker Street is classified as a Collector Road, it must be designed to support its role as the character-defining street of the waterfront area, and not as a standard collector road.

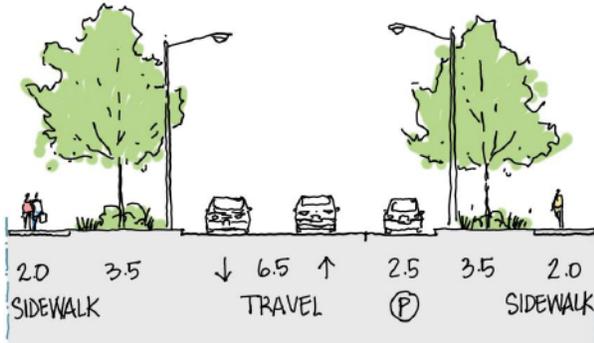
- 1 Provide wide sidewalks along both sides of Walker Street through reductions in the vehicular space.
- 2 Sidewalks should be paved from curb edge to building face.
- 3 Include generous landscaping and seating along the length of Walker Street.



Walker Street can have generous sidewalks by providing parallel parking on both sides of the street.



Walker Street today



Local Streets

Local Streets will comprise the majority of the streets in new neighbourhoods. They should be planned with a greater emphasis on the pedestrian environment.

- 1 Provide sidewalks on both sides of the street.
- 2 Provide a softscape boulevard with large canopy street trees on both sides of the street. Consider Low Impact Development measures withing the boulevards such as stormwater management and enhanced planting.

Green/Vista Street

- 1** Provide 'Green / Vista Streets' - These streets should be oriented to visually connect new neighbourhoods to the surrounding natural context and rural landscapes. They should be designed as pedestrian oriented streets that connect parks and open spaces to one another and to the natural heritage system.
- 2** Green / Vista Streets should consider incorporating wider boulevards to allow for wider sidewalks, a double row of street trees, bio-retention swales, and naturalized planting instead of sod.
- 3** Green / Vista Streets should include upgraded front elevations for all dwellings on either side of the street.
- 4** Green / Vista Streets should incorporate visually impactful street trees distinct in their size, form and fall leaf colour.

10 Green Infrastructure and Building

While sustainability is an overarching objective throughout the Guidelines, this section provides guidance on green infrastructure and building practices and helps achieve the broad sustainability principles of the Secondary Plan.

As part of the strategy to achieve a high level of sustainability in regards to the reduction of energy, water and waste, the Green Infrastructure and Building Guidelines apply to both the private and public realm.



10.1 Energy Conservation

Provide for the reduction of energy use and consider the inclusion of alternative energy sources.

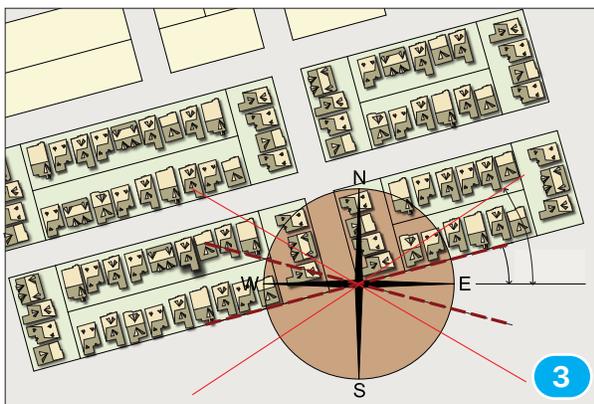
1 Where feasible, provide alternative community energy systems such as district energy, geo-exchange, sewer heat recovery, and/or inter-seasonal thermal energy.

2 Consider reducing demand for energy from the grid and encourage renewable energy production. Renewable energy sources that could be employed may include the use of solar thermal and photo voltaic equipment, and/or wind power. Proposed alternative energy source(s) could be used in combination with energy from the grid.

3 Encourage passive solar orientation to permit enhanced energy efficiencies by creating optimum conditions for the use of passive and active solar strategies. The integration of passive building systems is enhanced with buildings oriented to maximize the potential for sunlight and natural ventilation.

4 Where feasible, implement street and block alignment within 25 degrees of geographic east-west to maximize passive solar orientation of buildings front and rear windows.

5 Consider constructing all low and medium density residential buildings to be Solar Ready, built with all the necessary piping and equipment that would be needed to install a rooftop solar power system.



- 6 Consider the purchase of energy from renewable resources available from local utility/energy providers.
- 7 Reduce heat absorption through the use of cool roofs that are designed to reflect more sunlight and absorb less heat than a standard roof. Cool roofs can be made of a highly reflective type of paint, a sheet covering, or highly reflective tiles or shingles. Consider cool roofing material with a minimum initial solar reflectance of 0.65 and minimum thermal emittance of 0.90.
- 8 For a low sloped roof, typical of commercial and institutional buildings, the cool roof Solar Reflectance Index (SRI) value should be 0.64 and for steep sloped roofs, typical of residential, the SRI value should be 15.
- 9 Mitigate heat island impacts through the use of paving material with high solar reflectance, strategic use of deciduous trees or preserve existing trees as part of a free cooling strategy to help with evapotranspiration and shading of sidewalks and hard surface areas in summer and solar access in winter.
- 10 Charging stations that would supply electricity for electric vehicles are encouraged in Draft Plans/Site Plans. Charging stations could be provided in parking areas of mixed-uses, institutional uses, or within parking garage structures.
- 11 Grade related residential unit driveways are encouraged to be paved with light-coloured material to reduce the heat island effect.



10.2 Water Use and Management

The benefits of high performance, compact, mixed use projects include reduction in household water consumption and water utility costs, as well as the protection of the natural water supply. Compact development reduces impervious surfaces and makes it easier to protect natural areas which are the most important steps a community can take to maintain water quality.



- 1** Encourage the implementation of Low Impact Design Standards that emphasize the use of bio-swales, innovative stormwater practices, constructed wetlands, at-source infiltration, greywater re-use system, and alternative filtration systems such as treatment trains.
- 2** Implement a comprehensive rainwater and water recharge strategy in conjunction with required stormwater management facilities.
- 3** Implement strategies for stormwater retention and run-off such as:
 - a.** Retain stormwater on-site through rainwater harvesting, on-site infiltration, and evapotranspiration;
 - b.** Consider the inclusion of third pipe greywater systems and rain water harvesting for watering lawns and gardening, to reduce demand on potable water use;
 - c.** Direct flow to landscaped areas and minimize the use of hard surfaces in order to reduce the volume of run-off into the storm drainage system;
 - d.** Store snow piles away from drainage courses, storm drain inlets, and planted areas; and,
 - e.** Use infiltration trenches, dry swales and naturalized bioswales adjacent to parking areas to improve on-site infiltration.

- 4 Introduce green infrastructure, such as bioswales, within the public right-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.
- 5 Encourage the use of porous or permeable pavement instead of standard asphalt and concrete for surfacing sidewalks, driveways, parking areas, and many types of road surfaces as a stormwater run-off management strategy.
- 6 Implement a rainwater harvesting program to provide the passive irrigation of public and/or private greenspace, including absorbent landscaping, cisterns, rain barrels, underground storage tanks, infiltration trenches, etc.
- 7 Implement xeriscaping using native, drought-tolerant plants, a cost-effective landscape method to conserve water and other resources on a residential and community-wide level.
- 8 Where feasible, implement curb cuts along sidewalks and driveways to allow water to flow onto planted zones or infiltration basins.
- 9 Consider the installation of subsurface basins below parking lots to enable stormwater to be stored and absorbed slowly into surrounding soils.



10.3 Material Resources and Solid Waste

Assist in the reduction and diversion of waste from landfills and increase measures for recycling and reuse.

- 1 Consider the use of recycled/reclaimed materials for new infrastructure including roadways, parking lots, sidewalks, unit pavings, curbs, water retention tanks and vaults, stormwater management facilities, sanitary sewers, and/or water pipes.
- 2 Incorporate strategies that emphasize targets for a higher diversion rate in recycling for the plan area.
- 3 Reduce waste volumes through the provision of recycling/reuse stations, drop-off points for potentially hazardous waste, and centralized composting stations.
- 4 Consider incorporating existing heritage buildings in situ through retention, restoration, and adaptive reuse to avoid further construction waste.
- 5 In large buildings, such as multi-unit residential buildings and institutional or public buildings, provide on-site recycling facilities for handling, storing, and separation of recyclables.
- 6 Recycle and/or salvage at least 50% of nonhazardous construction and demolition debris and locate a designated area on site during construction for recyclable materials.

10.4 Air Quality

In order to minimize the air quality and climate change impacts associated with new growth, the following measures are encouraged.

- 1 Reduce the impact of air pollution by encouraging the development of 'complete' communities that are characterized by greater densities placed at neighbourhood centres, mixed use nodes, or near transit facilities; mixed land uses; mix and diversity of housing types; connected and walkable road patterns, and are designed to encourage active transportation.
- 2 Encourage and promote alternative modes of transportation such as public transit, walking, and cycling. Provide transit within a 200 to 400 metre (3 to 5 minute) walking distance of residential development.
- 3 Ensure the separation of sensitive land uses from air pollutant sources through land use planning and zoning. Refer to the Ministry of the Environment guidelines.
- 4 To promote transit ridership, programs such as developer-sponsored transit passes at reduced-costs for each residential unit or employee are encouraged.
- 5 Provide the minimum number of parking spaces to minimize the impact of car parking:
 - a. Mixed use developments should include shared use of parking among uses that have different peaking characteristics;
 - b. Design parking areas so they are not the primary visual component of a neighbourhood;
 - c. Reduce the parking ratio required in areas that are served by transit; and,
 - d. Dedicate priority parking spaces for carpool, ride sharing, and ultra low emission vehicles - 5% of total parking space.



10.5 Lighting



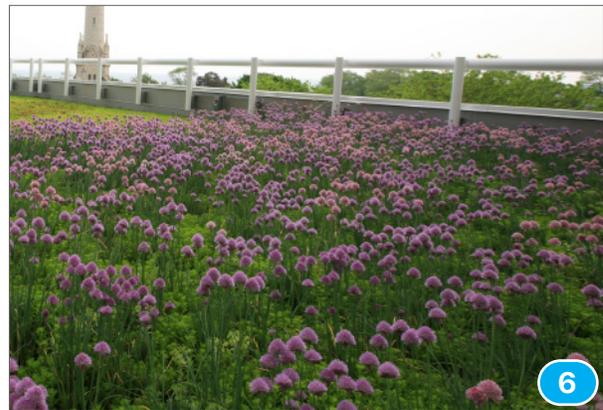
- 1 Promote Dark Sky/Nighttime Friendly compliant practices to minimize light pollution and the intrusion of unwanted lighting on natural areas.
- 2 Consider high efficiency street lighting to reduce energy use.
- 3 Consider opportunities for renewable energy use to reduce electric energy supply in the public realm, such as solar powered lighting for natural trails and park pathways.



10.6 Green Buildings/Green Sites

Promote innovative programs to encourage the design and construction of energy efficient green buildings and sites.

- 1 Consider third-party certification and rating programs, such as LEED® for New Development (ND).
- 2 Consider innovative residential development designs which contribute to affordability and energy and natural resource conservation.
- 3 Consider building(s) that are LEED® Certified or recognized or accredited by a third-party certification program i.e. Energy Star, LEED H, LEED NC, LEED for Schools, BREAM, etc.
- 4 Green roofs are encouraged for high-density residential, office buildings, as well as, public, institutional buildings to minimize surface runoff, reduce urban heat island effect, provide noise insulation, and improve local air quality.
- 5 Encourage synergies between buildings and site management practices that conserve water, reduce waste, and are energy efficient.
- 6 Provide green roofs for 80% of all high density development. In high-density residential buildings, design roofs as amenity areas.
- 7 Develop a heat island reduction strategy for community and public buildings to install green roofs with 50% coverage, remainder covered with light coloured material. Light coloured roofs have a high solar reflectance, which reduces energy costs and reduces urban heat island effect.



8 Promote Energy Efficiency:

- a.** Where feasible, provide alternative community energy systems such as geoexchange, sewer heat recovery, or inter-seasonal thermal energy; and,
- b.** Development plans and building design shall provide opportunities for south facing windows and building orientation to maximize potential for passive and active solar energy.

9 Promote Water Efficiency:

- a.** All buildings comply with Ontario's Building Code required water fixtures efficiency;
- b.** Building uses Low Impact Development strategies to deal with on-site run-off and heat island effects;
- c.** Building's landscaping is water efficient and drought resistant by using native planting materials; and,
- d.** Pre-design for grey-water pipe infrastructure.

10 Promote Green Materials:

- a.** Incorporate waste reduction work plans and construction best practices that reduce construction waste;
- b.** Incorporate green building material standards to reduce impact on the environment and ensure materials are purchased/obtained from a responsible ethical sources; and,
- c.** Materials sourced from certified local businesses.

10.7 Stewardship and Education

- 1 Create a well-documented master plan including illustrations that promote sustainable aspects of the development.
- 2 Include environmental builder specifications in all subcontracts.
- 3 Produce detailed sales and promotion materials that feature conservation aspects of the development.
- 4 Develop subdivision covenants that establish ground rules for the maintenance of shared open lands and individual lots.
- 5 Create a Homebuyer's Environmental Instruction Guide that explains the unique environmental aspects of the subdivision/site and special maintenance considerations.
- 6 Include an owner/tenant education package at the time of purchase or rental regarding household activities to improve energy and water efficiency, access to transit, location of recycling station, etc. Coordinate with existing municipal and regional information.