1 Rosetta Street

Georgetown, Ontario

Urban Design Guidelines

PREPARED BY IBI GROUP ON BEHALF OF 1 Rosetta Street (Halton hills) GP Ltd INC.

IBI

Table of Contents

1.0 INTRODUCTION

IBI Group has prepared these Urban Design Guidelines to accompany the application of a new multi-residential development at the site of 1 Rosetta Street in Georgetown, Ontario. The guidelines respond to the urban design policies in the Town's Official Plan as well as the Georgetown GO Station Area Secondary Plan, and should be used to inform this current and/or future development applications.

Urban Design Guidelines are prepared to establish design direction for the future development of lands including such matters as the promotion of efficient site layout, quality, character, contextual sensitivity, livability, circulation, sustainability techniques, public health, accessibility and safety.

These guidelines provide direction on such things as:

Site Design

- Building location and orientation
- Parking
- Site circulation
- Landscape
- Accessibility & Safety

Built Form

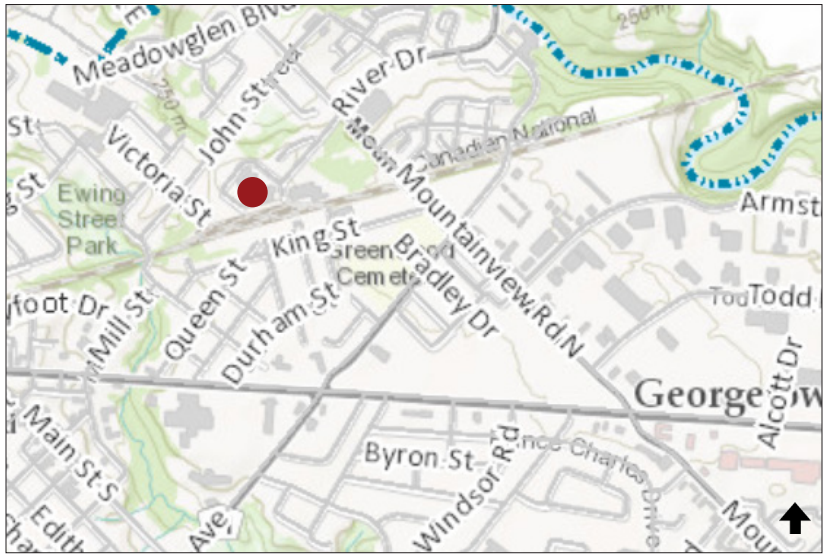
- Materials & Articulation
- Massing & Angular Plane

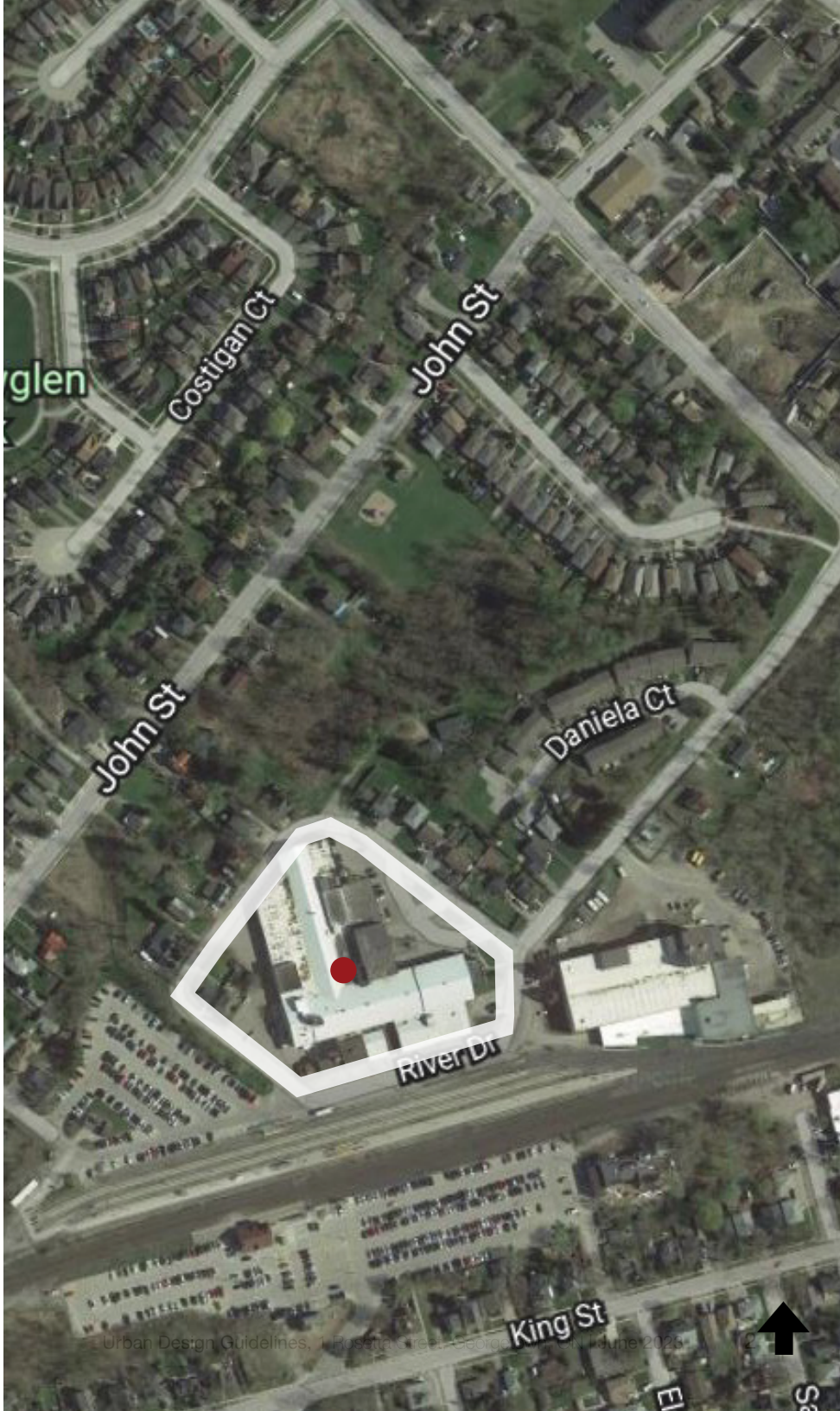
2.0 CONTEXT

2.1 Site Location

The subject lands are situated directly north of the Georgetown GO Transit Station and railway at a high profile location. The surrounding neighbourhood is quiet and mature, comprised primarily of low-density residential properties and community amenities including neighbourhood parks and trails. The lands are encircled by River Drive, St. Michaels Street, Catharine Street and Rosetta Street.

The lands currently hold a “development potential” land use designation within the Town’s Official Plan (OP), and also fall within the Georgetown GO Station Area Secondary Plan (GGSSP) which categorizes them as High-Density Residential / Mixed use.





2.2 Design Goals and Objectives

The key objective of this document is to provide for the highest quality development potential on the subject lands that supports Georgetown as a healthy and prosperous place to live. Through urban design efforts, the intent is that the re-development of the site will form an inclusive, accessible, compact, and connected part of the community now and in the future.

In support of the requirements of the Official Plan, the design aims to:

- Achieve high quality urban design in both public and private spaces.
- Provide for a complete, functional, sustainable, and attractive built environment, consistent with Town's vision for the future.
- Ensure the development advances urban design and architectural quality while also maintaining compatibility and contextual sensitivity with the surrounding environments now and for potential future planned visions.
- Support and promote the use of public transit and active transportation and other elements of sustainable design and healthy living.
- Exhibit a high standard of built form, building design, architectural detail, landscaping, and parking.
- Be mindful of existing interfaces and functional relationships.

3.0 DESIGN GUIDELINES

3.1 Site Design

The site design should respond to the contextual conditions; contribute positively to the surrounding streets; respect existing connections; and, be compatible with the existing and planned context.

There are a number of different contextual interfaces surrounding the site, and each should receive its own due consideration and design response. The following are overarching guidelines that should apply:

- Buildings should be sited to limit nuisance effects on existing properties, including such things as shadowing, excess illumination, overlook, noise and odour.
- Buildings should promote a vibrant and pedestrian-scaled streetscape through the provision of windows at grade level and prominent and sheltered entrances that are connected to the public sidewalk to provide convenient access to transit stops. Ground level retail portions of mixed use buildings are encouraged to be located close to the street to allow for direct access.
- Buildings should include enhanced entry features at strategic locations, identifiable architectural features, enhanced elevation treatments, unique massing and/or other prominent architectural forms to present well towards the street. Additionally, feature planting and focal landscape elements should be provided at key frontages and individual site entrances, as well as where sight lines are available towards the site.
- Pedestrian walkways should be provided to connect each building with on-site parking and amenity areas, public sidewalks and transit stops, and to adjacent sites.
- Minimal driveway accesses are encouraged where possible in order to reduce the number of driveways onto the surrounding road network, as well as to reduce the amount of impermeable surfaces and number of pedestrian-driver conflict points.

Building Location and Orientation

- Buildings should be positioned to reinforce streetscape edges and form a defined pedestrian realm capable of supporting circulation, landscaping and streetscape amenities.
- Buildings should be oriented to front, face, and feature the public street where possible, with doors, windows, and entry features visible from and oriented to activate the streetscape and encourage sustainable modes of transportation.
- Buildings should be sited appropriately to mitigate environmental impacts stemming from the adjacent GO Rail Line, particularly noise impacts.

- Buildings should be oriented to take advantage of positive environmental conditions such as passive solar access.
- Where common outdoor amenity areas, including semi-private open spaces are provided on site, they should be universally accessible and located in safe and comfortable areas; they should receive ample solar exposure and be in view of occupied indoor areas.
- Outdoor amenity spaces should have regard for safety and security at all times, adhering to Crime Prevention Through Environmental Design (CPTED) principles as closely as possible.

Parking

Where surface parking is provided, it should be designed and sited to minimize visual impact on the streetscape as well as environmental impact from stormwater runoff. Off-street parking should also include bicycle parking to promote cycling as a viable mode of transportation.

- Surface parking should not be located between the buildings and the street, rather it should be located towards the site's interior where it is screened from public view by the built form.
- Surface parking should incorporate screening such as landscaping, low fencing, or other architectural features where necessary to minimize the visual impact and to provide a buffer between vehicles and pedestrians.
- Surface parking areas should include lighting, substantial landscaping, and special paving, such as concrete, stamped concrete, or decorative banding to break up expanses of parking and to provide clear, safe, and continuous pedestrian connections. Islands and medians are encouraged throughout to accommodate both landscaping and walkways.
- Preferential parking for accessible parking, energy efficient vehicles, carpooling, car share services, and vehicle charging stations is encouraged on site.
- Conflicts between vehicles and pedestrians should be minimized through the arrangement of parking, service, and drop-off areas. Clear delineation of a safe pedestrian right-of-ways should be enhanced through the application of trees and landscaping, bollards, lighting, physical separation (e.g. curb), special paving, painted lines of asphalt, or other elements.
- Bicycle parking should be sheltered, where feasible, and located near building entrances for convenient access and where visual surveillance can be maximized.

Pedestrian Circulation and Access

- The development of the site should be designed with accessible circulation systems to promote a pedestrian-oriented environment. The circulation systems should support new and enhanced connections with such things as outdoor common amenity spaces, walkways and/or sidewalks, and future connections to the GO Station.
- Accessible pedestrian connections should be provided within the surface parking areas to safely direct pedestrians from the street and parking areas to buildings (Refer to Accessible Design).
- Direct access to the municipal sidewalks should be encouraged; building entrances and lobbies should be directly accessibility to pedestrians from the parking areas, and street, by paved sidewalks and pathway feature.

Vehicular Circulation and Access

- Vehicular access points and circulation should be designed to minimize conflicts with pedestrians and should be located a safe distance from external and internal intersections.
- Access and circulation should facilitate both standard vehicles, as well as waste, loading and emergency type vehicles.

Landscape

(Refer to p.9 for example plant and material palette)

Attention to landscaping should equal that of the built form in order to soften, delineate, and enhance the integration within the existing context. The landscape should include a diverse mix of plantings that are appropriate for the climate and site conditions, and are able to adapt and thrive in high traffic and urban areas.

The amount of landscaping should be proportionate to the overall size of the surface parking area and street conditions. Trees, permeable paving or other low impact development measures are all encouraged throughout the site.

Landscape plans will be required at time of site plan application in order to enhance site layouts and help achieve the overall design objectives:

- A coordinated approach to landscaping is strongly encouraged throughout the site, inclusive of any outdoor rooftop amenity areas.
- Planting plans should be established for key landscape areas within the site, including proposed plantings for: site periphery and buffers, development setbacks, internal street

circulation, building edges and within parking lots (islands, borders).

- Adequate and appropriate hardscaping/ softscaping elements should be used to soften/ screen buildings, or expansive elevations from adjacent lands. Where space allows, low-level landscaping should be provided between the street line and buildings to help frame, define and accentuate building entrances, walkways and the streetscape.
- A substantial proportion of landscape areas, including any boulevards should be planted with a variety of trees and plant material. Native plants which are tolerant of urban conditions should be sought. Rows of street trees within the boulevard should be continuous at standard spacings where possible and should generally be high branching, deciduous varieties.
- Plant material that provides seasonal variety should be sought to provide visual interest throughout the year.
- Landscaping should generally be designed to have regard for Crime Prevention Through Environmental Design (CPTED) principles for safety and security.
- Particular attention should be paid to the landscaping designs at the development entrances and in areas that are prominent from major view sheds; moreover, the interfaces along the development edges are of particular importance and should be a focal point of landscaping to ensure attractive and consistent edge conditions.
- When strategically applied, landscaping screens and green walls can assist in noise mitigation, which will be important to address the adjacent rail line.
- Public art should be considered at key locations to commemorate heritage and community values, as appropriate.

Accessible Design

All buildings and site elements should be designed to maximize universal accessibility by removing and preventing barriers for persons with disabilities. Designing to the standards of the Accessibility for Ontarians with Disabilities Act (AODA), and Design of Public Spaces (DOPS) should be standard.

- Principal public building entrances should be highly visible and accessible. They should be located at the same grade as the public sidewalk or on site pedestrian walkway, or a ramp of an accessible slope must be provided that does not impede other pedestrian circulation.
- Building entrances that are not accessible should display directional signage to identify the barrier-free

Street Trees

Red Maple, Burr Oak, Shagbark Hickory, etc.

Preference should be given to native trees and cultivars of native trees that are tolerant of urban conditions.

Planted Buffers

Ninebark, Karl Foerster Grasses, Serviceberry, Boulevard Basswood, etc.

Plantings of varying heights that are tolerant of urban conditions which provide seasonal colour and interest.

Parking Islands

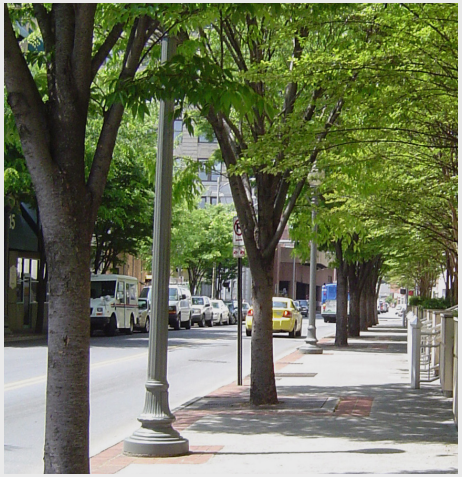
Daylilies, Prince of Wales Juniper, Fountain Grass, etc.

Low plantings tolerant of urban conditions which provide seasonal colour and interest.

Site Furniture

Benches, Bicycle Racks, Garbage/ Recycling Enclosure, Fencing, Site Lighting, etc.

A coordinated selection of site furnishings that complement each other and the building architecture.



path of travel leading to the nearest accessible building entrance, which should be located in a desirable area, away from or screened from waste management and loading areas.

- Accessible parking spaces should be located in close proximity to accessible primary building entrances and should be connected to the entrance with an accessible pedestrian walkway that does not require the user to cross vehicular circulation routes.
- Furnishings such as benches and garbage and recycling receptacles should be accessible.
- Surface materials, furnishings, and lighting within outdoor amenity areas should be universally accessible.
- Pedestrian walkways should be designed and located to provide direct, barrier-free, and safe access to and from public sidewalks, amenity areas, building entrances, and parking areas.
- Pedestrian walkways must be free of abrupt changes in grade and should be constructed of stable, firm, slip-resistant, and durable surfaces that are clearly distinguished from vehicular paths of travel.
- The use of pavers within pedestrian walkways should be limited. However in such a case, accessible varieties should be installed and

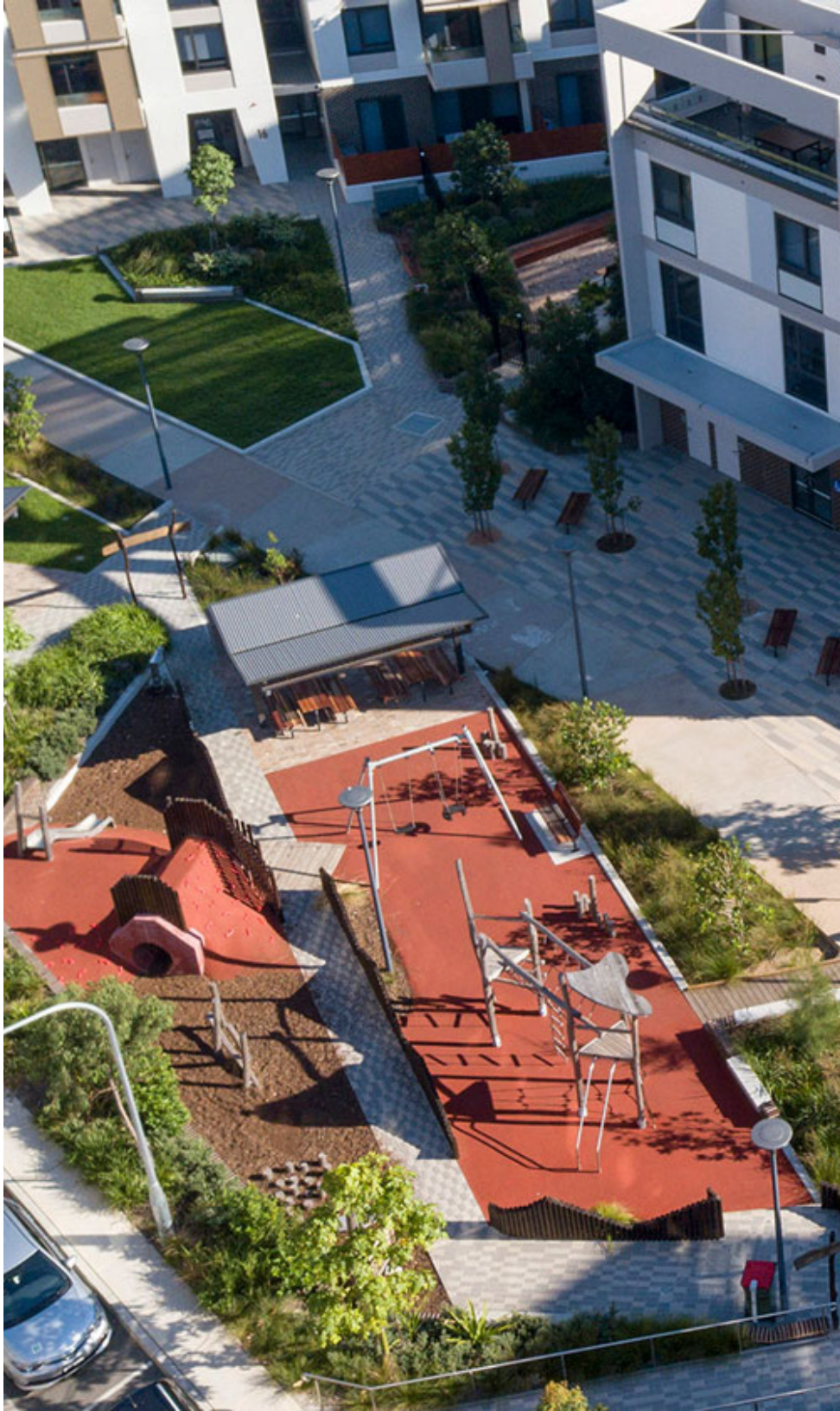
maintained to prevent heaving and trip hazards.

- Landscaping, signage, ramps, door swings, and other furnishings such as benches, garbage and recycling receptacles, and bicycle racks should not obstruct pedestrian walkways.

Parkette

A sizable communal outdoor amenity space should be provided to facilitate outdoor activities for users of all abilities. The space should support active and healthy living, sustainability initiatives, and be complementary to the overall designed function of the site.

- The parkette should be centrally located to maximize accessibility and integration with the site and surrounding community, while being sheltered from the rail corridor.
- The parkette should be accessible for users of all abilities, and designed to accommodate different age groups.
- Adequate separation should be provided from ground floor units, parking, and the streetscape to ensure sensitivity.
- The design should include elements that not only provide form and function, but also establish an attractive, creative, and cohesive outdoor space.



- The design should prioritize quality, sustainability, safety, and ease of maintenance.
- Park elements should include both passive and active uses, balancing play value and activity with areas for rest and relaxation.
- Site furnishings should complement the design language of the entire site - prioritizing seating, illumination, site protection, and microclimate.
- Plant material should be selected for its appropriateness and function within the space, providing such benefits as shade for passive areas, and screening and buffering from parking.
- Layout of the park elements should facilitate a high level of visibility and support CPTED principles for safety.

Cultural Heritage

Conservation of cultural heritage should be symbolically implemented within the development designs. Ways in which this can be achieved include incorporating interpretive panels throughout the site, as well as the integration of original materials and elements, where appropriate. Reference to the *Commemoration and Interpretation Plan (ARA - 2021)* should be sought to ensure appropriate and adequate levels of cultural heritage are included.

Sustainable Design

Site development should incorporate best practices in sustainable design to conserve energy and resources, reduce greenhouse gas emissions and the urban heat island effect, and prevent flooding. As such, the following design considerations are encouraged:

- The site development should support walking, cycling, and public transit as preferred modes of transportation.
- Low impact development (LID) measures for stormwater management are encouraged to filter, absorb, and/or store stormwater runoff, such as bio-swales, rain gardens, and permeable paving.
- Impermeable surfaces should be limited through reduced hardscaped driveways and parking areas. Building blocks should be designed to minimize the urban heat island effect by using high-albedo building and paving materials and coatings, and by planting trees and providing other softscaping throughout the site.
- To aid in water conservation, landscaping is encouraged to be selected from drought tolerant plant species and species requiring minimal water consumption.
- The functional use of plant material is encouraged

to create pleasant micro-climates that allow for energy conservation and comfortable spaces. One strategy to employ is through passive solar heating, by incorporating deciduous trees and shrubs that shade the building from summer sun and that allow sunlight to enter during the winter. In similar fashion, the use of coniferous plantings for visual and environmental screening (e.g., wind, noise, etc.) can and should be employed where possible.

- Buildings and paved areas are encouraged to be constructed of recycled materials with recycled-content, and locally sourced materials to reduce environmental impact.

Crime Prevention Through Environmental Design (CPTED)

Buildings and their immediate site should generally be designed in accordance with the CPTED strategies of Natural Access Control, Natural Surveillance and Territorial Reinforcement. The block designs should:

- Incorporate a Natural Access Control strategy into the design of sites to decrease opportunities for crime and increase the perception of risk in potential offenders. This includes providing a logical and organized design to restrict,

encourage, and safely direct movement of people and vehicles into, out of, and within the site in a controlled manner.

- Incorporate a Natural Surveillance strategy into the design of buildings and the overall site to maximize visibility and the opportunity for observation of offenders through the placement and design of physical and social features. This includes the placement of gathering spaces/ points of interest, lighting, parking, walkways, fencing, landscaping, signage, and other physical obstructions, as well as the general building orientations, location of entrances/exits, and placement of windows.
- Incorporate a Territorial Reinforcement strategy to create or extend a sphere of territorial influence that is perceptible to potential offenders. This can include using landscaping, gateways, signs, and fences to create clear distinctions between public and private spaces.

Waste, Loading & Outdoor Storage

Waste management areas including garbage, recycling, and loading spaces should be screened from public view.

- Every effort should be made to contain waste storage areas within the buildings on site to reduce visibility from public streets and minimize unwanted environmental impacts such as noise and odour.
- Loading should not impact the operation of public streets; waste management and loading areas should have adequate space for maneuvering to allow for efficient operation and to ensure vehicle movements do not conflict with adjacent streets, parking areas, site entrances, building entrances, cycling facilities or pedestrian walkways.
- Above ground utilities such as hydro transformers should be located to minimize their presence. Measures for visual screening such as planted buffers and/or constructed screens should be utilized and designed to complement the building architecture and landscape designs, as appropriate.

3.2 Built Form

Mixed-use buildings should be sited and designed to define the street edge, limit nuisance effects on neighbouring lands, and display high quality design sensitivity towards the existing neighbourhood.

- All façades should feature quality articulation through projections, depressions, columnar definitions, texture variation, vertical and horizontal plane changes, or changes to roof line, in combination with colour and material changes.
- Continuous roof lines should be avoided. Projections, changes in vertical plane, and prominent building elements should be used, particularly at building and site entrances and pedestrian walkways to help create visual interest along the adjacent streetscape.
- Where appropriate, private balconies should be limited within the building podium levels.
- Enhanced feature planting and focal landscape elements should be provided at major site entry points, at primary building entrances and where sight lines of all road users are not impeded.
- Outdoor amenity areas, such as patios and seating areas are encouraged and should be located strategically for human comfort.

Massing and Angular Plane

The massing of built form on site should be developed in concert with building siting and orientation in order to respond appropriately to the existing context and provide optimal transitions between built form. These considerations also help minimize potential impacts associated with intensification development, namely overlook and shadowing.

Where applicable, the design of built form should have regard for the following guidelines as they pertain to building mass and angular planes at select locations on site.

Where fronting Rosetta Street and Caroline Street:

1. The minimum height of the building base or podium should be 1/3 of the right-of-way width of the respective street, with the maximum height of the podium being four storeys.
2. The front façade should step back at least 1.5m above the podium. The maximum street-wall height, including the 1.5m step back should not exceed 80% of the street right-of-way width. Above this, the building should be stepped back from the property line as necessary to be contained within a 45 degree angular plane (Exhibit 1).

3. In residential applications, ground floor suites should be set back from the street edge and elevated a minimum of 0.6m above the sidewalk level to reinforce a visual and

physical transition between public and private space.

4. Balconies should be limited to storeys above the building podium.

Where fronting River Drive/facing the Rail Line:

1. The portion of the lands at River Drive and Rosetta Street should be designed as an arrival point for those approaching the site from the East. Built form should be placed near the street with enhanced landscaping and include a high level of visual interest.

1. South on River Drive, residential units should be located above a building podium of at least 2-storeys, and set back from the property line a minimum of 15m to ensure physical separation from the rail corridor.

2. The podium base fronting the Rail Line should serve as a physical crash wall and be a height no less than 9.3m. The base should be set back a minimum of 0.45m from the property line.

3. Residential balconies should be entirely omitted from

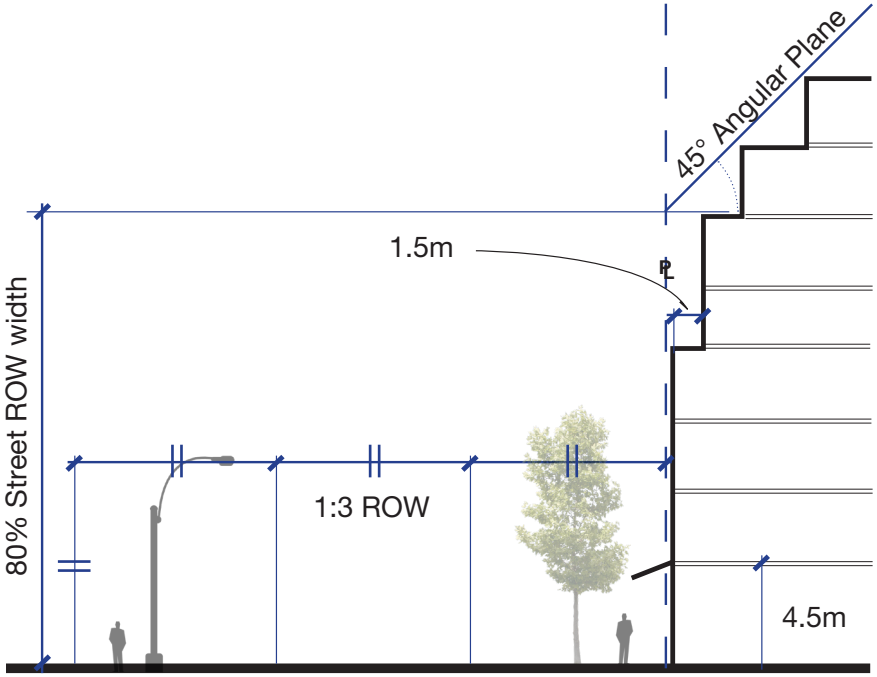


Exhibit 1 - Illustration of Typical Mixed-Use Cross Section - Retail/Commercial Ground Floor

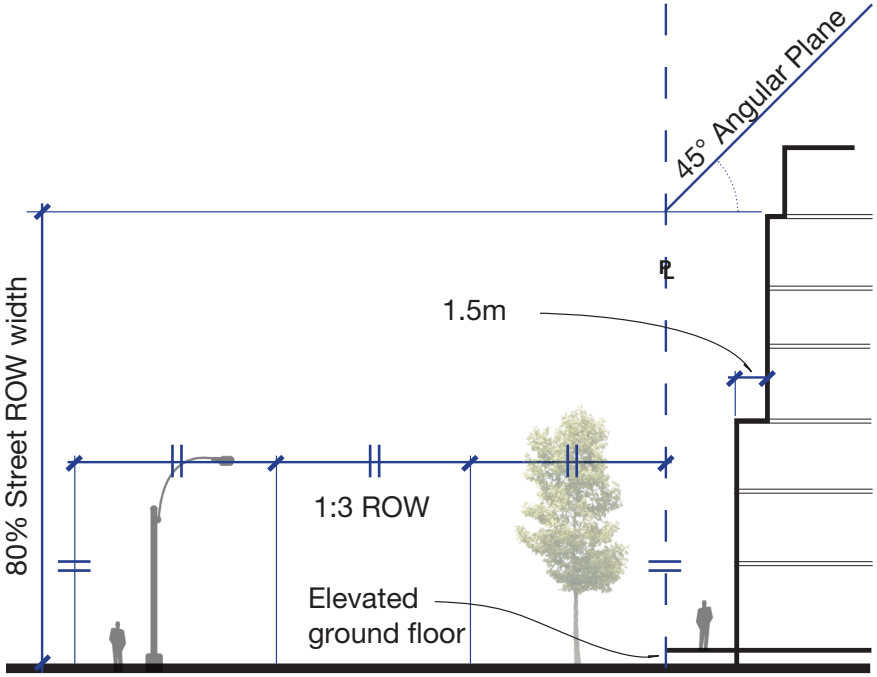


Exhibit 2 - Illustration of Typical Residential Cross Section - Residential Ground Floor

units directly facing the rail line.

4. The base of the building should incorporate forms of vegetative screening to assist in mitigating negative environmental impacts stemming from the rail corridor. In addition, outdoor amenity spaces facing the rail line should utilize plantings and screens to assist in mitigating these impacts.

5. Ground level landscaping should be coordinated with future rail land development to maximize sensitivity, aesthetics, and function.

Where fronting St Michaels Street:

1. The building base or podium should follow the Caroline Street and River Drive guides as noted above, transitioning between the two conditions in accordance with applicable noise study recommendations.

2. The building should maintain a minimum setback of 3.5m from the property line and facilitate pedestrian circulation within the boulevard.

Materials and Articulation

The aesthetic qualities of the site, including paving, furnishings, and landscaping, as well as the architectural design and details of the buildings will be integral for a quality development. They will also provide

for a development that is respectful of the existing neighbourhood character, and one that sets a precedent for future developments in this area.

- Building façades should be well articulated to create visual interest with colour and material variations, windows, changes in roof line, projecting and recessing wall surfaces, architectural lighting and signage, and other architectural elements and detailing such as cornices, dormers, columns, and pilasters. Where appropriate, these elements should be chosen to respond to the surrounding context and offer a coordinated aesthetic throughout the site and extended community.
- Side and rear façades visible from the streets or other public areas should feature windows, material variation, and other architectural details consistent in character and quality with the front façades.
- Windows should generally allow for visual penetration into and out of buildings. For any grade level space, false windows, heavily tinted windows, or windows that are covered by signage, photos, or advertising are discouraged.
- The built form should utilize high quality building materials, chosen for their functional and aesthetic qualities, their compatibility with prevalent nearby architectural character, and their energy and maintenance efficiency. In select and obvious locations (i.e., adjacent to the rail line), materials should also be chosen for their acoustic mitigation properties.
- Long stretches of monotonous building façades or 'blank walls' should be avoided, and articulation through material and colour changes and projecting and recessing wall surfaces should be the primary means of creating visual interest on long expanses of walls where windows may not be feasible.
- Landscaping should be an integral part of the building and site design and should be considered to create interest on long expanses of walls.

4.0 IMPLEMENTATION

This report should be implemented through Zoning, Draft Plan of Condominium conditions, and the application of Site Plan control, as appropriate. Achieving the vision and design objectives established herein, as well as those set forth in the broader Urban Design Guides of the Town will require commitment by those developing the site.

Site developers should generally prepare designs with direct regard for the urban design objectives set out in this report that will be subject to municipal review as necessary.