14700 & 14720-14760 YONGE STREET, AURORA

URBAN DESIGN BRIEF

File No. 07132EC

APRIL 2022

MHBC | PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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Current Proposal, View From Yonge Street

1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by SmartCentres (hereinafter the "Owner") to seek approval of a Zoning By-law Amendment ("ZBA") to facilitate a mid-rise mixed use development on the lands located at the southwest corner of Yonge Street and Murray Drive, and municipally addressed as 14700, and 14720-14760 Yonge Street (hereinafter "the Subject Lands") in the Town of Aurora.

The Subject Lands are located within the Aurora Promenade area which consists of the Yonge Street and Wellington Street Corridors and the GO Rail Station, all of which have been identified as strategic areas planned to accommodate new growth through intensification. The proposed development will contribute to the overall redevelopment vision of this area as proposed by the Town of Aurora Official Plan ("OP"). The Owner is seeking an amendment to the Town of Aurora Comprehensive Zoning By-law 6000-17 ("By-law 6000-17") to rezone the Subject Lands and permit site specific development standards. A Site Plan Application is being pursued for the Phase 1, which is the subject of this Urban Design Brief.

The proposed amendment will permit a two phased development. Phase 1 consists of two mid-rise buildings and a row of traditional townhouse units. Building 1 will have a maximum height of 7-storeys while Building 2 will have a maximum height of 6-storeys. The proposed row of townhouse units are proposed along the western limit and will have a maximum height of 3-storeys. Phase 1 will have a total zoning gross floor area of approximately 45,633 sq. m. (491,185 sq. ft.) of which approximately 44,746 sq. m (481,643 sq. ft.) is residential gross floor area, and approximately 887 sq. m. (9,542 sq. ft.) is retail gross floor area.

Phase 2 will consist of two mid-rise buildings, 7-storeys and 6-storeys in height and a row of townhouse units along the western limit. Phase 2 will have a total zoning gross floor area of 37,141 sq. m. (399,782 sq. ft.) of which 35,346 sq. m. (380,461 sq. ft.) will be residential gross floor area and 1,792 sq. m. (19,321 sq. ft.) will be commercial.

OUR APPROACH

MHBC on behalf of the Owner has prepared this Urban Design Brief to illustrate how the proposed development has met the criteria as set out in the Town's *OP,* and the Town of Aurora Promenade Concept Plan Urban Design Guidelines

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Yours truly,
MHBC

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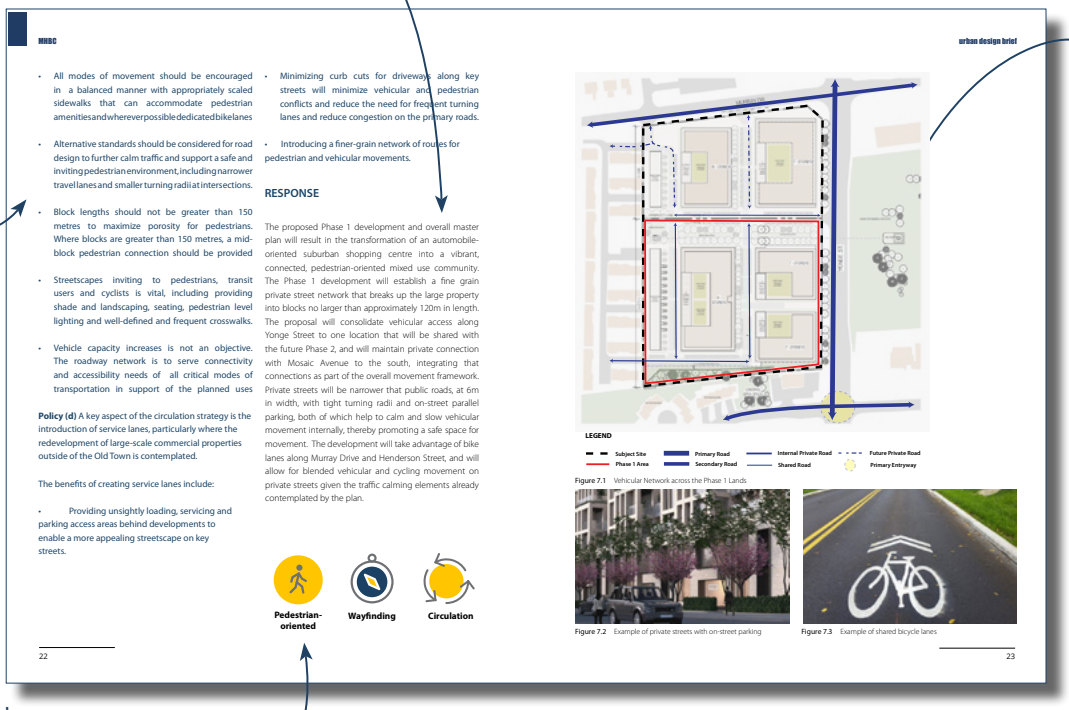
Mahshid Fadaei

Mahshid Fadaei
BArch, MArch, MPlan
Planner | Urban Designer

2.0
HOW TO READ THIS BRIEF

Response to design policy and guidelines



Design policy and guidelines from the municipality

Figure illustrating adherence where applicable

Reference to key design principle being acknowledged

This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence with those principles is provided. In some cases where strict compliance is not feasible, design rationale is provided to outline how the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.

3.0
EXISTING CONTEXT ANALYSIS

The Subject Lands are currently occupied by four 1-storey commercial buildings and are approximately 5.05 ha (12.47 acres) in size (**Figure 1.1**). The Subject Lands are located on the south west corner of Murray Drive and Yonge Street, known as the SmartCentres Aurora Shopping Mall. Further, the Subject Lands are within 100 m of York Region Transit Stops providing service to routes 32, 96, 98/99, and 98. Route 96 provides connection to the Newmarket Bus Terminal. In addition, the Subject Lands are approximately 100 metres north of a VIVA Blue bus stop at Yonge Street and Henderson Drive that is served by the VIVA Blue bus route providing for bus rapid transit. Street.

The Site is currently surrounded by the following uses:

NORTH Immediately north of the subject lands is Murray Drive which is identified as a Major Collector Road in the Town of Aurora Official Plan. Further north is a commercial plaza, the Aurora Shopping Centre, and low and mid rise residential uses with low-rise commercial uses fronting onto Yonge Street.

WEST Immediately west of the subject lands is a townhouse development complex, 3-storeys in height. Further west are low-rise residential uses.

EAST Immediately east of the subject lands is Yonge Street, which is an Arterial Road under the jurisdiction of the Town. Further east is a range of commercial uses and Aurora War Memorial Peace Park.

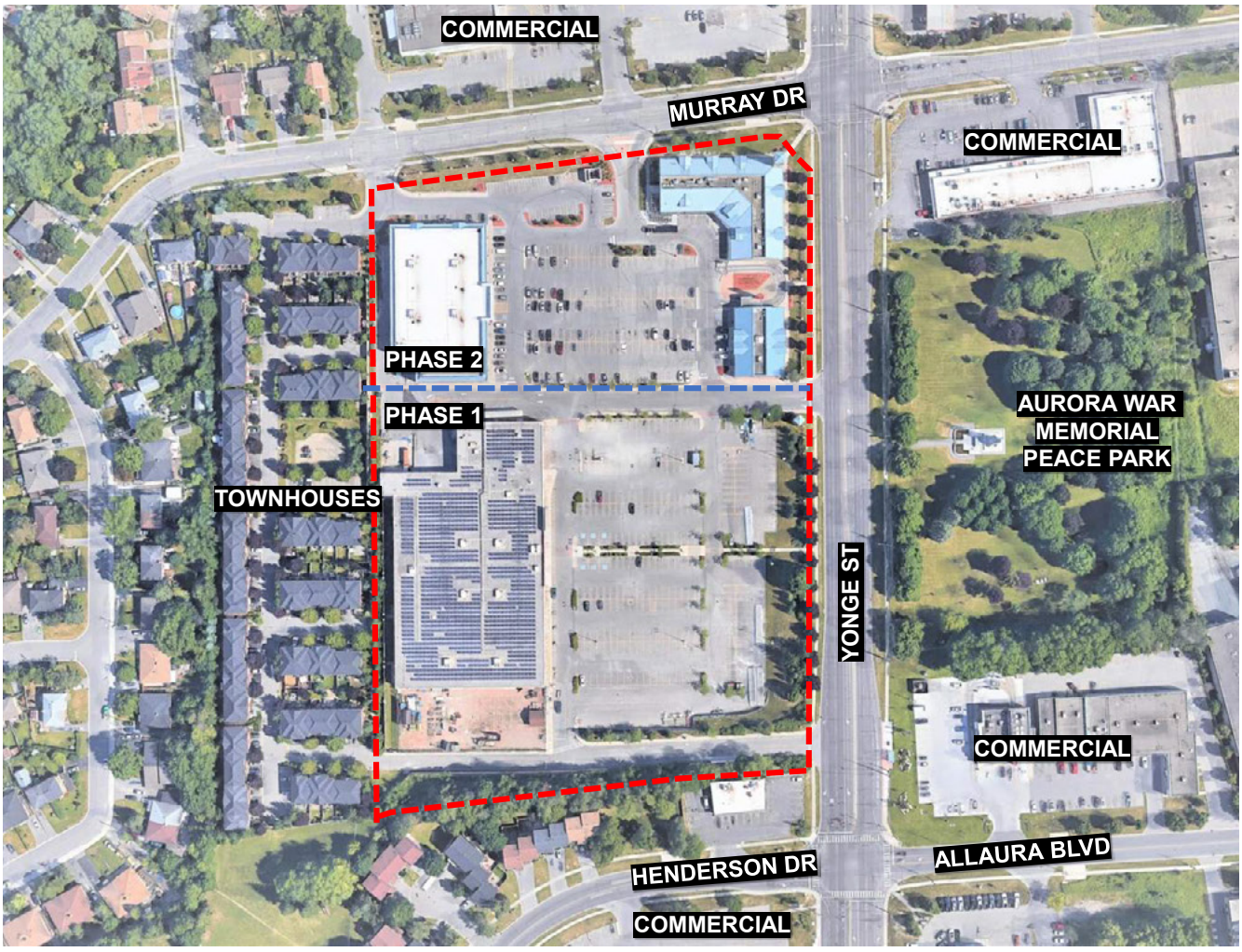
SOUTH Immediately south of the subject lands are low-rise residential uses, an existing open space, and a range of commercial uses within the Aurora Village Plaza.

On Murray Drive looking north towards the commercial plaza

Looking northwest towards townhouse buildings along Mosaics Avenue

On Yonge Street looking east towards Aurora War Memorial Park

Looking east down Henderson Drive towards low-rise residential uses (left) and commercial plaza parking lot (right)

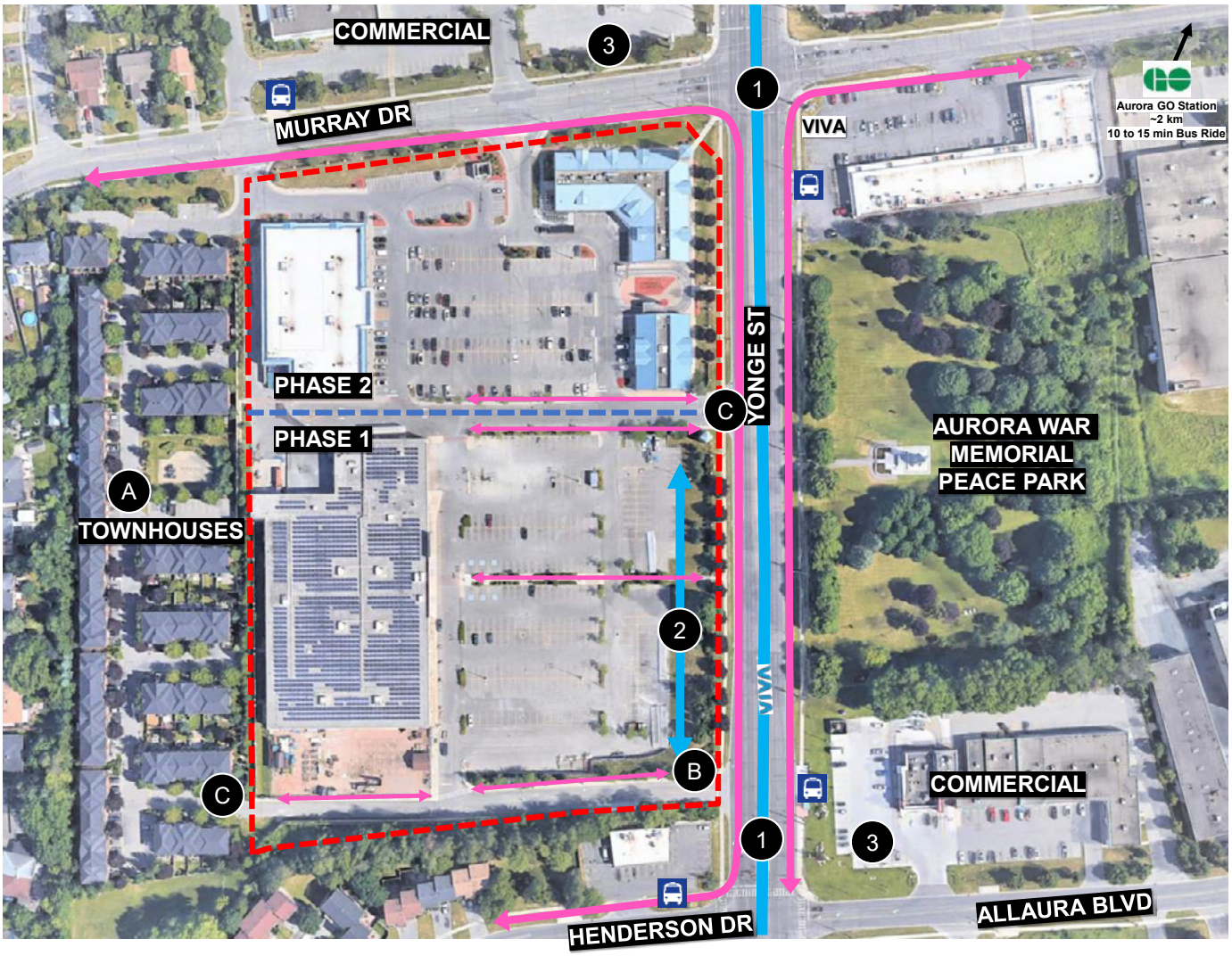


LEGEND

Subject Lands

3.1 Aerial of Subject Lands with Phase 1 (south) and Phase 2 (North)

4.0
OPPORTUNITIES & CONSTRAINTS



4.1 Opportunities and Constraints

An opportunities and constraints analysis was conducted to evaluate the various factors that may impact future uses of the Subject Lands. The number and alphabetical labels as indicated on Figure 4.1 corresponds to the opportunities and constraints responses below. While this evaluation is preliminary, it builds a foundation and understanding of the existing context.

OPPORTUNITIES

1. Access to nearby existing Transit Services

The site is situated within an emerging transit accessible area with opportunities for active transportation. Yonge Street is a major transit corridor with YRT service and VIVA rapid transit that is anticipated to foster growth, stimulate economic activity and create a more accessible and connected transportation network. The proposed development can take advantage of and optimize the use of both local and regional transit services.

2. Frontage along Yonge Street

There is opportunity to improve the existing streetscape, and connectivity of the site to existing and planned amenities and transit services in the immediate surrounding area. Fronting onto Yonge Street also creates an opportunity to promote a vibrant and pedestrian friendly environment through landscaping. Overall, the site has potential to enhance the urban environment along Yonge Street and contribute to the creation of a complete community through built form and active frontages

3. Proximity to retail and commercial uses

The subject lands are located within an walking distance of commercial and retail uses that are situated mainly along Yonge Street, Murray Drive and Henderson Drive. This site provides an opportunity to improve accessibility to these retail and commercial uses in order to achieve a sense of place and further promote the development of the area to transform into an active, vibrant, transit supportive and complete community.

CONSTRAINTS

A. Compatibility with lower density uses

Towards the west of the subject lands is a 3-storey townhouse development and low-rise residential uses with additional lower density uses located south of the site. Attention to built form height, massing and orientation will be required to appropriately transition to the area context.

B. Changes in grade from Yonge Street Northward and Westward

The existing site's grade change descends approximately 5-6 metres northward and westward, resulting in substantial grade changes. As a result, proposed building designs will need to balance protecting existing grades and providing barrier-free movement and active frontages.

C. Existing access points

The subject lands have existing connections to the townhouse development to the west, providing both vehicular and pedestrian connections from east to west. Any proposed redevelopment would need to consider maintaining these connections and integrating them as part of the overall plan.

5.0 THE PROPOSAL

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposal for development is a master plan consisting of a low rise and mid rise mixed use development with a total zoning gross floor area of approximately 82,774 sq. m (890,971.9 sq. ft.).

The proposal will be developed in two phases as described below. The timing of the development will be related to the financing and existing tenant leasing. The phasing plan prioritizes development of the southern portion of the subject lands first as these lands are currently unoccupied by an existing tenant. Each phase will be carefully staged to ensure that necessary infrastructure is completed in time to support the occupancy of the proposed development. While the brief illustrates the two -phase master plan vision, the focus of the brief will be on Phase 1 for the purposes of site plan, with Phase 2 being subject to a separate brief when that proceeds.

5.1 PHASE 1

Phase 1 will consist of three mid-rise buildings and a row of traditional townhouse units. Phase 1 will have a total gross floor area of approximately 45,633 sq. m. (491,185 sq. ft.) of which approximately 44,746 sq. m (481,643 sq. ft.) is residential gross floor area and approximately 887 sq. m. (9,542 sq. ft.) is retail gross floor area.

Parking will be provided primarily above grade with visitor parking located at grade. A total of 480 parking spaces are proposed for Phase 1.

RESIDENTIAL USES

The proposed development provides residential uses within a range of mid-rise buildings and townhouse units. Building 1 proposes a maximum height of 7-storeys which will integrate non-residential uses at grade. Building 2 proposes a maximum height of 6-storeys and will provide only residential uses. Residential uses will be the primary use within Phase 1, providing a mix and range of unit types and sizes to accommodate a diverse range of households. Phase 1 will provide a total of 480 units, Building 1 will have 264 units, Building 2 will have 200 units and the townhouse block will consist of 16 units.

Where residential uses have direct frontage on public or private streets, the frontages will be enhanced with windows, doors and private terraces to activate the facades and animate those frontages. The proposed residential uses will benefit from the proposed walkways within Phase 1 which connects to the proposed open green spaces and Yonge Street providing direct access to transit and other amenities within the immediate area.

RETAIL USE

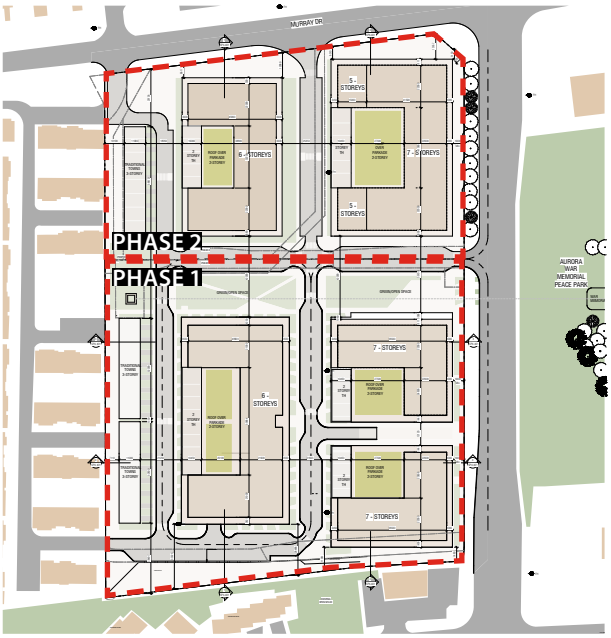
Building 1 within Phase 1 provides for the integration of retail uses at grade within the proposed mid-rise building to support the growing economy of the Town of Aurora.

The proposed retail uses will allow future residents to access daily services and needs within proximity to where they live. The proposed development will facilitate

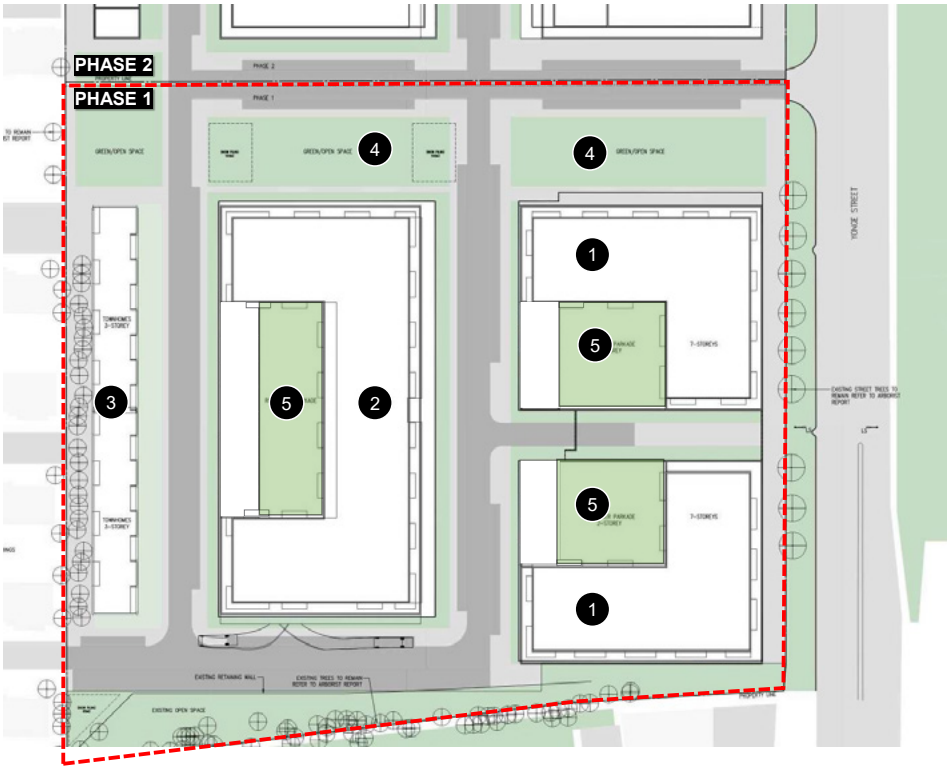
approximately **887 sq. m. (9,542 sq. ft.)** of retail gross floor area within Building 1.

Where retail uses are proposed within the ground floor of Building 1, the ground floor will be designed to provide seamless connectivity to the proposed landscape area to extend from the public realm and animate this congregational space. Primary residential access for Building 1 will be at grade and will be directed to Yonge Street, integrated into the primary facade.

Overall, the retail uses proposed will help achieve a sense of place and local identity, and a space that is comfortable and connected to a gateway location into the master plan.



5.1 Master Plan illustrating Phase 1 and 2



1 **7-STOREY MID-RISE BUILDING**

2 **6-STOREY MID-RISE BUILDING**

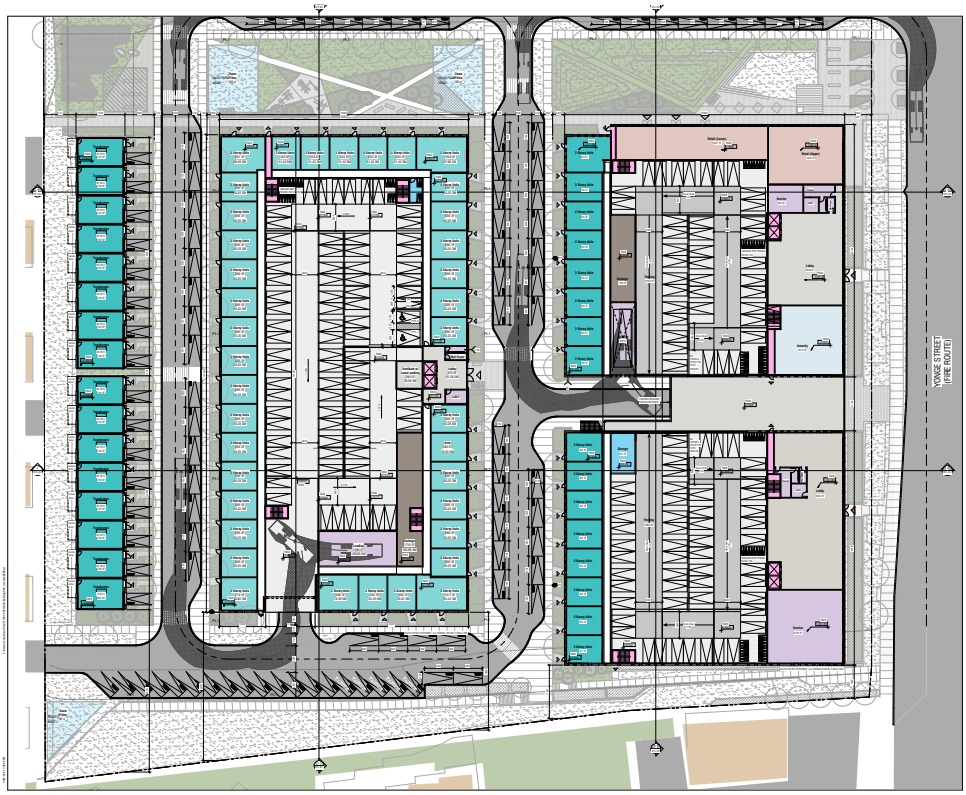
3 **3-STOREY TOWNHOUSES**

4 **PROPOSED LINEAR PARK**

5 **COURTYARD ON ROOF OVER PARKADE**

5.2 Master Plan illustrating Phase 1

5.3 Phase 1 Isometric View/ Site Plan



5.4 Phase 1 Ground Floor Plan / Site Plan

OPEN SPACE AND VEHICULAR MOVEMENT

A green link of open space is proposed within Phase 1 to create a vibrant green heart within the site providing passive recreation for residents and visitors while also providing sustainable stormwater infiltration for the site. A traditional grid pattern has been deployed which connects to the surrounding context where both pedestrian and vehicular movement is equally balanced. High-quality landscaping and hardscaping is proposed within the open space linkage to enhance the public realm.

The proposed street network includes private streets and pedestrian sidewalks to promote active frontages on all frontages of Phase 1. The proposed private streets are based on the principles of providing connectivity and porosity through the subject lands while creating development blocks that are appropriately sized for the range of land uses proposed.

5.2 PHASE 2

Phase 2 will consist of two mid-rise buildings, 7-storeys and 6-storeys in height and a row of townhouse units along the western limit. Phase 2 will have a total gross floor area of 37,141 sq. m. (399,782 sq. ft.) of which 35,346 sq. m. (380,461 sq. ft.) will be residential gross floor area and 1,795 sq. m. (19,321 sq. ft.) will be commercial.

Parking will be provided primarily below grade with visitor parking located at grade. A total of 420 parking spaces are proposed for Phase 2.

RESIDENTIAL USES

The proposed development provides residential uses within a range of mid-rise buildings and townhouse units. Building 1 proposes a maximum height of 7-storeys while Building 2 proposes a maximum height of 6-storeys. Residential uses will be the only use within Phase 2, providing a mix and range of unit types and sizes to accommodate a diverse range of households. Phase 2 will provide a total of 420 units including apartment units and townhouse block units.

Building 1 and 2 will consist of at grade 2-storey townhouse units to provide animation to the street frontages as retail uses are not proposed in Phase 2. The proposed residential uses will benefit from the proposed walkways within Phase 2 which connects to the proposed open green spaces in Phase 1, Murray Drive and Yonge Street providing direct access to transit and other amenities within the immediate area.

OPEN SPACE

High-quality landscaping and hardscaping is proposed within Phase 2 to enhance the public realm, through street-level design that will create a comfortable pedestrian streetscape. The plantings around the active edges of the street within Phase 2 will be consistent with local tree and plant species, as well be native, drought tolerant species, withstanding seasonal changes and road side conditions.

The proposed street network includes private streets and pedestrian sidewalks to create access from all frontages of Phase 2 where possible. The proposed private streets is based on the principles of providing connectivity and porosity through the subject lands while creating development blocks that are appropriately sized for the range of land uses proposed.

6.0
BLOCK CONTEXT PLAN

As mentioned before, the Subject Lands are located within the South Yonge Street Promenade Area which consists of Yonge Street and Wellington Street Corridors and GO Rail Station, all of which have been identified as strategic areas planned to accommodate new growth through intensification. The Subject Lands are also located within Peace Square Focus Area and present opportunities for infill/intensification development that supports the planned context area and proposed transit station while featuring Aurora War Memorial Peace Park. As such, the proposed development will contribute to the overall redevelopment vision for Aurora Promenade and meets the urban design objectives of Peace Square Focus Area through the following architectural and urban design schemes;

1- Proposing a complementary built form and compatible land use that complement mixed-use promenade development and facilitate the transformation of the auto-oriented commercial strip plazas to walkable mixed-use areas where people live, work, shop, and play.

2- Providing sympathetic design to preserve and reinforce the existing built form character while providing an appropriate transition in scale to adjacent areas.

3- Establishing a mixed-use, high density, and transit-oriented development that supports a vibrant transit hub with lots of activities, services, amenities, and opportunities for alternative modes of transportation including cycling and transit use.

4- Deploying a traditional grid pattern which connects to the surrounding context where both pedestrian and vehicular movement is equally balanced.

5- Creating a pedestrian-friendly environment and high-quality public realm through proposing mid-block pedestrian and cycling connections, framing the surrounding streets with active uses, buffering street edges with high-quality landscaping, and minimizing vehicular and pedestrians conflict to support a walkable, engaging, and vibrant mixed-use area.

6- Incorporating high-quality landscaping and hardscaping to enhance the public realm, through street-level design that will create a comfortable pedestrian streetscape.

7- Enhancing the connectivity, aesthetics, and safety of the existing open spaces network through integrating a comprehensive outdoor amenity design in the form of at grade public park and rooftop parkades, and framing major open spaces with active building frontages to animate streetscape and augment public realm safety.

8- Proposing a green link of open space to create a vibrant green heart within the site providing passive recreation for residents and visitors while also providing sustainable stormwater infiltration for the site.

5.1 BUILT FORM

6.1 Block Plan illustrating how the proposed development across phase 1 & 2 adheres to the built form, heights and view corridors set forth by Aurora Promenade Urban Design Strategy for South Yonge Street Promenade Area.

5.2 PEDESTRIAN AND VEHICULAR CONNECTIONS

6.2 Block Plan illustrating how the proposed development adheres to the public realm framework set forth by Aurora Promenade Urban Design Strategy for South Yonge Street Promenade Area.

7.0 SITE DESIGN AND ORIENTATION

POLICIES AND GUIDELINES ON BUILDING SCALE AND PLACEMENT

Town of Aurora *Official Plan*

Policy 4.2 (a) New development, redevelopment, rehabilitation, and subdivision layout shall be encouraged to complement natural landscapes and grades, water courses, vegetation, heritage environments and existing or proposed adjacent buildings, through the conceptual design of buildings, their massing, siting, exterior, access and public areas.

Policy 4.2 (b) Urban design should relate to the way the environment is experienced:

i. Environments through which people travel with cars at relatively high speeds allow for simple, large scale, clear visual statements. In these areas, extra care with the design and inclusion of active transportation and transit routes is required.

ii. Environments in which people move and spend time on foot allow for smaller scale, detailed, interesting and diversified visual design statements.

Policy 4.2 (c) Council shall support urban design which:

a) reconciles compatibility with diversity; and,

b) avoids both monotony and harsh contrasts.

Policy 4.2 (d) New residential development should provide both the appropriate private and social context for healthy human environments. These consist of:

i. safety, and audio and visual privacy in subdivision design, layout, amenity spaces as reflected in municipal building, landscaping and maintenance standards; and,

ii. a supportive social fabric through a range of dwelling types, street orientation, and neighbourhood support services.

Policy 4.2 (f) Speaks to achieving human scale, attractive and safe public environments, in entryways, heritage areas, in and adjacent to streets and open spaces, the following urban design approaches should be implemented:

iv. Upper storeys of larger buildings may require stepbacks to achieve:

- human scale buildings;
- vistas to heritage sites;
- harmony with natural contours; and,
- diversity of scales without harsh contrast and monotony.

Policy 11.6.2 (b) The minimum lot frontage for any new development of any type within the Promenade General Area designation shall be 18 metres.

Policy 11.6.2 (c) The maximum lot coverage by a building or buildings on a lot shall be 90 percent. The minimum lot coverage by a building or buildings on a lot shall be 50 percent.

Policy 11.6.2 (f) When locating a building on a lot, the following policies shall apply:

i. The Build-Within Zone is located between 2.0 and 4.0 metres from the front and/or exterior side lot line. A minimum of 80 percent of the main front wall, and a minimum of 60 percent of the exterior sidewall of the proposed building shall be located within the Build-Within Zone;

ii. Interior side yard setbacks shall not be permitted, with the exception that lots with 40 metres or greater of frontage, a minimum interior side yard setback of 0.0 metres and a maximum setback of 3.0 metres is allowed; and,

Policy 11.6.2 (g) All development within the 'Promenade General' designation shall be compatible with development on adjacent properties and shall be consistent with The Aurora Promenade - Concept Plan – Urban Design Strategy, and the other applicable policies of this Plan.

Policy 11.7.2 (b) The minimum lot frontage for any new development of any type within the Promenade Focus Area designation shall be 18 metres.

Policy 11.7.2 (f) When locating a building on a lot, the following policies shall apply:

i. The building envelope is located between 2.0 and 4.0 metres from the front and/or exterior side lot line. A minimum of 80 percent of the main front wall, and a minimum of 60 percent of the exterior side wall of the proposed building shall be located within the building envelope, as defined above;

ii. Interior side yard setbacks shall not be permitted, with the exception that lots with 40 metres or greater of frontage, a minimum interior side yard setback of 0.0 metres and a maximum setback of 3.0 metres is allowed; and,

iii. The minimum required rear yard setback for development within the 'Promenade Focus Area' designation shall be 7.5 metres.

Policy 11.7.2 (j) No 'development' 'application' should proceed within the 'Promenade Focus Area' designation and/or their surrounding "Special Design Areas" as identified on Schedule 'B1' without a Comprehensive Plan undertaken to coordinate the street and block patterns, open spaces, land uses, built form and other supporting studies that may be deemed necessary, such as transportation, parking or heritage impacts.

Policy 11.8 (a) Speaks to built form and states:
It is crucial that all new development throughout The Aurora Promenade be compatible with the character and context of the community. As such, new development, whether a renovation to an existing building, or a completely new building, will be reviewed by the Town taking into consideration matters relating to exterior design, including the

character, scale, colour, building materials, appearance and design features of buildings.

Policy 11.8 (b) Where any development site within The Aurora Promenade abuts lands designated 'Stable Neighbourhood', or 'Environmental Protection Area', and/or lands within a Heritage Conservation District, a 45 degree angular plane originating from these lands shall be applied over the interior side and/or rear property line. Further, when considering new building forms, development which results in extensive loss of sunlight to adjacent land uses shall be prohibited.

Town of Aurora: The Promenade Concept Plan *Urban Design Guideline Strategy*

Orientation and Placement

Policy (a) The orientation and placement of buildings along the street help to clearly define the public realm and enhance the pedestrian environment by providing visual animation and a sense of enclosure. Aurora's traditional urban pattern is of buildings aligned parallel with the street. Key guidelines for the orientation and placement of buildings are as follows:

- All buildings should orient to and address the street with clearly defined entry points that directly access the sidewalk.
- Buildings should be placed at or close to the street edge.
- Development of an entire block or at corner sites may provide greater setbacks to widen sidewalks without compromising the visual continuity of the streetscape.
- Entrances to buildings should address the primary street and should be clearly articulated and expressed.

Angular Planes

Policy (b) Angular planes apply to all new development in the Downtown, Upper Downtown, Downtown Shoulder, Promenade General, and Promenade Focus Areas. The use of angular planes are recommended in conjunction with height and massing controls. Angular planes are commonly used to define appropriate transitions to adjacent low-rise areas. Specifically, the angular plane is intended to define the extents of the development envelope to guide above grade building step backs. New developments that are subject to the angular plane guidelines should be massed with good form within these envelopes.

The massing of the development including the Base Building will be subject to 45-degree angular plane originating from 9m above the setback to the nearest low-rise residential property line within an adjacent residential area.

Policy 3.2.3 Key land use and built form objectives for the Promenade General areas include:

- Transformation into vibrant pedestrian-oriented mixed-use areas
- Ensuring transit supportive developments and uses around existing and planned transit stations
- Change will occur primarily through redevelopment that will see the introduction of higher densities in high-quality,mid-rise forms placed closer to the street, while providing for appropriate transitions to adjacent neighbourhoods
- Enhancement of the public realm with a focus on creating an inviting pedestrian environment
- Will continue to provide convenience retail and services in addition to restaurants, entertainment and cultural venues
- Introduction of a variety of modest urban public spaces in the form of plazas, court yards and squares

- Introduction of new streets and rear lanes where possible
- Introduction of dedicated lanes for higher-order transit

Building Expression

Policy (c) Buildings should be designed to consist of three distinct parts that combine to make an integrated whole.

To encourage continuity in the streetscape and to ensure horizontal 'breaks' in the façade, buildings should be designed to reinforce the following key elements through the use of step backs, detailing:

- **Base** – Within the first three storeys a base should be clearly defined that positively contributes to the quality of the pedestrian environment in the level of animation, transparency, articulation and material quality. The Base should complement adjacent buildings, street, parks and open spaces.
- **Middle** – The middle or body of the building should contribute to the physical and visual quality of the overall streetscape. The design of the middle or body should consider the appropriate dimensions that are appropriately suited for its location and orientation on its site and in relationship to the base building.
- **Top –** The roof condition, expressed as an upper storey or roof feature should be designed to contribute to the visual quality of the streetscape. Rooftop mechanical systems should be integrated into their design wherever possible

RESPONSE

The proposed Phase 1 development has been designed and oriented to work with the natural grades in the area. The elevation at the intersection of Yonge Streets and Henderson Drive decreases on average two storeys as you move north and west across the subject lands. The proposed built form works with this dramatic grade change, integrating entrances and active frontages at key elevations and ensuring that the built form proportions continue to respect the vision of the Aurora Promenade.

The Phase 1 development offers a range of multi-unit forms in both a mid-rise and townhouse form. Further to this, the base of the mid-rise buildings will be activated with townhouse style units that will animate the private street network. The mid-rise buildings step back at the 2nd storey (3rd storey when navigating grades) to achieve a human scale along both public and private realms. A 6.0m Build-Within zone has been established along Yonge Street, recognizing this prominent location along the Aurora Promenade and leaving space for enhanced landscaping and spill-out areas along Yonge Street. While the proposal exceed the 3.0m setback, 100% of the main front wall are located within this zone, ensuring a high level of prominance. The proposal will also achieve the minimum lot coverage of 50% in a compact, urban form.

The Phase 1 proposal achieves built form compatibility with the surrounding stable neighbourhood to the west by meeting built form transition. While the rear yard setback of 7.1m is slightly less than the required 7.5m, it is with recognition that the built form typology is simillar to the existing townhomes to the west, representing enhanced compatibility and fit within the area context. With respect to the mid-rise buildings, they are all well within the 45 degree angular plane, an urban design measure more appropriately applied to this building type .

Finally, the Phase 1 proposal is part of a larger master plan what has thoughtfully laid out a comprehensive plan that considers a fine grain network of private streets and blocks as well as a central linear park with building entrances that face and animate both public and private spaces. The proposal places the taller 7 storey along Yonge Street and stepping down to a 5 storey mid-rise central to the site and 3 storey townhouses that transition to existing townhouses to the west. These design decisions ensure that the proposed built form massing and placement fit harmoniously into the existing and emerging context of the Aurora Promenade along Yonge Street.

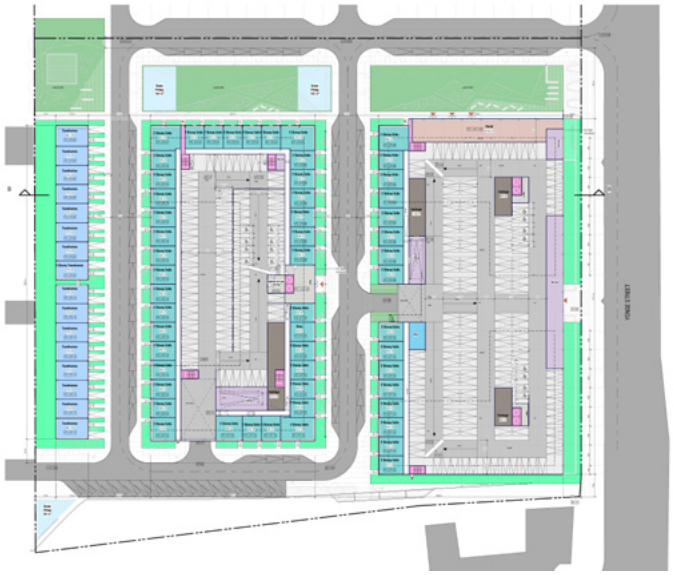


Figure 7.1 Floor Plan illustrating active frontages along Yonge Street

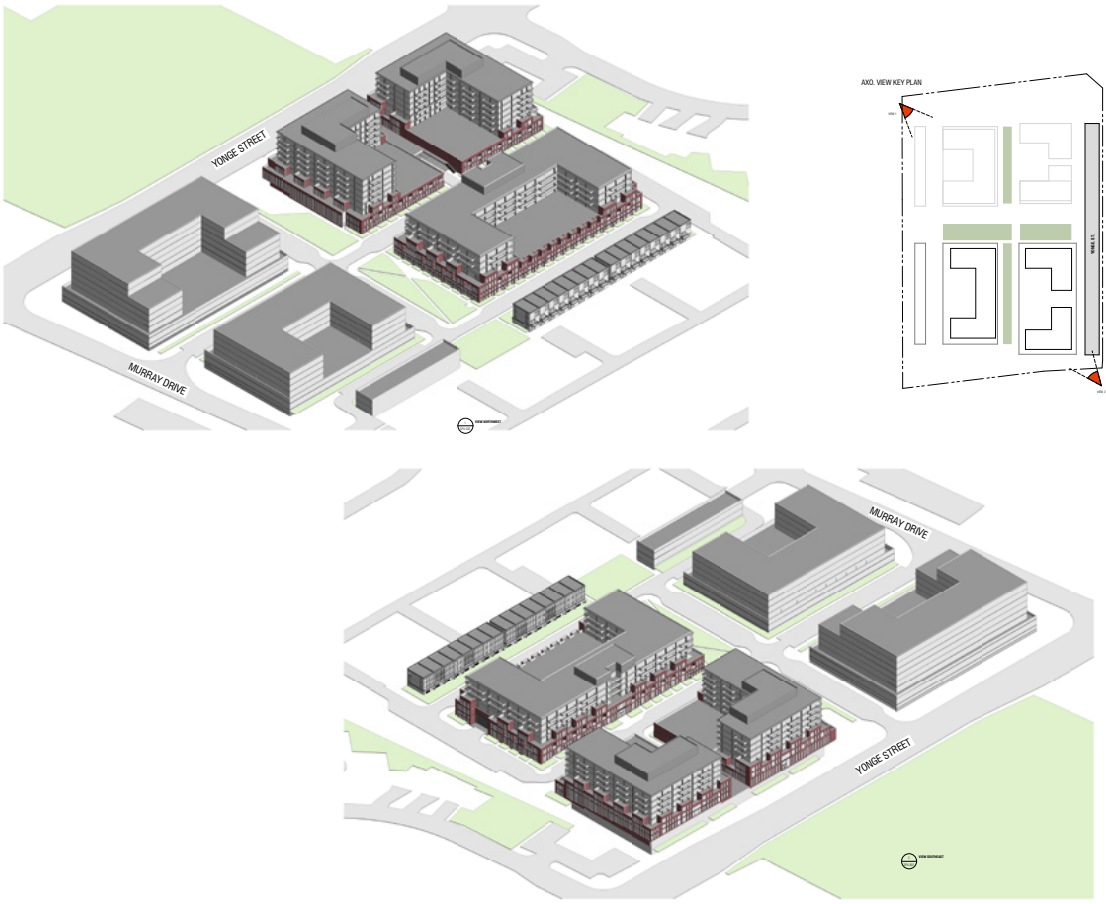


Figure 7.2 Isometric Views from phase 1 development illustrating building orientation and position across the site

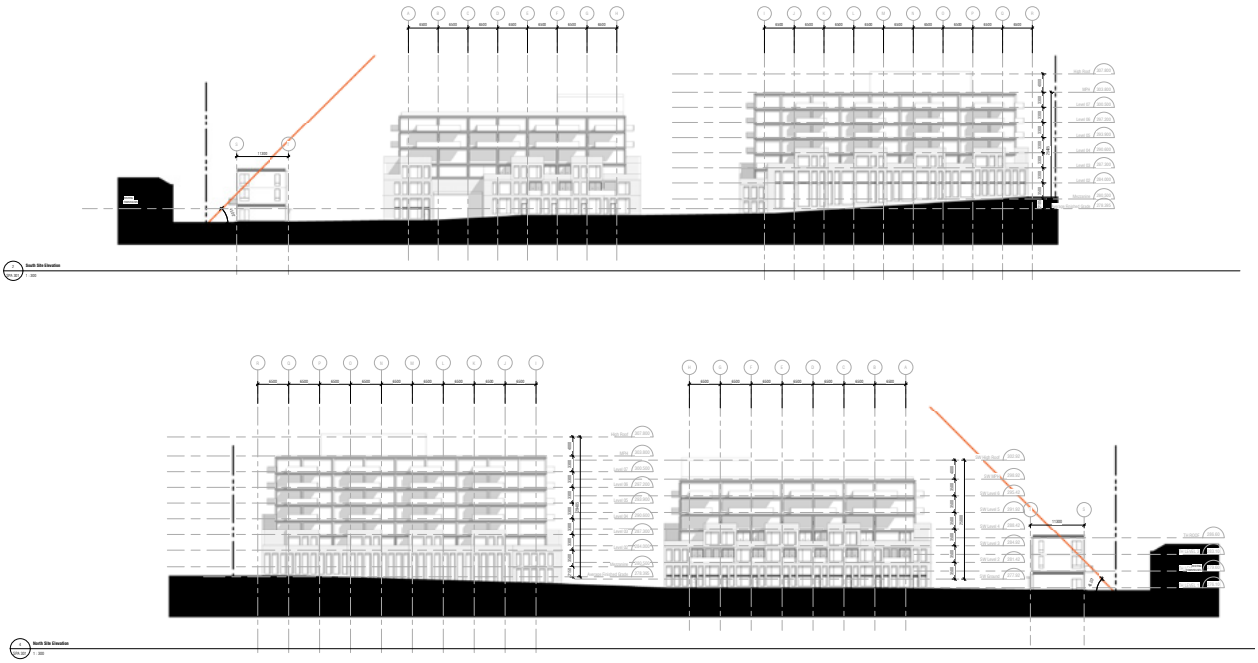


Figure 7.4 South and North Site Elevation, illustrating Angular Plane objectives and site grading

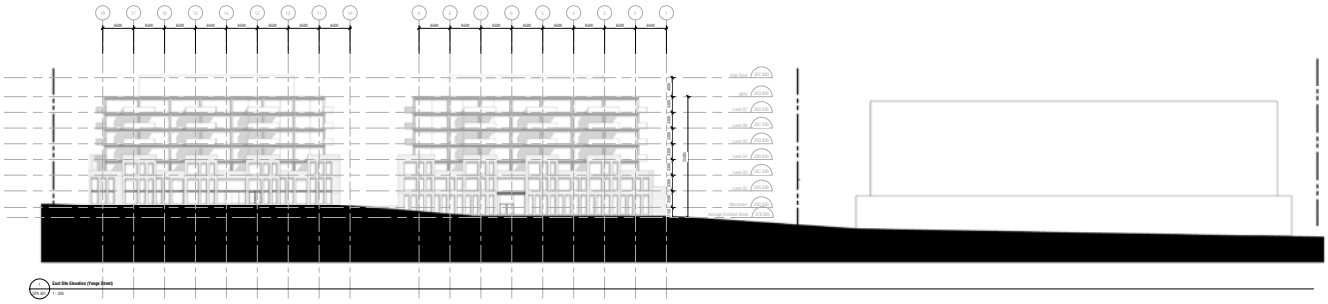
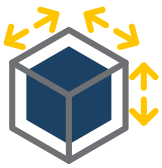


Figure 7.5 East Elevation (Yonge Street), illustrating site grading



Massing

Setback

Height Transition

Gateway

8.0 PEDESTRIAN AND VEHICULAR CIRCULATION

POLICIES AND GUIDELINES ON PEDESTRIAN AND VEHICULAR CIRCULATION

Town of Aurora *Official Plan*

Policy 4.3 (a) states that all new development shall be developed with regard to the Province's Accessible Built Environment Standard, as it evolves.

Policy 4.3 (b) The Town shall comply with the Province's Accessibility for Ontarians with Disabilities Act (AODA) and all associated regulations.

Policy 4.3 (c) Council shall work with other government agencies and the private sector to promote the achievement of accessibility objectives and standards in accordance with the Accessibility for Ontarians with Disabilities Act, 2005.

Policy 4.3 (d) All new development will be designed to facilitate accessible and integrated public transit for people with disabilities.

Policy 4.3 (e) Council shall encourage the inclusion of accessibility features into major renovation and/or redevelopment projects.

Policy 11.11 (c) Where possible, existing streets should be extended and linked to provide optional routes for movement. Although measures can be introduced to limit through-traffic into neighbourhoods where streets are extended or connected, pedestrian and cycling movement should continue freely.

Policy 11.11 (d) As much as possible the design of these new links and the reconstruction of existing streets should be subject to the following principles for creating 'complete' streets:

i. All modes of movement shall be supported in a balanced manner with appropriately scaled sidewalks that can accommodate pedestrian amenities and wherever possible dedicated bike lanes;

ii. Alternative standards shall be considered for road design to further calm traffic and support a safe and inviting pedestrian environment, including narrower travel lanes and smaller turning radii at intersections;

iii. Block lengths shall not be greater than 150 metres to maximize porosity for pedestrians. Where blocks are greater than 150 metres, a mid-block pedestrian connection should be provided;

iv. Streetscapes inviting to pedestrians, transit users and cyclists are vital, including providing trees and landscaping, seating, pedestrian level lighting and well-defined and frequent crosswalks; and,

v. Road capacity increases are not an objective of this Plan within The Aurora Promenade. The roadway network is to serve connectivity and accessibility needs of all critical modes of transportation in support of the planned uses.

Policy 11.12 (j) Mid-Block Pedestrian Connections - Mid-block pedestrian connections offer the unique opportunity for a finer-grained pedestrian network than the typical block pattern. Portions of The Aurora Promenade provide pedestrian-scaled blocks, primarily in the 'Downtown', while others have larger blocks where opportunities exist to improve connections. The Aurora Promenade Concept Plan - Urban Design Strategy identifies existing and potential mid-block connections. These mid-block connections should adhere to the same design quality and design standards as other public spaces. Design characteristics for mid-block connections include:

i. Ensure mid-block connections are well-lit; and,

ii. Where possible, landscaping should be introduced that is consistent with CPTED principles of design.

Policy 14.2.3 (d) The Region and/or the Town shall consider the following as general design policies for roads and the road network:

iii. provide access for pedestrians, bicycles and vehicles, opportunities for vistas, view corridors and pedestrian amenity areas and space for utilities and services;

Town of Aurora: The Promenade Concept Plan *Urban Design Guideline Strategy*

Policy (a) Creating a Pedestrian – Friendly Environment with Great Streets, Rear Lanes & Truck By-Pass:

The Aurora Promenade is focused on Yonge and Wellington Streets. To evolve into a mixed use district, these streets must be safe, inviting and appealing places to walk. A key overarching strategy is to improve the pedestrian environment through streetscape improvements such as, framing the **streets** with beautiful buildings, planting street trees, minimizing individual driveway access to avoid conflicts with pedestrians, widening sidewalks and creating crosswalks. A key long-term strategy is to introduce a system of rear lanes to service new infill development while improving the pedestrian environment on the street. Another key aspect of thisstrategy is to minimize flow-through vehicle movement, in particular, truck traffic on Yonge Street by directing it to Industrial Parkway. By doing so, it helps to alleviatecongestionandimprovethewalkingexperience.

Policy 3.1.2 Circulation (b) A key objective for The Aurora Promenade is its eventual transformation from an automobile-oriented and dependent, suburban format environment, to a vibrant pedestrian-oriented one. This objective is not only a function of good and sustainable planning, it is also a necessity given the constraints to road capacity and in keeping with the planned Yonge Street rapid transit plans.

Policy Extend and complete the Street Grid (c) Old Town Aurora is organized along a fine-grained and highly interconnected street and block patterns that is ideal for promoting a dissemination of traffic and for walking. A number of new street linkages are recommended in association with redevelopment of automotive-oriented commercial areas. The linkages should serve to extend and complete the existing street grid. As much as possible, this pattern should serve as a template for newly developing areas.

Although measures can be introduced to limit through-traffic into neighbourhoods where streets are extended or connected, pedestrian and cycling movement should continue freely.

Wherever possible the design of these new links and the reconstruction of existing streets should be subject to the following principles for creating 'complete' streets:

- All modes of movement should be encouraged in a balanced manner with appropriately scaled sidewalks that can accommodate pedestrian amenities and wherever possible dedicated bike lanes

- Alternative standards should be considered for road design to further calm traffic and support a safe and inviting pedestrian environment, including narrower travel lanes and smaller turning radii at intersections.

- Block lengths should not be greater than 150 metres to maximize porosity for pedestrians. Where blocks are greater than 150 metres, a mid-block pedestrian connection should be provided

- Streetscapes inviting to pedestrians, transit users and cyclists is vital, including providing shade and landscaping, seating, pedestrian level lighting and well-defined and frequent crosswalks.

- Vehicle capacity increases is not an objective. The roadway network is to serve connectivity and accessibility needs of all critical modes of transportation in support of the planned uses

Policy (d) A key aspect of the circulation strategy is the introduction of service lanes, particularly where the redevelopment of large-scale commercial properties outside of the Old Town is contemplated.

The benefits of creating service lanes include:

- Providing unsightly loading, servicing and parking access areas behind developments to enable a more appealing streetscape on key streets.
- Minimizing curb cuts for driveways along key streets will minimize vehicular and pedestrian conflicts and reduce the need for frequent turning lanes and reduce congestion on the primary roads.

- Introducing a finer-grain network of routes for pedestrian and vehicular movements.

RESPONSE

The proposed Phase 1 development and overall master plan will result in the transformation of an automobile-oriented suburban shopping centre into a vibrant, connected, pedestrian-oriented mixed use community. The Phase 1 development will establish a fine grain private street network that breaks up the large property into blocks no larger than approximately 120m in length. The proposal will consolidate vehicular access along Yonge Street to one location that will be shared with the future Phase 2, and will maintain private connection with Mosaic Avenue to the south, integrating that connections as part of the overall movement framework. Private streets will be narrower that public roads, at 6m in width, with tight turning radii and on-street parallel parking, both of which help to calm and slow vehicular movement internally, thereby promoting a safe space for

Pedestrian-oriented

Wayfinding

Circulation

Figure 8.1 Vehicular Network across the Phase 1 Lands

Figure 8.2 Example of private streets with on-street parking

Figure 8.3 Example of shared bicycle lanes

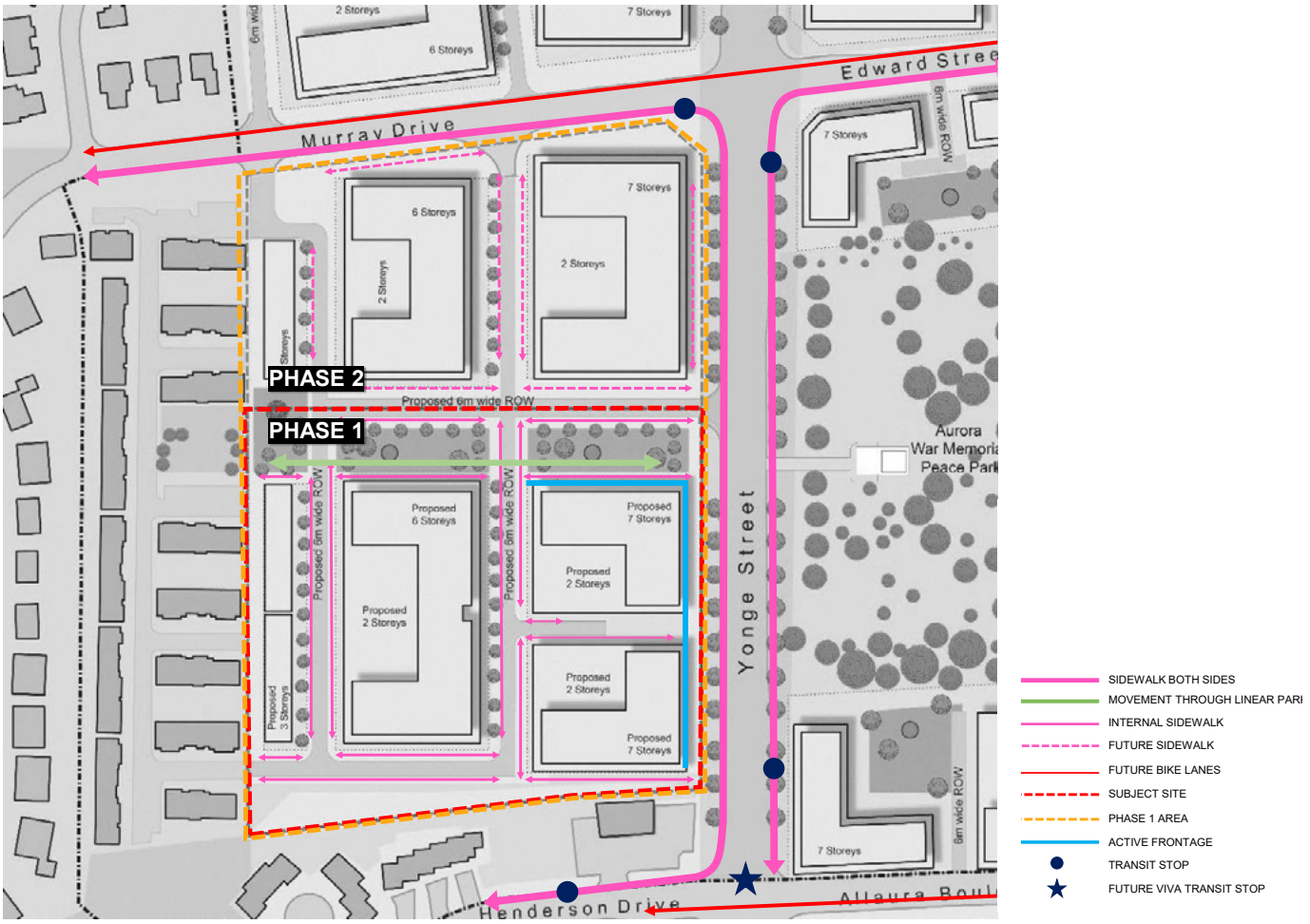


Figure 8.4 Pedestrian Movement across the Phase 1 Lands

Figure 8.5 Example of Pedestrian Walkways

Figure 8.6 Example of Park Seating Options

movement. The development will take advantage of bike lanes along Murray Drive and Henderson Street, and will allow for blended vehicular and cycling movement on private streets given the traffic calming elements already contemplated by the plan.

Pedestrian movement will parallel the vehicular movement network to build on the fine grain network of blocks. All internal pedestrian sidewalks will be a minimum 1.5 m in width, and will utilize drop curbs and surface treatment such as tactile surfaces and crosswalks to promote barrier-free movement that achieves AODA compliance. Internal sidewalks will be lined with street trees where feasible to promote a comfortable pedestrian experience. Along Yonge Street, a broader pedestrian thoroughfare is proposed along the building façade to promote spill-out opportunities and passive recreational access such as benches and interspersed landscape moments. Most importantly, the overall pedestrian movement hierarchy provides easy access to and through the subject lands, providing mid-block connection from the community to the west to Yonge Street to the east. The pedestrian network also provides ease of access to the linear park system that form focal points and gateways into and through the Phase 1 development. Finally, all pedestrian movement will meet CEPTED principles for safe movement throughout.

Figure 7.7 Example of Bicycle Storage

Figure 7.8 Access to bus rapid transit

9.0
SITE SERVICING AND PARKING

POLICIES AND GUIDELINES ON PARKING

Town of Aurora *Official Plan*

Policy 4.2 (f) speaks to achieving human scale, attractive and safe public environments, in entryways, heritage areas, in and adjacent to streets and open spaces, the following urban design approaches should be implemented:

viii. All new parking shall be located at the rear of buildings. In areas that have already been developed, parking in front shall be encouraged to:

- be screened by landscaping;
- allow for visibility of store fronts from the street by limiting the depth of front parking areas;
- not create large gaps between developments;
- allow for substantially uniform setbacks from the street;
- minimize conflict with pedestrian circulation; and,
- be coordinated with adjacent commercial development

x. Unsightly site elements such as loading, parking, refuse storage areas and transformers shall be screened to ensure the amenity of adjacent areas.

Wayfinding

Circulation

Town of Aurora *Offical Plan*

Policy 11.6.2 (d) The maximum lot coverage by a surface parking lot shall be 25 percent. There is no minimum lot coverage for surface parking lots.

Policy 11.6.2 (e) The parking lot/facility shall only be permitted within the rear yard and/or below grade

Policy 11.7.2 (d) The maximum lot coverage by a surface parking lot shall be 25 percent. There is no minimum lot coverage for surface parking lots.

Policy 11.7.2 (e) The parking lot/facility shall only be permitted within the rear yard and/or below grade.

Policy 11.14.3 (a) In order to reinforce streets as primary public spaces, the locations of parking, driveways and service entrances and loading areas need to be carefully considered and coordinated with the locations for pedestrian entrances. As such, parking facilities, service access points, loading areas and any visible garbage containers and/or mechanical equipment are to be consistent with the Design Guidelines contained within The Aurora Promenade Concept Plan – Urban Design Strategy, and:

i. Located in a manner that has a minimal physical impact on sidewalks and accessible open spaces. Shared driveways, service courts at the side and rear of buildings are encouraged to provide for these functions;

ii. Prohibited in the front yard of any buildings within The Aurora Promenade. Surface parking and/or servicing facilities may be permitted within the rear yard or, in the case of house form buildings within certain designations, within the interior side yard;

iii. Appropriately screened from view from the street; surface parking lots shall respect the building envelopes as defined in Section 11 of this Plan. Where surface parking must be provided, the visual impact of large surface lots shall be mitigated by a combination of setbacks, and significant landscaping including, pavement treatments, low walls or decorative fencing, landscape, trees and lighting throughout parking lots and along its edges;

iv. Encouraged to be provided in structures, either above, or where possible, below grade. Where a parking structure is above grade, it shall include a façade with active uses at grade and appropriate architectural articulation. Entrances to below grade or structured parking and service areas should occur within the building; and,

v. Accessed off side streets or through shared driveways and, preferably, shared rear lanes.

Town of Aurora: The Promenade Concept Plan *Urban Design Guideline Strategy*

Surface Parking Areas

Policy (a) The primary objective for the design and location of surface parking areas is to minimize their visibility and reduce potential conflicts with pedestrians.

Parking is one of many elements that are needed in order for retail commercial areas to thrive. Surface parking areas serve this function and meet the demand in the interim, but as new developments occur, public parking should be accommodated in above or below grade structures. To ensure that surface parking areas are designed in a manner that contributes to a pedestrian friendly and pleasing streetscape, the following are key guidelines for surface parking areas

- Minimize the visibility of surface parking areas from the street by placing them to the side or to the rear of buildings.
- Large expanses ofsurface parking should be broken up with buildings and landscaping to reduce their visual prominence. At least one tree for every 2 stalls is encouraged.
- Directions to access these surface parking areas should be adequately signed, making them easily accessible for patrons.
- Provide at least one active frontage containing a high proportion of clear glazing to building edges along the side or rear of the surface parking areas.
- Ensure parking areas are adequately lit at night. Avoid light spill from these areas to adjacent residential areas.
- Reduce the amount of space required, where appropriate, parking areas should be shared between adjoining facilities.
- Where possible, provide multiple entry and exit pointsfrom streets to off-street surface parking to reduce congestion.
- Use layout, vegetation and signage to make large areas of vehicular parking legible to driver.

Above Grade Parking Facilities

Policy (b) The following guidelines address the design and quality of above grade parking structures if contemplated within The Aurora Promenade:

- Direct access for parking from high traffic pedestrian streets should be discouraged. Parking entrances should be located along rear laneways or along secondary streets with less pedestrian traffic.
- Where an above-grade parking facility fronts on a street, the ground-level frontage should incorporate retail, public or other active uses
- Above-grade parking structures should be designed in such a way that they reinforce the intended built form character and blend into the streetscape through façade treatments that conceals the parking levels and gives the visual appearance of a multi-storey building articulated with 'window' openings
- In the Downtown, above-grade parking structures should provide articulated bays in the façade to create a fine-grain storefront appearance
- Above-grade parking structures should provide pedestrian amenities such as awnings, canopies and sheltered entrances.
- High quality materials should be utilized that are compatible with other mixed-use buildings.
- For all parking, stairways, elevators and entries should be clearly visible, well lit and easily accessible.
- Signage and way finding should be integrated into the design of public parking structures, integrating public art and lighting of architectural features should also be considered. This will reinforce its unique identity and aid visitors in finding them upon arrival.

Loading and Servicing Areas

Policy (c) In mixed-use areas one of the primary objectives is to make certain that the functional requirements to support the retail and commercial uses do not conflict with creating a pleasing and inviting environment for pedestrians. To this end, the following guidelines apply to the design of loading and servicing areas within The Aurora Promenade:

- Locate service bays, site storage and access points for waste collection away from public spaces, streets and residential areas. Rear service lanes are the preferred means of accessing those areas.
- Use measures to provide buffers such as appropriate landscaping to reduce the visual impacts on adjoining sensitive uses
- Wherever possible, enclose all utility equipment within buildings or screen them from both the public street and private properties to the rear. Sound attenuation measures should also be taken to minimize the impact on adjacent uses. Utility equipment includes, but is not limited to utility boxes, garbage and recycling container storage, loading docks and ramps and air conditioner compressors
- Lighting of loading and storage areas should be designed so that there is no light that spills, glares or casts over adjacent uses.
- To maximize space efficiencies, service and utility areas should be shared between different users within a single building, or, wherever possible, between different buildings.
- The design of loading and servicing areas should also consider areas for temporary snow storage and ensure they do not conflict with the site's circulation, landscaping and utility boxes.

RESPONSE

The site will accommodate all parking via a combination of surface and integral garage. The surface parking will be limited in size, serving visitors of residents and retail, organized primarily in the form of on-street parallel parking. Surface parking will also include the front field driveways of townhouses. The majority of parking will be contained within the podium of the building, wrapped mainly by retail and residential units. The façade treatment of any podium parking that is not wrapped by these uses will be treated with the same quality of building façade and openings, ensuring there is no negative impact on the public realm.

Servicing areas will be integrated into the podiums, screened from the public realm and private streets. Access to both podium parking and servicing will occur in one consolidated location, minimizing impact on internal pedestrian sidewalks and the overall internal streetscape. Temporary snow storage on site will be stored in locations that avoid conflicts with parking, servicing and pedestrian movement.

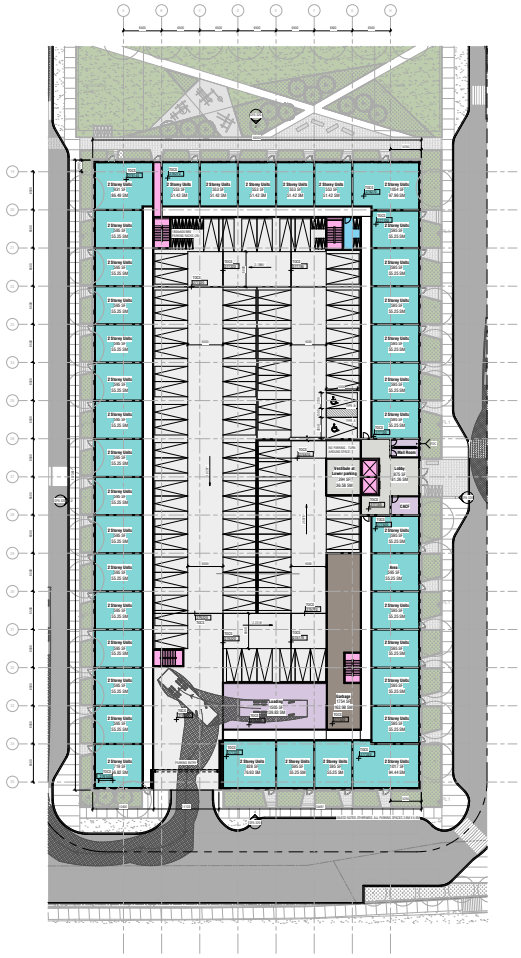


Figure 9.1 Proposed approach to screening parking within the podium (SW Block ground-Level 2)

Figure 9.2 Example of front field townhouse parking

Figure 9.3 Level 1 Parking (with on-street parking in yellow)

Figure 9.4 Level 2 Parking

10.0 ARCHITECTURAL DESIGN

POLICIES AND GUIDELINES ON ARCHITECTURAL DESIGN

Town of Aurora *Official Plan*

Policy 4.2 (f) ii. Facade treatment should encourage:

- elements of interest such as displays;
- a variety of textures and colours on walls and walkways;
- well designed street furniture and landscaping;
- human scale development that ensures people at grade do not feel over-powered by the built environment

iii. Pedestrians shall be protected from inclement weather with canopies or arcades at building entrances and along store fronts.

xii. In order to mitigate the visual impact of roof top mechanical equipment (other than solar panels), such equipment shall be:

- placed in locations that eliminate their visibility; and/or,
- screened by raised parapets that complement the building design, material and colour; and/or,
- placed in specially designed enclosures that complement the building design, material and colour.

Policy 10.10.1 (d) Where any commercial use is permitted adjacent to residential uses or as part of a mixed-use development, consideration shall be given to the nature of the commercial use to ensure minimal impacts. Appropriate uses and provisions shall be provided in the implementing zoning by-law in such instances to ensure compatibility and minimize impacts.

Policy 10.10.1 (e) Encourage intensification and revitalization of existing commercial areas in appropriate locations.

Policy 11.6.2 (a) The following policies apply to height within the 'Promenade General' designation:

i. The minimum and maximum building height shall be subject to the heights indicated on Schedule 'B2'; and,

ii. Buildings taller than four storeys or 15 metres, are subject to a front yard step-back at the fourth storey and the angular plane provisions of this Plan.

iii. Within the 'Promenade General' designation, there are lands where the maximum height of new development may be increased by up to 1 storey, to a maximum of 6 storeys or 22 metres, whichever is less, through a Height Bonus, subject to the Height and Density Bonus provisions of this Plan. In addition, in order to achieve any part of the Height Bonus, the following additional requirements must be met:

- the property in question must have a minimum frontage of 40.0 metres;
- the development proposal must meet massing performance standards, including any angular planes and stepback provisions that apply;
- the development must provide a public benefit which includes, but is not limited to, heritage

protection, public amenity space, public art, affordable housing, affordable artist space, and streetscape improvements; and,

- the development proposal must be consistent with The Aurora Promenade Concept Plan - Urban Design Strategy.

Policy 11.7.2 (a) The following policies apply to height within the 'Promenade Focus Area' designation:

i. The minimum and maximum building height shall be subject to the heights indicated on Schedule 'B2'; and,

ii. Buildings taller than four storeys or 15 metres, are subject to a front yard step-back at the fourth storey and the angular plane provisions of this Plan.

iii. Within the 'Promenade Focus Area' designation, the maximum height of new development may be increased by up to 2 storeys, to a maximum of 7 storeys or 25.5 metres, whichever is less, through a Height Bonus, subject to the Height and Density Bonus provisions of this Plan. In addition, in order to achieve any part of the Height Bonus, the following additional requirements must be met:

- the property in question must have a minimum frontage and depth of 40.0 metres;
- the development proposal must meet massing performance standards, including any angular planes and stepback provisions that apply;
- the development must provide a public benefit which includes, but is not limited to, heritage protection,
- Public amenity space, public art, affordable housing, affordable artist space, and streetscape improvements; and,
- the development proposal must be consistent with The Aurora Promenade Concept Plan - Urban Design Strategy.

Policy 11.7.2 (g) All development within the 'Promenade Focus Area' designation shall be compatible with development on adjacent properties and shall be consistent with The Aurora Promenade Concept Plan - Urban Design Strategy, and the other applicable policies of this Plan.

Policy 11. 8 (c) Architectural variety is crucial in creating a visually stimulating urban environment. Streetscapes composed of buildings of similar style and form can succeed through subtle variations in the façade treatment and building mass in order to improve the overall architectural richness, variety, and building articulation in the community.

Policy 11. 8 (d) New building design shall be consistent with the Design Guidelines contained within The Aurora Promenade Concept Plan – Urban Design Strategy. In addition, new building design shall:

i. Be barrier free;

ii. Have a textured architectural quality that can be achieved by introducing variation in certain elements of the façade treatment. Continuous roads of monotonous and repetitive façades

shall be avoided. As such, the siting, massing, and façade design of all new development shall be coordinated on a block-by-block basis and building elevations shall be articulated in a manner that provides variation between units, and reinforces common characteristics that visually unites the block;

iii. Employ a stepback at the upper storeys. Stepbacks shall be established as follows:

- within the 'Promenade General' and 'Promenade Focus Area' designations, the main front wall and exterior side wall of all new buildings shall be stepped back a minimum of 1.5 metres above the fourth storey. Stepbacks are not permitted below the top of the second storey;

iv. Create a street space that is scaled to the pedestrian and is organized to present an appropriate façade to all adjacent public roads to provide interest and comfort at ground level for pedestrians. As such, primary pedestrian entrances shall provide direct and universal access to the public sidewalk and buildings shall be oriented to front on to the road, with a minimum setback, or build-within zone;

v. Include pedestrian weather and sun protection systems including awnings, canopies, colonnades, or front porches along the sidewalk edge of key pedestrian areas and adjacent to Urban Squares and at entrances to buildings;

vi. Have any visible mechanical equipment, including rooftop equipment, appropriately screened and located in a manner that has a minimal physical and visual impact on public sidewalks and accessible open spaces;

vii. Where feasible, have all transformers and other above ground utilities located within the building, or on private property located away, and/or screened, from public view;

ix. Be encouraged to incorporate a 'green-roof' into the design of all new buildings.

Policy 11. 8 (e) Corner development sites are good locations for landmark buildings as they have better visibility, light and view opportunities. As such, in addition to consistency with the Design Guidelines contained within The Aurora Promenade Concept Plan – Urban Design Strategy and other applicable policies of this Plan, corner sites will be addressed in the following manner:

i. Define the intersection at which the building is located by architecturally articulating its presence at each corner;

ii. Include prominent visual and vertical architectural features such as a wrap-around porch, bay window, turret feature or a clock tower, and/or an additional storey, greater than abutting buildings on non-corner sites;

iii. Include primary, articulated façades towards both roads; and,

iv. Have the highest level of architectural detailing and a distinct architectural appearance.

Town of Aurora: The Promenade Concept Plan *Urban Design Guideline Strategy*

Architectural & Material Quality

Policy (a) The Aurora Promenade has a rich variety of architectural styles evident throughout the Town and new developments should seek to contribute to this mix and variety. New developments should be mindful of ensuring excellence in architectural design in the use of high-grade materials, particularly at street level. A key objective of the The Aurora Promenade Urban Design Strategy is to achieve a balance between consistencies in design quality and street interface, while enabling individual expression in new developments. Key guidelines for architectural and material quality include:

- Building materials should be chosen for their functional and aesthetic quality and exterior finishes should exhibit quality of workmanship, longevity, sustainability and ease of maintenance.
- Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and precast concrete
- In general, the appearance of building materials should be true to their nature and should not mimic other materials.
- Vinyl siding, plastic plywood, concrete block, darkly tinted and mirrored glass and metal siding utilizing exposed fasteners should be discouraged.

Corner Sites & Terminus Treatment Policy (d) Corner buildings have a greater visual prominence given that they front onto two streets and frame intersections. Corner buildings also potentially provide more than one entrance to different parts of a building and therefore provide special opportunities for the design and uses they contain. Similar to corner sites, buildings sited at the ends of streets that terminate a view are visually prominent. Buildings that terminate the views down a street are significant in the role they play orienting visitors to a place. Historically, landmark and key buildings such as churches were placed at these prominent locations

All corner and terminus sites warrant special consideration. Guidelines include:

General Guidelines:

• To enhance the distinction and landmark quality of new buildings on corner or visual terminus sites, modest exceptions to step-backs and height restrictions could be permitted to encourage massing and designs that accentuate the visual prominence of the site – architectural elements can include tall slender elements such as spires and turrets.

MATERIAL LEGEND:

1) Clear Glass
2) Metal Panel
3) Aluminum Mullion
4) Brick Cladding



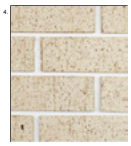



Figure 10.1 Example of purposeful fenestration on a building facade



Figure 10.2 Phase 1 Site and building Elevations, from top (South Elevation, north Elevation, East building-East Elevation)

RESPONSE

The Phase 1 proposal represents the redevelopment of an existing underutilized commercial plaza to achieve the vision as outlined in the Aurora Promenade Concept Plan – Urban Design Strategy. The proposal achieves a building with an architectural design and vernacular that celebrates the prominence of this location. Specifically, the proposal will add architectural variety to the Town of Aurora by deploying an architectural vernacular that differs from the traditional forms, thereby enhancing the overall architectural richness of buildings in the Town.

The proposed architectural design will achieve visual interest through the use of a variety of textures and proportions along the building facades. Building materials have been chosen for their functional and aesthetic quality, as well as their resiliency and timelessness which includes but not limited to glass and masonry wall. The overall building design respects the Promenade General and Promenade Focus Areas by maintaining a 6 and 7 storey height respectively. While the height of buildings along Yonge Street appear as 7 storeys, it is with recognition that the change in grade as mentioned previously produces an additional storey when seeking to maintain a consistent streetscape.

The building façade includes purposeful fenestration and undulations in the height of the building base to create visual interest at the pedestrian level. Windows will have a regressed pattern to further articulate the building façade and all openings will be minimized to support sustainable initiatives similar to passive house design. Commercial areas, lobbies and main pedestrian entrances have been oriented towards Yonge Street and towards the linear park area to activate both of those spaces. Furthermore, townhome style units and townhomes on the west side of the Phase 1 proposal includes independent entrances and amenity areas that activate the private realm, allowing those streets to function as public roads.

Figure 10.3 Example Architectural Style

Figure 10.4 Southeast Block View From Northwest

Figure 10.5 Southeast block View from Southwest

Figure 10.6 Southwest Block view from southwest

Figure 10.7 Townhouse Block View From Southeast

11.0 LANDSCAPE DESIGN

POLICIES AND GUIDELINES ON LANDSCAPE DESIGN

Town of Aurora *Official Plan*

Policy 4.1 (b) Encourage attractive and safe public spaces, as well as quality streetscapes, entryways to the community, vistas, and heritage areas.

Policy 4.2 (f) v. Landscaping and underground wiring may be required to enhance public vistas in visually significant areas.

xi. Visual screens may consist of landscaped buffer areas with grass strips, tree(s), shrubs and or decorative screens, walls or fences, as specified in municipal standards. Such screens shall not obscure visibility or compromise the sense of safety.

Policy 11.10. (f) ii. The following development criteria shall apply to the development of an Urban Square:

1. an Urban Square shall have a minimum frontage on the abutting sidewalk of 5 metres, and a depth of at least 5 metres;

2. large sites may include a single, large scale Urban Square and/or a series of smaller Urban Square;

3. Urban Squares shall be designed to reinforce a high quality formalized relationship with its adjacent building use and the streetscape;

4. hard and soft landscape elements and features within the Urban Square shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas. Urban Squares shall provide shade, trash receptacles and bicycle racks; and,

5. Urban Squares shall be built and maintained by the landowner, and an easement with the Town shall ensure that the space is open and accessible to the public at all times, or as identified in the easement agreement.

Policy 14. 2. 3 (d) iii. design all streetscape elements including plantings, trees, sidewalks, utility poles, paving patterns, bicycle racks, seating, natural or built shade structures, signage and waste/recycling receptacles to be consistent and complementary to the character of the community;

iv. design street lighting with regard for vehicular, cyclist and pedestrian requirements so that the size, height, and style of lighting reflect the hierarchy of the road and complement the character of the community;

Town of Aurora: The Promenade Concept Plan *Urban Design Guideline Strategy*

Grade Level Design

Policy (a) How the first three storeys of a building meets the street plays the important role in how people will experience The Aurora Promenade.

Floor height on the first floor of buildings is equally as important as the uses that occupy them. Ensuring adequate grade level heights on the first floor will ensure the appropriate level of transparency, resulting in a heightened level of animation along the street. For commercial uses, in addition to animating the street through an adequate level of transparency, ensuring adequate grade level heights is also important for ensuring commercial uses have a visible presence on the street. Key guidelines for grade level design of commercial and residential uses are as follows:

- Grade \level heights of no less than 4.5 metres for commercial and 4.0 metres for residential uses. Ensuring a minimum grade level height of 4.5 metres builds in adaptability by ensuring the commercial spaces can remain flexible as the area matures and evolves and business needs change.

- At-grade retail uses should be consistent with the design guidelines for small and large format retail.

- Where residential at-grade uses are appropriate, they should include units that directly access the sidewalk with appropriate privacy measures such as porches, setbacks and landscaping

Sidewalk Cafes

Policy (b) Sidewalk cafés add vitality to the street and can transform an area into a destination. By providing for sidewalk cafés, they become neighbourhood amenities, providing another form of interaction in urban areas. While not all areas of The Aurora Promenade will be able to accommodate sidewalk cafés,they should be encouraged in all areas that can. Key guidelines for sidewalk cafés are as follows:

- Sidewalk cafés should be encouraged throughout The Aurora Promenade provided there are no conflicts with adjacent land uses and are able to be accommodated within the existing sidewalk width dimensions without encumbering pedestrian movement. A minimum sidewalk clearance of 1.7 metres should be provided.

- Where permitting, small sidewalk cafés should be encouraged along streets with narrower sidewalks as well. Small sidewalk cafés generally require 1.4 metres for a single row of tables and chairs.

- Sidewalk cafés should be designed to contribute and integrate into the streetscape. Tall fencing or landscaping should be avoided. Material and landscaping choices should be of the highest possible quality.

- In heritage areas, open storefront restaurants and sidewalk cafés shall be encouraged

Storefronts

Policy (a) Well proportioned and designed storefronts can contribute positively to the pedestrian environment by providing animation and visual interest at the sidewalk. Key guidelines for storefronts are as follows:

- Storefronts should generally have a frontage in the range of 4.5 to 7.5 metres, but not greater than 15 metres to reflect the existing character and context.

- Where storefronts are greater than 7.5 metres, they should articulate narrow storefronts in the design of the façade.

- Storefronts should have a high level of transparency, with a minimum of 75% glazing to maximize visual animation.

- Clear glass should be used for wall openings(e.g., windows and doors) along the street-level façade, dark tinted, reflective or opaque glazing should be discouraged for storefronts.

- An identifiable gap or breaks could be provided between the street-level uses and the upper floors of a building. This break or gap may consist of a change in material, change in fenestration, or architectural detailing such as lintles or cornices. The identifiable gap or break can emphasize the storefront while adding visual interest and variety to the streetscape.

- Storefront entrances should be highly visible and clearly articulated. Entrances should be located at or near grade. Split level, raised or sunken entrances are strongly discouraged.

- Weather protection from inclement weather that is consistent with the weather protection guidelines.

- Store front signage should add diversity and interest to the street and not overwhelm either the storefront or the streetscape and should be consistent with the Commercial Signage Guidelines

Weather Protection

Policy (b) Viable contiguous weather protection with a minimum width of 1 metre should be encouraged on streets and exterior mid-block connections that carry high volumes of pedestrian traffic either related to the commercial uses that line these routes or because they are the common paths used to move through The Aurora Promenade. In a region with four seasons, protecting pedestrians from the elements should be an important consideration in all new developments.

Canopies can provide shade in the summer months, and shelter pedestrians from the elements during inclement weather.

Street Furniture

Vista

Sustainability

Character

RESPONSE

The Phase 1 site will incorporate high quality landscaping in every corner of the site to achieve attractive and safe spaces. The landscape plan for the site includes a combination of hard and soft surfaces that are programmed to achieve a dynamic pedestrian experience. Landscaping will include native, non-invasive species that ensure compatibility with the ecology of the area. Internal to the site, the movement network and the edge of building footprints are enhanced with street trees, sodded areas, and a variety of decorative surface treatments. External to the site, the Yonge Street corridor is enhanced with new street trees and an urban edge that includes a broad spill-out zone for pedestrians, along with connections to the public sidewalk. Street furniture including benches and planter beds offer passive recreational opportunities that complement this zone.

The northern edge of this site features a highly landscaped privately owned publicly accessible urban square or linear park. The space extends from Yonge Street to the westerly property line, connecting the existing community to the west via a mid-block connection. The space will feature an array of surface treatments and plantings that will achieve a celebratory environment. Furthermore, retail and residential units that face this space will have patios and spill-out spaces that will animate the urban square environment.

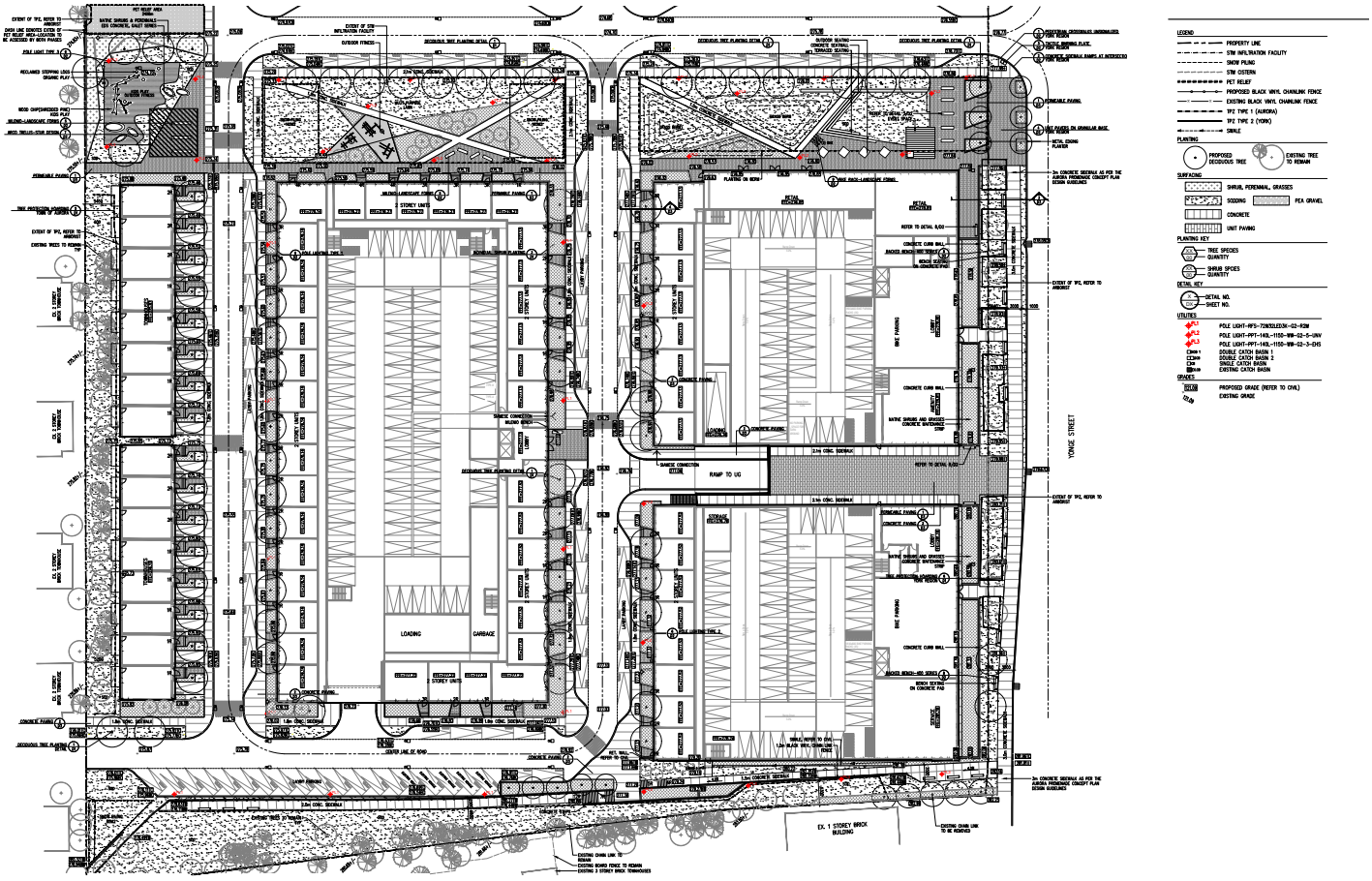


Figure 11.1 Planting Pan

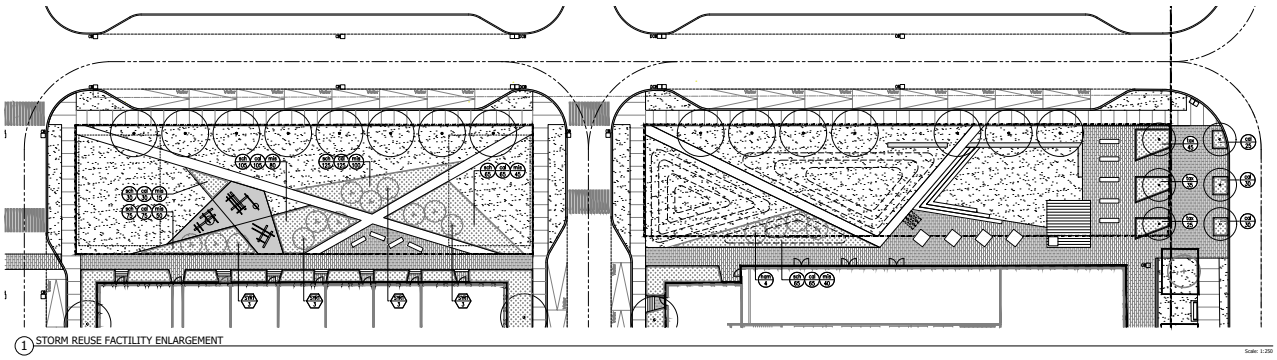


Figure 11.2 Proposed Linear Park

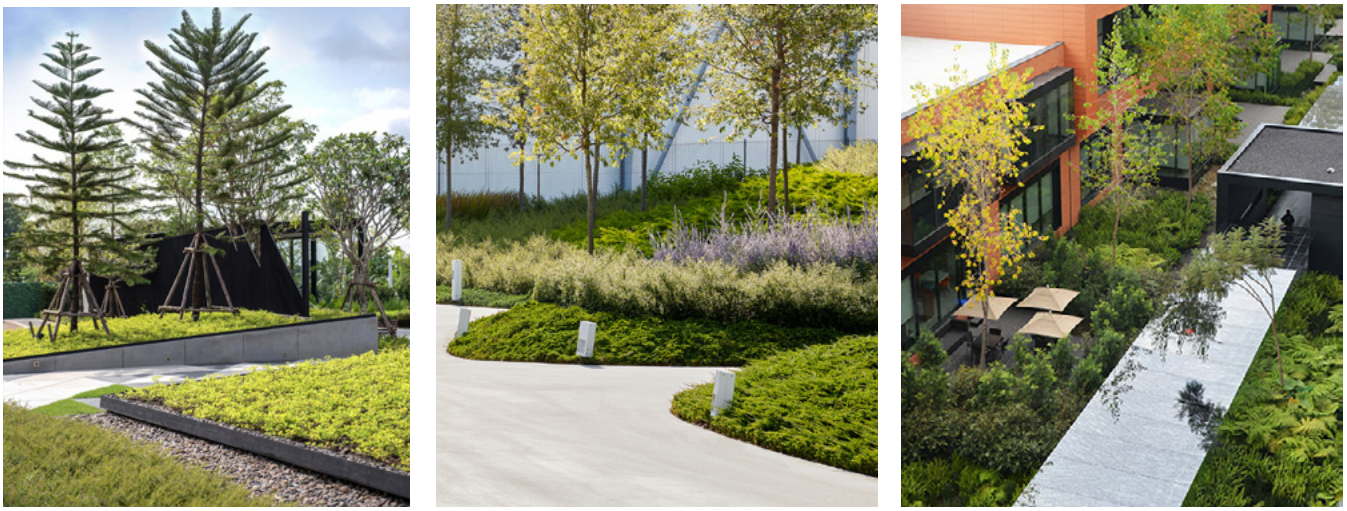


Figure 11.3 Example linear park

Figure 11.4 Example park furniture and lighting

12.0
UTILITY, LIGHTING AND SIGNAGE

POLICIES AND GUIDELINES ON UTILITIES AND LIGHTING

Town of Aurora *Official Plan*

Policy 4.2 (f) i. Council may require utility providers to consider innovative methods of containing utility services on or within streetscape features such as entryway features, light standards, transit shelters, etc., when determining appropriate locations for larger utility equipment and/or utility clusters.

Policy 14.2.3 vi. locate all utilities underground where feasible. Where components of utilities must be located above ground, they should be located within the public right-of-way or on private property, such as a rear lane or in locations where there is no conflict with the street tree planting line; and,

vii. utility providers will be encouraged to consider innovative methods of containing utility services on or within streetscape features including, but not limited to, entryways, lamp posts and transit shelters when determining appropriate locations for larger equipment and cluster sites.

Town of Aurora: The Promenade Concept Plan *Urban Design Guideline Strategy*

Commercial Signage

Policy (a) Commercial signage is essential for creating a strong identity for both businesses and the area in which they are located. The design and quality of the signage help contribute colour, variety and detail to an area and are important elements in contributing to a beautiful public realm. Guidelines for signage need to be sensitive to its surroundings while allowing enough flexibility and freedom to permit creative approaches and brand identity. Signage should be compatible with heritage buildings and districts, where appropriate. The following guidelines apply to commercial signage within The Aurora Promenade:

- All signage should conform to Town of Aurora policies and guidelines, which shall be amended to include:
- Commercial signage should not overwhelm the building or storefront.
- Signage should be restricted to the horizontal signage band and to lettering painted on awnings, display windows and storefront doors. Buildings designed for commercial uses should be designed to include defined spaces to accommodate signs that respect the buildings scale, architectural features and streetscape.
- Well proportioned and designed projecting signs should also be permitted.
- Signage should not obscure windows, cornices or other architectural elements
- Backlit sign boxes, billboards, revolving signs and roof signs should not be permitted.
- Temporary or portable signage, billboards, revolving signs and roof signs should not be permitted.

RESPONSE

The owners will make best efforts to ensure all utilities are integrated into the building design or screened from the street and public spaces. Areas have been reserved within the building podium to accommodate utilities such as electrical transformers. While the ultimate location of utilities will be determined by the utility provider, the owner will work with the Town and the various agencies to ensure the accommodation of utilities does not impact the vision and experience of the Phase 1 proposal. Signage will be coordinated with universal style and palette across all buildings to ensure compatibility with the architectural style and materiality. Wayfinding will be explored to assist visitors and guests to visitor parking and access to the publicly accessible linear park; the Owner will work with Town staff to determine appropriate implementation of signage that has a public function.

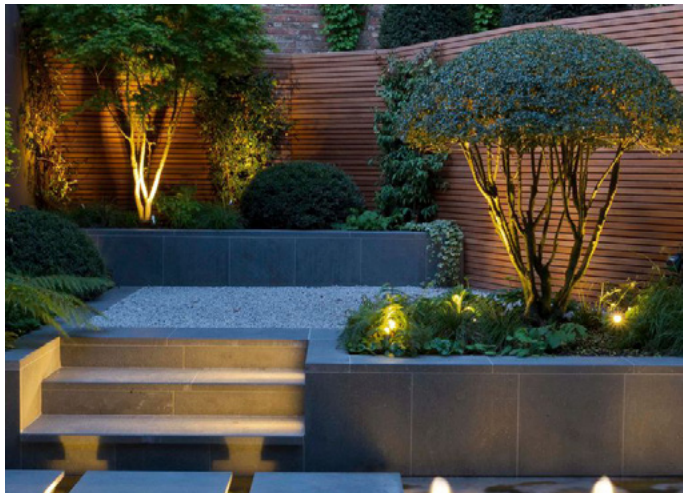
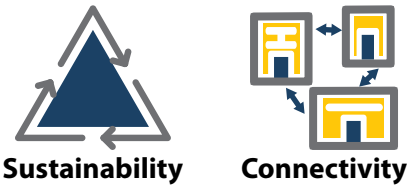


Figure 12.1 Example high quality screening of utilities

Appropriate lighting will be implemented to ensure high visibility is maintained for all walkways, parking lots, garages and outdoor amenity areas including the linear park. Strategic lighting placement will also be included to create opportunities for informal surveillance to enhance safety of the publicly accessible areas. The proposed lighting for the architecture and landscape components will be of high quality light standards and fixtures that is compatible with the overall character of the master plan. Particular emphasize will be around the building entrances, parking lots, and walkways to ensure a safe pedestrian environment is provided. Light spillage onto adjacent neighbourhoods will be avoided through low-reflectance surfaces and low-angle spotlights and fixtures where feasible.

Figure 12.2 Example lighting

13.0 SUSTAINABLE DESIGN



POLICIES AND GUIDELINES ON SUSTAINABLE DESIGN

Town of Aurora *Official Plan*

Policy 4.2 (f) i. Development should encourage:

- Sun penetration on outdoor spaces such as sidewalks, streets, parks and court yards;
- a micro climate which prevents wind tunnels and shelters against cold northerly winds;
- Practices that would mitigate local heat island effects such as the incorporation of green or white roofs, strategic planting of shade trees, and the use of light coloured paving materials.

Policy 5.0 (b) states to encourage development proposals that include energy efficient neighbourhood and/or building design and practices in all new development.

Policy 5.2 (b) The Green Development and Design Standards shall be used to evaluate development applications and prioritize development approvals.

Policy 5.2 (c) All development shall meet the minimum standards established by the Green Development and Design Standard upon coming into effect.

Policy 5.2 (q) states that development applications shall conform with the sustainable building policies contained in the York Region Official Plan, including working to achieve the following energy efficiency and water conservation standards:

i. Grade-related (3 storeys or less) residential buildings achieve a minimum performance level that is equal to an ENERGY STAR® standard;

ii. Mid- and high-rise (4 storeys and greater) residential and non-residential buildings, with the exception of industrial buildings, shall be designed to achieve 25% greater energy efficiency than the Model National Energy Code for Buildings;

iii. Designed to maximize solar gains and be constructed in a manner that facilitates future solar installations (ie solar ready);

iv. To work with the development community to achieve 10% greater water conservation than the Ontario Building Code for all new buildings.

Policy 11.8 viii Energy efficient building design including passive solar energy gain, increased insulation, Energy Star appliances, alternative and/ or renewable energy systems, and conformity with LEED certification shall be encouraged in all new buildings, in conformity with the policies of this Plan; and,

Policy 14.2 (a) vi. states the Town of Aurora includes an evolving transportation system that moves people and goods via roads, public transit, trails, pedestrian linkages and bicycle routes. It is a priority of this Plan to facilitate an active and integrated multi-modal transportation system that is safe, efficient, economical, convenient and comfortable while respecting the heritage features and character of the community. In addition to the general objectives for providing sustainable infrastructure, the objectives of the Town with respect to Active Transportation are: to achieve a pattern of development which supports public transit use;

Town of Aurora: The Promenade Concept Plan *Urban Design Guideline Strategy*

Sustainable Design

A typical sustainable design standard to pursue is a LEED-CaGBC (Canada Green Building Council) certified,silver, gold or platinum.This requires all buildings achieve at least 50% of the available LEED credits for sustainable design. The following general sustainable design guidelines apply for new developments within The Aurora Promenade:

Policy (a) New development should aim to achieve the LEED-CaGBC guidelines or alternative criteria.

Policy (b) Initiatives should be incorporated into the design of new development to reduce their environmental impact including recycling of waste material and water, efficient use of energy and water, mix of uses and higher densities that make better use of the existing land resources.

Policy (c) Low environmental impact materials should be used as much as possible in new developments. Sustainable building materials with low embodied energy, or materials that are easily recycled should be used where possible.

Policy (d) Given the proximity of all areas of The Aurora Promenade to public transit, all new development should be designed as Transit Oriented Developments (TOD) that encourage transit use. TOD's provide a mix of uses in a compact, pedestrian oriented form in proximity to transit.

Policy (e) Maximize the micro-climatic conditions of the site (e.g.,solar access, wind, shade trees, etc) through the design of the site and buildings.

Policy (f) Consider incorporating green roofs in the design of new buildings to reduce solar gain (which contributes to the urban heat island effect) and to reduce run off and the quantity of water entering the storm drain system.

Policy (g) Existing buildings, wherever possible, should be re-used, adapted or integrated into new projects to retain the architectural character of The Aurora Promenade.

Policy (h) New development should be designed with buildings oriented to take advantage of daylight and solar energy for illumination and heating.

Policy (i) New buildings should be designed to minimize energy impacts on adjoining developments such as over-shadowing.

Policy (j) Incorporate on-site landscape elements that help reduce energy use and enhance livability.

Policy (k) Use plantings on-site that are native and when whenever possible, salvaged from the site.

Figure 13.1 Example of a transit supportive community development that also encourages active transportation modes, including biking and walking.

Figure 13.2 Promote the use of local and regional transit network, such as linkage to the Aurora GO station.

Figure 13.3 Example of energy efficient LED lighting.

Figure 13.4 Example of a high albedo roof finishing to reduce urban heat island effect.

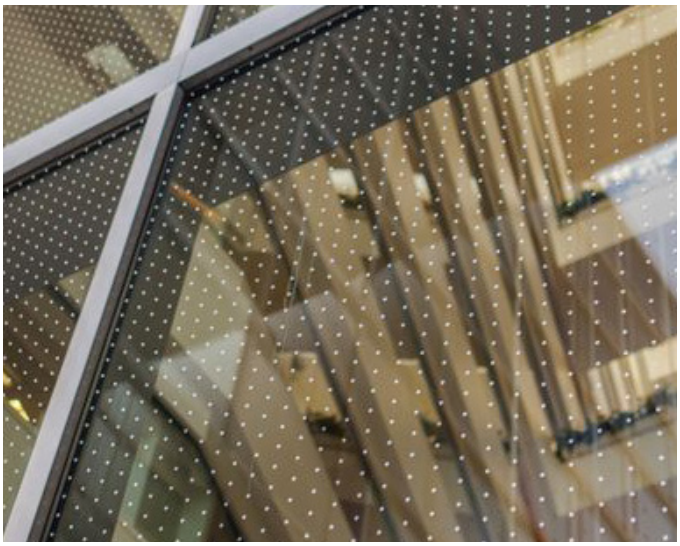


Figure 13.5 Example of bird friendly glazing / translucent surfaces to reduce flight path collision.

Figure 13.6 Example of pedestrian walkway with permeable surfaces.

RESPONSE

The proposal represents an intensification redevelopment that will contribute to the Town's sustainable growth management and vibrant neighbourhood vision. The proposal will promote better use of land resource and energy efficiency through a compact built form that emphasizes a pedestrian oriented and active living experience. The Site is in close proximity to a range of commercial, retail, and business services, retains that opportunity on site, and is along an existing transit route, making the Site a highly walkable form of development. The proposal is in proximity to an existing bus transit and rapid transit routes along Yonge Street and will assist in fostering a transit supportive community in the area. Bicycle parking will be provided on site for residents and visitors to promote active transportation and a healthy neighbourhood setting.

The proposal will maximize sunlight exposure during cooler months and shading during the warmer months by orienting the building, the linear park, amenity areas, and pedestrian activity areas appropriately that encourages sun penetration. Energy efficiency practices will be encouraged where applicable, including the use of light coloured, energy efficient building and roof materials to reduce urban heat island effects. Examples of sustainable building features being considered include:

- Green roof and white/albedo roof design
- LED lighting with occupancy sensors in the parking garage and hallway
- Bird friendly glazing / translucent surfaces
- Minimized door and window openings to promote a passive house design
- Low VOC finishes (paints, carpets, cabinets, flooring)
- Energy star rated appliances
- High R value insulation
- Electric vehicle parking and rough-ins

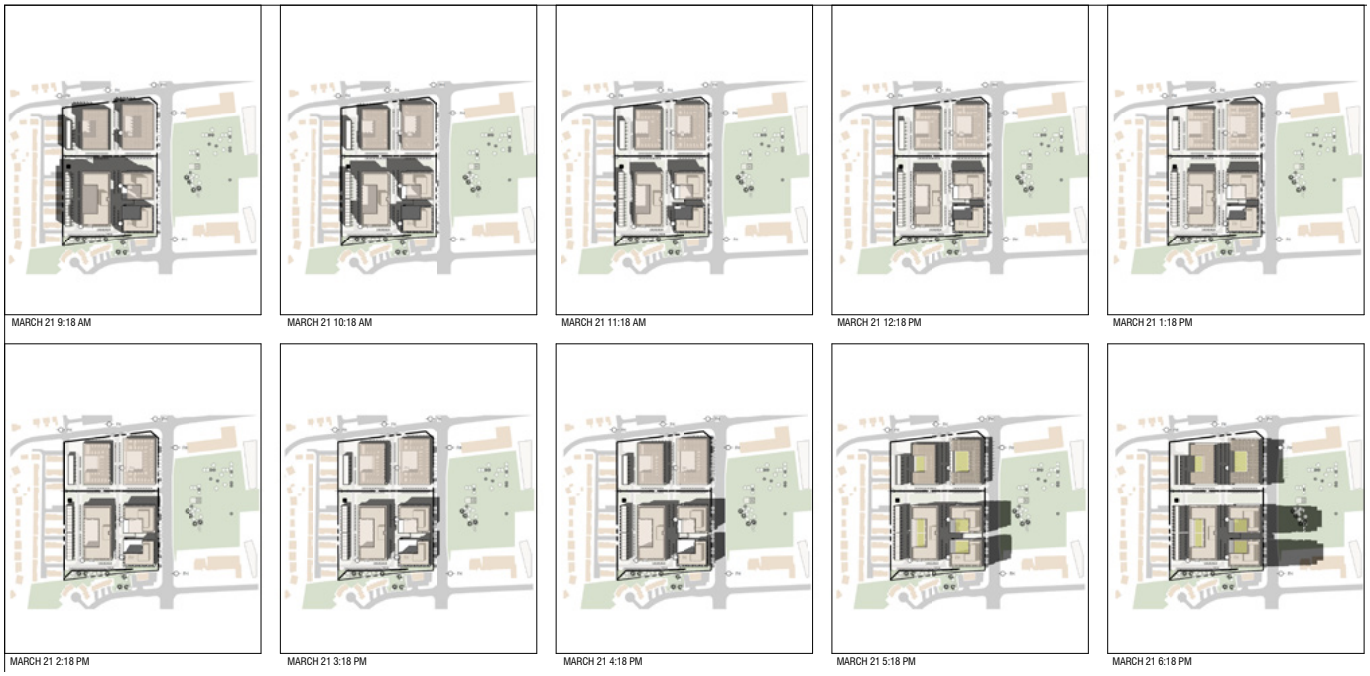
Light pollution reduction will be carried out through low-reflectance surfaces and low-angle spotlights where feasible to minimize disturbance to the adjacent communities and natural areas.

The proposed building is located and oriented to minimize negative impacts of shadows on adjacent land uses. This has been done through generous setbacks and meeting angular planes from the existing communities to allow for adequate sunlight exposure. The development has also been oriented to minimize shadow impact and accommodate for solar access to surrounding uses as per the shadow study.

The prepared study reviews the anticipated shadows from the proposed development on the adjacent public areas and stable neighbourhoods. The study illustrates shadows will primarily occur during the spring and fall equinox in the morning on sensitive areas, and have no adverse impact to the adjacent communities overall. The form and orientation of the building development also allows shadows to move quickly across to minimize shadow impacts for more than 5 consecutive hours. For the purpose of analyzing shadow impacts, the equinoxes are relied on more than the summer and winter solstices as minimal impacts are generally experienced in high angle of the sun in the summer, and all properties are subject to shadow during the winter regardless of new development.

The landscaping will include native, non-invasive plant species where feasible and promote stormwater infiltration and retention. Water conservation practices, including integration of drought–tolerant species will be implemented where feasible to reduce water consumption. Permeable paving materials and rain gardens will be used where applicable to reduce surface run-off and recharge groundwater resources.

March 21st



June 21st

Figure 13.7 Shadow Study Spring and Summer

September 21st

December 21st

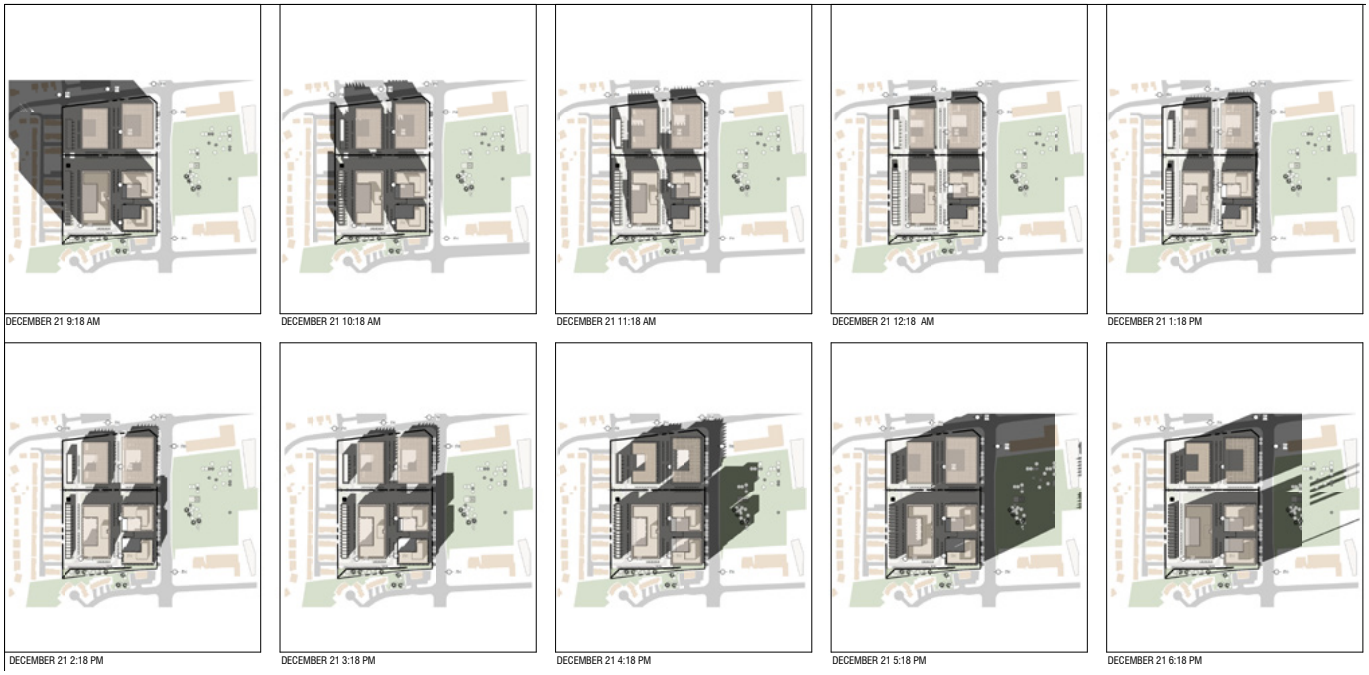


Figure 12.8 Shadow Study Fall and Winter

14.0
PEACE SQUARE FOCUS AREA

POLICIES AND SPECIAL DESIGN AREA GUIDELINES ON 'PEACE SQUARE FOCUS AREA'

Town of Aurora *Official Plan*

Policy 11.6.2 (h) No development application should proceed within the "Special Design Areas" as identified on Schedule 'B1' without a Comprehensive Plan undertaken to coordinate the street and block patterns, open spaces, land uses, built form and other supporting studies that may be deemed necessary, transportation, parking or heritage impacts.

Town of Aurora: The Promenade Concept Plan *Urban Design Guideline Strategy*

Policy (a) The east side of the Park within the industrial lands would be suitable for prestigious offices afforded with great visibility and proximity to amenities.

Policy (b) To enhance the prominence, accessibility and safety of the Aurora Memorial Peace Park, it should be framed by streets or mews with on-street parking and fronted on all sides by mixed-use developments with animated at-grade uses.

Policy (c) Only low-rise residential uses should be considered along the west extent of the Focus Area to provide a compatible transition to the existing adjacent neighbourhoods.

Policy (d) A new open space should be provided at the northwest extent of the Focus Area as an extension and link to Sandusky Park and to provide an appealing termination to Wiles Court.

Policy (e) An east-west linear park aligned with the existing open space on Mosaics Avenue and on view with the cenotaph should be considered to visually and physically link Memorial Peace Park with the potential developments on the west side of Yonge and the neighbourhoods beyond. A new signalized crosswalk on Yonge Street should be provided to link the open spaces

RESPONSE

The proposal meets the objectives of the peace square focus area by proposing a low rise residential along the western extent of the focus area in the form of townhouses to transition with existing townhouses to the west. Furthermore, the proposal includes an east-west linear park that will connect to the existing open space on Mosaics Avenue to the west, and the Memorial Peace Park to the east, connecting existing open spaces within the Promenade.

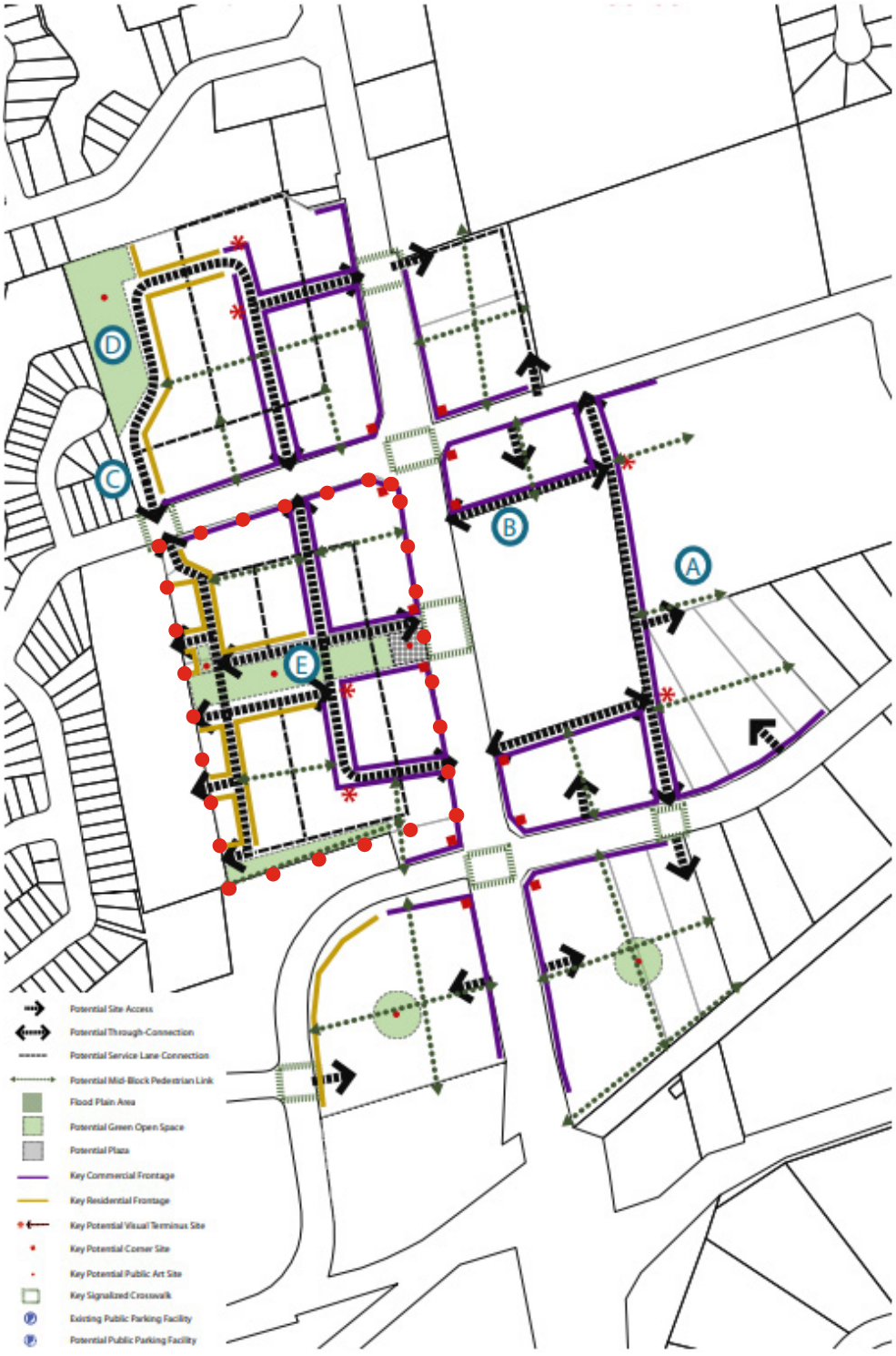


Figure 14.1 Urban Design Diagram from Aurora Promenade Urban Design Strategy

15.0 BUILT FORM

POLICIES AND SPECIAL DESIGN AREA GUIDELINES ON 'LARGE SITE BUILDING PROTOTYPE'

Town of Aurora: The Promenade Concept Plan *Urban Design Guideline Strategy*

Large Site Building Prototype exhibits the following characteristics;

Policy (a) Greater than 150m frontage

Policy (b) A fine grained street network

Policy (c) Mixed-use buildings facing the primary street

Policy (d) Corner buildings oriented to both street frontages

Policy (e) Retail at the grade level

Policy (f) A 2 to 3 storey street wall height above which the remaining height of the building is stepped back

Policy (g) Below grade parking or above grade parking.

Policy (h) Where the parking is in the form of an above grade parking deck, at-grade uses are provided at the street edge.

RESPONSE

The proposal meets the design area guidelines for large site buildings prototype as the plan achieves a fine grained street network with mixed use buildings facing Yonge Street. The proposal includes retail at grade, 2-3 storey street wall and an setback from the base to create a pedestrian relationship along the street. Finally, above grade parking is proposed to be screened with active uses and identical façade treatment to ensure those spaces are indistinguishable from the public realm.

Figure 15.1 Current Proposal, Design principles

16.0
SUMMARY AND CONCLUSIONS

The proposed low and medium-density residential buildings represents intensification along a major arterial road and existing higher order transit route that is in close proximity to commercial, retail, business, and recreational uses. The proposed redevelopment will provide a range of housing opportunities that will assist the Town of Aurora in meeting its population growth while fostering a walkable and transit supportive community that fits well into the vision for the Aurora Promenade. The architectural design, site orientation, and siting of the buildings has been carefully designed to complement the existing area by defining the public realm and street edge along Yonge Street and establishing a new private realm network that will complement and public realm and connect the broader community.

The proposal considers existing view corridors along Yonge Street and navigates grade changes on site to implements an appropriate architectural design and massing approach that complements its surroundings. The proposal also considers bicycle parking and connector walkways to existing public sidewalks, private sidewalks and future phases to promote active transportation and a healthy community.

The proposal respects the adjacent Peace Park to the east, and builds on this asset through a linear park, providing an east-west green linkage through the subject lands. The proposal utilizes both high quality architectural and landscape design to create a visually appealing, appropriately scaled street edge community that is welcoming to residents and visitors.

The proposal will be compatible with the surrounding community and will adhere to both the Town of Aurora's Official Plan and the Town of Aurora Promenade Concept Plan Urban Design Guidelines.

17.0 DESIGN TERMS

ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places

ADAPTIVE REUSE
Converting an existing building into a new use

ANGULAR PLANE
A geometric measurement that maintains solar access and height transition

ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities

ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade

BUILT FORM
The physical shape of developments including buildings and structures

CHARACTER
The look and feel of an area, including activities that occur there

CIRCULATION
The movement patterns of people and vehicles through a site or community

COMPATIBILITY
Similar size, form and character of a building relative to others around it

CONNECTIVITY
The ease of movement and access between a network of places and spaces

DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic

FACADE
The exterior wall of a building exposed to public view

FIGURE GROUND
The visual relationship between built and unbuilt space

FINE GRAIN
A pattern of street blocks and building footprints that characterize an urban environment

FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker

GATEWAY
A signature building or landscape to mark an entrance or arrival to an area

HEIGHT TRANSITION
The gradual change in height between buildings within a community

LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation

MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings

NODE
A place where activity and circulation are concentrated

PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities

PUBLIC REALM
Public spaces between buildings including boulevards and parks; where pedestrian activities occurs

RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest

SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape

STEP BACK
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge

STREETWALL
The consistent edge formed by buildings fronting on a street

STREET FURNITURE
Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks

SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems

URBAN FABRIC
The pattern of lots and blocks in a place

VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks

VISTA
Direct and continuous views along straight streets or open spaces

WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE