VILLAGE DESIGN GUIDELINES

2.1 VISION PLAN SUMMARY

MAIN STREET UNIONVILLE COMMUNITY VISION PLAN

In January 2015 after a two-year study process, the Main Street Unionville Community Vision Plan -2014 was endorsed in principle by Markham Council to help guide new development and changes in both the public and private realms. The objective of the undertaking was to address specific issues impacting the ongoing success and stability of historic Unionville and to develop new opportunities and strategies to support and enhance the village. A key aim was to find the appropriate balance between protecting the unique heritage environment while ensuring the area's economic vitality and prosperity.

The Community Vision Plan establishes a shared concept to give direction to future investments, development and community building initiatives over the next 30 years. The Vision Statement notes that "Main Street Unionville shall become a vibrant, thriving and successful heritage village that is a regional destination, but serves local needs". The Vision Plan affirms that Main Street Unionville as an entity can evolve to be both in form and function a contemporary traditional village, but it will take great care. Where new buildings appear, their specific placement, shape, size, height and architecture will be fundamentally important to preserving and enhancing the existing character of the village. The scale and character of existing buildings and open space are essential to the identity and ongoing viability of the village.

The Vision Plan includes a number of specific recommendations to realize its goals. One of the key recommendations was to create a Pattern Book with Regulating Plan to guide future architectural development, and direct the design of infill development, especially that of larger format, multi-unit residential development greater than two storeys in height. To achieve this, a strict regulatory framework needs to be developed that allows for predictable development that is at the same time part of a unified vision for the urban village. This predictability of form, scale and architecture is at the core of what will be needed to create new development consistent with the Vision Plan.

Although the Vision Plan explores issues and opportunities from Highway 7 in the south to Toogood Pond in the north, the key focus area was on the commercial Core Area, referred to in the Vision Plan as the Village Core Area (West Side North and South and East Side). The boundaries of the commercial Core Area for the purpose of this document are Carlton Road to the north, the railway tracks to the south and the commercial properties on both sides of Main Street as shown on the illustration.

II
VILLAGE DESIGN GUIDELINES
2.1 VISION PLAN SUMMARY

The Vision Plan identifies specific opportunities for the commercial Core Area to help provide the foundation for new growth and development which are further refined in the Unionville Commercial Core Area Pattern Book. These opportunities to gently grow the village include:

- Creating space for enhanced retail opportunities,
- Creating opportunities for full-time residents,
- Enhancing public spaces and providing opportunities for new ones that will augment the existing social and festival culture,
- Re-imagining existing community and sports facilities while preserving their functions,
- Addressing on-going parking issues,
- Revitalizing the streetscape of Main Street,
- Augmenting existing pedestrian systems with new pedestrian routes in and around Main Street,
- Strengthening the connections to surrounding natural resources.

2.2 EXISTING CONDITIONS

COMMERCIAL CORE AREA

There are a number of existing conditions and restrictions, which may have an impact on new development opportunities in the commercial Core Area of Main Street in Unionville. These include heritage protection and land use controls, floodplain and floodway areas that are regulated by the Toronto and Region Conservation Authority, and public versus private land ownership.

Heritage Controls

The commercial Core Area is within the boundaries of the Unionville Heritage Conservation District, and is subject to the District's policies and guidelines, whose purpose is to preserve the original heritage attributes and features of the area's buildings and public realm. They also strive to ensure that new construction and alterations are complementary and respectful of the District's character.

This area contains many properties that are significant cultural heritage resources and are identified as "Heritage Buildings" on the adjacent illustration. Specific direction related to additions and alterations to these buildings is provided in the District Plan. Non-heritage buildings and additions are also identified on the attached illustration, and although most are very complementary to the heritage district, they could be removed to facilitate redevelopment opportunities. The District Plan also provides extensive guidance on the appropriate construction of new buildings ranging from style and scale to cladding materials and architectural details. However, the District Plan lacks direction on the design approach for larger scale infill development, especially that of larger format, multi-unit residential development greater than two storeys in height. The Pattern Book will support and provide direction to the District Plan.

Legend

- Core Area Boundary
- TRCA Regulatory Boundary
- Heritage Buildings
- Non-Heritage Buildings/Additions
- City-Owned Property
- Special Policy Area Regulated Lands
- TRCA Floodway Areas, Non-Buildable Areas
- TRCA Floodway Boundary

2.2 EXISTING CONDITIONS

Land Use Controls
Both the Markham Official Plan and the zoning by-law for this area provide limitations on development in terms of land uses and development criteria as well as environmental limitations due to the floodplain. For example, the Official Plan limits building height for these lands to a maximum of 2 storeys. However, the Vision Plan and this Pattern Book support a building height of up tp 3 ½ storeys in certain areas. Amendments will be required to a number of statutory documents to ensure that all City documents are consistent and work together harmoniously.

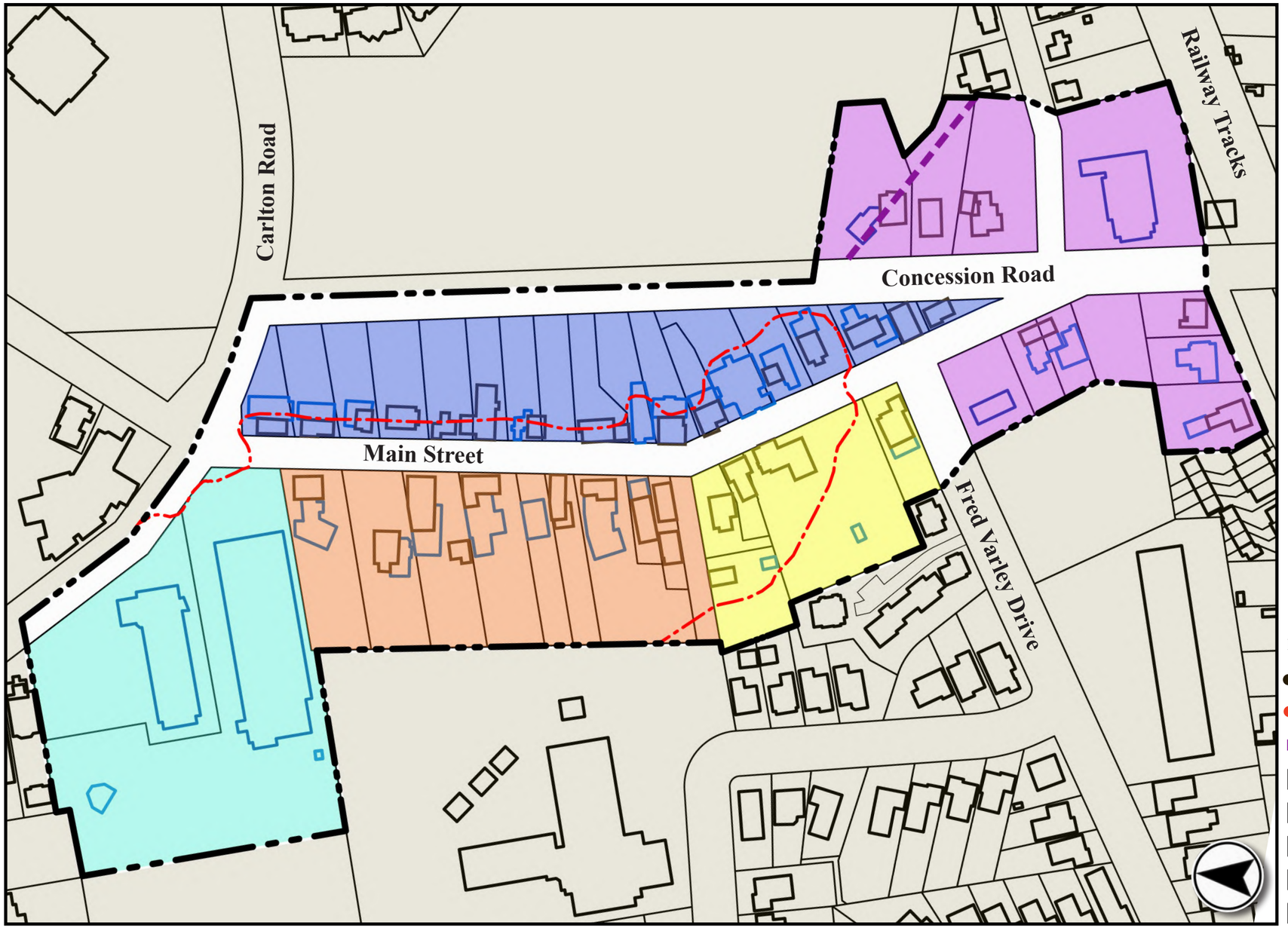
Development Constraints in the Floodplain
As illustrated on the attached diagram, many of the properties are located within a floodplain and are identified as Special Policy Areas (SPA). These properties have limited development potential. They are regulated through the TRCA by site-specific policies approved by the Province and included in the Markham Official Plan. These policies address the management of these areas including criteria and procedures for development, redevelopment or site alteration, and prevail over all other Official Plan policies.

The SPA policies limit the scope of development to reflect existing approvals as per the new Official Plan and/or the current zoning. Any request for land use change or intensification beyond the existing policy scope would require extensive study and review as well as provincial approval. According to the TRCA, modest development (primarily in the form of small additions to existing buildings) in keeping with approved policies and land use designations could be supported. This means that there is limited development opportunity on the east side of Main Street and in the southern part of the Core Area.

Public and Private Lands
The diagram illustrates those lands in private ownership and those lands controlled by the City of Markham.

2.2 EXISTING CONDITIONS

2.3 CORE AREA PLAN

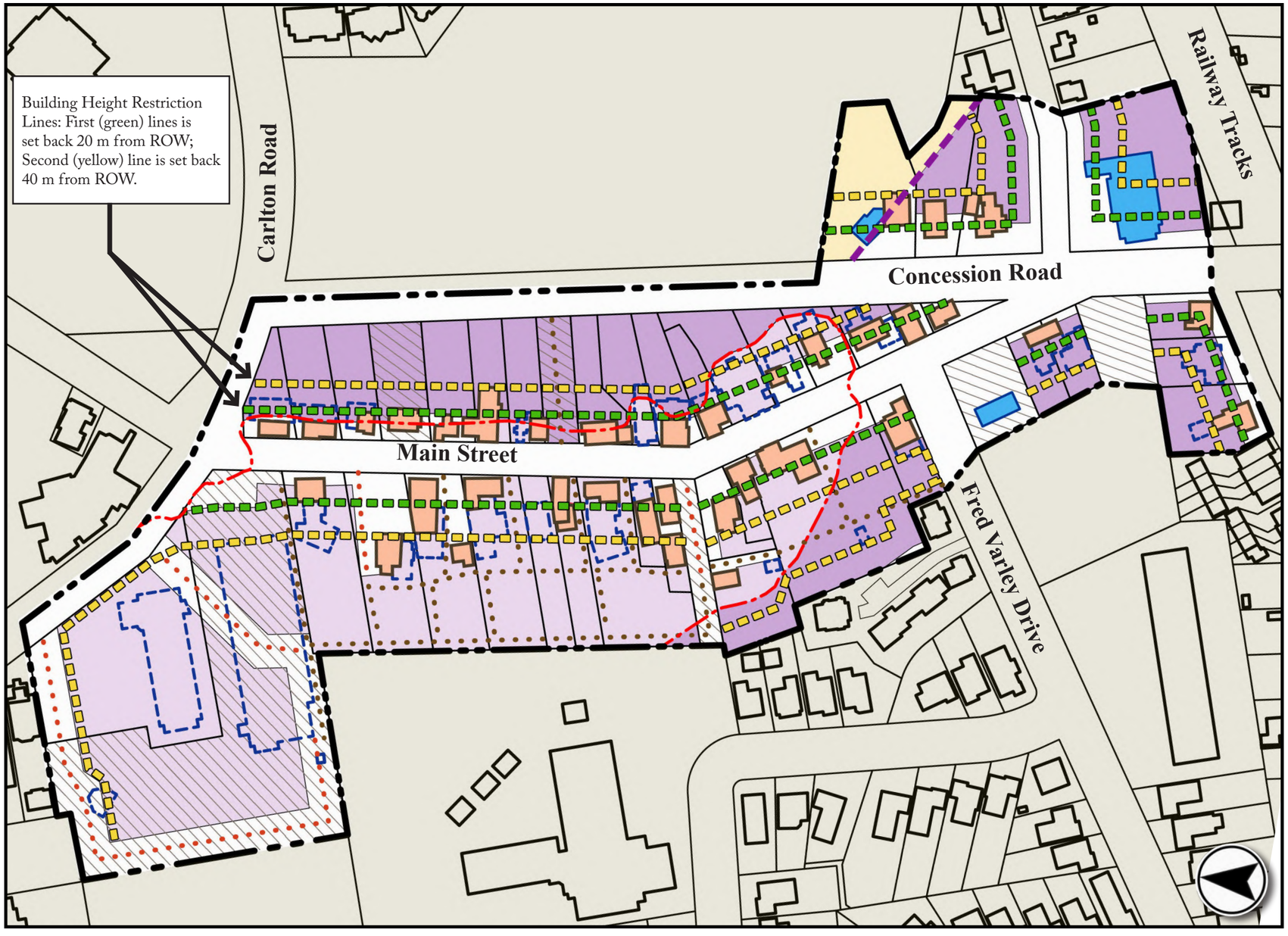


KEY PLAN

Five sub-areas are established within the Core Area, as shown in this Diagram. Detailed Regulating Plans are provided for each sub-area as follows:

- Village Square Green - Section 2.9
- West Side North - Section 2.10
- West Side South - Section 2.11
- East Side - Section 2.12
- Planing Mill - Section 2.13.

2.4 REGULATING PLAN



OVERVIEW

The Regulating Plan establishes the location and perimeter of the land areas available for development. A portion of the developable area is located within the Special Policy Area (SPA) established by the Toronto and Region Conservation Authority (TRCA) and is subject to the limitations and the approval process established by that authority.

This diagram shows the overall regulating framework of the Core Area. Detailed plans for each of the Core sub-areas are provided in Sections 2.9 - 2.13, which include Build-to Lines not shown here.

In addition to identifying Developable Areas, the Regulating Plan provides guidance on:

- Cultural Heritage Resources (2.4.1)
- Building Heights (2.4.2)
- Internal Lanes and Walkways (2.4.3)
- Open Space/Non-Build Areas (2.4.4)
- Private Open Space/Shared Outdoor Amenity Areas (2.4.5)
- Parking, Access, Utilities amd Site Services (2.4.6)
- Grade Relationship to New Buildings (2.4.7)
- Build-to-Lines (2.4.8)

Legend

- Core Area Boundary
- TRCA Regulatory Boundary
- Heritage Buildings
- Non-Heritage Buildings to Remain
- Non-Heritage Buildings, Replaceable
- 2 Storey Building Height Restriction
- 2 1/2 Storey Building Height Restriction
- Open Space/Non-Build Areas
- Developable Areas
- Developable Area Subject to TRCA Constraints
- City-Owned Property
- TRCA Floodway Areas, Non-Buildable Areas
- TRCA Floodway Boundary
- Potential Vehicular Access Ways
- Potential Pedestrian Access Ways, Flexible Position

2.4 REGULATING PLAN

2.4.1 Cultural Heritage Resources
New multi-unit development is to be located and designed to conserve the cultural heritage values, attributes and character of on-site and adjacent heritage resources.

1. Heritage resources should be conserved and integrated into development in a manner that is consistent with accepted principles of good heritage conservation, the Unionville Heritage Conservation District Plan, and Markham's Official Plan cultural heritage polices.
2. The integrity of the heritage resource's attributes should be retained.
3. New development should respect the scale, setbacks, proportions, visual relationships, topography and materials of the historic context.

2.4.2 Building Heights
Traditional building heights are one to two storeys in this area. Enhanced building heights for new multi-unit development are supported, but setback from the existing streetscapes of the Core Area. Building heights are regulated in three specific zones by Building Height Restriction Lines (BHRL) which should provide a transition in the building height down to lower-scale neighbours.

1. Zone 1 permits up to 2 storeys and is from the street right-of-way line to the green BHRL (20m).
2. Zone 2 permits up to 2 ½ storeys and is between the green BHRL and the yellow BHRL (40m from the street).
3. Zone 3 permits up to 3 ½ storeys behind the yellow BHRL.

Building Height Restriction Lines (BHRL) are located 20 metres and 40 metres from Main Street, Fred Varley Drive, Victoria Avenue, and Concession Road ROW's. In the Village Square Green Area, 3 ½ storeys is permitted up to the stand-alone yellow BHRL shown in the Regulating Plan.

In addition to the three height zones identified above, proposed new buildings should step their height down in a manner sensitive to the adjacent context.

2.4.3 Internal Lanes and Walkways
Lanes and walkways may be required to provide safe and direct access to new multi-unit development. In addition, appropriate access for emergency services and waste management providers may be required depending on the development scenario proposed, particularly on the west of Main Street. More than just circulation routes, these paths can offer place-making opportunities to provide a sense of identity and allow different parts of the Core Area to connect with each other. Both Potential Vehicular Access Ways (PVAW) and Potential Pedestrian Access Ways (PPAW) are conceptually shown on the Regulating Plan.

1. These new features should extend and connect to local streets and pedestrian networks, and provide linkages to existing facilities.
2. Lanes and walkways should conform to the City's standards, and provide safe, direct, universally accessible pedestrian and cycling opportunities within new development. They should be inviting, attractive and comfortable pedestrian environments with landscaping, such as trees, lighting and other amenities.
3. These features are introduced to facilitate pedestrian circulation, and limited amount of vehicular access, through and within blocks. They can help assure that the new multi-unit building fabric is permeable and scaled to the existing village. Routes as shown in the diagram are flexible and can alter in location in response to site specific design and service needs. The manner in which these are addressed should be further considered in the future Secondary Plan and/or as part of future development submissions.

   In the West Side North blocks, new building fabric is encouraged to be longitudinally oriented on an east-west axis in order to preserve the historic graining of buildings on the block, and to facilitate pedestrian access ways and view corridors within and through the blocks.

2.4.4 Open Space/ Non-Build Areas
These areas are identified in the general locations shown in order to provide public gathering spaces and/or preserve visibility to existing cultural heritage resources. Additional public space may be introduced in Developable Areas.

2.4.5 Private Open Space/ Shared Outdoor Amenity Areas
Where appropriate, privately owned shared outdoor amenity areas could be publicly accessible within new developments. This may include courtyards with landscaped open space located within a single or consolidated block with no direct street frontage and could offer potential children's play space. It could also include plazas offering animated gathering places with predominantly hard surface landscape features or the spaces within and between private developments that are connected to the public realm. These areas should be designed holistically and coordinated between neighbours to avoid contrasting or conflicting designs.

1. These areas should maximize visibility and access, and be located to maximize access to sunlight.
2. The area should be animated and framed with appropriate building massing and active uses such as entrances and windows to enhance safety through passive surveillance. Parking, mechanical equipment and service areas should be separated from these areas.
3. Site elements should be well-designed and high-quality with durable and attractive materials and detailing, and may include paving materials and stair treatments, railings and decorative features, pedestrian- scale lighting, way-finding systems, public art, and site furniture (benches, garbage and recycling containers, bike racks).
4. The design and materials should be coordinated with the future Unionville Streetscape Master Plan which will address the public realm.
5. Private open spaces on adjacent properties should be connected, where possible, and complementary in design treatment to provide a consistent approach to interconnected private open spaces, including walkways. Consistent features may include hard/soft landscaping, lighting treatment and furnishings.
6. The space should be designed for year round use, particularly when part of its function is as a pedestrian connection through a site, and should address snow storage, and create a micro-climate that supports pedestrian comfort, accessibility, sustainability and safety.

2.4.6 Parking, Access, Utilities and Site Services
Activities such as loading, servicing, utilities, storage and parking associated with multi-unit development should be located away from the public realm and public view. In particular, parking has long been identified as a key challenge for the commercial Core Area. Residential intensification in development areas, particularly on the west side of Main Street, will require the removal of at-grade or surface commercial parking.

1. The Vision Plan identified two main options relating to the provision of additional parking opportunities which continue to be explored:
   - The introduction of a one-level parking platform to the east of Main Street in the floodplain area; and
   - A stand-along parking garage, possibly on the Curling Club lands.
2. The TRCA has raised significant concerns with any parking platform in the floodplain due to flood depths and associated velocities during a major storm event. Extensive study and approvals would be required, including the introduction of flood risk reduction strategies at great expense. It has been suggested that opportunities for structured parking outside the floodplain would be a more feasible and practical solution.
3. Improvements to the existing surface parking east of Main Street including parking lot consolidation, improved layout and enhanced landscaping should be considered as an option to increase parking spaces for any new development on these properties.

4. New multi-unit developments elsewhere in the Core Area should address their commercial and residential parking requirements on-site, which given the limited land available, will likely be located in underground garages. Surface parking, when provided, should be limited to visitors and commercial customers, and appropriately screened from public views.

5. Parking garage ramps, access stairs, garbage collection storage areas and loading areas should be incorporated into the design of new multi-unit buildings.

6. Access to site servicing and parking should be provided at the rear of the building or site, from a lane, or from a shared driveway.

7. Site services and utilities such as such as transformers, utility metres (gas, hydro), communication boxes and other site and building equipment (HVAC units and ventilation equipment) should be located within the new multi-unit building or underground.

8. When inclusion within the new building is not possible, high quality architectural elements and landscape design should be used to screen site servicing and utilities (including green energy infrastructure such as solar panels) from the public realm, nearby residential units, shared open space and adjacent properties. Ventilation shafts and grates often associated with multi-unit development should be located away from publicly visible areas, walkways, and shared/private amenity spaces.

9. The use of shared infrastructure and efficient layouts can minimize the extent of areas dedicated to servicing and parking, and should be explored.

10. Consideration should be given to limiting the extent of underground parking structures near property boundaries to allow potential areas for tree growth and water infiltration. Appropriate soil depths above an underground structural slab should also be considered if a landscape treatment/trees are to be introduced.

11. Above-ground parking structures abutting a street or a public space should be wrapped with development facing these areas to ensure animation.

2.4.7 Grade Relationship to New Buildings

New development should relate directly to the existing or natural grade and blend in with the topography of the surrounding development.

1. Wherever possible, new buildings should respect existing grades on site and avoid artificially raised or lowered grades.

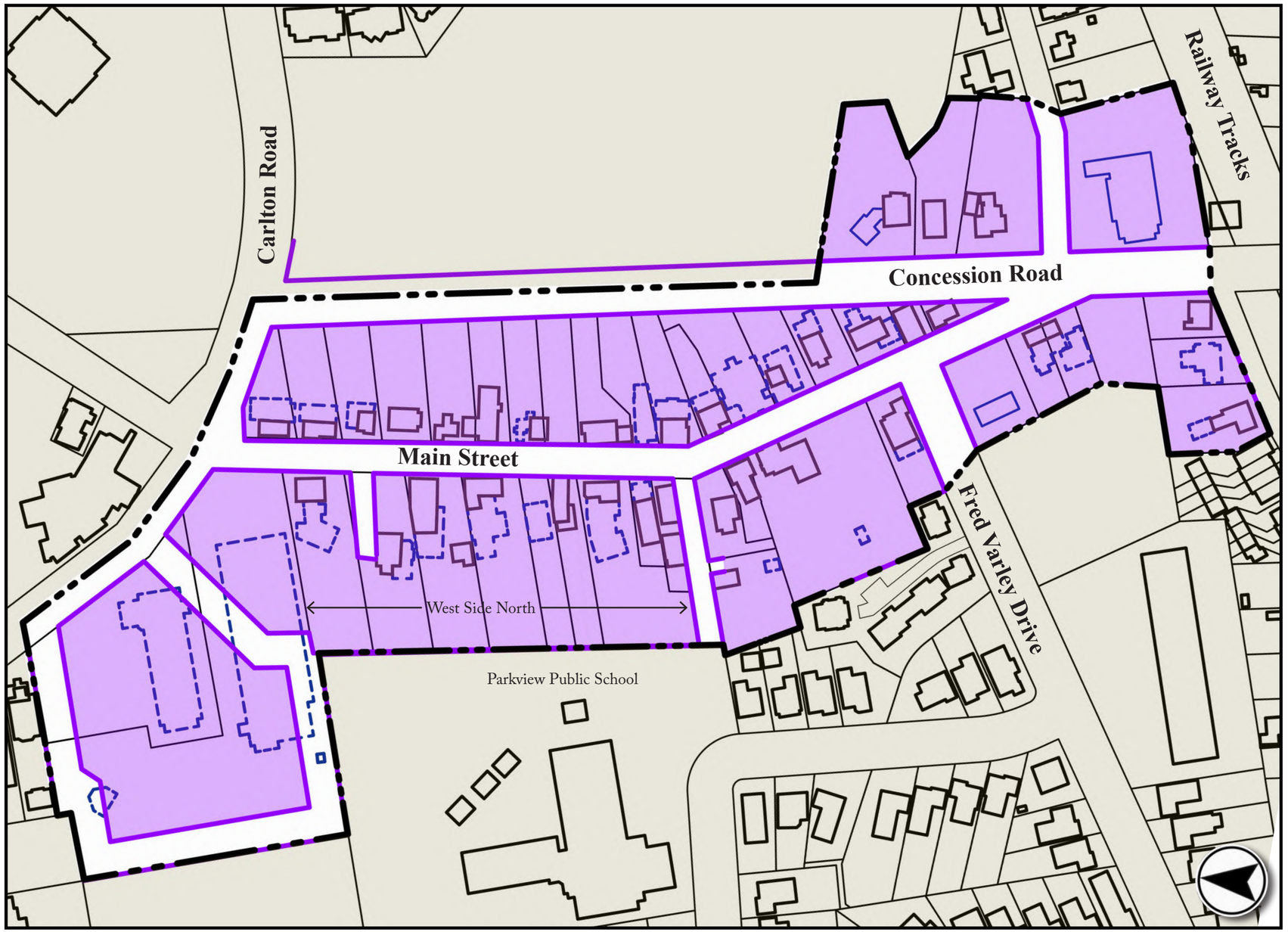
2. Existing grades should be maintained at property lines and avoid the use of retaining walls, especially along streets, opens spaces and other areas of the public realm.

2.4.8 Build-to Lines

In addition to the regulating parameters described above, the sub-area Detailed Regulating Plans include build-to lines. These additional regulating lines are established along streets, lanes, and open space frontages. They define the block face for purposes of building placement, such that each building facade fronting on a build-to line should generally occupy that line for the percentage occupancy specified. The percentage occupancy requirement shall be deemed compliant for any occupancy within 2 meter (6.56 feet) of the line. A building facade need not be parallel with the build-to line, provided it is placed, corner to corner, within the 2 meter setback.

Frontage occupancy is specified as a range of percentage occupancy, such that the building facade must occupy the build-to line no less than the lower number in the range, and no more than the higher number in the range. The percentage of occupancy is calculated as the length of building facade fronting the line divided by the length of the line measured between flanking lot lines, either of a single lot on which the building will reside, or the combined width of assembled lots on which the building will reside. No building facade, or element thereof, should encroach or otherwise project beyond any build-to line, even within a lot or assemblage of lots.

2.5 BLOCK STRUCTURE



OVERVIEW

The Block Structure diagram identifies the main development blocks. Based on future rights-of-way, service lanes or access easements, the blocks may be further subdivided.

As indicated in section 2.4.3, a public right-of-way or service lane may be needed in the West Side North and West Side South blocks to address the City's waste management and emergency service requirements for future residential development. These lanes could be designed predominantly for use as pedestrian walkways with minmal or no vehicular traffic. The City currently owns a property that is used as a service access route between the West Side North and West Side South blocks, which could provide access to future service lanes on the west side. It is also anticipated that an additional service lane connector to Main Street may be required at the north end of the West Side North block potentially at 202 Main Street. The existing driveway on this property could provide access to the future internal service lanes.

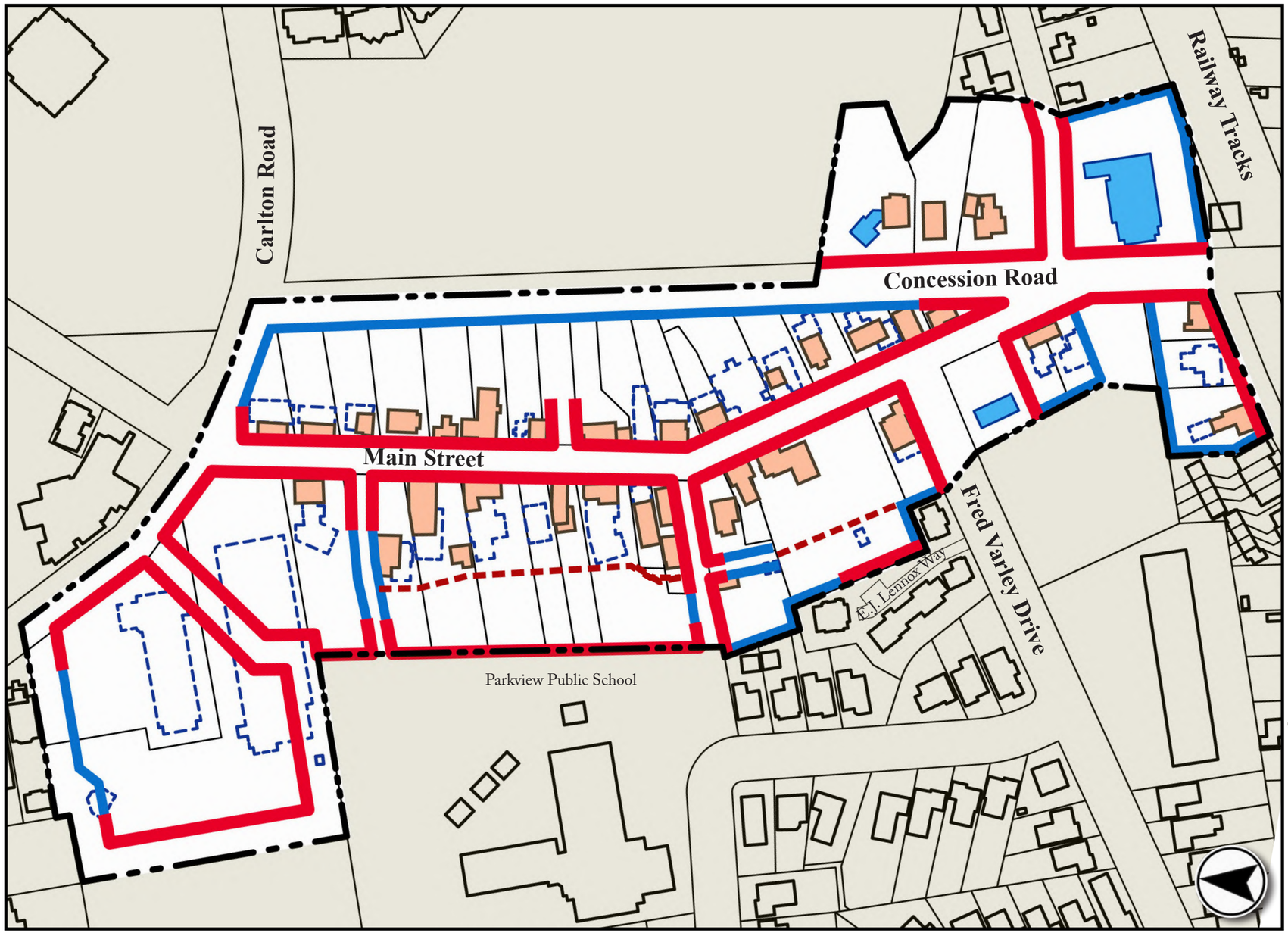
The Block Structure diagram also illustrates the potential development of the Arena/Curling Club property and the possible assocated service lanes that could be required.

Legend

Core Area Boundary

Blocks

2.6 FRONTAGE



OVERVIEW

Frontage requirements include the percentage of new building facades required to occupy the build-to line (see Detailed Regulating Plans, Sections 2.9-2.13 below), as well as the expected quality of architectural design and building material hierarchy.

The Frontage Diagram identifies areas requiring a Primary Frontage and those requiring a Secondary Frontage. Primary Frontages are those building facades which are most visible and important. These frontages are considered the "face of the building", usually include a main entrance feature, and reflect the most conscious design effort and material expenditure. Secondary Frontages are those that are more service-oriented and not subject to the same level of scrutiny for design and materials.

Primary Frontages suggest 75% or more of new building facades to be located on the build-to line; building facades on Primary Frontages shall display the highest quality of architectural design expressed on new buildings or additions. Generally, build-to lines along right-of-ways and easements are delineated, and frontage requirements assigned, based on the immediate context, particularly with respect to impacts on adjacent historic structures.

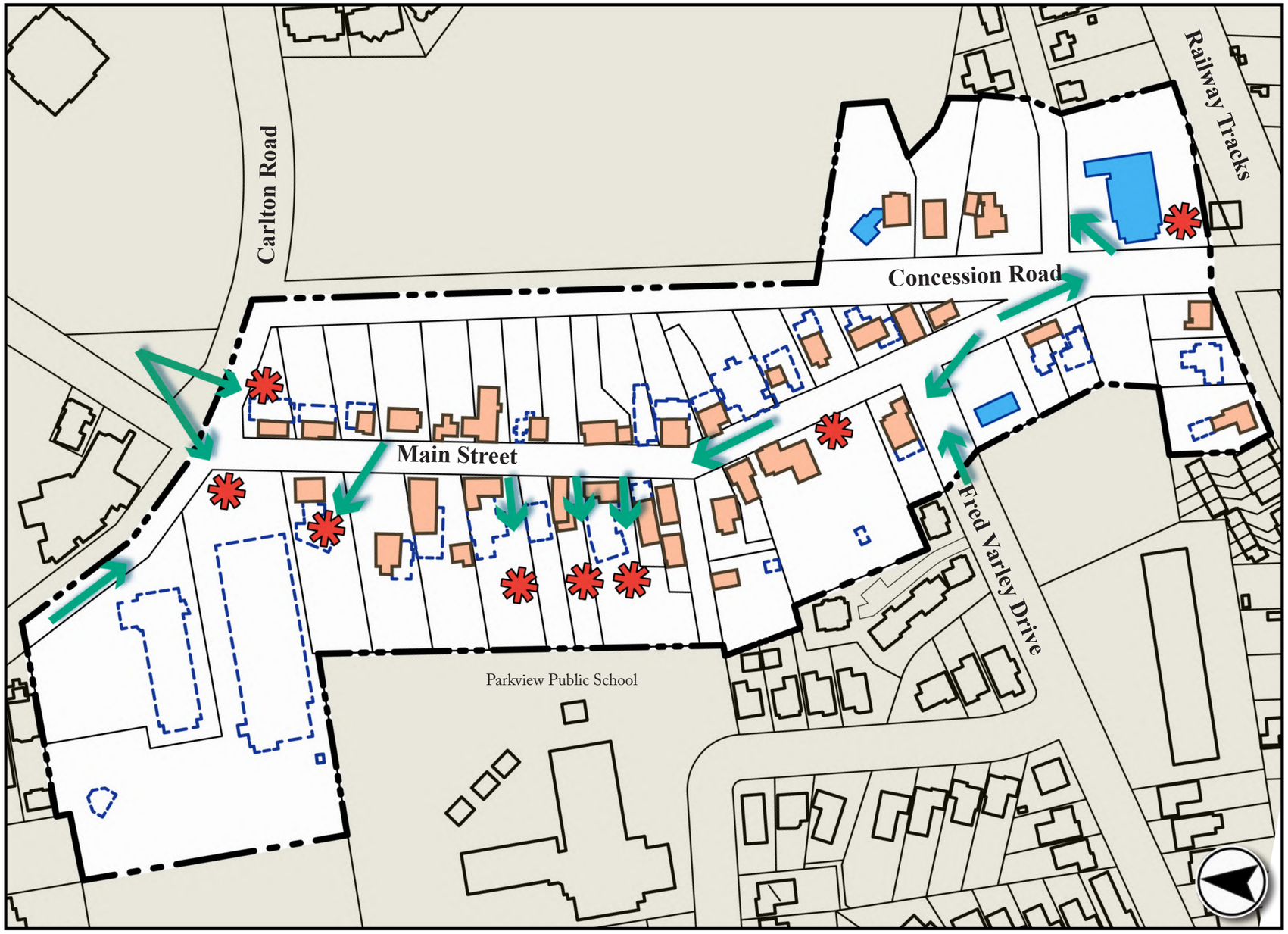
A secondary optional frontage line has been illustrated to indicate the need for an enhanced frontage if a mid-block pedestrian and/or vehicular access route is introduced.

E.J. Lennox Way is a special circumstance. The building(s) designed here will likely be addressed on Main Street and will likely function from the Main Street side. The face of the building(s) on Lennox Way should look like a second 'building front' in design and material.

Legend

- Core Area Boundary
- Heritage Regulatory Buildings
- Non-Heritage Buildings to Remain
- Non-Heritage Buildings, Replaceable
- Primary Frontage
- Secondary Frontage
- Secondary Optional Frontage

2.7 VISTA TERMINATIONS & VIEW SHEDS



OBJECTIVE

The idosyncratic composition and siting of buildings on Main Street, together with the gentle bend in the street, create a number of long distance views. Some of these are accentuated with tower elements that terminate the view with an appropriately vertical feature.

The gaps between Main Street buildings also create view sheds which likewise require distinctive architectural enhancements to embellish the views and draw people into new spaces.

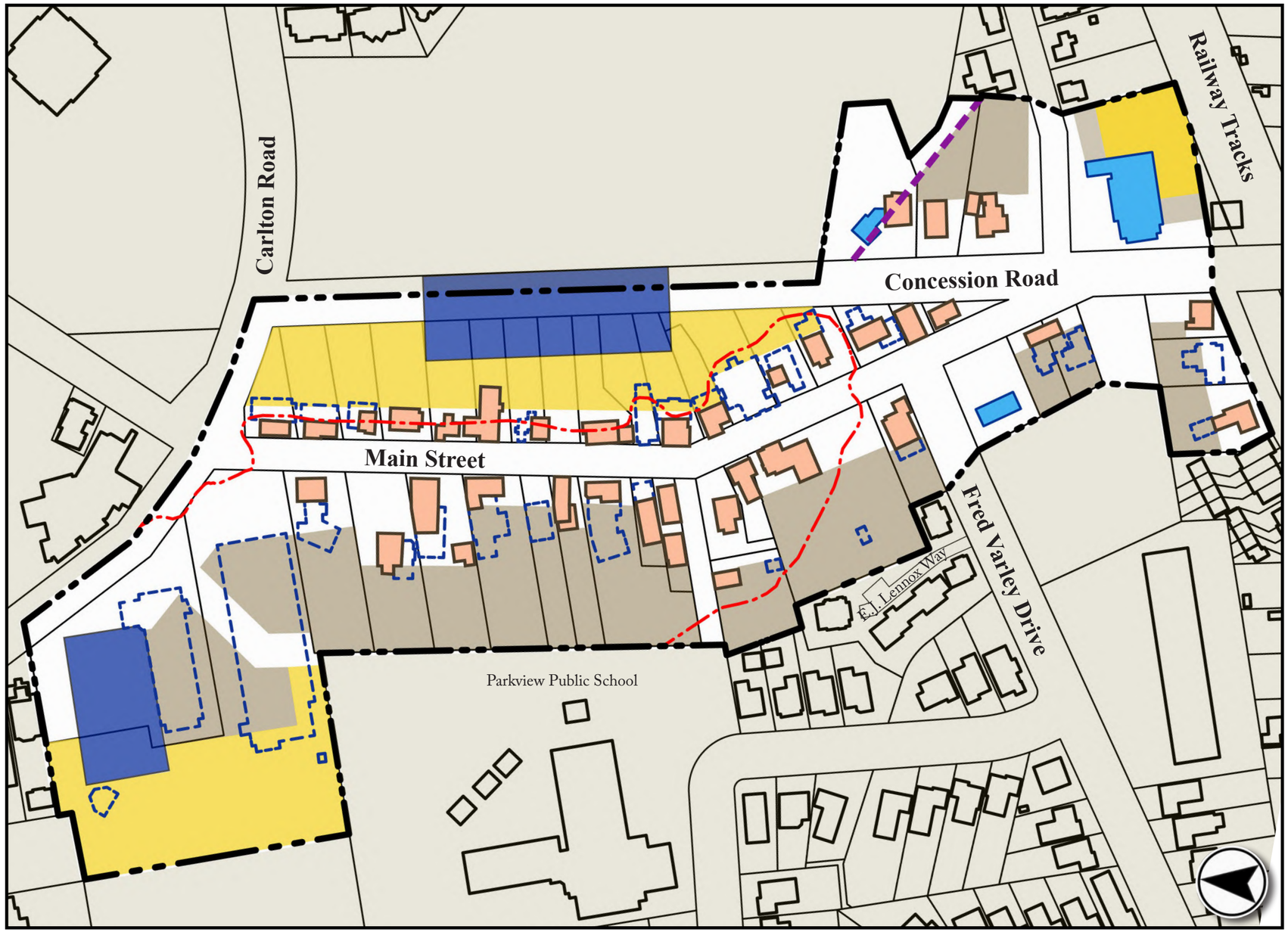
The accompanying diagram identifies the specific locations for new architectural enhancements at existing view sheds and long-distance views, which may be as follows:

- Vista Termini - A vertical element, either free-standing or embedded in a building, is suggested at the visual axis of the long view as identified on the diagram. The special element shall be of the same Architectural Style as the building or complex to which it is attached or associated.
- View Sheds - Require an architectural feature incorporated in the building or complex to attract visual attention. Features may include a tower, corner tower, symmetrical building features located along a visual axis, an embellished architectural entry or other feature.

Legend

- Core Area Boundary
- Heritage Buildings
- Non-Heritage Buildings to Remain
- Non-Heritage Buildings, Replaceable
- Vista
- Architectural Enhancement

2.8 PARKING



PARKING REQUIREMENTS

As was described in Section 2.3, adequate parking facilities must be provided to accomodate the expansion of uses in the Core Area. In addition, commensurate measures must be taken to mitigate the visual impact of new parking facilities on the historic character of the Village.

The following design measures shall be required, based on type of parking facility:

Surface Parking - should be located away from Primary Frontages, preferably at the rear of the building. If located adjacent to a Primary Frontage, it should be screened from view by architectural elements, landscaping, screen walls, or building facades.

Below Grade Parking Structures - will be below new buildings and are permitted in all areas, provided they are in conformity with existing regulations.

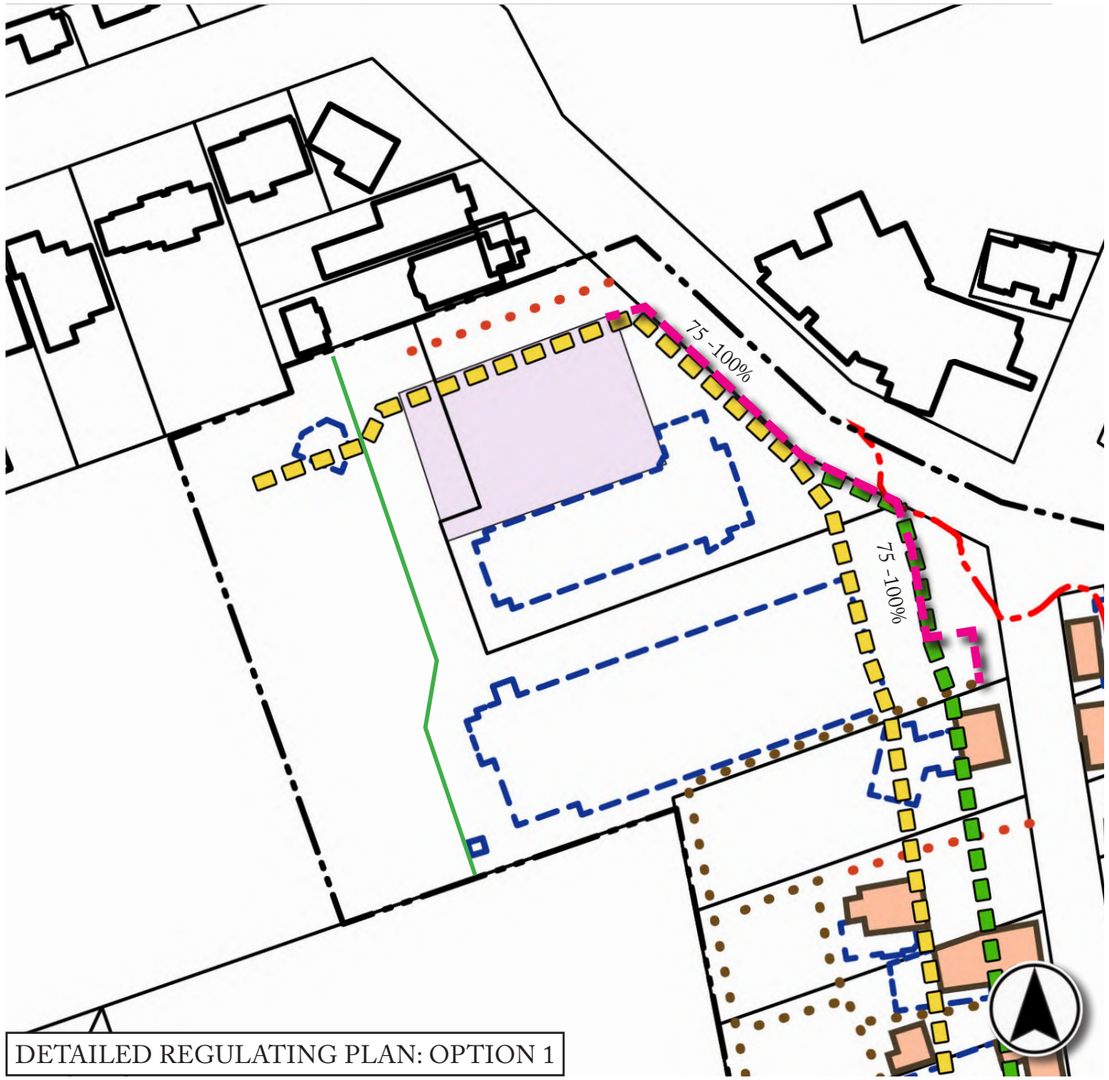
Enclosed At-Grade Parking - must be encapsulated within the envelope of the building and designed to appear as one of the building's principal uses from the exterior, with architectural details that articulate and animate the first floor façade treatment.

Stand Alone Above-Grade Parking Garage - in accordance with the alternate strategy for parking in the Vision Plan, a 3-4 storey parking garage could potentially be located on the Curling Club property at the north end of the Core Area. Tucked in behind and north of the existing building, it would need to be screened from Carlton Road and animated by a liner of retail or office uses facing the street front. If the parking platform concept was to be introduced east of Main Street, it would have minimal design impact on Main Street properties due to the grading of the land, but would have to possess an enhanced design treatment along the Concession Road.

Legend

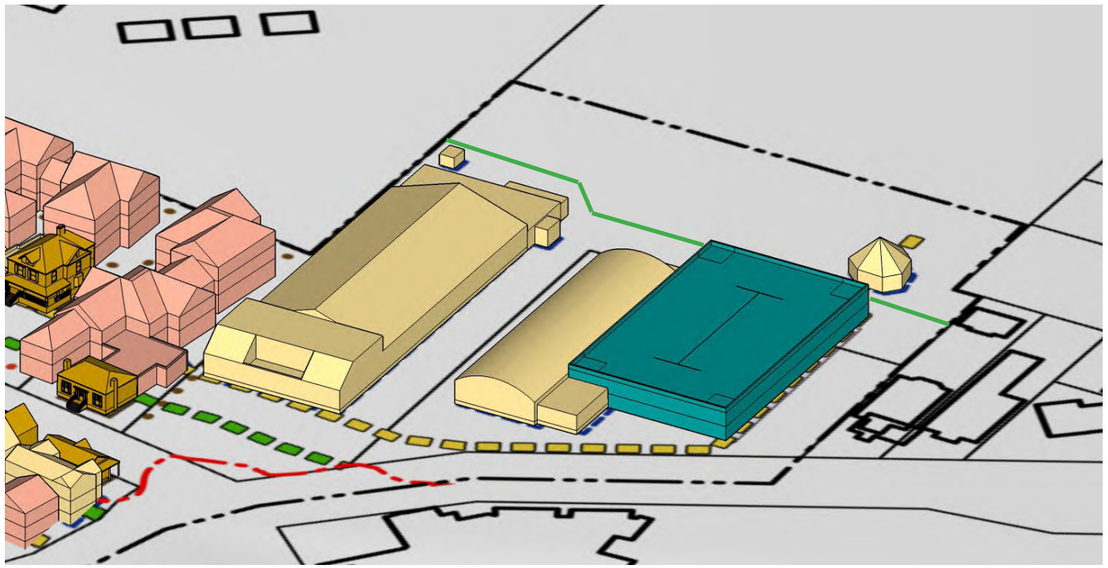
- Core Area Boundary
- TRCA Regulatory Boundary
- TRCA Floodway Boundary
- Potential Parking Garage
- Screened Parking
- Unscreened Parking

2.9 VILLAGE SQUARE GREEN

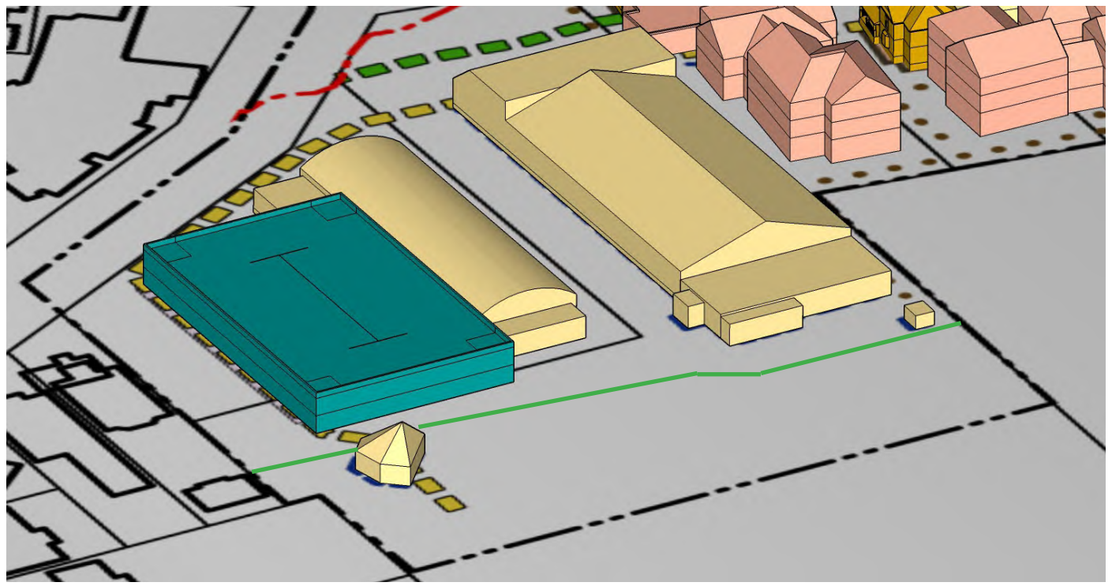


DETAILED REGULATING PLAN: OPTION 1

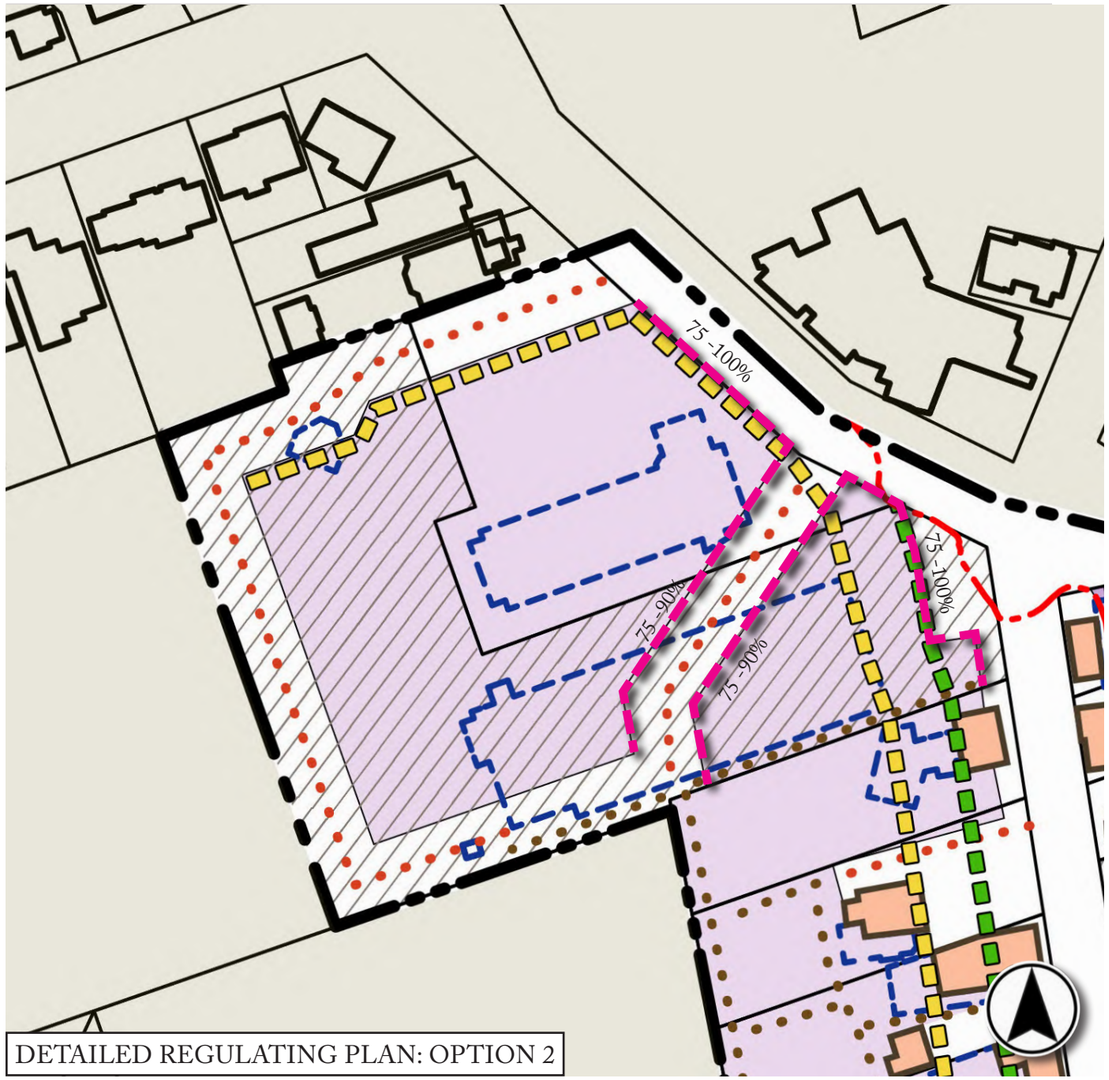
- Core Area Boundary
- TRCA Regulatory Boundary
- Developable Areas
- Dev. Area Subject to TRCA Constraints
- Non-Heritage Buildings to Remain
- 2 Storey Building Height Restriction Line (BHRL-2)
- 2 1/2 Storey Building Height Restriction Line (BHRL-2.5)
- Potential Pedestrian/Vehicular Access
- Build-to-Lines
- XX -YY% Build-to Frontage Requirement



ILLUSTRATIVE MASSING: VIEW FROM THE EAST, POTENTIAL PARKING GARAGE LOCATION WITH COMMERCIAL LINER



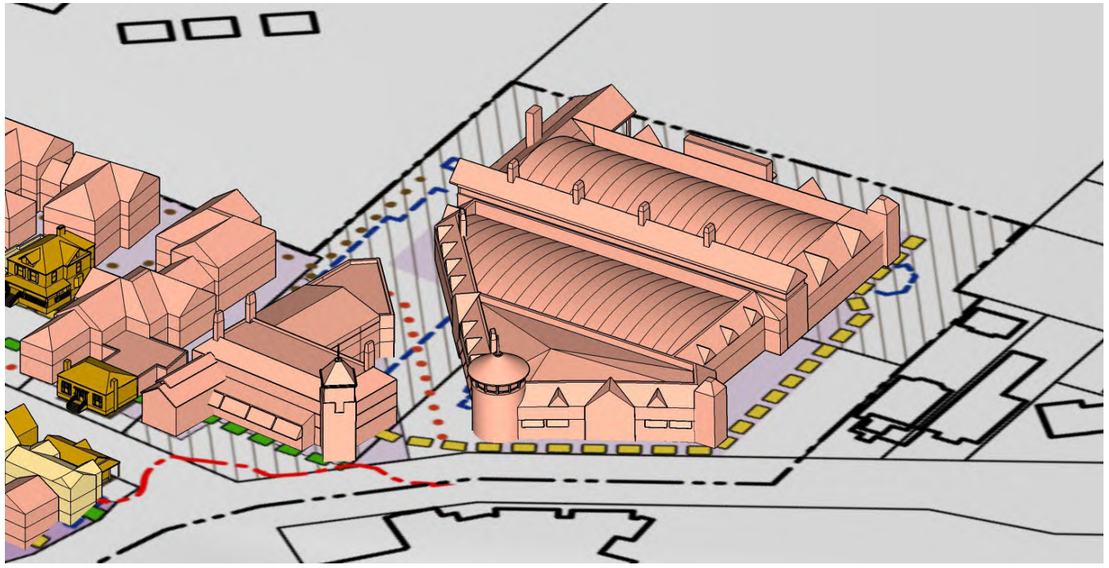
ILLUSTRATIVE MASSING: VIEW FROM THE WEST



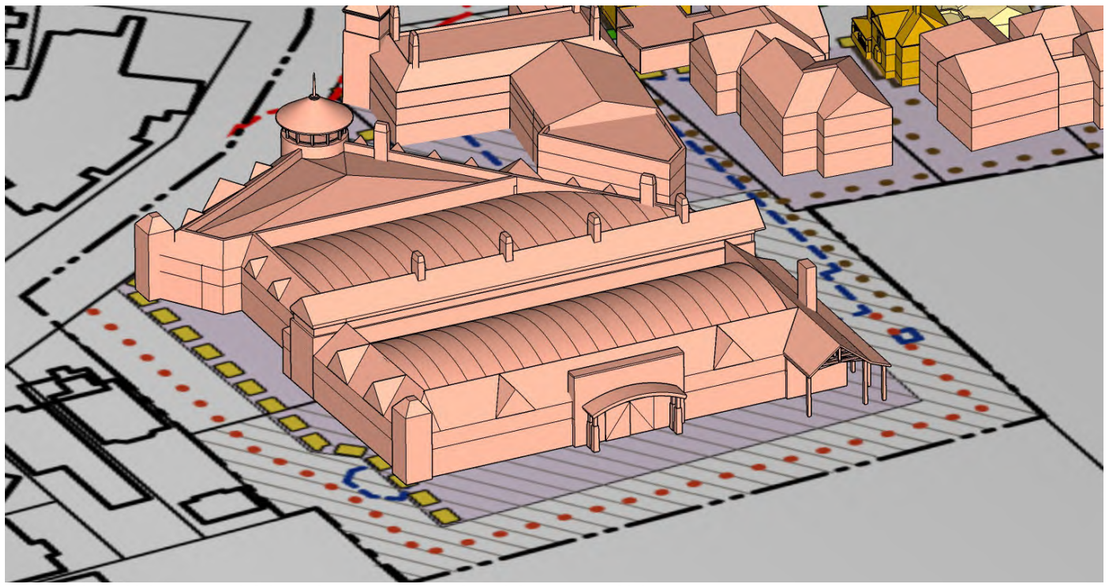
DETAILED REGULATING PLAN: OPTION 2

Core Area Boundary
TRCA Regulatory Boundary
Developable Areas
Dev. Area Subject to TRCA Constraints
City-Owned Property (Overlay)

Non-Heritage Buildings, Replaceable
2 Storey Building Height Restriction Line (BHRL-2)
2 1/2 Storey Building Height Restriction Line (BHRL-2.5)
Potential Pedestrian/Vehicular Access
Build-to Lines
XX -YY% Build-to Frontage Requirement

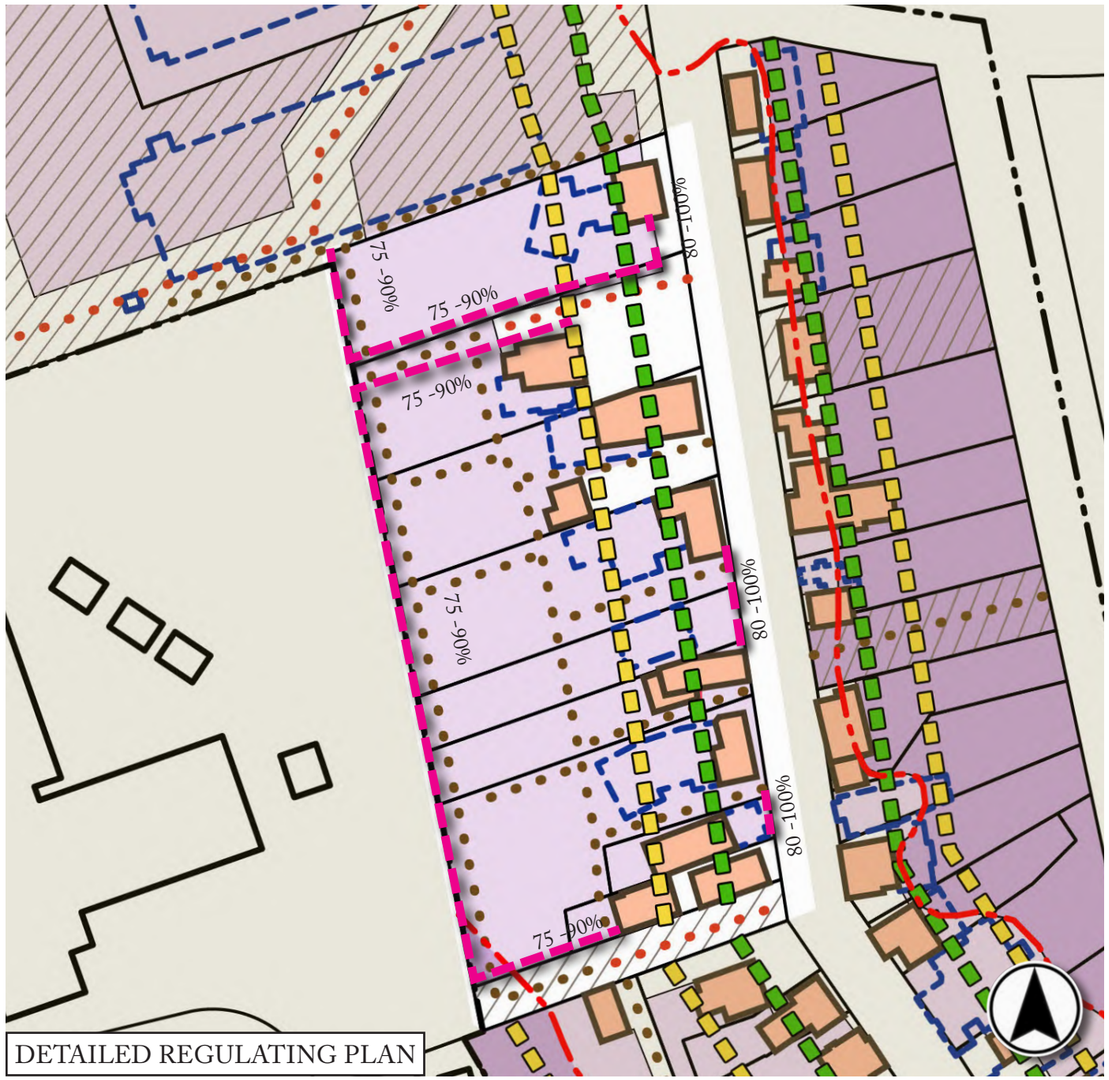


ILLUSTRATIVE MASSING: VIEW FROM THE EAST, POTENTIAL RESIDENTIAL / COMMERCIAL BUILDINGS AND NEW ARENA COMPLEX



ILLUSTRATIVE MASSING: VIEW FROM THE WEST

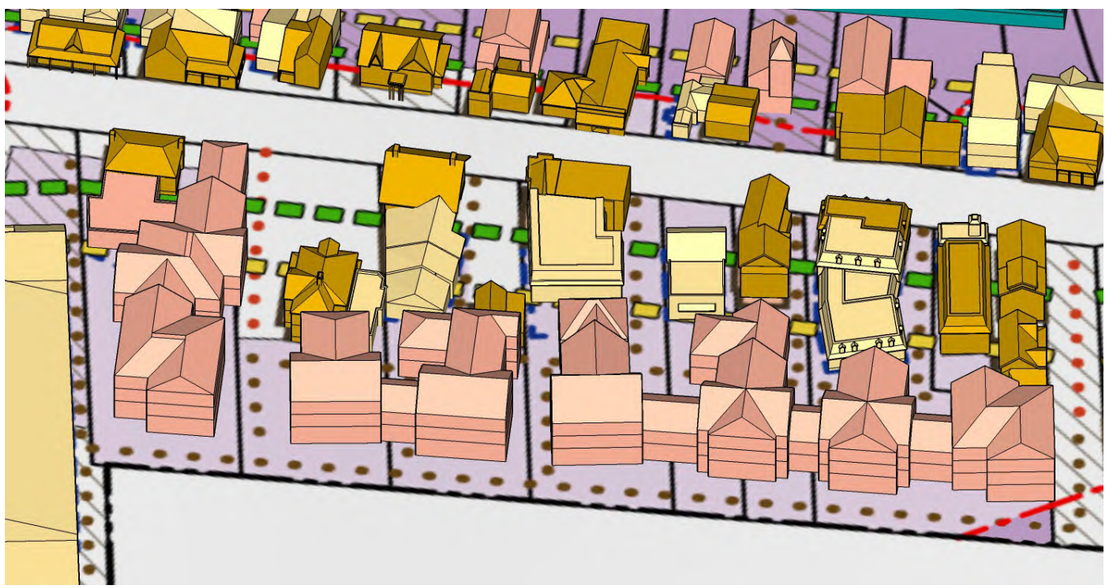
2.10 WEST SIDE NORTH



DETAILED REGULATING PLAN

Core Area Boundary	Non-Heritage Buildings, Replaceable
TRCA Regulatory Boundary	2 Storey Building Height Restriction Line (BHRL-2)
Developable Areas	2 1/2 Storey Building Height Restriction Line (BHRL-2.5)
Dev. Area Subject to TRCA Constraints	Potential Pedestrian/Vehicular Access
City-Owned Property (Overlay)	Build-to Lines
	XX -YY% Build-to Frontage Requirement

ILLUSTRATIVE MASSING: VIEW FROM THE EAST



ILLUSTRATIVE MASSING: VIEW FROM THE WEST

2.11 WEST SIDE SOUTH

DETAILED REGULATING PLAN

- Core Area Boundary
- TRCA Regulatory Boundary
- Developable Areas
- Dev. Area Subject to TRCA Constraints
- City-Owned Property (Overlay)
- Non-Heritage Buildings, Replaceable
- 2 Storey Building Height Restriction Line (BHRL-2)
- 2 1/2 Storey Building Height Restriction Line (BHRL-2.5)
- Potential Pedestrian/Vehicular Access
- Build-to Lines
- XX -YY% Build-to Frontage Requirement

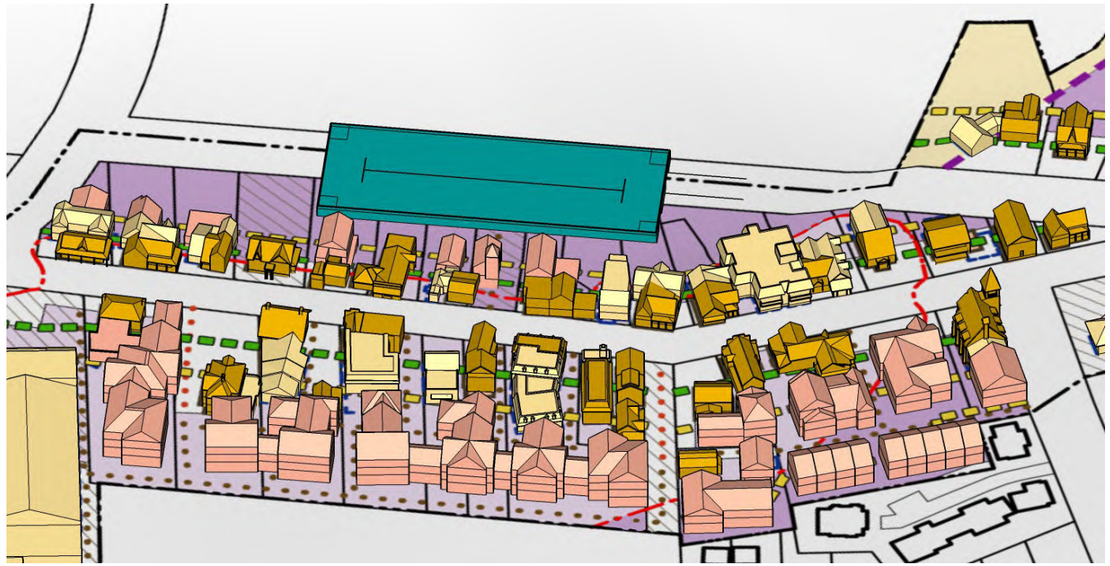
ILLUSTRATIVE MASSING: VIEW FROM THE EAST

ILLUSTRATIVE MASSING: VIEW FROM THE WEST

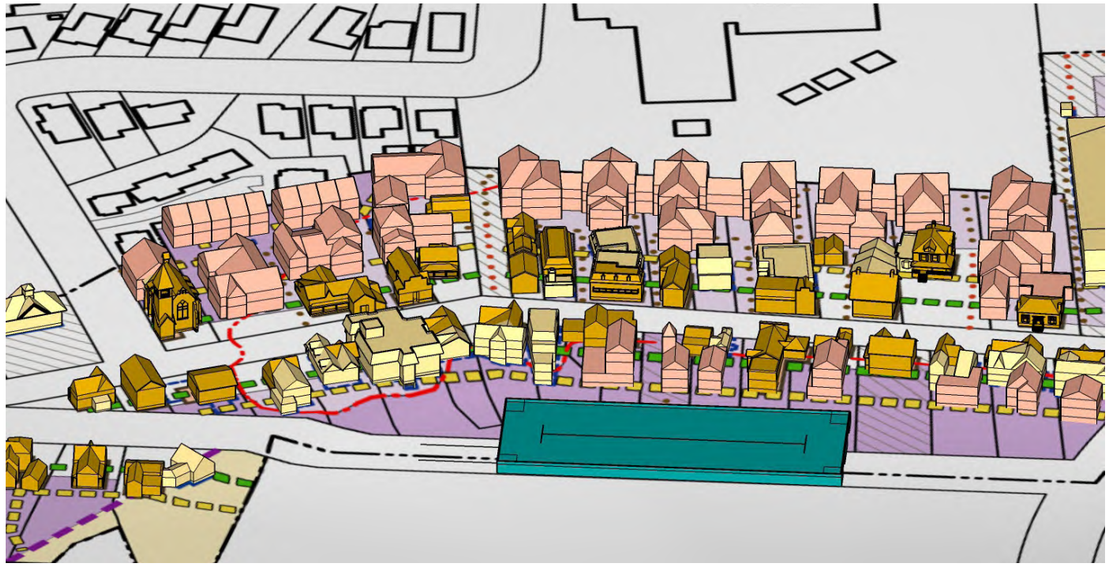
2.12 EAST SIDE

DETAILED REGULATING PLAN

- Core Area Boundary
- TRCA Regulatory Boundary
- Developable Areas
- Dev. Area Subject to TRCA Constraints
- City-Owned Property (Overlay)
- Non-Heritage Buildings, Replaceable
- 2 Storey Building Height Restriction Line (BHRL-2)
- 2 1/2 Storey Building Height Restriction Line (BHRL-2.5)
- Potential Pedestrian/Vehicular Access
- Build-to Lines
- XX -YY% Build-to Frontage Requirement

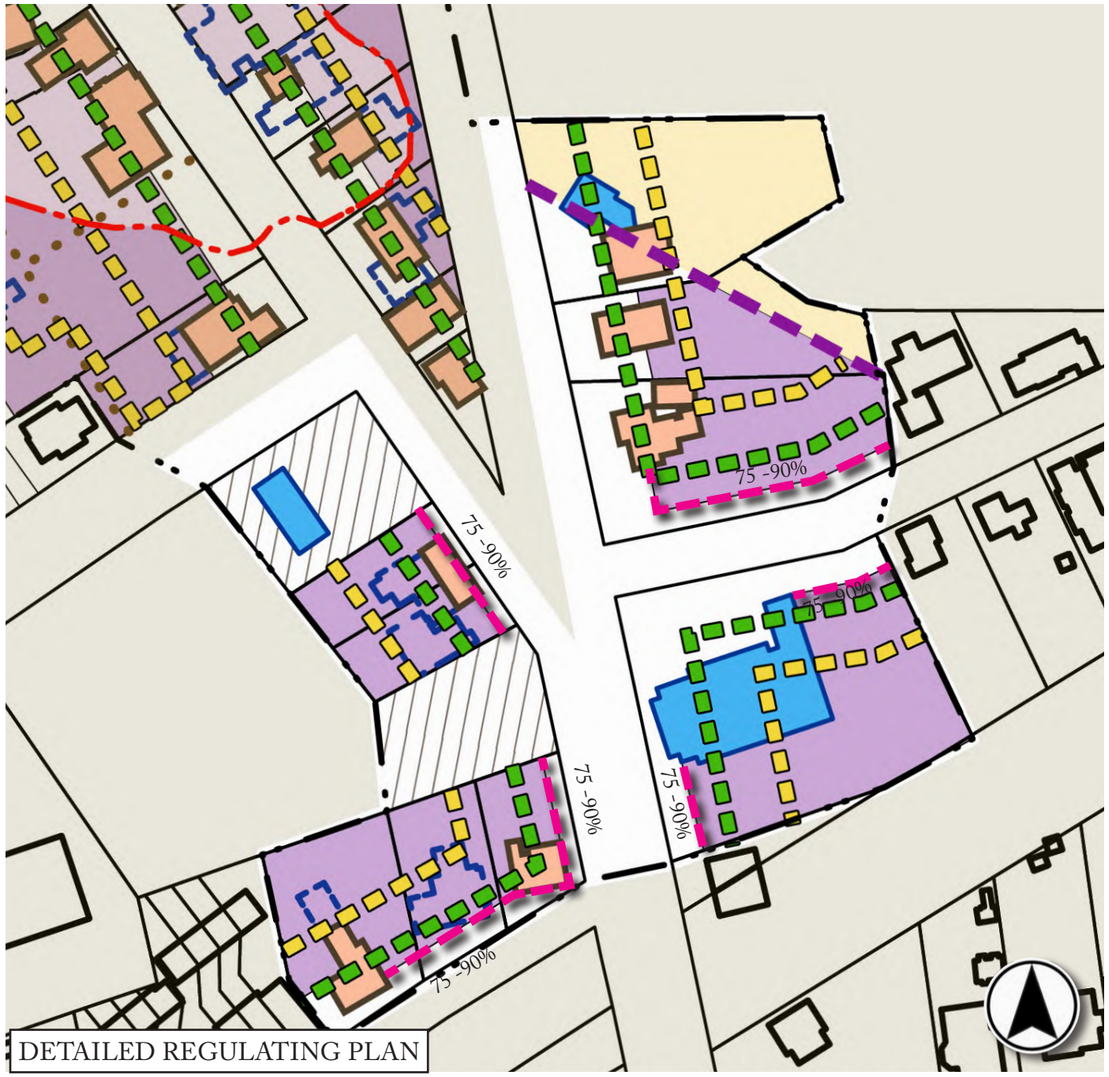


ILLUSTRATIVE MASSING: VIEW FROM THE EAST INCLUDING POTENTIAL PARKING PLATFORM CONCEPT



ILLUSTRATIVE MASSING: VIEW FROM THE WEST

2.13 PLANING MILL AREA

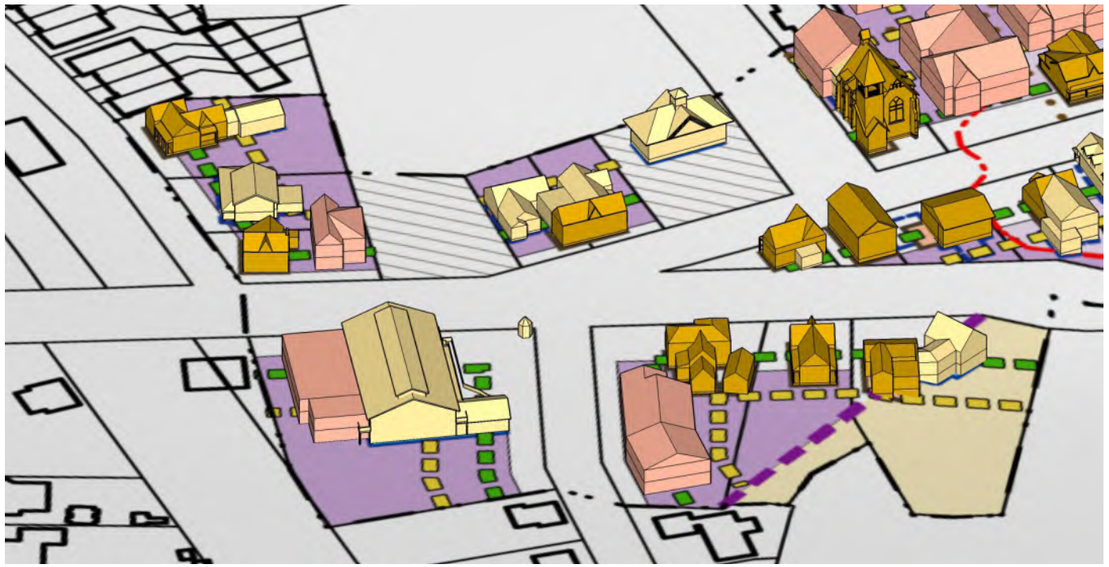


DETAILED REGULATING PLAN

Core Area Boundary
TRCA Regulatory Boundary
Developable Areas
Dev. Area Subject to TRCA Constraints
City-Owned Property (Overlay)

Non-Heritage Buildings, Replaceable
2 Storey Building Height Restriction Line (BHRL-2)
2 1/2 Storey Building Height Restriction Line (BHRL-2.5)
Potential Pedestrian/Vehicular Access
Build-to Lines
XX -YY% Build-to Frontage Requirement

ILLUSTRATIVE MASSING: VIEW FROM THE EAST



ILLUSTRATIVE MASSING: VIEW FROM THE WEST

2.14 GENERAL DEVELOPMENT STANDARDS

ILLUSTRATIVE MASSING: ACTUAL MASSING WILL VARY DEPENDING ON SIZE, CONFIGURATION, LOCATION, AND STYLE

BUILDING MASSING AND DESIGN TREATMENT

The intent of the Massing Guidelines is to guide new development to be appropriate in size and scale to the existing buildings in the Core Area of Main Street. The guidelines are based on the Vision Plan, further refining its recommendation for a maximum building height of 3.5 storeys. The guidelines provide guidelines for compatible new building forms that will enhance the village's historic character.

Encouraged:

- The design of new multi-unit development should be residential in character, scale, and proportion, and provide complementary roof lines or slopes to existing architecture.
- Simple yet varied massing that includes a primary building mass with attached minor wings, conceived of as additions, and subordinate to the primary building mass. These taller primary masses 'step down' with the shorter building masses attached to them.
- Building forms with multiple building masses tied together with "hyphens" between the primary masses. The addition of porches, limited applied balconies, and roof terraces will further articulate building forms. Special features such as bay windows, entry doors/ verandas/porches or window groupings should be utilized to terminate long views and provide picturesque moments.
- All facades should have consistent and cohesive design elements. Facades are articulated with a limited vocabulary of window and door types, and simple material palettes.
- Building ensembles made up of smaller buildings each with its own shared entrance and stair/elevator core.
- Larger buildings broken up with multiple 'identities', either by style, material, or massing.
- Materials that are high-quality, durable and wear well with age. Materials such as wood, wood-like materials and brick can be used effectively in traditional designs and are complementary to the surrounding area.
- Side and rear building elevations with high public exposure and visibility to public spaces such as streets, walkways, parks and school sites should be highly articulated and consistent with the front elevation in terms of materials, fenestration and detailing.

Discouraged:

- Formal massing with long unbroken façade lengths and overly repetitive motifs as well as flat, unarticulated blank walls visible from public spaces.
- Large scale elements such as vertically ganged windows or extensive areas of glazing.
- Overly complicated massing without a hierarchy of forms, or complex material palettes.
- Tall, 3 ½ storey building massing without stepping down.
- Corridor buildings with single entrances and single cores.
- Excessive use of projecting balconies, which are not a common design element for historic Unionville, as well as highly visible outdoor/rooftop terraces, especially where they may be seen from Main Street.

MASSING GUIDELINES

Building Height

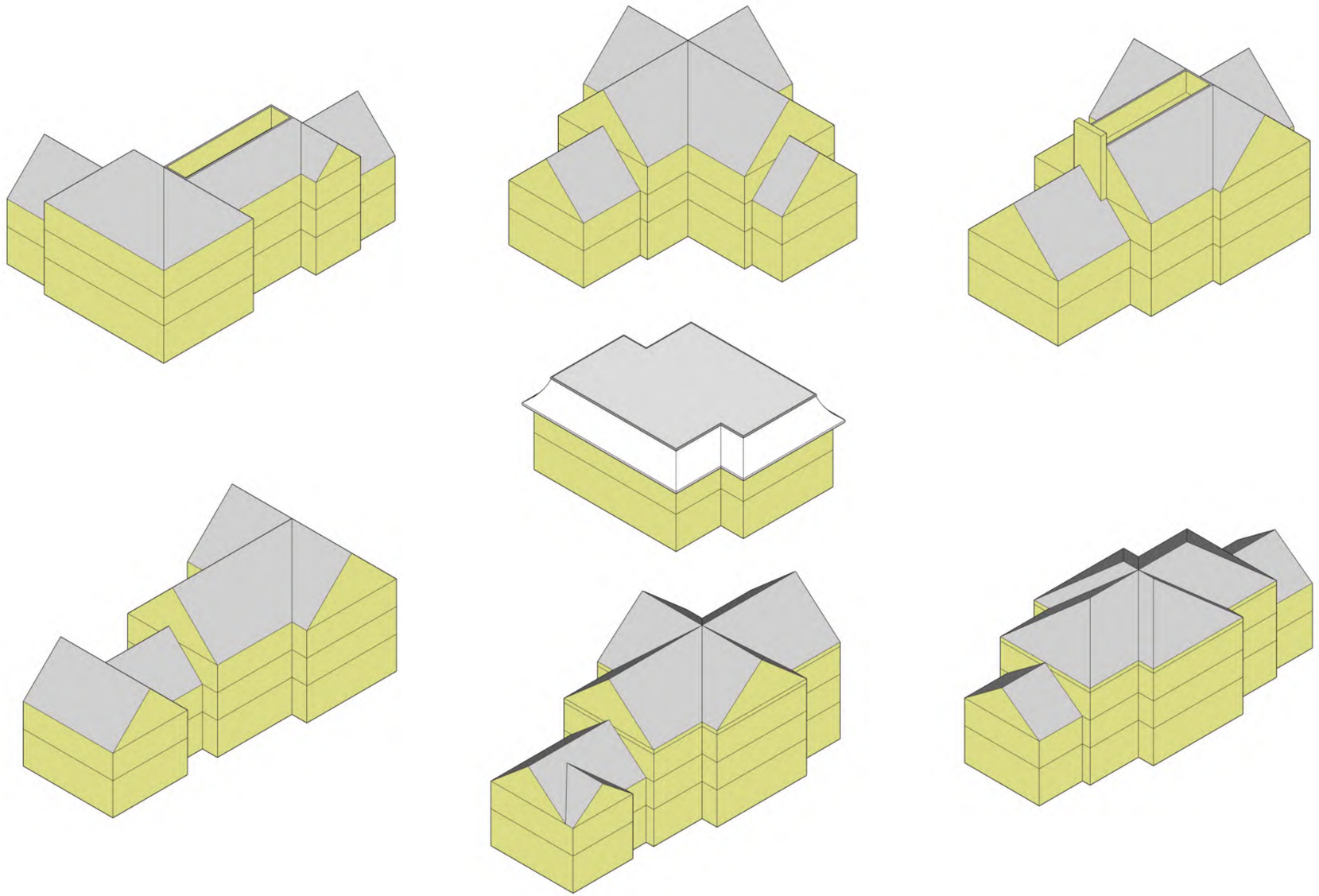
1. The maximum height of a building is three storeys. Building Height should be measured to the roof eave from the ground in front of each building entrance. An occupied roof is permitted above the 3rd floor to an area equal to 75% of the floor area below the roof.
2. The maximum height of the ground floor (as measured to the finished floor above) is 4.2 metres (14 ft).
3. The maximum floor to floor height of the levels above the ground floor is 3.2 metres (10.5 ft).
4. See the Regulating Plan (Section 2.4) for additional guidelines governing buiding height and massing.

Building Size

1. The maximum footprint of a three storey portion of a building is 348 sqm (3,750 sq ft). Two or more three storey portions of a building can be linked together by a shorter building mass either two storeys to the eave or one storey to the eave.
2. The maximum occupied space that may be located in the roof is equal to 75% of the floor area below the roof, when consistent with the appropriate roof slope associated with the Architectural Style as described in the Architectural Guidelines.
3. Although a mansard style roof is not one of the preferred architectural styles, if a mansard roof is proposed, the maximum height to the roof eave of a building is two storeys, and the mansard roof design must possess the form and proportion of a 19th century roof based on local examples.

Facade Treatment

1. Building facades should be articulated every 12 metres (40 ft), with a change in façade plane a minimum of 2 metres (6.5 ft), or a change in eave height of a minimum of one storey.



ILLUSTRATIVE BUILDING MASSING: CONFIGURATION AND ROOF-FORMS MAY VARY BY STYLE