Urban Existing Neighbourhoods Design Guidelines

Saugeen Shores

www.saugeenshores.ca

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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Nestled on the shores of Lake Huron in Southwestern Ontario, Saugeen Shores consists of the towns of Port Elgin, Southampton and Saugeen Township; each of which have their own unique identity and character. Saugeen Shores is home to great neighbourhoods where, over time, a variety of housing styles have been built, responding to changes in lifestyle, affluence, and architectural trends of the day, the predominant form being single detached dwellings. The Town is also a popular vacation destination with a significant number of 2nd homes and cottages located along and proximate to Lake Huron.

While it is anticipated that singe detached housing forms will continue to represent a large percentage of the housing types available within the Town there is an opportunity and an imperative to increase the diversity of housing options available in the Town to create more complete communities for all. The provision of housing that addresses the “Missing Middle” is encouraged within the Town of Saugeen Shores.

Missing Middle Housing is a range of house-scale buildings with multiple units that are compatible in scale and form with single-detached homes. These types of housing are often referred to as ‘middle’ housing forms because they sit in the middle of a spectrum between detached single family homes and mid-rise to high-rise apartment buildings in terms of form, scale, number of units and affordability.

Is this compatible with my neighbourhood? Compatible development is not necessarily the same as, or similar to, the existing development, but can coexist with the surrounding area without unacceptable adverse impact.

The goal of this document is to help address concerns and compatibility in a comprehensive manner, ensuring that builders and developers understand the goals and expectations of the community and that the community can benefit from increased housing choices.

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Introduction

Introduction

These Housing Diversification Guidelines have been prepared by MHBC Planning in consultation with the Town of Saugeen Shores as a framework to guide the planning and design of residential intensification projects within the Town to create more diversity in housing and complete communities for all.

These guidelines should be read in conjunction with any applicable Official Plans, Secondary Plans, Zoning By-Laws or guideline documents. These guidelines form part of a series of guideline documents that have been developed or are being developed by the Town. These guidelines do not determine **where** intensification is to occur but rather provide a design framework for **how** intensification can fit within the Town's existing communities.

Forms of intensification can vary significantly in terms of scale and size, from the inclusion of a secondary unit to a new apartment building. While intensification and housing diversification is encouraged throughout the Town, not all forms of development are appropriate in all contexts. Denser forms of housing are generally encouraged to be located in proximity to existing services or amenities including schools and community facilities.

Intensification means the development of a property, site or area at a higher density than currently exists through: redevelopment (including the reuse of brownfield sites); the development of vacant and/or underutilized lots within previously developed areas; infill development; and the expansion or conversion of existing buildings. Intensification provides the following benefits:

Affordability: Denser forms of housing, such as townhouses, multiplexes and apartments, contain all the necessities but are smaller in size, and thus are more affordable to own, rent, and maintain for both homeowners and tenants.

Aging in Place: Many seniors look to downsize when it becomes difficult to live in larger homes due health and maintenance reasons. Smaller, accessible units provide a way for seniors to live longer independently.

Optimizing Existing Infrastructure: Infilling and intensifying existing neighbourhoods makes efficient use of existing services, such as gas, electricity, and water and wastewater.

There are three main ways housing diversification will contribute to more complete communities now and in the future:

First, encouraging diversification in our existing communities will revitalize aging housing stock and expand the housing options available to groups of people including first-time homebuyers, young families, and seniors looking to downsize while staying in the neighbourhoods they love.

Second, our existing communities offer some of the best opportunities to accommodate infill development and provide intensification within the Town. Residential infill development typically refers to new residential development in older neighbourhoods and typically occurs on vacant or underutilized lots. Our existing communities also offer opportunities for brownfield development and the conversion of existing non-residential buildings for residential use.

Finally, strategic residential diversification in the existing built up areas addresses climate change initiatives and sustainable development practices. Our existing communities usually feature a grid system that are close to all types of amenities needed for daily life with convenient access to active transportation and main roads. This criteria makes them well-suited to supporting a higher density population with the infrastructure in place.

Why Intensification?

To promote a diverse community and accommodate a variety of households (i.e. young adults, families with children, single parents, seniors, people with special needs, etc.), the Town encourages the provision of a full range of housing types through residential diversification projects. Intensification can often be perceived as a negative concept, something that is forced upon existing residents resulting in unwanted changes to existing communities. It is important to remember that intensification and housing diversification can be accommodated in a way that is sensitive to surrounding residential communities while providing a number of benefits including:

Environmental Benefits: Intensification uses less land, reduces pressure on agricultural areas and environmental lands from urban expansion, and supports transit and active transportation.

Affordability: Intensification makes more efficient use of hard and soft services such as sewer, water and hydro, schools, parks and community centres reducing the need for increased capital and operating costs which in turn can contribute to pressures for increased taxation. As the land supply for low density housing becomes increasingly limited, pricing for these homes will rise. Intensification helps to introduce a broader range of housing types and can offer greater affordability through the provision of smaller and/or more affordable unit types.

Community Benefits: Intensification supports existing and new businesses, stores and services in neighbourhoods. Intensification can also help reduce the need for people to travel long distances between home, work, shopping and recreational activities.

Health and Well-Being: Intensification within existing communities optimizes existing infrastructure including sidewalks, trails and cycling networks providing opportunities for healthier lifestyle options including active transportation.

Examples of Intensification

Residential intensification is development that allows for more people to connect, work and play within our communities; it happens when we re-develop, expand and/or re-purpose existing areas, buildings or vacant lands. Intensification can be redevelopment, building in previously developed areas, infill and conversions and additions. Projects may fall into more than one of these categories. The following images provide examples of various forms of intensification.

INFILL HOUSING

Infill housing is the development of vacant lots or portions of vacant lots in established areas. A vacant lot may have been vacant historically, created by a severance, or result from demolition, fire and/or some other means. Infill optimizes the efficient use of serviced lands adjacent to existing infrastructure and transportation modes. The keys to good infill are recognizing the scale and visual lot pattern of the desirable neighbourhoods that exist, and those planned for the future. It is not intended that infill development will mimic or replicate the architectural styles in the surrounding built form. Often the most interesting neighbourhoods are those that have embraced the evolution of architectural style and offer an eclectic blend of housing types and styles.

New infill buildings should be developed in a way that minimizes adverse impacts on neighbouring properties and promotes the most efficient use of existing servicing infrastructure. They should also provide a range of housing types to promote variety, diversity and affordable housing opportunities.

Example of infill housing on a vacant lot.

ADDITIONS & RENOVATIONS TO EXISTING BUILDINGS

Additions and renovations that create more residential units is another form of intensification. This includes the conversion of existing single detached dwellings into multi-unit dwellings. For additions and renovations to existing buildings, the current building stock of the surrounding neighbourhood should be used as inspiration to determine the appropriate mass, scale, design, and materials to create a development that complements the community.

Renovation of an existing residential building to create additional units.

ADDITIONAL RESIDENTIAL UNITS

With increasing pressure on housing affordability and supply across Ontario and in Saugeen Shores municipalities are directed to prepare as of right zoning that would permit up to three residential units per lot via Additional Residential Units (ARUs).Additional Residential Units can be popular for a variety of different reasons. For property owners, they can add a source of revenue. Families might use them to keep a family member close and affordable housed, while giving everyone more privacy than living in the same unit. For people struggling to find an affordably, place to live, they can be a home to help them get on their feet. Additional residential units can be created in a few different ways. Sometimes, an existing home is sized and designed so that a unit can be split off without requiring any additions. Sometimes, an addition onto a home is made to make space for a new unit. Additional residential units may also be built in an accessory building, like a garage; purpose built as a new structure on the property; or be a temporary, removable building.

Example of a garage with additional living space which was designed with reference to the main building. This living space could be used as an Additional Residential Unit.

RESIDENTIAL CONVERSIONS

A residential conversion project is when an existing non-residential building (e.g., warehouse, church) is converted into residential units and pre-existing elements of the building, such as the foundation or frame, are incorporated into the new design and construction of the project. Residential conversion projects can help to preserve the Town's history while providing new residential units within vacant or underutilized buildings.

The development of new neighbourhoods on previously undeveloped land is another form of residential intensification.

Conversion or expansion of non-residential buildings for residential use.

Purpose & Vision

The overarching goal of these design guidelines is to help ensure infill and intensification developments in the Town achieve a good fit into an existing neighbourhood, respects existing character; enhances existing streetscapes; and provides new housing that offers variety and a broader mix and range of housing types. Recognizing the scale and visual pattern that exists in the neighbourhood and community and then incorporating it into the proposed new development or redevelopment is key in achieving good intensification projects.

These guidelines recognize that the character of different areas of the Town are distinctive and are defined by local landscapes, existing buildings and build form. Future development should be in keeping with the character of the immediate surrounding area.

New buildings and additions or renovations to existing buildings should respond harmoniously to their specific contexts and be complementary to the existing area with respect to building size, density and architectural detailing. Well-designed housing diversification projects integrate into a local landscape, enriching existing neighbourhoods.

These guidelines are not intended to be a "one size fits all" solution. Understanding the specific context within which a specific property is located is critical in determining the best design solutions. For example, where the guidelines generally speak to the placement and projection of garages, there may be a completely different solution for waterfront properties where garages are often located between the street and the dwelling. For properties that are highly visible from the public realm (such as public waterfronts) the rear facade is often the most visible portions of the building and may be a more important design consideration than a "front facade" that is not visible from the public street.

The Town's Official Plan provides some direction as to where certain forms of housing should be located and these policies will continue to inform where different forms of housing diversification can be located. Other documents that may inform design related matters include: nodes and corridor studies; ARU Guidelines, cottage streets study and heritage conservation district plans. At the time of pre-consultation the Town will identify which documents and/or ARU Guidelines should be reviewed.

Small Town Charm

A common theme that emerged during community engagement was the desire to preserve the small town charm of Saugeen Shores. This small town feeling comes from friendly spaces; safe neighborhoods; and the ability to walk to amenities including: the waterfront, parks, schools and shops. It is also the landmarks and the familiar built environment that provides the sense of place residents refer to as home. Although the character of the neighbourhoods vary throughout the Town, the overall key characteristics of Saugeen Shores small town charm include:

1. A mix of housing styles that creates a sense of community typically including the following architectural design features:
    - House priority over parking/garages.
    - Brick / Stone on the 1st storey
    - Articulated façades (i.e. no long lengths of blank wall)
    - Porches (including balconies on upper storeys in apartments)
    - Craftsman style architectural details
    - Gables / Peaks
    - Board and Battan / Shiplap materials
    - Cedar Shake accents
    - Shutters
    - Framed windows
2. Columns on porches Tree lined streets with mature vegetation.
3. Use of natural stone/beach stone.
4. Informal property delination often established through landscape materials and low profile fencing.
5. Pedestrian scale lighting.
6. Efforts should be made to maintain the small town charm while still encouraging intensification and housing diversification opportunities. This can be achieved through retention of mature vegetation, respecting existing setbacks of surrounding properties, encouraging softer landscape materials (i.e. hedges, permeable driveway treatments), incorporating natural stone in landscaping, providing pedestrian scaled lighting, etc. in order to better integrate new development into the fabric of existing communities.

The list of features included under number one are related specifically to architectural design. Incorporation of these elements into development proposals is encouraged however this document is not an architectural control guideline.

Part of the Town's small town charm is the mix of housing styles with design details including gables/peaks, craftsman style detailing, building materials including board and battan, stone, cedar shakes, framed windows and front porches.

Properties are often defined by vegetation and/or low profile fences as opposed to solid privacy fences.

How the Guidelines are Used

The Guidelines are primarily intended to be used by the building and proposals in existing neighbourhoods community to guide the design of residential developments. The Guidelines address a full range of design considerations including site layout, building design, parking, and landscaping. The Guidelines will be used when reviewing development applications and by Town Council when making planning decisions.

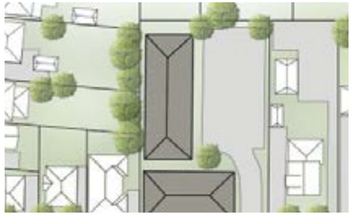
The Guidelines are not intended to add time to the development process, rather they are intended to streamline the process by setting out the design expectations early on and avoiding the back-and-forth between the development community and the planning process.

By setting clear design objectives and priorities early in the process, the development community will gain a better understanding of what design elements to incorporate.

The photographs and sketches contained herein are intended to illustrate only a few of the multitude of solutions for successful residential development. Note that not all components of every photograph illustrate successful solutions.

Illustrations shown in the document provide a few examples of how the Guidelines can be applied, and are not intended to exclude other concepts that meet the intent of the Guidelines.

Photographs are used throughout the document to illustrate certain design considerations. The use of a photograph does not imply that all aspects of the image are relevant or that the image is exactly what the Town is looking for.



Plans and Sketches are also used throughout this document to illustrate various considerations for the design and layout of sites. These sketches also illustrate other considerations including setbacks, driveway placement and streetscape variety.

Example of how the Guidelines are used in the Development Process

The following provides an overview of how these Guidelines may be used:

- **Pre-Consultation:** A developer comes in for a Pre-Consultation meeting and is proposing a four storey multiple residential development in a predominantly low-rise residential area.
- **Application Requirements Confirmed:** Planning staff will confirm requirements for a complete application and will direct applicants to the most relevant sections of this document including Guidelines for specific development types. Applicants may be asked to provide a Design Brief in support of their development.
- **Application is Submitted:** Planning staff will use these Guidelines to evaluate the application. In doing so staff will consider the factors such as parking, privacy, building orientation, landscaping and building design. The Guidelines are not intended to be a checklist. There may be positive design solutions that do not meet a particular guideline. In those cases applicants should provide the design rationale as to why the guideline cannot or should not be met.

What does Planning Staff Consider?

In evaluating development proposals Planning staff will look at a wide range of considerations including:

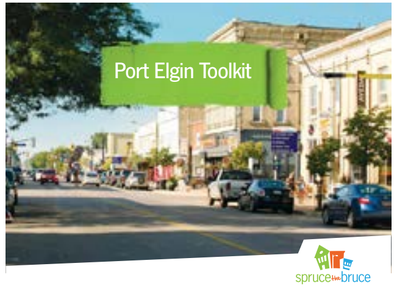
- Built Height
- Setbacks
- Building Placement
- Traffic
- Vehicular Access
- Parking
- Outdoor Amenity Areas
- Shadows and Privacy
- Lighting
- Landscaping
- Noise
- Exterior Design

Summary

These Guidelines are intended to be a tool for designers, developers, and residents to fully understand the Town's expectations when it comes to accommodating more housing to ensure a safe, suitable, and affordable home for every resident, while adding thoughtfully designed, high quality builds that stand in harmony with existing neighbourhoods.

These Guidelines should be read in conjunction with other Town Documents (where applicable) including the Official Plan, Zoning By-Law(s), Additional Residential Units Guide and the Port Elgin and Southampton Toolkits and other documents as referenced herein. This document will form part of a series of guidelines both completed and underway by the Town of Saugeen Shores.

One of the main objectives of the Guidelines is to provide clarity, consistency, and some flexibility in creating building designs. To achieve this, the Guidelines cover a broad range of development and design issues that include local context, site layout, building design, building mass (size and scale), privacy considerations, landscaping, and parking. The Guidelines will not dictate what type of architectural style a building should take, but rather will help create a standard of development that respects the character of the neighbourhood it is in.



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Overall Goal & Design Principles

Overall Goal & Design Principles

To promote and encourage a high standard of design for all residential built form. The Town supports a variety of architectural styles provided the surrounding context is considered. Intensification projects should positively impact streetscapes within the Town.

The following design principles support this goal and ensure a high standard of design:

Affordability: Encourage well designed and cost efficient development. Provide for a range and mix of housing types. Encourage more compact housing forms and densities that are affordable to low and moderate income households.

Active Transportation: Encourage intensification in locations with planned and existing active transportation networks including sidewalks, trails and lanes and paths. Provide safe and barrier free access from buildings to the surrounding active transportation network.

Universal & Age-Friendly Design: Encourage VisitAble housing as an approach that promotes the inclusion of a basic level of accessibility into all housing to enable everyone to get in and out of a building comfortably. The Town, in cooperation with the development community, will continue to identify, remove and prevent barriers so that everyone can experience and take part in all that the Town has to offer.

Heritage and Culture: Retain, conserve and enhance existing buildings and structures that contribute to the heritage character and appearance of the Town. Allow for growth and change by encouraging new development and re-development that is compatible with existing development and enhances the overall streetscape.

Sustainable and Climate Ready Design: Ensure that all development is based on principles of environmental sustainability and the protection of the environment. Promote and encourage climate ready design and sustainable design initiatives and practices including sustainable building and landscaping practices.

Safety: Design sites and buildings that will result in safe places to live. Incorporate Crime Prevention Through Environmental Design (CPTED) principles.

Affordability

- Encourage and provide for a range of unit types including smaller units and rental units.
- Encourage the inclusion of Additional Residential Units including detached secondary units in rear yards.
- Encourage adaptive reuse projects and conversions of large single-detached dwellings into multi-unit developments where appropriate.
- While the design of all building elevations is important, building articulation and detailing should be concentrated on street fronting facades where it will have the most visual impact. Similarly higher cost building materials should be directed to street fronting facades or facades that face public spaces.
- Focus landscaping where it will have the greatest impact on the streetscape. Landscaping internal to sites can be simplified with low maintenance plant materials that will minimize the need for replacement plantings.

Affordability & Sustainability

Many of the aspects related to the affordability of a building or home has direct relationships with various strategies of increasing the energy efficiency for a building.

- Consider starting with a simple shape to the building and provide visual interest and aesthetic value through the division of materials on the façade, and the size, scale and ratio of windows and doors. Articulation of the façade can be provided by using architectural details, wall cladding used in different planes (stone or brick versus siding), porches and overhangs that do not affect and are independent of, the thermal, moisture, air and vapour control layers of the building enclosure.
- Consider using building materials, means and methods that are common within the area or region of construction. Projects in Port Elgin and Southampton should consider the Town's Toolkits.

- Keeping building materials and the type of structure familiar to those constructing the building can reduce the time necessary to learn new skills for contractors, reduce the poor quality of construction and reduce building costs. Local materials also have the benefit of reflecting the context of the site and can create a stronger sense of place.
- Not withstanding the above guideline, innovation is encouraged within the Town which may include the use of unique building materials (e.g. concrete houses, houses built from entirely recycled materials, leading edge passive solar houses).
- The more floor area and volume of space a building has the greater the energy required for heating and cooling and more cost to construct. If the physical size of the building is reduced the cost of materials and labour, as well as the cost of operating and maintaining the building for its entire lifespan, can also be reduced.

- Consider the number of jogs, penetrations, cantilevers and projections in the exterior walls and envelope of the building. The less surface area a building envelope has, the fewer materials required, the fewer chances of construction quality issues, the less air leakage and overall building cost will be experienced.
- Material selections, specifically related to cladding and building design, can be a tool in the affordability of buildings.

Active Transportation Guidelines

- Encourage opportunities for vibrant, diverse and pedestrian-oriented urban environments that provide for public safety, changing experiences, social engagement, and meaningful destinations.
- Contribute to the development of mixed-use neighbourhoods that are walkable with connected public gathering places, where opportunities for social interaction are increased and services can be provided within easy walking or cycling distance.
- Look for opportunities to improve the quality of the street environment by implementing the following:
- Provide sidewalks, street trees, landscaping (with year-round visual interest), pedestrian scaled lighting, street furniture and decorative paving).
- Ensure that sidewalks are continuous and generous in width.
- Site buildings to create continuous streetwalls and sense of enclosure.
- Enhance and reflect the existing streetscape character through consistent setbacks, landscaping, parking patterns and scale of buildings while preserving existing street trees.
- Where streetscapes are inconsistent or less desirable, e.g., large areas of asphalt and surface parking, lack of street trees, reverse frontages, dominant garages, etc., encourage more pedestrian-oriented design by employing the following:
  - » Place buildings with entrances and front facades facing the street.
  - » Locate primary parking to the rear of the site or underground.
  - » Plant a continuous row of street trees adjacent the public sidewalk to create a continuous canopy.
  - » Small fences in larger developments elements that create pedestrian scale.

Provide street trees and sidewalks with visual interest with building entrances located towards the streetscape.

- On larger sites, provide indoor and outdoor bicycle parking facilities.
- Design sites and buildings to reduce the impact of the automobile and to emphasize pedestrian safety, accessibility and convenience. Locate parking in side and rear yards and screen from public view through landscape buffer treatment.
- Connect pathway systems to adjacent developments and public destinations, such as parks, open space, local retail, schools, community facilities, bicycle routes and multi-use trails ensuring proper integration with surrounding neighbourhoods and a variety of destinations, allowing for continuous movement throughout the community.

Universal & Age-Friendly Urban Existing Neighbourhoods Design Guidelines

Planning proactively for a future in which a greater proportion of the population lives with reduced mobility and other disabilities is responsible, necessary and timely. Age-friendly planning is sensitive to the needs of all age groups and all ability levels. Whether providing room for parents with baby strollers, the mobility requirements of the elderly or other persons with disabilities (e.g., the use of walkers, wheelchairs and motorized personal mobility devices), or the needs of the general populace to navigate buildings, streets, paths and sidewalks safely and easily, age-friendly planning creates a civic environment that is welcoming to all.

The philosophy of good barrier-free design is to incorporate universal design principals. Universal Design means designing the built environment so that it can be understood, accessed, and used to the greatest extent possible by all people regardless of their age or ability. Whenever possible, consider a design that allows a wide range of users, now and in the future, to live in and access the building and residence.

Exterior Paths of Travel

- Development proposals shall be consistent with the Towns Accessibility Advisory Committee Standard Requirements (where applicable).
- The clear width of exterior accessible paths of travel should be free from obstacles such as temporary or permanent obstructions, protrusions and overhead objects.
- Where slopes are provided at pedestrian clearways, they should be designed to have a gradual transition as they allow for better control and ease of movement for persons using mobility devices.
- A level and smooth ground surface should be provided to reduce the risk of tripping hazards and the potential discomfort experienced by persons using mobility devices or a white cane. Where gratings and grilles are provided, the openings should be reduced in size to prevent canes, crutches or the wheels of mobility devices from becoming trapped within and creating a tripping hazard.

Exterior paths should be clear from obstacles and provide a smooth ground surface.

Rest areas should be provided along paths of travel if the exterior path exceeds 30 metres in length.

- If an exterior path from building entrances and exits exceeds 30 metres, a rest area should be provided at least 30 metres.
- Handrails should be located at grade and elevation changes, including both sides of ramps and stairs and continue around landings. They should create a sense of navigation and wayfinding for persons with low or no vision.
- Handrails should be installed with consideration for the reach ranges of the intended individuals and should not impede the sight lines of individuals including persons using mobility devices.
- Clearance should be provided for the individual's hand between the wall or guard to which the handrail components are attached to ensure a continuous grasp, except where interrupted by a door at a landing.
- Horizontal extensions should be provided on handrails at the top and bottom of ramps, stairs and landings. They should terminate without obstructing the accessible path of travel or creating a hazard, and be cane detectable. Tactile characters and/or Braille are encouraged on horizontal extensions to communicate navigation and wayfinding to individuals, such as at the start and end points on a handrail.
- Guards should be located at grade and elevation changes, including on both sides of ramps and stairs and continue around landings. Guards should be designed so that when mounted, they do not impede the view of persons seated and using mobility devices.
- Tactile attention indicators should be provided where a door swing opens into a ramp landing.
- Ramps should be at grade and elevation changes and, where provided, adjacent to stairs. Ramps should provide landings at the top and bottom of slopes, where there is an abrupt change in direction of travel, and at horizontal intervals.
- At ramps where there are no walls, or solid enclosures to prevent individuals, including persons using mobility devices, from slipping or rolling over the edge of the exterior path of travel.
- Overhead clearance should be provided at stairs from the ground to any overhead objects, such as trees or signage.
- Stairs should be designed to provide shorter rises and longer runs, within the prescribed limits, to create less steep staircases that are easier to use. Closed risers should be provided to improve the recognition and visibility of each stair tread. Spiral and curved stairs should be discouraged as the non-uniform tread depth can be difficult to use.

Handrails should be located on both sides of elevation changes.

Parking & Vehicle Access

- Additional accessible parking spaces should be provided in locations where there is a higher proportion of seniors, older adults, or persons using mobility devices.
- Accessible parking spaces should be provided that permit larger-sized personal vehicles to park. Additional space should be provided when a vehicle is parked in a space beside a wall or obstruction, such as a fixed object, column, bollard, fence or service pipe.
- Access aisles should be provided to create a designated area where drivers and passengers, including persons using mobility devices, can safely move from their parked vehicle to their desired destination. They may be shared between two accessible parking spaces.
- Pavement markings should be provided for accessible parking spaces and access aisles to clearly identify the designated areas.
- Accessible parking should be located Within 30 metres from the main accessible entrance and/or any other accessible entrances.
- Accessible parking spaces should be identified by a sign and by painted asphalt.
- A minimum of two accessible parking spaces (unless otherwise required bin the Town by-law) should be provided near building entrances.

Accessible parking should be located close to building entrances.

Exterior Site Furnishings

- Benches and seats should be connected to an exterior accessible path of travel or pedestrian clearway. Designers should consider the needs of the intended individuals when determining the design and placement of benches and seats. A variety of accessible seating and components should be provided.
- Benches and seats should provide a clear ground space that is not obstructed by exterior furniture, equipment and street elements that are located in close proximity.
- Designers should consider the needs of the intended individuals, and the proximity to available amenities, where provided, in the surrounding environment when determining the design and placement of waste receptacles and recycling bins. Ensuring a consistent arrangement of waste receptacles and recycling bins can create predictability to the object's location.
- Bicycle racks, storage and lock-up areas that are fixed should be connected to, but located outside of, an exterior accessible path of travel. The intended individuals should be considered when determining the location and number of spaces provided for a variety of bicycle types including single, multiple and adaptive bicycles.
- Where provided, controls and operating mechanisms at bicycle racks, storage and lock-up areas should have accessible space and reach ranges.
- The components of the bicycle racks, storage and lock-up areas should have accessible elements to enhance their usability. Bicycle racks, storage and lock-up areas should be provided in locations that reflect the program and amenities available in the surrounding.

Benches and seating should provide clear ground space.

Waste receptacle should consider accessible components.

Exterior Materials & Finishes

- Ground surfaces should strategically use materials and finishes to enhance the usability and accessibility of the built environment.
- Ground surfaces should provide textural cues such as tactile walking surface indicators (TWSI) which should be cane detectable to help with navigation and wayfinding for persons with low or no vision.
- Tactile attention indicators should be located where critical safety information, upcoming hazards and decision making points should be communicated to individuals. They should also be located at grade and elevation changes, unprotected edges with a drop-off or a slope, platforms, pool decks, the top of stairs, landings where there is a door leading onto the stair or ramp landing, the top and bottom of escalators, curb ramps and depressed curbs.
- In addition, they should be located to identify an entry into a vehicular roadway where no curbs or any other element separates the roadway from an exterior accessible path of travel or pedestrian clearway.
- Tactile attention indicators should be designed as circular, flat-topped, truncated domes/ cones. They should be cane detectable by persons with low or no to understand the textural cue underfoot. Tactile attention indicators should be installed as inlaid tiles or as individual nail heads and be wide enough to be detected and not stepped over. Inlaid tiles have shown to require less maintenance and reduce the risk of tripping.

Tactile attention indicators should be located to identify an entry into a vehicular roadway.

Entrances, Exits & Doorways

- The finished floor elevation of a residence, relative to the exterior finished grade, dictates the design and accessibility of the home. Therefore, when at all possible, provide a finished floor elevation that is close enough to the proposed grades that stairs or an exterior ramp are not required. Adjust grades and provide level access, by means of gently sloping grades, sidewalks and other stable surfaces to the entrances of the home. This would be defined as an Exterior Walk under the Ontario Building Code.
- All entrances, including the principal entrance to a building, should be accessible and lead from exterior accessible paths of travel at sidewalk level, or a ramp that leads from a sidewalk.

- The finished floor elevation of a residence, relative to the exterior finished grade, dictates the design and accessibility of the home. Therefore, when at all possible, provide a finished floor elevation that is close enough to the proposed grades that stairs or an exterior ramp are not required. Adjust grades and provide level access, by means of gently sloping grades, sidewalks and other stable surfaces to the entrances of the home. This would be defined as an Exterior Walk under the Ontario Building Code.
- All entrances, including the principal entrance to a building, should be accessible and lead from exterior accessible paths of travel at sidewalk level, or a ramp that leads from a sidewalk.
- The amount of accessible entrances provided to a building, in addition to the principal entrance, should consider the use of its facilities and the needs of all persons.
- Doors and doorways should be provided at entrances that connect exterior and interior accessible paths of travel. Exterior exit doors should be provided at entrances.
- Vestibules should be provided at entrances that are designed to meet the needs of persons using larger mobility devices to reduce the risk of any user not having a sufficient clear turning space between two sets of doors. Where possible, the use of swinging doors in vestibules should be avoided or minimized in the design of a facility.
- Surfaces, such as seasonal entrance mats, should be provided at entrances to help reduce the impact of inclement weather. Permanent (or inlaid) mats, when compared to temporary (surface applied) mats, have shown to require less maintenance and reduce the risk of tripping hazards.
- Where provided at entrances, Passenger Pick-Up and Drop-Off (PPUDO) areas should be located in close proximity to a buildings principal entrance.
- Entrances should provide signage that:
  - » Identifies the location of, Accessible elements, designated waiting areas, Wheel-trans vehicles; and Passenger PPUDO's;
  - » Incorporates the International Symbol of Access

- The clear width at doors, when the door is in the open position, and doorways should be provided with unobstructed entry and egress to a building and interior accessible paths of travel.
- Fully glass doors, sidelights and vision panels should be designed to reduce the risk of hazard and have vision strips to create a visual barrier to stop individuals, especially persons with low vision, from walking into the door.

Doors should unobstructed the clear width of the doorway when in the open position.

- Door controls and devices should be provided at doors and doorways that have operable portions or controls that can be used with a closed fist and do not require tight grasping, pinching or twisting of the wrist. They should have colour/brightness contrast from adjacent surfaces so that persons with low vision can easily find and operate door opening devices.

Fully glass doors and sight lines should be provided to reduce with vision markings to reduce hazard.

Heritage & Culture Guidelines

The preservation of the Town's heritage resources in combination with sensitive intensification is key to supporting the attractive rural character that makes the Town desirable. The intent of the guidelines in this section is to help current and future property owners make sensitive repairs and alterations to existing properties and to encourage compatible new construction that adds a new layer of high quality architecture to the Town.

- Significant built heritage resources should be conserved.
- Use a complementary scale and massing, and height for the development of new buildings adjacent to protected heritage properties. Do not mimic adjacent protected heritage properties. Complementary does not mean the same as.
- Enhance and maintain the continuity of any existing historic streetscapes when incorporating new development or redevelopment. This may include continuity in setbacks, landscaping, building heights, massing, etc.
- It is important to not block or interfere with the view and prominence of adjacent built heritage resources where views are significant.
- Additions visible from the public realm may have a greater impact on the cultural heritage value and character of the area than rear additions and will therefore require greater design consideration
- Generally locate additions to the rear or on a discrete side of the building.
- Set side additions back from the front façade of the building.
- Design new buildings that take into consideration the height of neighbouring contributing buildings; the height of the ground floor level on neighbouring buildings; the roof profiles of neighbouring contributing buildings; the horizontal and vertical rhythms on adjacent contributing buildings such as building widths, rooflines, cornice lines, proportions and alignment of windows and doors etc.; and the external materials and cladding on neighbouring contributing buildings.
- Ensure that new multi-unit residential buildings are broken up visually to reflect the scale of surrounding residential buildings in areas with heritage resources.

Use of complementary scale and massing that takes into consideration the character of the surrounding area.

- When designing new residential buildings avoid directly imitating historic architectural styles, but instead aim to add a new layer of architectural history to the areas and add to the existing variety and character of the surrounding streetscape. For example, new buildings may have a traditional form that is similar to neighbouring buildings, but include high quality robust contemporary materials. Alternatively, new buildings may have a contemporary design but incorporate traditional materials and proportions.
- Archaeological resources are equally important as built heritage. Archaeological resources represent important data and narratives for both indigenous and non-indigenous communities and comprise and important part of rebuilding the narrative, culture and history in a time of reconciliation with indigenous communities.
- Intensification will allow for greater development and areas/districts with high potential for archaeological resources should be noted and valued.
- The Town may require an archaeological assessment as part of a complete application. Especially in areas with high potential for archaeological resources.
- The Bruce County Archaeological Management Plan and the Bruce County Cultural Action Plan are valuable tools that provide additional information as it relates to protection of archaeological interests.

The Town maintains a list of properties with heritage value.

Sustainable Design

- Apply proactive solutions that encourage groundwater infiltration of stormwater, such as increasing permeable surfaces.
- Implement the following green initiatives for new development:
  - » Water conservation features such as low-flow toilets and water-efficient appliances.
  - » Use of high quality windows to reduce thermal loss.
  - » Use of recycled materials, local materials and certified wood products.
  - » Use of low VOC-emitting materials.
  - » Use of energy efficient lighting such as LED for both interior and exterior lighting including street lights.
  - » Enhanced insulation for exterior walls, basements (particularly walkouts and partial walkout units), garages and exterior doors.
  - » Use of native, drought resistant and salt tolerant planting materials in landscaped areas.
  - » Green infrastructure and low-impact development strategies.
- Encourage and support active transportation, including sidewalks, trails and cycling routes with connections to broader active transportation systems to encourage alternative modes of transportation.
- Design multiple residential and mixed use blocks to include bicycle parking.
- Promote sustainable design initiatives and practices including sustainable building and landscaping practices.
- When landscaping development sites, maintain a minimum of 15 cm/6" quality topsoil. Appropriate topsoil levels absorb runoff and help to ensure plants survive and thrive.
- Increase the shading of surfaces by planting trees or other vegetation.
- The existing tree canopy should be protected and maintained where possible. In support of a development application, the town may require the completion of a tree management plan. Where trees cannot be retained, consideration should be given to transplanting trees and/or replacing with additional trees. New trees should be native species.

- Avoid excessively bright lighting.
- Lighter, reflective surfaces help reduce the Urban Heat Island effect, heat loading, and internal building temperatures, thus reducing energy costs and extending the lifespan of rooftops, HVAC equipment, roads, and other paved surfaces.
- Where surface parking lots are located within close proximity to the lake or natural water courses, the principles of low impact development (LID) should be applied to control stormwater on-site and minimize discharge.
- In order to increase the amount of surface water infiltration, in particular on narrow lots where paved areas occupy a large percentage of the yard, consider permeable paving for hard surface areas (e.g. parking spots, walkways, driveways).
- Consider the building and site orientation. The orientation of the building has a direct impact on the amount of energy required to heat and cool a building. Where possible, it is recommended that the building design consider working with, rather than against the specific context and site orientation. The design of many elements, such as roof overhangs on southern exposures and control of east and west fenestration, can have a dramatic impact on the overall energy efficiency of a building. This consideration in design also provides a level of uniqueness to the design, helping to create a distinctively designed building that is respectful of the context.

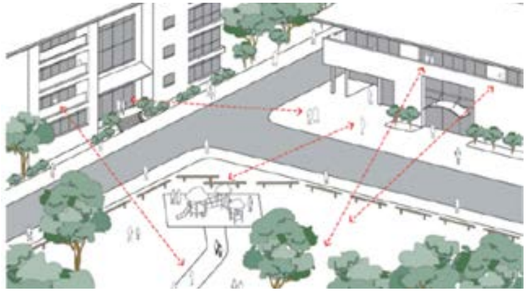
LID features such as rain gardens are encouraged.

- Encourage the incorporation of design features that achieve passive solar cooling and ventilation to help maintain lower internal ambient temperatures with less air conditioning. These features also help keep facilities habitable during extended electrical grid failures when generators fail, or must be reserved for critical functions. Some design features include:
  - » Appropriate east-west building orientation.
  - » Passive ventilation design.
  - » Exterior window shades (retractable to not lose beneficial solar heat gain in winter).
  - » Light-colored exteriors.
  - » Thermally massive materials.
  - » High performance glazing.
  - » Operable windows.
- Where possible provide south facing windows to maximize passive solar orientation benefits. On larger, multi-building sites orient buildings to be south facing where possible.
- For sites with surface parking, identify a designated snow storage area in an area that will reduce salt and contaminant impacts to vegetation, groundwater and surface water. Appropriate on site snow storage is preferable to off-site snow removal. Road salt poses risk to plants, animals, birds, fish, lake and stream ecosystems and groundwater. Appropriate snow storage areas can help manage and mitigate the risks associated with road salt. Through the site plan process the completion of a chloride management plan may be required.
- Retain and reuse uncontaminated on-site topsoil in areas not covered by the building and parking/hard surface areas. Proper storage of topsoil will retain soil health and quality. Reusing soil promotes responsible use of a natural resource and minimizes the need to truck soil to and from the site.
- The more floor area and volume of space a building has the greater the energy required for heating and cooling and more cost to construct. If the physical size of the building is reduced the cost of materials and labour, as well as the cost of operating and maintaining the building for its entire lifespan, can also be reduced. When designing intensification projects, consider if the building is designed with more space than is necessary to serve its purpose.
- Consider locally produced, sourced or manufactured materials or equipment. The embodied energy, or the energy consumed by all the processes and transportation of materials, can have a dramatic impact on the sustainability of construction.
- It is recommended that a focus on the “passive” or fixed elements of a building be considered first, instead of the more complex mechanical, electrical or building control systems. The passive elements of the building, such as insulation, air barriers, windows and doors are items that can provide large reductions in energy consumption relative to their initial costs.
- Consider not only designing with the intent of providing an energy-efficient building but include testing of the various components of the building, as construction unfolds and to those systems and materials being concealed. Testing, such as blower-door testing for airtightness, demonstrates real-world performance and allows the ability to adjust and modify various details during the construction stage.
- Choose building materials for their functional and aesthetic quality including their energy and maintenance efficiency.
- One of the most valuable attributes of Saugeen Shores is the adjacent Lake Huron, protection of this resource is an important consideration in all development applications and the Town may require specific studies relating to protection of the lake and shoreline, including protection of any Shore Road Allowance.

Housing diversification opportunities along the waterfront may be more limited given the sensitivity of these areas.

Safety Guidelines

- Use appropriate features that express ownership and boundaries such as defined entrances, parking areas, and pathways.
- Landscaping, fences and pavement treatments can be used to delineate different areas.
- When designing sites avoid creating spaces that appear confined, dark, isolated or unconnected with neighbouring uses, or without a clear purpose or function.
- Integrate informal surveillance by considering visibility, light and openness. Orient and design physical features and activities to maximize the ability to see throughout the site. This includes attention to the placement of windows to provide visual access to areas of the site, and locating walkways, entrances, landscape materials, and other site features to avoid areas for persons to hide.
- Incorporate appropriate lighting that does not produce glare.
- On larger sites consider grouping outdoor uses in complementary arrangements that create more activity than if separated.
- Encourage the concepts of 'eyes on the street' and 'eyes on the park' when placing windows, front porches and balconies. This includes the placement of windows relative to private outdoor amenity areas.
- Provide clear signage and other wayfinding cues that make a site easily understood and navigable.



Encourage concepts of 'eyes on the street' and 'eyes on the park' (Image by Metrolinx.com)

3

General Urban Existing Neighbourhoods Design Guidelines

Infill Development

Infill development is contemporary construction within an existing context. The existing context, character and pattern of an established neighbourhood can be recognized, while at the same time, allowing for the evolution of architectural style and innovation in built form. Infill development should be a desirable addition to an existing neighbourhood. This does not mean imitating historical styles, or conversely creating a total contrast in fabric or materials, but rather recognizing the established scale and pattern of the context and the grain of the neighbourhood.

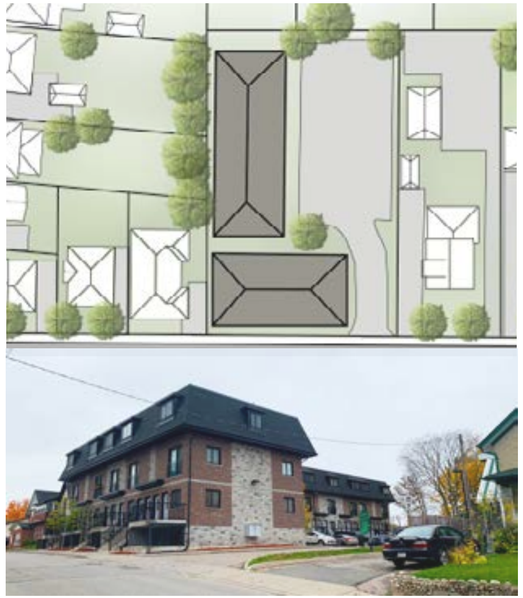
Residential infill should meet current building requirements and incorporate new technologies including the inclusion of sustainable elements. A wide range of architectural styles can be compatible with existing residential buildings. Through the use of quality materials and innovative design, contemporary architectural styles can revitalize a street. Built form rich in detail enhances public streets and spaces.

- Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood. To appropriately transition into an established neighbourhood, consider elements from the neighbourhood such as materials, patterns and colours; cornice lines, form of the roofline; size, shape, placement and number of doors and windows; and the pattern and location of projections, recesses, and front porches.
- In neighbourhoods where there is a dominant pattern of existing front porches, a new house or addition should consider a front porch consistent with the style of the house.
- Ensure new infill faces the abutting public street(s). Ground floors with principal entries, windows and porches at street level and facing onto the street, contribute positively to the streetscape.

Ensure new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street, contribute positively to the streetscape.

- In some neighbourhoods, vacant lots are much narrower or smaller than existing lots and, as a result, it can be more difficult to achieve a fit consistent with the existing character. Particular attention to design and context is required to ensure a compatible fit for infill on narrow or small lots.
- Where minimum open space requirements cannot be met, it shall be demonstrated how stormwater will be managed. This may include the inclusion methods to increase on site surface water infiltration.

For semi-detached infill housing avoid garage dominated facades by including porches or other architectural features enhance the front façade.



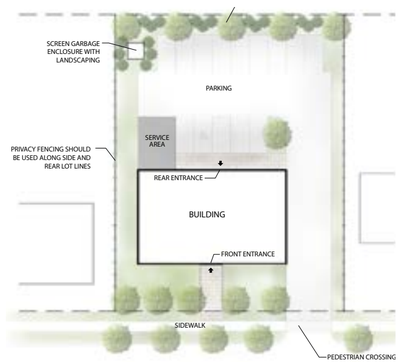
Example of multiple residential infill development on a small lot that animates the streetscape with parking located at the side/rear yard.

Site Layout

The relationship of buildings to one another, and to streets and open spaces, influences the amount of energy they consume, the comfort of pedestrians at the street, and the quality of interior spaces. Buildings should frame streets and open spaces, and preserve desirable views.

Building Siting

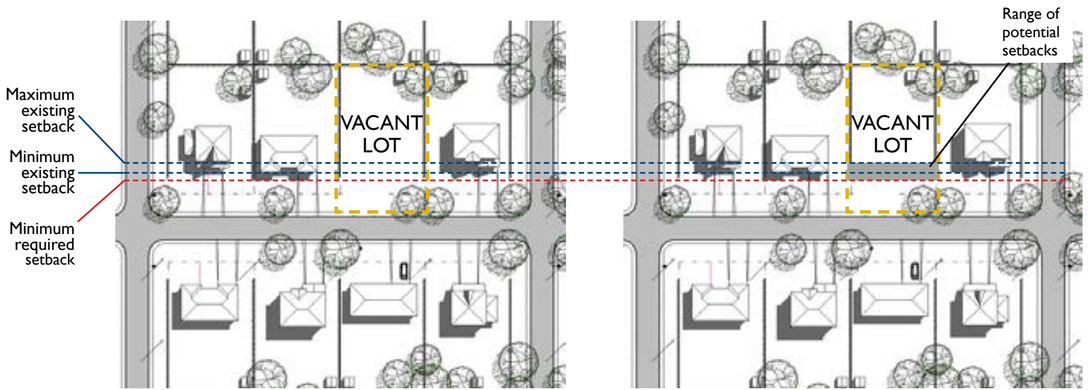
- Buildings should be sited to locate the main entrances towards the street. If this is not possible then they should be directly visible, easily accessible and as close to the street as practically possible. They should also provide a sense of enclosure and be designed to give maximum protection from wind and rain for comfortable and safe pedestrian access.
- Where a building abuts a natural heritage feature or open space, it is encouraged that new developments face and/or provide physical or visual connection(s) to the adjacent feature.
- Sites should be designed with sufficient areas for landscaping including landscaping along the street.
- Parking areas should generally be located in the rear or side yard and should be designed with adequate snow storage areas.
- Where possible provide barrier free grade access between the public street and the building entrance. For multi-unit developments consider alternative floor plans to provide at grade, or grade related access to some units from street
- Where mid-rise (4-6 storeys) or taller buildings are proposed, the greatest height should be located furthest from any adjacent existing low rise built form to mitigate shadow impacts. These buildings should be located towards other similar height buildings, adjacent to major roads and intersections, amenities, or parkland and open spaces.



Example site layout for a small apartment/ multiple residential site.

Setbacks

- Front yard setbacks are determined by applicable zoning by-laws and are usually minimum values. Buildings should generally be proposed to be close to the street.
- On streets with a consistent front yard setback infill buildings should generally be located at the same setback as existing development.
- Where setbacks along a street vary, a range of setbacks may be appropriate for proposed development with consideration to the minimum and maximum setbacks of surrounding buildings (see diagram below).
- Increased setbacks may be appropriate in order to maintain mature trees or other features.

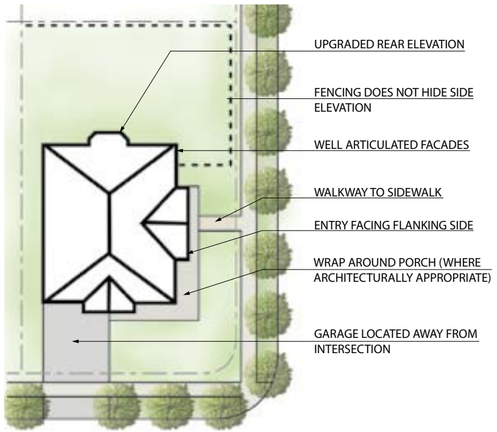


In the example streetscape diagram above, the vacant lot is located along a street with varying setbacks. The above diagram illustrates the minimum and maximum existing setback and the minimum setback required by the zoning by-law. In the second diagram, the gray area illustrates the range of potential setbacks for new development on the vacant lot. This approach would apply to all housing forms.

Corner Lots

Corner lots play a significant role in setting the character and quality of a street. Corner lots, especially those on higher order streets, act as informal landmarks within a community and therefore should be carefully designed.

- On corner lots, wrap-around porches or other design elements that emphasize the corner are encouraged.
- Design facades that address both streets on corner lots.
- Flankage elevations visible from the street shall have consistent materials and details as the front elevation.
- Unit designs are encouraged to provide an architectural feature at the corner. This could include, but is not limited to, wrap around porches.
- Both street frontages for corner lot dwellings shall have high levels of architectural design and detail with attention given to massing, height, roof lines, materials, and details.
- Where possible, utility meters shall be located on the interior side elevation of detached units.
- These corner lot guidelines also apply to townhouse, apartment and multiple residential dwellings.



Example of corner lot design with the main entry located on the long elevation facing the flanking street.

Building Massing

The ability of buildings to fit into the existing context, and contribute positively to the character of the streetscape is important when considering intensification projects. Generally, new buildings should promote human-scaled development, minimize adverse impacts on adjacent streetscapes, and provide appropriate height transitions to adjacent residential dwellings.

- By integrating articulation and massing techniques a more cost effective, simple rectangular building mass can be provided without adding significant cost to the project.
- Use a roofline consistent in mass and height to the adjacent area. Include elements such as dormers as distinct elements to differentiate dwellings.
- The massing of larger buildings should be broken up using a number of techniques including changes in building materials/colours; projections; recessions; and varying window sizes.
- Design taller buildings to reinforce the prominence of these locations through appropriate massing, building projections, recesses at-grade, lower storey design and open space treatments.
- For taller buildings, avoid features with strong vertical orientation.

Building Heights

- Adjacent residential dwellings should be considered in determining the massing, scale, and height of new buildings.
- Minimize the appearance of height by sloping the new roof back from adjacent houses or by considering flat roofs with careful attention to massing, scale and setbacks to ensure the building fits within the streetscapes.
- Introduce projecting dormers, bay windows, and variation in wall planes to help deemphasize the height of the dwelling/building.
- Incorporate appropriate height transitions along a streetscape.
- Where possible new development should maintain the neighbourhoods characteristic first floor height.

Building Articulation

- Ensure that design and construction reflect a high level of craftsmanship and are of similar or superior quality to buildings in the immediate context.
- Reinforce the continuity of the street and create a strong community character by using consistent rhythms of similar pre-existing details and positive architectural elements.
- Design buildings so there are no blank facades. Side or rear facades that face streets or public spaces should have a design and materials standard equal to the front facade.
- Break up the facade of buildings by using a variety of materials and architectural details, both vertical and horizontal.
- Divide multi-unit buildings with wide frontages into visually functional and visually smaller units through the use of facade articulation and landscaping.
- For ground related dwellings (singles, semis, row-housing), use greater architectural expression on the dwelling facade than the garage facade to ensure garages are not a dominant feature of the streetscape.
- By reducing the number of jogs in exterior walls, penetrations or other projections, and providing visual interest through careful material selection and design, construction costs can be reduced, and energy efficiency increased.
- Use design elements such as wrap-around porches, sun rooms, bay windows and side entrances.
- Design should emphasize visibility and the potential role of corner buildings as landmark or orientation structures within the community.
- Use details such as recessed or bay windows, dormers, balconies and trim to add visual interest to facades.
- Emphasize front doors and windows rather than garages.
- Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties.

Roof Design

- Large, box-like, flat-roof dormers (i.e. shed dormers) are discouraged.
- For ground related residential development (including row housing) roof pitches are encouraged to achieve a good transition between roof heights along a streetscape.
- Complementary roof lines are to be provided in areas where a predominant roof line exists.
- Roof embellishments such as gables and dormers are encouraged especially on corner lots.
- Roof vents, stacks and flues should be located on the rear slope of the roof where feasible.
- Incorporate roof overhangs to provide shading during the summer while still allowing light penetration in the winter.
- Apply roof materials/colours that complement the building materials, the overall building design, and the neighbourhood context.
- Encourage roof design oriented for solar installation such as a south-facing pitch.
- For long linear forms of housing (e.g. row housing), include variation in the roof line to avoid a long flat roof surface, particularly for single storey buildings.

Positive example in Saugeen Shores of a long roofline broken up by peaks and gables.

Windows

- Consider how the location of windows affects views, sunlight and privacy.
- Provide a generous amount of window openings for buildings facing or flanking a street or open space. This will encourage strong visual connections between the building and the public space.
- Large ground floor windows are encouraged wherever feasible to promote “eyes on the street”. Windows surrounding doors, or within doors are also encouraged.
- All new windows should be low maintenance, thermally sealed, and double glazed.
- Exterior window air conditioners are discouraged along street facing facades.
- Proportion windows and doors to the size of the wall in which they appear, with sufficient wall area and/or architectural features between them to set them apart.
- Where possible locate windows on the southern facing side of the property to better absorb the sun’s heat energy and more easily warm the space in the winter.
- Primary upper and lower storey windows on street-facing elevations should be aligned in an organized manner to enhance the façade.
- Projecting bay windows are encouraged where appropriate and consistent with the proposed architectural style to give 3-dimensional interest to primary house faces.

Upper and lower storey windows on street-facing elevations should be aligned in an organized manner.

Entrances

- Main entrances should be oriented to the street and be architecturally emphasized to provide a welcoming experience. Such an entrance can be achieved through the use of porches, verandas or some other form of enhanced entryway.
- Front doors and windows close to grade offer an attractive edge to the public sidewalk. Lowering the elevation of the first floor reduces the need for stair projections thereby allowing for maximum soft surface front yard area and providing more accessible entry to the building.
- Main entrances should be appropriate scale to the building. Two storey entryways are generally discouraged.
- Avoid large number of steps leading to the front or side entrance, in order to maintain a pedestrian scale and to improve accessibility.
- Weather protection at entries should be provided where possible through the use of covered porches, porticos, overhangs or recesses.
- The front entry design and detail should be consistent with the architectural style of the building.
- Enhancements to emphasize the entry are encouraged and may include pilasters, masonry surrounds, a variety of door styles, a variety of transom lights above the door, sidelights, etc.
- For street oriented housing (single-detached, semi-detached or row housing), porch depths should be sufficient enough to provide useful seating space.
- In ground oriented residential developments such as row housing, VisitAble housing units are strongly encouraged where grading will permit. Features include: one zero-step entrance, wider doorways and clear passage on the main floor.
- The generous use of front porches, verandas or porticos is encouraged to provide opportunities for ‘eyes on the street’ as well as social interaction among neighbours.
- Porch columns and hand railings should be consistent with the character of the house. Maintenance-free, pre-finished aluminum wrought iron railings or high quality composite railings are preferred.
- Provide primary building entrances that are inviting and visible from the street by: using quality and eye-catching materials and features at the entry such as transom windows and/or sidelights and by adding architectural elements such as porches which promote street-oriented interaction.

Parking & Access

To preserve livable, pedestrian friendly streets, projects need to carefully consider site access and parking. In general large areas of uninterrupted parking should be avoided and parking beyond the minimum by-law requirement should be avoided to allow for amenity and landscape opportunities. The area occupied by parking should be minimized to allow for increased landscaping opportunities and reduced impervious cover. Increased landscape areas minimize the visual and environmental impacts of hard surface areas.

Garages

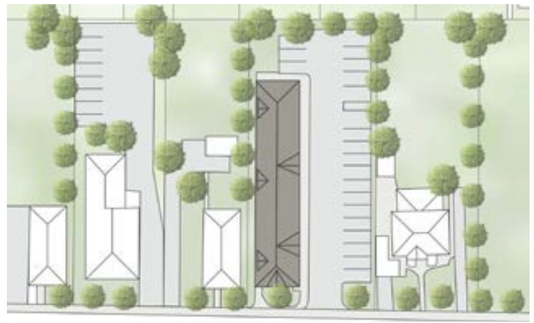
- Detached garages should be setback behind the main dwelling except in shoreline areas.
- For buildings with attached garages, the garage should be flush with or recessed behind the habitable portion of the dwelling to ensure windows, projecting balconies, living space and landscaping are dominant elements facing the public streetscape.
- For attached garages efforts should be made to ensure the garage(s) are not the visually dominant element of the dwelling. The following strategies can be utilized to improve the visual impact of garages:
  - » Incorporate garage doors that have architectural detailing including glazing.
  - » Design the homes so that the garages are an integral part of the home design.
  - » Where a two car garage is proposed, preference is given to two single doors as opposed to one large garage door.
- Where garages project beyond the habitable portion of the dwelling provide front porches in alignment with the garage projection. Porches may also project beyond the garage.

Driveways

- The number and widths of vehicular driveways and accesses shall be minimized, where possible.
- Where possible, entrances and exits for vehicles should be located as far from corner intersections as possible to minimize disruption of street traffic flow.
- Limit the number and width of curb cuts, and paired driveways in order to maintain as much on-street parking as possible. Paired driveways also result in increased landscape opportunities.
- Where driveways and walkways abut each-other, use contrasting materials to distinguish and highlight the walkway to front door.

Surface Parking

- Surface parking for larger scale residential developments should generally be located in the rear yards. If the lot is not deep enough, the parking should be located at the side of the building.
- Where parking areas are adjacent to a public sidewalk, buffers such as landscaping or trees should be provided between the parking area and the sidewalk to visually screen the parking area.
- Where parking areas abut residential development privacy fencing is required along the side and rear property lines to visually screen the parking area from surrounding residential properties. Privacy fencing also ensures that headlight glare does not penetrate into surrounding properties.
- Barrier free parking stalls should be located close to building entrances.
- Larger parking areas should be broken up with pedestrian walkways and landscaped traffic islands to minimize the aesthetic impact of surface parking. Distinctive pavement and/or markings may be used to indicate pedestrian crossings.
- Landscaping, or other parking area screening devices, should not obstruct the primary building façade or total visibility of the parking area.
- On larger sites pedestrian-scaled lighting should be provided along pathways to enhance visibility and security.
- Service and drop-off area circulation should not interfere with pedestrian circulation.
- The incorporation of bicycle parking spaces is strongly encouraged to promote active transportation.



Example of parking location for a narrow lot located in the sideyard and screened from the public realm.

Landscaping can be used to screen parking areas and to break up larger surface lots as shown in the above image.

Landscaping

Existing Vegetation

- Retain existing landscape features of environmental and ecological value. Retain mature native plants where possible.
- Protect and incorporate existing trees, tree stands, and vegetation where possible. Where trees are to be removed, it should be shown that alternative measures such as pruning are impractical, and suitable replacement trees should be planted and maintained elsewhere on the site.
- Existing non-invasive healthy mature trees should be preserved where possible, either by leaving them in place or spading them for use after construction in the same or another location.
- Dense evergreen vegetation may be used to supplement or replace a required privacy fence.
- Existing invasive plants should be removed. Invasive plants should be avoided in landscape plans for new development.
- Where large native healthy trees cannot be preserved on site, off site use should be considered in consultation with the local municipality.
- Areas identified in an environmental study as providing for wildlife connectivity should be protected and maintained.
- The removal of native plans and natural features in areas with existing wildlife is strongly discouraged.
- Development adjacent to natural areas should be designed to minimize encroachments. This may include requirements for fencing and/or other property demarcation to protect the boundary of natural areas.

Existing healthy and mature trees should be preserved whenever possible.

New Trees

- Plant new trees to contribute to the Town's existing tree canopy.
- Use trees to create canopy and shade especially in parking areas and amenity areas.
- Retain existing landscape features of environmental and ecological value.
- Protect and incorporate existing trees, tree stands, and vegetation where possible. Where trees are to be removed, it should be shown that alternative measures such as pruning are impractical, and suitable replacement trees should be planted and maintained elsewhere on the site.
- Existing non-invasive healthy mature trees should be preserved where possible, either by leaving them in place or spading them for use after construction in the same or another location.
- Dense evergreen vegetation may be used to supplement or replace a required privacy fence.
- Existing invasive plants should be removed. Invasive plants should be avoided in landscape plans for new development.
- Where large native healthy trees cannot be preserved on site, off site use should be considered in consultation with the local municipality.
- Plant new trees where the rhythm of existing trees is interrupted to infill and maintain a continuous canopy. On large frontages, incorporate a variety of tree types to protect against major deforestation in the event of a species-specific affliction.
- Tree selection should prioritize native and non-invasive species. A list of recommended native tree and shrub species are included in **Appendix 1**.
- Locate deciduous trees to shade windows of dwellings to reduce cooling costs in the summer. To help minimize artificial lighting and heating needs in the winter, deciduous trees are preferred for locations to the south of a building.
- Coniferous trees can be used to create barriers protecting structures from prevailing winter winds.

New Landscaping

- Encourage the inclusion of soft landscaped areas which are open space areas comprised of lawn, shrubs, flowers, trees, and other vegetation which supports the growth of vegetation and permits water infiltration into the ground.
- Use low-maintenance native plant materials in landscaping. These landscaping materials should be non-invasive, pest, disease and drought resistant and placed to ensure clear views into and out of amenity areas.
- New landscape materials should require minimal maintenance and have the ability to retain and absorb stormwater. Prioritize native/pollinator landscaping.
- Supplementing traditional stormwater management with low impact development features is encouraged for all developments (e.g. rain gardens and rain barrels).
- Minimize water consumption by incorporating landscape design strategies such as use of mulches and compost, alternatives to grass, and rainwater collection systems (e.g. rain barrels) to trap stormwater runoff.
- Encourage site designs with landscaped open space to allow infiltration of storm water.
- Create an attractive street and/or sidewalk edge by planting trees, shrubs, hedges, ornamental plantings and groundcover adjacent to the street and/or sidewalk.
- Use landscaping to define specific areas of multi-unit developments such as site entrances, parking lots, main walkways, and edges between public and private space.
- Landscape the front yard and right-of-way to blend with the landscape pattern and materials of surrounding developments. Where surrounding yards are predominantly soft surface, reflect this character.
- Landscape Plans shall be required as part of a site plan application and should illustrate:
  - » Location of planting beds and new trees.
  - » Location of existing trees, marked if to be removed or relocated.
  - » Location of any privacy screening including fences.

Visual Screening

- Broadly speaking there are two forms of visual screening and fencing: those intended to block views (i.e. Privacy fence) and those intended to reduce views of certain elements without blocking them (i.e. Planted screening).
- A solid board fence is the preferred screening approach for interior side and rear lot lines of new multi-unit developments. Such board fence shall be between 1.75 m and 2.1 m tall and constructed such that framing structural members are not exposed to the adjacent lands. Privacy fences should have minimal gaps between boards (less than 1 cm after shrinkage)
- 'Board on board' style fences (with boards alternating across the structural support) may also be used, with a minimum 2.5 centimeter overlap.
- Low, ornamental fences may be incorporated to further define spaces.
- Landscaping is encouraged to provide visual screening of certain areas such as parking areas and garbage enclosures.
- Landscaped screening should incorporate evergreen vegetation to provide visual screening in all seasons, but may also include flowering plants and other deciduous greenery.
- The benefit of visually screening an area, such as a surface parking lot, must be balanced against the potential CPTED drawbacks of blocking views of an area, and the potential for negative impacts from excessive solid fencing. This particularly applies to grouped parking areas, front yards, or the rear yard of a development on a through lot.
- For new buildings above 3-storeys, tree planting can be used along with privacy fences to provide privacy for abutting low density residential areas.

Example of screening parking areas from Public Streets.

Example of screening parking areas from adjacent residential.

Amenity Areas

Balconies, terraces, back yards or gardens can provide an important extension to the livable space of a dwelling unit. Private outdoor amenity spaces should have access to sunlight, be comfortable, designed to afford a level of privacy.

Amenity areas are extremely important to meet the requirements of residents for both functional and recreational space. Amenity areas can provide spaces for play, rest, and entertaining, as well as other purposes including gardening and other personal hobbies.

General Guidelines

- Ensure an appropriate amount of usable amenity area is available for new developments.
- Amenity areas may include: balconies, porches, rear yards, front yards, large side yards, and areas of communal space available to residents only.

Example of an Additional Residential Unit with private outdoor amenity space in the form of a second storey deck.

Guidelines for Single, Semi-Detached & Row Housing Amenity Areas

- The inclusion of private outdoor amenity space, i.e. fenced backyard, balconies, front porches, is strongly encouraged.
- Use the rear yard and/or front porches to accommodate the majority of amenity area.
- Design rear yards so that they are of a usable size and shape. Avoid long narrow year yards or yards with acute angles or major slopes.
- Provide direct access to rear yard or ground-level amenity areas from the dwelling unit.
- Ensure that redevelopment projects do not result in a complete loss of outdoor amenity areas.
- Proposed development and additions within existing residential areas are often problematic if designed to occupy too much space in the rear yards of existing dwellings. This should be considered when integrating Additional Residential Units.
- Design amenity areas such as second floor balconies and rooftop decks to respect the privacy of the surrounding homes.

The inclusion of private outdoor amenity space, i.e. private balconies.

Guidelines for Multi-Unit Amenity Areas

- Communal outdoor spaces should be conveniently located for the majority of units.
- Ensure all indoor and outdoor amenity areas are sufficiently sized and proportioned to create usable spaces.
- Communal outdoor spaces, and in particular play areas for children, should be visible from common rooms and other habitable spaces to ensure safety and surveillance.

- Provide different types of amenity area for multi-unit residential developments. This may include:
  - » Private outdoor amenity areas – a private yard, balcony or terrace. » Communal outdoor amenity areas – large, communal yards or courtyards to accommodate social gatherings and recreation;
  - » Communal indoor amenity areas – an indoor area to accommodate social gatherings, meetings, recreational activities, and play space; and,
  - » Play space for children – a separate communal play space for children with formal play equipment and some seating for adults (generally provided with higher density residential developments).
- For larger multi-unit developments, communal outdoor amenity space is encouraged. The provision of elements such as seating, shared BBQ's, and play structures will ensure the use of these areas.
- Shelter outdoor amenity areas from the noise and traffic of adjacent streets or other incompatible uses. Outdoor space should be placed with consideration to prevailing winds and sun orientation to provide a comfortable environment.

Larger multi-unit developments should consider communal outdoor amenity space with elements such as seating and BBQ's.

Servicing & Utilities

As a general approach, reduce the negative aesthetic impact on streets and open spaces of service elements such as utility boxes, garbage storage, loading docks, vehicle access and egress (such as ramps to parking), air conditioner compressors, utility meters and transformers. Services can be incorporated into the design of new development and screened from view so that they do not diminish the quality or safety of the public streetscape.

- Where possible, integrate service elements (such as loading areas, garbage and recycling storage, utility meters, transformers, heating, ventilation and air conditioning equipment) into the design of the building so that they are not visible from the street and/or adjacent public spaces.
- Conceal service and utility elements using a variety of innovative methods such as containment, hard and soft landscaping, and decorative screening, without limiting access, safe operations and maintenance.
- Where there is no garage, waste and recycling materials in a rear shed/garbage, or in a small storage space that is within the building.
- Respect safety clearances and setbacks from overhead and underground services and utilities.
- Group utility boxes to minimize their visual impact and where possible locate the metres on the side of the building.

Access to servicing and loading area at the rear of the building.

An enclosure for waste bins integrated into the Townhouse design.

Consider innovative methods of screening utility services.

4

Guidelines for Specific Building Types

Single & Semi-Detached

- In cases where there is a uniform setback along a street, match this setback in order to fit into the neighbourhood pattern and create a continuous, legible edge to the public street.
- In cases where there is no uniform setback, a range of potential setbacks can be considered.
- Permit increased front yard setbacks if this preserves and integrates existing natural features, such as mature trees.
- Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes.
- Where the front door does not face the street, use architectural detailing, lighting and landscape design to clearly indicate the location and route to the front door.
- Where they are in keeping with the character of the neighbourhood, add front yard projections, such as porches, bay windows and balconies, to enhance the facade of the infill and contribute to the animation of the street.
- Symmetry can be used to improve semi-detached façade design; however an exact mirroring of units is not required or necessary to achieve attractive design. The two units can be designed to be compatible in terms of architectural style but not identical.
- For semi-detached housing avoid garage dominated facades by including porches or other architectural features enhance the front façade.
- Each semi-detached unit should be provided a fenced or screened private yard accessible from the unit. Access to the rear yards for maintenance is required.
- Limit the width of driveways, parking spaces and walkways in the front yard in order to maximize the amount of soft surface area remaining in the front yard.
- Ensure that there is sufficient space to park a single vehicle without overhanging the sidewalk or curb.
- Where there are healthy existing trees, site driveways and parking spaces on the property in such a way that the trees can be retained.
- Additional Residential Units (ARU) are encouraged by the Province and the Town and can be located in basements, laneways, or backyard apartments.
- The Town's Additional Residential Units Guide for Homeowners and the Guide to Constructing an Additional Residential Unit should be consulted for technical information and guidance related to ARUs.

Row Townhouse

Row housing or Townhouse development is defined as vertically divided buildings, typically facing a street, each having their own separate entrance. Row housing units may have garages. Row housing can be designed to integrate with other street fronting products (i.e. single detached lots).

- For row housing developments, façade articulation and roof variety are encouraged to break up the overall mass of the building. The main facade should be located parallel to the street.
- Generally row housing should contain a maximum of six units. In some cases more units may be permitted where it is demonstrated that a high level of design is achieved. Row housing that exceeds six units should incorporate design strategies including variations in unit heights to break up the overall mass of the building.
- Adjacent townhouse blocks are to be coordinated with each other in terms of materials and architectural styling. Colour variation is encouraged between adjacent blocks to provide variety along the streetscape.
- Symmetry can be used to improve row housing façade design, however an exact mirroring of units is not required or necessary to achieve attractive design. Units can be designed to be compatible in terms of architectural style but not identical..
- When designing elevations for row housing, the overall design merits of the entire building are to be considered rather than the individual units.
- Corner end units should have enhanced side facades, similar to the front façade and materials from the front facades should wrap around the corner to the side elevations. Wrap around porches are also encouraged.

Example of an end unit with enhanced facade and landscaping.

- Where possible utility hardware is to be inset into enclosures and screened from the public realm. Grouping of utility metres at the side elevation is encouraged to avoid utility metres along the street facing façade.
- Each unit should be provided a fenced or screened private yard accessible from the unit. Access to the rear yards for maintenance is required, either through an easement or another method.
- Three storey row house design should consider appropriate height transition which may include sloped roofs or the stepping down of end units.

Example of a three storey row house consisting of a stepped down end unit.

‘Plex’ Development

A ‘plex’ is a purpose built building divided into units, and includes triplexes, quadraplexes, or other similar structures. Plexes usually provide rental housing, unless divided into condos. Plexes usually have a common entrance with internal access to units. Plexes do not include buildings such as semi-detached or row house buildings where units are vertically divided by a common wall which are viable for severance; or converted dwellings which were not purpose built as plexes.

- New plexes should be designed to resemble a single detached dwelling.
- Where possible, minimize the number of primary entrance doors facing the street by locating additional entrances at the side or rear of the building where possible or by splitting entrances with an interior foyer.
- Use porches or other architectural feature to complement additional front facing doors and to reduce the visual impact of these entrances.
- The provision of private outdoor amenity space via balconies, porches, etc. is strongly encouraged.
- Parking areas should be designed in accordance with the parking guidelines in this document and should be screened from adjacent properties and public streets.
- Exterior stairs should be avoided; where necessary they should be limited to rear or interior side yards.
- When siting a new ‘plex’ development, consider the setback guidelines of this document.

Conversions

Converted dwellings are existing dwellings that have been renovated into three or more separate units. This may include additions or exterior alterations to add additional units or facilitate the conversions. Often Converted Dwellings are large, older homes with traditional architectural features which due to their size are less viable as single detached dwellings. Converted buildings should maintain the traditional architectural features which are visible from the street. A residential conversion project is when an existing non-residential building (e.g. warehouse, church) is converted into residential units and pre-existing elements of the building, such as the foundation or frame, are incorporated into the new design and construction of the project.

- For conversion projects, original windows (e.g. wood sashes, muntins, and glazing) should be preserved where possible, and replacement windows should reflect the original in style, type and material.
- Minimize the number of primary entrance doors facing street for multiple unit building.
- Maintaining the original entrance is preferable with unit divisions to occur internally.
- Additional entrances should be located at the side or rear of the dwelling.
- Maintain the original front façade where possible, recognizing minor modifications may be required.
- Where possible, maintain existing private outdoor amenity space.
- Additional parking should be grouped and screened from adjacent properties / public roads; and directed to side or rear yard.

When converting residential dwellings and non-residential buildings, maintain the original facade where possible.

Conversion or expansion of non-residential buildings for residential use.

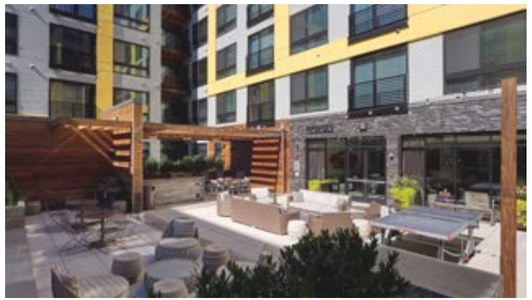
Apartments

For the purpose of these Guidelines, apartments are described as larger multiple residential buildings that share interior corridors, vertical circulation and entrances, and have multiple units stacked vertically. Typically units are located on both sides of a corridor (double-loaded) and, sometimes, only on one side of a corridor (single-loaded). Apartments may also be designed with lower ground floor units with direct access to grade as well as upper units that gain access from a shared corridor, vertical circulation and entrance. 'Apartments' can be rental or condominium buildings.

- For taller buildings, avoid problems of overshadowing by siting the development away from neighbouring boundaries, stepping back the upper storeys of the building, and/or altering rooflines.
- Orient and design taller buildings (e.g. apartment buildings) to minimize shadows cast on adjacent properties, especially other residential buildings and open spaces.
- Where applicable, buildings should be located to frame intersections.
- Buildings should be designed to address the street and are to include pedestrian entrances from the surrounding public street and/or sidewalk.
- Building entrances located at the side or rear of residential buildings should be well lit, with windows or glazing that provides residents an opportunity to see the outdoor surroundings before exiting the building.
- A sun/shadow analysis may be required to identify potential impacts on adjacent public and private property where potential conflicts have been identified. See Appendix 2 for sun/shadow analysis criteria.

Building facades should be articulated and create a comfortable pedestrian environment.

- High quality materials including a large amount of glass should be incorporated into the building facades. Repetition of lines and windows through both vertical and horizontal articulations and setbacks can be used to further break up building mass.
- The massing of all proposed apartment buildings should be designed to create a comfortable pedestrian environment, which will be further enhanced through the provision of private amenity space and landscaping.
- Building designs and architectural elements that add variety to rooflines are encouraged.
- All building facades will be articulated, with particular attention to building elevations visible from the surrounding public realm. Blank walls are strongly discouraged.
- Within apartment buildings a range of unit sizes are encouraged.
- Apartment developments should be designed with common amenity space. In locations where public parkland is not located within walking distance, common outdoor amenity space is strongly encouraged.
- Outdoor amenity areas associated with apartment developments should be designed in highly visible locations.
- Privacy fences should be provided along interior side and rear property lines of apartment developments to ensure that glare from headlights do not spill over onto adjacent properties. This also provides for continued privacy of any adjacent residential properties and provides for shade opportunities on-site.
- The design of parking areas shall be in accordance with the parking guidelines contained within this document.
- Outdoor living spaces of individual units are encouraged in the form of patios, porches or balconies.
- Larger, multi-storey buildings should incorporate repeating patterns at a regular rhythm.



Apartments should be designed with common amenity spaces.

Mixed-Use Developments

Mixed-use buildings are typically designed with non-residential uses (retail, office, etc.) On the ground floor with the upper floor(s) used for residential or other purposes (i.e. office). Sites which contain both free-standing residential and free-standing commercial buildings are also considered mixed-use developments for the purposes of these Guidelines.

- New residential or mixed-use buildings along major arterial roads should be set close to the street with the intention of eventually creating a more traditional downtown-style street.
- Shared parking for commercial and residential uses is encouraged, particularly where visitor parking spaces are required. Commercial uses and visitors often operate with opposite peak times providing for logical sharing opportunities.
- New parking areas should be located within the side and rear yards where possible. Existing front yard parking areas should be screened from the street.
- Mixed-use buildings are encouraged to be designed with higher ground floor ceiling heights and large ground floor windows.
- Ensure the development fits well and responds appropriately to the particular site conditions, adjacencies and surrounding context.

Existing commercial development can provide opportunities for housing units by adding additional stories to existing buildings.

Examples of mixed-use buildings designed with higher ground floor ceiling heights and large ground floor windows.

5

Implementation

Implementation

These Guidelines will be implemented as part of the development process. Many of the urban existing neighbourhoods design guidelines can be further implemented through the mechanisms available in the Planning Act. These mechanisms are applied, in part, through the various Zoning By-laws, through the review of Site Plan Control applications, and through the variance and process of the Committee of Adjustment.

Zoning By-laws outline what a parcel of land may be used for and regulates lot size, parking requirements and building height. These guidelines will support the requirements under Zoning. Where amendments to the current zoning are requested as part of a development application, consideration will be given to the Guidelines in determining if site specific regulations should be incorporated as part of the amendment.

Site Plan Control is the process that is used to control or regulate the various features on the site of an actual development including building location, drainage, parking, and access by pedestrians and vehicles. These Guidelines will be used in the review of site plan applications.

The Committee of Adjustment is a quasi-judicial tribunal appointed by Council. It derives its jurisdiction from the Planning Act of Ontario. The Committee's mandate is, in part, to hear Applications for "Minor Variances" where a requirement of a Zoning By-law cannot be met.

The Guidelines are a tool to guide development. Applicants will have regard for the Guidelines as they prepare their submissions; the Committee of Adjustment will equally have regard to the Guidelines as they evaluate development applications.

The Building Permit stage is sometimes the only time an infill project will be reviewed. For example, it may be reviewed only at Building Permit stage if it is exempt from Site Plan Control and all other Zoning By-law provisions have been met; it is not a Designated Heritage Building or within a Heritage Conservation District under the Ontario Heritage Act, and there is no requirement for a severance.

The Building Code review process is technical only; designed to ensure that once the building or addition etc. is completed, the minimum building standards for health, safety, structural sufficiency, accessibility and energy conservation will have been incorporated and that applicable law has been met. While applicants are encouraged to consider these Guidelines prior to apply for building permit, there is no mechanism to require this.

Guidelines for Updates and Monitoring

Staff from various departments should meet at regular intervals to discuss any and all recurring issues or challenges with implementing the Guidelines. A general file can be kept on the Guideline Update and should contain a summary of guideline issues as they arise. Required amendments to the Guidelines should be identified as a part of the regular meetings, and it is recommended that the Guidelines be reviewed, and amended as required.

As the Intensification Areas develop, revisions to the Guidelines should address any emergent issues that are not evident at this time.

Exceptions to the Guidelines

When implementing design Guidelines it is important to recognize that exceptions can be warranted and that at times a project that strives for excellence in design can demonstrate that a specific guideline is not appropriate in that instance. It is the responsibility of the designer/developer/builder to demonstrate to the Town where this exception exists and it is at the discretion of the Town to support or not support that justification.

Appendix A:
List of Recommended Street Trees

List of Recommended Trees

Saugeen Shores unique climate and soils limit the variety of species which are recommended for street tree planting. Species listed in this appendix are preferred for their dependability, low maintenance requirements and drought resistance. Species attributes such as pollution tolerance, soil and moisture requirements, and growth characteristics must be considered together with spatial suitability. An acceptable species is not necessarily appropriate for all planting sites.

Native Tree Species

Evergreens
White pine / Pinus strobus
White cedar / Thuja occidentalis
Balsam fir / Abies balsamea
White spruce / Picea glauca
Eastern hemlock / Tsuga canadensis

Shade trees
Red oak / Quercus rubra
Pin oak / Quercus palustris
Paper birch / Betula papyrifera
Red maple / Acer rubrum
Sugar maple / Acer saccharum
Silver maple / Acer saccharinum
Shagbark hickory / Carya ovata

Small trees
Serviceberry / Amelanchier alnifolia
Red mulberry / Morus rubra
American mountain ash / Sorbus americana
Staghorn sumac / Rhus typhina
Nannyberry / Viburnum lentago
Redbud / Cercis canadensis

Native Plantings

Shrubs
Red Osier dogwood / Cornus sericea
Gray dogwood / Cornus stolonifera
Honeysuckle / Lonicera
Winterberry holly / Ilex verticillata
American hazel / Corylus americana

Vines and Groundcovers
Bittersweet / Celastrus scandens
Trumpet vine / Campsis radicans
Bearberry / Arctostaphylos uva-ursi
Bunchberry / Cornus canadensis
Creeping Juniper / Juniperus horizontalis
Large-leaved aster / Eurybia macrophylla

Wildflowers
Bloodroot / Sanguinaria canadensis
Wild Ginger / Asarum canadense
Pearly Everlasting / Anaphalis margaritacea

Grasses
Big bluestem / Andropogon gerardii
Little Bluestem / Schizachyruim scoparium

For additional information and guidance related to landscaping and native species consider the following reference materials:

- Landscape Ontario publication – “Landscaping with native plants”; Ontario Nature
- Going Wild for Native Plants
- Bruce County Forestry

Appendix B:
Shadow Study Terms of Reference

Shadow Study Terms of Reference

A shadow analysis is a visual model of how a proposed development will cast its shadow. Shadow analyses will demonstrate any potential impacts on shadow sensitive areas, such as public spaces, communal amenity areas and residential private outdoor amenity areas.

The Town of Saugeen Shores may request a shadow analysis as part of a complete submission package when an increase in height and or massing is submitted through a Zoning By-law application, for a residential or mixed-use development. Typically the Town will only request a shadow analysis where a proposed development is 6-storeys or more in height or where a development is in close proximity to a shadow sensitive area.

The requirement for and scope of a shadow analysis will be determined at the formal pre-application consultation meeting.

Content for Sun Shadow Analysis

The Shadow Analysis should highlight the site and identify the shadow outline of the proposed building(s). Shadows should be shown in a different shade/hatching. In areas where only a modest increase in height is proposed applicants may wish to also show the shadow outline of the as-of-right height.

If known, applicants are encouraged to illustrate shadows of approved but not yet constructed developments in the study area which have received approval but are not yet constructed. Provide the shadow outline(s) of such buildings only if the shadows which would be cast overlap on the shadow area of the proposed application.

Drawings are to be accompanied by a written summary of the shadow impacts, which include the locations of the impact and type of shadow sensitive use where the impact occurs (if applicable).

Test Dates and Times:

September 21 (Equinox):
8am, 10 am, 12 pm, 2 pm, 4 pm, 6pm.

December 21 (Winter Solstice):
9 am, 11 am, 1 pm, 3 pm

June 21 (Summer Solstice):
8 am, 10 am, 12 pm, 2 pm, 4 pm, 6 pm, 8 pm

Drawings are to be prepared within a single 11x17 sheet for each of the test dates (resulting in three pages total).

When reviewing Shadow Analysis submission the Town will generally use the following evaluation criteria:

Acceptable Shadow Impacts for Shadow Sensitive Areas		
Public Spaces (plazas, open spaces, parks, school yards)	**Communal Amenity Areas** (daycare outdoor play areas, private outdoor amenity areas associated with residential developments)	**Ground Level Residential** Private Outdoor Amenity Space (rear yards of low-rise residential developments)
An average of 50% of public space areas should be exposed to sunlight for a minimum of 5 interval hours during the September test date.	An average of 50% of communal amenity areas should be exposed to sunlight during two consecutive hourly internal times per day between 11 am and 3 pm during all three test dates. Pools only have to meet the criteria for June and September.	No new shadows within the rear yard of low rise residential development for more than two consecutive hourly test times during the June and September test dates.

Saugeen Shores

Urban Existing Neighbourhoods Design Guidelines