

**HIGHLAND VILLAGE GREEN
URBAN DESIGN GUIDING PRINCIPLES/GUIDELINES****CONTEXT/CHARACTER**

The City of Calgary's Municipal Development Plan (MDP), Transit-Oriented Development (TOD) Policy Guidelines and Main Street/Corridor policy (on-going) is envisioning evolutionary intensification along the City's major corridors. Centre Street is one of the key corridors that will host the future LRT Green Line, and gradually, over time densify to support public transit in a sustainable way.

The current character of the subject area is defined by low density built-form developed in the 1950s and 1960s. There is no exceptional architectural style or quality that serves as inspiration for the new development. By setting a new urban design paradigm, The City of Calgary's MDP introduced mixed use, mid-rise and high-rise built typologies in the vicinity of future LRT stations. Densification of nodes and corridors within 600m of LRT stations is enabling The City and the development industry to explore opportunities for increased densities, enhanced walkability and the ability to create sustainable support for public transit. This new paradigm opens opportunities for the establishment of new urban patterns, typologies and a more urban, active and vibrant public realm.

GUIDING URBAN DESIGN PRINCIPLES

The guiding urban design principles are to:

1. Support an urban mixed-use development in a Transit-Oriented Development (TOD) and Urban Corridor area;
2. Ensure that development in a TOD and Urban Corridor fits with the surrounding context;
3. Provide public transit connectivity for the community;
4. Ensure accessibility and walkability;
5. Encourage sustainable architecture;
6. Encourage design excellence in the public realm and built-form; and
7. Ensure the TOD area achieves a "sense of place" (Place-Making).

PURPOSE OF THE HIGHLAND VILLAGE GREEN URBAN DESIGN GUIDELINES

The purpose of the urban design guidelines is as follows:

1. To provide guidance to the applicant and City in reviewing development permit applications;
2. To support the Direct Control Districts in the absence of a policy plan to cover these lands;
3. To provide an appropriate interface and massing with the adjacent low residential areas of Highland Park;
4. To support quality new development for the varying parcels on the Highland Village Green lands; and
5. To support Highland Village Green as a Transit-Oriented Development and Urban Corridor (Main Street Program).

URBAN DESIGN GUIDELINES

CENTRE STREET NORTH (Parcels 1, 2 and 12)

URBAN FIT AND TRANSITION IN SCALE

- Locate buildings to sensitively integrate and minimize negative impacts on surrounding properties.
- Provide an appropriate transition in scale down to lower-scaled built-form (with adjacent established and transitioning neighbourhood) where applicable, as well as to surrounding parks, and open space.
- New development along Centre Street North should set the precedent in massing, building relationship to the street, land uses and heights.
- Locate buildings adjacent to the Centre Street North edge to minimize their impact on surrounding properties, MR and PUL areas.
- Establish a strong neighbourhood node with the built-form by creating a strong gateway at the intersection of Centre Street North and Highland Drive NW.
- Create a well-defined, continuous street wall to establish a new “sense of place”, sense of enclosure and quality of an urban experience along Centre Street North.
- Provide architectural interest, landmarks, street elements and uses at-grade along Centre Street North.
- The transition between the Centre Street North properties and areas designated in the neighbourhood, parks and open space areas, (PUL and MR) to the rear should be created through appropriate setback provisions in order to minimize impacts.

BUILT-FORM

FLEXIBILITY OF BUILT-FORM TYPOLOGIES

- Encourage mid-rise buildings parallel to the Centre Street North corridor and/or a mix of a commercial podium and medium-rise built-form.
- All built-forms should be well-proportioned and ensure a scaled street wall (podium) that defines the streetscape.
- Appropriate step-backs should be provided above podiums or when built-form is higher than six storeys.

MASSING

- For a mid-rise development, the building massing should reasonably minimize shadow impacts and negative wind conditions on Centre Street North, Highland Drive NW, parks, and urban open spaces.
- In conjunction with any architectural style, the massing should incorporate the usage of setbacks, step-backs, roof typologies and a fine grain façade articulation.
- Vertical and horizontal building elements including the size and type of detailing should create a “sense of place” and human scale conducive to walking, biking and passive enjoyment of the urban environment.

HEIGHT

MID-RISE BUILT-FORM

- The minimum height for a mid-rise built-form is 4 storeys (14m – average of 3.5m height per storey)
- The maximum height for a mid-rise built-form is 15 storeys (52m – average of 3.5m height per storey)
- The maximum height for a mid-rise built-form on Parcel 12 is 8 storeys, building articulation should be achieved either through varied setbacks, cornice lines, or varied textures/materials and colour use to delineate the base of the building from the body of the building.
- The maximum height for mid-rise podium/street wall should be 80% of Centre Street North ROW width. For example, if Centre Street North is 37.5m then an approximate 30m street wall should be required (approximately 8 storeys at 4.5m height for the ground floor and 3.5m height per additional storeys).
- For buildings over 8 storeys additional horizontal articulation in the form of a 3m step-back should be provided.

MINIMUM GROUND FLOOR HEIGHT

- The minimum floor to floor height of the ground floor should be 4.5 metres to facilitate retail uses at-grade or changes of uses over time (residential to retail/office or office to retail).

MECHANICAL PENTHOUSES /ROOF HEIGHT

- Mechanical penthouses may exceed the maximum height limit by up to 5 metres.

STEP-BACKS

- Step-backs should be utilized to avoid the creation of an excessive monolithic building massing, facilitate a human-scale street wall with human scale, and when high-rises are part of the development to mitigate the visual and wind impact at the street level.
- Step-backs should be utilized in conjunction with set-back variations at-grade and varied colour textures or colours to provide visual interest and create a smaller, friendlier pedestrian scale at the ground level.

SETBACKS & BUILDING INTERFACES AT-GRADE

- Setbacks should be established based on the envisioned land uses at-grade and the appropriate façade/massing articulation required for that use.
- Encourage setback alterations for a building to define varied and attractive public realm/place-making opportunities, such as urban plazas and patios.
- Setback variation should be a function of the ground level uses and should range from 0m (build-to-line for retail uses) up to 6m (for hospitality, office or residential uses at-grade) to provide opportunities for appropriate landscape buffering/transition, restaurant

patio spaces, public art, street furniture, additional trees or other elements that create visual interest and activate building interface.

- Portions of publicly accessible private spaces should utilize glass canopies or similar architectural elements to mitigate the impact of inclement weather and should be a function of the adjacent uses.

LAND USES AT-GRADE: FLEXIBILITY AND FOCUS

- Encourage varied activities at-grade and an attractive street and interface treatment to support the overall long-term transformation of Centre Street North into a mixed-use, urban corridor.
- A vibrant visual and usage, mixed-use area should be established at the corner of Centre Street North and Highland Drive NW.
- Given the TOD station and Centre Street urban corridor vision is evolving, uses, built-from and layouts should be designed in a flexible way to be able to easily accommodate a variety of use scenarios for the future.



- Create a focal point at the corner of Centre Street North and Highland Drive NW by design of the buildings/corners and crosswalk connecting pedestrian realm.
- Encourage that the two corners are well defined in the built-form and with generous public spaces that should accommodate seasonal activities such as patios or serve as a community meeting spaces. These corners present an opportunity to concentrate coffee shops, bakeries and other smaller neighbourhood retail venues that could serve local population.
- Encourage retail uses to be accommodated along 50% of the Centre Street North edge and adjacent to the intersection. The remaining building frontage could accommodate a large retail venue (grocery store), smaller office uses and residential uses at-grade.
- Provide a minimum first floor height of 4.5 metres, measured floor-to-floor from average grade to provide the long-term flexibility for conversion of office or residential spaces into retail if the market demand justifies such a conversion.

SMALL RETAIL INTERFACES

- Encourage retail uses at-grade, narrow bays and the presence of many doors/entrances to provide an urban activation of adjacent public sidewalks.
- Inspire walking, window-shopping and continuous activation of the street through attractive storefronts, commercial signage, lighting and the presence of fine grain decorations, colours and product arrangements.
- The retail setback should vary from a zero metre setback to 1.5m to enhance the window-shopping experience and provide an opportunity for seasonal merchandise displays and transactions.
- Encourage wheelchair access to retail development by designing the building accordingly with the grades along Centre Street North and Highland Drive NW.



MEDIUM/LARGE RETAIL INTERFACES

- Medium and large retail venues such as grocery stores should be a part of the ground floor retail and over time could be converted into smaller retail venues, if feasible.
- Activation of the building edge should be achieved by orientating fast-food, the flower-shop, bakery and similar activities found in large grocery shops toward the street edge with a storefront design that enables flexibility for exterior transactions.
- Primary and secondary street entrances should be highly emphasized and architecturally articulated through form, special lighting and signage to provide visual interest and wayfinding.
- Large expanses of blank sidewalls should be avoided. For parts of the façade that are not activated, either provide architecturally articulated window transparency to provide visual access to interior activities and additionally contemplate special graphic displays, public art elements or new formats of digitized displays to mitigate impacts of “blank” walls.
- The setback should vary from zero metres to 3m. In the case of a 3m setback, additional sustainable landscaping and bicycle parking stalls should be integrated into the streetscape design.
- Encourage wheelchair access to retail development by designing the building accordingly with the grades along Centre Street North and Highland Drive NW.

SMALL OFFICE STREET INTERFACES

- Small office interfaces may be located at the ground level with appropriate signage/ business identification provided for wayfinding.
- Encourage small offices to have pedestrian access from Centre Street North.

- The setback should vary from zero metres to 3m. In the case of a 3m setback, additional sustainable landscaping and bicycle parking stalls should be integrated into the streetscape design.
- Encourage wheelchair access to retail development by designing the building accordingly with the grades along Centre Street North and Highland Drive NW.

ALTERNATIVE STREET INTERFACES FOR RETAIL AND OFFICE USES

Centre Street North longitudinal cross-sections will have significant elevation changes along the length of this development. Drops in elevation vary from 0m to 5m with the lowest point at the intersection of Centre Street North and Highland Drive NW. In achieving a pedestrian-scale, active street front along Centre Street NW, the following scenarios will require consideration in the design and development on these sites:

- The changes of the overall streetscape grades/street datum, crowns and intersection level as the building is designed to meet the urban design guidelines;
- The additional building construction costs due to addressing the changes in grade and primary slabs; and
- The impact of ground level accessibility and overall interface design for retail or other uses along Centre Street North.

The following design scenario could be considered as a part of the development design solutions:

- Create a 4m wide colonnade in conjunction alongside the public sidewalk within the ROW. The colonnade would have 2 - 3 cascade points where changes in level would be mitigated by steps and ramps located within the colonnade and connect to the public sidewalk. This provides the opportunity for retail and office uses to face the colonnade and be partially visually and physically detached from the main sidewalk.
- A retaining wall up to 1.5m would be landscaped or treated with adequate architectural details or public art to mitigate the cascading visual impact.

RESIDENTIAL STREET INTERFACES

- Residential uses at-grade should be in the range of 3.0m to 4.5m or 6.0m setbacks in order to provide an adequate privacy buffer from the adjacent public sidewalk.
- Residential uses should have a raised stoop/terrace with transparent railing and vertically layered landscaping. A 1.5m to 3.0m deep terrace would provide appropriate amenity space for residents and allow for additional “eyes on the street.”
- All ground level units should have a primary unit entrance facing Centre Street North.

CORNER TREATMENT

- Corners should provide the highest level of urban design and architectural treatment to create beautiful pedestrian environments with great places to shop, work and live.
- At street level, the main entrance to high-rises behind and liner shops wrapping the corners should strongly define the corners on Centre Street North and Highland Drive NW.
- Architectural articulation in the form of canopies, overhangs, or colonnades should be utilized to create a proper, human scale transition from the podium and tower.

- High quality architectural detailing, lighting, signage and materials should define the pedestrian realm as well as the building.
- Adjacent public spaces should be landscaped in a way to provide opportunities for passive and active uses of space in the form of seasonal patios, special sitting areas, smaller water features or public art that will provide a special sense of place and feel as an integral part of the adjacent building.

FAÇADE ARTICULATION

- Fine grain architectural articulation should complement the articulation provided through the use of setbacks and step-backs.
- Depending on the buildings architectural style the building design should consider design elements, such as cornice lines, window bays, entrances, canopies, building materials, textures and fenestration, in a pattern, scale, colour and proportion that creates visually attractive buildings and enhances the pedestrian experience.
- For all built-form above a podium level, consider *Bird-friendly Urban Design Guidelines*.
- In addition to successfully fulfilling functional requirements, balconies, loggias and other projecting building elements should creatively and visually complement the selected architectural style through form, material, texture or colour.

SITE SERVICING/ACCESS AND PARKING

- Loading, servicing, and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm.
- Developments along Centre Street North should provide access to site servicing and parking at the rear of the building, from Highland Drive NW or a shared driveway.
- The building design should minimize the extent of site area dedicated to servicing and vehicular access through the use of shared infrastructure and efficient layouts.
- All vehicle ramps, loading areas, and garbage storage and collection areas or enclosures should be integrated into the building at the back of the building.
- Commercial parking and drop-off areas should be located at the back of the building. When located at the rear, direct visual and physical pedestrian and bicycle access should be provided as a part of the building to the street frontage, either through a direct rear entrance or safe, well-lit, accessible and convenient pedestrian passage.
- Taxi stands should be provided at the back, or in the front of the building at designated, parallel parking spots.
- Locate ventilation shafts, grates, and other above-ground mechanical or site servicing equipment, away from the public sidewalk (especially the pedestrian clearway) and public or private open spaces.

PRIVATE/AMENITY OPEN SPACES

- Provide a range of high-quality, comfortable and safe private and shared outdoor amenity spaces.
- Locate and design shared private outdoor amenity space with maximized sun access, and minimized noise and air quality pollution.
- Provide fully accessible amenity spaces for all ages and users, including residents with physical disabilities.

- Provide passive and active amenity spaces with elements built of high-quality, environmentally sustainable materials, four season landscaping, comfortable seating, pedestrian-scale lighting, trees, shade structures, weather protection, screening, and programming opportunities, as appropriate.
- Provide children-friendly play areas at-grade or on a shared rooftop space with safe and creatively designed play equipment.

PUBLIC REALM

- On Centre Street North, provide a high quality pedestrian environment including, but not limited to sidewalks, lighting, street furniture, public art, safe crosswalks, functional and architecturally attractive transit stations with shelters, and corner spaces by following Complete Street Guidelines and other relevant urban design policies and standards.
- Provide at-grade, publicly accessible open space, where feasible, to complement uses at-grade, and that connect to surrounding public streets, bike trails, parks, and open spaces.
- Locate and design publicly accessible open space to read as a public place and include features and programming opportunities to encourage year-round use.
- Create attractive vistas, points of architectural interest, opportunities for passive and active street activation while maximizing safety, comfort and amenity including sunlight/shade and protection of inclement weather.

HIGHLAND DRIVE NW

(Parcels 3, 5, 6, 7, 8, 9 and 11)

URBAN FIT AND TRANSITION IN SCALE

- The character of these sites should be urban with an emphasis on the creation of green edges and a green oasis in the middle of the development.
- Locate buildings to sensitively integrate and minimize negative impacts on surrounding properties.
- Provide an appropriate transition in scale down to lower-scaled built-form (with the adjacent established and transitioning neighbourhood) where applicable, as well as to surrounding parks, and open space.

STREET WALL DEFINITION

- Define the public frontage with a layered landscape fronting Highland Drive NW.
- Define primary pedestrian and car gateways with proper landscape features and lighting.
- Primary pedestrian gateways/building entrances should create a distinctive architectural look, and shape or colour when compared with neighbouring buildings of the same type and scale.



- Secondary car gateways/ramps leading to the underground parkades should be paired where feasible with the neighbouring buildings to minimize sidewalk conflicts and curb cuts.
- The interface between the public sidewalk and building should clearly defined public, semi-public and private space either through the creation of a low, transparent fence built with quality materials or layered landscaping of low xeriscaping, hedges and raised stoops/terraces, as well as with transparent metal fencing in front of ground units. Alternatively, “brownstones” typology with a raised main floor up to 1.5 m could be contemplated if rich layered landscaping is provided.
- All ground units will be directly connected to the front sidewalk.
- A single or double row of trees should define the sidewalk in front of the building to provide a sense of human scale and serve as a buffer between development and the public street.
- High quality architectural detailing, lighting, signage and materials should define the pedestrian realm as well as the building.
- Adjacent public spaces should be landscaped in a way to provide opportunities for passive and active uses of space in the form of seasonal patios, special sitting areas, smaller water features or public art.

SETBACKS - RESIDENTIAL INTERFACES

- Main entrances should be located between 1.5 to 3.0m and architecturally defined with canopies, attractive building and municipal signage, full transparency and well lit.
- Residential uses at-grade (stacked townhouses) should be in the range of 3.0m to 4.5m setbacks in order to provide an adequate privacy buffer from the adjacent public sidewalk.
- Residential uses should have a raised stoop/terrace with transparent railing and vertically layered landscaping. A 1.5m to 3.0m deep terrace would provide an appropriate amenity space for residents and allow for additional “eyes on the street.”
- All ground level units may consider having a primary unit entrance facing Highland Drive NW.



MASSING

- In conjunction with any architectural style, the massing should incorporate the usage of setbacks, step-backs, roof typologies and moderate façade articulation.
- Vertical and horizontal building elements including the size and type of detailing should create a “sense of place” and human scale conducive to walking, biking and passive enjoyment of richly landscaped urban environment.

HEIGHT

- The maximum height for a mid-rise built-form is 6 storeys (20m – average of 3.5m height per storey) on Parcels 5, 6, 8 and 9. The maximum height is 8 storeys (26m – average 3.5m height per storey) on Parcels 3 and 11. The maximum height is 12 storeys (40m – average height per storey) on Parcel 7.

MECHANICAL PENTHOUSES /ROOF HEIGHT

- Mechanical penthouses may exceed the maximum building height limit by up to 5m and should be properly screened on all sides of the rooftop.

STEP-BACKS

- Mid-rise built-form should provide step-backs. Step-backs should be treated skillfully with varied textures or colours to provide visual interest and create a smaller, friendlier pedestrian scale at the ground level.

FAÇADE ARTICULATION

- Depending on the buildings architectural style the building design should consider design elements, such as cornice lines, window bays, entrances, canopies, higher quality building materials, textures and fenestration, in a pattern, scale, colour and proportion that creates visually attractive buildings and enhances the pedestrian experience from all angles in the neighbourhood.
- In addition to successfully fulfilling functional requirements, residential balconies, loggias and other projecting building elements should creatively and visually complement the selected architectural style through form, material, texture or colour.

SITE SERVICING / ACCESS AND PARKING

- Loading, servicing, and other vehicular related functions should not detract from the use or attractiveness of the front pedestrian realm.
- Access to site servicing and underground parking should be provided on the side of the building, from Highland Drive NW.
- Due to limited depth of parcels, the building design should minimize the extent of site area dedicated to servicing (i.e., garbage collection) and vehicular access through the use of shared underground facilities.
- All vehicle ramps, loading areas, and garbage storage and collection areas or enclosures should be integrated into the side of the building.
- Locate ventilation shafts, grates, and other above-ground mechanical or site servicing equipment, away from the public sidewalk.

AMENITY SPACES

- Due to the limited depth of parcels, ensure visual connectivity and vistas to the adjacent PUL open space area.
- Provide high quality semi-transparent fencing and controlled gateways connected to the bike and pedestrian pathway at the adjacent PUL open space.

- Provide a limited range of high-quality, small-scale comfortable and safe private and shared outdoor amenity spaces such as picnic areas, small children's playgrounds, specialized private gardens to interface with the PUL open space.
- Locate and design shared private outdoor amenity space with maximized sun access, and minimized noise and air quality pollution.
- Provide fully accessible amenity spaces for all ages and users, including tenants with physical disabilities.

HIGHLAND DRIVE NW (Parcel 4)

URBAN FIT AND TRANSITION IN SCALE

- The character of this site should be urban with an emphasis on the creation of green edges.
- Locate buildings to sensitively integrate, complement, and minimize negative impacts on surrounding properties.
- Provide an appropriate transition in scale down to lower-scaled built-form (with adjacent established and transitioning neighbourhood to the north and west lots) where applicable, as well as to surrounding parks, and open space.

STREET WALL DEFINITION

- Define public frontage with layered landscape fronting Highland Drive NW and 44 Avenue NW
- Define Primary pedestrian and secondary car gateways with proper landscape features and lighting.
- Primary pedestrian entrances to create distinctive architectural look, shape or colour when compared with neighbouring buildings of the same type and scale.
- Provide underground entrances gateways/ramps leading to the underground parkades to be paired where feasible with the neighbouring buildings to minimize sidewalk conflicts and curb cuts.
- Interface between public sidewalk and building should clearly define public, semi-public and private space either through creation of low, transparent fence built with quality materials or layered landscaping of low xeriscaping, hedges and raised stoops/terraces, as well as with transparent metal fencing in front of ground units.
- All ground units will be directly connected to the front sidewalk.
- Single or double row of trees should define sidewalk in front of the building to provide sense of human scale and serve as a buffer between development and public street.
- High quality architectural detailing, lighting, municipal signage and materials should define the pedestrian realm as well as the building.
- Adjacent public spaces should be landscaped in a way to provide opportunities for passive and active uses of space in the form of seasonal patios, special sitting areas, smaller water features or public art

SETBACKS - RESIDENTIAL INTERFACES

- Main entrances could be located between 1.5m - 3.0 m setbacks and to be architecturally defined with canopies, attractive building and municipal signage and be fully transparent and well lit.
- Residential uses at-grade should be in the range of 3.0m to 4.5m setbacks in order to provide an adequate privacy buffer from the adjacent public sidewalk.
- Residential uses should have a raised stoop/terrace with transparent railing and vertically layered landscaping. A 1.5m to 3.0m deep terrace would provide appropriate amenity space for residents and allow for additional “eyes on the street”.
- All ground level units may consider having a primary unit entrance facing Highland Drive NW or 44 Avenue NW.

MASSING

- The parcel and geographic qualities should be a carefully stepped-down/terraced built-form. In conjunction with any architectural style, the massing should incorporate the usage of setbacks, step-backs, terraces roof typologies and attractive façade articulation.
- Vertical and horizontal building elements including the size and type of detailing should create a “sense of place” and human scale conducive to walking, biking and passive enjoyment of richly landscaped urban environment.

HEIGHT

- The maximum height for a built-form is 6 storeys (20m – average of 3.5m height per storey) along Highland Drive NW and 4 storeys (12m) along 44 Avenue NW.

STEP-BACKS

- A low-rise built-form equal or lower than 2 storeys does not require mandatory step-backs, but may consider step-backs in the form of generous terraces, if feasible.

FAÇADE ARTICULATION

- Depending on the buildings architectural style the building design should consider design elements, such as cornice lines, window bays, entrances, canopies, higher quality building materials, textures and fenestration, in a pattern, scale, colour and proportion that creates visually attractive buildings and enhances the pedestrian experience from all angles in the neighbourhood.
- In addition to successfully fulfilling functional requirements, residential balconies, loggias and other projecting building elements should creatively and visually complement the selected architectural style through form, material, texture or colour.

SITE SERVICING / ACCESS AND PARKING

- Loading, servicing, and other vehicular related functions should not detract from the use or attractiveness of the front pedestrian realm, but due to the low density and scale may be permitted in front of the building.

- Access to site servicing and underground parking should be provided on the side of the building, from Highland Drive NW.
- Due to steep slopes and limited depth of parcels, the building design should minimize the extent of site area dedicated to servicing and vehicular access through the use of shared underground facilities.
- All vehicle ramps, loading areas, and garbage storage and collection areas or enclosures should be integrated into the side of the building.

AMENITY SPACES

- Locate and design shared private outdoor amenity space with maximized sun access, and minimized noise and air quality pollution.

COMPREHENSIVE MULTI-RESIDENTIAL DEVELOPMENT (Parcel 10)

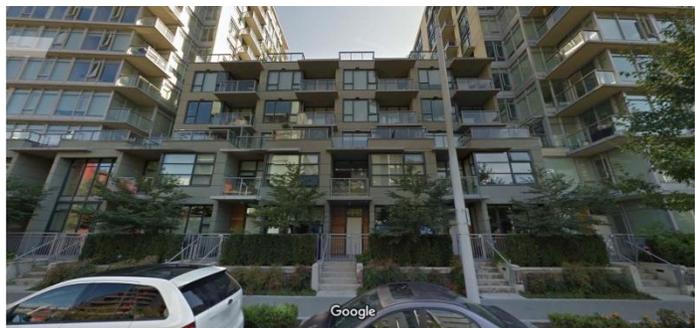
East Side of the Parcel

URBAN FIT AND TRANSITION IN SCALE

- Character of this site should be urban with an emphasis on the creation of green edges and a green oasis in the middle of the development.
- Locate buildings to sensitively integrate and minimize negative impacts on surrounding properties.
- Provide an appropriate transition in scale down to lower-scaled built-form (with adjacent established and transitioning neighbourhood to the north and west lots) where applicable, as well as to surrounding parks, and open space.

STREET WALL DEFINITION (PUL)

- Define the public frontage with a layered landscape fronting the PUL open space and the sites access road.
- Define a primary and secondary gateway with the proper landscape features and lighting.
- The interface between the public sidewalk and building should clearly define public, semi-public and private space through the creation of a low, transparent fence built with quality materials. Interfaces should be defined with layered landscaping of low xeriscaping, hedges and raised stoops/terraces, as well as with transparent metal fencing in front of a stacked or townhouse development.
- Townhouse primary entrances should be connected to the front sidewalk
- Single or double row of trees should define the sidewalk in front of the building to provide a sense of human scale and serve as a buffer between development and the public street.



- High quality architectural detailing, lighting, signage and materials should define the pedestrian realm as well as the building.

SETBACKS - RESIDENTIAL INTERFACES

- Front setbacks should range from 3.0m – 4.5m.
- The middle portion of the development could be defined with stacked townhouses and the ends with residential towers.
- Main entrances to be defined with canopies, attractive building and municipal signage and be fully transparent and well lit.
- Residential uses at-grade (stacked townhouses) should be in the range of 3.0m to 4.5m setbacks in order to provide an adequate privacy buffer from the adjacent public sidewalk.
- Residential uses should have a raised stoop/terrace with transparent railing and vertically layered landscaping. A 1.5m to 3.0m deep terrace would provide the appropriate amenity space for residents and allow for additional “eyes on the street.”
- All ground level units should have a primary unit entrance facing Highland Green NW

MASSING

- In conjunction with any architectural style, the massing should incorporate the usage of setbacks, step-backs, roof typologies and moderate façade articulation.
- Tower podiums could vary from a minimum of 2 storeys and a maximum of 4 storeys and should be compatible in massing and transitions with stacked townhouses or other built-form.
- Vertical and horizontal building elements including the size and type of detailing should create a “sense of place” and human scale conducive to walking, biking and passive enjoyment of the richly landscaped urban environment.

HEIGHT

- The maximum height for a mid-rise built-form (stacked townhouses) is 4 storeys (14m – average of 3.5m height per storey)
- The maximum height for high-rises with a podium is 18 storeys (65m – average height of 3.5m per storey).

HIGH-RISE BUILT-FORM: TOWER FLOOR PLATE

- The maximum tower floor plate shall be 950m².

MECHANICAL PENTHOUSES /ROOF HEIGHT

- Mechanical penthouses may exceed the maximum building height limit by up to 5m and should be properly screened on all sides of the rooftop.

STEP-BACKS

- Step-backs should be utilized only in conjunction with set-back variations at-grade between towers and stacked townhouses.
- Stacked townhouses do not need any step-backs if equal or lower than 4 storeys but should be treated with varied textures or colours to provide visual interest and create a smaller, friendlier pedestrian scale at the ground level.

FAÇADE ARTICULATION

- Depending on the buildings architectural style the building design should consider design elements, such as cornice lines, window bays, entrances, canopies, higher quality building materials, textures and fenestration, in a pattern, scale, colour and proportion that creates visually attractive buildings and enhances the pedestrian experience from all angles in the neighbourhood.
- For all built-form above the podium level, consider *Bird-friendly Urban Design Guidelines*.
- In addition to successfully fulfilling functional requirements, residential balconies, loggias and other projecting building elements should creatively and visually complement the selected architectural style through form, material, texture or colour.

SITE SERVICING / ACCESS AND PARKING

- Loading, servicing, and other vehicular related functions should not detract from the use or attractiveness of the front pedestrian realm.
- Access to site servicing and guest surface parking and tenant parkade should be provided at the rear of the building, from Highland Green NW.
- The building design should minimize the extent of site area dedicated to servicing (i.e., garbage collection) and vehicular access through the use of shared infrastructure and efficient layouts.
- All vehicle ramps, loading areas, and garbage storage and collection areas or enclosures should be integrated into the building at the back of the building.
- Port-cochere (drop-off areas) may be located either on a side or at the back of the building.
- When located at the rear, direct visual and physical pedestrian and bicycle access may be provided either through a direct rear entrance or safe interior passages leading to the main entrance.
- Locate ventilation shafts, grates, and other above-ground mechanical or site servicing equipment, away from the public sidewalk (especially the pedestrian clearway) and public or private open spaces.

AMENITY SPACES

- Provide a range of high-quality, comfortable and safe private and shared outdoor amenity spaces such as picnic areas, children's playgrounds, specialized private gardens or sport amenities such as tennis and basketball courts or similar.
- Provide passive and active amenity spaces with elements built of high-quality, environmentally sustainable materials, four season landscaping, comfortable seating,

pedestrian-scale lighting, trees, shade structures, weather protection, screening, and programming opportunities, as appropriate.

- Locate and design shared private outdoor amenity space with maximized sun access, and minimized noise and air quality pollution.
- Provide fully accessible amenity spaces for all ages and users, including tenants with physical disabilities.

West Side of Site

URBAN FIT AND TRANSITION IN SCALE

- Character of the parcel should be urban with an emphasis on the creation of green edges and a green oasis in the middle of the development.
- Locate buildings to sensitively integrate and minimize negative impacts on surrounding properties.
- Provide an appropriate transition in scale down to lower-scaled built-form (with adjacent established and transitioning neighbourhood to the north and west lots) where applicable, as well as to surrounding parks, and open space.

STREET WALL DEFINITION (PUL)

- Define the public frontage with a layered landscape fronting the PUL open space and the parcel access road.
- Define a primary and secondary gateway with the proper landscape features and lighting.
- The interface between the public sidewalk and building should clearly define public, semi-public and private space through the creation of a low, transparent fence built with quality materials. Interfaces should be defined with layered landscaping of low xeriscaping, hedges and raised stoops/terraces, as well as with transparent metal fencing in front of a stacked or townhouse development.
- Townhouse primary entrances should be connected to the front sidewalk.
- Single or double row of trees should define the sidewalk in front of the building to provide a sense of human scale and serve as a buffer between development and the public street.
- High quality architectural detailing, lighting, signage and materials should define the pedestrian realm as well as the building.

SETBACKS - RESIDENTIAL INTERFACES

- Residential uses at-grade should be in the range of 3.0m to 4.5m setbacks in order to provide an adequate privacy buffer from the PUL open space.
- Residential uses should have a raised stoop/terrace with transparent railing and vertically layered landscaping. A 1.5m to 3.0m deep terrace would provide appropriate amenity space for residents and allow for additional “eyes on the street.”
- Buildings situated alongside the PUL open space should have a primary unit entrance facing the PUL open space.

MASSING

- In conjunction with any architectural style, the massing may incorporate the usage of setbacks, step-backs, roof typologies and moderate façade articulation.
- Vertical and horizontal building elements including the size and type of detailing should create a “sense of place” and human scale conducive to walking, biking and passive enjoyment of richly landscaped urban environment.

HEIGHT

- The minimum height for a mid-rise built-form is 4 storeys (14m – average of 3.5m height per storey)
- The maximum height is 18 storeys (65m) but is reduced to 6 storeys (20m) within 20 metres of the PUL open space to provide “eyes on the open space.”

MECHANICAL PENTHOUSES /ROOF HEIGHT

- Mechanical penthouses may exceed the maximum building height limit by up to 5m and should be properly screened on all sides of the rooftop.

STEP-BACKS

- Step-backs could be considered if feasible in conjunction with set-back variations at-grade between the two slabs.
- Residential buildings equal or lower than 8 storeys should have step-backs with varied textures or colours to provide visual interest and create a smaller, friendlier pedestrian scale at the ground level.

FAÇADE ARTICULATION

- Depending on the buildings architectural style the building design should consider design elements, such as cornice lines, window bays, entrances, canopies, higher quality building materials, textures and fenestration, in a pattern, scale, colour and proportion that creates visually attractive buildings and enhances the pedestrian experience from all angles in the neighbourhood.
- In addition to successfully fulfilling functional requirements, residential balconies, loggias and other projecting building elements should creatively and visually complement the selected architectural style through form, material, texture or colour.

SITE SERVICING / ACCESS AND PARKING

- Loading, servicing, and other vehicular related functions should not detract from the use or attractiveness of the front pedestrian realm / pedestrian plaza at the primary gateway;
- Access to site servicing and guest surface parking and tenant parkade should be provided in conjunction with the eastern side of the parcel.
- The building design should minimize the extent of site area dedicated to servicing (i.e. garbage collection) and vehicular access through the use of shared infrastructure and efficient layouts, including vehicular passages at the ground level.
- All vehicle ramps, loading areas, and garbage storage and collection areas or enclosures should be integrated into the building at the back of the eastern wing of the building.

- Port-cochere (drop-off areas) may be located either on a western side of the building facing pedestrian plaza (primary gateway).
- When located at the rear, direct visual and physical pedestrian and bicycle access may be provided either through a direct rear entrance or safe interior passages leading to the main entrance.
- Locate ventilation shafts, grates, and other above-ground mechanical or site servicing equipment, away from the public sidewalk (especially the pedestrian clearway) and public or private open spaces.

AMENITY SPACES

- Provide a range of high-quality, comfortable and safe private and shared outdoor amenity spaces such as picnic areas, children's playgrounds, specialized private gardens or sport amenities such as tennis and basketball courts or similar.
- Provide passive and active amenity spaces with elements built of high-quality, environmentally sustainable materials, four season landscaping, comfortable seating, pedestrian-scale lighting, trees, shade structures, weather protection, screening, and programming opportunities, as appropriate.
- Locate and design shared private outdoor amenity space with maximized sun access, and minimized noise and air quality pollution.
- Provide fully accessible amenity spaces for all ages and users, including tenants with physical disabilities.