



RECOLOUR GREY:

Healthy Community &
Residential Subdivision
Guidelines

Acknowledgements

These Guidelines have been created using data collected from a literature review focusing on healthy, sustainable, and supportive subdivision plans developed by both rural and urban centres in Ontario and communities across Canada. In addition, the appropriate Federal and Provincial policies pertaining to land-use and development were used to establish the Guidelines contained within this report.

Municipal Planners, Private Planners, Developers, Engineers, and Health Professionals operating in Grey County were consulted in order to develop these Guidelines as well, offering valuable insight into this guide.

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2020

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Background

Grey County is committed to developing healthy, supportive communities that are reflective of their environment and unique historical character. The Guidelines seek to supplement Grey County's new Official Plan, Recolour Grey and development-based policies in a clear and efficient manner.

As described by the Province, a healthy community is compact, pedestrian friendly, connected, and contains a mix of uses that support daily living and physical activity. Provincial policy provides direction on land-use patterns, public spaces, natural systems, inclusivity, and use of municipal and individual private servicing in both primary and secondary settlement areas respectively.

These residential subdivision guidelines aim to provide assistance to planning and development stakeholders in creating healthy, supportive, and unique settings for the residents of Grey County. This document alone is not applied as a means of approving or rejecting development proposals, but as a set of informative guidelines that provide direction throughout the planning and development process, alongside the policies and regulations that are already in place in Grey County (Provincial, Municipal, County) with which all developments should comply.

These guidelines do not supersede the Niagara Escarpment Plan, any County or Municipal Official Plans, Zoning By-laws, engineering standards or any other Provincial policy. Where a conflict may exist between the approved Niagara Escarpment Plan, any Official Plans, Zoning By-laws, or engineering standards and these guidelines, the former shall prevail.

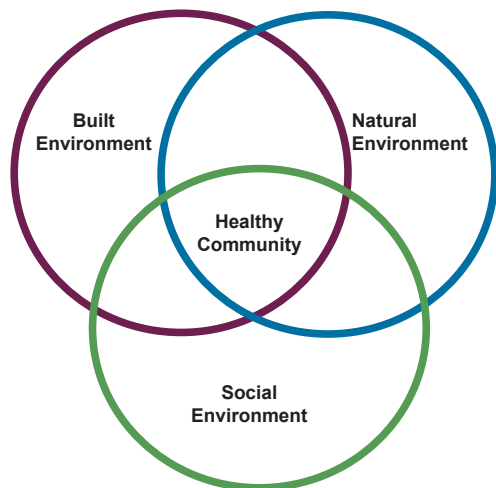
Every municipality within Grey County has grown and developed in a unique way. Some municipalities are solely composed of primary settlement areas, whereas others have a mixture of land use types including secondary settlement areas, rural land and agricultural land use, and recreational resort. Planning decisions are very local in nature and context specific. These guidelines were created to provide direction on best practices even though they may not be entirely applicable to every development.



It is important that the message behind these guidelines is taken into consideration. Nothing in these guidelines is meant to prohibit individual municipalities from developing their own detailed guidelines, which further build off the broad principles in this document.

What is a healthy community?

Healthy communities are structured to improve health by enabling physical activity, gathering and socialization and through creating safe and clean communities. Healthy communities include components of the natural, social and built environment.



How does the developer benefit?

Compact communities can provide economic benefits through increased sale prices and marketability. Healthy community principals support proximity to trails, parks and open spaces can increase property values and typically have lower crime rates.

Reviewing bodies

In reviewing new residential subdivisions, the following stakeholders are involved and given the opportunity to provide input:

- Grey County and member municipalities,
- First Nations and Metis peoples,
- Conservation Authorities,
- School Boards,
- Utilities,
- Telecommunication Companies,
- Canada Post,
- Provincial Ministries,
- The Health Unit, and
- Members of the public.

Introduction

Main Elements

The following elements should be considered when developing healthy, vibrant, and supportive communities in Grey County:



INCLUSIVE DESIGN



DESIGN FOR SUSTAINABILITY



STREET DESIGN



PARKS & OPEN SPACES



COMPATABILITY



BUILDING & LOT DESIGN



SITE DESIGN

All of these elements work together to promote the development of healthy and supportive communities. While achieving all of the core elements in a development project is ideal, at times this can be challenging. It is integral however, that effort is made to do this.

How to Use this Guide

The aim of this guide is to support the development of healthy, supportive communities and new residential subdivision or condominium developments. Although condominiums will not be specifically 'called out' in these guidelines, the guidelines are meant to apply to both new residential subdivisions and condominiums across the County. The term 'subdivision' shall also generally be meant to include condominiums, except in those cases where it would hinder understanding. It also aims to equip individuals involved in the development process – be it during the design, planning, or construction phase – with the knowledge and tools required to meaningfully review proposals using the healthy community and subdivision guidelines.

Key Considerations

All applicants should consider the following key considerations when preparing to submit a development application in Grey County. These questions are intended to initiate a dialogue during the development process where strategies can be created to better implement and optimize the use of the healthy community and subdivision guidelines.

Inclusive Design
Is accessibility a component of your project?
Do you know the end users of your project?
Who will interact with the outcome of your project?
Will your project design create barriers to accessibility?
Is there sufficient diversity of housing and unit types to accommodate households of varying income, size, and need?
Who are your stakeholders?

Design for Sustainability
Does your project consider the future use of the site?
Will your design enhance and maintain the surrounding environment?
Does your project include designs to combat and mitigate the effects of climate change?
Will your project take human wellness and mental health into consideration?
Is your project innovative? Does it integrate new technologies and materials in the design?

Street Design
What are the municipal standards and dimensions for sidewalk, trail, and bicycle lane development? These standards may include any transportation, active transportation, trails, or cycling master plans in a community. What are the standards for other amenities?
Have all applicable road authorities (e.g. Provincial, County or Municipal) been consulted with in the design of your project?
Is there a bicycle, walking, or active transportation plan? If so what bicycle or pedestrian facilities are designated or recommended within the development site?
Does the project provide sufficient pedestrian and bicycle amenities to both encourage and support active transportation?
Have current or future transit facilities (e.g. bus stops) been factored into the design of the project?
How can intersections and other major transportation routes be designed in a way that increases the comfort of pedestrians and cyclists?
Which streets in your design should be targeted for traffic calming? How can traffic calming be achieved on these streets?
How can sidewalks or trails be used to facilitate movement of and encourage active transportation?
Does the project connect to existing sidewalk, trail and road networks? Does it consider connections to future networks on any undeveloped neighbouring lands?

Parks & Open Spaces

Does your project plan for the creation of central green-spaces that promote connectivity with other open spaces and active transportation networks in the community?

Are these parks, open spaces, and trail networks accessible?

Is your design innovative and creative? Are green spaces located in desirable locations? Who will use these green spaces?

Is landscape design incorporated throughout the community you are developing?

Does your project ensure that the spaces surrounding your development site are nicely landscaped and organized?

Are there any municipal parks and recreation master plans that are applicable to your project?

Compatibility

Is the scale of your project compatible with the community?

Does your project honour the existing infrastructure in the community (design and aesthetics of roadways, sidewalks, and buildings)?

How does your project preserve cultural and natural heritage in the community?

Site Design

Have you adequately consulted the Grey County and Municipal Official Plan, Zoning By-laws, and engineering standards in order to take the following into consideration: snow storage, parking, driveways, setbacks, easements, placement of buildings, secondary suites, density, greenfield development, infill development, emergency access, servicing, storm-water management, culverts

Are these considerations sufficient or excessive for the proposed development?

Can any of the considerations be provided more efficiently?

Have the environmental and aesthetic impacts of these design elements been considered in both the project and the surrounding community?



Inclusive Design

Inclusive community design is integral in creating communities that are engaged and connected. In this way residents in the County have the ability to live, work, shop, and play regardless of their age, ethnicity, and background. The purpose of this section is to highlight the aspects of inclusive design that are outlined in the County's Live Grey Discussion Paper and Official Plan. This section will cover the importance of promoting a safe and inclusive social infrastructure into the design of communities.

Safety

The objectives of integrating safety into inclusive design is to ensure that the residents of the County feel comfortable travelling, living, and engaging in the communities in which they live. Communities should be designed in a manner that promotes public safety, health, and well-being. The following should be considered when designing and creating safe spaces:

✓	Guidelines
	Design features should be used to discourage criminal activity by ensuring that public spaces are visible. This may involve integrating the use of various architectural and security features into the community design. This includes: • Orienting main entrance ways and large windows streetside for residential and commercial buildings. Creating sidewalks and streets that are inviting to pedestrians by: • Including adequate street lighting in design • Using landscaping to create buffers, shaded areas, and welcoming spaces that are aesthetically pleasing • Ensuring that sidewalks are an adequate width • Including public art when possible in the design of streets and other public spaces
	The natural environment should be used where possible to reinforce the physical design of the community. This includes using landscape plantings, pavement designs, gateway treatments, and fences to create boundaries that do not compromise natural surveillance.
	Identify areas of risk
	If possible, provide the services and resources required to support community safety



Age & Family Friendly Design

In the County a large proportion of the population is composed of an aging demographic, and is experiencing a decline in youth and young families. However, the County needs to plan for both 'what is' currently, but also 'what will be' as our communities evolve over time. As such, it is integral that communities within the County are designed in a manner that is inclusive and cognisant of the populations that may be over or under-represented. The following should be considered when creating age and family friendly spaces:

✓	Guidelines
	Consider developing alternative forms of housing that suit the older adults , young professionals, and families. This includes creating secondary suites, tiny homes, garden suites, affordable apartments, multi-generational homes, and independent living options
	Create a neighbourhood and community design that embraces an orderly street pattern that facilitates safe motor vehicle, bicycle, and pedestrian travel, as well as the efficient use of services and housing opportunities
	Plan for walkable sidewalks, pathways, and trails
	Plan for the creation of accessible spaces as per the Accessibility for Ontarians with Disabilities Act, 2005 (AODA). Examples include developing spaces with few stairs, wheelchair ramps that are not too steep, accessible washrooms, push-button doors, benches that are at an appropriate height, rest areas, and recreational spaces
	Make adjustments and adaptations in your community design that help seniors and young families feel safe in their communities. This includes: • Creating walkable spaces and neighbourhoods • Using landscaping to create welcoming spaces that are aesthetically pleasing. • This includes planting trees and flowers, providing places to sit in shaded areas, curb cuts for accessibility, good lighting, clear signage, security features, and adequate vehicle and pedestrian safety at intersections • Access to green space • Access to public transit and other essential services (grocery stores, libraries, healthcare, churches, and restaurants)
	Ensure that your community has access to those public services that are integral to healthy living, especially for seniors
	Consider designs which provide a mix of residential unit types in any given development, such that housing for all demographics and age groups is interspersed throughout the community, rather than an individual housing type being centralized in one location

Design for Sustainability

The County encourages sustainable development that supports energy efficiency and protects environmental and natural resources. Sustainable design does not just include sustainable infrastructure, but the on-going, long-term health and wellbeing of the community and the natural environment. When designing subdivisions and communities it is valuable to ensure that the developments can adapt with emerging technology and changing best practices.

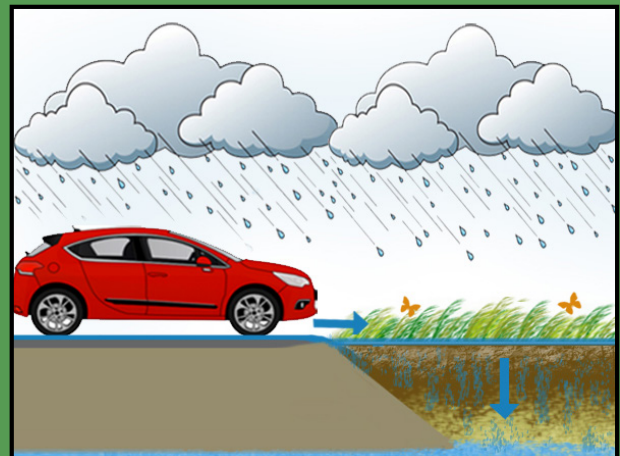
Health and Wellbeing

Health and wellbeing can be improved through access to public space as well as natural and open spaces. Connecting communities to social, cultural and recreational facilities as well as natural and open spaces provides opportunities to increase physical activity, community engagement and overall community health and wellbeing. Planning for movement and transportation are key to connecting rural communities to these spaces. The following should be considered when designing for health and wellbeing:

✓	Guidelines
	Connected on and off-road cycling and pedestrian infrastructure (e.g. paved shoulders and access to trail heads)
	Access to green space, parks and trails
	Compact communities that support mixed land uses (e.g. integrating residential, retail, recreation, parks and public spaces)
	Access to social, cultural and recreational facilities
	Access to and the protection of local foods (e.g. allocating space for community gardens, farmers markets and the local food movement)

Low Impact Development (LID)

As rainwater drains off impermeable surfaces such as roads and roofs the water collects contaminants that are brought into local water bodies. Low Impact Development encourages rainwater to infiltrate through surfaces, mimicking the natural hydrological cycle. The infiltration process improves ground water recharge and allows for the natural filtration of contaminants. Examples of LID include but are not limited to green roofs, permeable paving materials and bioswales.



Design for Climate Change

The County Official Plan acknowledges the need to take action to adapt to and mitigate the effects of a changing climate through protecting and enhancing the resiliency of the natural, built and social environment. Sustainable infrastructure and green technologies can provide long-term economic and environmental benefits. The types and suitability of technologies vary depending on the community and the servicing available. The following should be considered when designing for climate change:

✓	Guidelines
	Infrastructure that supports energy efficiency and conservation
	Infrastructure that reduces water consumption (e.g. low-flow fixtures)
	Runoff management that promotes groundwater recharge and reduces storm water runoff (e.g. Low Impact Development)
	Increase tree canopy and green spaces to absorb carbon dioxide and provide shade
	Provide natural or construct shade to mitigate urban heat island effects
	Support renewable energy solutions such as roof-top solar panels
	Promote retrofits for energy efficiency in heritage structures
	Promote infill development and intensification that uses existing infrastructure or dwellings

Preservation of Natural Features

The scenic and naturally beautiful environment is highly valued in the County as these features provide environmental, physical and social values. The County Official Plan acknowledges the need to protect the natural environment for future generations. Close proximity to parks and natural features encourages physical activity and in turn provides health benefits. Additionally, public spaces promote formal and informal community interaction. The following should be considered when developing around natural features:

✓	Guidelines
	Support natural features and their ability to filter water and air pollution and reduce urban heat islands
	Recognize and support the integral role the natural environment plays in providing ecosystem services, increased biodiversity and providing wildlife habitat
	Protect or enhance the habitat of Threatened and Endangered species
	Protect or enhance wetlands, woodlands and valleylands
	Maintain movement corridors for both plants and animals
	Ensure that natural features and their ecological functions are not negatively impacted by the development through appropriate setback and mitigation measures

	Support tree retention or tree re-planting programs where feasible
	Work with community partners, agencies, or conservation organizations to ensure that natural features are appropriately dedicated and maintained following development

Areas of Avoidance

Provincial Policy directs development away from areas considered as Hazard Lands. Hazard Lands are impacted by flooding, steep slope, erosion and dynamic beach hazards and consequently pose risk to public health or safety and property damage. The risks associated with natural hazards may change over time and these changes should be reviewed when planning for the future. The following should be considered when developing near hazard lands:

✓	Guidelines
	Prior to any new development within or adjacent to hazard lands, the local Conservation Authority shall be consulted, and they may require a permit
	Floodplain, geotechnical, or shoreline studies may be required in order to define the hazard lands on a property
	Maintain suitable setbacks from wetlands, rivers, streams, and lakes
	Consider how setbacks may need to be expanded as a result of climate change
	Replacement, minor extensions or enlargements on existing buildings may be permitted
	Non-habitable buildings connected with public parks may be permitted
	Vehicles and people must have a way of safely entering and exiting at all times
	Placing, removing or re-grading fill material within a hazard area is not permitted without approval from the local Conservation Authority
	Hazard lands are not acceptable as part of the dedicated parkland contribution
	If the development is located within karst landform studies may be required to ensure that proper mitigation and precautionary measures are implemented

Karst Landform

Karst landforms display distinctive features that result from a combination of physical and chemical erosion by surface water or groundwater. These features often have an underground drainage system. Karst landforms may pose a risk to life, health and damage property. Consequently karst landforms are identified by the Province as hazard lands. Developments on Karst landforms are given special consideration and are subject to appropriate mitigation measures. Karst landforms are common along the Niagara Escarpment and in the Beaver Valley - Blue Mountains area.



Street Design

Motorized vehicles are the dominant method of transportation in the County, however not everyone has access to a vehicle. It is important to provide several transportation options that come together to form the County's complete transportation system. The purpose of this section is to support the County's transportation system by promoting efficient transit routes accommodating pedestrians, cyclists, public transit, electric scooters, e-bikes, ATV's, horse and buggy as well as motorized vehicles that connect rural and settlement areas.

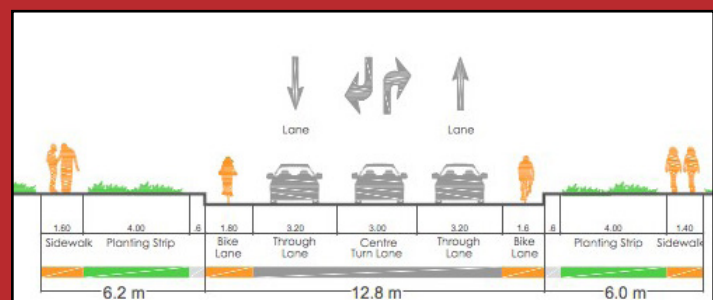
Intersection Design

The objectives of intersection design are to facilitate the safe and efficient movement of motor vehicles, buses, trucks, bicycles, pedestrians and other modes of transportation. Arterial and local intersections should be designed to maximize efficiency for all modes, accommodate turning vehicles and ensure that all modes of transit interact in a safe manner. The following should be considered when designing for intersections:

✓	Guidelines
	Improved traffic signals and signage
	Providing additional pedestrian-scale lighting in areas with a high volume of pedestrian activity, such as key intersections, transit stops, trail crossings, and mid-block connections
	Walkable land parcels/blocks with clear pedestrian crossings/walkways/sidewalks
	Crossings should consider all ages and mobility levels
	Sightlines should be considered in the location of trees planted at intersections
	Designing roads as complete streets to accommodate all age groups, accessibility standards, and different forms of transportation
	Relocating utility poles that interfere with pedestrian crossings
	Roundabouts/traffic circles at key intersections

This visual shows a complete street with a buffer between the sidewalk and the road, accommodating cyclists, cars, on-street parking, and pedestrian movement.

Source: Smith Lea, N., Mitra, R., Hess, P., Quigley, B. & Loewen, N. (2016). Complete Street Transformations in the Greater Golden Horseshoe Region. Toronto: Clean Air Partnership



Roadway Best Practices

The road network within the County includes provincial highways, county roads, as well as municipal and private or condominium roads. A Traffic Impact Study may be required by the Province, County, or Municipality in order to help determine the roadway requirements for proposed development.

Provincial Road Considerations:

✓	Guidelines
	All proposed development located adjacent to a provincial highway will be subject to Ministry of Transportation (MTO) policies, guidelines, or permits where applicable
	Where provincial highways intersect with developed areas, there should be accommodation for a variety of transportation modes in order to integrate with the complete transportation system, including pedestrians, cyclists, transit, electric scooters, e-bikes, ATV's, horse and buggy as well as motorized vehicles with the aim of developing complete streets for all age groups
	Where 'Connecting Link' agreements are in place, municipal standards may apply
	Direct access to a provincial highway from a new development is discouraged
	Development is encouraged to utilize local roads and shared access wherever possible

County, Municipal and Private Road Considerations:

✓	Guidelines
	County arterial and collector roads typically maintain a 30 metre right-of-way, and municipal roads typically maintain a 20 metre right of way. The County or Municipality may choose to reduce these widths where adequate justification has been provided
	Designing roads as complete streets in order to accommodate accessibility standards of all age groups
	Ensuring that road right-of-ways also contain adequate area to support necessary utilities and telecommunication infrastructure, preferably not under the travelled portion of the road
	Maintain current roads to ensure safety of all modes of transportation
	Support active transportation by having attractive designs for movement
	Ensure public and private road access is suitable for emergency services
	Provide adequate setbacks, buffering, landscaping and screening
	Consideration of wayfinding signage to support tourism, cultural attractions, downtowns, and for pedestrians/cyclists on routes/trails
	Coordinating with local municipalities and existing transit providers regarding planned or future transportation connections (nodes) and transit corridor
	New development will consider future vehicle and pedestrian connections to adjacent lands

	New development may require improvements to existing road networks at the expense of the developer, or as a shared expense
	New residential development is generally prohibited on private roads, except through an approved plan of condominium
	Preference is given to through-roads and a grid or modified grid network; it is recommended to avoid cul-de-sacs where possible, as cul-de-sacs are difficult to maintain
	When reconstructing roads, consideration should be given to adding more passing lanes, turn lanes, bicycle lanes or paved shoulders along County or Municipal roads

Parking & Access

New development should ensure that there is adequate parking to serve the subdivision residents and visitors. New development should consult individual municipalities in order to identify parking requirements or restrictions. Parking and access standards may vary from municipality to municipality across the County, and may change from time to time. The following general considerations should be given to address parking needs:

On-street

✓	Guidelines
	On-street parking is encouraged to reduce vehicle speeds and serve as a buffer between pedestrians and vehicles particularly in built-up areas. Note: on-street parking may not be appropriate on some streets, and to consult with individual road authorities to determine on-street parking feasibility
	Parallel on-street parking is preferred over perpendicular or angled parking to minimize the overall width of the roadway and optimize sightlines
	Encourage safe and secure bicycle parking

Residential

✓	Guidelines
	Detached, semi-detached and townhomes are typically expected to accommodate parking space for two vehicles
	For secondary units attached or detached, one additional vehicle parking space is typically encouraged
	For apartments, duplex and triplex dwellings one vehicle parking space is typically required per unit
	Parking standards may be reduced in developments that do not contain large amounts of car ownership, e.g. in long-term care or some seniors homes
	Design driveway parking widths and curb cuts to be no wider than the width of the garage, allowing for adequate room for on-street parking
	New developments will be designed to ensure safe access for vehicles and emergency vehicles

	Promote the use of permeable pavements
	Single access to new residential developments will generally be considered up to 85 units. New residential developments with 85 to 150 units will need to have at minimum one full access and an additional secondary emergency access (these thresholds may be modified provided emergency services is adequately satisfied safe access can be ensured to the given property)
	New residential developments exceeding 150 units will need to have two additional access points (these thresholds may be modified provided emergency services is adequately satisfied safe access can be ensured to the given property)
	Parking via rear alleys or lanes can improve the street façade and reduce setbacks, where snow storage and emergency vehicle access can be accommodated
	A landscaped buffer between parking and multi-unit housing complexes should be used to minimize visual impact

Surface

✓	Guidelines
	Locate surface parking at the side or in front of commercial developments
	To avoid large fragmented surface parking lots, coordinate commercial development to one area, allowing for convenient parking and efficient land use
	Plan for the long-term redevelopment of surface parking by designing the layout of the parking to consider site access, landscaping and site servicing that will permit the intensification of these sites
	Avoid large areas of continuous parking, parking should be separated into smaller lots
	Use trees to create shade and provide resting spots for pedestrians such as benches
	Incorporate adequate lighting, clear sightlines, access to sidewalks and pathways, as well as coordinated landscaping

This visual of surface parking shows the use of trees for creating shadows with proper space to encourage sightlines. The parking is broken up into sections to avoid congestion and improve movement.



Source: Town of Oakville. Designing Midtown Oakville, 2013

Coupled Driveways

Coupled driveways, where possible are encouraged in order to increase snow storage capabilities. However, new lots that require easements for access across other lots will generally not be promoted. Coupled driveways also reduces the amount of paved surface area and increases on-street parking.



Sidewalks

Streets serve a multitude of purposes by connecting communities, moving goods and people, as well as by providing a place where community members can meet and socialize. Developers should work with municipalities to ensure sidewalks and trails are considered within the proposed development. The careful design of pedestrian amenities and paths will lead to increased safety where vehicles and pedestrians share the streets. The following should be encouraged when designing sidewalks as part of a development:

✓	Guidelines
	Accommodate active transportation on safe, well designed complete streets. Design for multiple modes of travel so that active transportation is prioritized by incorporating sidewalks and bicycle lanes
	Ensure strong visual and physical links by improving sightlines and maximizing views of parks, landmarks, and trail openings
	Ensure that sidewalks or trails are able to connect to future subdivision development or adjacent existing developments
	At a minimum there should be a sidewalk on at least one side of the road. Consult with the municipality to confirm their requirements are met. In cases where there is only one sidewalk, if on-street parking is permitted, the on-street parking should be provided on that side of the street that contains a sidewalk to act as a buffer between pedestrians and vehicles
	Place sidewalks on both sides of the street in higher density areas and near community facilities such as schools
	Separate sidewalks from the street edge by using landscaped strips to increase pedestrian safety and comfort
	Large blocks should be subdivided into smaller, walkable blocks with through walkways or sidewalks with appropriate signage

Parks & Open Spaces

Parks within the County include forest properties, trails, municipal parks, sports fields, and civic spaces. These are the places where people come together for events, for sports activities, all forms of leisure and recreation, to enjoy nature, and to meet neighbours. Parks are an essential component to great place-making within our communities. Parks play a significant role in the County's goal of creating healthy communities, and are important to our physical, mental, and environmental health.

Access & Location

Parkland that is in proximity to residential development and which is accessible by pedestrians or cyclists is more frequently used by both children and adults. Accessible parkland provides invaluable physical and mental health benefits to the community. The creation of parkland should consider surrounding public space, trails and sidewalks to ensure safe connectivity with surrounding neighbourhoods. The following should be considered when determining park location and access:

✓	Guidelines
	Prior to project design, municipal parks and recreation master plans should be consulted with respect to parkland needs for a municipality
	New parkland is not appropriate in all developments (e.g. it may not be feasible for some infill projects), as such municipalities should be consulted as to whether parkland dedication is required, or if cash-in-lieu of parkland will be requested.
	A 400m walking radius to a park is recommended from each residence
	Emphasis on connectivity to other parks and trails, and transit stops
	Smaller parks and parkettes can be distributed in multiple locations across a neighbourhood for accessibility
	Agreements for joint use with school boards can help to achieve park standards
	Linear parks can be integrated into a street network and provide connections to large regional parks
	At least two sides of a greenspace should be accessible from a public street where feasible
	In cases where housing backs onto public green space, considerations should be provided for safety, security and access while ensuring that the parkland is not perceived as private space for neighbouring communities
	Neighbouring developments may consider shared or abutting parkland dedications to increase the area and usable park space as one larger park, versus multiple smaller parks

Connectivity

Interconnected trails and parks offer a safe and enjoyable system for pedestrian traffic. An established trail network contributes to the adoption of an active and healthy lifestyle while reducing vehicle-dependence and traffic on roadways. A connected trail or sidewalk system provides more direct access and freedom of movement for pedestrians to choose active transportation over a vehicle. The following should be considered when designing park and green space connectivity:

✓	Guidelines
	A trail system that is well maintained with possible seating, landscaping, lighting, signage, and trash cans will promote further usage and contribute to a safer environment
	Neighbourhood trail systems should be planned in coordination with the planning of the parks, parkettes and school sites
	Trail planning is most successful when it is done at the largest scale possible to promote connection to the most resources
	Connectivity should seek to reduce the distance for pedestrians by establishing a dense network of route options
	Shorter block lengths increase freedom of movement for pedestrians to navigate
	Consultation between different trail authorities (e.g. County, Municipal, Bruce Trail, etc.) is encouraged prior to project design



Design

Parks can be a valuable space for all age categories. A range of facilities and design approaches can provide amenities for all population groups. A well-designed park can be a place for physical activity, natural habitat and community gatherings. The following should be considered when designing parks and open spaces:

✓	Guidelines
	“Openness” in parks with unobstructed views and multiple entry points provides a sense of neighbourhood cohesion as well as an opportunity for surveillance and social interaction
	Design the park with both active (structured) and passive (unstructured) space to accommodate a wide array of age groups
	At least one park within a neighbourhood should provide space for community gatherings
	In circumstances where on-site parkland dedication is not possible, arrangements may be made for cash-in-lieu payments.
	A range of parklands should be considered, depending on the space possible (e.g. community parks, parkettes, urban plazas and natural areas)
	Neighbourhood parks should be located along local streets while community parks can be located along collector roads
	Stormwater services can provide additional open space opportunities, where safety can be appropriately managed
	Dog or pet friendly parks should also be considered in project design
	In developments that abut Georgian Bay or an inland lake, public access to the waterfront is promoted over private ownership of the waterfront

Active Transportation

Active transportation refers to any form of non-polluting, human-powered transportation such as walking, jogging, cycling, snowshoeing and wheelchairs. Active transportation provides health, environmental, economic and social benefits through improved air and water quality, increased social interaction, reduced health care costs, reduced risk of chronic disease.



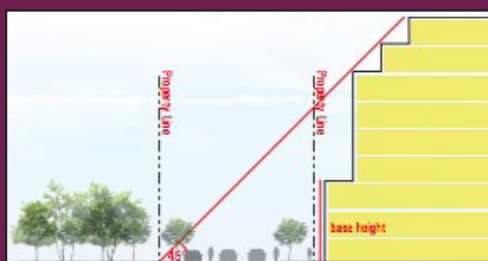
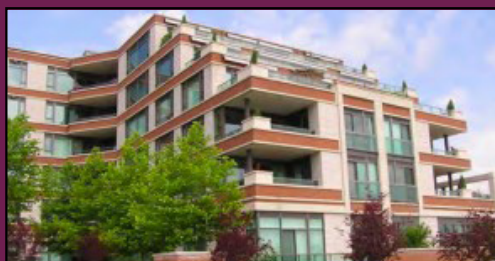
Compatibility

Scale and Transition

Communities are able to establish a sense of identity when the elements of transition and scale are combined, and design consistency is maintained across neighbourhoods. The following should be considered when designing neighbourhoods in order to achieve beneficial design standards:

✓	Guidelines
	Consult municipal Zoning By-laws and official plans to ensure standards are met
	Where the urban growth area is adjacent to residential neighborhoods, applying an angular plane is recommended to provide a transition in height from mid-rise buildings to low residential to reduce shadow impacts as well as perceptions of height
	Consider appropriate scale for building height and massing in proportion to the street in order to have improved effects on shadowing and wind
	Gaps between buildings should be minimized while respecting the Ontario Building Code, municipal standards, and neighbourhood character
	The imposing structure of taller buildings should be softened with projections, recessions and window openings
	Ensure that taller buildings are pedestrian focused at street-level with the scale, size and use of materials
	Stepping back upper stories of multi-unit buildings reduces their scale
	New development should maintain compatibility with adjacent residential areas, exploring measures such as transitional densities, built form, and land uses
	Maintain consistent lot sizes, yard depths, building heights, and similar building design and transition between buildings
	Mixed-use commercial residential development is recommended as an appropriate transition from commercial/industrial zones to the new neighbouring residential development

These visual shows the angular plane that should be applied for taller buildings in order to achieve scalability to street level. Source: Town of Oakville. Designing Midtown Oakville, 2013



Cultural Heritage

Cultural heritage is the intangible attributes of a community and can be distinguished in the built environments through buildings or archaeological remains, or through the natural environment. These components contribute to the cultural identity of communities and should be integrated in new developments. The following should be considered when dealing with cultural heritage components:

✓	Guidelines
	The County recognizes that our collective heritage dates back before the County of Grey's existence, including the traditional territories of First Nations and Metis peoples. The County encourages consultation with First Nations and Metis peoples prior to project design, and the inclusion of such cultural heritage elements into new residential subdivisions
	Where significant cultural heritage features are identified, development may be required to avoid such areas, or provide buffers to new development
	New buildings, open spaces and street design will build on the unique character of the municipality, through preserving existing trees where possible, and incorporating cultural heritage resources
	Create or maintain sustainable natural heritage and open space systems
	In areas where cultural heritage features have been identified, the qualities of the heritage are to guide the framework for design. The emphasis of these qualities will be on enhancing, creating or maintaining traditional community character



Incorporation of Cultural Heritage

This visual is of a historically significant barn that was incorporated into a public park, resulting in the preservation of the structure and creation of a shared community space.

Source: Town of Oakville. Cultural Heritage Landscapes Strategy

Building & Lot Design

As Provincial and County policies push for increased density within designated built-up areas, development is required to use available land efficiently and sustainably. In many cases 'density' is not new to our communities, simply a return to the development patterns of the early 20th century, prior to the dominance of the vehicle. Many communities in Grey have sections of century homes that meet the current density targets of the County Official Plan. By returning to these past ideals, or increasing density and establishing mixed-use neighbours, a more complete community can be established where residents can use active forms of transportation, experience increased face-to-face encounters with community members and live in close proximity to required amenities.

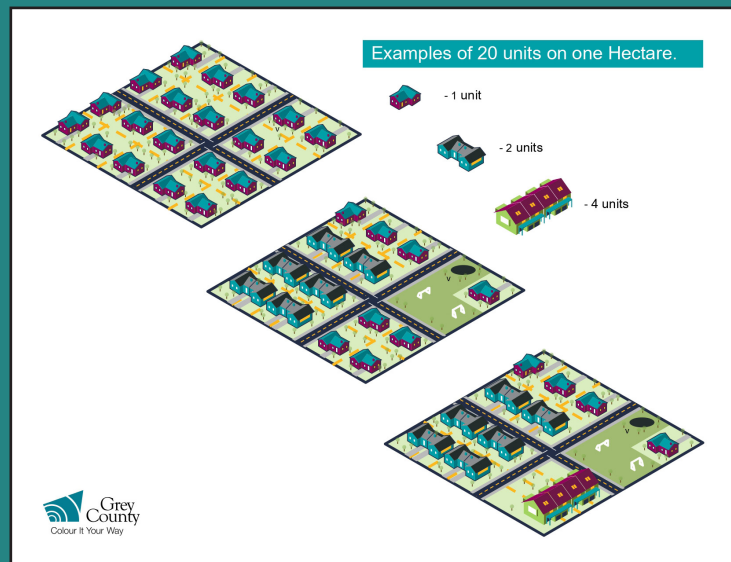
Infill/Redevelopment

Lower density neighbourhoods can be intensified with multi-unit buildings, secondary suites, and reduced lot sizes to provide housing options for a larger range of population groups. The process of infill development is place-based and should be reflective of existing character. The following should be considered when designing for infill/redevelopment:

✓	Guidelines
	Higher density residential should be placed in proximity to transit, commercial areas and neighbourhood amenities
	Mixed density developments should be encouraged throughout our communities
	Redevelopment should complement but not necessarily mirror the existing style of the neighbourhood
	Where there will be a significant increase in development height, a shadow analysis should be completed to assess the impact on existing neighboring buildings
	Large plots of land at end and mid-block are more suited for more dense housing options
	Streetscaping and design are important elements with infill in order to balance the hard edge of the building infrastructure
	Duplexes should maintain an appearance of a single detached dwelling
	The redevelopment of municipal parkland is generally not encouraged as infill development
	Redevelopment or infill opportunities may be limited by the available servicing infrastructure in the area, e.g. sizing of municipal water/sewer, or individual wells or septic systems
	Lane access and parking creates a more pedestrian and community friendly frontage, where snow storage and emergency vehicle access can be accommodated
	Redevelopment setbacks should be located within a reasonable distance and average to existing buildings
	Orient windows, porches and main entrances towards the street to create a more pedestrian friendly environment
	Reduced privacy is a primary concern with infill development. The design of windows, entrances and patios should be carefully considered

Approaches to Increased Density

A mix of lot and unit types can be used to meet density targets. Often times when this is suggested this to landowners or new developers they assume that this means development will have to be all townhouses and semis. This image highlights the fact that density targets can be achieved, without sacrificing certain unit types.



Secondary Suites

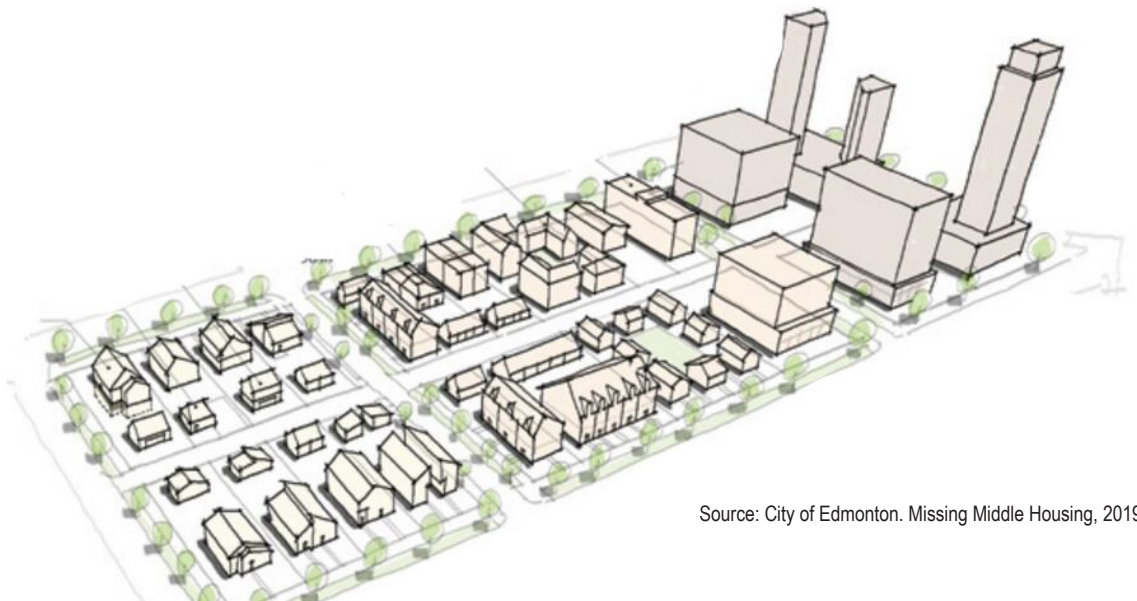
Secondary suites increase the supply and range of affordable rental accommodation while offering homeowners additional incomes. They provide alternative housing options for older adults, youth, and populations looking for smaller living quarters. Additional benefits include increasing the efficiency of the housing stock and offering affordable housing options. The County is generally permissive of secondary suites provided development meets zoning provisions outlined by the local municipalities. In settlement areas or the countryside without full municipal services, well water records or designated appropriate authority for sewage systems may be necessary prior to granting a building permit. The following should be considered when designing for secondary suites:

✓	Guidelines
	Section 16(3) of the Planning Act requires municipal official plans to authorize second units: - the use of two residential units in a detached house, semi-detached house or rowhouse - the use of a residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse
	Designing for secondary suites within new builds both increases the value of the property and supports municipal goals for affordable housing
	Consider providing separated amenity spaces for both units when rear yards are large enough
	Secondary suites will be promoted in new and existing neighbourhoods
	In some cases, it may be appropriate to ensure that the secondary suite entrance is not front facing to maintain a consistent façade on the street

Mixed-uses

The development of mixed-use settlements to create healthy, sustainable communities is encouraged. Higher density has many community benefits including a more efficient use of resources, environmental benefits from active transportation and greater demand for services and employment within a closer vicinity. This will be accomplished by integrating a variety of residential development within walking distance of retail, office, employment, institutional uses, recreational centers, parks and public space. The majority of the growth is to be directed towards settlement areas where there are existing services and infrastructure (e.g. water and sewer services, schools, hospitals, recreation facilities). Growth is also promoted in smaller privately serviced settlement areas where it fits well with the natural, resource, and available infrastructure levels. Mixed-use neighbourhoods involve co-locating land uses within a neighbourhood unit: commercial, parks, institutional uses, municipal facilities and a variety of housing types. The following should be considered when designing for density/mixed uses:

✓	Guidelines
	Commercial and retail uses should be located at street level on primary corridors
	Commercial, institutional, municipal uses should be co-located to create a hub of central activity
	Opportunities to site employment uses such as offices, innovation hubs, or co-work facilities alongside new residential development will be promoted
	New industrial live-work opportunities will generally not be supported
	Amenities should be available within an appropriate walking distance
	Apartment buildings should use lower level features and prominent scaling along the street to integrate with surrounding uses
	Greenspaces, gardens and other landscaped features should connect buildings to promote pedestrian-oriented spaces
	A buffer or transition space should be used to transition from residential to commercial areas
	Large sections of blank walls are discouraged. Windows, doors, awnings and setbacks with landscaping are encouraged
	Land may be required to be dedicated for new or expanded school sites, in consultation with the respective school boards

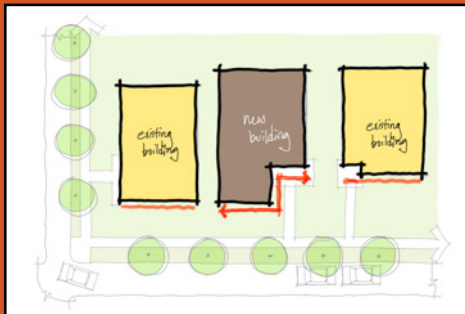


Site Design

Setbacks

Setbacks from neighbourhood municipal roads are encouraged to be minimal to create a framed feel to the street, provide compact use of land as well as efficient lot configuration. Developers should consult municipal Zoning By-laws in order to comply with setback requirements. The following should be considered when designing for setbacks:

✓	Guidelines
	Setback the garage from the front of the house so that it does not dominate the façade
	Establishment of a continuous façade for a consistent street edge. If existing buildings are present and a continuous façade is not possible, new buildings should have a similar setback to neighbouring buildings



Setbacks for infill development should consider adjacent buildings when planning. The setback for the new development should attempt to create as continuous of a façade as possible.

Snow Storage

The County is well known for its snow squalls and long winters. When designing a subdivision it is important to consider snow storage for roads, driveways and parking lots. Designs should accommodate adequate snow storage along subdivision roadways:

✓	Guidelines
	Consider driveway width, lot frontage, and lot coverage when planning for snow storage
	Consider snow storage when determining sidewalk and service trench locations
	Consider access for emergency vehicles during the winter
	Coupled driveways, where possible are encouraged in order to increase snow storage capabilities
	Ensure snow pile locations do not interfere with drainage and cause drifts on adjacent roads or lots

Stormwater Management

Stormwater management is an integral component of subdivision and community design. Managing stormwater prevents flooding from rainfall and snowmelt and ensures that wetlands, lakes, and rivers are not contaminated by the ensuing runoff. The following guidelines should be considered when implementing a stormwater management system:

✓	Guidelines
	Post development stormwater flows shall generally not exceed pre-development flows
	Consider the impacts of climate change and more frequent and intensive storm events on your stormwater management system
	In all new subdivisions and other large-scale developments, surface water management systems will be included to prevent on- or off-site flooding or erosion, and to prevent the deterioration of environmentally sensitive watercourses
	New residential developments will require stormwater management studies, as determined by the County, local Conservation Authority, and municipality. Stormwater studies may require quantity, quality, and thermal controls as necessary
	Where feasible, local stormwater management policies may require storage for on-site use or the use of infiltration as a means to replenish groundwater supplies and minimize off site flooding and erosion are encouraged
	The establishment of municipally owned and operated stormwater treatment facilities are encouraged. Stormwater management facilities should be designed to manage stormwater from multiple developments. Municipalities will require assessment of facilities before assuming ownership
	The incorporation of stormwater quality best management practices, low impact development (LID) practices, or a hybrid of LID and traditional stormwater practices into land use restrictions and long term maintenance of development proposals will be encouraged
	Development projects and associated stormwater outfalls adjacent to watercourses should incorporate naturalization techniques where appropriate to improve and maintain vegetation and habitat
	Thermal stormwater controls may be required where the outlet is a waterbody with fish habitat
	Stormwater management facilities will be designed to protect public health and safety
	Naturalized stormwater management facilities that integrate with the public open spaces of any given development will be encouraged
	Naturalized stormwater management facilities are designed to contain natural Wetland elements such as plants and grasses to improve water quality
	Permeable parking areas will be encouraged where feasible to reduce the amount of stormwater runoff
	Fencing may be required around some stormwater management facilities as required by the municipality. Design of this fencing shall consider both safety and aesthetics, and be integrated into the residential development appropriately

Servicing and Utilities

✓	Guidelines
	New residential subdivisions are reliant on water, wastewater, utility and telecommunication services. The form and density of development dictates level of servicing required, as is appropriate for the development forms being proposed. Development densities will vary based on the level of servicing provided
	Mail delivery locations, generally through new community mail boxes shall also be considered in residential subdivision design
	New residential developments in Primary Settlement Areas, or Recreational Resort Areas shall be serviced via municipal water and sewer services. In these areas a Functional Servicing Report will be required to demonstrate the servicing potential of the development
	Where current water treatment or wastewater treatment facilities cannot accommodate the number of new residential units proposed, phased developments may be required, until treatment capacity is available
	Residential development in Secondary Settlement Areas, or Inland Lakes and Shoreline areas may be considered on individual private services, where the applicable Ministry of the Environment, Conservation and Parks Guidelines can be addressed, through technical supporting studies
	Appropriate access and easements for gas, hydro, telecommunications, or other utilities will be required in the design of the subdivision
	Where fibre optic cable does not exist to service a subdivision, the developer is encouraged to install conduit in the road allowance to provide for future telecommunication needs



The application of these development guidelines will help to create healthy, supportive communities that are reflective of both their environment and historical character.

In completing these guidelines, relevant stakeholders from across the County were consulted, resulting in a document that reflects the professional opinions of planners, developers, engineers and health care professionals. In working with these stakeholders, this document aims to respect the culture, character and best interest of Grey County.

These guidelines are to serve as a complimentary resource to existing Grey County documents, reflective of local goals and objectives. Additionally, these guidelines are in conformity with the Provincial and Municipal policies that guide planning and development in Ontario.

While it is important to take the message of these guidelines into consideration, this document also recognizes that every municipality within Grey County has grown and developed in a unique way. Planning decisions are context specific and local in nature. As a result, nothing in these guidelines is meant to prohibit municipalities from developing their own guidelines using this document as a source of inspiration.

These development guidelines are by no means compulsory and should evolve in order to reflect the changing character of Grey County over time.

Questions, concerns, or additional information pertaining to this set of development guidelines can be obtained by contacting the following individuals:

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